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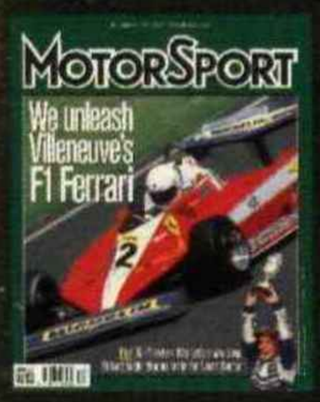
1955 Jaguar D-Type. This particular D-Type is one of only a handful of existing cars that can boast almost complete originality. This particular motor car retains all of its original panels including the bonnet and of course all its original mechanical components. The car has an early and interesting racing history which fortunately left it unscathed and in later years entered a renowned British private collection where it remained for nearly two decades. The car is extensively photographed in Phillip Porter's authoritative book on Jaguar sports racing and competition cars and most importantly this motor car has been subject to a meticulous and sympathetic restoration, completed only this year by an internationally renowned specialist at a cost of £100,000

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COVER: GILLES VILLENEUVE'S FERRARI 312T3
PHOTOGRAPHED AT SILVERSTONE, 9TH JUNE 1997

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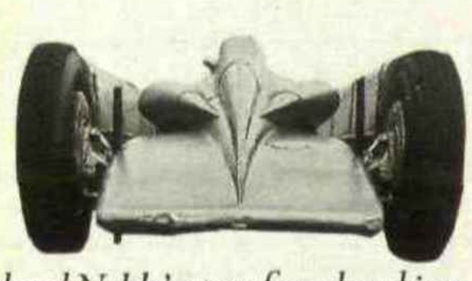


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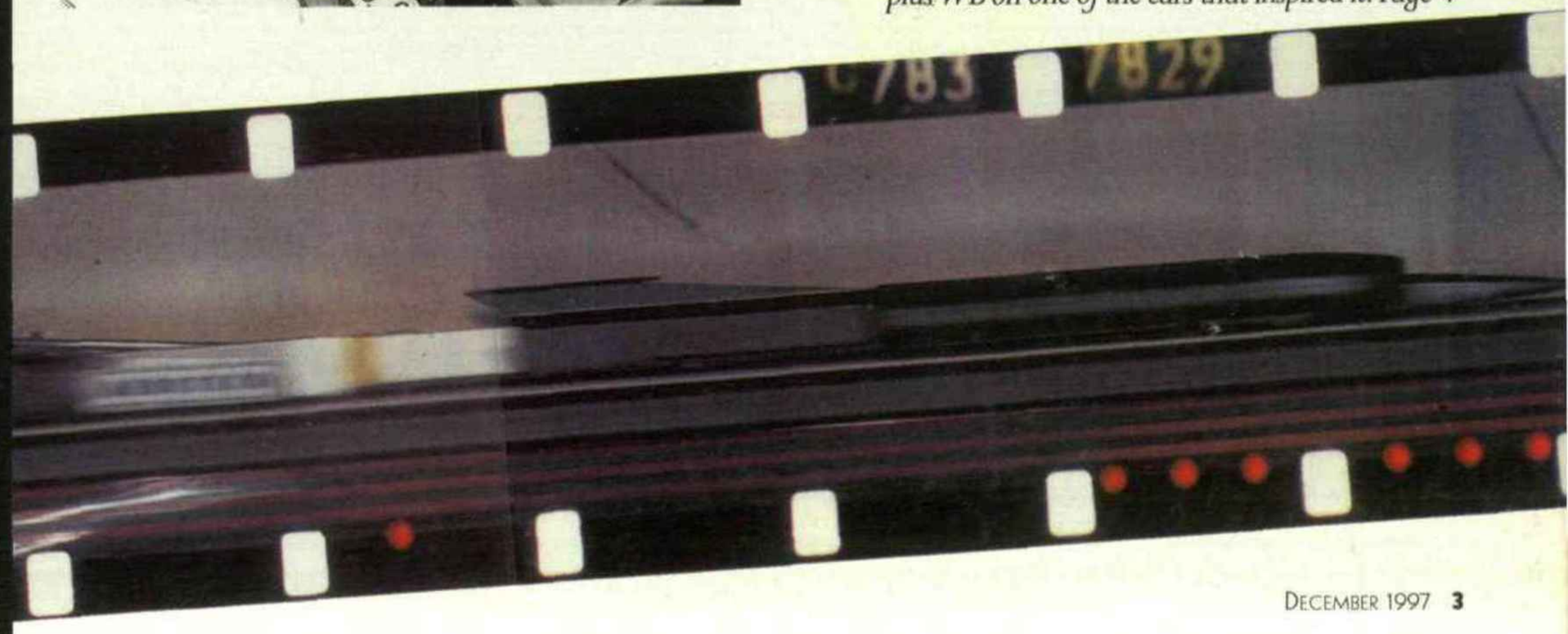
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ThrustSSC *Richard Noble's story from breaking the Sound Barrier with a model to doing it for real, plus WB on one of the cars that inspired it. Page 4*



How we broke the Sound Barrier

by Richard Noble

There were never any problems with ThrustSSC – just opportunities. The first came with the completion of the Thrust2 project, and the achievement of the first British World Land Speed Record since Donald Campbell's record in 1964. We were the best in the world again and there was every expectation the record would be retaken by well funded Americans the following year. I talked to our sponsors about keeping the team together for the Thrust3 supersonic car. The sponsors were a wise lot and made it clear there was to be a new opportunity – no funding for Thrust3!

But there was always the lingering doubt; with Thrust2 we were the best in the world and without doubt the programme had been the most exciting experience of my life. It seemed criminal to leave the speed at Mach 0.84. But faced with sponsor withdrawal, the way forward was not obvious.

In 1990 Art Arfons produced his 27th Green Monster – this was a small tricycle layout car with Art positioned ahead of the front wheels. In LSR history, large heavy cars have always won out over the lightweights. Art was going to change all that. Writing for *Autocar*, I went back to Bonneville. Art had enormous problems with the car and while I was kicking the salt, Craig Breedlove – the first man over 400, 500 and 600mph turned up.

"Say Richard, I've made the big decision, I've brought two J-79 series engines and I am making the big comeback." His resting time between LSR bouts would turn out to be 31 years.

With Breedlove committed to targetting Mach 1, this opened the doors for the greatest motor race of all time. This would lead to an unrivalled media spectacle and surely another car could be financed if we could find far-sighted sponsors. But how to get started? And where to start with a fresh team?

Thrust2 designer, John Ackroyd, was committed to ballooning and reluctant to tread the poverty isolation of the LSR trail again. Thrust 2 had been within an ace of flying, with inevitable appalling results, so a new team with aerodynamic experience was needed. It was a new dimension – the designs of the subsonic era were from the pre-computer age.

Progress was slow until 1992. In July, I had a meeting with Ken Norris, designer of Donald Campbell's Bluebird car and boat. By good fortune I was late and so was Ron Ayers, ex-Chief Aerodynamicist of Missiles at BAC and now studying the Vickers Wind Tunnel reports on pre-war LSR cars. Ron was wondering why all the cars appeared to under-perform. Within a month we were trying to work out what had happened to Thrust2 – and with that knowledge gained the only sensible progression forward.

"You're designing a new LSR car – I know it!" My long suffering wife Sally could see only another nine years of uncertainty, poverty, extreme financial and personal risk with no obvious reward.

On October 4th, the Thrust2 team met to celebrate the eighth anniversary of the record. I cornered Glynne Bowsher, designer of Thrust's wheels and brakes. "You want 9-inch wide, 9000rpm wheels? Don't tell me any more – I'll get started tomorrow!"

The ThrustSSC design started with two RB199 Tornado engines, a cockpit in the nose and butterfly tail. Another month's work and we almost had the ThrustSCC final design. Ron bought a desktop computer and spent 550 man hours in a month creating the shape mathematically with 5,000 sets of co-ordinates. TSSC was never drawn until much later.

There was another opportunity on the horizon. Word had got around of the secret McLaren Maverick project. Then they rang for the Thrust2 video. Sensing McLaren's explanation that it was to amuse sponsors was less than the whole truth, I agreed and did nothing. Three more frenzied McLaren calls, more promises but no action proved something serious was afoot in Woking.

The McLaren launch to journalists went ahead in December '93. One recorded the presentation and the tape was in my player days later. They were not particularly friendly to TSSC and planned a £25m programme. It was clear that there was no room for two LSR contenders. We'd have to beat them on design and technology – there was no way to challenge them on money or PR. So our organisation was incorporated as a company without the Thrust name and the team split into cells in London and the Midlands. There was no publicity at all during the research phase – allowing McLaren the PR high ground without challenge. To all intents and purposes the ThrustSSC project had gone away.

Work funded by 40 companies – much of it by Castrol – pushed on at a tremendous rate. Ron was underway with his rocket programme at Pendine where a supersonic model burned 300 time-expired, 2-inch rockets. In parallel his Cray 92-based CFD programme carried out at Swansea University was evaluating the design's aerodynamic performance. By May 1994, Ron was on a huge high. Against all the odds, the results of the programmes broadly tallied and where there was divergence it was as small as four per cent. He concluded that the design was safe and viable.

Always the master of understatement Ron said simply – "We'd better build it."

I had an agonising decision to make. It was clear we were going to launch the programme without a major sponsor. ➤

"By May 1994, Ron had concluded that the design was safe and viable. Always a master of understatement he said simply 'We'd better build it'"



Five short-listed candidates line up with Noble and rallying VW Golf for final selection



Castrol

Wind tunnel tests at MIRA on scale model (above) while Mini proved rear steer concept



Thrust SSC starts receiving its aluminium, carbon and titanium bodywork at G-Force, while engines from Phantom bomber are tested. Together the two engines produced over 100,000bhp, more than twice the power of Thrust2





To stay with Breedlove, the funding was going to be a nightmare. Early potentials were not interested – the dream of a British supersonic success was of minimal interest among sponsors who preferred tennis and global yachts. I budgeted on 30,000 man hours for build in 12 months – it took 100,000 hours and a two year daily battle against insolvency with survival horizons of often only 24 hours. The decision not to drive was the right one and great relief for Sally – but it was seriously painful.

The June 3rd press launch was a huge success but no one asked if we had any money. The honest answer was 'No!' The company had no capital. Work started at G-Force in Fontwell, an outstanding organisation who most generously flexed the workforce according to our inability to pay.

Somehow Ron met up with Jeremy Bliss, who changed the entire face of the project. Jeremy had worked with Lotus developing active ride for its F1 cars and then transferred to McLaren to be Ayrton Senna's personal engineer. Highly skilled and with a hugely impressive grasp of diverse technologies and planning, Jeremy took on the entire systems work which involved the active ride, telemetry and recording 120 channels of data, myriad secondary systems and then the design change from torsion bar to hydraulic passive suspension. The personal workload on Jeremy would have overwhelmed most engineers who would have insisted on an entire design department in support. Jeremy did it by himself and he saw it right through to Mach 1.02.

So who would drive? I approached the DERA Centre for Human Sciences and met Professor Roger Green. He specialised in providing human data for the military and thought he had to find a Noble clone. We explained we wanted to do better than that. Over 30 applicants were deterred by our PR team who tested resolve by suggesting the competition was too tough. The six month programme at Farnborough involved personality, medical and stress testing as well as driving. Candidates, accompanied by Russell Brooks, drove a VW Golf rally car around a mud track at Saltburn. One entrant was a quiet Flight Lieutenant with 10 years as a fighter pilot. He'd been persuaded to enter by his girlfriend. Russell reported he started slower than everyone and just drove ever faster as he learned the track. He learned the brake points by looking at Russell's right foot stab involuntarily at an imaginary brake pedal. The teamwork tests confirmed it – Roger had found our driver.

Andy Green threw himself into the project and was instrumental in getting permission for ThrustSCC to move from G-Force which it had outgrown. At Farnborough the workforce gained local and highly skilled volunteers and progress accelerated. On the 23rd September, ThrustSSC made its first run on the runway, bursting both front tyres when the Dunlop carbon brakes proved not to need a warm up. By 28th September we were at run 12 and 200mph.

A month later Breedlove reached 675mph but a crosswind and transonic effects rolled the car, it describing a 2-mile diameter semi-circle as it slowed. Breedlove was lucky to escape alive. The message was clear – Mach 1 has to be taken seriously. The Spirit of America would take a year to rebuild.

Unable to finance a trip to Black Rock, we took Thrust SSC to the Al Jafr desert in Jordan – which had been made available by His Majesty King Hussein. Although Al Jafr looked similar to Black Rock, it was harder, rougher and there were stones. It almost broke the team. In the six weeks spent preparing the desert, over 170 miles of track were cleared of stones, a back-breaking task in the hot sun. Thrust SCC took longer to prepare and there were just three runs before the desert flooded for the first time in five years. The desert had showed problems with the rear wheel steering and directional stability. The last run was made on 21st November.

We were in trouble. The British sponsors were unimpressed and there was no more money. A pragmatist would have quit but now the project's Mach 1 Club came to our help. By making the project open to its members, we now had 3000 dedicated supporters. We never asked for donations, we simply charged for once only membership, open days and tried to provide an irresistible range of merchandise. It was our only source of finance until BTR joined as a main sponsor in Spring 1997.

With the race with Breedlove in September, TSSC was in no condition to challenge, so it was back to Al Jafr, with Royal Jordanian again providing the fuel for the Heavy Lift Antonov. This time the machinery, under the management of Martyn Davidson, ran like clockwork. The team was on site for 13 days and made nine runs culminating in 540mph on the 4th June. The desert was having a serious effect on the car and damaged the rear suspension brackets. The only decision to make was to return home and raise finance for the showdown: $900,000 was needed. We had just 60 days to find it.

"The only decision was to return home and raise the finance for the showdown. $900,000 was needed. We had just 60 days to find it."

Thus began one of the most extraordinary periods of the project. With team and car together, sponsorship prospects seemed exceptional. But they stayed away and we needed a miracle to get to the US.

It came from the Internet. Under the management of Jeremy Davey, we had built an audience of 7 million and had made the very first electronic trades ever off the Net in the UK. So we appealed to them: help fuel the Antonov and we can continue. Soon fuel was being bought at 30,000 gallons a day by users in 100 countries. Castrol gave and loaned more money while readers of *The Daily Telegraph*



Andy Green (above) goes for an early fitting in TSSC's cockpit. The finished item is below



Mammoth HeavyLift Antonov plane (below) used to transport car to Jordan and Black Rock





Thrust 2 was an entirely different proposition to ThrustSSC. An entirely subsonic design, it reached 633mph at Black Rock in 1983 and very nearly took off in the process. It took nine years to raise LSR by 11mph. TSSC took just seven to add nearly 130mph





© R Noble Ltd

ThrustSSC flashes across the desert (above) during one of the Sound Barrier breaking runs



Refueling and repairs between runs had to take place within the hour to validate record



Andy Green and Richard Noble, Britain's only living Land Speed Record breakers



At over 700mph, 150ft shock waves reveal Sound Barrier

started bringing in funds at £15,000 a day. Daikin Chase and Sterling Software came in as sponsors. We loaded the Antonov at Stansted for the fifth time and landed at Reno, Nevada on September 3rd.

We couldn't afford hotels so the team were based in rented apartments. The local restaurant put up its prices, so we set up breakfast and sandwich production in the Gerlach Community Centre. Andrew Noble had set up the US support machinery the previous month and with the loss of our vehicle sponsor we were lucky that our old Thrust2 friend, Dink Cryer of Carson City Dodge, provided the support vehicles. From the car manufacturers there was silence . Americans like Jack Frank and Dave Hackett joined the team and on arrival the course was set up. Enormous help was given by Tom Reviglio of Western Nevada who supported us in the way the UK sponsors had not. In just two days the Thrust desert site was ready.

At an early stage in the programme we'd agreed to share timekeepers with Breedlove but I found the Sports Car Club of America had little grasp of the situation, so brought in USAC's Dave Petrali who had timed Thrust2. There were no more problems with time keeping.

Run 39 had us operational. Andy found the ride smooth but the car fishtailed more than in Jordan. On September 25th I lost my Land Speed Record as we reached 714.144mph. The 80mph jump from the Thrust2 record was the greatest in history.

By the 7th October speeds had reached Mach 0.98. The Spirit team never really seemed to get going. They seemed to manage by whim rather than checklist and the key operational sequencing which we had learned the hard way was never in evidence.

Now Sky started transmitting live to over 100 million viewers. CNN followed Sky's lead and before long we had audiences approaching one billion. Almost everything we had promised would-be sponsors had come to pass. But they stayed away.

On the 13th we tried for the supersonic record. The FIA agreed to sanction a single or double supersonic pass as the first supersonic achievement or record. The runs were made at Mach 0.997 and 1.007 but not inside the requisite 60 minutes, due to 'chute damage from the 40ft afterburner flames. But there was no doubt: we had gone supersonic.

Now to Wednesday, 15th October. Run 65 began at 09:09.21.698. By 550mph the car was 60ft out of line but Andy corrected it. As he accelerated he nearly had a bird strike. As the car entered the measured mile, it was an awe-inspiring sight, accelerating faster than you could believe in total silence. At the Press Pen there were no supersonic bangs but on the hills sharp cracks were heard and in Gerlach, houses were rocked and the post-mistress nearly had a heart attack. Mile Speed 759.33mph; Mach 1.015. Run 66 was away at 10:04.08.090. Andy reported Thrust SSC was much more stable up to 550mph, then anticipated the usual left yaw and Thrust went right! Again the heart-stopping moment as it raced across the mile in silence and disappeared. Mile 766.609mph; Mach 1.020. World Record: Mile 763.035mph; Kilo 760.343mph.

By the time I got back to base it was all over. Instinctively we decided not to run again. The Barrier was broken, the tension gone, the project complete. The biggest compliment came from the USAC timekeepers: they returned their fees for October 15th.

I was very glad, we had been running a huge risk. ThrustSSC would soon need a rebuild and the team was very tired. This was a prime time for accidents.

In summary, it was an astonishing achievement by a small and highly professional team. The key human factor, apart from Andy, was the Engineering Team who deliberately had no chief engineer and insisted on the highest standards of safety. Another crucial element was the operational organisation, developed by Martyn Davidson and completed by Adam Northcote-Wright. A huge part of the success was the work put in by the Mach 1 Club and merchandising teams and the unsung heroes who kept the team and the desert security operations running.

"By the time I got back to base it was all over. Instinctively we decided not to run again. The team was tired. It was a prime time for accidents"

Like Thrust2 the project was thought impossible and not backed by big sponsors. But credit goes to Castrol, BTR and especially the Mach 1 Club and Internet which together created 20% of the revenue.

And the driver? Andy's contract stated he could leave at any time. Thrust was experimental, complex, never easy to drive and often unstable. He drove it 66 times, officially supersonic four times but we believe the true figure is six. He never flinched from the job nor burdened us with emotional concern.

The last words of his report best sum it up: 'Subjective feeling that rear-wheel steering should be limited to forklift trucks in future!'

And the future? ThrustSSC has raised the World Land Speed Record by 129.56mph and is the first car officially to go supersonic. Future challengers have to reach 770mph and that means safe supersonic performance before considering an attempt on the LSR. It is important to remember that, past Mach 1, aerodynamics are more predictable. I hope challengers will come as they have in the past and we don't have to wait 14 years.

As for the ThrustSSC project, we now have to fight to clear substantial debts before it can be finally laid to rest.

Ken Tyrrell honoured at historic racing awards

LEGENDARY FORMULA ONE TEAM OWNER KEN TYRRELL RECEIVED a lifetime achievement award at the second *Classic & Sports Car* Historic Motorsport Awards, held at London's Park Lane Hotel on Halloween Night.

Tyrrell, part of the Formula One scene for over three decades, was presented with his award by Jackie Stewart, the man he led to three world titles. An emotional Stewart paid tribute to the man without whom, he said, "I would not have got anywhere in this sport." Also present at the glittering occasion to honour Tyrrell were former employees Jody Scheckter and Dr Jonathan Palmer and his current team designer Dr Harvey Postlethwaite.

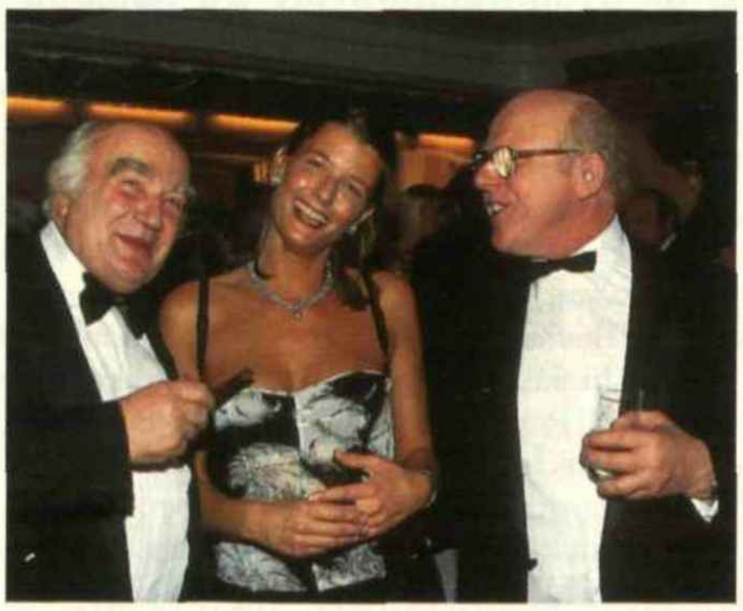
Over 400 guests, including drivers, owners, sponsors and dealers packed into the West End hotel to enjoy a night at which eight historic motorsport drivers were also recognised at the prestigious ceremony. Cooper T51 racer Rod Jolley won the MOTOR SPORT Trophy for Best Owner-Driver in any series after his superb successes this season, notably in Monaco and Phoenix Park.

Other notable winners were Nick Mason, who won the Coys of Kensington Trophy for Driver of the Festival, Burkhard von Schenk who claimed the Roy Salvadori Trophy for best performance in a front-engined GP car and MOTOR SPORT track tester Willie Green, who collected the Champagne Gosset Trophy for most sparkling performance in any historic car, after his magnificent wet weather drive in the Alfetta 158 at the Coys Historic Festival.

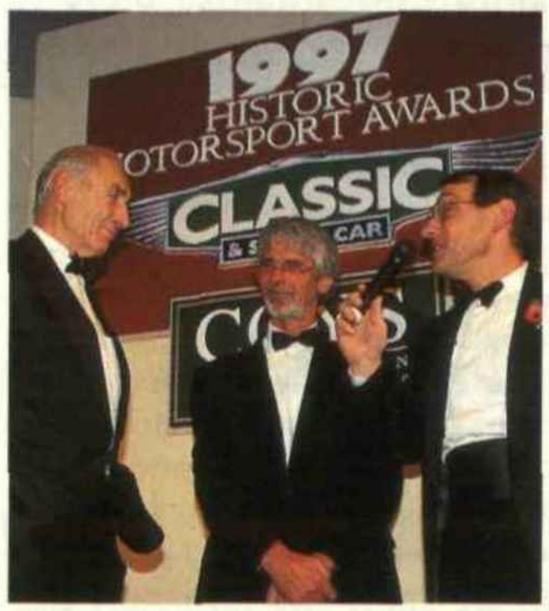


Simon Clay

From left to right: Dr Jonathan Palmer, Dr Harvey Postlethwaite, Jody Scheckter, Jackie Stewart and Ken Tyrrell, complete with his Lifetime Achievement award



Esprit du Championnat winner Katherina Schmitt flanked by David Piper and Rod Jolley



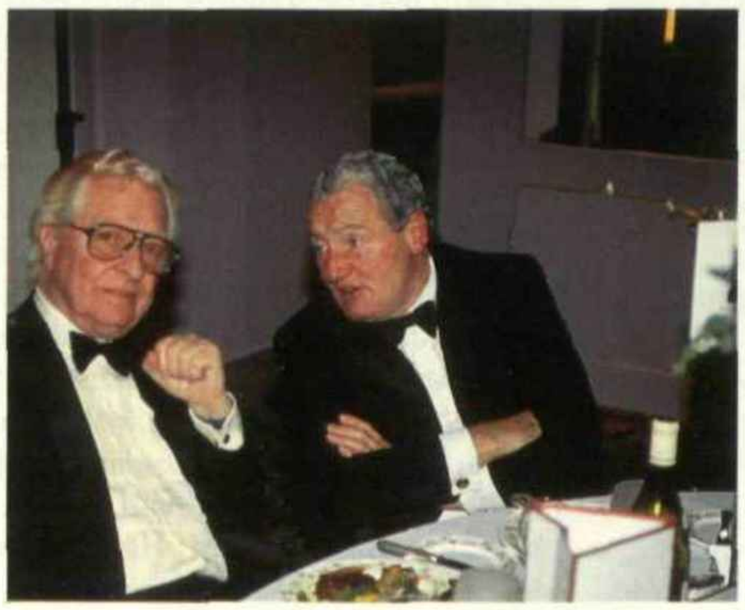
Roy Salvadori with restorer Tony Merrick and compère Simon Taylor



The Bell equipe was out in force. Derek celebrated his 56th birthday with a cake presented by son and GT2 champ Justin



Nick Mason collects Coys of Kensington Trophy for driver of the Festival from Dickie Attwood (left) and Jeffrey Pattinson



John Coombs and Paddy Hopkirk who presented Demon Tweeks historic rally award to Dessie Nutt



MOTOR SPORT owner/driver winner Rod Jolley with MS editor Frankel

Tim Andrew



Mario Andretti's Lotus 77-1, winner of the famous 1976 Japanese Grand Prix, will be raced in the 1998 Thoroughbred GP Championship by Junro Nishida. 'It's been my dream since I first watched that race,' said Nishida

Crossle moves into new era

THE CROSSLE CAR COMPANY, BRITAIN'S oldest manufacturer of competition cars has been sold by John Crossle to Arnie Black. He will continue to be involved as a consultant.

"I'm very much behind the move," said Crossle, who launched the company in 1957. "We have built around 1000 cars since the early '60s, and my wife has handled the books since the start. She could do with a rest!"

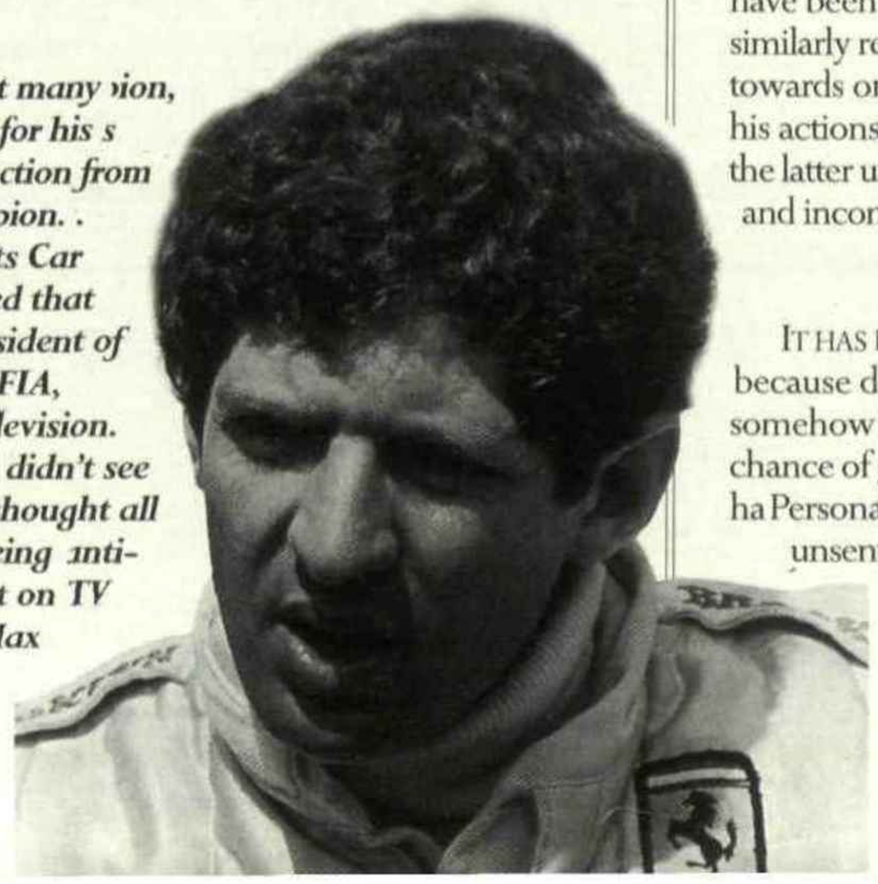
"John's reputation for engineering excellence still sees owners sending their chassis back to the factory, for rebuilds," said Black. "It would be good to build cars again."

The production of 9S chassis (based on the 1960s sports racing design) is part of the programme which could see Crossle re-enter the contemporary racing car market it left a decade ago.

"The 9S is a simple and strong chassis, and with an engine like a 2-litre Vauxhall or Ford Zetec is both quick easy to run," says Black. A handful of retro-racers have already been made, but new versions have been planned with other engines, with a view to selling to the Japanese and US markets.



New and old Crossle 9S meet at Phoenix Park



Michael Schumacher escaped what many ›ion, consider to be serious punishment for his s Jerez crash despite a demand for action from Jody Scheckter, Ferrari's last champion. .

Speaking at the Classic & Sports Car Awards, the South African revealed that he contacted Max Mosley, the president of motorsport's governing body, the FIA, after reviewing the accident on television.

"I was in Jerez for the race and didn't see the crash live," Scheckter said. "I thought all the British journalists were just being ›nti-anti-Schumacher but then I saw it on TV and it was disgusting. I phoned Max the next day to ask him what he was going to do about it."

editorial



Andrew Frankel
EDITOR

YOU PROBABLY THOUGHT RICHARD NOBLE'S ThrustSSC project was over. With the record raised and the barrier broken, there would not seem to be a lot left to do. Not so. For Noble and the team there is work to be done that's as serious as any in the seven years it took for the project's goals to be realised. The bottom line is this: The team is deep in debt and it needs money now. Your money. If you have already finished reading Richard's extraordinary account of this venture, then you'll already be tempted to reach for your cheque-book. If not, then I urge you to turn back to page four, and read his story.

I'd like to offer a little encouragement to anyone who might be wavering. I will give a free one year subscription to the first 20 of you who sends us a cheque for at least £100 made out to 'SSC Programme Ltd'. Do not worry about your cheque missing the boat; If your cheque arrives after the first 20, we will call and offer its return within three working days. If you already subscribe, we will extend your subscription for another 12 months. If you can't quite stretch to £100, we cannot offer you a subscription but we can make sure any cheque you write reaches Richard without delay. Similarly, if you feel more disposed towards rather longer numbers, I wouldn't want your imagination to be limited by any figure suggested by me. Also if you would like to join the Mach One Club, write to: PO Box 77, Hampton, Middx. TW12 2XN. Web-jockeys among you can also tune in on *http://thrustssc.digital.co.uk*

* * * *

AT FIRST THERE WAS LAUGHTER, THEN DISBELIEF AND, FINALLY, DERISION. As news of what the FIA considers appropriate punishment for deliberately ramming your rival in an attempt to deny him the world title filtered into this office, we thought it was a spoof. But no, Michael Schumacher has escaped the proper consequences of his action while the FIA sent a message to anyone caring to listen that such behaviour is really not that serious at all.

What depresses me most is the situation the FIA will find itself in when, quite inevitably, this happens again. You'll not need reminding that there have been four close title fights in the last decade and all bar one has been similarly resolved. Either it shows similar mercy and F1 takes one more step towards organised anarchy, or it comes down on the driver with the force his actions deserve, making its former judgement all the more bizarre and the latter unfair by comparison. The choice between appearing inconsistent and incomprehensible is not one I envy.

* * * *

IT HAS BEEN SAID MORE THAN ONCE SINCE SCHUMACHER'S BLUNDER THAT, because drivers never behaved in such a cavalier fashion in the past, this somehow makes them better human beings. I find it easier to believe the chance of getting killed in such a manoevre proved an adequate deterrent. ha Personal integrity, sadly, has often to take a back seat in the awesomely unsentimental business of modern Grand Prix racing and while Collins and Moss considered abandoning the chance of the world title as simply the right thing to do, I'd like to meet the modern F1 driver who dared use this argument to explain to a Williams, Dennis or Todt why he just gifted the title to the opposition.

BROOKS

The National Hall *Olympia*

A Sale of Highly Important Collectors' Motorcars and Automobilia

Thursday 4 December

Brooks December sale over the past few years has consistently been the most valuable and exciting European sale of the year, achieving the top UK sale total in both 1995 and 1996. We anticipate a similar result for 1997.

This year Brooks return to the splendid surroundings of the National Hall, Olympia, home of the great London Motor Shows of the 1930s, for a sale that is already beginning to echo the stature of their '96 event.

Entries already include this 1956-58 2½ litre Maserati 250F Formula 1 single seater - chassis 2524. The epitome of the classic front-engined Grand Prix car, this Maserati 250F was supplied to 'Paco' Godia in 1956 finishing 4th in both the Italian and German Grand Prix. The car finished third in the Argentina GP in 1957 and, in the hands of Jo Bonnier finished 2nd at Syracuse and Caen in 1958. A historic racers dream.

If you would like to enter your car for sale please call Malcolm Barber, James Knight, Nick Lumby, Michael Worthington-Williams, Peter Card or Anne-Marie Talbot on 0171 228 8000 or fax 0171 585 0830.

Other entries include:

1900 Georges Richard 10 hp Model 5 Rear Entrance Tonneau
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1955 Porsche 356 Coupe
1956 Maserati 250F
1956 AC Ace Bristol
1957 Aston Martin DB2/4
1958 Lancia Aurelia B25 Convertible
1960 Alfa Romeo Guilietta Spider
1962 Porsche Carrera GT Coupe
1963 Porsche Carrera 2 Coupe
1964 AC Cobra 289
1966 Lamborghini 400GT
1966 AC Cobra 427
1967 Works Lotus Cortina
1971 Lola-Chevrolet T260 CanAm
1971 McLaren M19A, Grand Prix Car
1971 Lotus-Cosworth Type 72 Grand Prix Car
1976 McLaren-Cosworth M25/M23 Grand Prix Car
1980 Lola-Chevrolet T530 CanAm



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miscellany

The Innovation Years is the theme of next year's Goodwood Festival of Speed, on June 12-14. "We have moved the meeting forward a week so as to avoid clashes with either Formula One or Indycar races, and as a result hope it will continue to attract leading teams," said promoter Lord March.

* * * *

Watkins Glen, the wonderfully spectacular New York state track which hosted the American Grands Prix from 1961 until 1980, is in discussion with Thoroughbred Grand Prix organisers with a view to staging next year's FIA Cup finale. The event would mark the 50th anniversary of Cameron Argetsinger opening the first road circuit there in October 1948.

* * * *

The diminutive BRP-BRM Grand Prix car which Innes Ireland raced in the 1963 season is being prepared by Hall & Fowler to run in Historic events in 1998. The British Racing Partnership, founded by Alfred Moss and Ken Gregory, only fielded its own GP cars for a year.

* * * *

A Gold Leaf Team Lotus 72, a McLaren M19 and the M23 Formula 1 car (which started life as the unique F5000 M25) from the late John Foulston's collection are for sale by Brooks at Olympia on December 4. David Pennell's ex-Paco Godia Maserati 250F '2524' and the ex-Jackie Stewart 200mph Lola T260 and VDS-spec T530 Can-Am cars are also under the hammer.

* * * *

Motoring broadcaster Richard Hudson-Evans and Michael Valentine have won this season's Safety Devices Historic Rally Championship in their Porsche 911.

Paul Newman on form at Daytona historic meeting

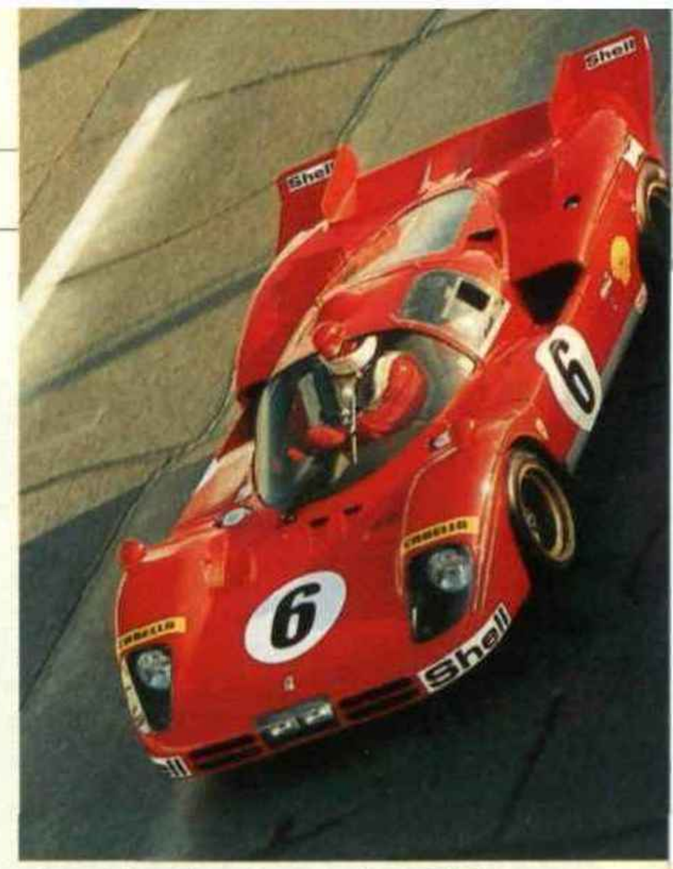
TWENTY SIX IMSA GTP AND GROUP C sportscars provided the most memorable spectacle, and a thrilling finish, as an all-star 285-car entry tackled the first Historic event to be run at Florida's Daytona Speedway last month.

Karl Singer won the hour-long GTP showpiece in his Porsche 962, although the similar car of film star Paul Newman and John Hotchkiss pipped him to the line, only to be hit by a pitlane penalty.

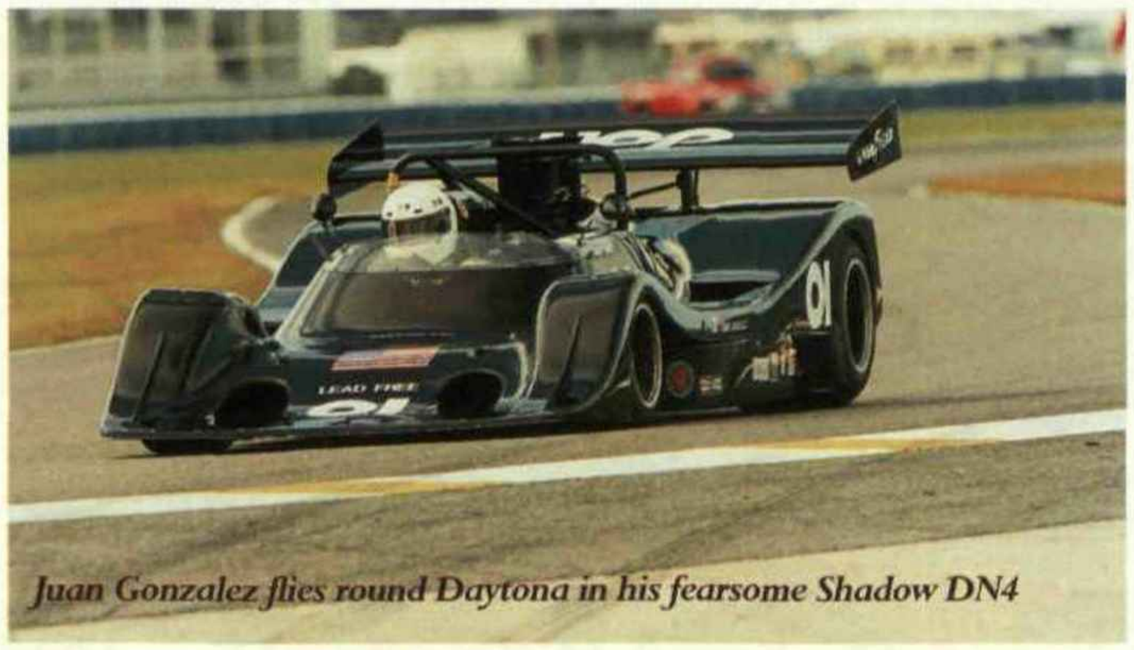
Briton David Leslie, reunited with one of the ex-works Aston Martin AMR1 cars he drove in their heyday, and engineered again by Richard Williams, chased the dominant Porsches home for a top six finish.

Nissans and Lancia LC2s joined a representative field, which contrasted with Ford, Ferrari, Alfa Romeo, Porsche and Mirage prototypes from the 1960s and 1970s, and a select group of CanAm monsters.

"The event provided many of the drivers with their first experience of the part-banked 24-Hour course," said a spokeswoman for organiser HSR. "We can't wait to return in 1998."



John Giordano's stunning 512S



Juan Gonzalez flies round Daytona in his fearsome Shadow DN4

Berridge continues winning streak to claim '97 GP title

A CLEAN SWEEP OF THE LAST FIVE RACES earned Bob Berridge the third FIA Cup Thoroughbred Grand Prix title in his ex-Eliseo Salazar/Kenneth Acheson RAM-Cosworth 01-3.

Watched by three-time world champion Jackie Stewart, Berridge dominated the finale at Brands Hatch on October 19 once he found a way past the fast-starting John Wilson's Williams FW08. Steve Hitchins' Lotus 78 subsequently took second.

'I'm proud to have won this prestigious and fast-growing series,' said Berridge, who will race the ex-Keke Rosberg 1982 Swiss GP-winning Williams FW08B next season.

Former rallycrosser Trevor Reeves (Tyrrell 008) and outgoing champion Michael Schryver's Lotus 72 won the other classes, the latter despite a pitstop to replace a punctured tyre.



Victory in the final round at Brands Hatch earned Berridge the 1997 crown

BROOKES TO RETURN FOR RAC HISTORICS

Russell Brookes, one of Britain's leading contemporary rally driver in the 1970s, returns to the cockpit to tackle this weekend's RAC International Historic Rally, with journalist Maurice Hamilton in the hotseat of the Porsche 911 which has won the event for the past two years with Jimmy McRae at the wheel.

The Worcestershire ace is seeded two, but will not have things all his own way in the Cheltenham-based event, for he follows the similar car of the Czech father-and-son crew Jan and Richard Trajbold, leader of the European Historic Rally Championship, and is chased by Tony Fall, back in his trademark Datsun 240Z.

Former Safety Devices Challenge winners Paul Kynaston and Gary Bulley are capable of beating allcomers in their well developed Sunbeam Tiger. The 30-car field, which has drawn competitors from nine countries, also includes American Lance Smith's Ford Falcon Sprint and the remarkable triple amputee David Butler in his MGB.

The entry for the National status event, which runs concurrently, is headed by Jon Everard's Austin-Healey 3000 and hillclimb champ Roy Lane's Porsche. Charles Golding's Triumph TR7 takes on Richard Martin-Hurst's Escort RS1600 and Richard Tyzack's BMW 2002 in the Classic section.

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For further information please contact, Girard Perregaux UK, 23 Grosvenor Street, London W1X 9FE. Telephone: 0171 416 4160. Fax: 0171 499 3671.

events of note

NOVEMBER

20 LONDON (GB)
Mike Hailwood's racing motorcycles – including his 1966 350cc World Championship-winning Honda – are backbone of Coys sale at The Business Design Centre, Islington.
☎ 0171 584 7444.

22-23 RAC HISTORIC RALLY (GB)
Russell Brookes takes on European Championship leader Jan Trajbold in a Porsche 911-dominated pack. Super finale coincides with the RAC Rally Show at Cheltenham Racecourse on Sunday.
☎ 01452 790648.

23-25 NETWORK Q RAC RALLY OF GREAT BRITAIN (GB)
Colin McRae's victory on last month's Australian Rally has set up a thrilling head-to-head title clash between the Subaru star and Mitsubishi's Tommi Makinen on Britain's round of the FIA World Championship.
☎ 01753 681736.

28-DEC 6 ESSEN MOTOR SHOW (D)
Historic and contemporary racing cars are always a huge draw at this long established and respected International Show, which always includes a few surprises.

DECEMBER

4 OLYMPIA, LONDON (GB)
Brooks sale of collectors cars, including Formula One and Can-Am machinery, in The National Hall.
☎ 0171 228 8000.

6-9 LE JOG (GB)
Lands End to John O' Groats Reliability and Touring Trial sees cars built before 1976 covering 1600 miles on the classic end-to-end route.
☎ 01886 833505.

6-9 KILLARNEY (IRL)
Gleaneagles Hotel Killarney Historic Stages Rally.
☎ 00 353 87465.

JANUARY 1998

8-11 AUTOSPORT INTERNATIONAL SHOW (GB)
The biggest and best motorsport show in the world, held at the Birmingham NEC covering Formula One to Historic competition cars, with live action arena. There's a special exhibition tribute to Ayrton Senna. Advance tickets from:
☎ 0121 767 4747.

Triumphant Symbolic Tour

IT IS HOT IN THE CALIFORNIAN DESERT, and hotter inside the Lancia Stratos. Add the body heat of two individuals on the far side of 130mph for miles on end and you'll get the picture.

This is the first Symbolic Invitation Sports Racing Tour, a 300-mile jaunt from San Diego, home of the Symbolic Motor Car Company, to Burrago Springs, and back. It took in flat desert letting drivers travel at absolutely any speed they pleased, plus winding hill roads reaching 3000ft before descending once more to the San Diego plain.

This first outing brought an awesome gathering of historic sports-racing cars. There was a '28 Mercedes SSK entered by Arturo Keller, two of only seven Alfa Romeo TZ2's and a P3; a Porsche 550 Spyder, the 1940 Mille Miglia-winning BMW, two Stratos and Ferraris galore including a 1961 250 SWB, a 500TR, a Testa Rossa, a Comp 275GTB, 250LM and others such as a Ford GT40 and a 'proper' competition 7-litre Cobra.

I met my co-driver, Eric Moszkavitz, just before the off when Symbolic's Chris Renwick introduced me to Phillipe Olczyk who had entered the Testa Rossa for himself and the Stratos for Eric. "Get in" I was instructed.

Now I'm a little leery about sharing a rapid, twitchy beast like a Stratos with someone I'd never met but, apart from one moment when we were airborne for long enough to look at eachother, I didn't need to worry. Eric's objective was to follow Phillipe's Testa Rossa who, having once come seventh at Le Mans, wasn't hanging around.

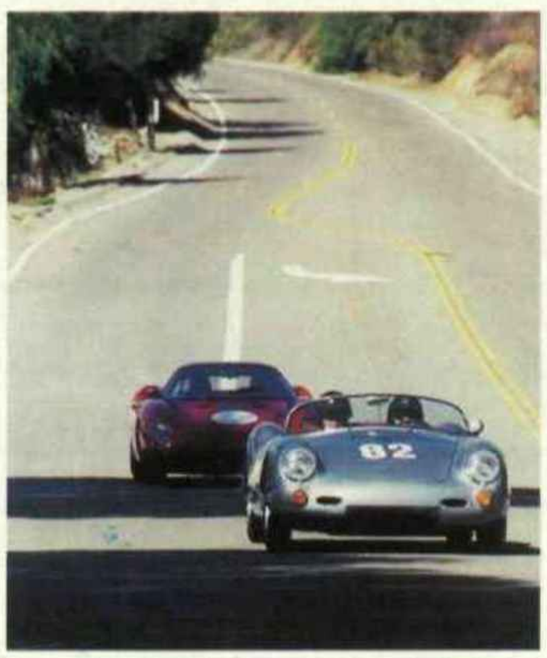
The scenery in California near the Mexican border is stunning. Large outcrops of rock, cactus and NO traffic; just miles of flat-out motoring to please any enthusiast's heart. I've done three Mille Miglias and this beat them all, being far more in the spirit of the Carrera PanAmericana.

It crossed my mind that the desert was not a place to break down but Symbolic had hired two trucks in case of problems, the only one being that of Said Marouf's TZ2, which devoured its electrics and needed another battery which was duly provided.

Symbolic Cars has become a legend in just eight short years. Founded by Bernie and Marc Chase, with Elliott Grossman and English ex-pat Chris Renwick, its showroom is a mind-blowing experience. There you'll find the very first Ferrari made, 01C, and not one, but two of the 1970 Ferrari 512Ms of Le Mans fame. There's also two Dino 206Ss, a 500 Testa Rossa, a 500 Mondial, a 250MM and an Alfa Romeo 2900B. Last year, Symbolic turned over $100m making it the most successful Ferrari dealers in the World. Symbolic has now taken on a Rolls and Bentley dealership



Author Starkey subjected to flat-out driving in this fabulous Lancia Stratos



Porsche 550 chased by Ferrari 250LM

The next day saw the cars take part in a hillclimb over a fast, three-quarter mile course closed to traffic for the day. This was won by Jeff Kline in the Cobra with Elliott Grossman in his 450bhp Porsche 944 Turbo in second place. The Cobra produced so much power that it left lines of rubber over 100ft long at the exit of the chicane.

Finally, Sunday saw the Annual San Diego Concours d'Elegance, held in a location to rival Pebble Beach, the Torrey Pines golf course overlooking the pacific. I'm not a Concours lover but the beauty of the setting and the spread of invited cars was enough to take the breath away

Mercedes-Benz was the featured marque and here was Lautenschlager's 1914 French Grand Prix winner, the '39 W154 Grand Prix car and the '55 W196 streamliner. There was also a stunning Talbot teardrop coupé, the 1961 Ferrari 250GT which, with its aerodynamic body, had been the precursor of the GTO, and a Pegaso Z102. There was a record entry of over 120 cars, which drew gasps from thousands of spectators. Exceptional cars were everywhere with less chrome and polishing than one is used to in the American Concours scene.



Mercedes SSK soaking up the sun

To sum up: A wonderful weekend without restriction or bureaucracy. Add wonderful weather and traffic-free roads and I can see a British enthusiasts making the trip to experience the ambience of Southern California next winter. **John Starkey**

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CARS FROM THE HEART

NIGEL ROEBUCK



NO ONE EVER HAD ENZO FERRARI'S number better than Phil Hill. "The Old Man used to produce these annuals at the end of every season, and the only way you came off any good in them was either to be on especially good terms with him, or to die. If you died – it had to be in a Ferrari, of course – you got your picture in colour, with big ruby lips painted on! Terrible, huh? Peter Collins had a beautiful one done, over a whole page, with the lips and everything..."

I doubt that anyone more intelligent than Hill ever stepped into a racing car, and certainly – despite excelling at such circuits as Spa and the Nürburgring – he was always mindful of the risks in a sport infinitely more perilous then than now. In the course of an immensely successful career, somehow he never once hurt himself, but over the years lost a great many friends. A sensitive man, he is also a marvellously laconic raconteur, who laces his memories with the black humour characteristic of his generation of drivers.

Consequently, whenever Hill comes to a Grand Prix, two or three times a season, we journalists fight to sit near him at lunch. It is 30 years since he retired, so not too many of us knew him during his racing career, and those who did say he was not an easy man to know back then. "He was a good bloke, certainly not rude or off-hand," Eoin Young remembers, "but he always seemed uptight."

Not any more. As a rule of thumb, retired racing drivers are much better company than their active counterparts, not least because they can speak with impunity, tell the real story, rather than the sanitised, agent-approved, nonsense which routinely insults our intelligence in the paddocks of the late '90s.

In these surroundings, therefore, to chat with a man like Hill is a particular pleasure. Now 70, he still drives a racing car like a man half his age, still talks about them with passion and depth of knowledge – indeed, one suspects that he likes motor racing more in retrospect than he did at the time; undoubtedly that is so when it comes to his feelings about Enzo Ferrari, for whom he drove so many years.

The Old Man was one thing; quite another was the Old Lady – Laura, fearsome wife of the *Ingegnere*, who in the early '60s suddenly began taking an active interest in the team, even attending the races, a practice long-since abandoned by her husband. Hill is mesmeric as he talks of the blend of glory, tragedy and farce that was life at Maranello back then.

Through the 1961 season it was clear that either he or Wolfgang von Trips, his Ferrari team-mate, was going to become World Champion. "Face it, friendship between racing drivers is not a normal situation: you try to beat the other guys on the circuit all day, and then at night you're supposed to forget all that. But Trips and I always got along well."

At Monza Hill won both race and title, but in appalling circumstances, for his team-mate – and rival – was killed in an accident on the second lap. "I didn't know he was dead, until I came into the pits at the end. I drove right in, and I said, 'How's Trips?' I knew it was him, because we got an order board soon after the accident, and he was missing from it. I saw the way Carlo Chiti evaded my question, and I just knew right then..."

After touching wheels with Jim Clark's Lotus on the approach to Parabolica, von Trips' Ferrari had run off the road, brushing aside a wooden fence. Fourteen spectators died, with dozens injured. As after Alfonso de Portago's accident in the Mille Miglia four years earlier, there were calls from the Vatican that motor racing be immediately banned. Ferrari found himself under siege.

"Yeah, the Vatican always pitched in on these occasions," Hill remembered. "In Italy they love racing, but after a fatality there's always this rush to blame the car, and the people who built it – which was particularly unfair to Ferrari, because the one thing his cars never did was break.

"The whole Trips thing was a big trauma. I was with Ferrari for days afterwards, and there was all this, 'Oh, what are we going to do?' kind of stuff. You can't imagine what it was like. It seemed like everyone in the damn country was milling around Maranello, and there's Enzo Ferrari, with three days' beard growth, and wearing bathrobes all day – he'd been through it lots of times, and I always felt he regarded his drivers like a general thinks of his soldiers. Insofar as he was fond of any driver, I guess he was fond of Trips, but... Ferrari was a great actor, you know. Did he go to the funeral? No, he didn't. He sent the old lady..."

Hill and Richie Ginther, the third Ferrari driver that season, also went to Cologne to pay their final respects, and Phil admits that he approached it with dread. "For all the Germans, Trips was going to be their new World Champion, and then I had to go as



this terrible disappointment..."

If it is a cliché that Grand Prix drivers raced for the love of it in those days, it is also true. Stirling Moss reckons he earned about the same as a surgeon, and he was by far the best-paid driver of the time. In an era when private jets are *de rigueur* in Formula One (even among those who have yet to win a race), it seems barely credible that in 1961 the World Champion travelled to Cologne by train, but he did.

"Richie and I took my Peugeot, and drove up to Milan, where we just barely made it onto the train – I had to pull him aboard when it was actually under way! We get to Cologne, and there is Amerigo Manicardi, who was in charge of Ferrari sales worldwide, and about the best guy in the place. He had been sent to take Mrs Ferrari to the funeral, and keep her out of trouble.

"The funeral was the worst thing you ever could imagine. They had Trips' Ferrari sportscar there, and they'd built this platform on the back, to carry the coffin. And the kid that drove it didn't quite know how to do it; he just kept slipping the clutch, and by the time we'd got a couple of miles down the road, where the services were, it was about cooked.

"It was just a bad business all the way around. It was raining and dark, and we had to go along at the pace of this old woman, with the lantern hanging in front of her, you know... Awful, but we got through it.

"Trips' friends had little receptions afterwards, and while we were there, all of a sudden Mrs Ferrari said to me, 'Pheeleel, are you going back down now?' She'd decided she didn't like Manicardi – he didn't like her, either! – so she said maybe Richie and I would let her go back with us. 'Where are you going?' she said. I panicked – I said, 'We're going to... Stockholm!' She said, 'What a shame,' and meanwhile Manicardi's doing all these winks and everything..."

Hill and Ginther retraced their steps, taking the endless train trip back to Milan, then climbing aboard Phil's Peugeot 404 – "That was what a World Champion could afford back then!" – for the journey down to Modena.

"We're going along, and all of a sudden Richie says, 'Duck! Duck!' Instinctively, I just did what he said. And he says, 'It's the old lady!' And we're supposed to be in Stockholm! The next day we get to the factory, and we see Manicardi. I said, 'Christ! Richie saw you at the last second! I didn't even see you – I just ducked...' And Manicardi then told us that Mrs Ferrari had said, 'Manicardi! Isn't that Phil Hill's car?' And Manicardi said, 'I don't know – there's nobody in it!' And she said, 'Oh, that's all right, then.' That was what it was like, living with Mrs Ferrari...

"Manicardi was a really good guy, and good at his job, too. And you know what? He had a heart attack, in his 40s, and Ferrari didn't send one person to his funeral. You kind of revered him, you know, but he was a hard guy to like back then..." M

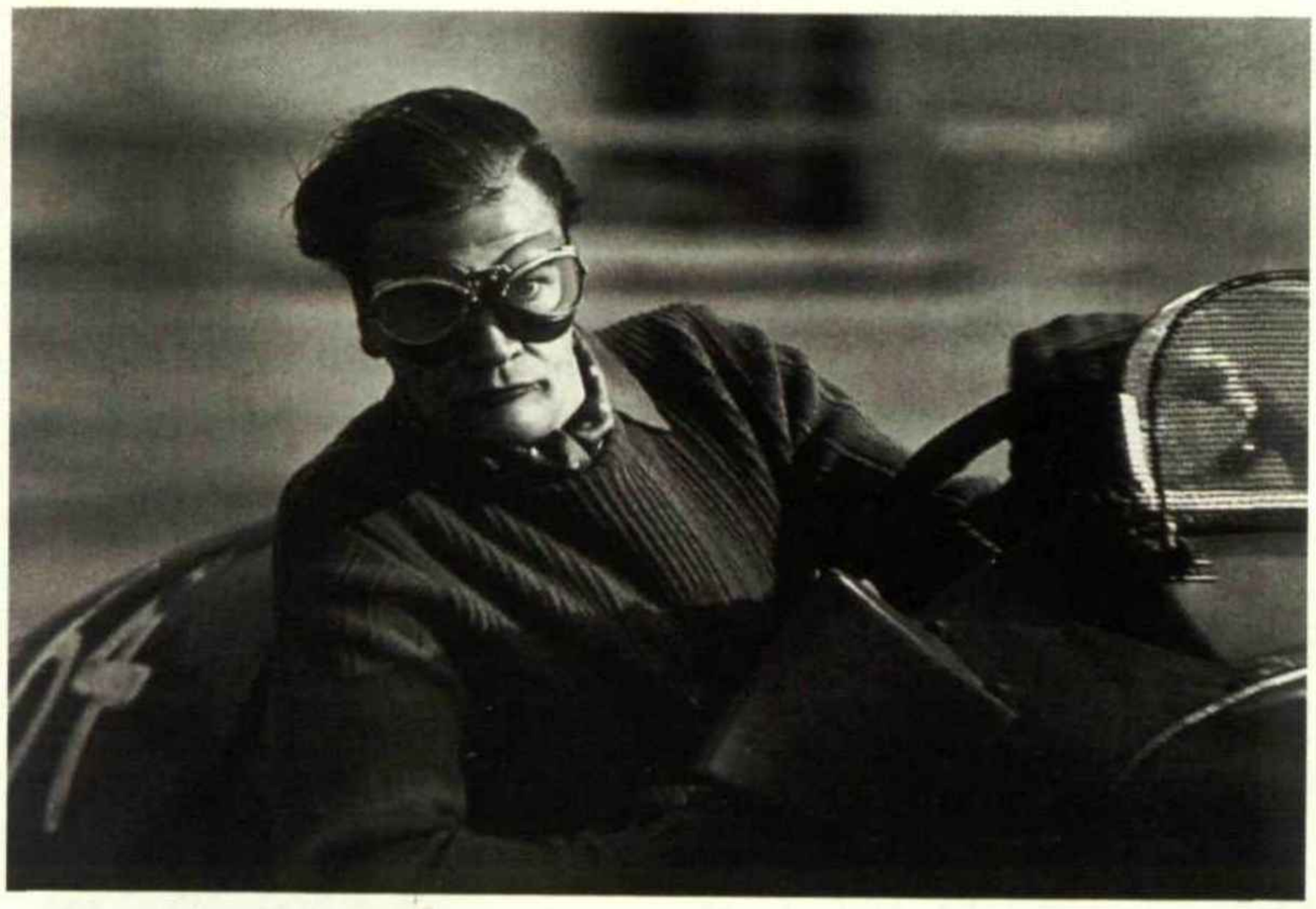


Zandvoort 1960: Phil Hill, right, watches Wolfgang von Trips enjoying the fruits of victory, under the protective eye of Laura Ferrari

ON SALE DECEMBER 19

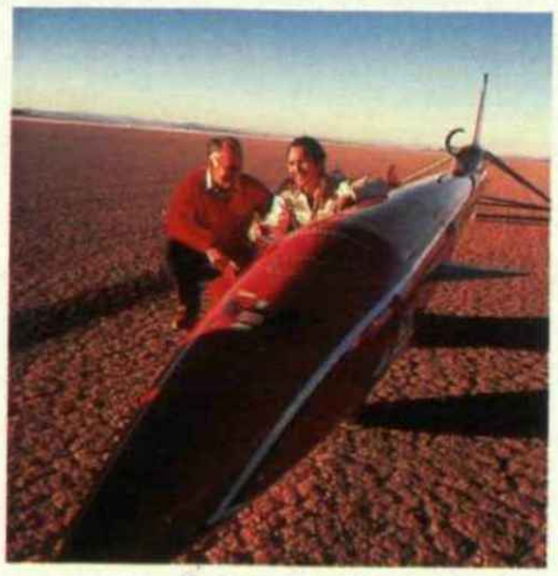
MOTOR SPORT

NEXT MONTH



Louis Klemantaski:

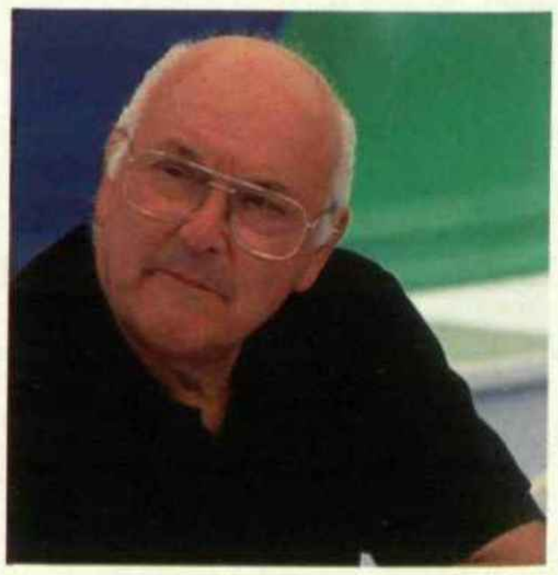
A celebration of the work of the world's greatest motor-racing photographer



BUDWEISER ROCKET
Stan Barrett says he broke the Sound Barrier in this car in 1979. He tells his story.



FERRARI 340 MEXICO
Held over from this month (two Ferrari track tests in one issue would be greedy), we drive Ascari's monstrous Carrera contender.



MURRAY WALKER
The man on 50 years in the sport, Mr Ferrari and why Brundle's better than Hunt.

All contents are subject to change

Paul Frère

JOURNALIST, RACER AND ENGINEER, THE OCTOGERIAN LE MANS WINNER STILL SHOWS NO SIGN OF SLOWING DOWN

THERE'S A SAYING THAT IF YOU CAN'T DO IT, YOU CAN always write about it. Of those rare few who can do both, Paul Frère is the prime example. Grand Prix driver, Le Mans winner and motoring journalist respected across Europe, his is a career of racing and writing spanning more than 50 years.

The interest sparked the moment his father brought home his first car, a Fiat 501, in 1922. The boy was five, but by reading his father's motoring magazines "I soon knew every make, even from behind." When he was nine his uncle took him to Spa to see his first motor race; it crystallised the young Frère's obsession, and he began to dream of being a racing driver. "I didn't wish to be World Champion, I just wanted to take part."

He devoured every page of S C H Davis's *Motor Racing* after his parents sent him to England to learn English, which he did – from *The Motor*, *The Autocar* and later MOTOR SPORT. He still has runs of all three from the Thirties, and his English is fluent.

Having driven from the age of 10, he had the use of an old Buick to drive from the family grape-growing business to Brussels University. "It oversteered a lot, and there were many curves on the Brussels road. That's where I learned to handle a car." In wartime Brussels, Frère practised his skills by looking after a friend's ex-Le Mans MG Special, which he later persuaded Jacques Swaters to enter for the 1948 Spa 24 hours, with one P Frère as co-driver. It finished, and his career was launched.

For the '49 race, he was to share with Jock Horsfall but didn't drive an inch. Horsfall was determined to drive solo for 24 hours. "He should have let me drive too, we'd have been much faster," says Frère now. "By the end he was barely awake."

The following three years brought drives in Dyna Panhards and then, in 1952, he landed the fourth seat in an Oldsmobile team with Belgium's best-known drivers, Jaques Swaters, Johnny Claes and André Pilette. He was recommended by journalist Jacques Ickx (father of Jacky) because while working for the Brussels Jaguar importer in 1951, he tried a customer's XK120 around Spa. "It was my first time in a fast car and I only had three laps. I would have been on pole!" Came the race, Frère won. "Oh, very much by luck. The wheels collapsed on all the American cars but mine, just because mine had new wheels."

Suddenly Frère's was a hot name, and the Belgian RAC offered him a place in the '52 Grand Prix. He wrote to HWM's John Heath; the answer



Paul Frère and Stirling Moss fresh from the battle

was no, but Heath did need someone for the Chimay GP. When Frère won it, an HWM was his for Belgium. He came fifth behind Mike Hawthorn, and joined the ranks of Grand Prix drivers.

Frère realised he had to choose between three careers: as a driver, an engineer and a journalist. During the war *La Vie Automobile* published a paper of his - "not because I wanted to be a journalist, it was just a way of being more involved in the industry." But work had flowed in ever since. "I chose writing, because it would give me time to race." In between deadlines he raced for HWM and then Gordini – "they were so very fragile; I refused to drive them any more after I had a hub break" – and Porsche, before Alfred Neubauer invited him to a Mercedes test. It produced an invitation to drive a 300SLR at Le Mans for 1954 but when Mercedes announced the cars weren't ready, Frère quickly called John Wyer and got a ride with Carroll Shelby in a DB3S Aston Martin. Shelby crashed the car.

This had bizarre consequences, because Wyer then booked Frère for Le Mans in 1955, shortly *before* Mercedes asked him to drive for them. Instead they selected Pierre Levegh. "So," muses Frère, "indirectly I caused the disaster. I would not have been exactly where Levegh was at that moment." Instead Frère and Collins finished second.

With such results, Frère the journalist was now the equivalent of his inspiration, Sammy Davis. He not only asked Ferrari for a Grand Prix seat, but landed one. In the Super Squalo, Frère managed eighth at Monaco and a splendid fourth at Spa, but decided to stick to sportscars. "I preferred long-distance races, they gave me the time to get into my stride." Nevertheless, in 1956 he stood in for Luigi Musso in one last F1 race, bringing the Lancia-Ferrari home second in his home GP behind Peter Collins.

More good Le Mans results for Jaguar and Porsche plus twin Ferrari victories in the Reims 12 hours proved his writing in *Le Sport* and *L'Equipe* was backed by real knowledge; his 1964 manual *Competition Driving* remains one of the clearest expositions of the art. And while many a journalist has track-tested a race car, few have race-tested one out of duty.

"When Cooper began to beat Ferrari, I thought 'if you haven't driven one you'll be out of touch'." So he drove Coopers in non-championship events, winning the South African GP in 1960, and realised that in their agility lay the future.

The 1960 season set the seal on his career: paired with Olivier Gendebien in a Testarossa Ferrari, Frère won greatest sportscar race of all, Le Mans. Yet it is not his proudest achievement: "It's my best 'business card', but I am proud of how I went in an HWM in the rain at the 'Ring in 1953, and of that second in the Belgian GP. It was the only time Collins beat me."

As to road cars he has found there to be no substitute for Porsches. "I road-tested a 911 in 1970 and have never been without one since."

Music ("nothing before Mozart") and art are further pleasures of a man showing no sign of slowing up. I caught him briefly at home between the Frankfurt Motor Show and the Alfa 156 launch. But, while busy with work in the US, Italy and Japan, he is both courteous and approachable, as relaxed with newcomers as racing heroes. Track-testing for magazines eased his departure from racing; he is proud that "I have driven every racing Porsche from 1970 on, including the 917." He has just hurled the GT1 racer around Hockenheim. Not bad for a man of 80. **GC**



The greatest result of all? Driving the Lancia-Ferrari D50 to 2nd at Spa, '56

CLARK AND CHAPMAN

SIR,

I enjoyed enormously October's article on Jim Clark. As it reveals, the relationship between Clark and Chapman was indeed extraordinary, but not without moments of tension.

In the mid-'60s we used Snetterton frequently for testing. Lotus were regular users too. On an April day in 1964 we arrived to do some running-in, and the Lotus transporter was in the paddock. The circuit manager, the one-eyed sea-farer Ted Lusted hastened to warn us to keep a special eye on our mirrors because Jimmy was testing the Lotus 30.

As we were preparing, Jim thundered past, braked late into Riches and was gone. Moments later Ted leapt into the circuit van – a sixth sense having told him something was seriously amiss. When the van returned a visibly pale and shaken Clark emerged. Apparently as he hit the brakes at the end of the straight there was a major suspension failure, and at 185mph, Jim and Lotus 30 waltzed toward the hairpin shedding bodywork and suspension. The car came to rest against the hairpin banking.

We watched as Jim strode purposefully toward Chapman. Fixing his boss with an unwavering steely stare, Jim said quietly, "Colin, let's be very clear about one thing – if you're going to bloody build them like that, you can bloody drive them yourself."

I AM, YOURS, ETC

ROBERT GORDON, YEOVIL, SOMERSET

* * * *

DUNS ROAMING

SIR,

In contrast to Gary Dunn (Letters, October), I have not taken MOTOR SPORT for 32 years. I bought October's issue for the picture of Jim Clark on the cover. The day before, I'd realised an ambition and visited the Jim Clark room in Duns, Berwickshire – a small, beautiful collection of photographs, trophies and story boards recounting his life in the sport. I wallowed in nostalgia for two hours and recalled his exploits as reported in MOTOR SPORT.

Far from finding October's issue off-putting, as with Gary, again I wallowed, with cars like the D-Type, Vanwall, Connaught, Cooper-JAP, Lotus, Maserati and drivers Brooks, Collins, the sad Lewis-Evans and McLaren. I loved it all!

So you have a new subscriber. The balance between today and yesterday is spot-on if October is a sample. I haven't re-read a magazine so often since my first copy of *Spick*! Bill Boddy's article with the photograph of the Ballachulish ferry even reminded me of holidays in the North. My old man would power the family Rapier up Loch Lomondside and through Glencoe to be first at the ferry. He failed only once when the roof rack with my bike on it fell off at Tarbet!

So keep up the good work and let the nostalgia flow. I shall now return to the back pages of MOTOR SPORT, dream of winning the lottery and try again to decide if I should buy a 100BN2, an XK 120 or a Cobra.

I AM, YOURS, ETC

ALAN MCCHLEARY, STRATHPEFFER, ROSS-SHIRE

* * * *

MAN AGAINST MACHINE

SIR,

The article by Shaun Campbell on 'F1 Then and Now' was well researched and considered. However, as a long-time enthusiast, I felt that he has down-played one of the sport's most important aspects.

The appeal of F1 is not, for instance, centred on the high-tech machinery. If it were, we would watch happily as computer-controlled pilotless, windowless, skidless missiles flashed around the circuits. The appeal is not even in close racing or constant changes of position. What is most appealing is the human aspect – man overcoming the elements and his own limitations.

In the 'golden age' of the 1950s, as Campbell states, the racing was not always close; but we did have two wonderful human aspects:

'*La Grande Geste*': This was an era when drivers raced for their countries and beliefs, not for a cigarette company whose products they despised.

Enthusiasts will always remember Collins giving his car to Fangio to give the Argentinian another world championship, destroying his own chances.

They will also remember Moss testifying on behalf of Hawthorn over an alleged rule infraction. It ruined his chances to be world champion and gave the title to Hawthorn. *La Grande Geste* is more satisfying than seeing grown men deliberately crash to destroy each other's chances of success.

Man mastering machine: because of the circuits and technology of the time, a great driver in the '50s could win in almost any car. You could see an Ascari, Moss or Fangio take over a team-mate's struggling car and do magic with it in a way that you do not see today. You could see a master driver start from last on the grid and though sheer ability force his way through the field to win. You could see a driver in an out-of-date private car take on the full might of the factory entries and beat them all. This gave far more pleasure than watching Grands Prix and even world championships being won or lost by a tenth of a second wasted in the pits.

I AM, YOURS, ETC

JAMIE BROWN, LONDON

* * * *

WELCOME BACK TO F1, PARTS ONE...

SIR,

I was delighted to receive my copy of the November edition of MOTOR SPORT to find you have decided to include some reference to contemporary Formula One in the magazine. Patience rewarded! I have always hoped you would come to this decision and I now live in hope that in due course you will include some coverage of the individual races.

As regards the debate as to which is or was the 'golden age' of motor racing this is surely a subject that will run and run. There is of course a school of thought, not that I am altogether sure that I agree with it, that the best race is always the next one.

Keep up the good work with MOTOR SPORT, which now contains some excellent material.

I AM, YOURS, ETC

JOHN C TARRING, WOKING, SURREY

* * * *

...AND TWO

SIR,

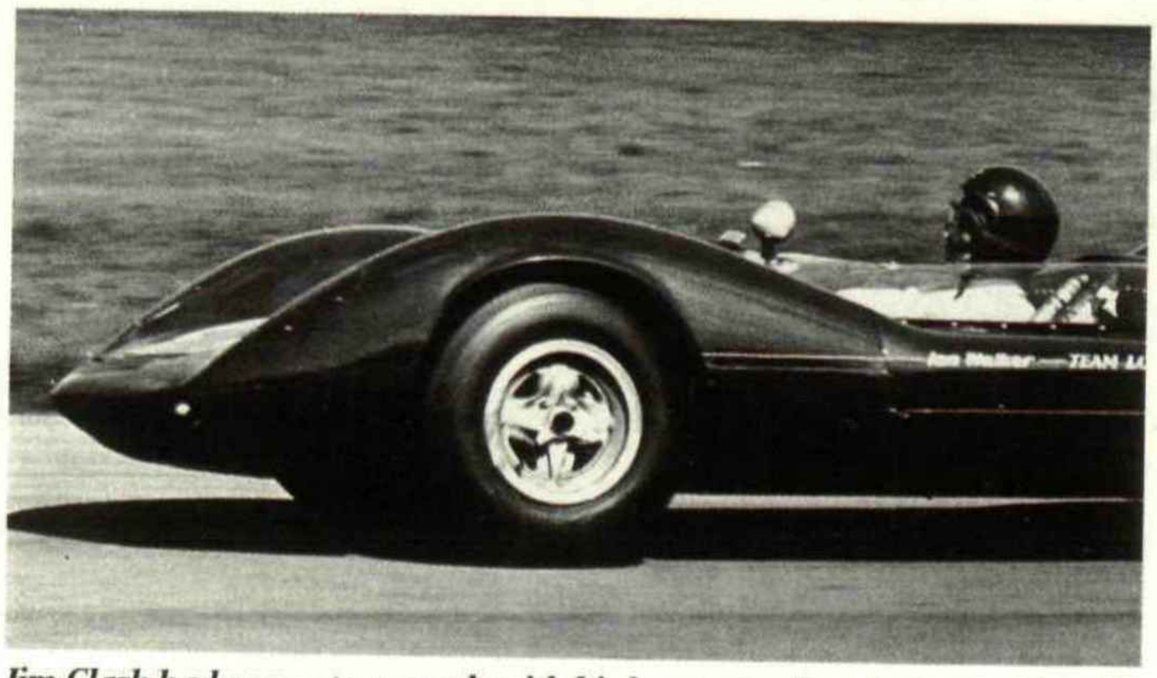
In the November edition of MOTOR SPORT, Shaun Campbell posed the question: "Was there ever a Golden Age of Grand Prix racing?" He also asked: "What gives it that distinction?" From my viewpoint the answer is simple. The golden age was in the mid-'60s when cars were still in national colours.

In those days my only contact with the Grand Prix scene was through MOTOR SPORT and I often had to buy two copies as I literally wore them out.

Was this my golden age because of the new technology, mid-engines, monocoque construction, early experiments with wings and downforce? No, it was because I was young and still driving my first car and because it's all in retrospect!

I AM, YOURS, ETC

GEOFF IVES, WITNEY, OXFORDSHIRE



Jim Clark had some stern words with his boss regarding the Lotus 30 in '64

* * * *

REFLECTIONS REMEMBERED

SIR,

Shaun Campbell's article, 'The Power or The Glory?' expressed something close to my views on Grand Prix racing and, in view of your previously expressed views on the current state of Formula One, I admire your open mindedness in publishing it. I believe he could have extended his analysis back to the dawn of Grand Prix racing. There have always been vintage years and races and there have always been uncompetitive years and processions.

There remains scope for an

occasional article, perhaps like of Jenks' *Reflections*, addressing conundrums, such as Irvine's speed at Suzuka, or Hill's near invincibility in Hungary.

I've spent several Grand Prix Sundays this year taking part in events in old cars. Conversation invariably turns, sooner or later to the Grand Prix, which it seems that everyone has arranged to record for later viewing. Lest you should consider that your readership has lost interest in Grand Prix racing, we should hasten to disabuse you.

I AM, YOURS, ETC

RDB WILKINSON, ORCOP, HEREFORD

* * * *

MERIT REWARDED

SIR,

Andy Bell's letter requires clarification for readers unfamiliar with the format of the Coy's Festival. Like other races the Pre-War Sports Car Race consisted of two eight-lap heats, with an aggregate result.

Andy is correct in stating that two of the Ulster Aston Martins were quicker than the fastest Talbot 105 in the dry Sunday heat (by 13.84seconds) but in the wet Saturday heat two Talbot 105s were 22.31 seconds ahead of the fastest Ulster. The organisers clearly took the view that the first and second places achieved on aggregate by two of the four Talbots entered merited the Team Prize, even though three Aston Martins finished in the top six places.

The reaction to this recent Talbot victory at Coys surprises those who like me have known and loved these cars for years and remember Anthony Blight's great successes in the 1960s. The cars are increasingly visible in VSCC events, if under-appreciated more widely as potential competition cars.

I AM, YOURS, ETC

IAN POLSON, NEWMARKET, SUFFOLK

* * * *

MERCEDES SECRET WEAPON?

SIR,

Having read Sheridan Thynne's letter about the incorrect photo in the October issue what do I find just below it? A photograph captioned as a Mercedes at Donington. This must have been the only appearance of the secret rear-engined car which Mercedes-Benz disguised by fixing four interlocking circles to the radiator cowling in an attempt to convince the unsuspecting Brits that it was an Auto Union.

I am delighted that you have revealed the truth in yet another MOTOR SPORT exclusive!

If I may add my views to the debate concerning F1 coverage, no one covered F1 as well as dear old DSJ. None of today's hype merchants come near though young Roebuck comes very close at times. I feel that modern F1 is a high-tech circus. If spectators and viewers are lucky they may get three good races a season. True races are won on the track, not at the petrol pumps. So please continue to omit Formula One and use the space for real motorsport.

I AM, YOURS, ETC

DA RIKARDS, ST HELENS, LANCS

* * * *

ALFA APPLE

SIR,

When the November edition of MOTOR SPORT fell open at the feature on the Alfa 145 Cloverleaf, my eyes scanned the last words of the article to find our purchase is confirmed as a good one!

We've only done few hundred miles so far, but it's a great car and with the optional leather trim and air conditioning it's also pleasantly luxurious.

I understand the forthcoming 156 is likely to be available with an F1 paddle gearchange. The GTV with a similar set up would be rather nice too!

I AM, YOURS, ETC

CHRIS BONE, SUTTON ST JAMES, SPALDING

* * * *

RED FLASH SPECIAL

SIR,

In answer to Stewart Williams' letter, the Morris Special 'Red Flash' is to be found in the British Motor Industry Heritage Trust collection at Gaydon.

It was not based on a Morris Commercial chassis but on a Morris Cowley chassis of 1925. For some reason the Heritage publicity persists in calling it an 'Oxford', despite the data on the identification plate which clearly says 'MC-11-9', indicating an 11-9hp Morris Cowley on chassis number 73424.

I AM, YOURS, ETC

H W EDWARDS, HISTORIAN - MORRIS REGISTER, WEST HANNINGFIELD, ESSEX

* * * *

HWM LIVED LONGER

SIR,

I was interested by the profile of Lance Macklin in the November issue. However, I think Chris Nixon's suggestion of the "demise of HWM" in 1954 is misleading. HWM continued to enter works cars up to 1956 when John Heath was killed, and sporadically after that. Indeed, Macklin, with Bill Smith as co-driver, took fourth place in the '55 Goodwood Nine Hours with HWM-Jaguar XPE 2.

Incidentally, Bill Smith was one of the drivers killed in the 1955 Dundrod TT a month after the Nine Hours, in the accident which also involved Macklin. One has to agree with Andrew Frankel's analysis in the previous issue, that we lost a disproportionate amount of British talent in the 1950s.

I AM, YOURS, ETC

PETER J SAINTY, DERBY

* * * *

SIX WHEELS BACK TO FRONT

SIR,

The update on the Tyrrell six-wheeler in the October issue prompts me to express some thoughts about that project. Reporting on its sole Grand Prix victory, MOTOR SPORT commented that every other team was struggling with apparently incurable understeer on the Swedish track. It seemed to me that probably the only advantage of extra front wheels would be an abundance of grip.

The wind tunnel experiment which made the most lasting impression on me as an aeronautical student at Imperial College in the '50s was the Wake Traverse, which computes drag on the model solely from cross-sectional mapping of the airflow speed downstream of the model. A more convincing way of demonstrating that drag is a function of the disturbance to the airflow I cannot imagine.

Without wishing to under-rate Derek Gardner's talent, I believe that March's six-wheel car – with four rear wheels – was the right way to exploit the advantage of extra wheels. A major portion of any post-'60s GP car's drag must come from its huge rear wheels. For a long time, designers seemed to concentrate only on ever sharper noses for good penetration, leaving the back to look after itself.

In 1959, I spotted a model of a front-engined BRM car in one of Imperial's wind tunnels, and commented to one of those involved that the design would probably have less drag going backwards! A little while later, I again caught a glimpse through the open door, and the model had been turned around. No one would admit the drag was less, but they did not deny it either!

I AM, YOURS, ETC

JJ WHITE, MOMBASA, KENYA



Six-wheel Tyrrell looks bizarre; aerodynamically it was even more strange

* * * *

PAKISTAN PIONEER

SIR,

In your coverage of the Peking-Paris Rally, you say Pakistan has never before witnessed international motorsport and that it was "...the first international rally to cross Iran."

May I correct you? I was a participant in the Manchester to Bombay Rally of May 1994 when 14 vehicles stormed through both these countries.

I AM, YOURS, ETC

JS DAVIDSON, ABERDEEN, SCOTLAND

ON THE ROAD WITH THE MONTE CARLO RALLY-WINNING MINI COOPER S

WE thought that the first British win on the Monte Carlo Rally for eight years deserved something more than a straightforward report and consequently we decided to arrange to road-test Paddy Hopkirk's Mini Cooper S. This proved more difficult than stealing the Crown Jewels for there were 500 other people with the same idea, and as the win was not entirely expected no one at BMC knew where the car was for more than five minutes at a time.

However, the winning Mini was at last run to earth and we were summoned to Cowley where the car was being shown to the people who make the Minis, who were as proud as Punch of the win.

Unfortunately we couldn't take the car away for long enough to take performance figures, which is a pity for, from our short experience with the car, we would say that the performance figures would only go to emphasise the fantastic piece of driving that Paddy Hopkirk must have turned in over the special stages. The winning Mini team of Hopkirk, Aaltonen and Makinen all drove identical cars running in Group I, which means that the cars are allowed very few modifications from standard, and of course over 1,000 have to be sold in a year. When the rally started the sales of Cooper Ss had reached just over the 2,000 mark, so everything was all above board.

The cars use standard steel bodywork with no lightened parts except for plastic side and rear windows. The driver and navigator have suitable seats, the driver's being a tight-fitting bucket seat while the navigator's is a reclining type. The steering column is lowered and a Les Leston wooden steering wheel fitted, while a longer throttle pedal is fitted to allow heel-and-toe gear-changes. A full-width facia is employed incorporating a central 200kph speedometer which includes the fuel gauge, a combined oil-pressure/water-temperature gauge and a 10,000rpm tachometer with no red line marked!

The navigator has twin stop-watches, a very large illuminated magnifier for the mileage recorder, and a complicated array of switches for various lights. The car is fitted with five auxiliary lamps along the front and a roof lamp, as well as the normal headlamps, because the main lamps are fitted with iodine vapour single-filament bulbs which cannot be dipped. The headlamps are fitted with their own washers to clear dust. The heater is larger than standard and this necessitates fitting the brake servo under the facia in front of the navigator. Changes of fuses can be made without getting out of the car. The hard-worked navigator has his own floor-mounted hooter button, and he is also in charge of the fire extinguisher. A tool roll is clipped to the rear seat back-rest and a small selection of spares are in a bag on the seat, while two wheel braces are clipped to the shelf behind the rear seats. A shovel is clipped into one of the rear pockets and the jack is fitted in the pocket on the navigator's side.

The boot is filled with twin fuel tanks and the two spare wheels, which are held in place by a metal cage having quick-release elastic octopus straps.

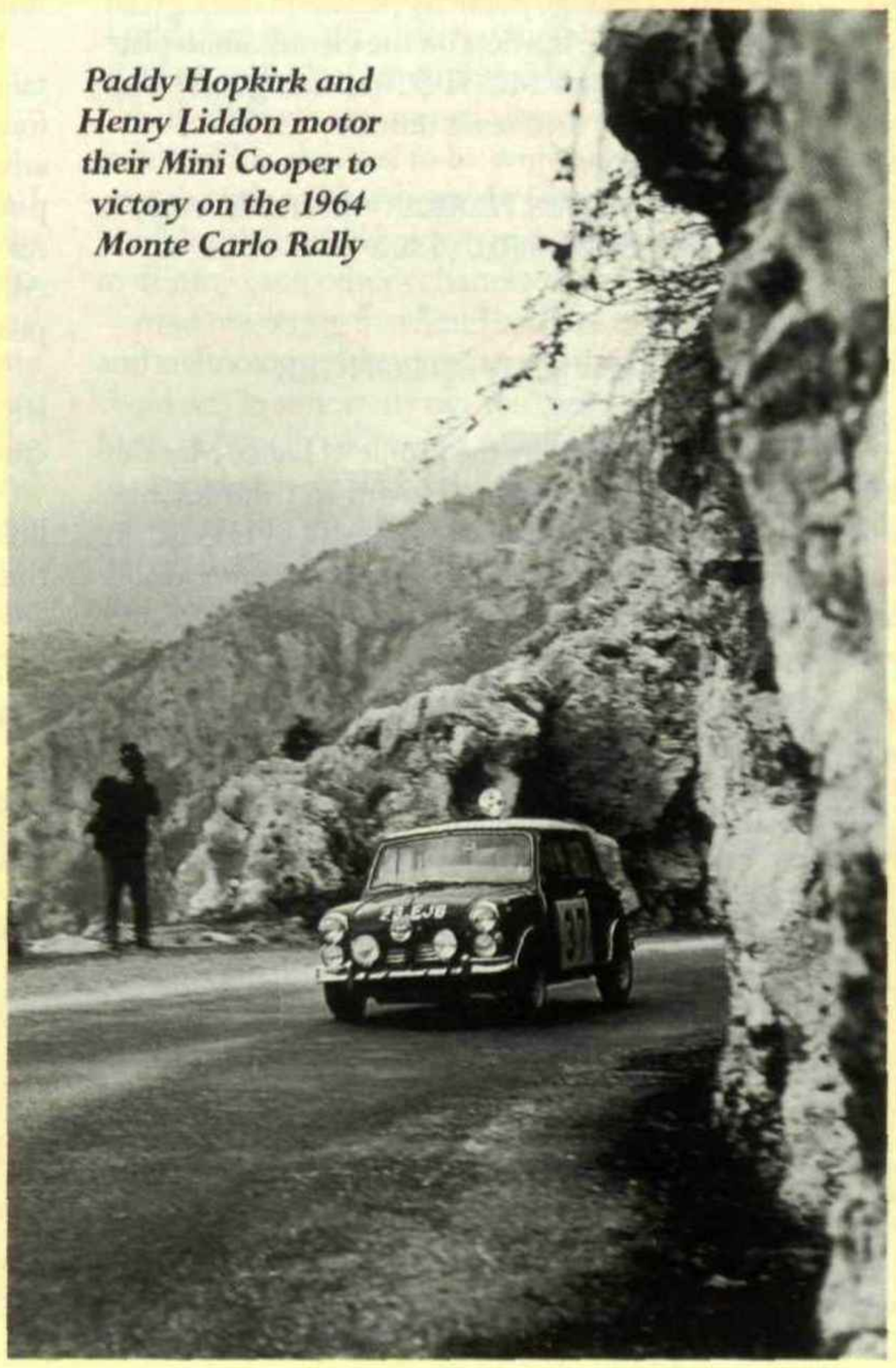
The engine does not look much different from the standard unit, except for the air intake trumpets on the twin S.U.s. An oil cooler is fitted low down behind the grille, and aluminium plates are fitted to deflect water from the distributor and other electrical parts. A radiator muff is fitted, as is a steel sump guard. The suspension does not look much different from standard, the only visible modifications being the spacers fitted to the rear wheels to give a slightly wider track. Hopkirk's car was fitted with 5.00x10in Dunlop racing tyres as it had come straight from the circuit races at Monaco.

We made a false start when we got around to doing some driving for we went off in the wrong car! BMC have been so inundated with enquiries from people wishing to exhibit the winning car that they have fitted up Makinen's car with Hopkirk's rally numbers. This is the car we made off with originally, which was unfortunate, as it had been stolen from outside a West End night club in the early hours of the morning, a day or two previously, by an inebriated soldier who had a fine dice through Knightsbridge hotly pursued by the Police, and in the excitement he over-revved it with dire effect on the power output. However, we eventually got into the right car and were soon playing at rally drivers in rural Oxfordshire.

In fact there is not a lot that can said about the car because it behaves much the same as a normal Mini Cooper S. The ride is very firm, although the racing tyres no doubt contribute to the stiffness. Otherwise it seems to handle exactly like any other Mini. The rally cars have a slightly lower final-drive ratio so acceleration is improved quite noticeably. Obviously this engine has been carefully hand-assembled and balanced for it is the smoothest Mini engine we have used, except perhaps for the Speedwell Elf, and it will rev quite comfortably to 7,000rpm in all gears, giving speedometer indicated readings of 35, 50, 77 and 92mph in the four ratios. Thus it is slightly slower in top speed than a well-tuned standard Cooper S.

The gearbox is also one of the best Mini boxes we have tried, for it is difficult to beat the synchromesh, yet the lever moves from gear to gear very smoothly and rapidly. The brakes seemed very poor to us in spite of the vacuum servo, as really high pedal pressures were required and there appeared to be no bite at all; they hardly felt capable of stopping a bicycle, let alone a 90mph car.

The overall impression given by the rally-winning car is of a meticulously prepared machine which has had a lot of time spent on it but which still remains to all appearances a standard Cooper S. Few extras have been added and it is unlikely that the cost of extra equipment on this car exceeded £3200, but in terms of the amount of hand assembly and finishing which went into the rally cars they must be worth something like £4,000 each. As we said before, this makes Paddy Hopkirk's and Henry Liddon's performance all the more remarkable for in respect of performance and handling their car was probably nearer to the product you can buy at your local BMC dealer for £695 7s 1d than any other car in the rally. But don't offer Stuart Turner £695 7s 1d for Paddy's car. It's not for sale!

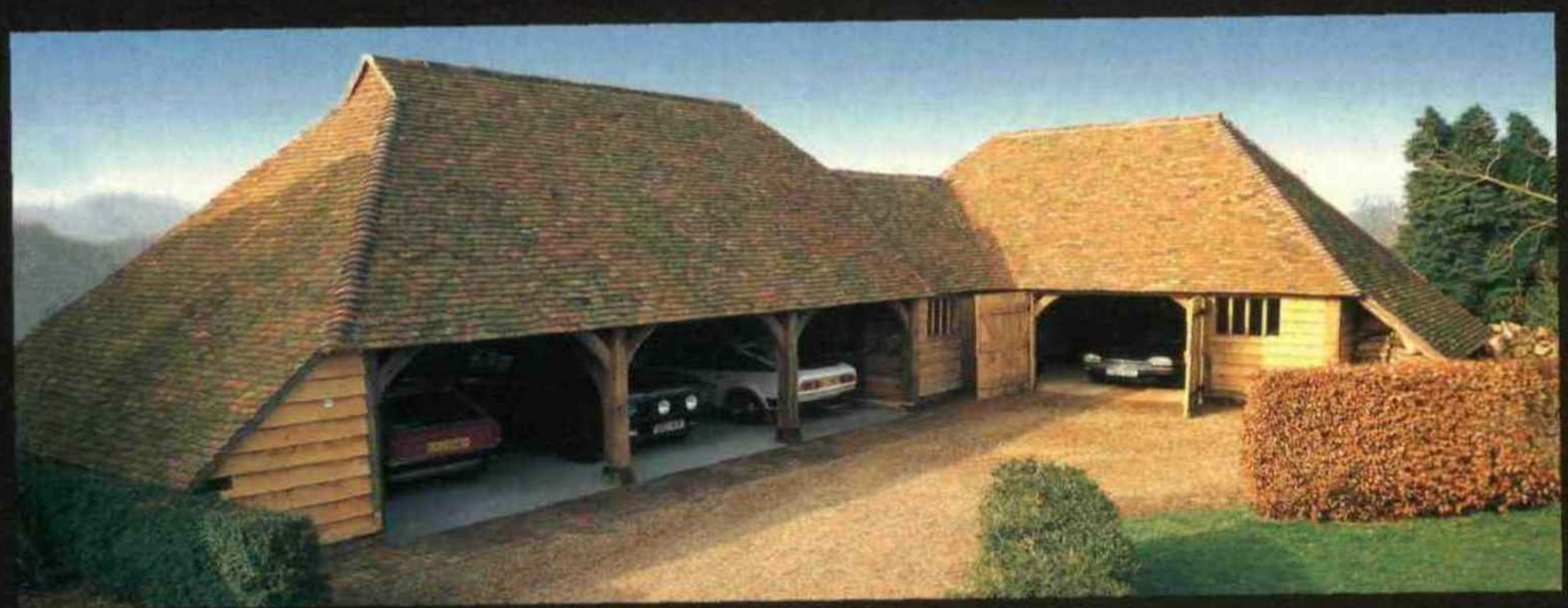


Paddy Hopkirk and Henry Liddon motor their Mini Cooper to victory on the 1964 Monte Carlo Rally

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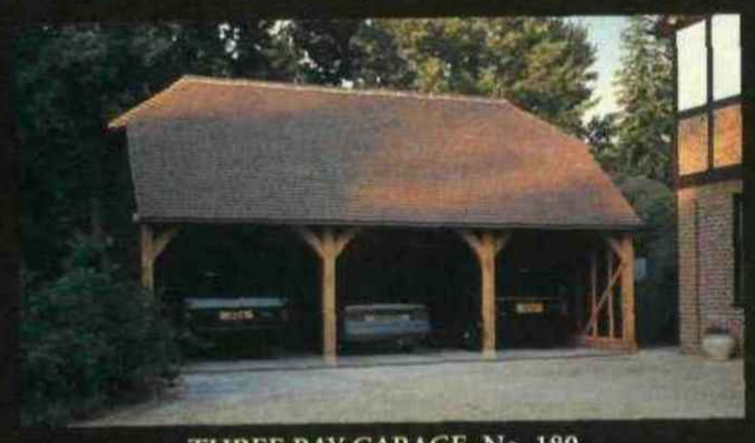
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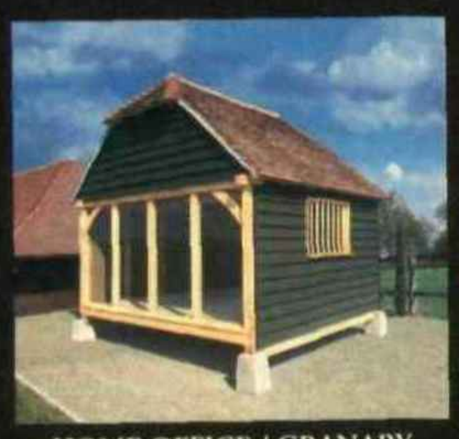
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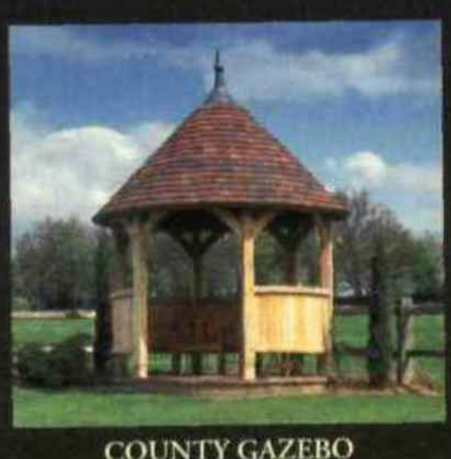
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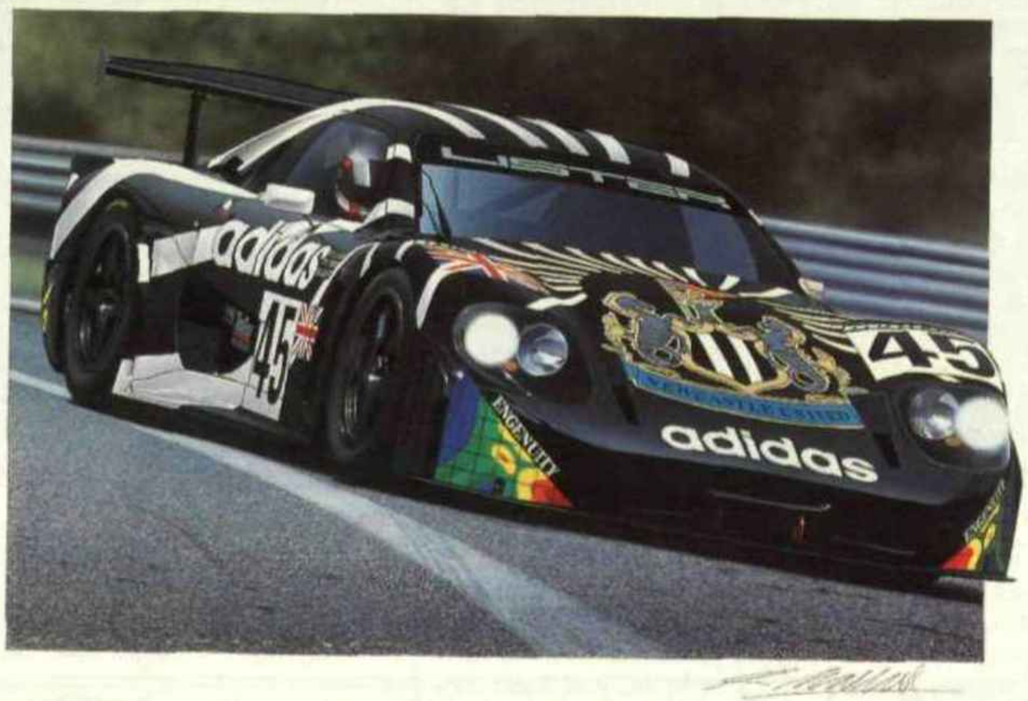
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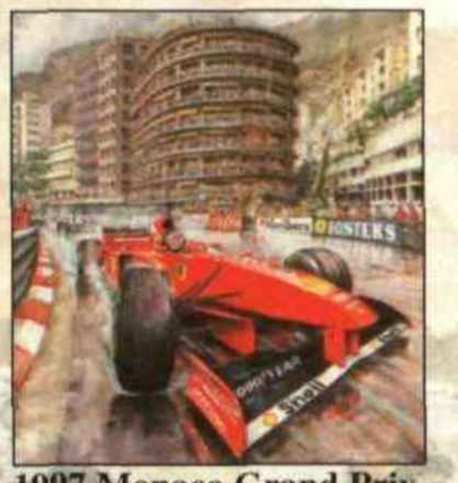
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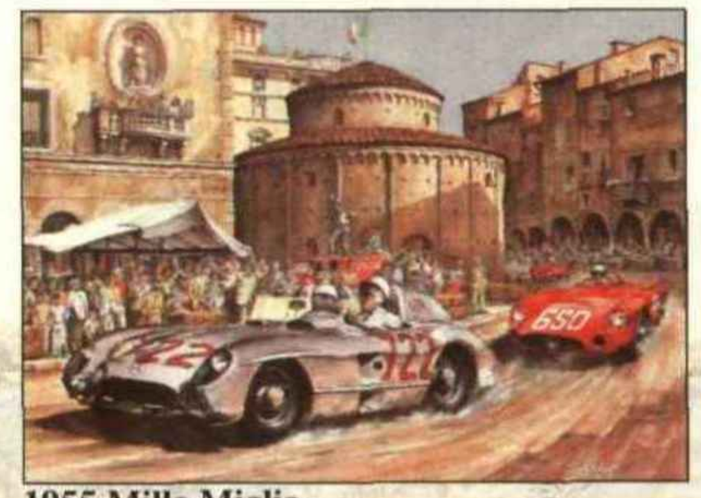
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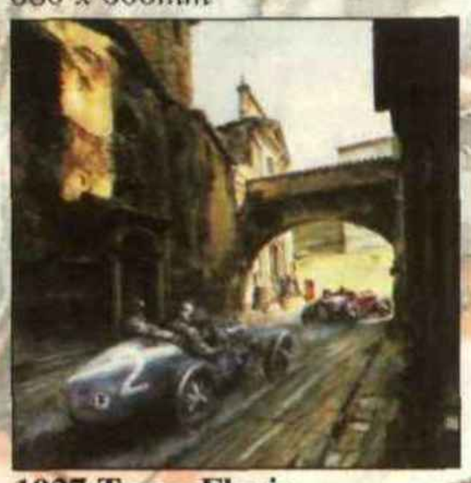
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Schumacher (Ferrari) leads Barrichelo (Stewart Ford)
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1955 Mille Miglia
Moss (300 SLR Mercedes Benz), leads Maserati and Ferrari. 615 x 840mm



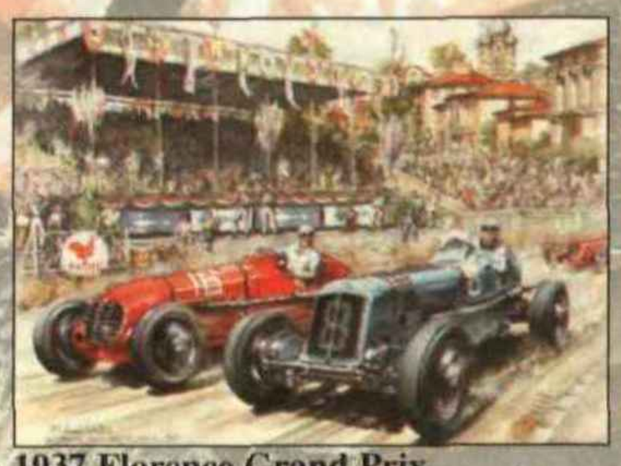
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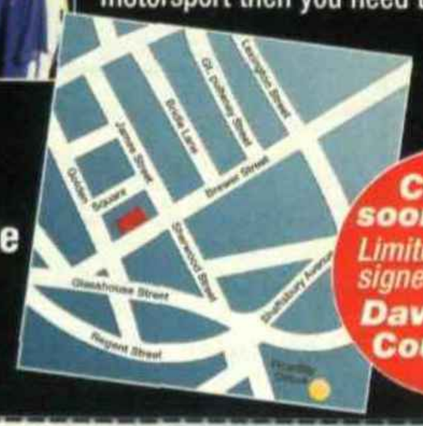
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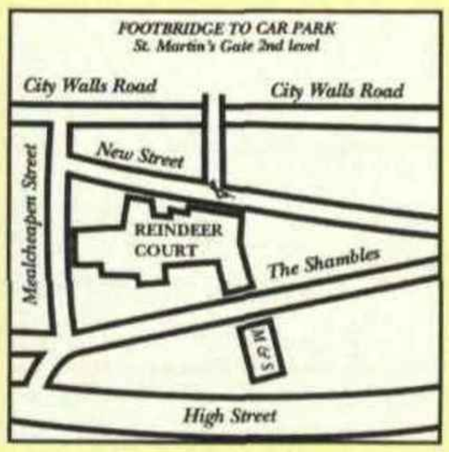


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1957 GRAND PRIX OF PRESCARA

by Michael Turner

Pescara, on Italy's Adriatic coast, was one of the heroic pre-war circuits, used only once for a World Championship Grand Prix in the post war years. In 1957, following his historic victory with Tony Brooks at Aintree in July, Stirling Moss underlined the emerging dominance of the British team by winning the race in his Vanwall. He took the lead on lap two from Luigi Musso's Ferrari, and finished three minutes ahead of Fangio's Maserati after 18 tortuous laps of the 16-mile circuit on bumpy dusty roads with up and down hill twists and turns, village streets, hairpins and long engine bursting straights.
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The car that Gilles drove

THIS IS THE FERRARI 312T3 THAT TOOK GILLES VILLENEUVE TO HIS MAIDEN GRAND PRIX VICTORY, CONFIRMING A TALENT THAT WAS TO BECOME ONE OF THE GREATEST OF ALL. MARK HALES CLIMBS ABOARD TO PAY HIS RESPECTS



Hales in the 312T3's too snug cockpit: "Today is going to be very special in my life"



LAT Archive



Long Beach '78: Gilles and 034 lead a GP for the first time. Before the season's end, they would win. Brambilla's Surtees can only watch

THE CAR THAT GILLES DROVE

The last Formula One car I drove was a March 891. It was powered by a 3.5-litre V10 motor built by Ilmor, the people who build the Mercedes engine in today's McLaren. It was about halfway into the electronic and aerodynamic revolution that led to the space-age missiles of today, but its technology was only for the small of stature. I could only fit in the one-piece carbon-fibre tub after the seat, moulded to fit Austrian comingman Karl Wendlinger, had been removed. Even then I stuck out of the cockpit like a duck coming up from a dive and couldn't bend my elbow enough to reach the gearlever properly. The engine could only be started by a technician with a briefcase and the tyres had to have warmers to be safe on lap one. The chassis preferred minute attention to aerodynamics, rather than alteration of roll bars or springs or other old-fashioned stuff, and it was so close to the ground and had so little droop travel on its suspension that the tub beached on the yellow lines between paddock and track.

Once out there, I was allowed to rev it to a conservative 14,000rpm as the combination of wind battering my protruding helmet and a brutal mix of 750bhp and 3G lateral acceleration or thereabouts through Club Corner was enough to wilt my neck muscles inside 10 laps. I've never experienced anything quite like it, before or since.

Awesome, both technically and physically, but... it was a March. A good car; a successful car. But a hybrid. It was a mix of clever people's ideas and someone else's engine and gearbox. It wasn't a Lotus or a Williams which, while similarly configured laid claim to a greater pedigree and it was not, definitely not, a Ferrari.

Nobody I know can successfully explain what it is about Ferrari, but they all acknowledge there is definitely *something*. It's the something which makes every driver with the talent long to drive the red cars – with the famous exception of Tony Lanfranchi, who passed up the opportunity because Enzo Ferrari wouldn't pay for a plane ticket to Fiorano and besides, Tony would have had to give up fags, booze and birds. What Tony eschewed was enough to make Schumacher senior pass up the chance of a third consecutive championship with Benetton. It wasn't just the money, whatever the press might say.

The March experience was a few years ago now, but today's job would be at the same venue – Silverstone's South Circuit. Today though was to be very special in my life. Today I would drive a Formula One Ferrari. Today I would sit in a cockpit once occupied by Gilles Villeneuve, the man who was so uncomplicated in his love of driving that everybody loved him for it. The man whose touch in adversity helped carry the prancing horse through bleak times and who struck his rivals a psychological blow whenever it rained – just as Schumacher does now. And it was in this very Ferrari 312T3, chassis number 034, that, in 1978, Gilles steered to victory at his home Grand Prix in Canada.

Pensioned off by the factory in '79 in favour of the ground effect T4, 034 had been sold to an American collector and became the high profile subject of a massive bankruptcy in the mid '80s before it was rescued by racer and musician Nick Mason. It then endured a shipwreck while en route from a museum in Canada which soaked it in salt water for days before it was rescued again, rebuilt and restored to corrosion-free health once more. A few years in the tender care of crew from Mason's Ten Tenths company gave the car a good home and regular exercise before it had a huge accident at the 1994 Goodwood Festival of Speed which cartwheeled it end over end, shattering the front end of the car and worse still – the ankles of former BRM Grand Prix driver Mike Wilds.

Today's job was to drive it for the first time since the Maranello factory had lovingly replaced the crumpled aluminium sheet and and after Ferrari specialist Bob Houghton had repaired the bodywork and John Dabbs and Dave Griffiths at Ten Tenths had carefully reassembled the car.

Before I drove, I spent a few moments just looking at the car; appreciating that Ferrari made not only the car, but the engine *and* the gearbox, an effort that remains unique in F1 to this day. I study the 312's hunched forward stance which seems to place the driver so close to the front wheels. Size up the polished aluminium, double triangle rear wing which tops a vertical post sticking up from the transverse five-speed gearbox and which looks so much smaller than the long wide front wing, mounted on the very apex of the nose like some space-age snowplough. No doubt about it, the 312T3 looked so very different to its contemporaries at the time. Two decades later, it is still a very distinctive machine.

It is also so much wider than the needle-thin projectiles of today. Each of the sidepods contains a radiator and its exhaust ducts and these pods almost fill the gap between front and rear wheels, rather like a sportscar's body. Climbing in also proves a simple affair after the March; a handful of strategically placed turn and lock fasteners release the top bodywork which lifts to reveal a shallow, gleaming aluminium tub. Legs disappear under the steering wheel, your upper body is firmly wedged by the braces for the roll over hoop and belts clamp torso, crotch and shoulders with vice-like grip. The diminutive Villeneuve would doubtless have had a moulded seat to fit him, but I seem to fill the bare aluminium just about right. Apart that is, from in the footwell. Gilles must have had tiny feet, because mine wedge solid before they can even reach the pedals. The only solution is to remove fireproof boot and tape up stockinged foot.

Bodywork on, belts tight. Booster battery connected. Click on master switch and low pressure fuel pump. Wait for the needle to flick up, then hit the starter. Start the flat-12 spinning, then turn on the ignition. The engine catches instantly, but you must then hold a good 2,000 rpm while it warms up. Let it drop for any more than a few seconds without the booster battery and the minimal on-board electrical system cannot feed both sparks and fuel pump. The engine stops. This happens regularly and occasions tutting and shaking of heads from the assembled crew who then have to wheel over the slave battery and go through the starting litany again.

Engine warmed and ready, the gearlever falls to the right hand and the clutch is light underfoot although its travel is minimal. Gear lever *down* then *left* and back for first with a gentle grate as the gears stop stirring. To move off, hold the engine at about 3,500, then just relax the left foot the merest amount. The clutch grabs fiercely with the tiniest movement and the car starts forward like a pouncing cat, but don't give up. Just hold what seems like far too many revs and don't relax the foot until the car is well and truly on the move. It's a simple and easily forgotten technique ➤



Starting to push... Hales gaining T3's trust

RACE RESULTS 1978

Ferrari 312T3 Chassis No: 034

S. African GP	DNF/oil leak
USA West GP... ...	DNF/accident
Monaco GP	DNF/accident
Belgian GP	4th
Spanish GP	10th
Swedish GP	9th
French GP	12th
British GP	DNF/drive-shaft failed
German GP	8th
Austrian GP	3rd
Dutch GP	6th
Italian GP	7th
USA East GP	DNF/engine failed
Canadian GP	1st

"You can feel the flat-12 engine behind you spitting and snuffling in protest"

The T3 eating Silverstone alive. Stowe is approached at close to 170mph but brakes even more impressive than acceleration. Slides about a bit despite wings



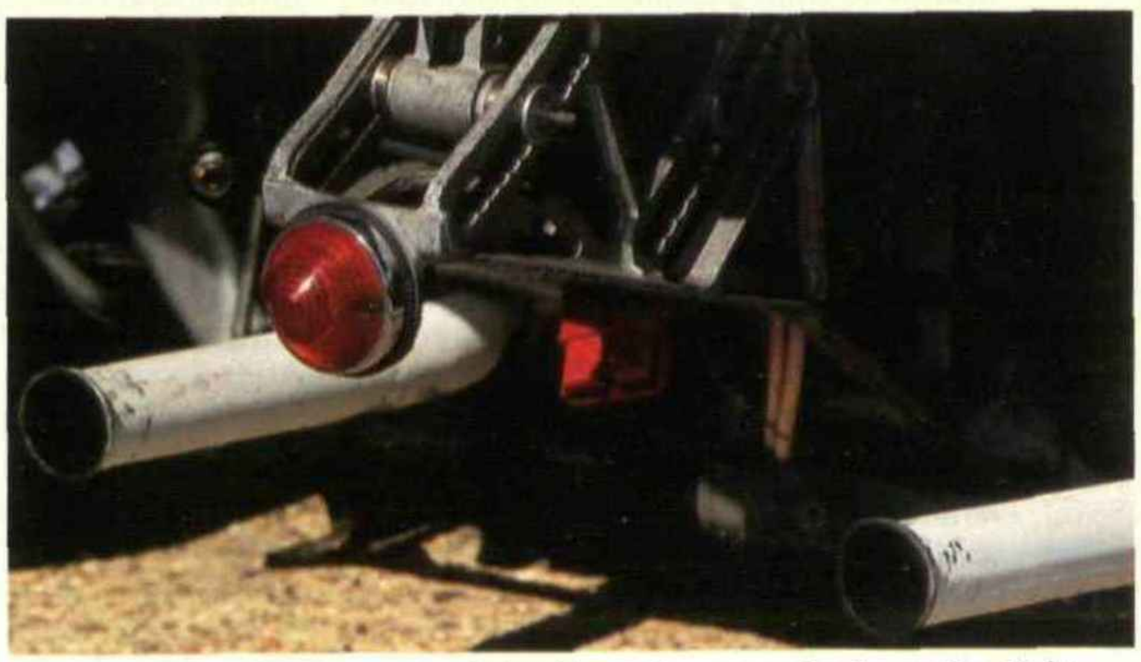
Dash dominated by emotive Ferrari rev-counter. Gilles would use 12,500rpm



Screaming 3-litre flat-12 pumps out a healthy 510bhp. All of it is useable



Gearbox has exposed gate, needs care and, ideally, luck to work properly



No-nonsense exhausts protrude beside rudimentary bad-weather light

"You forget you are a **human** addition to the **cockpit** and become part of the car's fabric"

With enough heat in the big rear tyres, the Ferrari becomes an entirely different beast. Nervous twitches make way for precise, positive and fast handling



En route to 4th at Zolder, four years before the circuit would claim the driver's life

were claimed by Lauda's Brabham – using in Sweden the subsequently outlawed 'fan car' – and inheriting a win at Monza after Andretti and Villeneuve received time penalties.

Though it led for 39 laps at Long Beach, the claim to fame of 312T3 chassis number 034 will always be Villeneuve's first Grand Prix victory, on Canadian home ground at the newly configured Notre Dame circuit in Montreal. To be fair Jean-Pierre Jarier, taking over the second Lotus seat from the late Ronnie Peterson, looked the likely winner having stormed the 79 to pole position and leading for the first 47 laps. An oil leak denied Jarier victory and, egged on by an exultant crowd, Villeneuve crossed the line 13 seconds ahead of Scheckter's Wolf and 20sec ahead of Reutemann's Ferrari. **AF**



Team-mate and wife at the first victory

THE 312T3: BETTER THAN THE BOOKS SUGGEST

Ferrari has Colin Chapman alone to blame for the fact that the 312T3 has not been remembered as a landmark Ferrari in the same way as the championship winning 312T, T2 and T4. It won five races in 1978, more than required by Williams to walk the constructor's championship in 1980. But the might of the extraordinary Lotus 79 with its unsurpassed ground effect aerodynamics meant Carlos Reutemann ended his Maranello days just third in the championship, with the young Villeneuve a distant ninth and Ferrari runners-up but effective also-rans in the Lotus-dominated constructors championship.

The T3 was, as its name suggests, an evolutionary car which was both longer and wider than the T2 and heavier too. Unlike the Lotus, there was nothing radical about its design though it had an effectively new chassis with the engine lowered in the car and the suspension revised to cope with the Michelin radials it would carry in place of Goodyear crossplies.

The simple truth was that, like every other Grand Prix car of its era, it was no match for the Lotuses. But when they failed, such as during Reutemann's epic drive to victory at Brands Hatch, the T3s were almost invariably there to pick up the pieces, cleaning up between them all bar three of the remaining races. Two of these



Kyalami: first race for 034. It retired on lap 55

– you can stall the engine repeatedly if you don't get it right. Out now towards the track, surging and stuttering as the right foot jerks in sympathy with the lumps and bumps which 50 passing years have wracked from the few remaining pieces of wartime tarmac.

Smooth tarmac gained, you can feel the flat-12 behind you spitting and snuffling in protest, thrumming and tingling through the tub, buzzing through your back and tickling your hands through the wheel's rim. Squeeze the silken throttle pedal some more.

Now the car is on the move, the revs are higher and it leaps forward in response as if a giant gust of wind has just swept it along. The tachometer needle whips up to 8000rpm in an instant, so quick that you must remember to shift up. Guide the lever forward and across to second. Fumble as it hits the edge of the gate... The Italian cars were possibly unique in having a slotted metal guide around their shifters, added to which there is a positive stop detent. This means you have to go all the way up – or down – in sequence. The idea was to prevent drivers getting the wrong slot and detonating the engine in the heat of battle. The theory is fine and it probably worked well when it was new...

Second to third and third to fourth is a straight fore and aft flick and as confidence grows and arms relax, you can snick the lever up and down as fast as you like, like a switch. The motor meanwhile assumes a different persona as it climbs up the scale. At about 6000rpm, the hoarse-throated braying from behind suddenly develops a harder edge. The tingling and buzzing disappears and the shove becomes a kick. The note washes through your senses and you forget the air roaring and hissing round your helmet. Push towards a still conservative 10,500rpm – our limit for the day – and the wail becomes a chainsaw's howl, braying screaming and rasping all at once. It's a noise that only a flat-12 Ferrari can make and the soundtrack alone can make you forget that you are in sole control of this piece of history, now drawing close to flat out in fifth gear and approaching Stowe corner.

Lift, brake and shift down. The car slows even more quickly than it accelerates, and I find myself cruising up to the corner on a trailing throttle. Turn the wheel to the right and the car leaps instantly into the corner. Too much. Regain the line and relax. The next corner is Club and again I use more lock than needed and twitch the nose. It's as if the car has castors at the front: There's an initial, instant swivel and then it settles. I can at least give the engine its head through the safety of Club's long, wide sweep. Once it's aimed and settled, the front pushes wide, and then the tail skips to the left, revs rising as it goes. It's easy to catch, but once again, I use too much lock and the car darts back the other way.

So far not elegant, but at least we're still motoring. I can drive this Ferrari. In fact almost anybody with a licence could. So far the hardest thing has been managing the idling engine, then moving off. The gears need a relaxed hand and some planning while the steering is so sharp you need a gentle touch, but nothing anyone who has driven a kart won't understand. But, the T3 is driveable. Just driving, though, is not what a Formula One Ferrari is meant for.

The hardest thing now is to work out how to dig safely into the T3's reserves. Was that slithering tail a pointer to bigger scares in store? Was it warning that if you press harder the slide will become a spin, and was that darting nose another caution? Would it grow yet more insistent with speed and upset the tail further? Difficult... But you must have confidence in the car's ultimate capability, even if you may not reach its limit. Villeneuve had a gift not given to many, but even he could have done little without some help from the car. So you must trust it, but before you do, you must, simply must, get the tyres hot enough to work. The rears are over a foot wide and unless you heat them throughout, the Ferrari cannot work. This is the trap. Cold slicks make a thoroughbred like the 312 feel frighteningly horrible, but how to go fast enough to warm them without crashing? Maybe those tyre warmers weren't such a sissy idea after all.

So do it gently. Just carry more speed into the corner but don't do anything sudden. Don't try and brake too hard, but *lean* on the front tyres rather than attack the corner with them. Then pour on the power and feel that flat-12 closing on its 510bhp peak. And as you step up the speed, warm the slicks and ease the car into its envelope, it begins to flow. The steering stops darting and becomes a precision tool. Turn-in is still sharp, but you can use it to point the car towards a more distant apex. Then there's just a hint of push which prompts you to nail the throttle. The skip and yaw from the tail is now merely a suggestion but this neatly sweeps the rear round the corner as you ease the wheel straight. Belted in so tight, you forget you are a human addition to the cockpit. Instead you become part of the car's fabric and aim through the entire corner rather than trying to drive it in sections. The process seems more relaxed and you look further up the road, point the car further round the bend, carry more speed in, and out.

Sadly, my relationship with the gearshift does not develop at a similar pace. Moving the lever fore and aft is as fast as you can move hand and foot, but moving it across the gate is something of a lottery. I tried doing it fast, doing it slow, guiding the lever and letting it guide itself, but without consistent success. At least the detent meant I was likely to get neutral (irritating but not expensive) rather than the next one down (potentially expensive as well as likely to lock the rear wheels). Dabbs and Houghton did say the accuracy of the box varies according to temperature and fine adjustment, but I can't help thinking that the Hewland method of a wide throw but no gate, is easier to live with. You just aim the lever and it finds the slot for you.

Fortunately, that wonderful engine was usually willing to lug the next gear up which was preferable to a fistful of neutrals while I tried to find a rhythm. Each lap brought more temperature to the tyres and the confidence that the next lap could be faster still. You start to sense the forces at work, especially through the faster corners. The T3 has a lot less grip than the March, reflecting some 10 years of tyre and aerodynamic progress, but it was sufficient to begin tugging at the helmeted head, enough to make those neck muscles tingle once more after a 15 lap session.

All too soon this fascinating experience was over. It had not been so brutal as the later car, but all the better for it. The Ferrari communicated better, slid more and gave more time to plan ahead. And it had a better, more individual noise. Yes, almost anyone could drive a 1970s F1 Ferrari. Only a select few, though, could win races with one.

Mark Hales and Nick Mason are in the process of producing a book of track tests covering Mason's extensive collection. It is due to be published in the spring of 1998. M

SPECIFICATIONS

ENGINE

Type	Water-cooled 180deg V12 dohc, 4 valves per cylinder
Capacity	2991.8cc
Bore/stroke	80 x 49.6mm
Induction	Lucas indirect fuel injection
Max power	510bhp at 12,200rpm
Specific output	170bhp/litre
Power to weight	856bhp/tonne
Transmission	Transversely mounted straight cut Ferrari 5-speed with sequential interlock

CHASSIS

Construction	All aluminium monocoque, tubular steel strengthening
Steering	Unassisted rack and pinion
Brakes	Ventilated discs, 4 piston calipers all round
Front suspension	Double wishbones, coil springs, anti-roll bar
Rear suspension	Double wishbones, coil springs, anti-roll bar

DIMENSIONS

Length	168.3in
Width	83.8in
Height	40.0in
Wheelbase	100.8in
Track f/r	63.8/61.4
Weight	1312lb



Crash! *Schumacher's Benetton B194 vaults Hill's Williams FW16B in Adelaide, '94*


Mobil 1
Mobil 1
Mobil 1

urtailed by Schumacher's Ferrari in Jerez, 1997

But not walloped. *German driver escapes after FIA hearing*





E OLD STORY?

Prix. At the time Stewart's comments helped some of us believe we were sane, after all, for some luminaries were disposed, fatuously, to go along with Senna's contention that Prost had 'left a gap.'

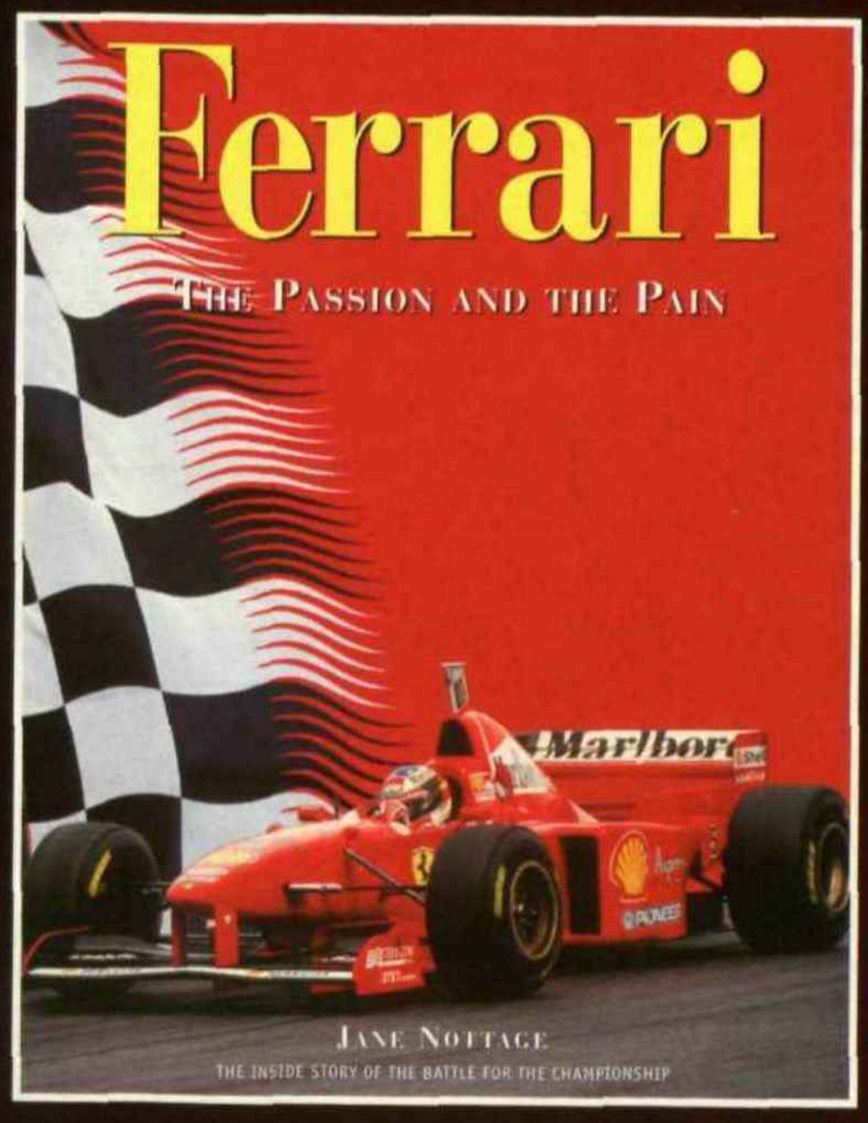
Mario Andretti, dry and succinct as ever, was very sound on that point. "If there'd been no run-off there," he observed, "there'd have been no gap..." Had Senna not felt he could blithely take himself and another off the road at 150mph with relative impunity, in other words, he would have never tried it. A year on, the Brazilian was no longer talking about gaps left by Prost, instead – with complete self-justification, of course – admitting that, yes, he had acted with malice aforethought. Whether Schumacher will ever come similarly clean about Jerez '97 – or, for that matter, Adelaide '94 – remains to be seen.

The pity of it is that, until eight minutes past three on October 26, until the 48th lap of the final race of the year, Schumacher had driven as flawless a season as any man may reasonably expect. In what was not the best car, he had won five Grands Prix, two of which – Monte Carlo and Spa – stand comparison with any of history's great wet weather drives; more than that, though, he had consistently impressed with his commitment, never less than absolute, and also with the way he had conducted himself out of the car. Then, in a split-second, he tainted everything.

Few would dispute that, on raw skill, Schumacher belongs in the pantheon, but his willingness, at the last, to hit well south of the belt keeps him from the company of Fangio, Moss or Clark. After the 1981 Caesars Palace Grand Prix, one youthful never-was of a driver asked Carlos Reutemann why he had not made sure of the World Championship simply by putting Nelson Piquet in the wall. "After all, no one would have known," he ventured. "I'd have known," said Carlos.

Perhaps, in a perfect world, the champion in any given season would be the best driver of his time, but in the circumstances of Jerez it pleased me that Villeneuve, rather than Schumacher, took the title this time – there is also, after all, surely a case to be made for the World Champion ideally to be the man with the most race wins. In my mind, it has always been slightly farcical that Mike Hawthorn, with one victory, took the world ➤

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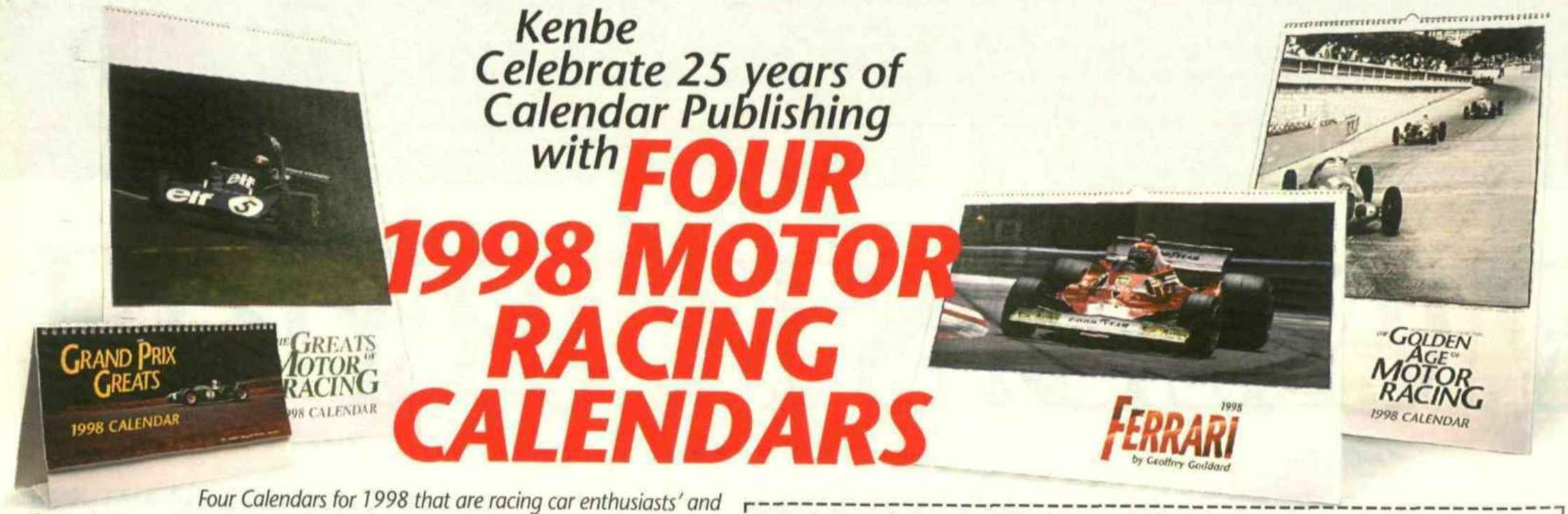
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Schumacher's Ferrari is forced into avoiding action as Villeneuve's Williams veers across at the start of the Japanese Grand Prix in Suzuka



Senna and Prost trudge away from their stricken cars after the controversial Suzuka crash that settled the 1990 world championship



Moss leads Phil Hill in the Morocco GP in 1958. Hill slowed to let Hawthorn through to win the title despite winning just one race. Stirling had won four



Carlos Reutemann leads Nelson Piquet in Las Vegas, 1981. The Argentinian could have taken out his rival for the title, but spurned the chance



Villeneuve would be the first to admit that he should have sown up the title more easily but made a few too many mistakes in his second F1 season

title in 1958, from Stirling Moss, who had four.

In 1997 Villeneuve was victorious in seven Grands Prix, and – by his own admission – it could, and should, have been several more than that. Undoubtedly there were occasions when he failed to get the most from the Williams-Renault, and times, too, when he made mistakes. We should remember, though, that this was only Jacques' second season in F1, and throughout it he dominated his team mate, the over-hyped Heinz-Harald Frentzen. Fought fair, too.

A curiosity of the season was that Villeneuve and Schumacher, the two championship protagonists, almost never battled directly on the track – until the moment that settled the issue in Spain. There were indeed some remarkably dull races this year, but the title fight did crackle into life towards the end, swinging first this way, then the other.

It was a pleasure, at this late stage, to note team work coming into play, in a manner rarely seen in the modern era. At Suzuka, for the first time in their two seasons as team-mates, Eddie Irvine was on the pace of Schumacher, and able to be of assistance to him. In the peculiar circumstances of Japan – Villeneuve was racing under appeal against disqualification, well knowing he would forfeit any points scored here – the two Ferrari drivers anticipated Jacques' options, and concocted a plan to get the better of him.

The strategy worked to perfection, Irvine hurrying at the right moment, then later dawdling, holding up the Williams while Schumacher made his escape in the lead. Ferrari drivers have done this before: many were reminded of Casablanca, the final race of 1958, when Phil Hill selflessly surrendered second place to Hawthorn, allowing him the points he needed for the title. And six years later, on the final lap in Mexico, Lorenzo Bandini did exactly the same for John Surtees.

Villeneuve was always on a loser at Suzuka, for he was fighting a lone battle against the Ferraris, Frentzen simply not able to support him, but at Jerez, Heinz played a more central role, delaying compatriot Schumacher at a crucial moment, allowing Villeneuve to close in. This time it was two Williams against a single Ferrari, for Irvine was off the required pace, his only contribution to Schumacher's quest a childish attempt to shake Villeneuve's equilibrium by persistently getting in his way during practice.

Both Villeneuve and Schumacher have remarkably individual tastes in set-up, to the point that a car ideal for their tastes is next to undriveable for anyone else. Michael likes 'everything on the front end', a car nervous and pointy, one which tends towards oversteer as soon as the steering-wheel is turned, but team-mates of more human skills find this unnerving, as each will attest.

Villeneuve, meantime, cannot tolerate any roll in a race car, and – to Patrick Head's despair – insists on an extraordinarily stiff set-up, which unquestionably makes the car much more difficult to drive. "If you look at the in-car footage," Head says, "you can see that Jacques is having to work much harder than the others. We feel that a softer set-up is the optimum for the Williams, but that's the way he likes it..."

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Jordan's Giancarlo Fisichella showed he has the talent to be the best Italian racer of his generation. He moves to Benetton for the 1998 season



Gerhard Berger retired from the GP scene on the back of his emotional victory in the German GP – just weeks after the death of his father



An amazing race in Hungary saw world champion Damon Hill lead for almost the entire event before car trouble dropped him to second



Mika Hakkinen could have won several times for McLaren. In the end, however, he was given his first Grand Prix victory by Villeneuve in Spain

Williams, with eight victories, and Ferrari, with five, between them dominated the season, despite the fact that their cars' actual designers were not on hand to help with development through the year, Adrian Newey having left Williams for McLaren, and John Barnard quitting Ferrari for Arrows.

McLaren – whose last victory prior to this season was scored by Ayrton Senna on his last drive for the team, at Adelaide back in 1993 – won three races, and perhaps there should have been more, Mercedes engine failures robbing Mika Hakkinen of probable victory at Silverstone and the A1-Ring, and of certain triumph at the Nürburgring. It was an irony that Hakkinen's long-awaited first win should have been handed to him by Villeneuve on the final lap at Jerez, but none could deny that some good fortune was his due.

David Coulthard, winner at Melbourne and Monza, was superb when the mood was on him, but also had days when his presence in a race went virtually unnoticed. In that respect, DC's form mirrored that of his team, sometimes hugely competitive, sometimes rather less so.

For the paddock in general, the most pleasurable victory of 1997 was that scored by Gerhard Berger at Hockenheim, the first – and only – triumph for Benetton-Renault since Schumacher's departure two years ago. It was not simply that Berger had long been far and away the best-liked driver in the business, but that this win, as conclusive as any the season produced, came after a nightmarish time for Gerhard, during which he missed three races due to health problems, and also had to cope with the loss of his father in a aircraft accident.

As team principal Flavio Briatore left Benetton, and Formula One, at the end of the season, so also Berger decided to retire, after 13 seasons at the top. For many, he was about the last free spirit in Grand Prix racing, and his longtime team-mate and friend Jean Alesi must now take up the mantle.

Once again, Jordan went through a Formula One season without winning, but at least the Peugeot-powered cars were usually competitive in 1997, and had the team enjoyed the services of an experienced driver, that breakthrough victory might well have come. As it was, Giancarlo Fisichella – while not the Second Messiah some have suggested – gave a generally fine account of himself, and looks like the best young Italian for a generation. While sometimes no quicker than Ralf Schumacher, he clearly had the edge on grey cells and, when it came to charm, was comfortably ahead, too.

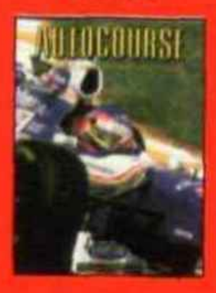
In all truth, close fight for the World Championship notwithstanding, one could not describe this as a vintage year for Formula 1, for although it contained elements of greatness, and one or two of genius, rather too many races were processional, and a handful downright soporific. Perhaps the major rule changes for 1998, while serving undoubtedly to disfigure the appearance of the Grand Prix car, will yet encourage *racing*, to the point that pit stops cease to be the only realistic way of making places.

In the meantime, though, let us celebrate the fact that Villeneuve beat Schumacher – and, more to the point, that he did it by passing him on the track. Cleanly. M

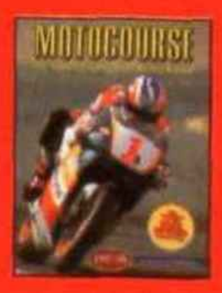
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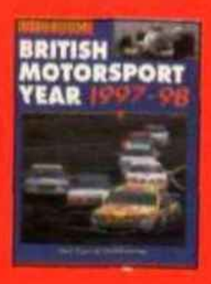
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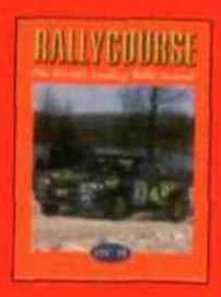
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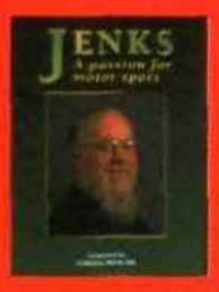
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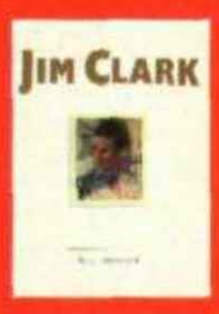
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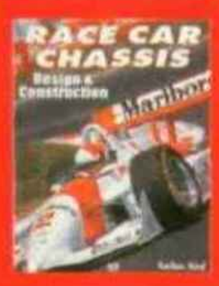
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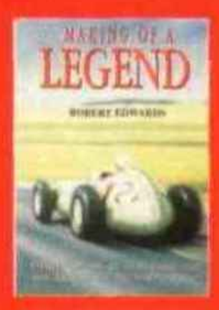
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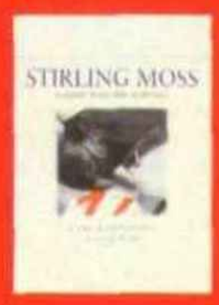
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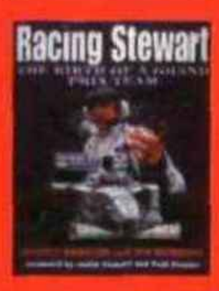


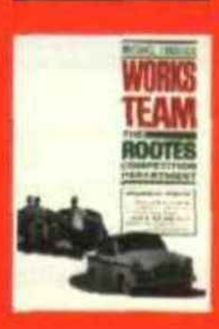


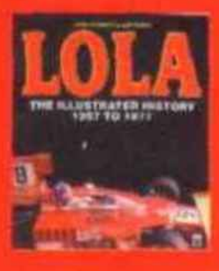












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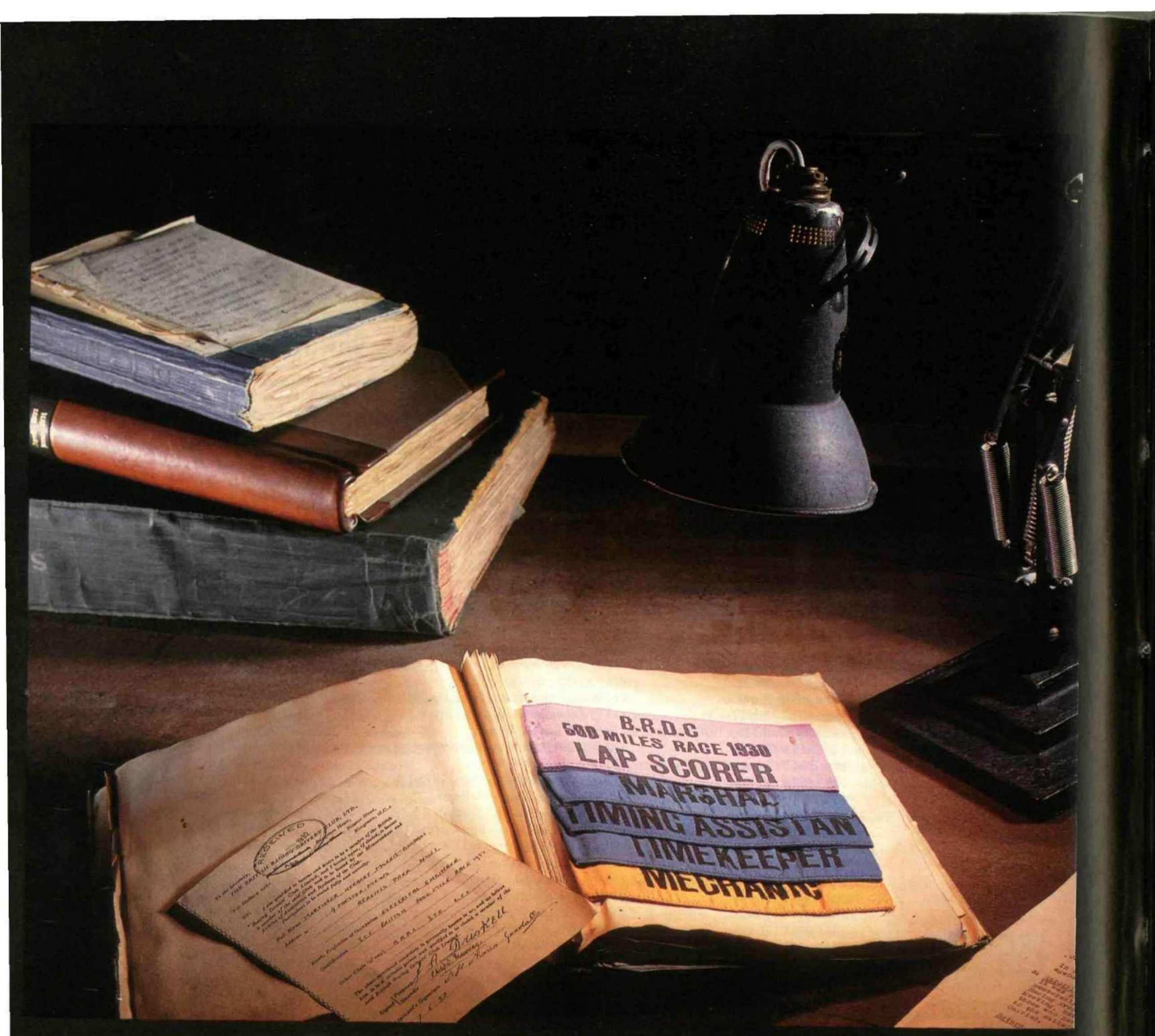
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B.R.D.C.

Its past, present & future

THE BRITISH RACING DRIVERS CLUB IS SEVENTY YEARS OLD THIS YEAR. GORDON CRUICKSHANK EXAMINES ITS FUTURE AND, WITH THE HELP OF ITS UNIQUE ARCHIVE, LOOKS BACK TO THE EARLIEST DAYS OF ITS HISTORY

PERHAPS IT IS THE NAME MAKES ITS POSITION CLEAR. While other clubs specify a type of car or class of racing, the British Racing Drivers Club declares itself to be a club for the people who compete, and it has been looking after their interests now for 70 years. And to understand why membership has become the most coveted of any car-related club in the world, you need to look back to its very beginnings.

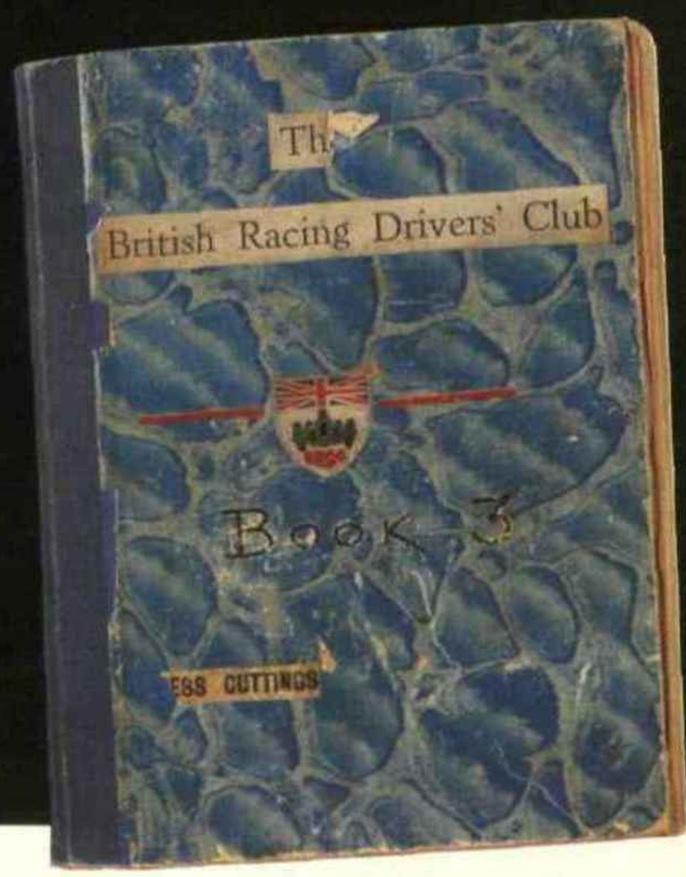
Although the club was formally convened in March 1928, the idea took root in 1927 at the private dinner parties held by Dr Dudley Benjafield in the great days of Bentley racing supremacy; indeed much of the first committee came from that close group of racing friends. Gradually, though, the club widened its range and its activities, while following the same precepts. These were to promote the sport,

Archive volumes contain extraordinary record of early days. Officials' cloth armbands, Morris-Goodall's application form, poster-painted artwork for programmes and badge variants – winged version is firmly marked 'no'





When Moss was a rising star, you saw a BRDC badge on the overalls of every serious driver. Press cuttings book, below, has 1930s BRDC references from papers all over UK

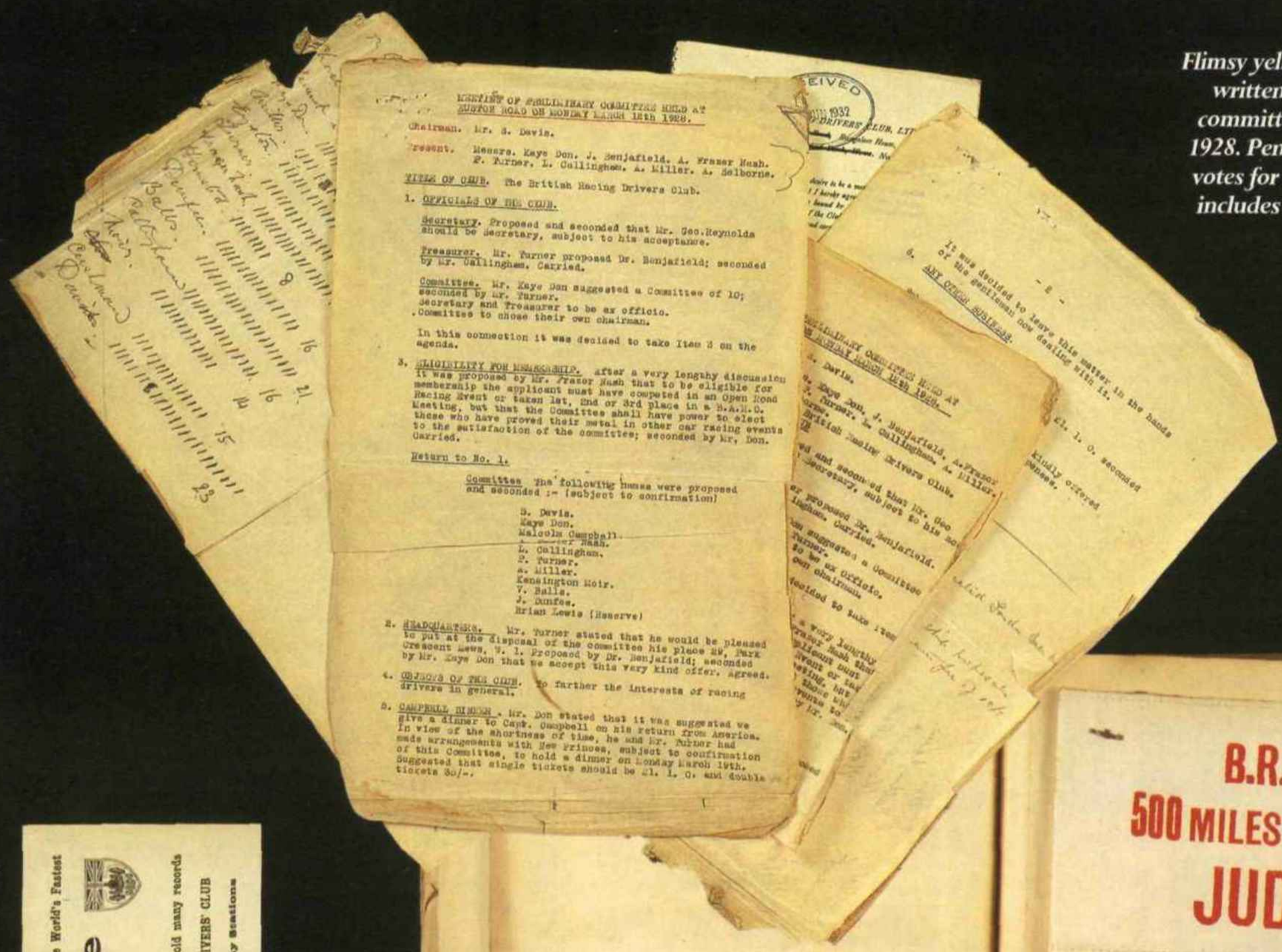


to organise receptions to honour the most outstanding performances, to look after drivers from abroad, and to support British drivers who race overseas, in association with the RAC. All these it continues to do; as I write, the club is organising a dinner for Andy Green and the Thrust SSC team.

In those early years the committee met at the secretary's house in London, the racing was mainly at Brooklands, and members enjoyed themselves at West End venues. Today the BRDC is a multi-million pound concern, and owns and runs one of the world's great race-tracks, Silverstone. But it has maintained one of the cornerstones of its history; only those who have proved themselves on the track can be full members. Honorary membership has been accorded to, among others, Nuvolari, Ascari, Varzi Caracciola, Rosemeyer, Farina, Fangio, Shelby, Rindt, Andretti, Fittipaldi, Senna... Of course there is more than one way to make a mark in racing, and team managers, officials, designers, mechanics and even one or two members of the motor-racing press can proudly display the badge of an Associate member.

Over the years, we have covered in these pages all of the great races the BRDC has run, from the first 500-mile event at Brooklands in 1929, a race which for a while was the fastest in the world, the pre-war British Empire Trophy, the Daily Express International Trophy which came once peace had returned, and of course the British Grand Prix. We have reported the speed record attempts, and the Gold Stars awarded for achievements. Now for the first time, thanks to the kindness of BRDC Secretary John Fitzpatrick, we have been allowed access to the Club's archives, in particular the irreplaceable volumes which record in detail the club's first years.

In two unlovely sheds within Silverstone live the written records of this incomparable club's existence. As a limited company the club is obliged to keep records, but the most riveting volumes date back before this, to when it was a informal society – telegram address 'Speedmen, London'. Someone clearly felt a duty to record the organisation's doings, and to that unknown individual – perhaps the founding secretary H N Edwards? – we should be grateful. Not only are all the committee meetings minuted, but the heavy leather-spined volumes are crammed with the minutiae of running the races and, equally important, entertaining the members. ➤



Flimsy yellowed sheets are type-written record of very first committee meeting in March 1928. Pencil tally marks record votes for committee members, includes many 'Bentley Boys'

More armbands, right, in perfect condition complete with makers' name on reverse. Left, a flyer for 'the big race'. No-one knows who so carefully glued and stapled samples of everything into volumes



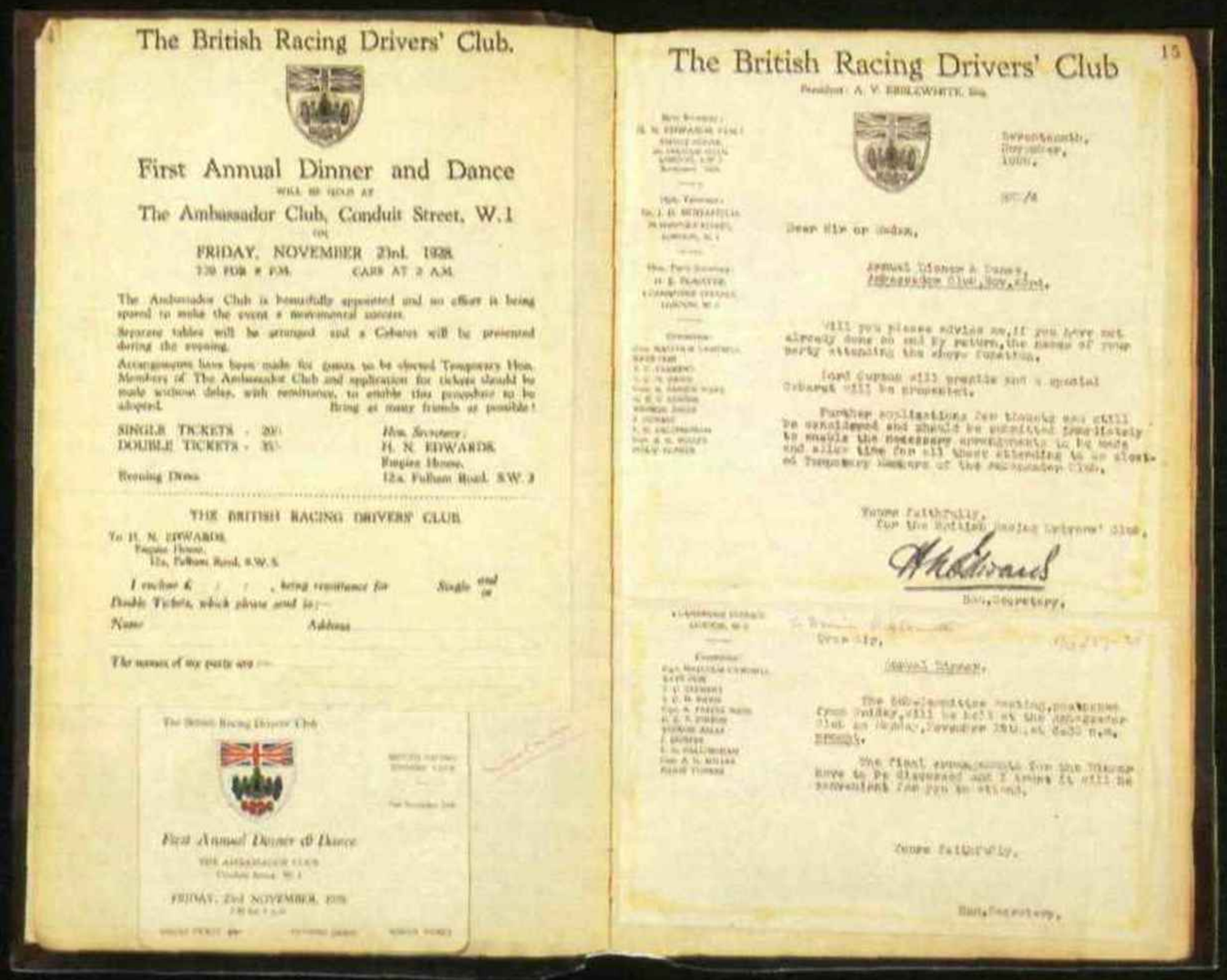
There are blank race entry and membership forms; originals of circulars to members, texts for programmes, letters touting for advertising, hand-written lists of officials and their race duties, lap charts blank and filled, a complete pencil note of all pit visits during the first 500-mile race, and the original artwork for programmes, pit-signs and even the BRDC badge. A sheet of accounts shows that the first 500-mile race was a profitable affair: the club took £137 in advance bookings, £1574 on the gate, and received £70 from Shell (total £1781) against which it spent £1091. Profit: £690. Pretty healthy for an inaugural event.

Tucked under the cover of this bulging volume is a completed membership application from 1932, remarkably for a surviving member, Mort Morris-Goodall. There are even complete sets of officials' armbands in oranges and purples, all carefully stapled into a unique record of pre-war enterprise. And, lying separate, there are flimsy yellowed type-written sheets recording the first committee meeting in March 1928, with, scribbled on the reverse in presumably Benjafield's hand, pencil marks that record what must be votes for the committee – Kaye Don and Sammy Davis lead handsomely. And the same note shows 'Ebby' Ebblewhite, the Brooklands handicapper, being proposed as President.

Maybe it was the same person who filled the Press Cuttings book with clippings from all over the UK. They deal mainly with the famous names, the Campbells, Birkins and Howes, but two items clearly reached all the provincial papers. The first is the proposal to test and grade racing drivers following the accident at Brooklands in 1930 which killed two and injured 20. It was discussed at length, and it is clear that, even in such comparatively early years, it is the BRDC which has taken the microphone on behalf of the sport.

Following on from that, papers from across the country quote an aggressive letter received by Earl Howe, the BRDC's President, after that fatal race. A well-wisher wrote: "What a pity you were not among the casualties at Brooklands. A nobleman behaving as you do should be ashamed. You should set the other speedomaniacs a better example". Advice equally ignored by the current noble President, Lord Hesketh.

Perhaps we should not be too surprised that the



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The names of my party are:—

The British Racing Drivers' Club

First Annual Dinner & Dance

THE AMBASSADOR CLUB

Conduit Street, W.1

FRIDAY, 23rd NOVEMBER, 1928.

7.30 for 8 p.m.

The British Racing Drivers' Club

15

President: A. V. ERSKINE-WHITE, Esq.

Hon. Secretary:
H. N. EDWARDS, Esq.,
Empire House,
175a, Fulham Road,
LONDON, S.W.3.

Hon. Treasurer:
Sir J. D. BENJAFIELD,
39, Hertford Street,
LONDON, W.1.

Hon. Pari Secretary:
H. E. PLATTEN,
4, Grosvenor Crescent,
LONDON, W.1.

Committee:
The Rt. Hon. Lord CARNOCK.
The Hon. Sir WILLIAM CONNELL.
BAKER HUM.
T. C. CLARKE.
C. G. N. DAVIS.
Major H. HAMER WARE.
H. E. V. HAWKE.
GEORGE HOLT.
J. HOWARD.
L. H. PALLOMBELLA.
Capt. A. G. MILLER.
PERCY TURNER.

Seventeenth,
November,
1930.

Dear Sir or Madam,

Annual Dinner & Dance,
Ambassador Club, New, 1930.

Will you please advise me, if you have not already done so and by return, the names of your party attending the above function.

Lord Curzon will preside and a special Cabaret will be presented.

Further applications for tickets are still to be considered and should be submitted immediately to enable the necessary arrangements to be made and also time for all those attending to be elected Temporary Members of the Ambassador Club.

Yours faithfully,
For the British Racing Drivers' Club,

H N Edwards

Hon. Secretary.

Dear Sir,

Annual Dinner.

The 6th consecutive racing programme from Friday, will be held at the Ambassador Club as before, November 28th, at 6.30 p.m. prompt.

The final arrangements for the Dinner have to be discussed and I enclose £4 which will be acknowledged for you by return.

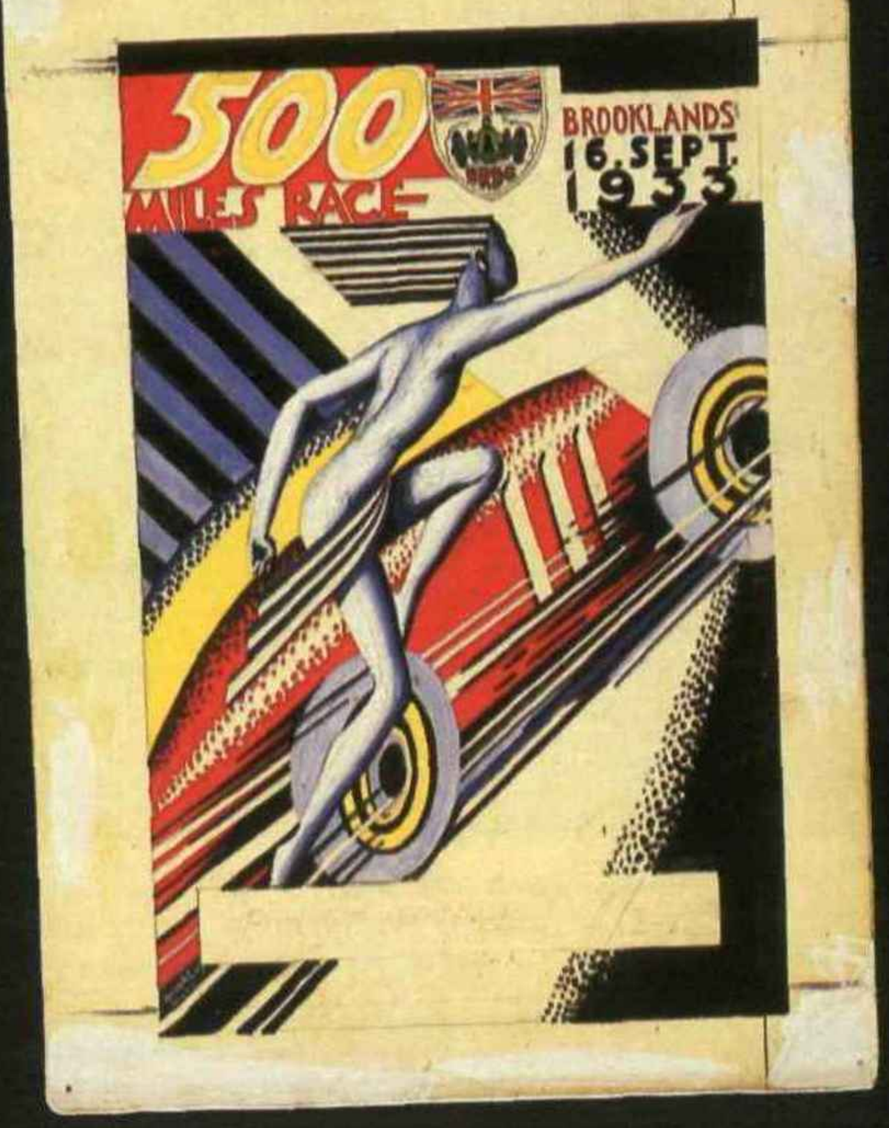
Yours faithfully,

Hon. Secretary.

Invitations and details of First Annual Dinner and Dance, left, set the tone of future extremely convivial events; menu included turtle soup. Cover artwork for 1933 500-mile race programme, below, is in most up-to-date Art Deco style



Club's race heritage includes Daily Express International Trophy, which from 1949 became its senior race next to the Grand Prix. Current plans aim to expand BRDC race promotion in wide range of formulae

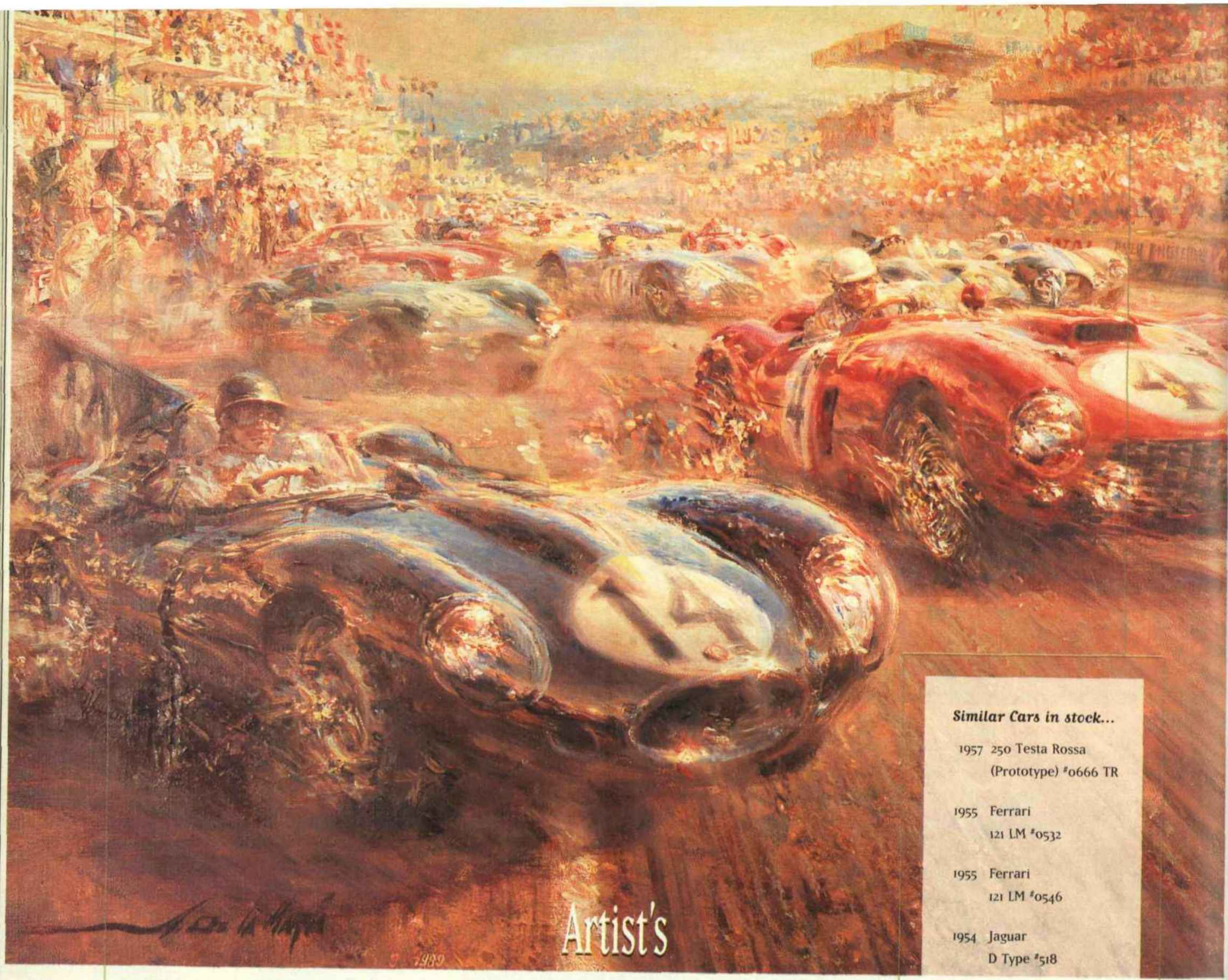


'Social' scrapbook gives the impression of a non-stop calendar of epicurean excess – even the committee meetings were often held at Pagani's restaurant. Page after page carries invitations for gala dinners, frequently in honour of Sir Malcolm Campbell, Sir Henry Segrave or Sammy Davis, with five-course menus on which salmon mousse and fried sole are regular favourites. Should you need to know who sat next to Dr Benjafield at the Annual dinner in 1931, the table plans are here. Apart from the annual prize-givings (the cabaret bill topped by the Eight-Step Sisters), there were monthly 'sound film exhibitions' at the BBC's newly opened Bush House, where in Art Deco splendour members could enjoy George Monkhouse silents, plus 'humorous and perplexing news' from Movietone News – but the invitation cards firmly stipulate 'morning dress, gentlemen only.'

In 1933 the club began to organise trips to races: an overnight train trip to the Dieppe Grand Prix deposited weary spectators back at Victoria at 6.00am on Monday morning – one assumes that most members did not have to turn up to an office at 9.00am. A weekend at the Ulster TT was £4 all inclusive, while, for 1934, members could fly to Le Mans from Heston for £6. And by now the circular for the Dieppe trip carried the warning: "Beware of the absence of licencing laws – two feet on the deck are worth 20 in the air."

There was also a BRDC Golfing Society, for which qualification was rather easier than for the club itself: "the purpose is to allow Members to foregather away from their racing activities, and accordingly the quality of a Member's play is of secondary consideration." There is no longer a golf section, but the club does hold an annual golf day.

By now the Club was becoming recognised as a senior power in motor racing, with invitations coming from foreign race organisers. In 1936 the club advised members that the Auto Club de Portugal was offering free entry, travel and accommodation for its Vila Real race, and the following year the BRDC hosted a cocktail party at the Hotel Splendide, Piccadilly, for the Mercedes and Auto Union drivers attending the Donington Grand Prix. Also that year there was a presentation to H N Edwards, who had been the Honarary Secretary from 1929. Thereafter the club's paperwork ➤



Painting: Alfredo de la Maria

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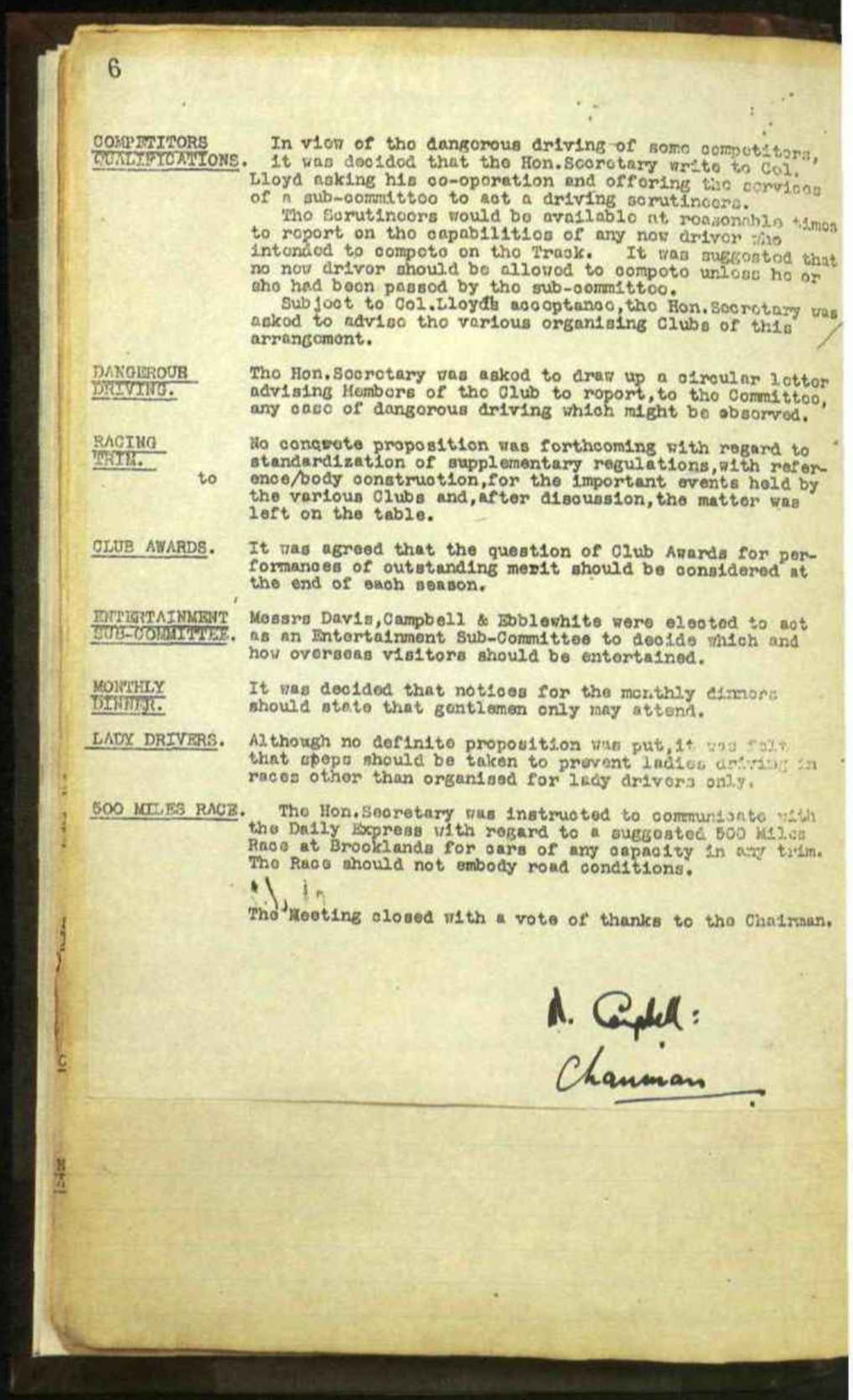
B.R.D.C: ITS PAST, PRESENT & FUTURE



Dinner in honour of Capt. J.E.T. Eyston
Savoy Hotel
Thursday, 26th January 1938



One of club's original aims was to honour record achievements: Eyston's 1938 LSR record celebrated at the Savoy, above; faded frosting on 1935 Campbell Bluebird menus, left. 'Gentlemen only' edicts in minutes signed by Chairman Campbell, right



6

COMPETITORS QUALIFICATIONS. In view of the dangerous driving of some competitors, it was decided that the Hon.Secretary write to Col. Lloyd asking his co-operation and offering the services of a sub-committee to act a driving scrutineers.
The Scrutineers would be available at reasonable times to report on the capabilities of any new driver who intended to compete on the Track. It was suggested that no new driver should be allowed to compete unless he or she had been passed by the sub-committee.
Subject to Col.Lloyds acceptance,the Hon.Secretary was asked to advise the various organising Clubs of this arrangement.

DANGEROUR DRIVING. The Hon.Secretary was asked to draw up a circular letter advising Members of the Club to report,to the Committee, any case of dangerous driving which might be observed.

RACING TRIM. to No concrete proposition was forthcoming with regard to standardization of supplementary regulations,with reference/body construction,for the important events held by the various Clubs and,after discussion,the matter was left on the table.

CLUB AWARDS. It was agreed that the question of Club Awards for performances of outstanding merit should be considered at the end of each season.

ENTERTAINMENT SUB-COMMITTEE. Messrs Davis,Campbell & Ebblewhite were elected to act as an Entertainment Sub-Committee to decide which and how overseas visitors should be entertained.

MONTHLY DINNER. It was decided that notices for the monthly dinners should state that gentlemen only may attend.

LADY DRIVERS. Although no definite proposition was put,it was felt that steps should be taken to prevent ladies driving in races other than organised for lady drivers only.

500 MILES RACE. The Hon.Secretary was instructed to communicate with the Daily Express with regard to a suggested 500 Miles Race at Brooklands for cars of any capacity in any trim. The Race should not embody road conditions.

The Meeting closed with a vote of thanks to the Chairman.

A. Campbell
Chairman

carries the signature of Desmond Scannell, the forceful new Secretary who was instrumental in organising the first British Grand Prix at Silverstone after the war and framing a new type of BRDC.

Scannell's successor from 1956 was John Eason-Gibson, who presided over the club's purchase of Silverstone in 1961, elevating it from a mere tenant and opening the way to further development which continues almost every year.

Today the helm is gripped firmly by the busy and cheerful John Fitzpatrick, whose record more than qualifies him: British Saloon Car Champion in 1966 and IMSA Champion in 1980, he has also notched up wins in the Daytona 24hrs, Sebring 12hrs, and at Bathurst, a raft of sportscar victories and pole at Le Mans in 1980. He was elected as a BRDC member in 1968, and has been Secretary since 1992. If there is one path he has tried to steer the club towards, it is in trying to give BRDC membership automatic appeal to younger drivers.

In any organisation of 70 years standing, it could be easy for the 'elder statesmen' factor to creep in, but while all parties want the club to continue to offer a social meeting place for drivers who have retired from combat, Fitzpatrick particularly wants young hopefuls to see membership as a goal early in their careers. Those who come up under Jackie Stewart's eye, he says, are very aware of the BRDC, as Stewart is an enthusiastic supporter and the Club's Vice-President, and naturally all the current F1 pilots belong. But you can't see their badges. In days past everyone who mattered had a BRDC shield on their Dunlop overalls; today the Club would need to pay for a sponsor's licence for such exposure.

One valuable event, says Fitzpatrick, is the club's involvement in the McLaren Autosport BRDC Award for the Young Driver of the Year, which the Club co-sponsors. With its prize fund of £50,000, this brings national press and television coverage.

Despite his obvious desire to expand the club's membership, Fitzpatrick makes clear that eligibility requirements stand pretty much as they always did. "Broadly speaking, you need to complete three years of international racing, with a certain score of finish positions." Unlike the early days, though, you don't have to wait to be invited; you can apply when you reach the target. Or become World Champion...

Currently there are 520 full members and 300 ➤➤



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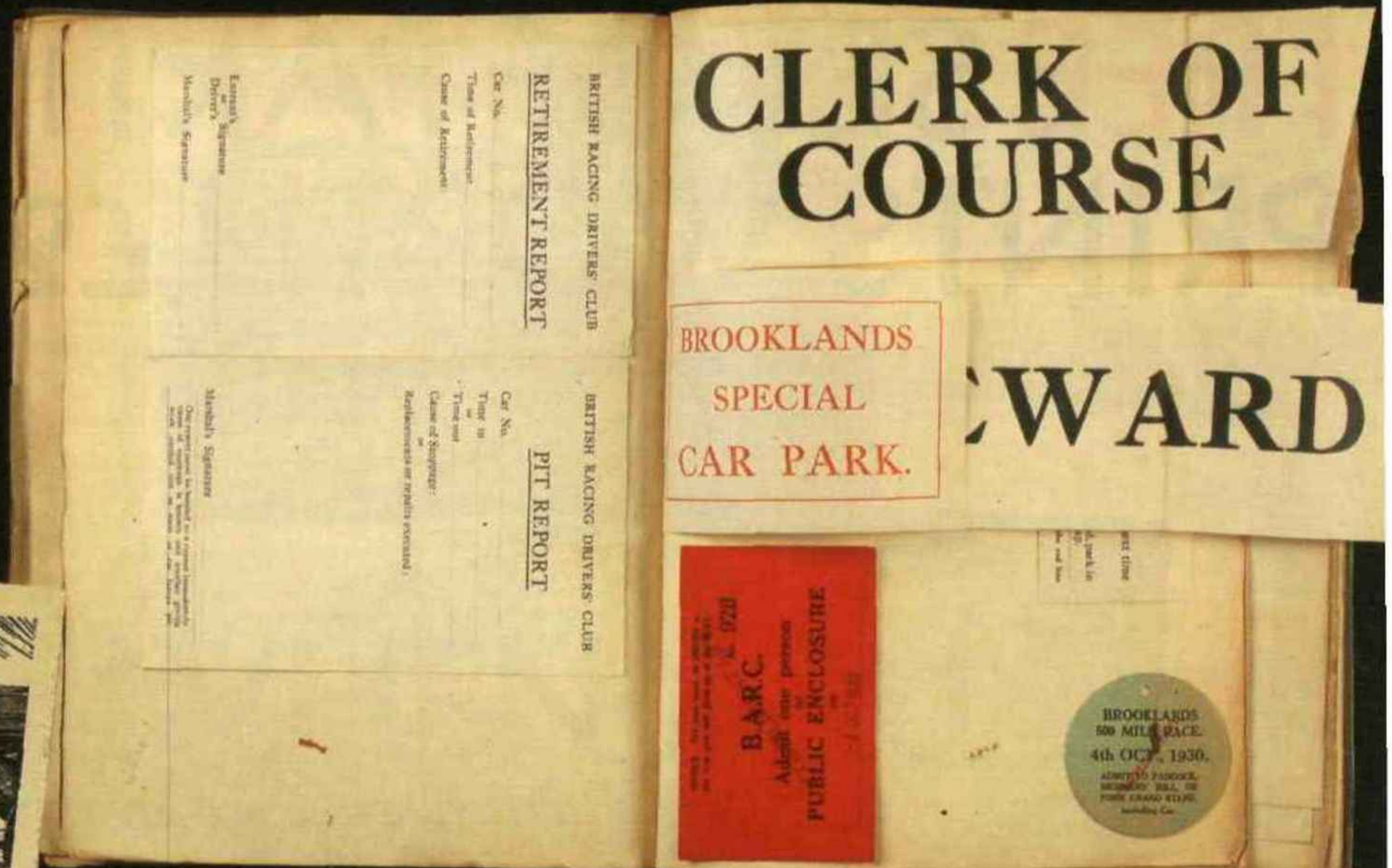
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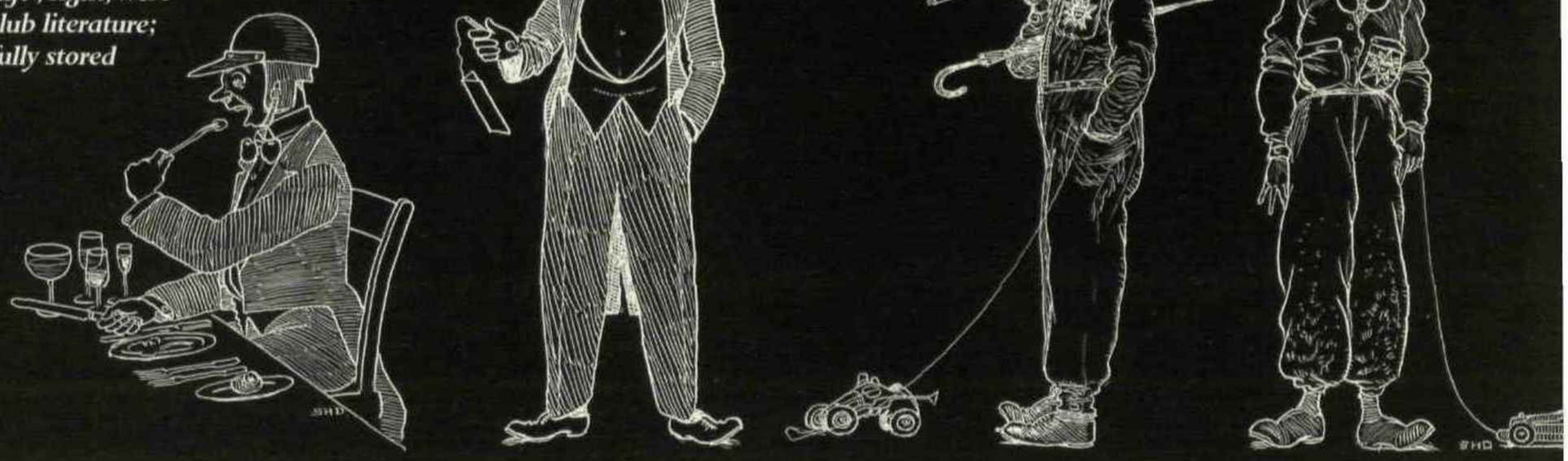
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Even blank retirement forms, entry tickets, enclosure labels and car stickers were assiduously filed by that unknown recorder of the BRDC's early years





1937 Club Christmas card, above, features Brockbank drawing of Germans at Donington. 'Episodes in a racing driver's life', right, were in-jokes used on club literature; originals carefully stored



associates, which now includes what used to be the separate Mechanics section, all of whom have the run of the BRDC suite with its bar, restaurant and prime view inside Woodcote. Remarkably, there are four current members who were first elected in 1929. There are still dinners, the occasional filmshow and trips for members, but entertainment is nowadays secondary to the business of running a major race-track and a Grand Prix.

Since acquiring Silverstone, the operations of the Club have substantially shifted gear, financially speaking, and the coup of obtaining the contract for every British Grand Prix instead of alternating with Brands Hatch as in the past has turned the Club and its subsidiary, Silverstone Circuits Ltd, into a very high turnover affair indeed. Every year there are more improvements at the Northamptonshire track, and the investment since 1993 has now reached £15m. Such expenditure has to be agreed by the Club and the circuit committee includes five BRDC members. Today 135 people work at Silverstone, though the BRDC office itself, on the outside of Woodcote, has a staff of just three.

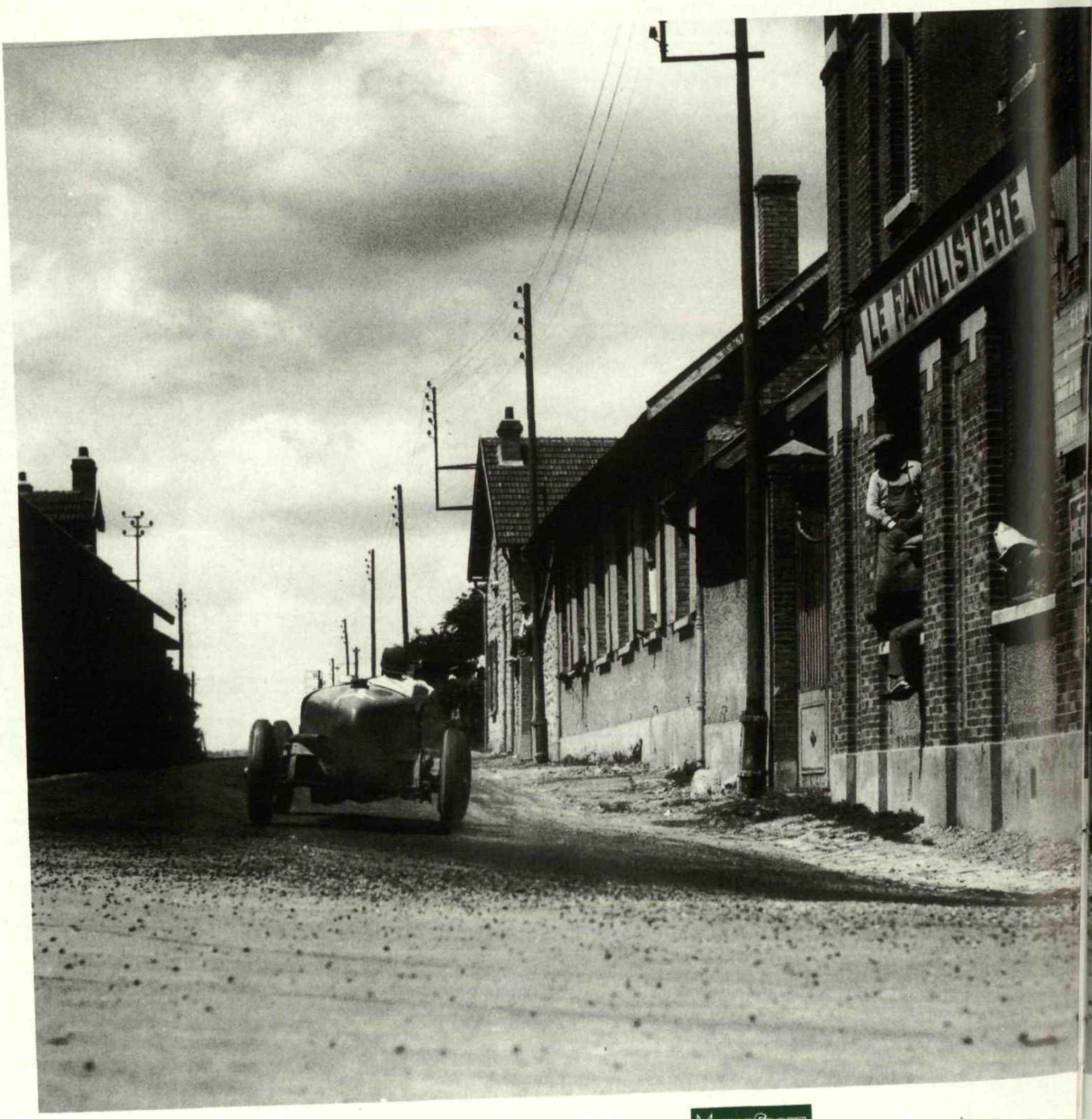
Not that Silverstone is the club's only concern: there are BRDC-run events at other circuits, and Fitzpatrick wants to expand the organisational side and expose the name of the club to an altogether wider audience. "We'd like to develop more British championships in all fields – Formula Three, saloons, GTs – and we're dipping a toe in the rally world with the building of the new rallysprint stage, which the RAC rally includes this year."

Because of the initial eligibility requirement, members elected to the committee are in general racing drivers, and such involvement goes right up the hierarchy. Inviting Lord Hesketh to become the President of the BRDC was an excellent move, says Fitzpatrick. "He wasn't a driver, but he was involved in motorsport right at the top. He was delighted to be approached, and he is closely involved in everything the club does. He's here at least once a week."

Seventy may be a venerable age, but this clearly is a thriving organisation with a clear agenda, steered by people who know the business. From its beginnings as a club composed of wealthy people, it has become a wealthy outfit in its own right, without dropping its standards. To be able to display the BRDC badge remains indeed a proud boast. M

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'Phi-Phi' Etancelin, Alfa Romeo Monza, 1932 French Grand Prix



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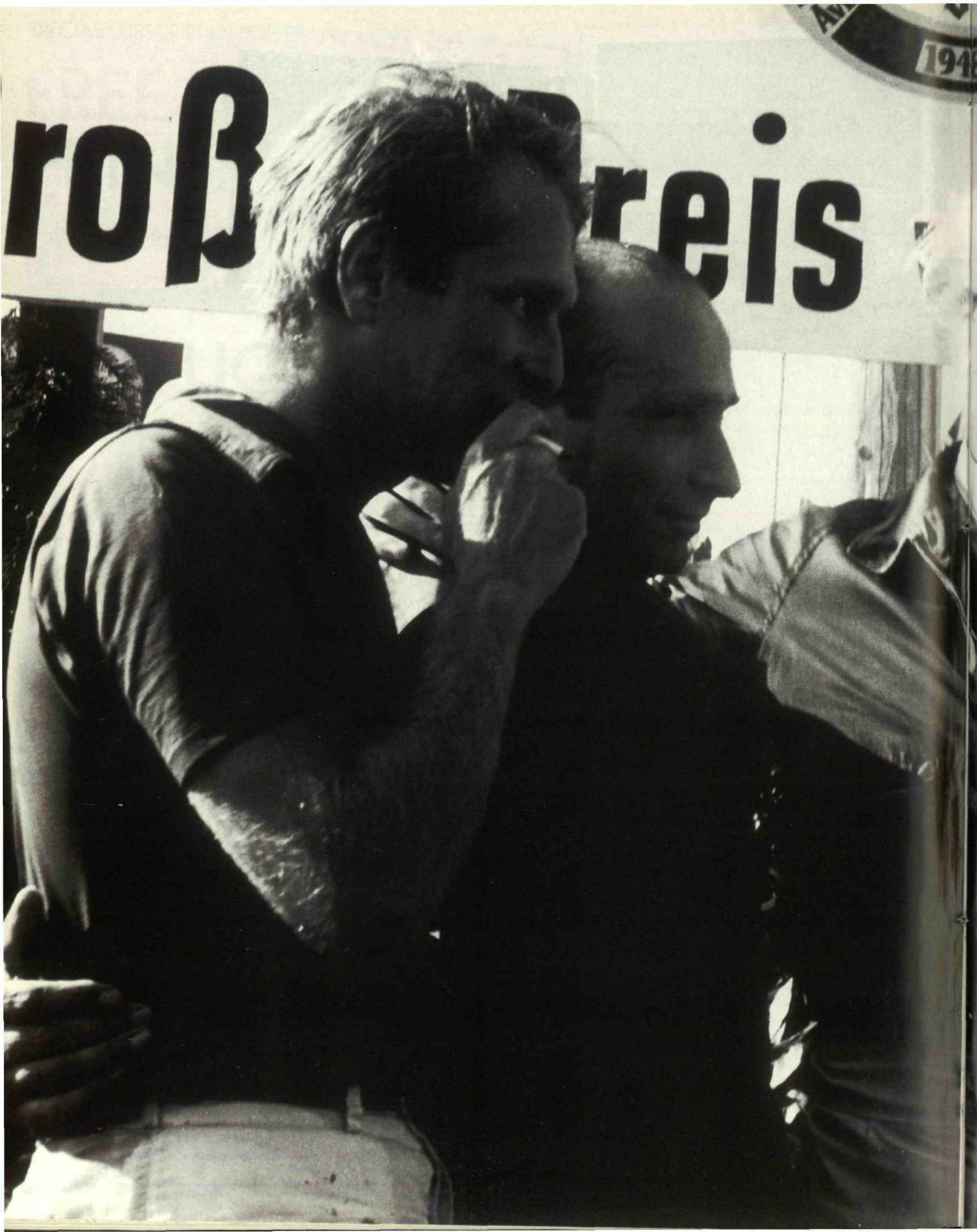
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Collins and Hawthorn friendship allowed Fangio to steal 1957 German GP. In '56 at Monza, Collins gave up his Lancia-Ferrari and championship chance to give Fangio his fourth driver's title

LAT

TEAM MATES

IS HE BEST FRIEND OR MORTAL ENEMY? DO YOU FOLLOW YOUR LEADER OR PUSH HIM OFF THE TRACK? SHAUN CAMPBELL INVESTIGATES THE CURIOUS WORLD OF THE F1 TEAM-MATE

WE CALL THE MEN WHO DRIVE FOR THE SAME MARQUE 'team-mates', just as we do players in a football eleven or a rugby fifteen. But there the similarity ends. For motor racing is a team sport only in the sense that a large number of people are required to prepare the cars for action. When the flag drops (or rather, when the lights go out) the essential triumph of victory can be enjoyed by one person alone – the driver of the winning car.

In top-level motorsport a driver's team-mate is the man, above all, he wants to beat. Losing to the driver of another car can be explained or justified by any number of equipment-related factors. But being beaten by a driver with the same car, engine and tyres leaves the finger pointing in one unmistakable direction.

So it's hardly surprising that the history of our sport is littered with examples of drivers ostensibly working for the same team, but who have been intense and sometimes bitter rivals. Team-mates have collided on the track, traded punches in the pits and stolen victories from one another by disobeying pre-arranged orders. With mates like these, it's tempting to ask, who needs enemies?

And yet there are also examples of team-mates who have helped each other with technical information, sacrificed their chances of winning for the benefit of the other, and even become close friends.

So what makes a good driving partnership? What should a team manager be looking for when he selects the two men to drive his cars? Clearly it's foolish to generalise, because it depends on so many things but the history of our sport, combined with an understanding of what makes racing drivers tick, provides some valuable clues.

One of the earliest – and most effective – instances of team-mate co-operation was demonstrated in the 1914 Grand Prix de l'ACF at Lyons. The pre-race favourite, Peugeot's Georges Boillot, was lured into pushing too hard too early in an attempt to stay with Mercedes' Max Sailer, sent out by the German team as the 'hare'. Mercedes guessed shrewdly that Boillot would do practically anything to prevent one of the white cars leading, let alone winning and although the big end bearings of Sailer's Mercedes failed after only five of the twenty 24-mile laps, the damage had been inflicted. Boillot's Peugeot practically collapsed around him in the closing stages leaving Christian Lautenschlager to head a crushing Mercedes one-two-three.

The highly charged political atmosphere of the time (the Great War was only a month away) no doubt played its part in Sailer's willingness to subjugate personal glory for the greater good of the team. Certainly when Mercedes returned to the sport in the mid-1930s, it found it harder to impose the same sense of discipline and co-operation in its drivers.

In 1934 a shortage of top-flight German drivers prompted Mercedes to sign up Luigi Fagioli from Italy. Fagioli made his Mercedes debut at the Eifelrennen and immediately shot into the lead followed by team-mate Manfred von Brauchitsch. Fagioli was easily the quicker of the two but an Italian winning the first race of Mercedes' comeback, and in Germany, too, was not part of the master plan. Team manager, Alfred Neubauer signalled Fagioli to make way for von Brauchitsch and although the Italian obeyed there was furious argument between driver and manager when he made his first routine pitstop. For the next few laps Fagioli harried von Brauchitsch mercilessly, making it quite plain that only team orders were holding him back. More angry words passed between the Italian driver and Neubauer at the next pitstop and this time Fagioli had had enough. He parked his car at the side of the track and walked back to the pits.

Mercedes' internecine strife didn't end there. Fagioli and Rudi Caracciola came to dislike each other so much that, in 1937, shortly before arthritis temporarily forced him out of the sport, Fagioli attacked the German ace in the pits at Tripoli with a hammer. There was also much bad blood between Caracciola and Hermann Lang, a former mechanic whom both Caracciola and the arrogant aristocrat von Brauchitsch treated with contempt. By 1938 Lang had shown that he had the beating of both his team-mates, but he was rarely allowed to prove it.

When racing resumed after World War II it did so with a less nationalistic and class-ridden flavour. That didn't remove all areas of conflict between all team-mates but certainly there was rather less political interference. Indeed, the '50s witnessed a number of striking examples of selflessness.

The 1951 British Grand Prix at Silverstone is a case in point. Until then Alfa Romeo had ruled the post-war Grand Prix roost, but that day Ferrari's Froilan González was in a class of his own. Yet with the race in his pocket González offered his car to team leader Alberto Ascari, who had retired with a broken gearbox. It was a remarkably generous gesture, which Ascari paid back by declining the offer, allowing González to notch up Ferrari's first Grand Prix victory.

It's impossible to look at the history of motor racing team-mates without acknowledging the role played by Enzo Ferrari. With the possible exception of Ascari, who generally didn't need the help anyway, Ferrari didn't like his drivers having favoured status. If they were good enough they would win without help from team-mates was his reasoning, and for Ferrari it was always more important that one of his cars won rather than who was driving it. What complicated this was that although he chose the drivers himself, he practically never turned up for the race, leaving the team's strategy to be ➤

decided by the manager on the spot.

There were times when this resulted in something pretty close to anarchy and the 1956 Italian GP was certainly one of those times. Ferrari had no fewer than five of his Lancia-based cars entered for this race – the concluding round of the World Championship – driven by Juan Manuel Fangio, Peter Collins, Luigi Musso, Eugenio Castellotti and Alfonso de Portago. Fangio was leading the title chase and the only man with a chance of beating him was team-mate Collins.

The early laps were marked by some pretty wild driving by the two Italians, Castellotti and Musso, both determined to win on home soil. Fangio retired on lap 19 with a broken steering arm, a problem that afflicted several of the Lancia-Ferraris that day. Musso was asked to hand over his car to the Argentinian, but refused and as the race continued Fangio watched Collins move slowly up the leaderboard to the point where the English driver was in with a shout of snatching the title.

Collins made a routine stop at two-thirds distance and, spotting Fangio in the pits, spontaneously handed over his car. Today it's rightly regarded as one of the sports most unselfish actions, although it must be said that Collins needed to win to take the title and at that stage in the race that didn't look likely. Nevertheless, Collins' generosity ensured Fangio of his fourth World Driver's Championship and he was to thank his lucky stars that he hadn't taken over Musso's car when the steering arm on that failed three laps from the end.

In 1957 Ferrari's team included Collins and Mike Hawthorn, perhaps as close a pair of friends as any team has known. Whether this made them a truly effective partnership is open to doubt, though. At the German Grand Prix that year they spent much of the race cruising around at the front, swapping places and waving to each other, oblivious to the fact that Fangio was reeling them in hand over fist after a disastrous mid-race pitstop. That race has gone down in history as Fangio's finest, but it's a pretty safe bet that Enzo Ferrari didn't see it that way. The Old Man had a soft spot for both the Englishmen, but by the following year pressure was being exerted to drive a wedge between the two. It ended in tragedy when Collins, perhaps trying too hard, crashed and died at the Nürburgring in 1958.

If there was something distinctly Machiavellian in the way Ferrari chose and handled his drivers, it also cannot be denied that he often applied sound psychological practice to his methods. Top racers are no different from leading lights in other sports in that they are unusually competitive and single-minded. But the particular demands of racing require further personality traits that suggest co-operation between drivers of the same employer is an unlikely – and even undesirable – state of affairs.

The pioneering work in this field was carried out by Dr Keith Johnsguard of San José State College in California during the late 1960s and early 1970s. Johnsguard's research, which included interviews and questionnaires with many of the top drivers of that day, concluded that racing drivers generally confirmed to a common psychological profile.

The characteristics of the profile are an unusually high need to succeed in tasks that require great skill and effort, together with a strong capacity for leadership – indeed dominance – and the acceptance of heavy responsibility. On the other hand, Johnsguard reported, drivers have a below average capacity for guilt or the need to punish themselves and that they are below the norm in their need for emotionally sensitive relationships. Most racing drivers, it seems, are aggressive, independent, self-reliant individuals who tend to externalise their hostilities verbally, and who will argue their point and attack contrary opinions. It is well worth remembering this when you hear Schumacher or Villeneuve blaming eachother for their crash in Jerez. They're just doing what comes naturally.

Now, Enzo Ferrari probably never read a psychological tract in his life, but it's hard to believe that he didn't understand the essential truth that it was a waste of time getting aggressive, super-confident characters to work together in perfect harmony. Conflict, the need for each driver to prove himself the superior, is the natural order of things and the trick to the creation of a successful partnership is to play on these factors, not try to squash them.

It could, of course be argued that Ferrari took these things too far and what happened between Ferrari team-mates Gilles Villeneuve and Didier Pironi in 1982 illustrates the point. At the San Marino GP, with the Ferraris running one-two at the head of the field, the signal came from the pits to hold position. The race was won and Villeneuve backed off, believing his position secure. Three years before, when running behind team-mate Jody Scheckter in the Italian GP, Villeneuve had obeyed a similar signal even though it meant forsaking a shot at the world title. Pironi didn't play to the rules, though. On the last lap he turned up the boost on his Ferrari and whistled past Villeneuve.

The Canadian was by no means alone thinking it a pretty low way to win a race. Yet Ferrari never censured Pironi for the move, which can't have helped Villeneuve's peace of mind. Two weeks later,



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Mercedes' Max Sailer (14) gave team-mate Christian Lautenschlager (28) a helping hand in 1914



Ludvigsen Library

Luigi Fagioli talks with engineer Hermann Lang. The Italian couldn't abide Mercedes team orders



Ludvigsen Library

Lang (46) also suffered unduly at the hands of his snobbish Mercedes team-mates in the 1930s



The ideal number two? Riccardo Patrese helped Mansell to the 1992 title

WHY HAVING THE TOUGHEST JOB IN THE WORLD IS NO PROBLEM FOR FERRARI'S EDDIE IRVINE

When Eddie Irvine signed for Ferrari in September 1995 he knew exactly what he was getting into; he was to be number two to Michael Schumacher in all respects. But it was still the chance of a lifetime, and the long term financial rewards were certainly a motivating factor…

But being team-mate to Schumacher didn't help the careers of Riccardo Patrese, Johnny Herbert and Martin Brundle and during Irvine's first season it often seemed that Ferrari brought a second car along purely because the rules required them to do so. Eddie's driving duly suffered. The situation has improved this year. He's had more testing and say in the car's development; and, perhaps most importantly, Michael trusts Eddie's judgement.

However, he still loses



out in many areas. For example, it's Eddie, rather than Michael, who's been charged with evaluating tyres on Fridays this year, which has cost him valuable set-up time. And invariably Eddie gets told to do PR jobs which Michael wouldn't even consider…

At Suzuka Eddie qualified third, and was in a position to help in the battle with Jacques Villeneuve. Despite what was reported, Eddie was not supposed to storm into the lead; that had never figured in any pre-race plan. However, when he made his opportunistic move Michael certainly didn't make it hard for him.

Later Eddie gave up a 12sec lead to let Michael through, and then the team insisted he try to delay Villeneuve. In doing so he sacrificed second place, and earned himself a fair amount of criticism. But he was only following orders…

So what's it like being Schumacher's team-mate? "It's difficult because you're racing against the world's best, and he never has an off weekend. He's always there, he's always fast. But it's good because it's the ultimate challenge, and I get to see where he's so fast, and I get to work on my driving. I'm a faster driver now than I was, that's for sure."

Adam Cooper

in a bid to outdo his team-mate qualifying for the Belgian Grand Prix, Villeneuve clipped the rear wheel of Jochen Mass's March; the Ferrari flew off the track and the fastest driver of his age, a man the Ferrari fans worshipped, was killed. It was the unacceptable face of inter-team rivalry.

The practice of pinching a Grand Prix win at the expense of a team-mate and contrary to team orders seemed pretty prevalent in that era. Carlos Reutemann did it to Alan Jones in the Williams team in the Brazilian GP in 1981, René Arnoux pulled off a similar stunt against Alain Prost for Renault in the French GP the following year.

It all seems a world apart from the US GP at Watkins Glen in 1967 when Lotus team-mates Jimmy Clark and Graham Hill tossed a coin to decide who would win. This was the first year of the Ford Cosworth DFV and a win on home soil was sufficiently important to the executives of the Blue Oval badge that they wanted no inter-team battling to upset the plan. Hill won the toss but when his car started ailing towards the end, Clark slipped past rather than risk them both being beaten and took the chequered flag with Hill second. Admittedly, there was no world title at stake, but there was not a murmur of dissension from Hill afterwards and Clark's first action was to rush over to his team-mate and apologise. Strange days indeed.

Nowadays there's little attempt to impose team orders on drivers. It remains a cardinal sin for drivers of the same team to fight so hard that they take each other out, though Jordan team-mates Ralf Schumacher and Giancarlo Fisichella are today's proof that it can still happen, but the general rule is that once a race starts each driver is expected to do his best. Williams – perhaps in the wake of the Reutemann-Jones shenanigans in 1981 – has made a practice of giving its drivers the same equipment and actively encouraged competition between the two. Sometimes this has backfired – as it did with Nigel Mansell and Nelson Piquet in 1986 – when they were so busy fighting each other that Alain Prost was able to snatch the title for McLaren.

Williams has taken an alternative route on some occasions, notably with the extremely effective 1991-92 partnership of Mansell and Riccardo Patrese. Mansell was the team's star, the man expected to do the winning, but Patrese was quick enough to pick up the pieces when things went wrong, and, rather unusually in the current scene, enough of a team player to be happy with his lot.

The Schumacher/ Irvine combination at Ferrari is the only contemporary example that can stand comparison. Schumacher's talent has shredded the reputation of several good drivers – including Patrese's when they drove for Benetton in 1993 – but Irvine seems to have the strength of character to cope with, and talent to assist, his senior partner – as demonstrated in Japan this season.

The big problems tend to arise when a team goes for two number ones, and the mother of all team-mate battles must be that which raged between Alain Prost and Ayrton Senna in 1988 and 1989. It cannot be denied that it was a successful partnership: they won a world title and between them took 25 wins out of 32 Grands Prix. But amicable it wasn't and there was some considerable relief when it all ended in the farce of their low-speed collision in the 1989 Japanese GP rather than the tragedy that sometimes seemed to threaten.

We still call the men who drive for the same marque team-mates, but it's a misnomer really. They just happen to be driving the same make of car, though with their own dedicated race engineers and back-up crews. The days when drivers would help one another were never as common as the rose-tinted spectacle wearers would have us believe and now they've practically gone for ever. Niki Lauda made the point better than anyone. Asked if he saw his 1977 partner at Ferrari, Carlos Reutemann, as a rival or a team-mate, he replied witheringly: "Neither." M



Daylight robbery… Didier Pironi blasts ahead of an unsuspecting Gilles Villeneuve in 1982



Grand larceny… René Arnoux sneaks a victory from under the nose of team-mate Alain Prost



A clear case of GBH… Ayrton Senna and Alain Prost fight for the same piece of tarmac at Suzuka

JEAN RONDEAU WAS THE ONLY MAN EVER TO DRIVE A CAR BEARING HIS OWN NAME TO VICTORY AT LE MANS. FROM HIS HUMBLE START TO HIS NEEDLESS DEATH, HIS STORY IS TRULY INCREDIBLE. ADAM COOPER REPORTS

* * * *

Jean Rondeau did not always play by the rules; anyone who had the nerve to test pukka Le Mans cars on the public roads was bound to be a little reckless in his approach to life. But, on December 27th 1985, he pushed the limits too far.

Waiting in a queue of cars at a level crossing near his base at Champagne-sur-Sarthe, he was irked to see a police vehicle snake through the gates on the other side of the road. Perhaps thinking that as a local celebrity he had the right to emulate the gendarmes, he pulled his Porsche 944 out of the traffic and accelerated past the incredulous drivers of the other vehicles. It was a decision of mind-numbing stupidity, and it cost him his life.

Some five and a half years earlier Rondeau was in the newspapers for much happier reasons. In June 1980 he became the only man to win the Le Mans 24 Hours in a car bearing his name, a record which seems certain to stand for all time. He was also the first local to win the great race.

Rondeau's love affair with the Vingt Quatre Heures began in 1949, when he was taken to the first post-war event as a three-year-old. Winning it became his obsession, and this driver of modest talent rose from obscurity to take on the best in the world. Against all the odds, he succeeded.

"If he wanted to do something, he did it," says French journalist Jean-Marc Teissedre. "He wanted to make a car to win Le Mans, and he did."

Rondeau began competing in saloons in 1969, and apart from a spell in Formula Renault did most of his racing in British Leyland-produced tintops. But Le Mans was his dream. He made his debut there in 1972, sharing a Chevron B21 with Brit Brian Robinson; they retired with engine problems on Sunday morning. He returned in a French-entered Porsche 908 in 1973, but failed to qualify. The following year he finished 19th after a troubled race in the same car.

Then, in 1975, he drove a humble Mazda entered by one Claude Buchet. Little more than a prodsaloon, the little car proved to be hopelessly uncompetitive, and after qualifying 50th it was out before half distance.

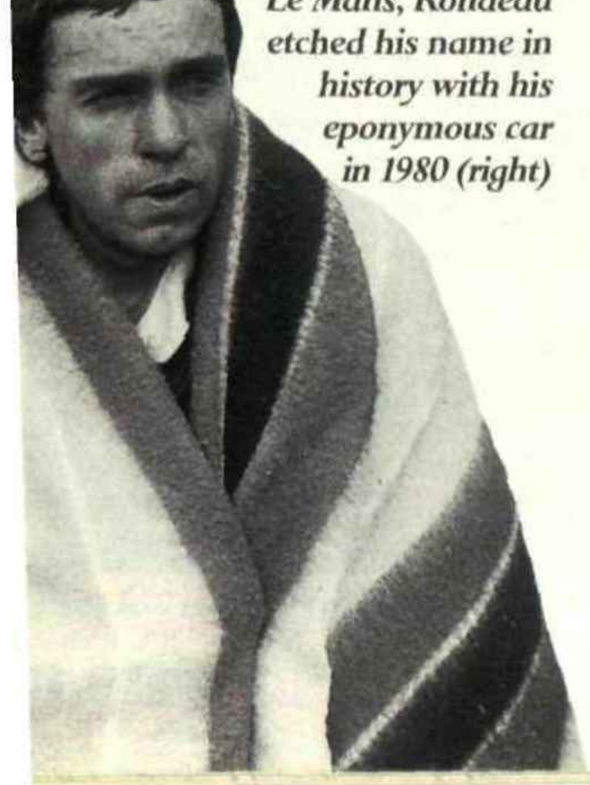
Galvanised by this experience, Rondeau vowed to do things properly in the future. Hitherto his Le Mans record was hardly the stuff of legend, but just 12 months after the Mazda embarrassment he turned up at the track with immaculate, competitive cars, and some of the very top French drivers of the day in his employ. How on earth did he do it? The man who knows best is former rally ace and Formula One driver Vic Elford.

"I had a call from Rondeau, whom I didn't know at the time," recalls Vic today. "I think he knew I lived in France and spoke French. I always had a reputation as a good test driver, and I guess that made him think I was a good guy to talk to.

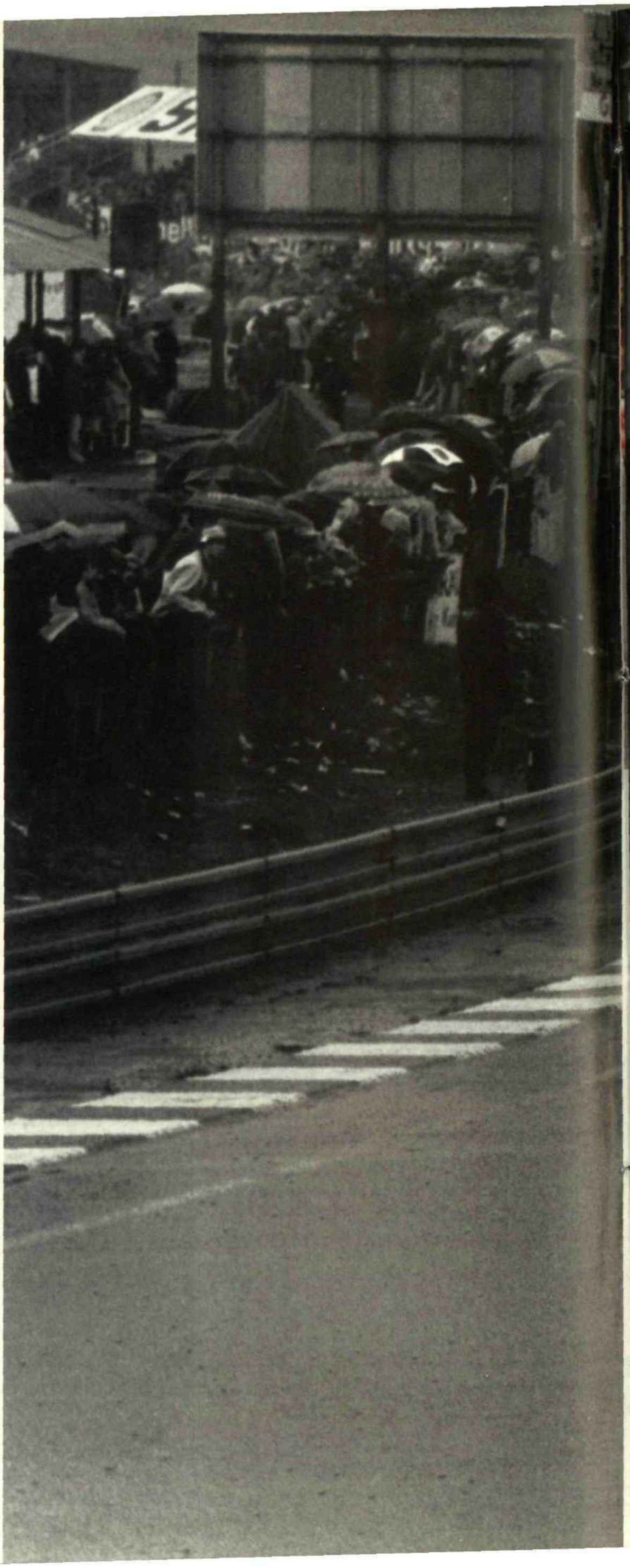
"He told me what his project was – to virtually build a car in the race's backyard, because he lived in Le Mans. He asked if I would be available to help with the testing and development. As an aside he said, 'Do you think you could help us with the sponsorship?' I said, 'No, I've never been any good at that…'"

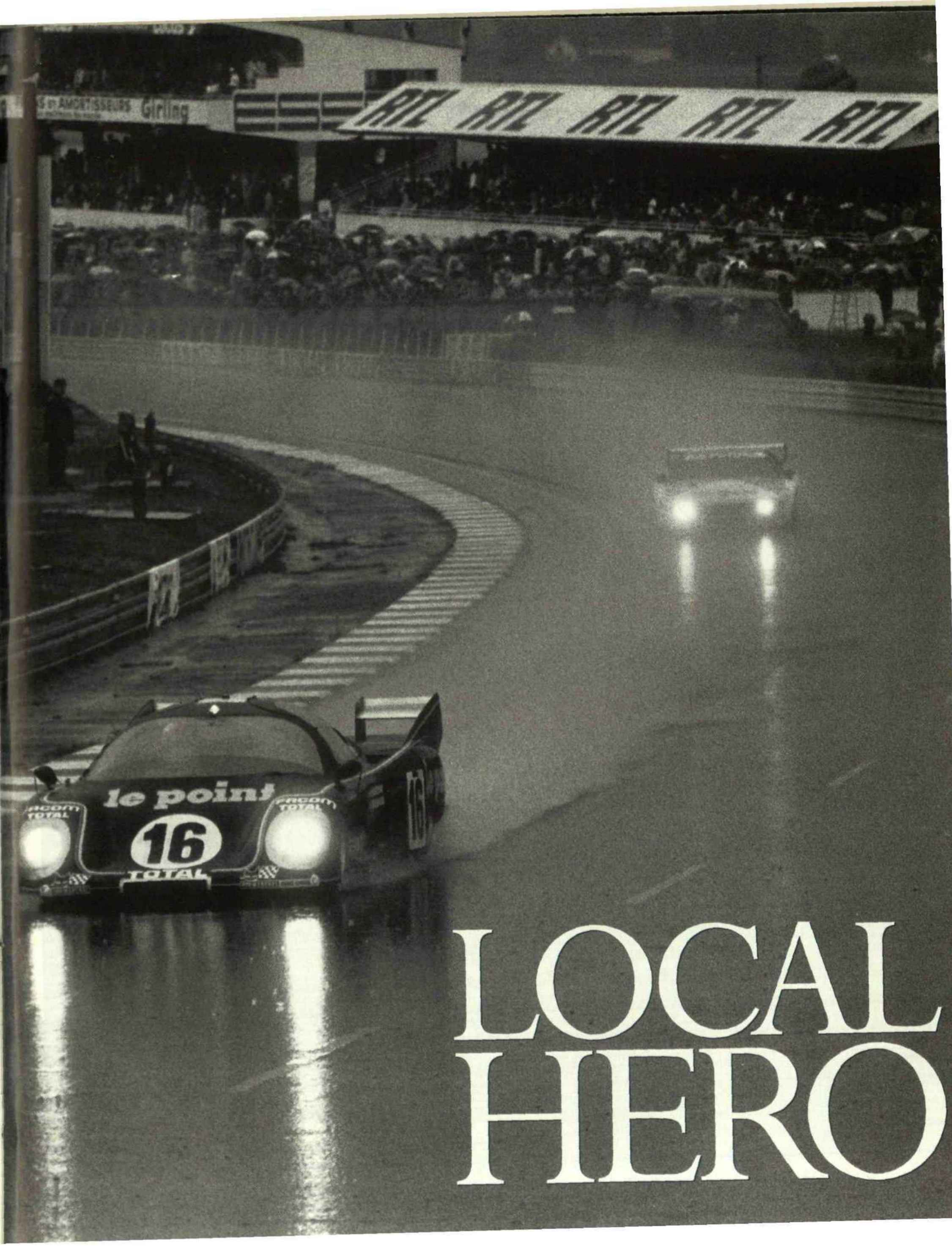
However, Elford had recently made a connection with the boss of the Inaltera wallpaper company, who was seeking to get involved with racing. By pure chance, Rondeau had been in the decorating business himself and knew of Inaltera. Vic brought the parties together in September 1975.

"We met in the dining room over the workshop where Jean lived and worked. We started the meeting at 8am and finished it at 8pm, with Jean's mum doing the sandwiches! Jean was a very pleasant guy, but extremely ➤➤



A man obsessed by Le Mans, Rondeau etched his name in history with his eponymous car in 1980 (right)




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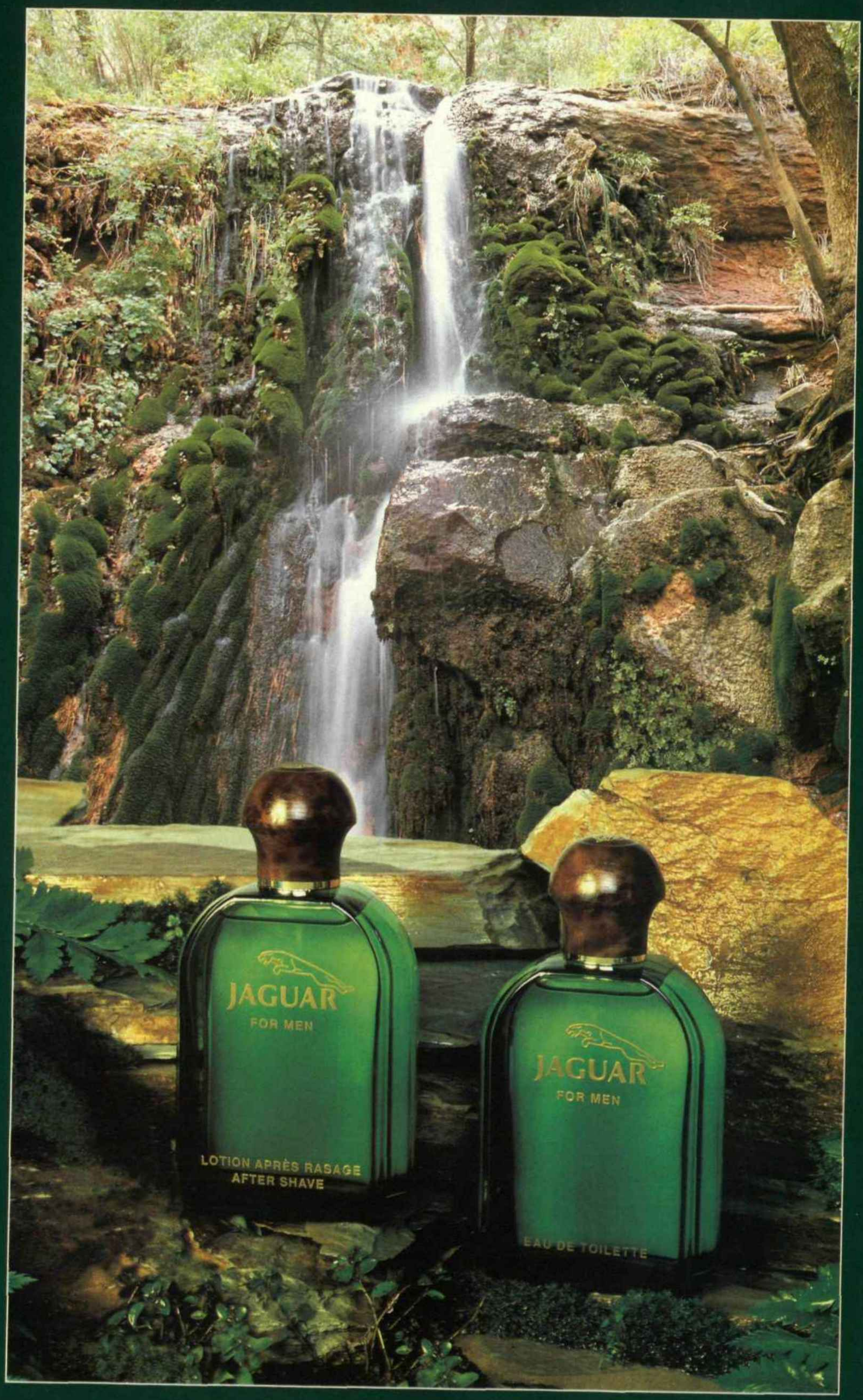
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strong-willed, not afraid to say what he thought. And he was absolutely convinced that he could do it."

A deal was hammered out; Jean's car would be called an Inaltera, Elford would be team manager, and French heroes Jean-Pierre Beltoise and Henri Pescarolo would be invited to drive.

Built for the Automobile Club de l'Ouest's new GTP class, which later begat both FIA Group C and IMSA GTP, the DFV-powered Inaltera appeared at Le Mans in 1976. It was lightning quick on the straights, and Beltoise/Pescarolo survived niggling problems to finish eighth. Rondeau brought his sister car home a much-delayed 21st, sharing with Jean-Pierre Jaussaud and Christine Beckers.

After a trip to Daytona in January 1977, the team made an even bigger impact on its second outing at the Sarthe; Rondeau and Jean Ragnotti finished fourth, while the other entries were 11th and 13th.

However, that was to be the final fling for sponsor Inaltera, thanks to a management shake-up. The cars were sold, and Elford dropped out of the programme. Rondeau, however, was determined as ever to keep the team together, and began a new car. He had a close ally in the form of Marjorie Bross, the wife of a local politician, who proved adept at finding sponsors. She received due recognition for her invaluable services when her name was duly incorporated into the type number of the new Rondeau M378.

"He was not very good at finding money, because he wasn't diplomatic," says Teissedre. "Everything was arranged by Marjorie."

Jean and rally ace Bernard Darniche qualified the sole entry only 41st for the 1978 race, but they maintained the tradition of finishing, coming home ninth. Next year the latest M379 was 26sec quicker in qualifying, and Darniche and Jean Ragnotti started sixth. They finished fifth, while the reunited Pescarolo/Beltoise squad took 10th. Rondeau himself posted the first retirement for one of his cars.

The Rondeau effort was stronger than ever in 1980. There were no mighty factory teams in the field, but there were legions of Porsche 935s, and a very special 908/936 hybrid prepared by Reinhold Joest for himself and the great Jacky Ickx. The week started well for the local heroes when Pescarolo/Ragnotti put their car on pole, while Rondeau/Jaussaud lined up fifth. Backing them up was a car rented to Belgians Jean-Michel and Philippe Martin, who were partnered in the car by Gordon Spice.



Vic Elford (left) was drafted in to help Rondeau and sponsor Charles James



The Inaltera struggled to 21st in 1976 but came in fourth one year later

"We were regarded as a bit of a joke by the others," recalls Spice. "It was a very froggy team, and there was an awful lot of national feeling about. Whenever a press conference was called, all the French drivers would disappear to it, and we were left sitting there wondering where everyone had gone! He took over half the paddock area, and it was all done quite well.

"The French drivers all felt they had to keep fit for the race. They'd go off in the morning from the farmhouse where we stayed, in trainers and shorts and come back two hours later. But Jaussaud used to just run up the drive, take out his book, sit down and read it. He'd cover himself with water from the stream and come back with a fag in his mouth..."

Run in pouring rain for much of the distance, the 1980 24-hour race was a classic. The Pescarolo/Ragnotti car set the early pace, but it retired with head gasket failure, leaving Rondeau and Jaussaud to uphold the team's honour. The event became a see-saw battle with the Ickx/Joest Porsche, which fought back into contention from several delays.

"Conditions were truly shitty, really bad," says Gordon. "But obviously a wet race doesn't take so much out of the car. The car was really super and very nice to drive. It was extremely responsive to any changes made on the aerodynamic side."

The pace was tough. Shortly after 1pm on Sunday, rival team bosses Rondeau and Joest both skated into the barriers at a soaking Dunlop Curve – and both somehow escaped serious damage. Then, in the final hour Jaussaud made the crucial decision to stay on slicks when Ickx pitted, and it was to prove a winning gamble; he brought the black car safely home just two years after sharing Renault's only win with Didier Pironi. Meanwhile Gordon Spice and the Belgian Martin brothers finished third.

"Jean was absolutely over the moon," says Gordon. "I think we drank non-stop for three days afterwards. He wasn't a gregarious sort of bloke, but he was highly dedicated to what he was doing."

Triumph turned to tragedy in 1981 when Jean-Louis Lafosse lost his life in the opening hours of the race, but Philippe Streiff, Jean-Louis Schlesser and Jacky Haran went on to finish a distant second behind the dominant Ickx/Bell Porsche 936/81, while Spice was third again.

"I'd got them all drinking rum and coke instead of just wine," recalls Gordon. "During the race Rondeau came up to me and said, 'Voulez-vous faire un double?' I said, 'I don't actually drink when I'm driving.' He was really asking me if I would do a double stint!"

In 1982 the FIA introduced the new Group C class to the World Endurance Championship. The rules were tailor made for Rondeau, and together with Pescarolo and ➤➤



Gordon Spice wasn't averse to a drink or two with the 'froggy' team



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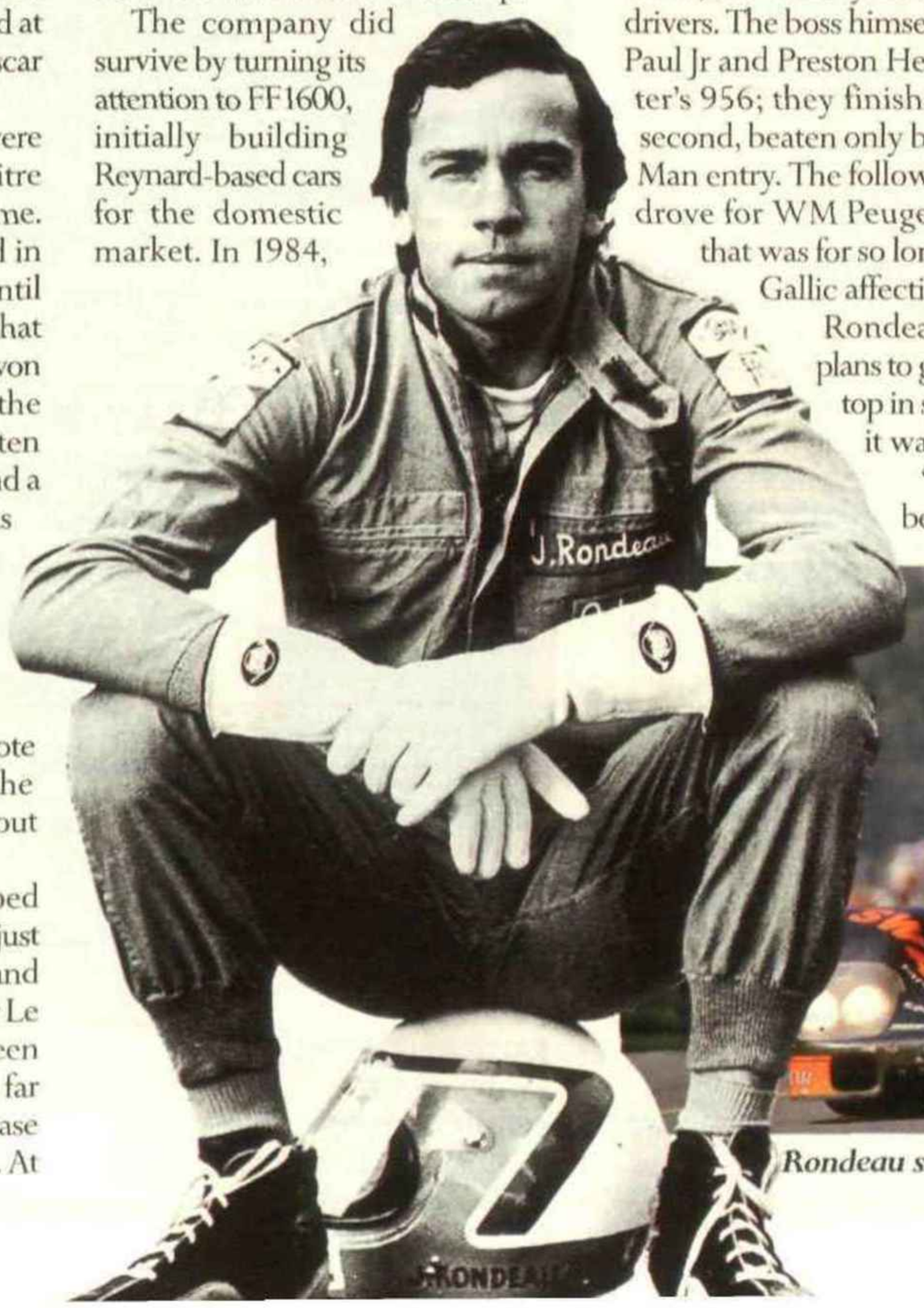
Wild scenes on the 1980 Le Mans podium as the locals celebrate the victory of their local hero Rondeau (red overalls) and co-driver Jean-Pierre Jaussaud

Giorgio Francia he won the first ever Group C race at Monza in an M382C. Then the new Porsche 956 arrived at Silverstone and rewrote the sportscar rule book for all time.

At Le Mans, the French cars were wiped out when the new 3.9-litre Cosworth DFLs proved troublesome. Nevertheless Rondeau remained in contention for the makes title until the FIA controversially decreed that Porsche could make use of points won by a private Group B 911 at the Nürburgring. Having nearly beaten Porsche with his 22 employees and a budget of just £600,000, Jean was devastated – especially when main sponsor Otis lifts pulled out in disgust. Rondeau couldn't find the budget to run his new Ford turbo car in the 1983 FIA series.

"What a paradox," he was to note at the time. "All ready to win the World Championship and we're out of money!"

Still, the local authorities helped him move to a brand new factory just a stone's throw from the circuit, and he found Ford France backing for Le Mans. The distinctive M482C, seen briefly the previous year, created far too much downforce, but in any case the DFLs again failed one-by-one. At the end of 1983, Automobiles Jean Rondeau went into receivership.



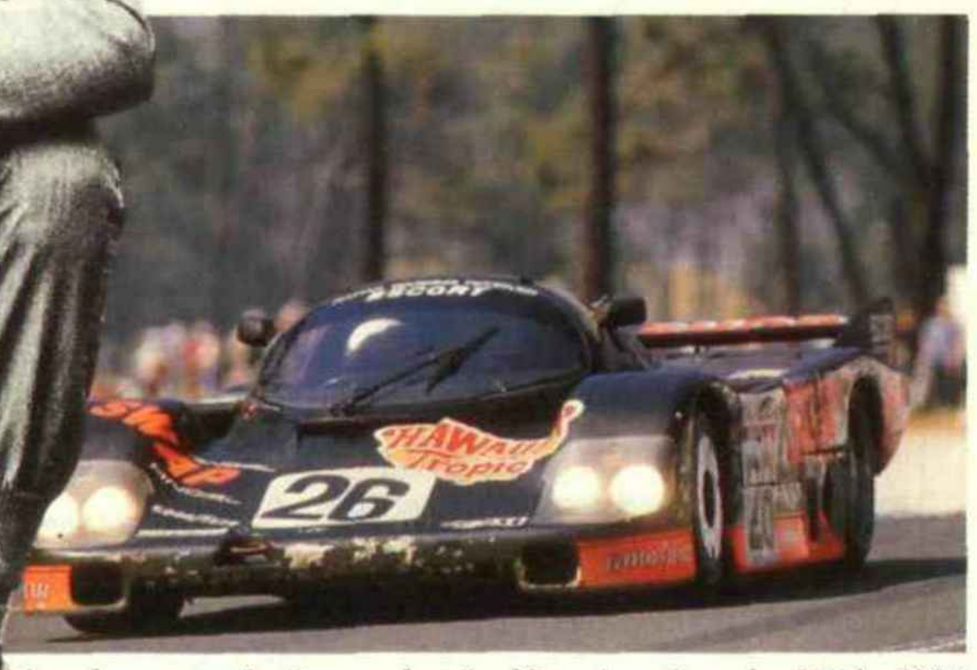
The company did survive by turning its attention to FF1600, initially building Reynard-based cars for the domestic market. In 1984, there was just a single entry at Le Mans, financed by American rent-a-drivers. The boss himself joined John Paul Jr and Preston Henn in the latter's 956; they finished a surprise second, beaten only by Joest's New Man entry. The following year Jean drove for WM Peugeot, the team that was for so long his rival for Gallic affection.

Rondeau still had plans to get back to the top in sportscars, but it wasn't easy.

"He'd always be ducking and diving," says Spice, "always short of money. Getting paid was a six month job. But he was a terrific local hero. I can remember going out with the race cars on the road when we were doing all-nighters, and it was accepted that Rondeau was allowed to drive around on the public highways at night! It never occurred to him that it was a bit outside the law. He was crazy in that way. He really didn't give a stuff."

"He was always a nutcase in a road car," recalls Elford.

On December 27th 1985, at the age of just 39, Jean Rondeau's luck finally ran out. M



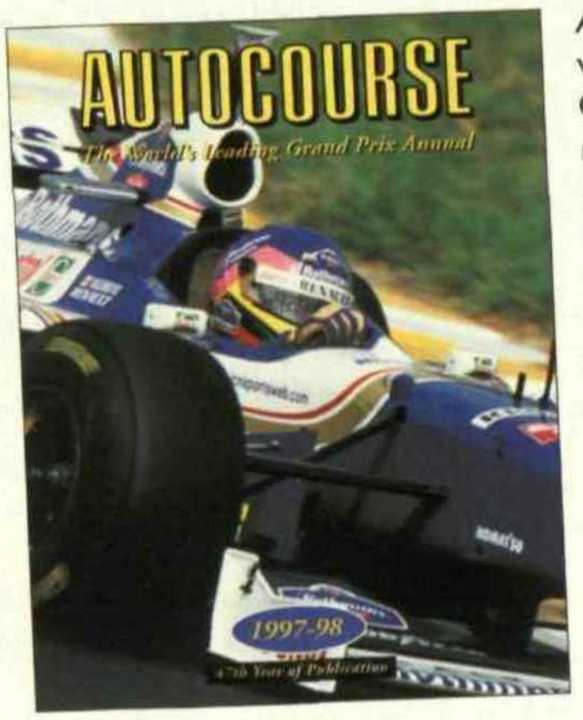
Rondeau snatched second at Le Mans in a Porsche 956 in 1984

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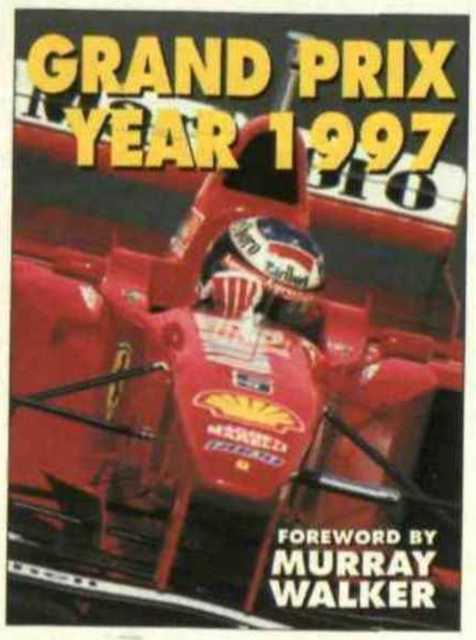
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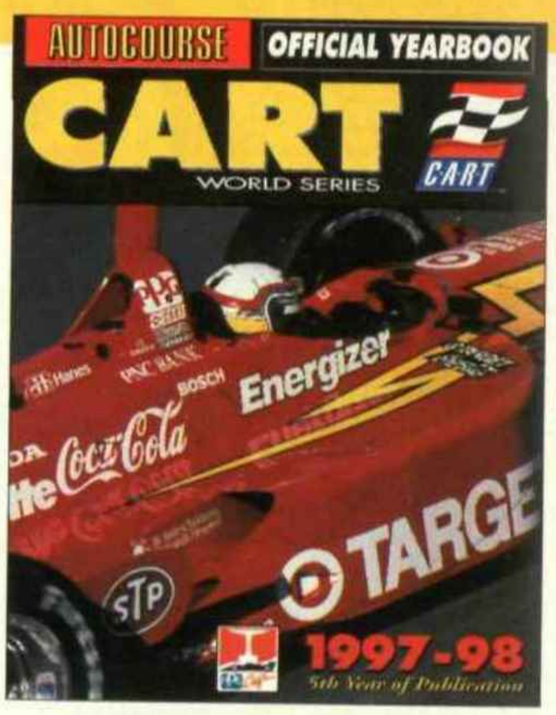
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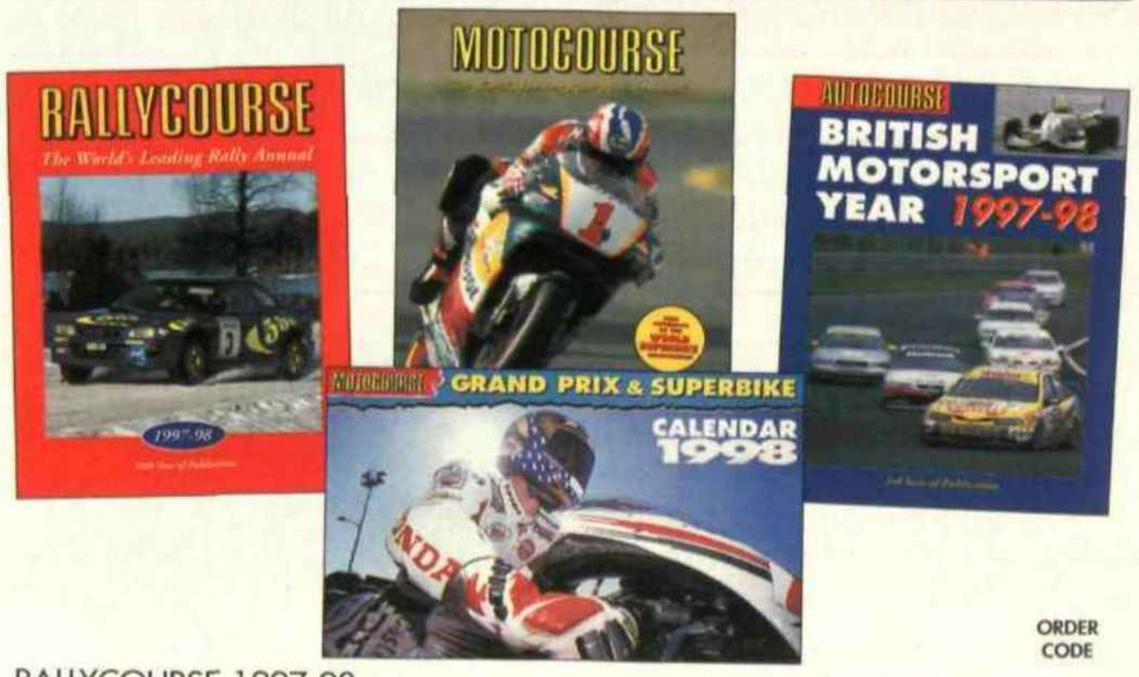
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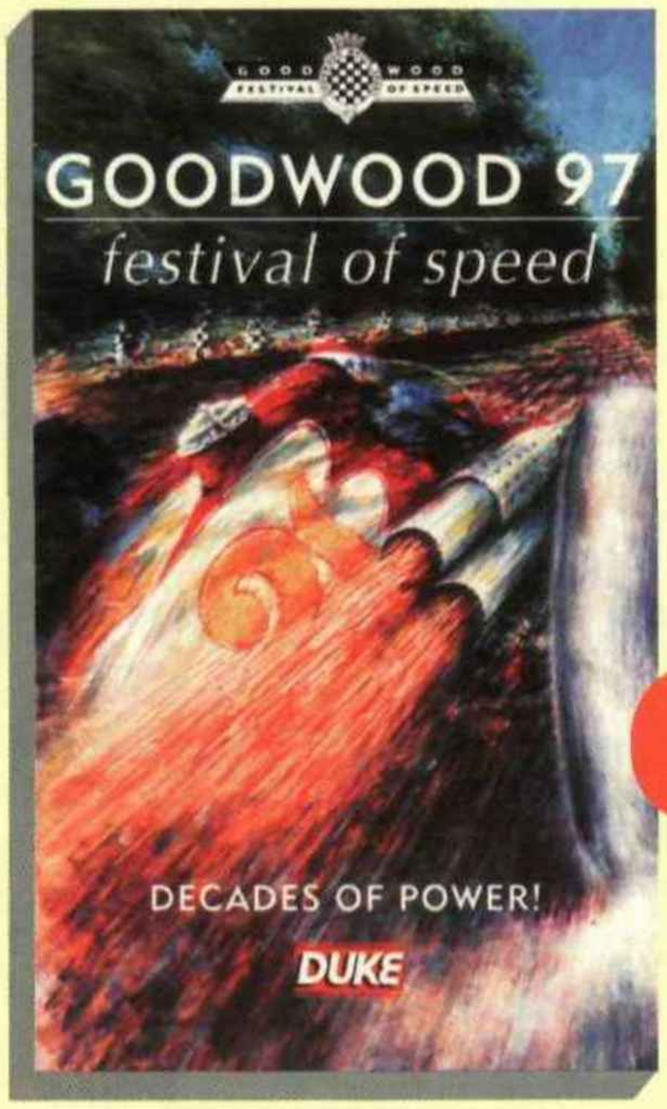
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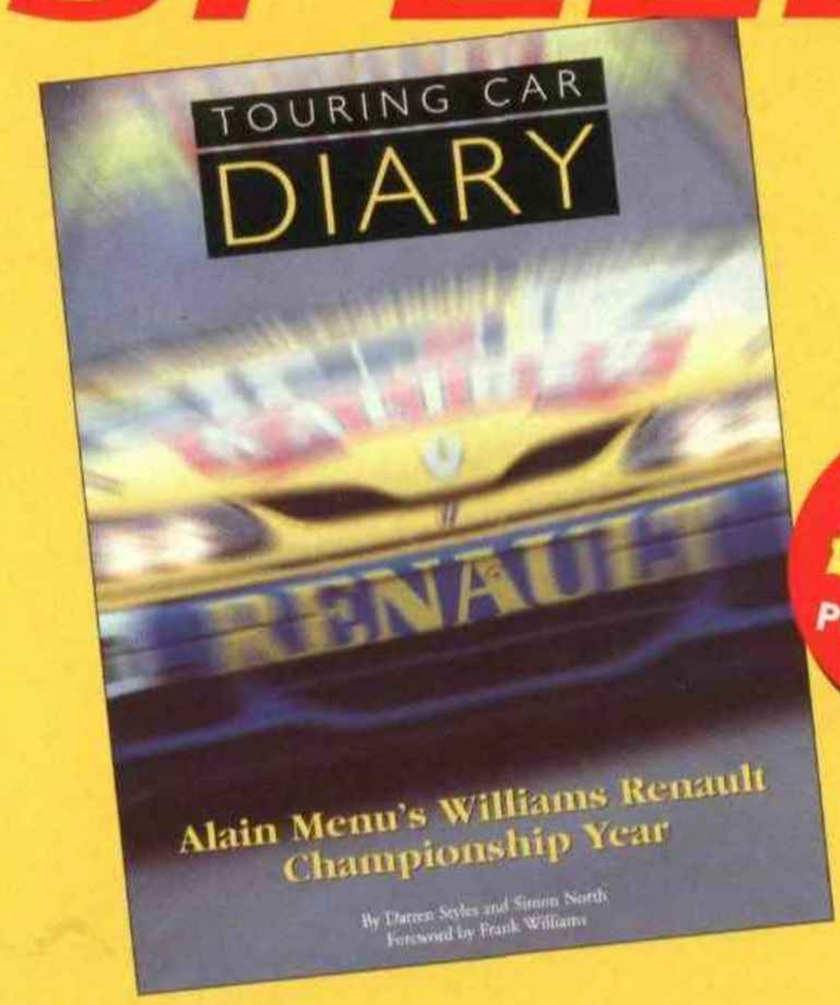
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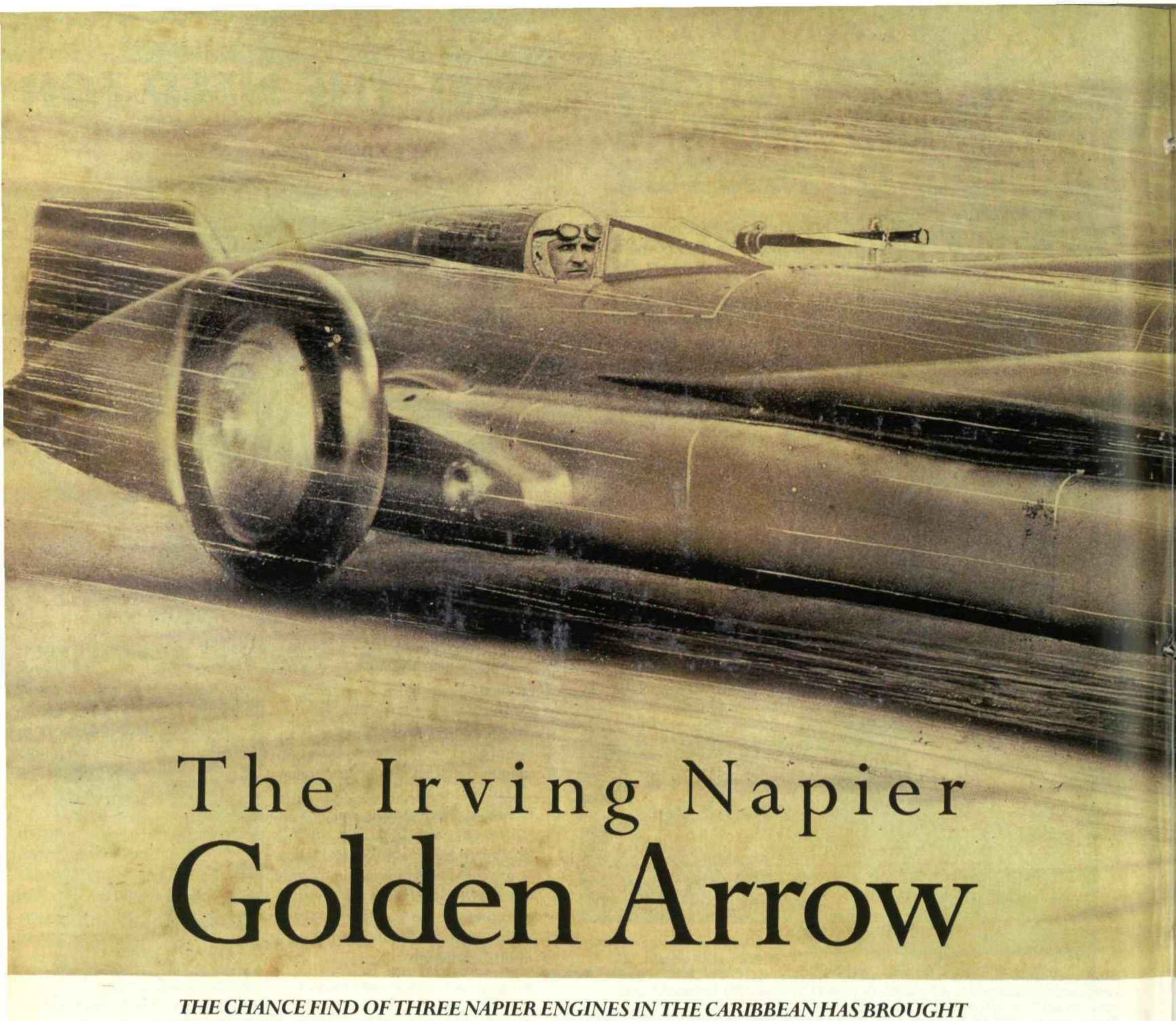
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The Irving Napier Golden Arrow

THE CHANCE FIND OF THREE NAPIER ENGINES IN THE CARIBBEAN HAS BROUGHT HOPE OF MAKING A FAMOUS RECORD-HOLDER RUN AGAIN. BILL BODDY RELATES HOW SEGRAVE'S CAR DIFFERED FROM THE MACHINES IT BEAT TO TAKE THE LSR

AS ANNOUNCED LAST MONTH, THE NATIONAL MOTOR Museum at Beaulieu plans to raise funding to restore to running order the Irving Napier LSR car 'Golden Arrow'. The LSR is very much in the news now, after the magnificent through-the-sound-barrier world speed record by Richard Noble's Thrust SSC, so ably driven by Squadron Leader Andy Green.

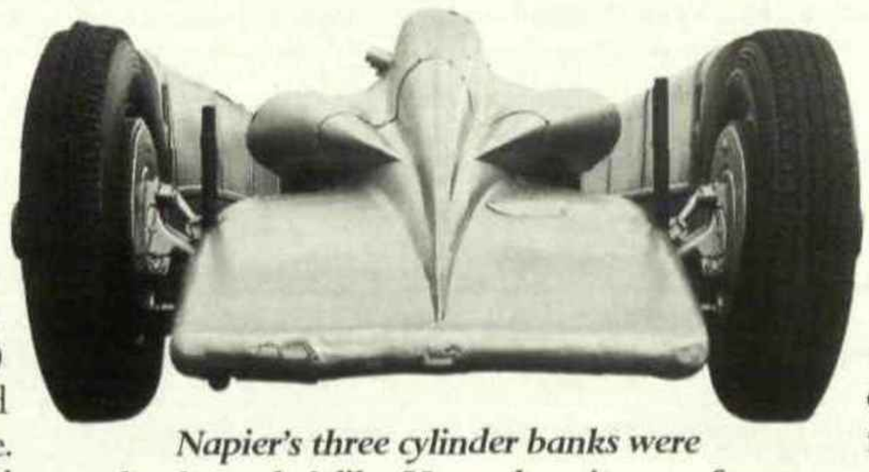
It seems a long time ago since the beautifully costumed 'Golden Arrow' took Major Henry De Hane Segrave, soon to be knighted, to a new LSR of 231.446mph at Daytona Beach in America, in 1929. It is an important historical event, nevertheless.

One reason is that previously the record Segrave would have set his sights on would have been his own great landmark of over 203mph in 1927. But this had been broken by that experienced LSR contender Sir Malcolm Campbell in 1928 (with the Napier-Bluebird at 206.456mph) and then by the Americans (with the unwieldy 81-litre triple-Liberty-engined White Triplex Special) to 207.552mph later that year. Segrave's speed had not been bettered by very much but he saw the need to retaliate, especially with the determined Malcolm Campbell ever after this top accolade, and a worthy rival.

Segrave's new project took a fresh direction. Both his 200mph Sunbeam and the two very different cars with which, some time before, Campbell had first exceeded 150mph and Segrave had just managed to raise this record had been built in the Sunbeam Company's experimental department in Wolverhampton, with a wealth of motor racing experience and Louis Coatalen to guide them. But the 'Golden Arrow', the new car with which Segrave faced the performance of the Triplex, was to be built as a private venture, in the much more modest engineering works of the KLG sparking-plug company on Kingston Hill in Surrey. It was a bold venture, and rather more optimistic, lacking the facilities and know-how that had backed LSR attempts from 1925.

This is not to suggest that the 'Golden Arrow' was to be designed and built by a bunch of amateurs. Indeed, it was to be the work of Capt J S Irving, who had left Sunbeam's where he had played a large part in the success of the 200mph Sunbeam. And whereas the renowned Campbell Bluebirds were really one basic car developed along the years, the Golden Arrow was to be a brand-new contender. Although the cost of the new car in terms then-current has

This rare illustration shows Golden Arrow minus its distinctive side surface-radiator panels



Napier's three cylinder banks were closely cowled, like S5 seaplane it came from

been estimated as only just over £10,000, it was to be paid for by finance raised by the respected and determined Segrave, whereas Campbell was reputed to have spent £9700 on having his first Napier-powered Bluebird built and another £16,000 on its development up to 1935. And the record attacks themselves were an ever-increasing expense.

Yet when the wily Coatalen decided that it would be a worthwhile aim to put the LSR to a really impressive figure at a time when the share-holders were questioning the cost of his racing exploits with Sunbeam and Talbot-Darracq cars, he did this for an absurdly low outlay. And the object of bringing in the so-called '1000hp' 200mph Sunbeam here is that, in spite of this economical approach, it and Segrave secured the intended 200mph target with remarkably little trouble, which was likewise a feature of the Golden Arrow's LSR two years later.

Briefly, what Coatalen did, after finding two discarded ex-racing boat 22.5-litre V12 four-camshaft 48-valve Matabele engines in the works, and deciding that their combined 870bhp (at 2000rpm) would suffice, was to get Capt Jack Irvine to install them in a suitable car. They were put one in front, one in the tail of a massive chassis frame, driving through a three-speed and reverse gearbox to final drive by sprockets and chains. An aluminium body covered all this mechanism and hid the primitive chain final drive. The front Matabele engine was cooled by a frontal water radiator, with two more behind the cockpit for the rear engine. Dunlop had to make special thin-tread 35x6in tyres for the anticipated 200-plus mph pace, and Coatalen decided to have four-wheel-brakes for the short Daytona course, with only four miles of pull-up distance. Segrave was in charge of the organisation and this monster twin-engined Sunbeam, which had cost only about £5400 to build, had the promise of sponsorship and bonuses from Castrol, KLG, Dunlop, BP, ➡

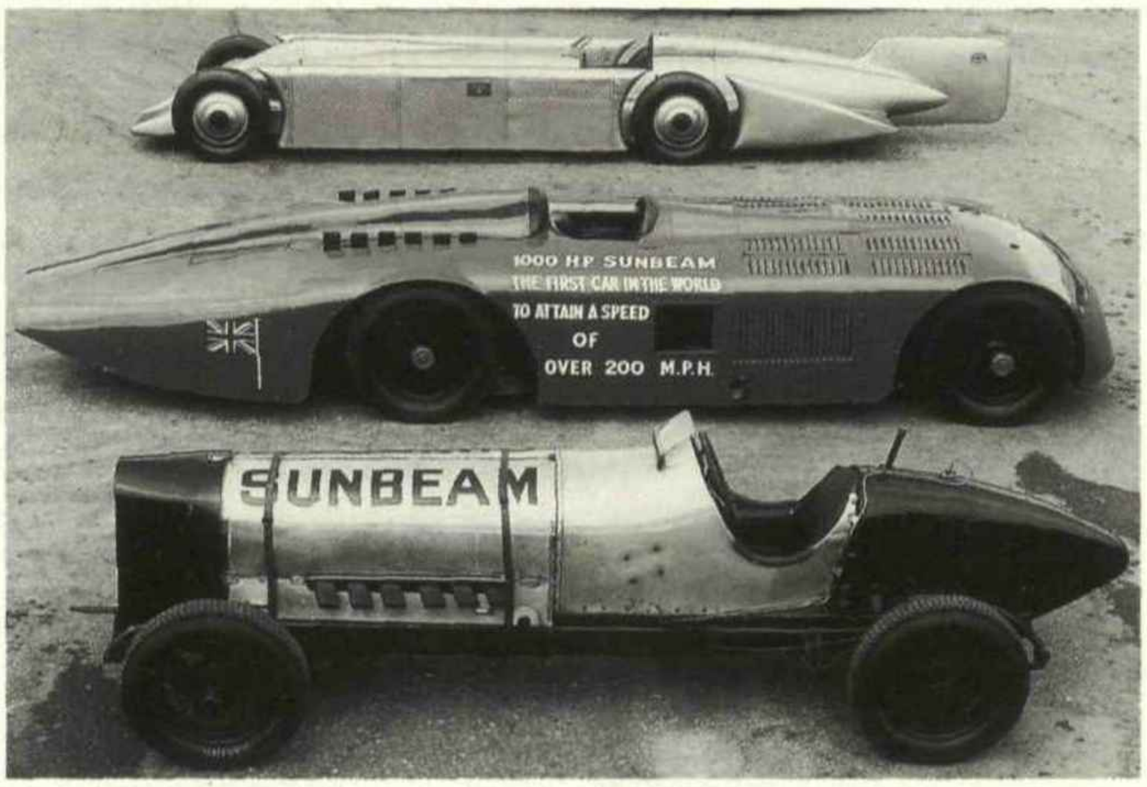
TB Andre and David Moseley (for the upholstery).

If starting up two enormous engines with a total of 45 litres, 96 valves, 48 sparking plugs and eight magnetos posed a problem, it was solved by getting the rear one going on compressed air and then hand-clutching it in to start up the front engine, after which a dog-clutch engaged with the aforesaid hand lever connected the twin power units, which were thereafter controlled by a single accelerator, and the main clutch. Reduction gearing was used ahead of the main clutch and the estimated top speeds in the gears were 73, 138 and 212mph at maximum engine speed. The 3¼-ton weight of this 23½ft long Sunbeam did not seem to matter, the nose being of armour plating, and as fuel would be consumed at around 3mpg, a 28-gallon tank occupied the tail.

This was about the crudest of the professionally built LSR cars, yet entirely fascinating. The engines were run-up on the test-rig at Wolverhampton. Watching, Segrave said "I stood and stared at the car. There was one continuous deafening roar. Racing cars I had driven by the dozen but this was something more gigantic than any yet dreamed of. That I was to drive it, unleash all its potential, was unnerving. It was the only time I have stood in front of a car and doubted human ability to control it'.

But it all went off very easily. Segrave, the Sunbeam, 21 crates of spares and tyres and crew sailed on the *Berengaria* with a 3-litre twin-cam Sunbeam (the Olympia show car) as a runabout. After three trial runs along the nine-mile course and some modifications to the car the record attack was on. The great car was difficult to control – with half of a 22.5-litre engine overhanging the back axle oversteer must have been prevalent – so that Segrave had to cope with swerves which put him into the sea's edge and cut down marker posts beyond the timed section on his first run, but the old record was bettered by over 28mph, the biggest margin yet, to 203.792mph.

It was even smoother for the Golden Arrow. This was a much more conventional car, with an ex-Schneider Trophy Supermarine S5 seaplane 24-litre Napier Lion engine developing 925bhp at 3300rpm (as Campbell had used in his latest Bluebird) in a normal chassis. The aluminium Thrupp and Maberly body cloaked the three cylinder banks very closely, as on those racing seaplanes. To further reduce drag, two splayed prop-shafts were used to turn bevel-gear final drives in the differential-less back axle, so that Segrave could sit low between them. Large ribbed brake drums were used on all four wheels, the special Dunlop tyres ran at 125lb/sq in, and built-in jacks assisted at the required two-way turnaround. It was thought that the low drag would compensate for the power output, which was not much higher than the Sunbeam had had. The golden paint finish gave the car its name. Streamlining was enhanced by inter-wheel surface radiators outside the body, fairing-in half the tyre diameters; ice cooling was arranged as an emergency substitute. A tail fin aided directional stability.



NMM Sunbeam stablemates: 1000hp and 350hp cars with Golden Arrow



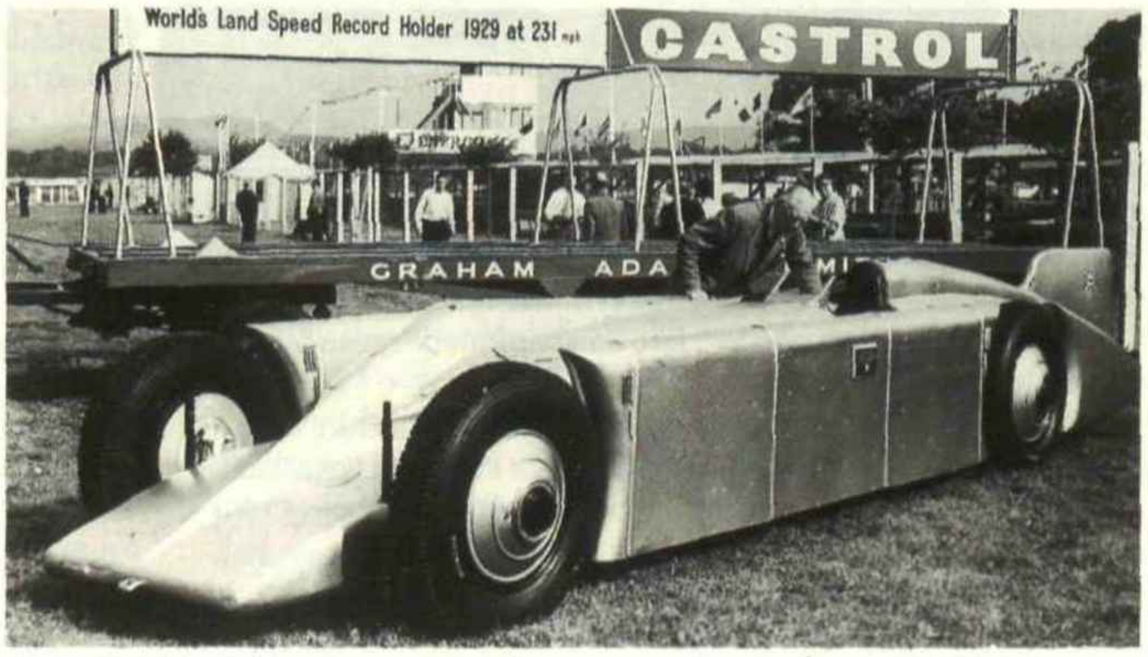
Segrave relays his news home by transatlantic telephone in 1927

Whereas Segrave had tried the Sunbeam for some 300 yards round the Wolverhampton factory before the car was crated for its journey to Florida, and his test runs at Daytona had covered some 54 miles, (during which the gear ratios were inadvisedly lowered, probably at a cost of 15mph to the final record) he had never driven the .Golden Arrow before it, too, left for Daytona. There, after one test run at some 180mph and a 14 day wait for the weather, Segrave went for the record and set it to 231.446mph. The turnaround occupied just over six minutes, including changing all four wheels and repairing a leaking air cock in the cooling system that had been spraying the windscreen. Noble's crew this year failed to do the far more complex work on Thrust SSC on its first attempt, and later met the hour limit by just 49 seconds, so perhaps the time needs extending for today's more technical LSR bidders.

It had gone wonderfully smoothly for Segrave in 1929, who received news that he was to be given a knighthood on his return home on the *Olympic*. Before his departure he had been given a send-off party in London at which the Prince of Wales, the Prime Minister, the Home Secretary, and the American Ambassador were present – if Noble wasn't such a nice chap this might make him a trifle envious! Gilbert Frankau was also there and he said to Segrave, as he looked at the Golden Arrow, "I wouldn't drive that car for all the money in the world". De Hane replied, "It's the boat that puts the breeze up me," the 3300hp Miss England II being on show as well. How sadly prophetic! Segrave was killed at Lake Windermere in 1930 after raising the Water Speed Record to 98.76mph...

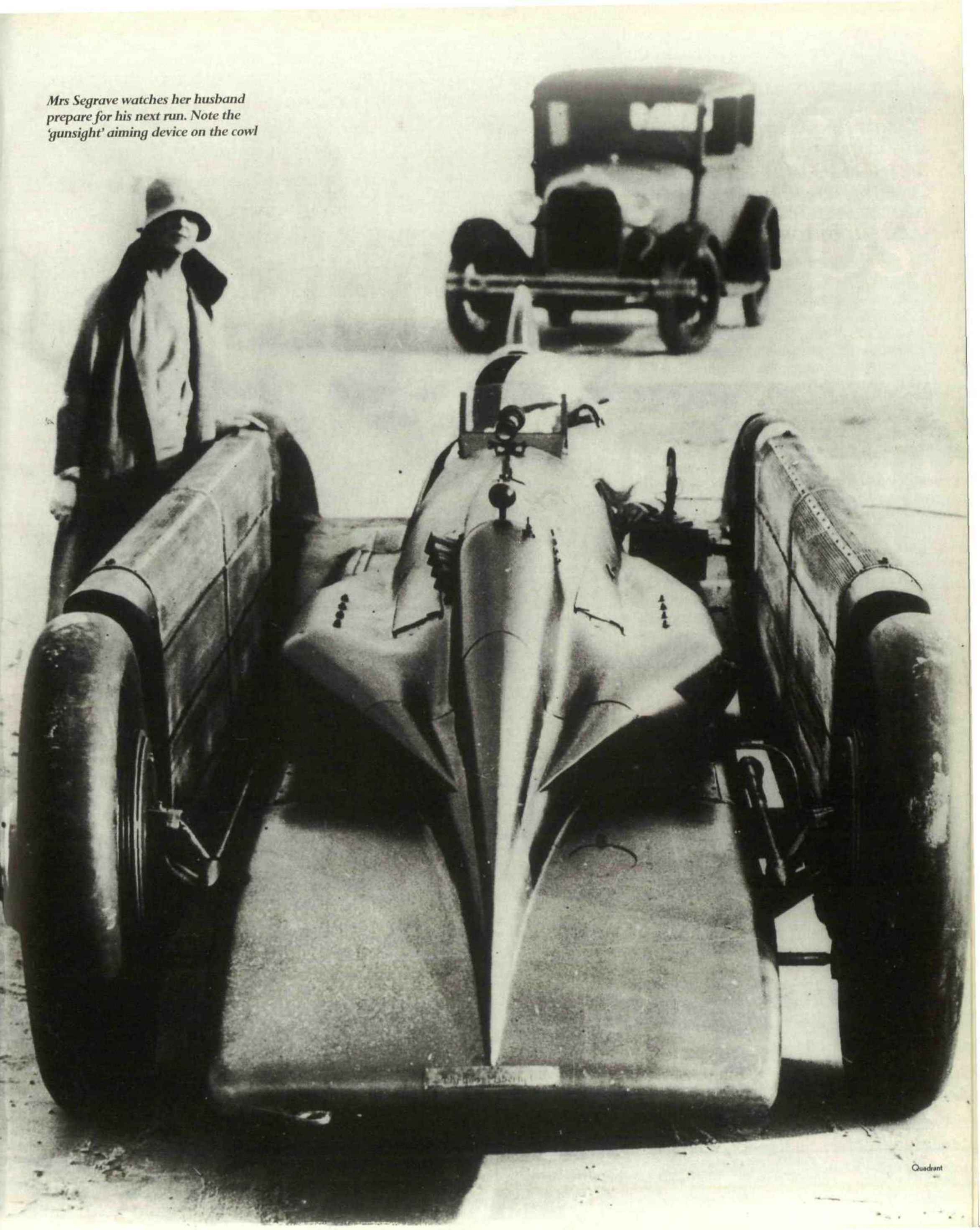
Back to the Golden Arrow. After the record it had run a total of only about 36 miles. "As new – one careful owner!" This compares to a maximum of approximately 74 miles by the 200mph Sunbeam, including a Brooklands demonstration of about a mile. Segrave travelled on his return in a special train, carrying the banner "Welcome Home Segrave", to Waterloo, where big crowds awaited him and he was met by the Lord Mayor of London, the Mayor of Westminster, and Sir Charles Cheers Wakefield, before a cavalcade of cars accompanied him in a Rolls-Royce to Westminster for a Government reception. TV has toned down such happenings, but I trust something similar was arranged for Richard Noble and his team on their home-coming?

After an exhibition-tour of Australia, the Golden Arrow was sent back to England, the property of the Wakefield Company, whose Castrol Oil Segrave had used. They eventually gave it to the National Motor Museum, where it has a proud place alongside the 150mph Sunbeam, 200mph Sunbeam, and Donald Campbell's 400mph £900,000 Bluebird. Lord Montagu gave a party after Castrol had delivered the car to Beaulieu, and in view of the minimal mileage it had covered I suggested to him that it would be splendid if he, whom I knew to be a very capable driver, could try to break the existing British LSR with it, standing to Sir Malcolm Campbell at 217.6mph with his Napier Arrol-Aster in 1929 on his disappointing world record bid at Verneuk Pan in South Africa, then British territory. But it was explained to me that the Arrow's engine had not been properly inhibited against corrosion during its tour and that it was, sadly, a non-runner. One hopes that, with three Napier Lion engines now available, the Museum will receive enough sponsorship to get the Golden Arrow going again, if only for demonstration outings. M



Wakefield Castrol eventually gave the car to the National Motor Museum

Mrs Segrave watches her husband prepare for his next run. Note the 'gunsight' aiming device on the cowl



IF ALFA ROMEO'S ALL NEW 156 HAD SHARPER HANDLING, BETTER BUILD QUALITY AND A SLIGHTLY MORE ADVENTUROUS NATURE, IT WOULD BE THE BEST FAMILY SALOON YOU CAN BUY. EVEN AS IT IS, SAYS ANDREW FRANKEL, IT'S A FINE CAR AND ALFA'S BEST SALOON FOR A GENERATION

IT IS WITH MORE THAN A MILDLY PERPLEXED MIND THAT I sit here and describe to you the new Alfa Romeo 156. It may have a certain something to do with the circumstances of its launch – during which Alfa Romeo flew 1022 journalists into Lisbon on the same day, gave them approximately three hours each to evaluate five different models and flew them home again – but I don't really think so. It's a car which alternately encouraged me greatly and then disappointed me slightly, one I always liked but, ultimately, failed to love.

Before venturing further to explain this car and the curious effect it had upon me, you should know before anything else, that the 156 is a fine motor car and, in this book, the best largish Alfa saloon since the launch, a generation ago, of the 1.8-litre Alfetta. Visually it proves both interesting and attractive within and without and, of those engine options which stand a snowball's chance of reaching a UK Alfa dealership, there's not a bad one among them. These are very, very good engines. Alfa good.

Most significantly for Alfa Romeo, but so blindingly obvious to the rest of us that it hardly warrants a mention, is the fact that it is better than what it replaces in a similar measure that Claudius improved upon Caligula. So far, then, so rather good.

If there is a problem, it is this: The Alfa 156 is a rather good car; it is neither terribly brilliant nor brilliantly terrible: it is just good. This is not what we expect. Even so it would be churlish, not to say inconsistent now, to lambast Alfa for doing precisely what so many have urged for so long and I have no desire nor feel any cause to be so uncharitable.

More than anything, when you climb aboard, you are greeted with a sense of relief. As you slot into the comfortable seat and look around, the sense that something's missing is almost tangible and, curiously, reassuring too. There's no madness here; no window switches clinging to the headlining, no U-shaped handbrake. The instruments are clear and lie in front of you, while the ventilation system is as effective as it looks. And, for once, this Alfa fits. There's decent seat travel and, heaven be praised, rake and reach adjustment for the steering wheel. It is an entirely sensible cabin, one that's damn near as cohesive as, say, that of a Ford Mondeo and a deal more attractive too.

This is an important point. Too many Alfas from its recent past have done irretrievable damage to their cases before the key has even reached the ignition barrel. There are few modern cars indeed which will endear themselves to anyone if they are not ➠

Designed in-house by Walter da Silva, the 156 is neatly proportioned and unmistakeably an Alfa

Three steps from heaven

photography by Stan Papior

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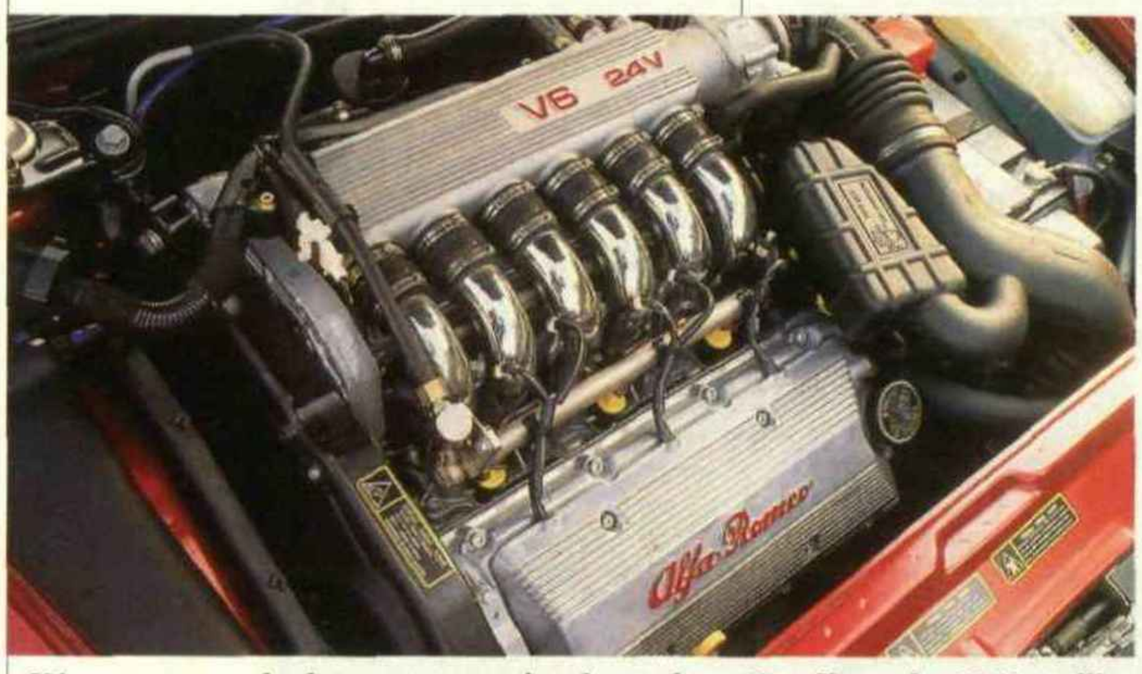
Alfa Romeo 156 2-litre

ENGINE

Type	4 cyl, dohc, 4 valves per cylinder,
Capacity	1970cc
Bore/stroke ...	83 x 91mm
Compression ratio	10.1:1
Ignition	Bosch Motronic engine management
Max power ...	155bhp at 6400 rpm
Max torque ...	138lb ft at 3950rpm
Specific output	78bhp/litre
Power to weight	123bhp/tonne
Transmission ...	5-speed manual
Ratios	1st, 4.23/5.1; 2nd, 2.52/8.6;
(mph/1000rpm)	3rd, 1.66/13.1; 4th, 1.22/17.8;
	Top, 1.00/21.7



Rear styling is clean and distinctively individual



V6 motor sounds the most tempting but adversely affects the 156's agility

"The 1.8-litre has 144bhp, an output that bests the vast majority of saloon 2-litre engines"

CHASSIS

Steering	Power assisted rack and pinion
Brakes f/r	Ventilated discs/plain discs
Front suspension	Struts, coil springs, anti-roll bar
Rear suspension	Multi-link, coil springs, anti-roll bar
Wheels	Cast alloy, 7x15in
Tyres	205/50 VR 15, Michelin Pilot HX

DIMENSIONS

Length	174.4in
Width	80.5in
Height	55.7in
Wheelbase ...	102.2in
Track (f/r) ...	59.4in/59.0in
Kerb weight ...	2754lb

CLAIMED PERFORMANCE

0-60mph	8.6sec
Top speed... ...	134mph

KEY ENGINEERING POINTS

Engine is most sophisticated four-pot motor in world with twin spark plugs and camshafts, variable valve timing and inlet tracts and four valves per cylinder. Chassis is more conventional but steering has quickest rack of any in its class with just 2.1 turns across the locks. It is this rack which, next year, will make it possible for 156 to adapt the Ferrari-derived Selespeed semi-automatic paddle-gearshift.

IN ONE SENTENCE

The Alfa saloon we have waited for



Handling is composed but less than enthralling

possible to be aboard and comfortable at the same time. The 155, the car the 156 is charged with replacing, was not among them.

The easy grace and casual efficiency of the interior mirrors the 156's character on the move. Regardless of whether it comes fitted with the 1.8-litre or 2-litre four-cylinder motor or the 2.5-litre V6 unit, the 156 guarantees that it will ride a mile better than any other Alfa in history, tackle corners with real conviction and stop with unquestioning authority. No one is likely to be disappointed by any of these engines and the temptation to recommend the sweet 1.8-litre variant is strong. With 144bhp, its output bests the vast majority of family saloon 2-litre engines and its crisp manners coupled with close gear ratios provide delightfully engaging company across country.

In truth, however, the 2-litre is probably the one to choose. Surprisingly, you'd spend the extra money not for the extra power (of which there's a scant 11bhp) but for its smoothness and refinement. The former is provided by the counter-rotating balancer shafts omitted from the specification of the otherwise similarly configured twin-cam, twin-spark, 16-valve 1.8-litre engine; the latter by the fact that its flatter torque curve affords taller gearing. The manners of the 2-litre are almost beyond reproach: like the 1.8, it uses variable valve timing and variable inlet tract lengths to promote flexibility, and the ease with which it will pull 2750lb of Alfa along from idle in the upper gears is truly impressive.

I hesitate before speaking of the V6-powered 156 in such glowing terms. In truth, this has little to do with the 24-valve, quad-cam motor whose 190bhp is much more than you should expect to see from a capacity of just 2.5-litres. It sounds as sharp and attractive as any fitted to an Alfa since the demise of the 75 and injects real performance into the car, dropping the 0-60mph time from a little under 9sec for the 2-litre to not much more than 7sec. To be strictly honest though, the tight ratios within the standard six-speed gearbox can probably claim a sizeable chunk of the credit too.

My concern surrounds the effect this motor has upon the 156's chassis. When compared to the four-cylinder cars, it adds a lot of extra weight to the car just where you don't need it and the result is handling which, while as safe as you could wish, is notably more cumbersome than that of its lighter and less powerful sisters.

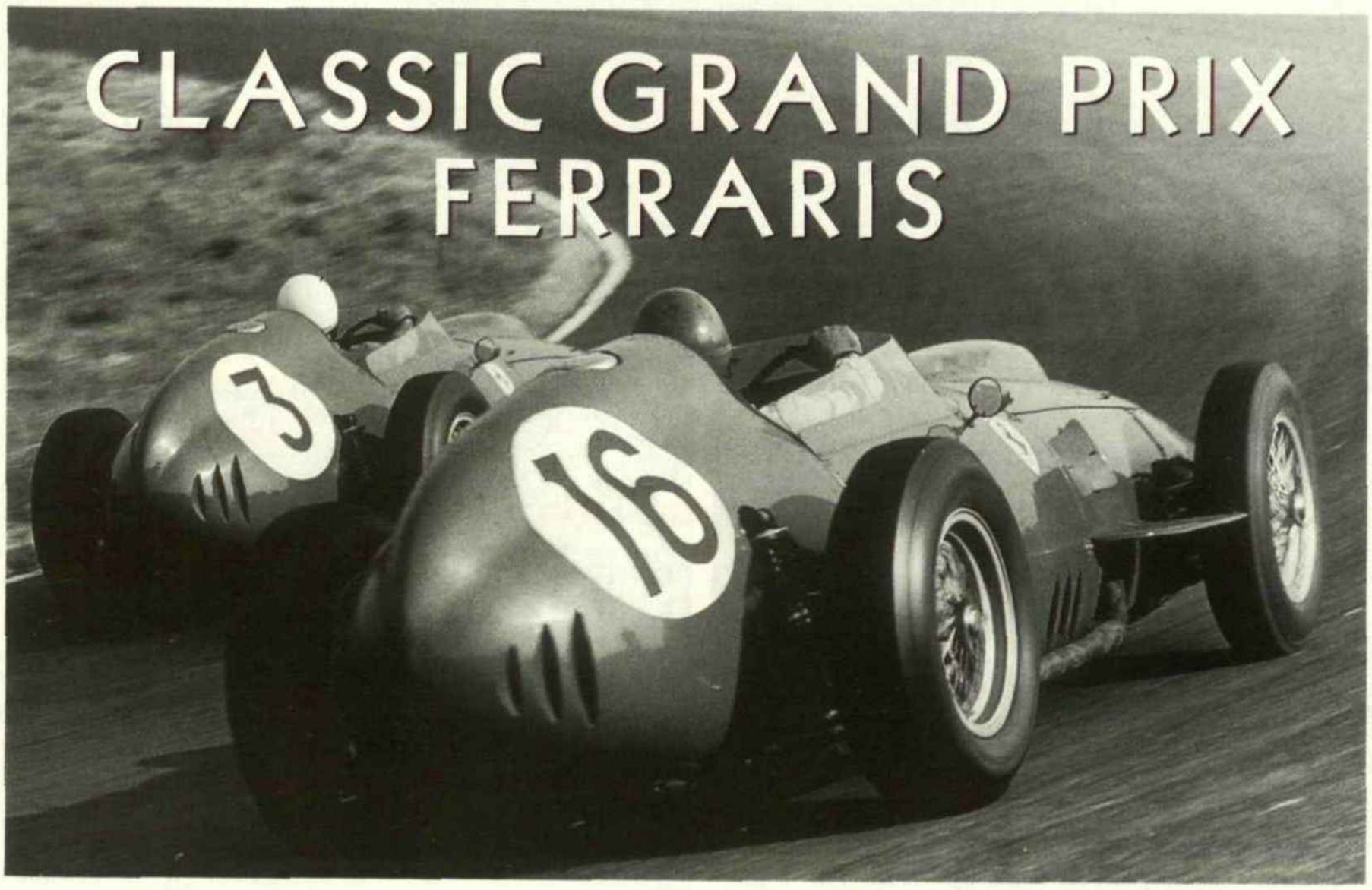
That said, none of the 156 models handles as I wish an Alfa would. Alfa built its reputation on the fluency of its chassis every bit as much as the excellence of its engines, yet today the 156 handling fails to rise commensurately clear of the crowd.

In fact, this says much more about improvements elsewhere than any material deficiencies within the Alfa, but when any old Peugeot 406 can cover the ground with the sort of aplomb that would have required a Porsche to replicate not much more than a decade ago, being briskly competent, safe and composed is not enough for a car wearing an Alfa Romeo badge. The 156 is a car which will grip hard, turn-in faithfully and cope capably with camber changes and mid-corner bumps while its steering is quick and well weighted.

But it is not inspirational, and it is no good at ➤➤

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WHY ALFA ROMEO COULD DOMINATE THE BTCC AGAIN

In 1994, the Alfa serpent came, saw the British Touring Car Championship and took its participants to the cleaners. New to the British scene the marque may have been, but the BTCC title fell to Alfa Romeo's 155 Super Touring racer and its driver, the former Grand Prix star Gabriele Tarquini, as surely as leaves fall to earth. He marched to the title with eight victories, bringing his own brand of Italian panache to the burgeoning series.

In league with his determinedly Latin team manager, Nini Russo, Tarquini used the might of the Fiat machine to bankroll major development throughout the season. In the run up to 1994, the 155 had made many appearances on test tracks around Europe but when racing proper got under way the Alfa proudly strutted forth bedecked with an extravagant rear wing and front air dam. The other teams protested, but their bluff had been called. Although the aerodynamic devices were later modified, the 155 proved to have the beating of its rivals.

The two-litre, 280bhp, front-wheel drive cars returned in 1995, but by then champion Tarquini had taken his leave of the British series and his replacement, fellow F1 veteran Derek Warwick, struggled to fill the Italian's Guccis in the face of universally stiffer opposition. Alfa Romeo withdrew at the end of its second season in Britain, ostensibly to concentrate on its vastly more complicated, and expensive, International Touring Car campaign. But the demise of the ITC in 1996 meant Alfa's touring car presence was effectively marginalised and the launch of the new 156 presented an opportunity to make a big splash on the Super Touring stage once more.

The purposeful 156 has already stretched its legs in race trim and Alfa's sports chiefs are reported to be delighted by its speed out of the box. Insiders insist that the car won't be seen racing in Britain until 1999, with a season in Italy next year to iron out any problems, but don't be surprised to see a one-off appearance in the BTCC during 1998. **MF**



Alfa's 155 was unstoppable in 1994. Tarquini (below) gained title with ease



Controversial rear wing gained a big advantage until it had to be modified





Brilliant details on new 156 racer include serpent breaking loose from logo



Alfa 156 Touring Car is not just pretty, early indications say it's already quick

all pointing out that neither is any other in the class. This, after all, is the company that provided the Alfasud as an alternative to a Ford Escort, a GTV as an answer to the Capri. Ask me to put my hand on my heart and swear the 156 would out-handle a Mondeo and I could not. Unfair as it might seem, I want more from an Alfa Romeo.

Otherwise, Alfa-Romeo has judged the 156 well. There's enough room inside to provide a reason not to buy an Audi A4, BMW 3-series or Mercedes C-class but not enough to deter its customers from spending even more when the replacement for the 164, the 166, become available in a year's time. Spend much time on a motorway and you will soon appreciate the 156's refinement which marks yet another new height of achievement for Alfa Romeo in an area not hitherto known as a marque speciality.

As far as the dreaded and as yet unmentioned build quality is concerned, I think I will reserve judgement for a while until I can have a longer look at the car in the UK. During the launch, I drove five 156s; one creaked, one squeaked and three made no untoward noises. Colleagues seemed to have similar experiences. For myself I don't doubt the 156 is the best-built Alfa Romeo the world has ever seen; and I don't doubt either that there's a way to go yet before anyone making cars in southern Germany is likely to lose sleep over it.

Having driven the 156, almost all of me rejoices for Alfa Romeo. I believe that this company, like Jaguar, needed only to provide its lost customers with a credible reason to come on board again to have them queuing up at the quay. The 156, like the XK8, looks likely to provide that reason. All those who have romantically toyed with the idea of an Alfa before waking up and writing the cheque in BMW's favour can now indulge their dreams safe in the knowledge that, at last the reality of a mid-sized Alfa Romeo saloon involves considerable pleasure and a negligible amount of pain. The car is attractive and effective in a way that no all-new Alfa saloon has been for years.

Perversely, perhaps the greatest compliments I can pay the 156 lie within my criticisms of the build quality, where I acknowledge it's the best-built Alfa ever; and its handling, where the simple truth is it's up with the best in the class.

For me, it did lack a certain something: a streak of maverick genius in amongst all that praiseworthy excellence to mark it out from the crowd. But perhaps that's expecting too much right now. What Alfa Romeo needs to do right now is establish itself as a marque which people can do more than dream about. It needs product with real world values and real world appeal. So long as that product can also go hard and look distinctive, then its short-term future is assured. In the 156 it has a car which has been judged to do this job to perfection and I can do no more than wish it well.

In time, however, I hope Alfa does more than merely produce attractive, effective but largely conventional cars. I always saw Alfa Romeo as a leader both in style and substance, and if Fiat's clearly noble and hopefully lofty aspirations for the marque are to continue to be realised, that, before long, is what it must once more become. **M**



Bruce Halford, left, and Henry Taylor pose by the Talbot-Lago course car in their BRP Yeoman Credit Coopers before the 1960 French GP at Reims

THE BRITISH RACI

THE BRITISH RACING PARTNERSHIP LASTED JUST SIX SEASONS IN FORMULA ONE BEFORE FALLING VICTIM TO ITS OWN SUCCESS. YET, AS ROBERT EDWARDS REPORTS, ITS LEGACY CHANGED THE FACE OF THE SPORT FOR EVER

* * * *

WHEN ALFRED MOSS AND KEN GREGORY CHOSE Tony Robinson as the chief mechanic of their new enterprise, the grandly-named British Racing Partnership, thus neatly depriving Bruce Halford of the best mechanic he ever had, neither he nor they were to know how far their relationship would develop. It was to become a process of discovery, from the early days of the 1958 season with just a single Formula Two Cooper-Climax to the Memorial Day weekend in 1965 at the Indianapolis Motor Speedway. In between these events came much success and, sadly, much tragedy too.

The roll-call of BRP drivers was nothing less than a directory of the great and the good in motor racing; Stuart Lewis-Evans was the first and Innes Ireland and Masten Gregory were the last. In between came Ivor Bueb, George Wicken, Chris Bristow, Hans Herrman, Harry Schell, Tony Brooks, Jack Sears, Bruce Halford, Henry Taylor, Olivier Gendebien, Dan Gurney, Cliff Allison, Phil Hill, Mike Parkes, Trevor Taylor. And Stirling Moss.

Right from the outset, the BRP was an entirely commercial exercise and Moss junior was only peripherally involved either as driver, director or shareholder; for the '58 season, he was contracted to Vanwall and Rob Walker for Formula One and Aston Martin for sportscars; there was plenty of other employment for him as well, as the only way to make a decent living was to drive more or less everything which was on offer. He would not appear for BRP until May 1959, driving the same BRM which would nearly kill Hans Herrmann later in the season at the AVUSring.

It had been an ambition of Sir Alfred Owen, who held the purse strings at BRM headquarters in Bourne, to have Moss in one of his cars for some



time; the total redesign of a BRM P25 under Tony Rudd had proved a partial success and negotiations were opened to 'manage' a works BRM in BRP colours, so that the machine would be prepared by Robinson and Moss could sleep soundly.

It was not that the works BRM mechanics were not to be trusted, far from it, it was merely that Moss needed to know the car he got into was the one he had climbed out of at the previous event. It was a form of superstition which had its roots in mild paranoia, partly as a result of the scuttlebutt which had been the talk of pit and paddock for several seasons. Many high-calibre drivers, like Hawthorn, Brooks and Salvadori, wouldn't deign to keep chickens in a BRM and Hawthorn had earnestly advised Archie Scott Brown, when he was tempted, "not to go near the bloody thing; it's already tripled my laundry bills". Archie didn't. Moss did, albeit on his own terms; he remembers the car as the best-handling front-engined F1 machine he drove, in fact. It was as far from the ludicrous V16 as could be, and it introduced BRP to Formula One.

Tony Robinson had experience enough maintaining Stirling's Cooper-Altas and Maserati 250F, while a thorough track record on the rear-engined Cooper-Climax and Cooper-Borgwards left him well-equipped to tackle bigger machinery. So when Ken Gregory received an astonishing proposal from the three Samengo-Turner brothers who ran the Yeoman Credit finance company, he had total confidence in Robinson's abilities and little hesitation in accepting it.

Basically, Yeoman Credit would equip an entire Formula One team for 1960, transporters and all, and BRP would manage it. It would be called the Yeoman Credit Racing team and the sponsors (a new expression in F1) would keep the trophies. The choice of cars and engines would be left to BRP. The money allowed was far higher than anyone else could field and, as a result, Ken Gregory was in a position of some financial strength. He had already engaged the incredibly quick Chris Bristow to drive the Cooper-Borgward Formula Two car (poor Ivor Bueb had died after crashing one of these in June 1959) and as number one driver for 1960, he engaged Harry Schell.

Schell was vastly experienced; he had been in at the post-war rebirth of the sport and, as a works ➠

Ferrari driver in sports cars and Formula One and a stalwart of the Vanwall and BRM teams, he was a natural choice. Schell still was something of a hell-raiser, but had been more than a little sobered by all the casualties there had been. The combination of Schell and Bristow should serve notice that the Yeoman Credit Team was an outfit to be watched.

And so it proved. The Schell-Bristow double act was eminently watchable and a points scorer with Bristow more often than not first home.

The first evidence of how ghastly 1960 would be though, came at Silverstone, where in the wet practice for the Daily Express Trophy race, Harry Schell clipped a retaining wall. The car flicked up on two wheels, Schell's helmet smacking into the corner of the wall. To the casual onlooker, the car merely looked parked when it came to rest, but Harry Schell was dead, his neck broken. The team withdrew from the event.



"Tony Robinson was a skilled engineer but untried as a designer"

The Samengo-Turners were upset, too, but resilient. They authorised an extra car and Tony Brooks was drafted in to replace Schell. The third car was driven at times by Jack Sears, Henry Taylor and Bruce Halford, until the Belgian Grand Prix at Spa in June, when the skilled local Olivier Gendebien, who would become a BRP regular, was hired for the first time. The race proved to be one of the worst in memory. First, Stirling Moss and Mike Taylor had bad crashes while practising their Lotuses. The incident that nearly killed Moss occurred when a hub sheared and a rear wheel fell off. Safety measures at Spa were so sketchy that poor Taylor was not discovered for more than half and hour. Worse, far worse, was to come.

On lap 19 Bristow, not driving over his ability but dicing with Willy Mairesse, lost control and went off the road at Burneville; he was decapitated by a low fence. Then, on lap 24 Alan Stacey, hit in the face by a rising pheasant, left the road; his Lotus rolled and burned. The brave and gentle Stacey died instantly. Three drivers in eleven months. Bueb, Schell and Bristow. Things, it seemed, could not get any worse. Mercifully, they didn't.

Back in Britain, though, events were brewing which would terminally degrade relations between Gregory and the Samengo-Turners; and while they were nothing to do with racing, they were rather serious. Gregory was faced with finding another sponsor in short order. He managed it well enough, approaching the United Dominions Trust which owned Laystall engineering. The BRP effort was renamed the UDT-Laystall Racing Team for 1961.

Yet it started rather oddly. As was habit by now, Gregory went to re-order a team of cars from Charles Cooper. He had lost three drivers in Coopers, but was still certain there was no evidence of any technical failure and they were merely tragic accidents. Imagine his surprise, therefore, when there were no Coopers available. Gregory had been a Cooper client, in one form or another, for several years. The explanation proffered by an uncharacteristically shifty Charles Cooper was a bottleneck in the supply of gearboxes. What was particularly vexing was that the reconstituted Yeoman Credit operation, now under the management of Reg Parnell, strolled in and bought their cars off the shelf.

Rightly or wrongly, Gregory didn't believe Charles Cooper. He was later to rationalise that he was being 'got at', to prevent him from hiring the drivers of his choice. It was clear the size of his cheque-book posed a distinct threat to the other teams, who lacked sponsorship (except from oil companies) to compete with BRP when it came to hiring drivers. By the time Clark and Brabham were safely signed up, lo and behold, there were cars available. In the event, Gregory bought his entire racing equipage from Colin Chapman, making a nice little order of three Lotus 18s, three Lotus 19s and an Elite.

The arrangements made with UDT-Laystall were identical to those offered by Yeoman Credit, and were to last a fixed two-year period. The stalwarts of the team in 1961 were Henry Taylor and Cliff Allison, reinforced by Stirling Moss, Masten Gregory and one or two others; while the team did well and made a good profit, the results were mixed.

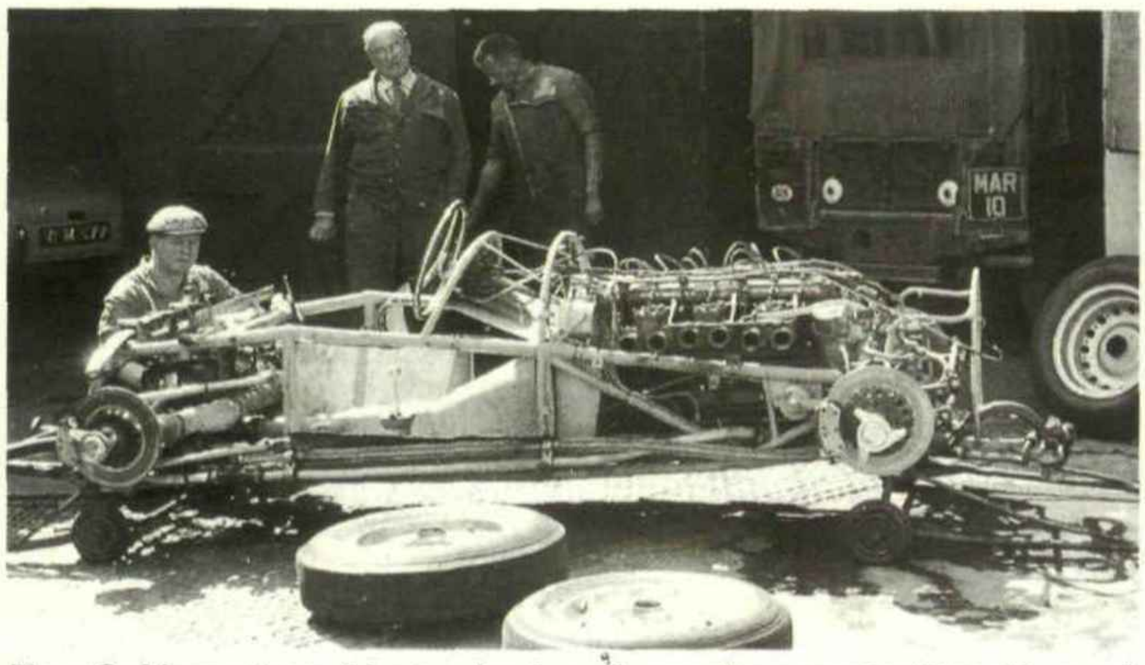
For 1962, the team was re-equipped with Lotus 24s for Grands Prix; the Lotus 19s were kept, but both Taylor and Allison had decided to retire. By the skin of his teeth, Ken Gregory was able to secure Innes Ireland after he was ignominiously sacked by Colin Chapman after delivering Team Lotus' first Grand Prix win at Watkins Glen. Ireland was to be supported by Masten Gregory in Formula One. For entry in GT events, UDT-Laystall coughed up for a Ferrari 250GTO; a polite squabble emerging as to who should drive it...

Before the '62 season wound down, BRP was to considered its options once again. They were once more without a sponsor and it was clear that the technology game was starting to overtake them. The Lotus 25 monocoque car which gave Jim Clark second place in the world championship (he would win with it in 1963) was obviously the thing to have but it was not available to anyone but the works. BRP kept their Lotus 24s, made obsolete by their creator, but Robinson was charged to build a monocoque Formula One car for BRP to enter itself.

Robinson was a skilled engineer, but untried as a designer. What he came up with was very much on the pace. It has been said it was a Lotus clone, but that accusation does not bear close scrutiny. The car looked a bit like a Lotus in that it was at least cigar-shaped, but Robinson engineered it rather more substantially, using painstaking empiricism. It used Lotus 24 front uprights and Lotus wheels, but that was more or less the full extent of the resemblance.The car, BRP 1/63, was ready in time for the Belgian Grand Prix but retired due to a gear selection problem. Next time out, at Zandvoort, Innes brought it home in fourth. Heads turned.

Robinson had reason to be pleased; to score points almost out of the box was exceptional. Ireland was delighted but was convinced its BRM engine was down on power against the works units. If that was the case, then Tony Robinson's achievement was higher still. If anything, given what was to happen the following year, the car was perhaps a little too successful for its team's health.

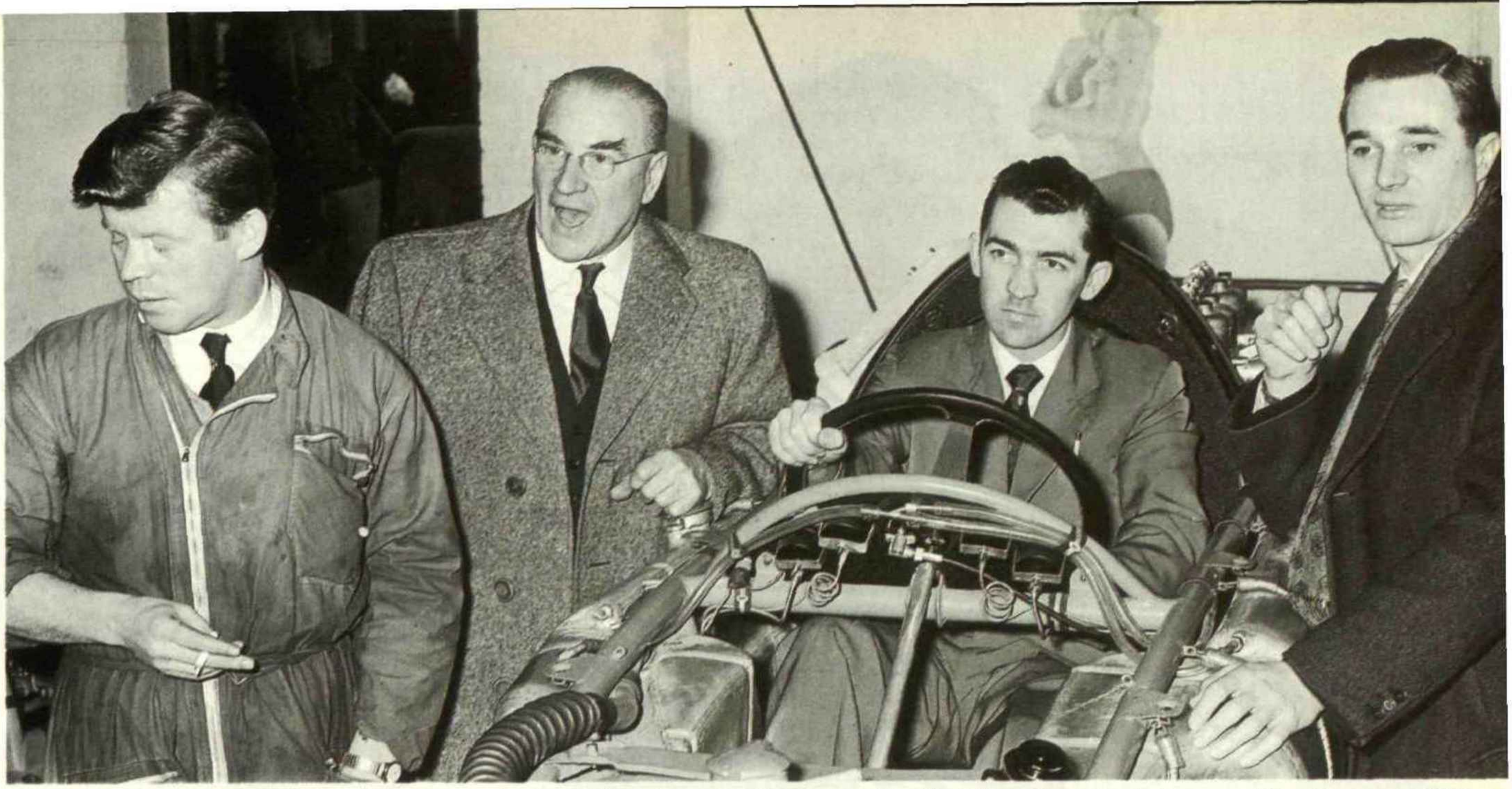
The BRP proprietary effort hit the sport at a time



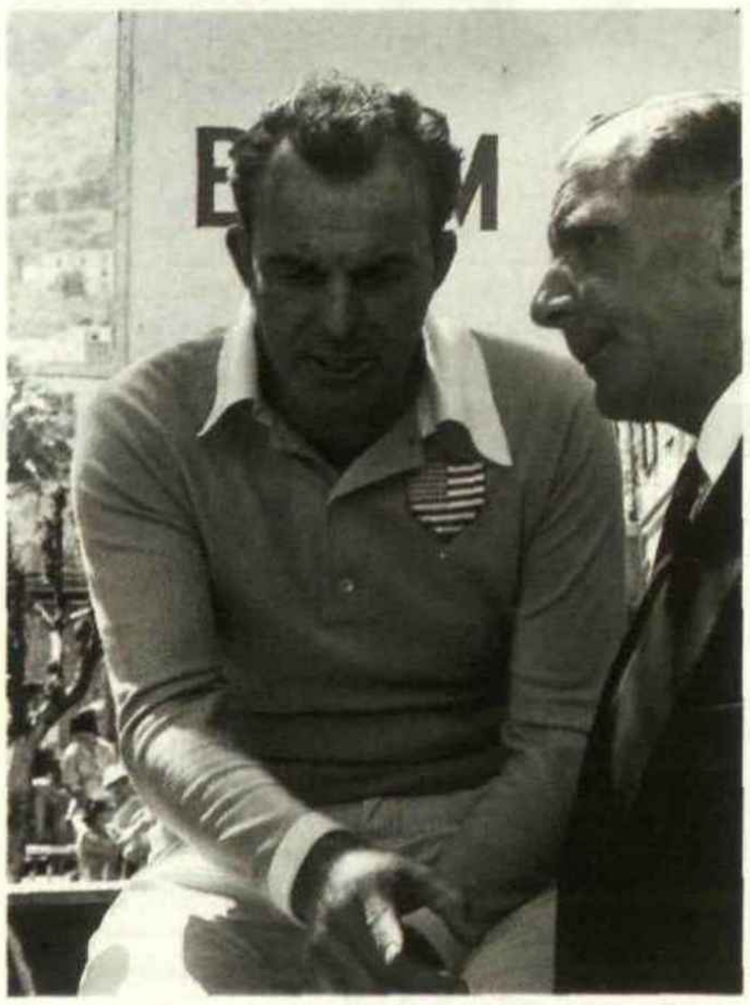
Tony Robinson (crouching) gained much experience on the Moss Maserati



Gorgeous BRP Ferrari 250 GTO. Unsurprisingly, they all wanted to drive it



The early architects of the British Racing Partnership. From left to right: Tony Robinson with Alfred Moss, Stuart Lewis-Evans and Ken Gregory in 1958



Harry Schell was BRP No1 until untimely death



Chris Bristow (chequered helmet) made a strong team-mate for Schell at the optimistic start of 1960...

of change. The team had no sponsor, but neither did anyone else; the backing from fuel companies was not calculated to pay more than the most quotidian of bills for anybody. It was becoming clear that escalating costs, as technology advanced and was harder to replicate, meant an organisation was needed if the spoils were to be shared. It was called the Formula One Constructors' Associations, and it sounded the death knell of BRP.

But it did so for the wrong reasons. There was no doubt in anyone's mind that if a deal was to be done to finance the development of further BRP models, then Ken Gregory was the man to do it. He had proved it twice already and, crucially, was a businessman first and foremost. As he was to say later, "I never told Tony how to build the car; he never told me how to pay for them."

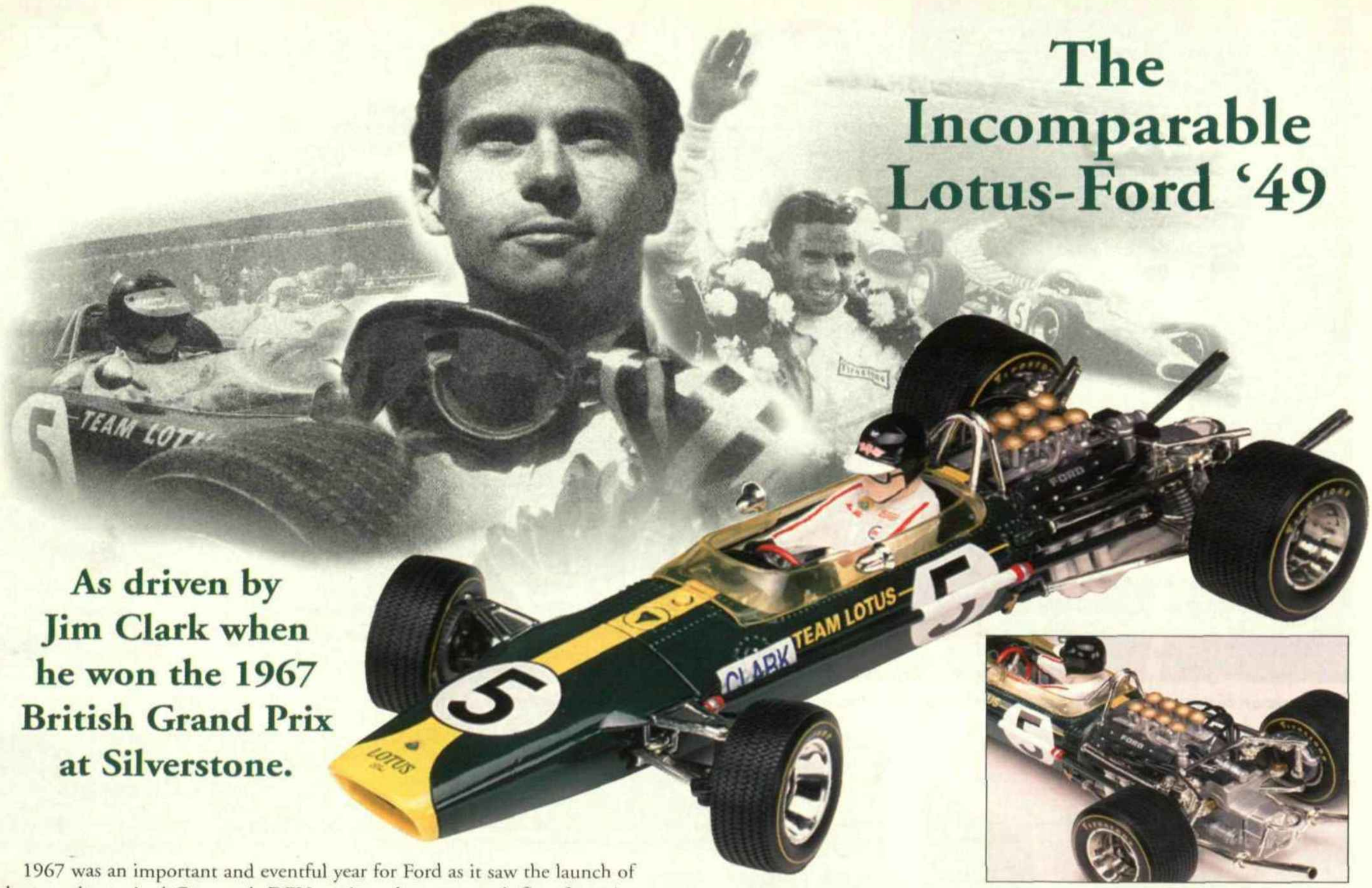
But Gregory was losing interest; his relationship with Stirling Moss was not what it had been and his interests were gravitating towards aviation. It is possible he felt restricted now that Stirling was a director and shareholder and that he wanted his own business. Whatever, when the ambush came, halfway through 1964, he did not respond as he might have done before.

The diktat handed down from on high by the F1 constructors was that BRP did not qualify as a member of their organisation and could not profit from the starting monies organised between the cartel and the race organisers. The reason given, that BRP did not manufacture enough of their own components to qualify was, even from this distance, specious. Tracing the architect of this is interesting. Ferrari had grandly eschewed membership of this enterprise of upstart '*garagistas*' from the outset; Brabham and Cooper were friendly to Robinson as an engineer and BRP as a team. BRM, not untypically, could not have cared less, which left Lotus. Colin Chapman remained convinced the BRP machine was little more than a knocked-off Lotus 25. It was not, of course, and never had been, but the persistent lobby to eject BRP from the sport was, to the members, apparently irresistible.

Gregory and Robinson offered their cars for inspection after the 1964 Mexican Grand Prix; no one from the F1 association even bothered to come to see them. The BRP had been blackballed.

By November, the press carried reports that ➠

The Incomparable Lotus-Ford '49



As driven by Jim Clark when he won the 1967 British Grand Prix at Silverstone.

1967 was an important and eventful year for Ford as it saw the launch of the eagerly awaited Cosworth DFV engine, the company's first foray into Grand Prix racing.

It was around this engine that Colin Chapman designed the Lotus '49; the car which set the seal on the late Jim Clark's greatness.

On its first outing at Zandvoort, Hill qualified in pole and Clark took victory. That season, Clark went on to win the British, United States and Mexican races and although the '49 took ten pole positions that season, Clark came third in the Championship with Lotus-Ford coming second in the Constructors Cup behind Brabham Repco.

It is without a doubt a future classic and one that deserves to be in the collection of any Lotus, Ford, Clark, Hill or indeed Grand Prix, fan.

The Silverstone Lotus '49

This exquisite new 1:18 scale die cast metal replica, some 10" in length, is a totally accurate copy of the car campaigned by Clark at Silverstone.

In the race Hill suffered all kinds of setbacks but Clark, a picture of undramatic control, took his fifth British GP victory in six years.

This model is a sight to behold. The detail is stunning. Indeed, we have never seen a model of this outstanding quality at such a price.



How to Order Your Lotus '49

Whilst we have depicted the Jim Clark No. 5 car, we also have the Hill, No. 6 car, as driven by Graham at the Dutch Grand Prix.

Both cars cost just **£39.99** plus P&P.

You can place your order by phoning our Orderline on 0171 616 1900 between 9.00am and 8.00pm Monday to Friday or between 9.00am and 5.00pm at weekends.

Or you can send the order form in to us at the address below. Alternatively, you can fax it to us on 0171 727 8054.

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the BRP would not compete in 1965 though the decision was not made formally to withdraw until December. Ireland was incandescent. In his fine memoir, *All Arms and Elbows* he was to make much of the iniquity of this 'star chamber' decision saying that many constructors of the time made fewer of their own parts than did Tony Robinson and that the whole sorry episode was little short of shameful, or words to that effect. There is evidence to suggest that Ireland wanted to go even further, but Ken Gregory, who edited his memoir, was more cautious about the potential impact of a law suit on Ireland's pocket.

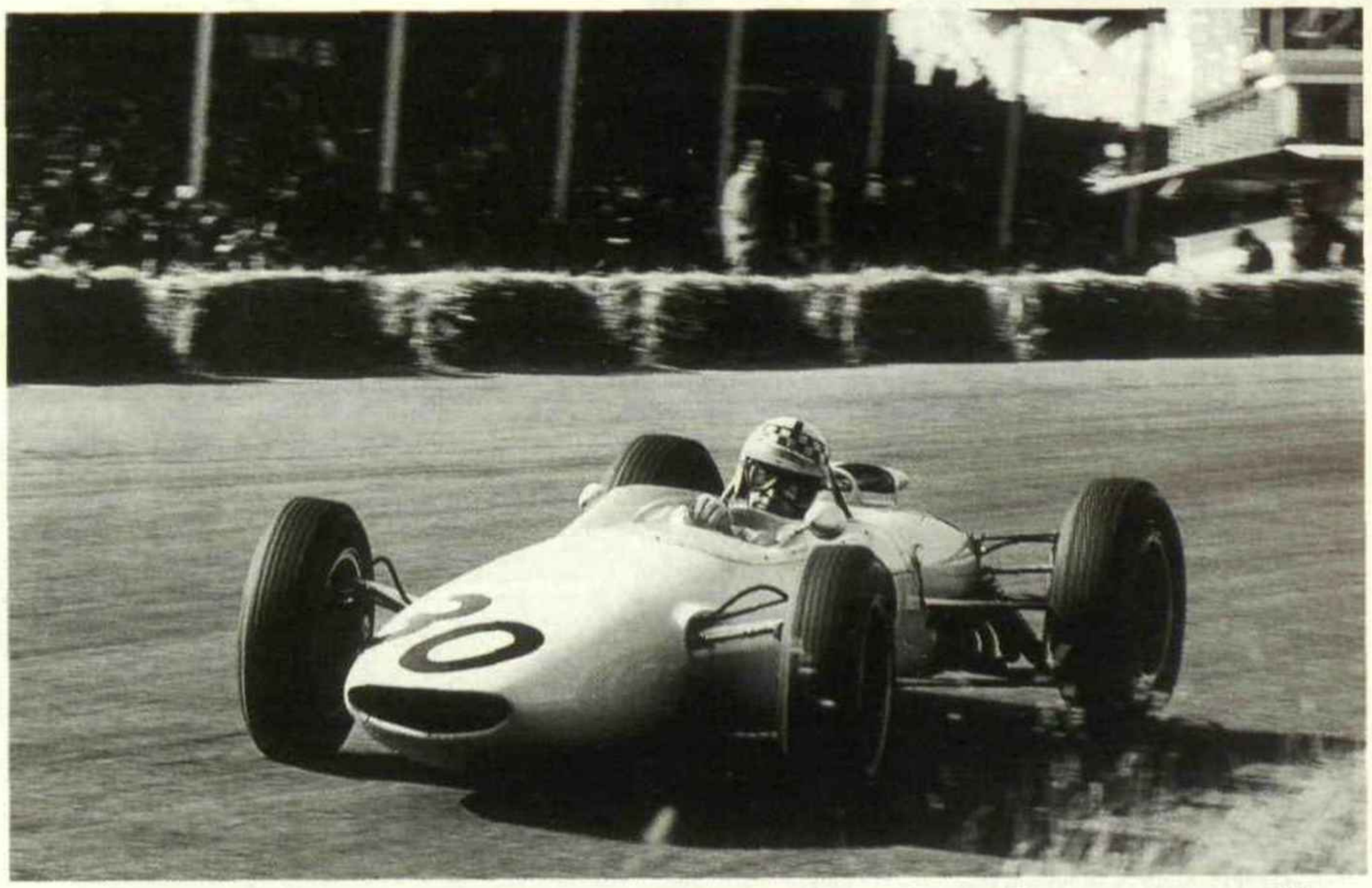
It was to no avail; the momentum had run out. Reluctantly, the BRP made plans to wind itself up. Just after Christmas though, Masten Gregory knocked on the door again, He found himself with a new stepfather, George Bryant, who had made a fortune in the mail-order business and had married Masten's widowed mother. He had plans for a two-car Indianapolis 500 entry, to be driven by Masten and Jimmy Lloyd. Who would build the cars?

Masten Gregory, from Kansas City, Missouri, considered himself a 'European' driver, but for any driver from the USA the sure route to automobile immortality is to win at Indianapolis.

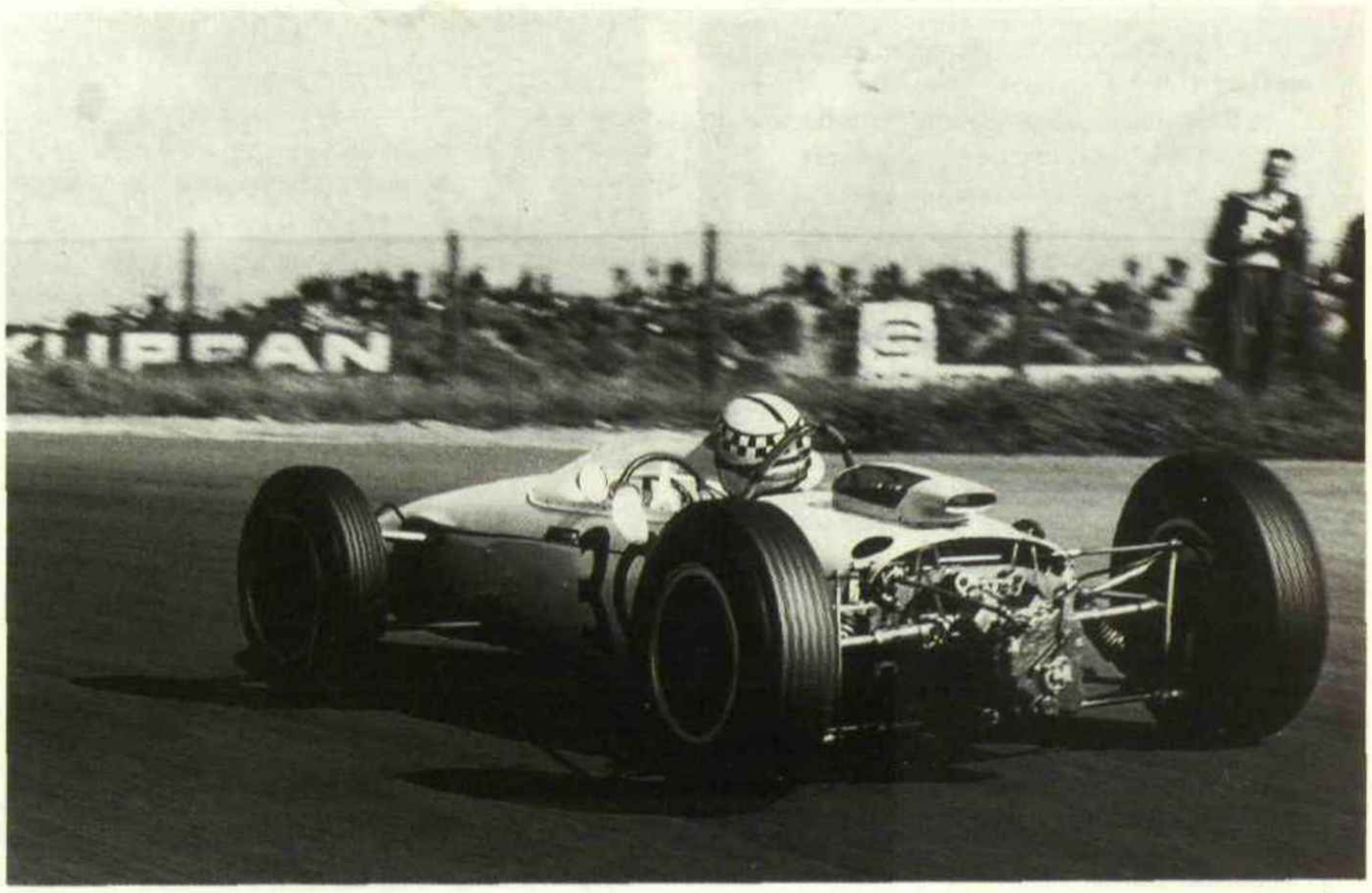
It was clear that the "funny foreign cars" were in the ascendant; that had been suggested by Jack Brabham's Cooper-Climax in 1961, but the catalyst for the foreign invasion was, ironically, the decision by Ford to produce a 'customer' engine with an Indy application. It displaced 4.2 litres and produced a proper 420 bhp together with gobs of torque. It also cost a ferocious amount of money; a whopping $31,000 at its introduction.

George Bryant wasn't messing about. He had hired George Salih as chief mechanic. Salih, after supervising and preparing Lee Wallard's winning Kurtis-Offenhauser in 1951, had more or less developed the Indy 'roadster' by turning the sacred Offy through 90 degrees to lower both frontal area and centre of gravity. He was in many ways an American Alf Francis. Innovation was second nature to him and he fully appreciated that the combination of a British chassis powered by a rear-mounted Ford engine might well do the job.

He had no reason not to think so. There was a school of though that knew Jim Clark would have won the '63 race in the Lotus-Ford but for a liberal interpretation of the rules governing oil-spilling in favour of Parnelli Jones, and that the 1964 race could have been his also, had his suspension not been wrecked by a burst tyre.



For 1963 BRP couldn't buy a competitive F1 car, so Robinson built his own slim monocoque machine



Ireland in BRP 1/63 on his way to an historic fourth place, Zandvoort, 1963, on the car's second outing



Moss with BRP's Peter Downie and John Harris

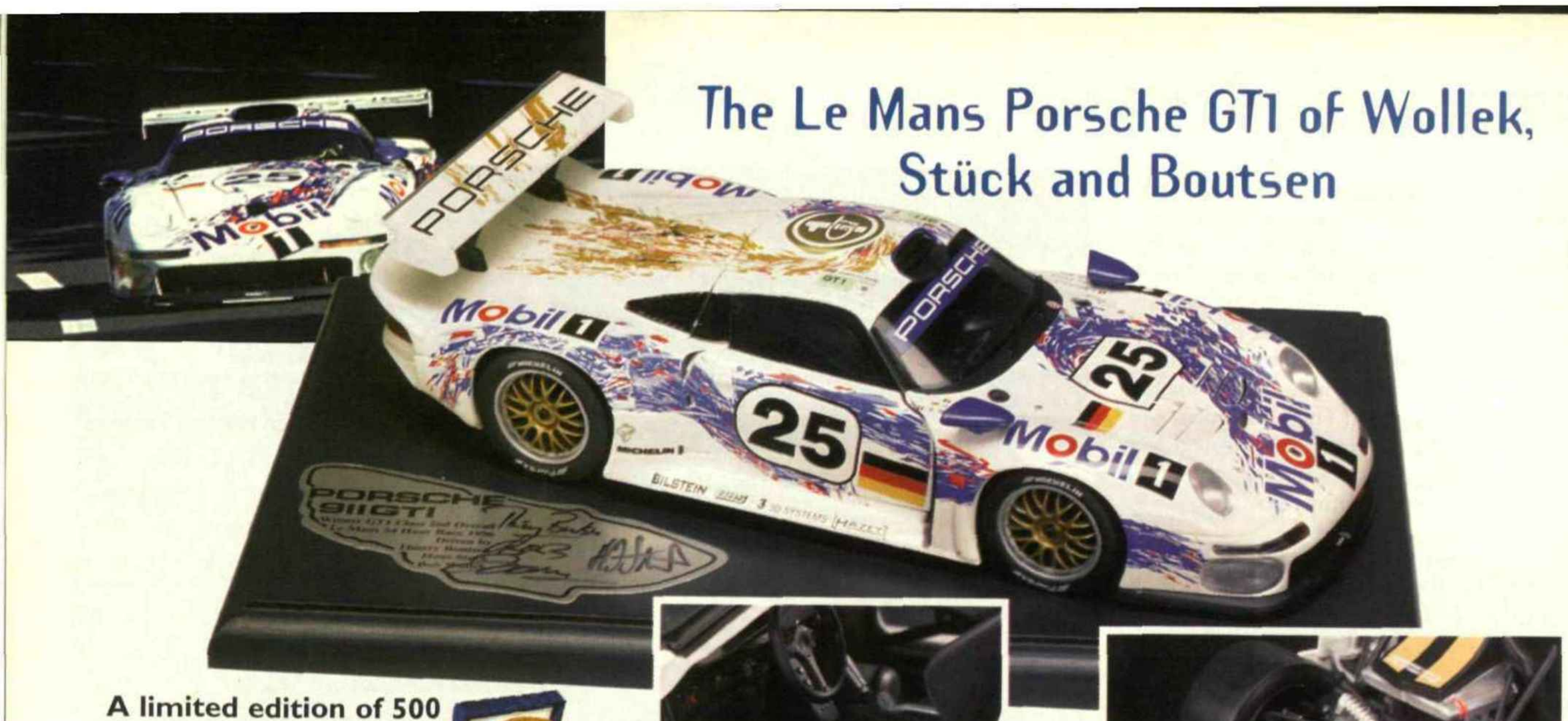
Tony Robinson, who had never even seen Indianapolis, let alone the Ford engine, resolved to over-engineer the racers in the same way that he had the 1963 F1 car. He set to work in January, 1965.

By March, the cars were ready. Broadly, he followed the outline of the F1 cars he had already built; he allowed for steering offset, because Indianapolis cars only turn left, and made provision for huge tankage. Here is where the project nearly stalled. The supplier of the tanks was Imperial Metal Industries, an ICI subsidiary. It took a soft-hearted executive on the rise within ICI, one John Harvey-Jones, to take pity upon the engineer and sell him the tanks at cost. As a commercial venture, the tanks cost IMI a considerable amount of money, but the BRP effort broke even. The cars arrived at Speedway, Indiana, in time to be fitted up for the qualifying period, which famously goes on for weeks.

Bryant, Salih, and Masten Gregory were well pleased with Robinson's efforts. Gregory qualified the car at over 154 mph, well within the target set by the Lotus-Ford. There were fifteen other Ford-engined cars; Clark qualified at 160 mph and won at 151mph. Sadly, Gregory's 'Bryant Special' retired from fifth place – the untested ZF gearbox broke.

Slightly tongue-in-cheek, BRP offered their swansong product at £8000 a pop in the summer of 1965; there were no takers, nor were any ➤➤

The Le Mans Porsche GT1 of Wollek, Stück and Boutsen



A limited edition of 500 cars on a specially prepared presentation plinth with a plaque signed by all three drivers.



The 1996 Le Mans race was billed as "the most open race for many years".

As the day of the race approached, it became clear that in fact it would be a titanic battle between the open sports cars, the Joest Racing TWR-Porsches, and the works prepared 911 GT1s.

By the fourth lap of the race Wollek led the second GT1, driven by Dalmas with the Joest cars apparently in their wake but the positions were soon to be reversed as the GT1s moved aside to ride shotgun.

As ever in such a race, luck plays its part and in a momentary lapse, Stück collided with another competitor and had to pit to have a new nose and undertray fitted.

The incident put the team down two laps at the quarter distance point.

For the rest of the race the team made steady progress on the leaders but as the twenty four hours ended Messrs Wollek, Stück and Boutsen were still one lap behind and had to settle with second place.

The Definitive GT1 Replica

You may have seen another Porsche GT1 replica in 1:18 scale, in the Le Mans colours.

Please do not get confused. Others are but children's toys in comparison with this magnificent replica.

This 1:18 scale, hand-built, miniature, some 10" in length is quite stunning. The detail has to be seen to be believed.

The paintwork alone would justify the cost of this model but the attention to even the tiniest of details is breathtaking. Lift the doors and look at the dashboard. Study the beautifully crafted alloy wheels.

But the 'piece de resistance' is the engine. As with the real car, remove two retaining pins and the entire rear structure simply lifts off to reveal the magnificent flat six for Porsche engine in all its glory.

This is a precision replica of absolutely sublime beauty.

A Unique and Collectible Limited Edition of 500 Cars

Not content with presenting this model on its own, Grand Prix Legends approached the three famous drivers to ask them to sign this exquisite limited edition.

We were, of course, delighted when they accepted; even more so when the drivers asked that their fee be donated to charity. (Formula One drivers take note!)

There will only ever be 500 examples of this particular presentation and they are totally exclusive to Grand Prix Legends.

Shrewd collectors with an eye to the future value of their collections will immediately recognise the potential of this set.

The Porsche GT1 is a dramatic racing car, the ultimate embodiment of the 911 concept. In this particularly stunning colour scheme with the signature of its three Le Mans drivers, it is bound to meet with a high level of demand.

We confidently predict that the edition will sell out in a matter of weeks. If you would like one, place your order immediately.

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The cost of this piece of motor racing history is just **£79.99.**

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The 'Bryant Special' in the Highgate workshop



The Indycar was conventional but quick. It was built in just three months and qualified at 154mph



The Climax-engined Lotus 19 sportscar proved to be both a pretty and effective contender for the BRP



Masten Gregory ordered and drove '65 Indycar

really expected. The game was over and the works were sold lock, stock and barrel.

Consider if you will, though, the magnitude of Tony Robinson's achievements; with no formal induction into the business of race design he had produced an F1 car which scored points in its second race and an Indy car which qualified at over 150 mph weeks after an entirely untried chassis met a real engine for the first time. Consider also the impact of such an event on motor racing today.

A bad year for Ken Gregory became a good one for Masten: he won at Le Mans. It was a private entry, a Ferrari 250LM belonging to the North American Racing Team. It should not have won, but it did, beating the works car. Enzo Ferrari was allegedly miffed, for it wore the wrong tyres. Sponsorship was beginning to drive the sport.

Ken Gregory finally left motor racing to manage and build up his airline business; it was to go well until the uncertainties of the economy forced a merger, after which he turned to publishing, in which he stayed for more than 10 volatile years. Alfred Moss began, at last, to retire; he was to die from cancer in 1972.

Falling asleep on the job...The strain shows for Robinson: South Africa 1960

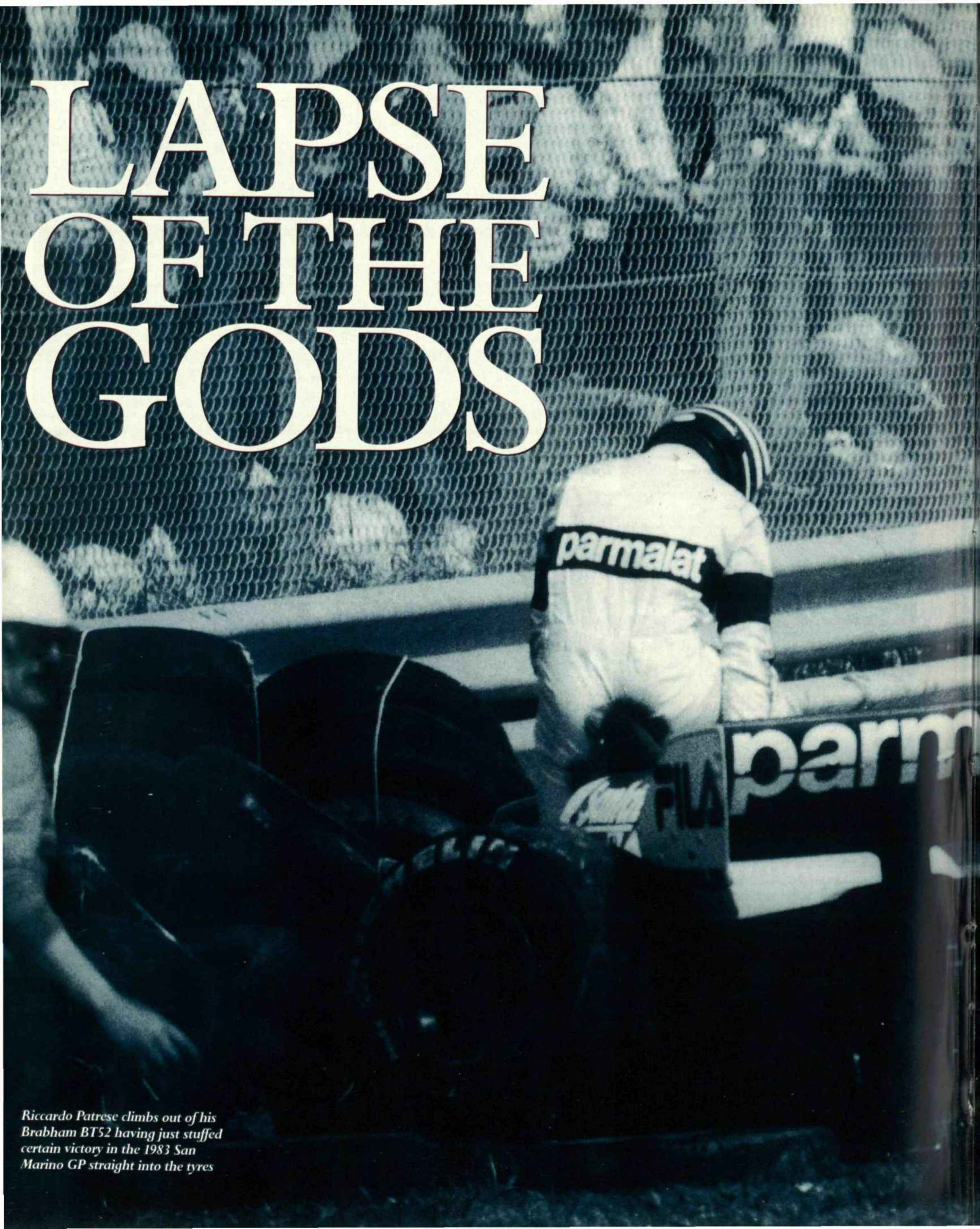


Colin Chapman, of course, went on to secure his ground-breaking deal with Players tobacco within less than three years. It was, in its execution, a much more expensive deal than the one between Gregory, Pa Moss and Yeoman Credit, but by that time Lotus had won two very costly world championships, and the inflation, which has characterised the sport ever since, was starting to take hold.

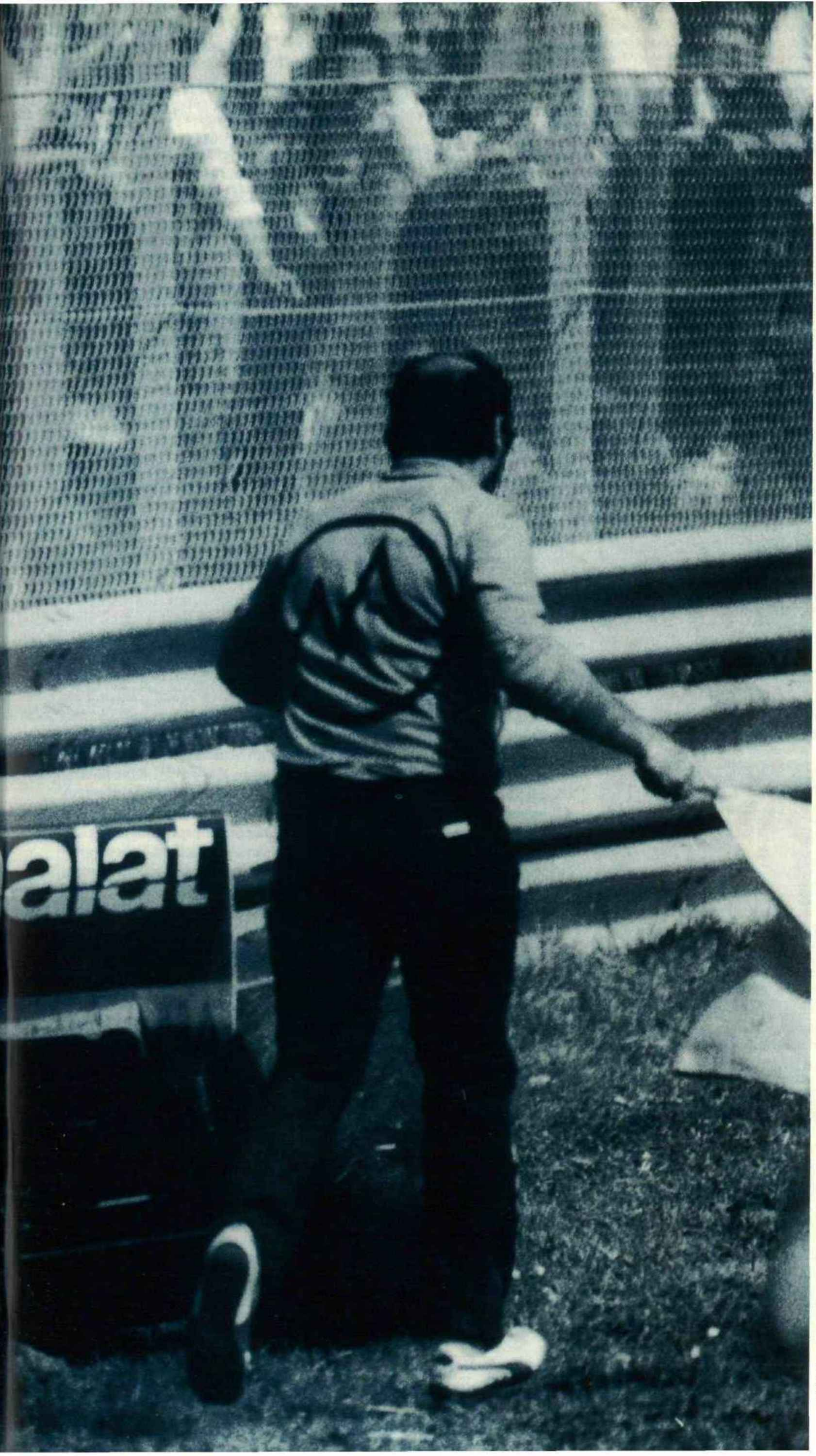
Tony Robinson was snapped up by Jack Brabham and Roy Salvadori in quick succession and finally left motor racing in 1969. Today he lives in West Hampstead, North London, near his old stamping-ground, and still strolls past the old BRP works at Dukes Head Yard, Highgate, from time to time. He has yet to see his first Indianapolis 500 race.

Robert Edwards' book 'Managing a Legend – The Story of the British Racing Partnership' is reviewed on page 92. M

LAPSE OF THE GODS



Riccardo Patrese climbs out of his Brabham BT52 having just stuffed certain victory in the 1983 San Marino GP straight into the tyres



LAT Archive

WE REMEMBER OUR F1 HEROES FOR THEIR STUNNING WINS AND FORMIDABLE SKILL... BUT THINGS DON'T ALWAYS GO ACCORDING TO PLAN. SHAUN CAMPBELL TAKES A DIVE UP THE INSIDE OF COCK-UP CORNER

JOCHEN RINDT'S LAST LAP AT THE 1970 Monaco Grand Prix was an obvious candidate for our Lap of the Gods series. The way Rindt stood the ageing Lotus 49 on its ear to snatch victory at the final corner was as inspirational a piece of driving as is ever likely to be crammed into one lap. But it would all have come to nought – or at least, second place – had it not been for Jack Brabham's astonishing mistake in the final few yards.

The 43-year old Brabham, veteran of 13 seasons of Grand Prix racing with three world championships and 14 wins behind him, had led the race for 60 laps. With five laps to go he had 10 seconds in hand over the flying Rindt, which looked like more than enough. But Brabham was delayed several times in the closing stages, and as he started the 80th and final lap, Rindt was almost on his tail.

It still didn't seem possible that Rindt could find a way past, but as Brabham drove through the harbour section and into the final corner, the Gasworks hairpin, he found Piers Courage's De Tomaso coasting in the middle of the road with a dead engine. Brabham's rhythm was upset by the number of ailing cars he had almost tripped over in the last few laps; his mirrors were full of red and gold Lotus. A fractional hesitation as he decided whether to go for the inside or outside, and he'd missed his braking point by a couple of yards. Sand deposited on the corner to soak up spilt oil compounded the mistake. The Brabham slid, wheels locked, straight into the straw bales and right under the lens of a TV camera. To viewers at home it was as though the turquoise and yellow car had rather abruptly been parked in the corner of their living rooms.

Regrettably, the TV cameras missed what even Brabham would later describe as "the best bit". A marshal jumped over the bales to push the car out of the way, but Brabham, fuming and anxious to salvage second place, knew that he could be disqualified for outside assistance if the marshal ➳



After an epic drive, Graham Hill leads the '62 British GP. But not for long



Victory was in sight for Jack Brabham at Monaco in 1970. Or so it seemed



Alain Prost's warm-up lap at Imola in '91, as watched by the derisive tifosi



Mansell's Williams somehow shut itself off while cruising to Canadian glory

reached him. "When I saw the bloke coming, I fumbled with everything and got the engine all fired up and shoved it into reverse," he wrote in his autobiography, *When The Flag Drops*, "I went backwards as he leant over the car to push. He lost his balance and fell flat on the car, absolutely sprawled right across it. Then I had to shove it into low gear and went to move off with this marshal still struggling on top of the car, I jammed on the brake and he slid down into a heap on the ground. I had to sit there and wait for this bloke to pick himself up and move off the track before I could go on down the road, and I damn near lost second place over it."

It's doubtful whether there has ever been a more dramatic and vivid example of the last-minute lapse; certainly none has ever been funnier, though perhaps Brabham could be excused for not seeing it that way (Eighteen years after the incident I asked Sir Jack, OBE, about it and his only reply was to pass his hand wearily over his face and say, "Don't remind me.")

But nearly all the great ones have had a day, a lap or a corner that they would like permanently to erase from their memory banks. For Ayrton Senna, like Brabham, it came at Monaco, always the circuit most likely to punish the momentary lapse of concentration, the tiniest mistake in judgement. The 1988 Monaco GP had been Senna's race from the first moments of unofficial practice. He qualified on pole, nearly 1.5sec faster than his McLaren-Honda team-mate, Alain Prost, leapt into the lead at the start and opened up an advantage of nearly a minute. Then, with only 12 laps to go, he clipped the inside barrier at Portier and lost control. On another circuit he might have got away with it. At Monaco he didn't.

It didn't seem possible that driver error was the cause, not the way Senna had been performing all weekend. That's the way it seemed to the man himself, who walked straight to his nearby apartment and shut himself away, rather than making his way back to the pits.

Prost won that day, but even the man they called the Professor had his days of ignominy. One I remember with particular clarity was the 1991 San Marino GP, when he managed to lose control of his Ferrari on the parade lap. Admittedly, it was streaming with rain and he wasn't the only driver to skate off on the grass; Gerhard Berger's McLaren did much the same thing. But Prost was the only one to stall, his race over before it had started. And remember, this was Italy...

I was watching the race with the teeming hordes of Ferrari fans on the hill at Tosa, and when Jean Alesi in the second Ferrari slid off at the hairpin on the third lap, I suddenly found myself with a great deal more elbow room. They left in droves and their disgust with their drivers, especially Prost, was unmistakable. A few months before, he had almost given the team the World Championship, but I don't think the Italian fans or press ever forgave this mistake.

Another cause of gaffes by the greats is what might be called 'finger trouble' – hitting the wrong switch, or indeed, forgetting to hit it at all. Jim Clark watched the rest of the German GP field and his 1962 world title hopes roar into the distance as he sat stationary on the grid wondering what was wrong with his Lotus 25. He had forgotten to switch on the fuel pumps. It was a race he could have won and not even a heroic drive to fourth place could disguise that.

And was it finger trouble that prevented Nigel Mansell from winning the 1991 Canadian GP? The official explanation from the Williams-Renault team was that during the last lap, with Mansell cruising around and waving to the crowd after having dominated the race, he let the revs drop too far and the engine's electronic brain, assuming that it was all over, switched itself off. Whether the problem lay in Mansell's fingertips, the weight of this right foot, or the way the engine's systems were programmed, it was an almighty stupid way to throw a GP win down the drain. But like all the best blunders it had its funny side, like a spectacular own goal in football, or a cricketer who is given out for falling on his stumps.

Perhaps nobody did it better than Chris Amon, a true specialist in the art of snatching defeat from the jaws of victory. To be fair to Amon, he never enjoyed a great deal of what you might call mechanical luck, but even when his car did hold up there was something inevitable about him not making it to the chequered flag first. At Monza in 1971 he finally appeared to have kicked the habit, breaking clear of the slipstreaming group in the closing stages. Then he tried to remove his outer visor (no tear-off strips in those days), and pulled the inner one away with it. He finished sixth, his exposed eyes streaming.

Few self-inflicted wounds have been as painful as that experienced by



"Chris Amon, a specialist in the art of **snatching defeat** from the jaws of **victory**"

Squatting low in his Matra, Chris Amon shields his streaming eyes from the airflow. The Kiwi led at Monza in 1971 until he accidentally tore off his visor

Bill Holland in the 1947 Indianapolis 500. At the 400-mile mark he led by almost a lap from his team-mate, Marui Rose, but Holland, making his first appearance at the Speedway, was misreading the driver's scoreboard on the pit-straight. Under the impression that he had more than a lap in hand he cut his speed and with only seven laps to go, waved Rose through, he thought, to unlap himself. In fact, Rose had moved into the lead, something that only dawned on Holland when he found Victory Lane occupied at the end of the race. Holland would win the 500 two years later, but even that didn't assuage the memory of how he lost in his rookie year.

Riccardo Patrese laid a significant ghost to rest when he won the 1990 San Marino GP for Williams-Renault. Seven year before, he had taken the lead from Patrick Tambay's Ferrari with only four laps remaining, and promptly tossed the Brabham-BMW into the tyre wall in a crystal-clear case of celebration before the event. After his win in 1990 he admitted that he'd spent the last few laps of the race thinking of nothing else but that moment when he had climbed from the crumpled Brabham to the jeers and catcalls of the *tifosi* enjoying an unexpected Ferrari victory.

Graham Hill was spared the crowd's derision, but he would surely have understood how Patrese felt. Second on the grid for the 1960 British GP, Hill stalled the engine of this BRM P48 at the start and finally got underway in 22nd position. By lap 30 he was third, and on the 55th lap he took Brabham's Cooper for the lead. Six laps from home, admittedly under pressure from Brabham and with the BRM's brakes fading, he tripped over a tailender, spun off at Copse and parked the BRM into a ditch. It was the closest both Hill and BRM would ever get to winning the British GP.



Ascari (26) is soon to be in the Med

But, for the connoisseur of the great lapses, though, it is always towards Monaco that one turns. It was at Monte Carlo that Alberto Ascari, closing in on Moss's ailing Mercedes, made a fractional mistake at the chicane and launched his Lancia D50 into the harbour waters. The following year, Juan Fangio wore out one car on the kerbs and walls, and finished with the scars of contact on another, requisitioned from Peter Collins. In 1957 we find Stirling Moss getting the drop on Fangio and Collins at the start, only to out-brake himself at the chicane on the fourth lap. The Vanwall wasn't the easiest car to drive at Monaco by any means, but it was still an uncharacteristic error.

But then it was also at Monaco that Michael Schumacher's Riviera reputation took a knock, when he lost the Ferrari on the opening lap in 1996. To be sure he made up for it with his drive in 1997, although was he a fraction lucky to have his one off-track excursion in just about the only place there's an escape road? But there are exceptions to the rule that Monaco doesn't forgive, as Riccardo Patrese can testify.

Three laps from the end of the 1982 race, he moved into the lead when Prost's Renault crashed out. It had started to rain and the slick-shod cars were slithering around nervously as Patrese started his penultimate lap, only to spin the Brabham BT49 at the Station hairpin. He was lucky that the push to move his car out the way launched him downhill and he was able to bump-start the DFV, but both Didier Pironi and Andrea de Cesaris had passed him. Incredibly, both the Ferrari and the Alfa Romeo ran out of petrol on the last lap, a very surprised Patrese won the race, and Murray Walker achieved a decibel rating well above the pain threshold level.

Unpunished lapses don't have the tragi-comic quality of the grand gaffes, but you do wonder how some of the events of motor racing history could so easily have been written to a different script. The 1969 Le Mans 24 Hours was the last of the Sarthe classics where the drivers lined up on the opposite side of the road and raced to their cars. Jacky Ickx, reasoning that the start was the most dangerous moment in the whole event, sauntered over to his Ford GT40, carefully strapped himself in, and took off way, way behind the front runners. Now if he'd lost that race by 200 yards instead of winning it by the same margin... M



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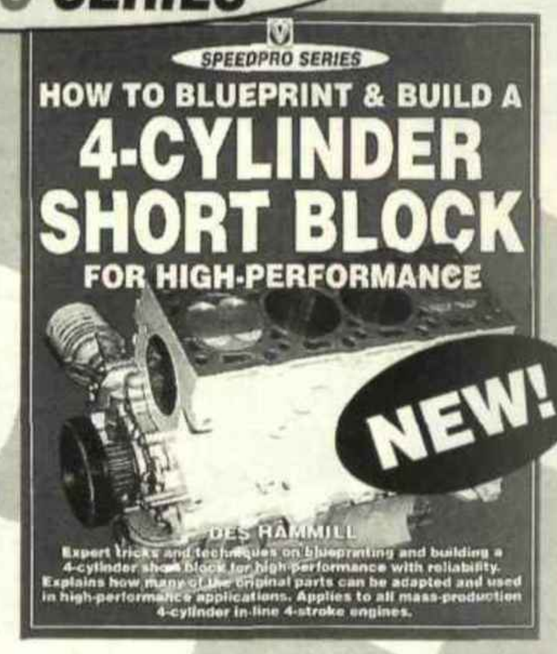
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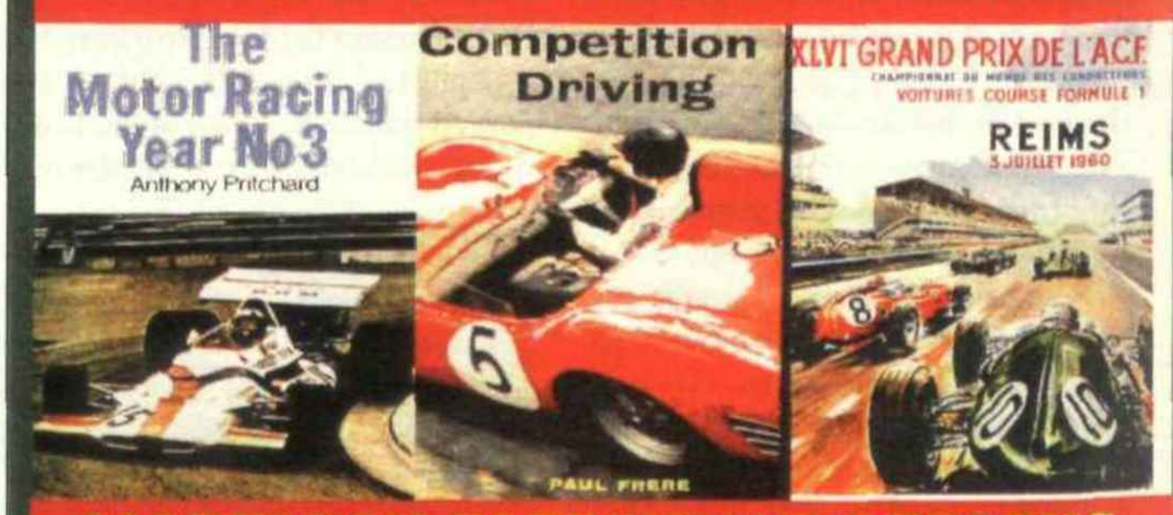
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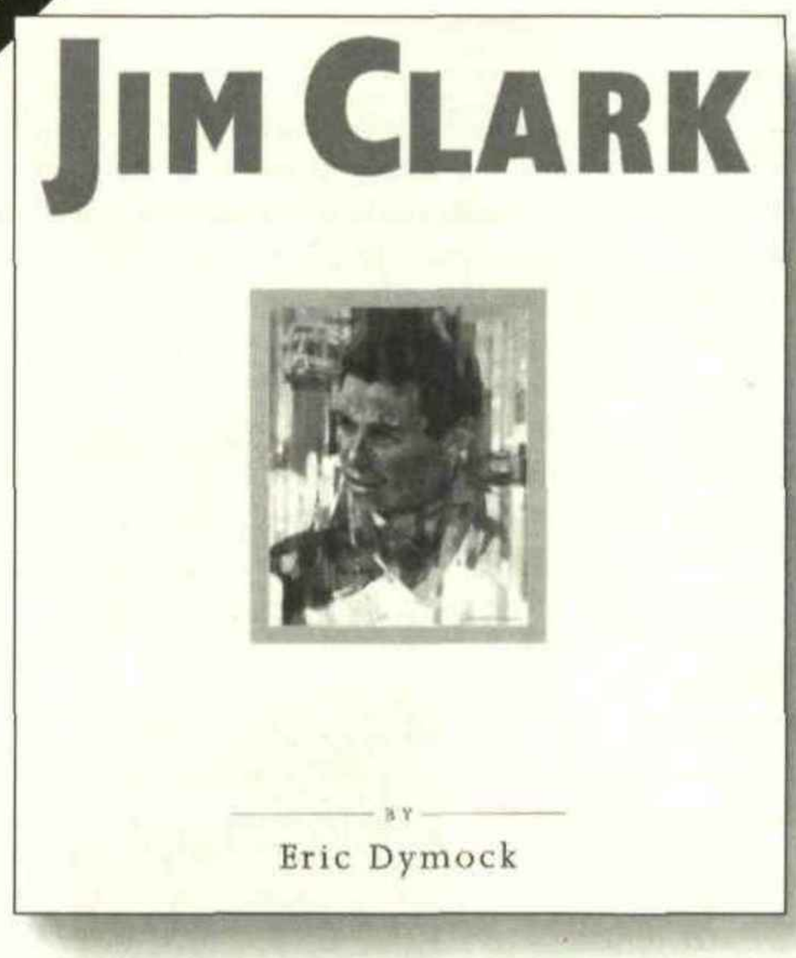
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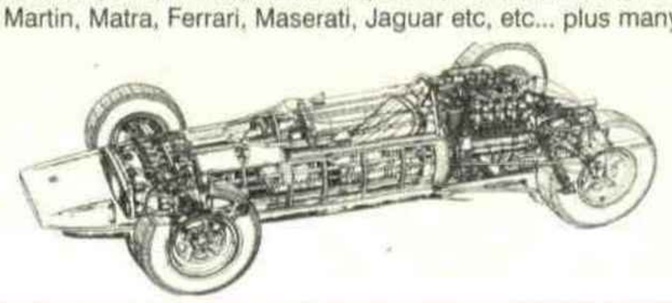
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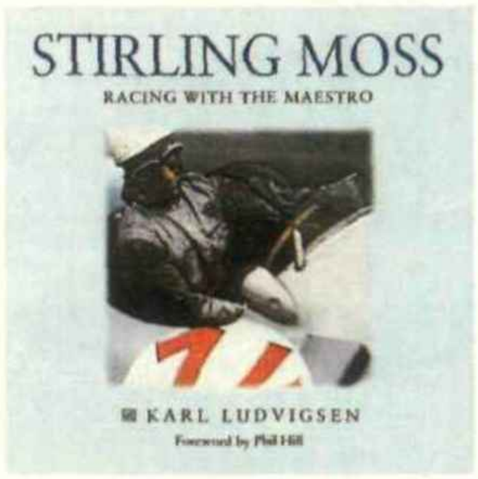
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STIRLING MOSS – RACING WITH THE MAESTRO

BY KARL LUDVIGSEN

PSL, £24.99. ISBN: 1 85260 564 2

A friend is not always the best person to write a biography, but the long-time friendship and unashamed admiration Karl Ludvigsen has for his subject do not deflect from a well-rounded portrait of the man many call our greatest-ever driver. In and around the history, Ludvigsen interweaves chapters on Moss the Man, discussing his family, the influence of father Alfred, and his marriages. There is also a chapter entitled 'The Modern Maestro', which is illuminating about more recent activities, and shows Moss from the personal perspective.

The illustrations are frequently spectacular. The pictures of Rodolfo Mailander, not often seen, form the core of the book, augmented by others from the extensive Ludvigsen Library, and make this a visual treat. There is drama – Moss's HWM slewing to a three-wheeled stop at the 1950 Rome GP – and intimacy, Mailander having been a friend of Moss for many years.

Phil Hill's Foreword is a genuinely warm and touching tribute to Stirling, while the five-page annotated bibliography is almost a mini-book review section in itself. Very enjoyable. **GC**



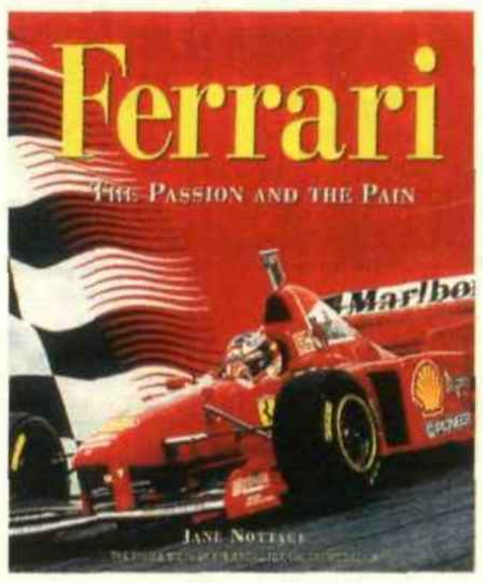
SAAB – HALF A CENTURY OF ACHIEVEMENT

BY ERIC DYMOCK

Haynes, £24.99. ISBN: 0 9518750 5 1

Those of us who can remember the always purposeful performance and good road-holding of the original two-stroke Saab and their build quality, leading to rally successes and subsequent refined versions, need this large 192-page landscape-style book. It deals with the whole history of the Swedish company, from Trollhattan's industrial history, right through the whole story of Saab development, with much about the make's competition performance, to the 1997 V6 9-5 model. The book is tastefully laid out, with colour illustrations and takes in Saab's safety and environmental aims. It also chronicles the move to change from two-stroke to four-cycle power, without neglecting those engineers and directors which were the driving force behind the philosophy of the company.

A seven-page appendix is included and is illustrated with thumb-nail pictures and tabulated data gives the specifications of all Saab models from the Saab 92001 to the later 9000 and 900 series, including the Sonnet, Turbo, and Combi. The Foreword is by the late HRH Prince Bertil who is pictured at Brooklands. This is indeed a worthwhile addition to one-make coverage. **WB**



FERRARI – THE PASSION AND THE PAIN

BY JANE NOTTAGE

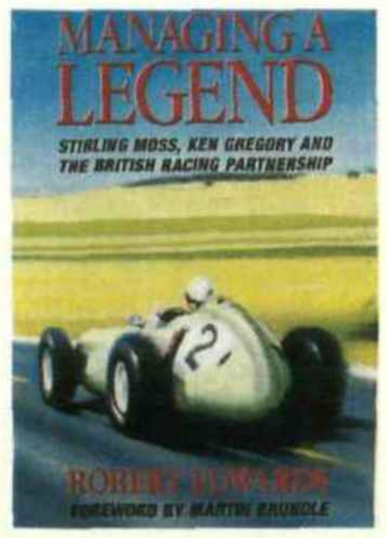
HarperCollins, £29.99. ISBN: 0 00 218777 9

Rushed into print within mere weeks of the dramatic Formula One season-closer at Jerez, this claims to be "the inside story of the battle for the championship." Certainly its author, Jane Nottage had the necessary 'in'; she worked with Luca di Montezemolo before he became Chairman of Ferrari, and has obviously spent much time in the innermost recesses of Maranello throughout the tense 1996 and 1997 seasons. But the experience has made her a purely Ferrari creature.

She seems to have interviewed every single person in the team, and relates these conversations word-for-word and at great length, which would be fine in itself except that their words are presented with no critical overview whatsoever. Terms like "challenging" and "working with" people seem merely to be spouting the party line, and the tone is almost religious. Everyone at Ferrari is wonderful, anything bad is the fault of the old administration... It's like a New Labour soundbite.

Gushing plugs for the fashion-house Cerruti and team sponsor Aspreys oil the text, which includes portentous lines like "Let's part the shroud and take a journey to the heart of the Prancing Horse". She has certainly spoken with all the important people – di Montezemolo, Todt, Barnard, Brawn, Irvine (but not, it would seem, Schumacher) – and there is good stuff in there, but it's all far too deeply submerged in far too many words.

I longed to wield my red editing pen. The Jerez decider looks rushed, and it makes the divine Schumacher appear faultless, and Villeneuve seem an aggressive child. The book certainly invoked Passion and Pain in me. **GC**



MANAGING A LEGEND

BY ROBERT EDWARDS

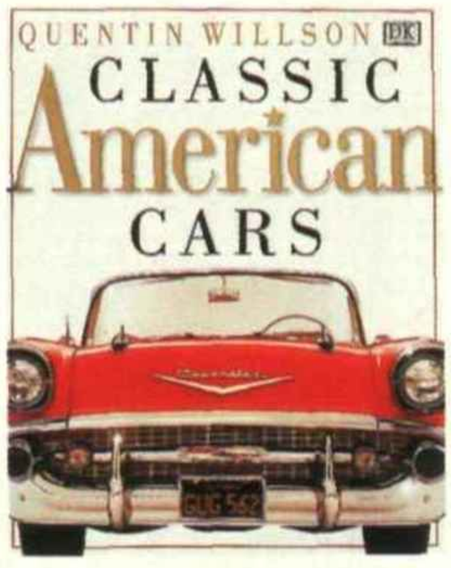
GT Foulis & Company, £19.99, ISBN: 0-85429-988-2

Following the now legendary *Archie and the Listers* was always going to be unusually tough for its author, Robert Edwards. The subject chosen to take on this unenviable task in his new book *Managing a Legend* is the story of Stirling Moss's relationship with his then manager, Ken Gregory and Gregory's involvement in the British Racing Partnership.

Though this subject and its accompanying title lacks the instant appeal of *Archie* – one wonders what would be required to match it – the book is written with similarly rare fluency and proves engrossing as a result. What is refreshing is that while Edwards writes with obvious affection for those involved, this is no hagiography and offers insight, analysis and criticism, not simply deftly crafted sycophancy. The following gives a taste of its substance:

"Now, Stirling Moss, as he is the first to admit, has driven some fairly ropy machinery in his time. For a race driver, he is a poor judge of cars, or so it is said, but on a scale of 1-10 for sheer awfulness, the ERA G-type was a perfect 11... It was an ugly, slow, overheated 'Bitsa' which handled hardly at all. It was on all fronts a complete lemon, out of which little frustration could be squeezed; it was the Trabant of racing cars, a real clunker; but it was British, it was green and bore a famous name so Moss gave it the benefit of the doubt."

With the tales of derring-do is the story behind the team that brought commercial sponsorship to F1 over a decade before a Gold Leaf logo appéared on a Lotus 49. Fans of the era look no further. **AF**



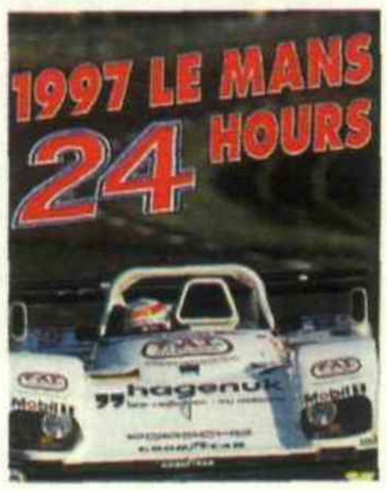
CLASSIC AMERICAN CARS
BY QUENTIN WILLSON

Dorling Kindersley, £17.99 ISBN 0-7513-0473-5

Like the cars it applauds, this is book is big and conspicuously good value. Look beneath the light-hearted surface of this studio-shot celebration of Detroit iron and you will find a work of conviction guaranteed to appeal to the growing fan base of the breed. From Willys Jeep to AMC Pacer, all the essential post-war greats, be they good or ghastly, are here.

I don't question his judgement either: the fact that, of all Dodge Chargers, Willson selected a '68 440 R/T as the greatest of the lot tells me all I need to know about the man's ability to judge these cars.

One question: why no pre-war machinery? Unlikely as it may sound, a '38 straight-eight Buick Special with a violin case on the back seat is one very real form of motoring heaven. **AF**



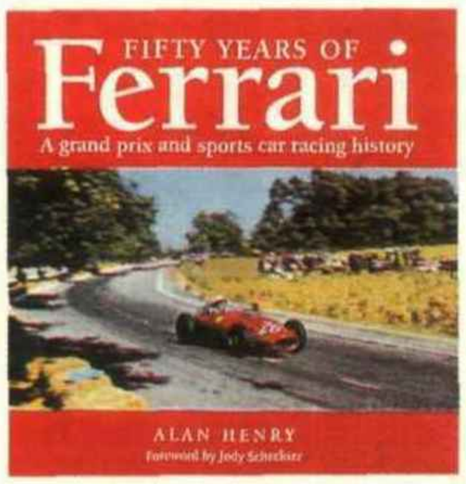
1997 LE MANS 24-HOURS
BY CHRISTIAN MOITY AND JEAN-MARC TEISSEDRE

IHM Publishing, £39.95 ISBN 2-930120-15-0

There's nothing really that wrong with the Automobile Club de l'Ouest's *1997 Le Mans 24 Hours*. On the surface it is an attractive, hard-backed glossy affair compiled by two of France's most respected racing journalists, Christian Moity and Jean-Marc Teissedre. It contains an interesting state of the sport address from racer-cum-journalist Paul Frère and as many high quality photos of this year's event as any Le Mans addict could wish for.

But – and it is a big but – I still don't understand why its publishers were unable or unwilling to find the time to employ a genuinely fluent translator to turn what is clearly a French book into something more suitable for the English-speaking market. When the visuals are as good as this, it is crucial to make sure the words reach a similar standard. To say it loses rather a lot in translation is *un petit euphémisme*.

It's got more detail than you could ever wish for – full pre-qualifying, qualifying, race team reports and technical data – but at £39.95 it will require a stiffer constitution than those who stay up for 24-hours to make me reach into my pocket. Buy it and impress your friends at next year's race. Alternatively, wait and get a programme. **MF**



50 YEARS OF FERRARI
BY ALAN HENRY

Haynes £24.99 ISBN: 1 85960 008 5

After the rash of adulatory titles in this Ferrari anniversary year, what a surprise, and a relief might I say, to see in this one the rather shocking words "one might reasonably argue that Maranello has done a pretty poor job over five decades." Immediately we know that this is more likely than not going to be an objective view of the competition endeavours of this most fêted marque. And it's been written by someone who has been immersed totally in the Grand Prix business for years.

Henry says his approach is a '*tour d'horizon*' of the grand prix and sportscar racing rather than a blow-by-blow account, illuminating the major events by talking to the people who were there at the time, and this elevates the book from being a plain history to a captivating read. John Surtees on Lorenzo Bandini, David Piper on running privateer Ferraris, Jody Scheckter on Gilles Villeneuve, McLaren's Jo Ramirez on the Rodriguez brothers...

Only a trusted commentator could assemble such a wide range of views from all the right people and bind them together into this abidingly level-headed picture of what remains a great but too often over-praised enterprise.

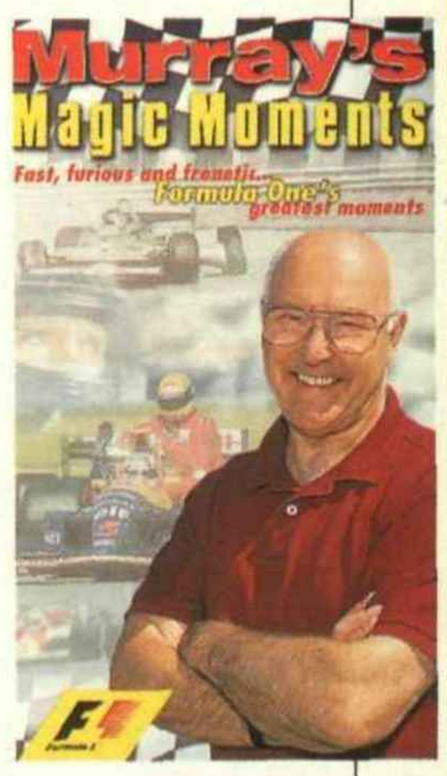
Many of the pictures are fresh, and some are truly stunning – Chris Amon four-wheel drifting his 312 at Oulton Park, evocative Sixties colour shots from Goodwood and Reims – making the book entertaining as well as enlightening. **GC**

OTHER MEDIA

MURRAY'S MAGIC MOMENTS,

Astrion, £12.99. 90 minutes. Available from usual outlets

It doesn't matter how many times you see it, it still leaves you slack-jawed. I refer, of course, not to Murray Walker hitting Nigel Mansell on the head with his microphone, but Gilles Villeneuve and René Arnoux slugging it out during the French Grand Prix at Dijon in 1979.



Both scenes are just two of the gems on the video *Murray's Magic Moments* – the first time that the great man, doyen of Grand Prix commentators, has collated his favourite bits of Formula One on a tape.

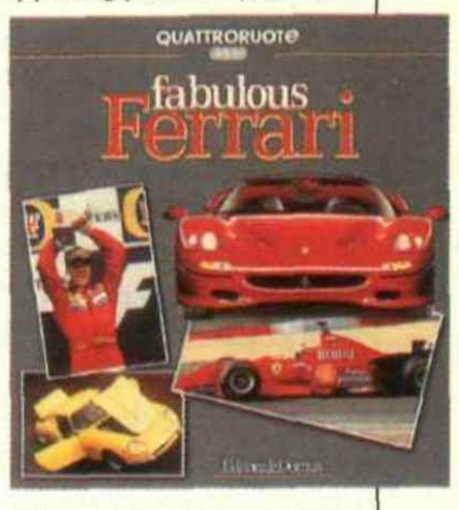
The result is 90 minutes of classic Walker drawn from throughout the last 20 years, the period in which he believes the sport really captured the public imagination. The real reason, however, that you should get your hands on a copy is the superb racing footage. Ayrton Senna at Donington in 1993, John Watson at Long Beach in 1983, Mansell at Brands in 1985 and '86 – it's all tremendous stuff and amazingly evocative.

At £12.99 it is a perfect stocking filler and no bad way to spend a lazy Boxing Day with a turkey sandwich. Worth it too for the quite breathtaking in-car qualifying lap from Senna in Adelaide. Oh, and to see Our Nige get hit on the head, as well... **MF**

FABULOUS FERRARI CD ROM

£29.95, available from SAC Enterprises, 24 Northfield Avenue, London W13 9RL

Too many of the CD-ROMs that land on my desk seem to think novelty value is some substitute for quality. Once there was something to this argument but it was a very long time ago. So it was with sense of impending boredom that I pushed the appallingly tediously titled 'Fabulous Ferrari' into the computer.



For once, this CD-ROM failed entirely to meet my expectations. This is a fun and occasionally fascinating disc, with a 3-D romp around Fiorano, in-car footage of an F50 lapping the legendary test track, a quiz which asks questions more probing than what animal Ferrari uses for its emblem and well over 2500 photographs of very nearly every road and racing car produced by the marque in the last 50 years. Technical details abound which is not unusual on a disc such as this but their breadth and accuracy is welcome. **AF**

Erik Carlsson

NINETY HOURS WITH ONE HOUR'S BREAK; THAT WAS THE LIEGE-SOFIA-LIEGE. "A STUPID EVENT", SAYS ERIK CARLSSON BUT ONE HE RATES AS THE SCENE OF HIS TWO GREATEST DRIVES

1964 Liège-Sofia-Liège Rally



I'VE WON QUITE A FEW RALLIES IN MY time. Some well-known ones like the RAC. But I honestly feel that the best driving I have ever done is on the Liège-Sofia-Liège Rally in the early 1960s – an event I never won. It was the longest rally you could ever imagine – around 4000 miles – with just a solitary hour's break in Sofia... if you could get it!

I did the event a few times, but in 1963 and 1964 we finished second on both occasions, and they were without a doubt my best performances behind the wheel of a rally car. The satisfaction I got from driving like that is even greater than from winning.

The first thing thing that made it so special was that the Saab I was driving was by far the smallest car out there; just 850cc, compared to the cars that normally ran there like Porsche Carreras, 3-litre Healeys, big Mercedes SLs and so on. Everyone out there had a massive power advantage over us, but my co-driver Gunnar Palm and I managed two unimaginably hard-fought second places. In 1963 we were beaten by Eugen Bohringer in an SL Mercedes and in '64, Rauno Aaltonen's Healey was the only car that led us home.

I first did the Liège in 1959, when I was in an even smaller Saab, a 750, and it seems hard to believe now, but we had no service stops at all. We carried two spare wheels in the back but by the time we started the return leg from Yugoslavia into northern Italy there was nothing left on the front tyres. We were forced to stop at a petrol station and buy two Pirelli Stelvios but only had time to put one new wheel on. We just slung the rest in the back and decided to change it later when we had more time. It gives you an idea of just how frantic the whole event could be.

It had been a really tough rally in 1959 and then to cap it all, the bloody car broke down on the last night, just before we made it to Belgium. The distributor more or less exploded and that was it. When we realised it was all over we just went to sleep in the car and didn't wake up for 12 or 14 hours. We were nearly dead. The only thing that reminded us of what we had just been through was the ringing in our ears. The two-strokes ran just a foot of exhaust pipes from the manifold and you couldn't hear for about a week afterwards.



LAT Archive

Erik Carlsson in the diminutive, noisy two-stroke Saab

A few years later we were allowed to have a little bit of servicing on the cars but you could not imagine a tougher event if you tried. The roads in Yugoslavia were really, really bad. On the way out of Belgium, through Germany and into Switzerland there were quite good tarmac routes, but once into Eastern Europe every track was just awful. It didn't matter if you were in Yugoslavia or Bulgaria, they were just appalling. In 1963 about 100 cars had started the rally but by the time we got into Sofia there were only about 60 still running. When we came to set off again, everybody had the same starting time, so there we were, all lined up in three lanes in the main square in Sofia. A chap stood in the middle and just dropped the flag and off we all went. It was like a race.

Gunnar was sitting next to me then and he was always very smart and on the ball. While I had been having a shower to try and freshen up a bit, he went off to find some shortcuts out of the city. All the other cars took to the main streets, but he found some small roads and we passed the whole field before we got out onto the gravel. If we had been running among all 60 cars in the dust it would have been ridiculous. Gunnar was fantastic at doing those little recces and finding us little bits of time here and there.

The little two-stroke Saabs were always bloody thirsty – we might as well just have poured fuel straight through them – and it was always very tight whether or not we would make it to the next stop. In 1964, the last Liège I did, we stopped at a town on the coast in Yugoslavia called Niz. Every single car was there – Mercedes, Citroën, BMC, the whole bloody lot – I looked for our service car but couldn't see the bloody thing anywhere! I knew they had sent one down to us from Sweden with tyres and fuel but the two guys driving it – clever boys - hadn't filled up with petrol because they didn't want to carry it all the way from Scandinavia. I have quite a short fuse and got really mad but luckily for us Mercedes had lost a couple of cars already and we were allowed to use their petrol, which saved us. I must have been pretty mad because by the time I got back to Sweden one of the mechanics had quit his job!

Later on the 1964 run we knew we were going to be very close on fuel and had already used both reserve cans. We got to the service stop just in time, filled the car and spare tanks and set off. It was only

Despite Eastern Europe's appalling roads, Carlsson and Palm forced the tough, under-engined Saab to an impressive second place in 1963, and again in '64

when we stopped to use the spares that we found out that one of the mechanics had put empty ones in the back! We ran out of fuel about one kilometre from the next time control and all we could do to try and get to the end was pour four litres of neat alcohol (which we normally mixed with the petrol) into the tank. It may not have been the best thing for the car, but it got us to the service.

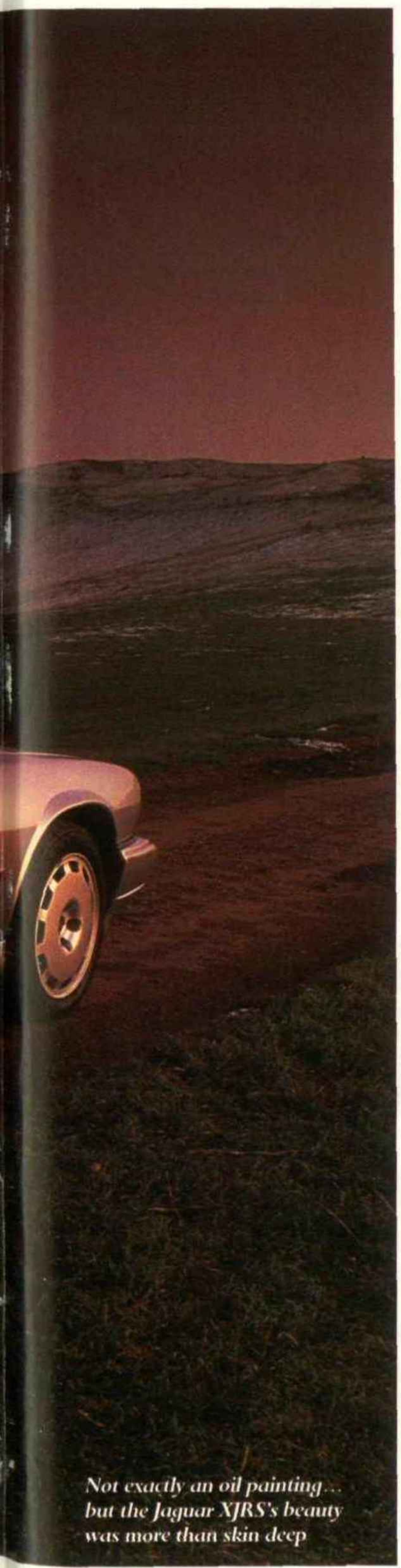
Even though we were guzzling fuel, we had to run flat-out all the time. The top speed of the car was almost identical to our average speed, so you get an impression of how hard we were pushing that little Saab. Running that quickly meant that we had plenty of hairy moments and they always seemed to happen in Yugoslavia. Everything happened in Yugoslavia!

We were understeering like hell along a steep downhill section and in the distance we could see a dust trail. When we got closer we could see that it was being kicked up by a bus. Having no idea what was on the other side of the dust cloud I just kept my foot in and it wasn't until we got to the other side that we saw the roadworks and the huge mound of earth. I ploughed right through it, went up on two wheels... and then saw the second bus. There was a tremendous bang, the Saab screeched down the side of the coach, but we got away with it. Thankfully the car was just a bit dented, but that was the closest we got to a big accident. The closest I have ever been to a bus, anyway.

I'm proud of the Lièges in which I competed because they demanded total commitment. Once Gunnar wasn't feeling at all well and of the 90 or so hours of non-stop driving I drove at least 75 of them. We never took any medicine to stay awake like some other drivers, but I have been a stubborn bugger all my life – on an event like that you have to be. I was also very lucky that I could sleep instantly for very short periods. If we got to a time control 10 minutes early I would just nod off on the spot and tell Gunnar to wake me up two minutes before we started again. I was fantastic like that. I could sleep anywhere. When you get a bit older you realise how dangerous the whole thing was, but back then you never thought about it. It was a stupid event really, but still the best I ever drove. ■

JAGUAR XJRS

FROM THE OUTSIDE IT WAS A CLEAR CASE OF DESIGN BY COMMITTEE, BUT UNDERNEATH THE JAGUAR XJRS HAD ALL THE CLASS OF A TRUE SUPERMODEL. ANDREW FRANKEL REMEMBERS A FERRARI-BEATER



Not exactly an oil painting... but the Jaguar XJRS's beauty was more than skin deep

IT STARTED OUT LIKE ANY OTHER GROUP TEST. IT WAS December 1990 and we left London in filthy weather for Castle Combe, a four car convoy of Porsche, Ferrari, BMW and Jaguar. The plan was to spend two days away in winter weather to find out not simply which was the most exciting or quickest, but also which made most sense all year round and in all conditions. By the time they returned after time not just on the track but on roads that covered the length and breadth of Wales they had been driven on ice and in snow, through fog, sleet and slush. And one had proven clearly better than the others.

It was the Jaguar XJRS, cheapest and ugliest of the lot. To say we were surprised scarcely does it justice. The Porsche 928GT was well-known as the best all-round sportscar of them all, the BMW 850i was brand new and fearsomely equipped and the Ferrari Mondial t was, well, a Ferrari. On this occasion, however, all were bludgeoned into submission by a rather old and ungainly Jaguar with a reworked version of an even older engine on board.

No one was more flabbergasted than me. I had never been a fan of the XJS be it open-topped or closed, with six cylinders or twelve. To me, its creators misinterpreted its role and created a fat, soft boulevardier when it should have been creating a lithe, taut sportscar. Perhaps we should not have expected too much after the indignities the E-type had been forced to suffer after British Leyland walked in. Even so, while I have always appreciated their creamily smooth ride quality and the punch of the V12s from early '80s, I never found feelings greater than grudging respect for the car.

The XJRS changed all that and not simply because the now defunct JaguarSport — the part-Walkinshaw owned business that was charged with the job of turning the XJS into the car it should always have been — went to work on the engine alone. By the time they were finished, not just the engine but the chassis entire had been transformed for the better.

The result was a 6-litre, 318bhp (though later to boast 333bhp) supercar which, despite the aerodynamic efficiency of an office-block and ill-advisedly short gearing, still pushed the XJRS through the air at 160mph, with the engine turning at some 800rpm beyond peak power. The noise was splendidly rich and complex, perhaps lacking the mechanical howl of a similarly configured Ferrari motor but also possessing a sight more soul than the V12 under the bonnet of any BMW or Mercedes road car. Better still, 362lb ft of torque meant that, for the first time in its history, the XJS had an engine that really did mean there was no need for any more than three speeds in its gearbox. The best way to drive it hard was to tug the selector back into second and leave it there to provide an uninterrupted surge of power all the way from 40-120mph.

Remarkably, however, far from proving the highlight of a long drive in the XJRS, this engine in fact only provided the basis upon which its other talents could build. It certainly wasn't brute power, for instance, which explained why the XJRS was held up around Castle Combe by the Ferrari. It was raw grip. It's as hard to believe now as it was at the time but the simple truth is the old, front-engined Jaguar was just better at the business of getting around a corner on a race-track (and the open road for that matter) than a mid-engined Ferrari. While the Italian was busy slithering and skittering from entry point to apex, the Briton would barrel through the corner with no discernible effort and be gone. Inside, the driver would detect no sense of drama, just a whiff of easily corrected understeer when finally the grip of the then mighty Dunlop D40 M2 tyres was exhausted.

Suddenly, almost 30 years on, we realised we were looking at the true successor to the E-type; a car capable of doing to the likes of the Mondial what the E had done to the 250GT.

Yes, it wasn't E-type beautiful, in fact it was even less attractive than the standard XJS but as it was chased across the Brecon Beacons by the Porsche, Ferrari and BMW, that mattered no more than the fact that the interior looked like what it was: a ghastly seventies refugee which had no business anywhere near a British sportscar of the 1990s. All that mattered was this three speed, automatic Jaguar was covering the ground faster than all the others, the five speed, manual and more powerful Porsche included. Yet, unlike in the 928GT, there was no fuss, no drama, no deafening din of tyres on bitumen; there was just calm, relaxed and blindingly fast progress.

Though the Jaguar XJRS didn't live a lengthy life, it was around for long enough to hint that Jaguar was getting serious about building proper GTs again, cars with more than just impressive ride and refinement qualities; cars to thrill the heart as well as soothe the soul. Though I don't remember anyone spotting it at the time, there was within the XJRS a sizeable pointer to the future and not simply because, in a rather roundabout fashion it pointed the way forward for today's splendid Jaguar XK8.

We should have realised that if the XJRS was what resulted when TWR was allowed to tinker with the XJS chassis, then the promise of another car developed almost from scratch by Walkinshaw's boys using the XJS only as a base was considerable. And so it proved. Jaguar's parent, Ford, decided to call it the Aston Martin DB7 and it was to become the car that saved one of Britain's finest sportscar manufacturers.

Verdict Good egg



Big V12 pumped out so much torque you could go everywhere in 2nd gear



Ecological pollution solution

HAVE YOU EVER DRIVEN IN AN ECONOMY CONTEST? THE KIND of thing in which the winner was the person or crew using the fewest petrol globules over a given course, usually of considerable distance on public roads. The Hants & Berks MC, very active today, used to rather specialise in them, backed by the top petrol companies, over routes often planned by Holland Birkett. At first almost anything went, cars as well as engines turned out for maximum economy and coasting in neutral permitted. Later, helpful coasting was banned, front-seat observers having the boring task of making sure that no clutch pedal was depressed or a gear lever slyly moved out of cog-mesh.

Joe Lowrey was an expert at conservation of the precious globules and was it Gordon Wilkins who used to try to take every corner on the perfect radius, to reduce tyre scrub. The late Ralph Stokes specialised in personal economy bouts. The secret of success was to have loose engine bearings, the leanest carburettor settings, high tyre pressures and coast simply everywhere, uphill for as long as possible, as well as down... I remember particularly the 1954 International Road Fuel Economy Run of the Cheltenham MC, for which I entered a 375cc Citroen 2CV. Tuning and coasting was permitted, but all we did was to get Slough to put small jets in the carburettor and we blew up the tyres to twice the handbook pressures. It was a two-day event, going as far as Yeovil, Towcester and Llandrindod Wells. I took Holland Birkett as co-driver.

When he took his first stint he drove as if we were in a GP. "Holly," I said, "this is an economy run, the first prize is a substantial amount of cash and if we were to win I was going to share it." At once his foot came off the accelerator and we coasted for much of the route, especially down the long hill into Cheltenham and that last control at a disgusting pace, horn blowing...

At 83.7mpg it seemed likely that we had won. But Derek Buckler had entered a specially prepared Buckler, its 1172cc Ford Ten engine with high compression alloy head, tiny carburettor and loose bearings. Halfway round it overheated and permission was asked to open its sealed bonnet and replenish, which we had to approve. It would have been churlish to object, so the Buckler won, at nearly 3mpg better the Citroen.

There was a sequel. At a Guild of Motoring Writer's Goodwood Test Day you had to have an International Competition Licence to drive the fiercest of the cars present. And I had one, purchased for that Economy Run!

In 1960 I did another long run of this economical kind, with a girl friend, in a year-old Wolseley 1500, on the Press section of the Mobil Economy Run; for some reason we got lost and finished late, but the hospitality at the overnight stop compensated. The route included Porlock and Blue Hills Mine – the winning Standard Ensign did 40.39mpg, a modern A7 57.15mpg, the Riley 36.28mpg (no coasting). But what induced Jenks to take part with an ugly Singer saloon in a later Mobil Run , I cannot explain, unless the inclusion of Oulton Park and other circuits was the attraction... I thought it too boring, but my wife deputised.

However, in 1962 I was persuaded to do another Mobil Run, this time in a Vauxhall Victor saloon. My wife and I were attracted by Lakeland and Scottish scenery, although as she was, and is, a non-driver, I had to do the entire 1115 miles with relays of students with eyes glued to my clutch foot and quite fast averages called for over ice and snow-covered roads. The Vauxhall returned 31.98mpg, which would have been 33.3mpg had we kept to the official route, a reflection on how cars have improved, for today many 2-litre cars give better this figure, even hard driven.

With the present pollution scares, maybe we should coast – those who think this dangerous are in the old days of no synchromesh and poor brakes, when it might be difficult to re-engage a gear if the car got too lively downhill. And even in those times Rover and other makers offered freewheels as fuel savers and to help morons with gear-changing...



Unintentional detours during the 1960 Mobil Run cost WB precious fuel



Jenks nurses his 'ugly' Singer saloon on during a later economy run

Marcus Pye



1901 Darracq (left) and earlier 1900 Mobile set off over Westminster Bridge

Bumper turn-out for RAC London-to-Brighton run

TO REFER TO THE RAC BRIGHTON Run as one of our greatest events on the veteran car calendar is entirely unnecessary. It has been such for a great many years, and so it was again on November 2, with a sunny day slightly offset by some mid route fog. Not a race, for the RAC frowns on too much speed, it simply requires the pre-1905 primitives to arrive at the finish control by 1630 hours, having been dispatched from Hyde Park from 0800 onwards, on the 57-mile journey. The spectator turn out is proof of the enormous interest and pleasure the long cavalcade of active veteran cars provides – and long may it continue, indeed, *must* continue.

Equally, the entry is proof positive of this interest and enthusiasm – 448 entries of 125 different makes, representing 46 British countries and 15 foreign countries, from as far away as America, South Africa and Poland, etc. Impossible to record all the adventures those taking part experience, but at the Hyde Park start, marshalled industriously by 750 MC members, Herr Fischer's 1903 Cadillac appeared in trouble until an appeal on the PA brought a later starter with a Model-T Ford coil and off the Cadillac went. Less fortunate was N Budgeon's 1900 Peugeot, which developed axle failure before the start-line.

C Clark had passed his driving test that week so was able to drive a 1900 Panhard but Martin Wills broke his arm trying to start his 1904 De Dion as had his father in the same event in 1967; he got to the finish by train after an X-ray in London in time to join the car on Madeira Drive.

Although definitely not a race, first in this year was Mike Timms' 1898 Panhard-Levassor Americaine, closely followed by Johnny Thomas' 1902 GB Napier. HRH Prince Michael of Kent, on the RAC's own 1901 Mors experienced clutch and engine problems, but he arrived to applause, his passenger the Chairman of the RAC. Of 407 starters, 365 finished the run.

miscellany

NO LESS THAN THE PUBLIC Records Office is hosting a Motoring History Conference at its premises at Kew, Richmond. The speakers will be Michael Ware, curator of the National Motor Museum, Malcolm Jeal, of the VCC, Piers Brendon, author of the *History of the RAC*, and Karl Ludvigsen of the Ludvigsen Picture Library. It is hoped that some of the Record Office's motoring material and some VCC veteran cars will be displayed. The date is January 24, from 10.30am to 4pm, at a cost of £20 including lunch and tea, or £10 for concessions. It is suggested that it will be of interest to "people interested in the history of their vehicles", although this does not mean, alas, that all those old log books condemned by the DVLA have been recovered... To attend, apply to Simon Fowler on 0181 876 3444.

* * * *

THE NEXT EXETER TRIAL OF THE MCC, an event dating back to 1910, takes place on January 9/10. The MCC's magazine *Triple*, named after the triple award for 'cleaning' all three MCC annual trials, which is edited by Tom Threlfall, had some well illustrated pages in the September issue, and reports of the year's trials.

* * * *



FOLLOWING OUR REFERENCE LAST month to the Riley Gamecock of photographer Jim Brymer, we can now see the result of this commendable restoration.

INEVITABLY, MANY OF THE OLD racing circuits are no more, which is highlighted by those, including *Autocar*'s Alan Henry, who are advocating a return as soon as possible to the former full Nürburgring. So it is good to know that at least sections of the former Phoenix Park course have survived, and are where two races for these cars will form part of the 1998 Frazer Nash 'Raid' itinerary.

Thus "...the old Town circuit incorporates the famous Mountjoy corner, Dublin corner, and the tight Fairy Glen hairpin. The main straight remains unchanged from the time of the Irish Grands Prix of the 1930s, with its tree-lined avenue and gas lamp-standards." Just the job for the 'Nash gang, over which to extend their motor-cars. Already over 40 GN/Frazer-Nash cars are expected.

* * * *

AS ONE OF THE SMALLER ONE-make organisations the Amilcar Register is to be congratulated on the quality of its magazine and the pictures of these now rather rare cars, with Salmsons, which appear therein. Among pictures in the current issue is one of the winning Amilcar Six in the victors' enclosure by the Brooklands' Paddock in 1926, and, a generous gesture, a Salmson in a vintage mud-trial on the front cover. Mike Tebbitt, the editor, would like to hear of any relevant archive material, on 01684 563315.

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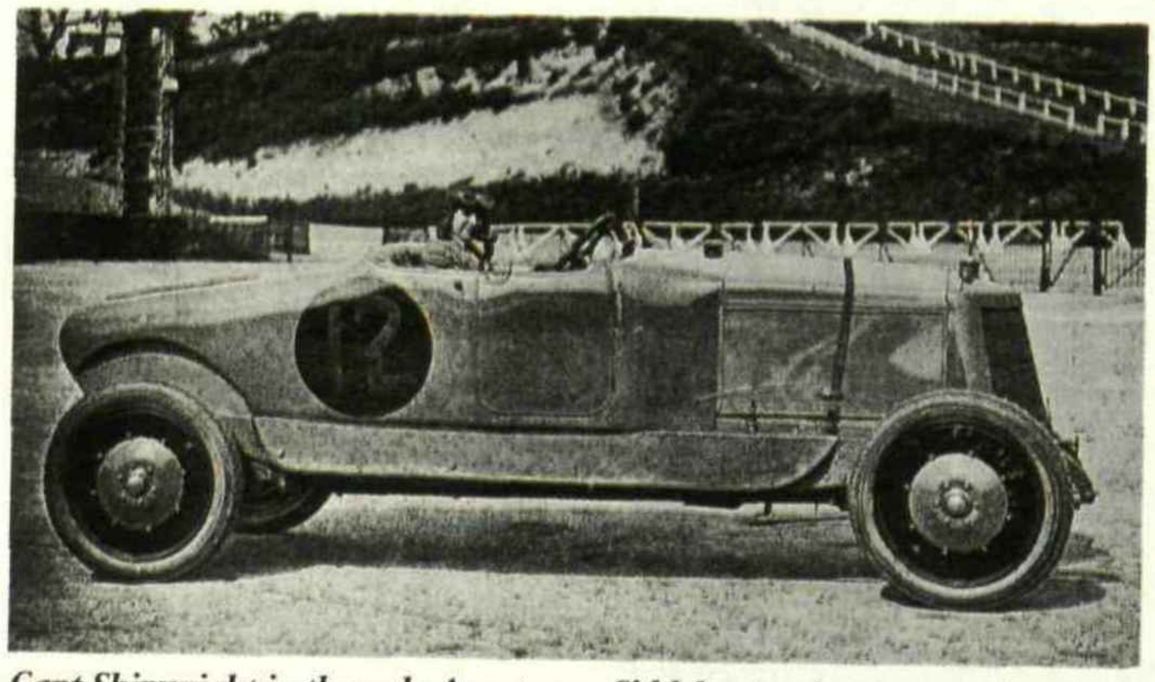
DIARY DATES:
The AGM of the SW Section of the VCC was held at the Highpost Inn near Salisbury on November 22, and already the Sunbeam MCC, formed in 1905, has announced that the popular Pioneer Brighton Run for pre-1915 machines will happen on March 22, 1998, an event many vintage-car folk like to watch, from beside the route, please...

The Sunbeam which ran on water...

STEVE CROPLEY'S RECENT REFERENCE in *Autocar* to a *Daily Mail* story about 'A car that runs on water' sparked a distant memory. Back in 1935 there was to be a demonstration at Brooklands of a water-blend fuel invented by an Austrian chemist, Baron Coreth zu Coredo, and *The Autocar* asked if I would like to earn half-a-guinea and do a story.

The person behind this demo was Capt Denis E A K Shipwright, who had gained some fame in 1926 with a handicap race-win in a 30hp Armstrong-Siddeley, a heavy car not normally associated with motor racing. Minus mudguards and running boards, the massive 4968cc motor lapped at 77.09mph.

Shipwright returned to the Track in 1935 running a drivers' school, with little flags stuck on a map in his shed to show where the Brooklands bumps were! His note-paper was headed 'Brooklands Expert - 15 years'... Here I encountered the Professor mixing his vegetable-and-water brew in a large glass jar, from which an attractive brunette took occasional sips. The assembled pressmen were then given runs in a Sunbeam into which some of this 'Corethstoff' had been poured. I was far from convinced and wrote sceptically of this performance. In races staged between the 'water-propelled' Sunbeam, a blower-4½ Bentley, and a 3-litre Lagonda, the Sunbeam always drew ahead, but as I timed it to be lapping at about 55mph, an inference could be drawn...



Capt Shipwright in the only Armstrong-Siddeley to win a race at the Track

This Sunbeam was actually one of the 1924 2-litre GP cars, by then with a Rolls-Royce 20 engine and 3-speed gearbox and a crude 2-seater body. At that time Shipwright had a 3-litre GP Ballot, so much modified that Sam Clutton referred to it as the 'Shipwreck Special'.

The solution to the water-fuel affair was revealed after the war, when Denis Jenkinson bought the Sunbeam, still in the same form as in 1935. While working on it he was puzzled by the run of the pipelines from the under-floor oil-tank. They had been altered, it appeared to pressurise the contents (petrol?) from the fascia air-pump and supply it to the Rolls-Royce carburettor, while the 'Corethstoff' brew rode undisturbed in the Sunbeam's tail tank...

The VSCC Two-Day Welsh Trial

TORRENTIAL OCTOBER RAIN SUGGESTED HARD GOING for the 103 'victims' of this tough event, dating back 59 years, with four observed sections on the Saturday and 11 on the Sunday, some of them excellent 'new material' found by Seymour Price.

They certainly had a fine cross-section of vintage history to study – 30/98s alongside their competitors the Bentleys, an inveterate cluster of A7s of different kinds, American motors, a Singer Junior looking very sporting, 'Chain-Gangsters' inspecting chains, and Hancock's 5.7-litre Daimler, primitive but effective GNs, Ford Tudors and Fordors and open conversions, and the thunder of the mighty 19-litre Mercedes-Maybach, contrasting with Abraham's 1928 Family Morgan three-wheeler, awarded the Leslie Winter Trophy for the most unsuitable competing vehicle.

The new, very muddy and steep Snatcher claimed many, Ben Collings in the 4½ Bentley stopping sooner than expected at '5' while his father thundered to '13'. Sunday's delectable obstacles include a river along which to motor and then climb a bank out of, a photographer's fight in this age when water-splashes have all but disappeared.

Barry Clarke (1928 A7) won outright, taking the Barry Bowler Trophy, four points ahead of Hamish Moffatt in his 1923 Bugatti, the only driver to 'clean' Cleg Hill. In the opposite class, best show was by J Miller's 1930 Chrysler, to take the Presteigne Trophy by 16 points from S Baxter's 1928 Chrysler and N Garland's 30/98 Vauxhall. The Smatcher Trophy was won by Miss Brewster (1930 A7).



River poses challenge for D Marchant's 1929 A7

CLASS 1, First Class Awards:
B Clarke (A7), H Moffatt (Bugatti), D Rolfe (MG-Riley), Mrs Tomlinson (GN-A7), R Reed (A7), T Gosling (A7), Dr Gray (A7-JAP).

CLASS 2 (standard), First Class Awards:
J Miller (Chrysler), S Baxter (Chrysler), N Garland (30/98), B Collings (Bentley), J Ghosh (30/98), R Collings (Mercedes-Maybach), J Diffey (30/98).

obituary

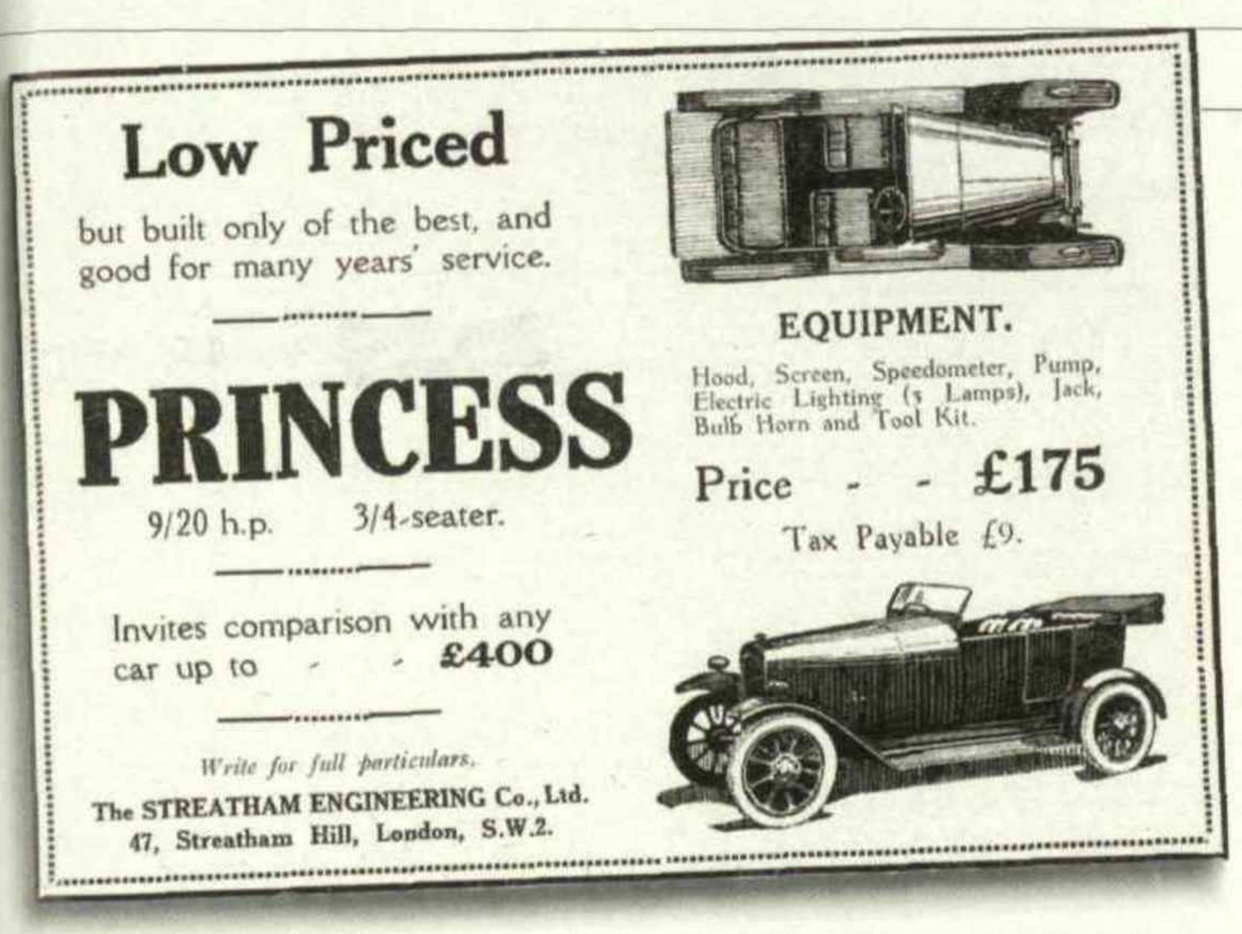
Ralph Stokes

Ralph Stokes, the enthusiastic Monte Carlo competitor, has died at the age of 90. His competition career began on motorcycles in the 1920s, notably with a Brough Superior SS100 which he rode at Shelsley Walsh and elsewhere, to an HRD Black Shadow in 1948. Introduced to the Monte Carlo Rally by John Whalley, he drove in 15 of them, often in quite modest cars, like the Ford Ten tourer on his first attempt in 1936.

He was a keen member of the British Monte Carlo Rally Competitors Club, and it was said that the annual clips on his Rally badges became so long that he had to tuck them into his trousers. A private individual, Stokes was a property developer and an expert bridge player, who set astonishing fuel consumption figures, especially with Peugeot cars, once achieving the run from Malvern, where he lived, to Wick in a Lotus Elite on a tankful of fuel.



Educated at Bromsgrove School, Ralph married Nancy Burroughs and leaves two daughters and seven grandchildren. He was the typical amateur competitor, in MCC trials etc, and Ken Wharton tuned his engines.



Confident advertisements promised potential buyers a great bargain but...

The long-forgotten Princess

THE OTHER DAY I CAME UPON AN advertisement for a car of which I had never previously heard or, if I had, I had forgotten it. It was the Princess, which was on sale in 1923. (Now, there would have been every reason to name a car 'Princess', especially if it had been in 1997.) So what was it?

Reference to Georgano/Baldwin provides only the barest of outlines. The advertisement tells us nothing very substantial, but assured prospective customers that this new light car "was British-built throughout and quite the most remarkable car on the market." To endorse this extravagant claim the copy-writer referred to the Princess as being roomy, comfortable and very strongly built, with a four-seater body and springing which "gave a sense of floating usually found only in the most expensive cars", and that it had "an engine of remarkable quietness, power and acceleration". Also that the little car was "a wonderful hill-climber, built to give many years of good service."

Yet the only technical information divulged which might attract buyers in that summer of 1923 was that your Princess would have a differential and come to you with a spare wheel, five tyres, electric lighting, hood, side-curtains, and speedometer. That is, if you were prepared to lay out £175 to The Streatham Engineering Co Ltd. At the time there were other cars costing less than £200, but few with four seats. The two-stroke Trojan was a direct competitor at exactly the same price; the Durant Light-4 and the Model-T Ford cost less to buy but more to tax, and the Austin 7 was emerging as a good but minute proposition at £165.

Delving about, I discovered more about the Princess. It had quarter-elliptic springs, which were surely less conducive to 'floating' than the Trojan's full cantilevers, nor would I have thought that an air-cooled vee-twin engine would be "remarkably quiet". It was concealed beneath a bonnet which could fool you into expecting four cylinders beneath it, as no cooling scoops protruded from it, and the dummy radiator had the look of a real cooler, even down to the dummy filler cap. The engine of the Princess was called a 9/20; I suspect that it was actually a 1100cc proprietary Blackburne unit. It drove by multi-plate clutch and shaft to a worm back axle, via a three-speed gearbox, and the skinniest tyres (650x65) were used. Ignition was by coil, which was less costly than a magneto, the body made do with a single door on the near side, and the electric lighting comprised a three-lamp set with tiny headlamps on the front mudguards.

The company selling this Princess seemingly had the facilities to make such a simple car, as it was also offering aero-engined specials; but were any of these sold, or even made?

The premises where this luckless heir to the English light-car throne was to be made were at No 47 Streatham Hill. I used to know the area fairly well but cannot recall a garage there. In spite of a challenge to compare the car with any other costing up to £400 and a quick price reduction of £50 from the originally quoted £225, it was all over in a year.

miscellany

AT ONE OF THE GREATEST WEDDING ceremonies of the year, Ben Collings was married to Lady Louisa Gordon Lennox on November 1 at Boxwood Priory, followed by a reception for the 360 guests at Goodwood House, home of the March family for 300 years. The magnificent village church was lit by hundreds of candles, to which the Duke and his daughter were driven by Sally Collings in the 1913 Zust, used after the marriage service to drive the bride and bridegroom back to the evening reception. The happy couple departed for their honeymoon in the family 8-litre Bentley. VSCC members lapped the circular Goodwood drive in 'proper' cars as the Bentley carrying the bridal couple thundered into the night, flares lighting the route out into the Goodwood Estate.

* * * *

THE WONDERFUL SHOWING OF THE Roesch Talbots at Coys Silverstone races was a reminder of that day in 1968 when the late Anthony Blight took his team of these Talbot 105s, GO 52, GO 53, GO 54 and the great BGH 23, to Thruxton, where they won the Team Prize in the main race, drivers Stephen Curtis, Martin Morris and Anthony Blight, and two other races, Mrs Blight the Team Manager, all the cars having been driven from Devon and back again.

* * * *

ARISING FROM THE RECENT auction of the ex-Ford 1100cc Alta which was raced in the TT and at Le Mans in 1930, Mr Desmond Statham wonders whether this is the Alta that he purchased in 1937, although as he thinks this was car No5 and the auctioned car is apparently No.14 (KJ 8421), perhaps not. But it is interesting that another of these rare Altas, with the skew-gear overhead camshaft drive, is remembered. Mr Statham had to replace these very worn gears and his engine, with 200 lb/sq in oil pressure, slung its lubricant everywhere. He kept his car with him when he was in the Army in 1941, until one hilarious night in Cambridge he exchanged it for James Justy's A7 Special (Justy ran the Alta in a speed-trial after the war) but weeks after found a genuine Ulster A7, which a farmer sold to him for £2 10/-(250p).

* * * *

A TALBOT BELIEVED TO HAVE BEEN imported for Lord Delamere in 1913 still exists in Nairobi and may be restored.

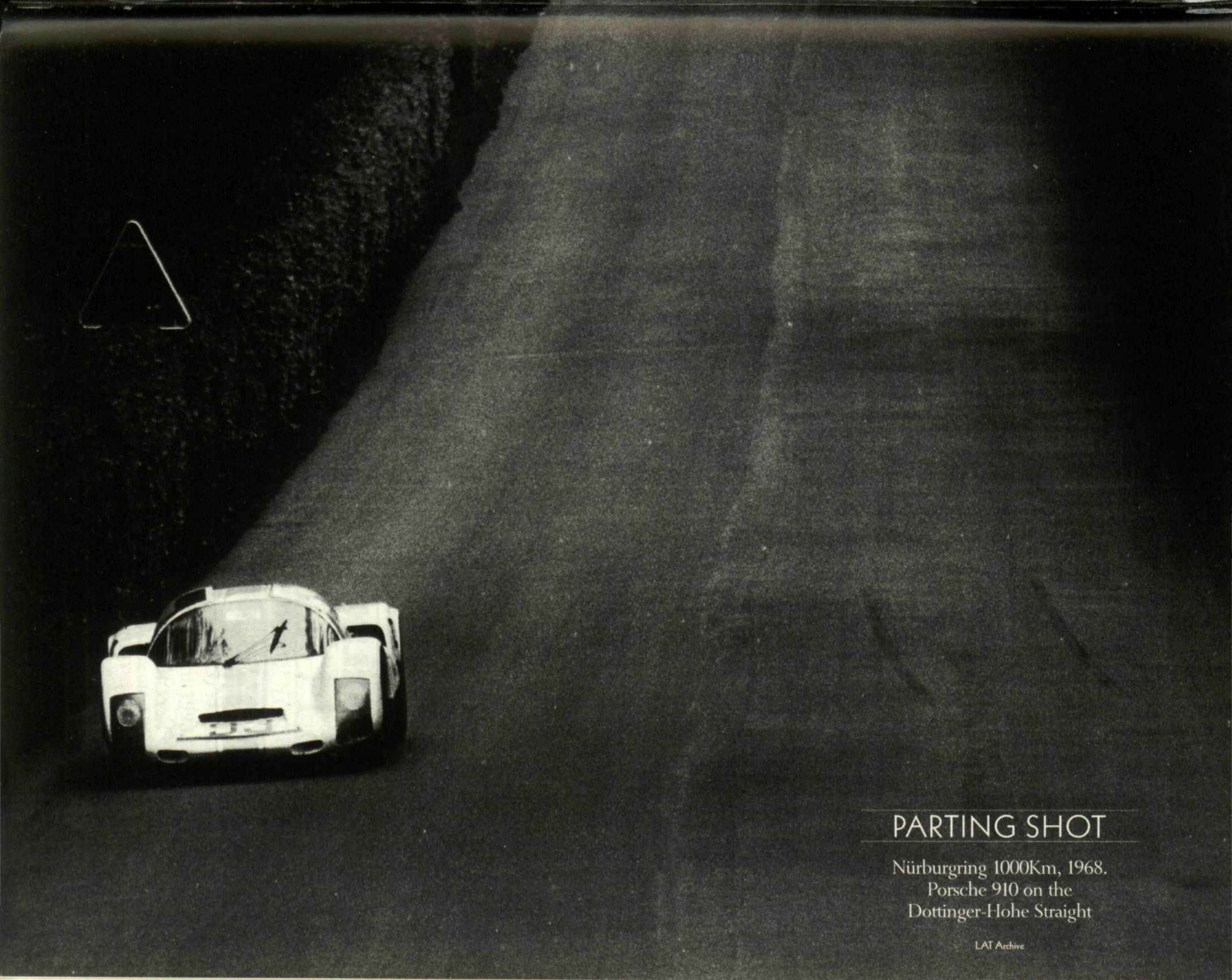
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THE STD REGISTER REPORTS THAT Torrington's are making precision products in the old Sunbeam factory in Wolverhampton, in tool-rooms almost unchanged since cars were made there, and that the former board room is to be named the 'Sunbeam Room'. Louis Coatalen's office, the drawing office and the accounts office have also survived.

* * * *

IT SEEMS LIKELY THAT ONE OF A brace of Lancia Aprilias which was owned by the great Bentley exponent Forrest Lycett may be the car now owned by Graham Aylett. The car, EYP 465, seems to have been bought new by Mr Lycett in 1938; in *The Memoirs of Forrest Lycett* which MOTOR SPORT published in April 1941, he is not altogether complimentary to the Aprilia, but recognised the worth of 30mpg with war restrictions pending. Mr Aylett's car was silver with a blue side-flash and had second-series wheels with blue crescents on them. The fascia carries a Metron tachometer in place of the clock, now in the glove-locker lid, and the steering has dual track-rods, apparently factory arrangements. The Aprilia was bought in 1960 from John Fenn of Taplow. Can anyone add any more?



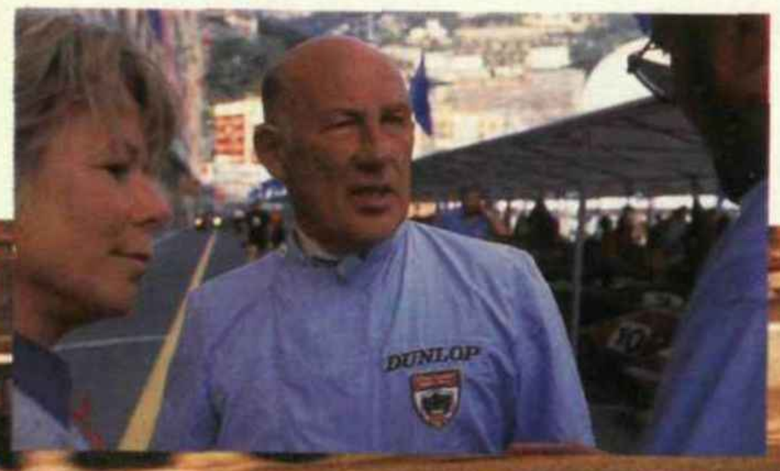


PARTING SHOT

Nürburgring 1000Km, 1968.
Porsche 910 on the
Dottinger-Hohe Straight

LAT Archive

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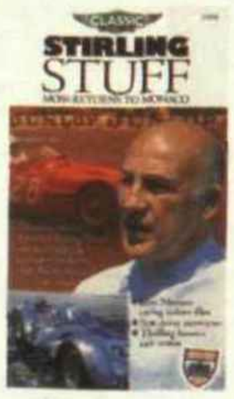
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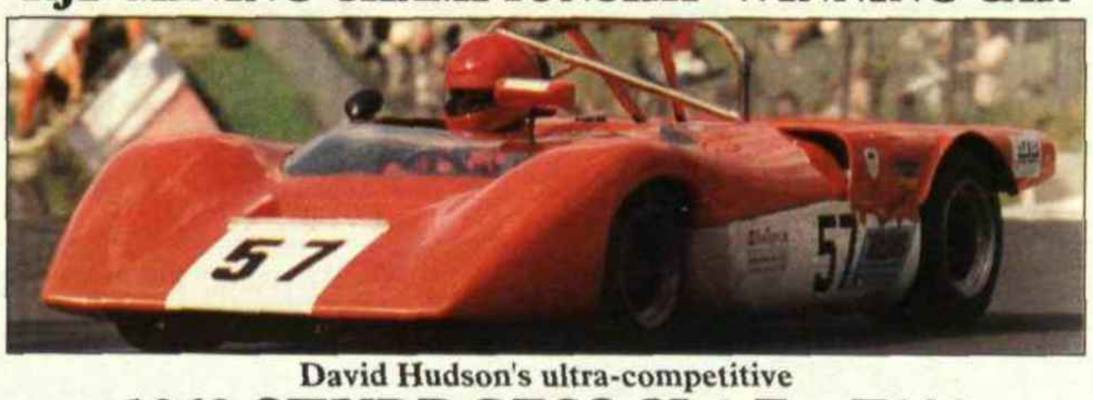
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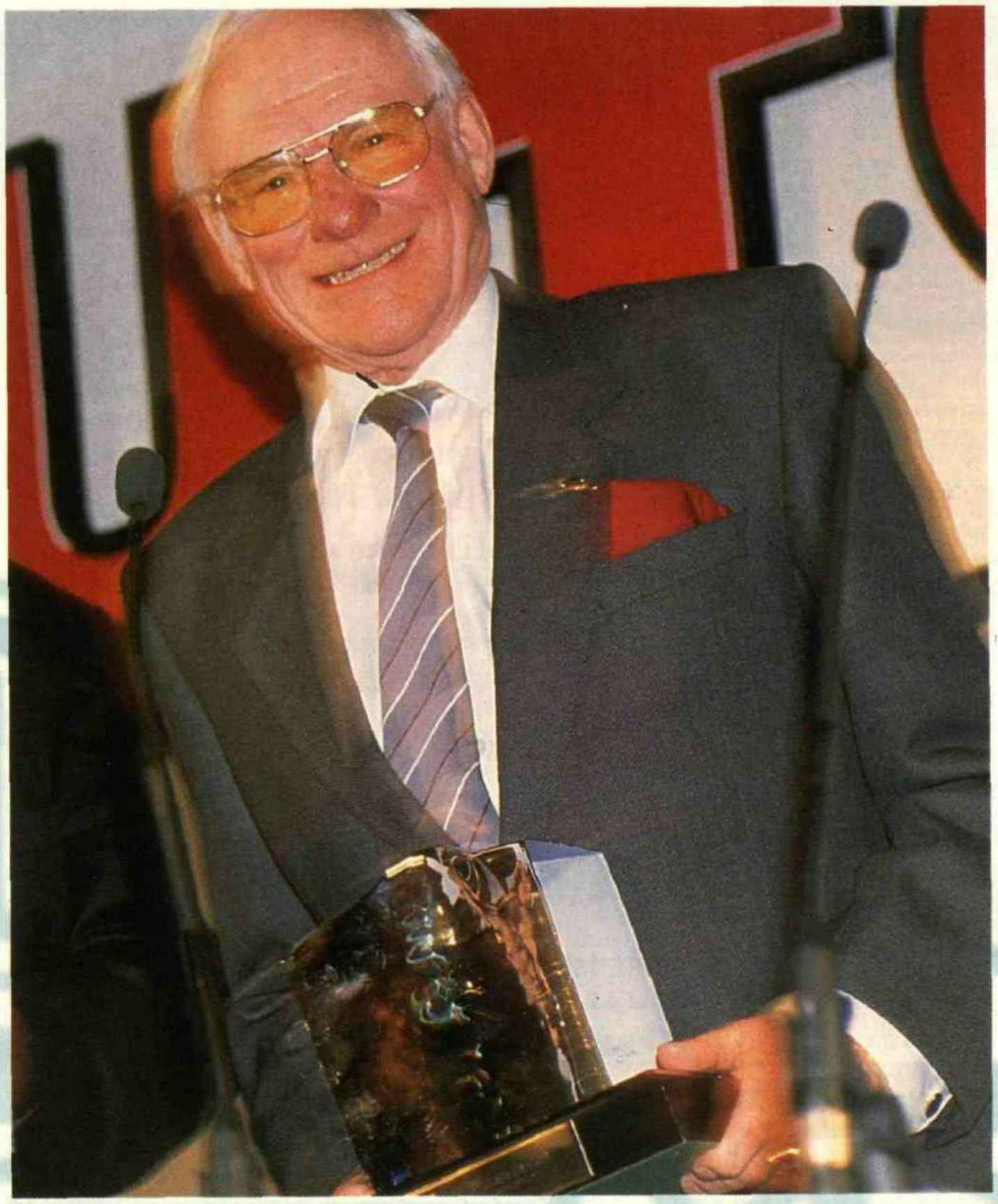
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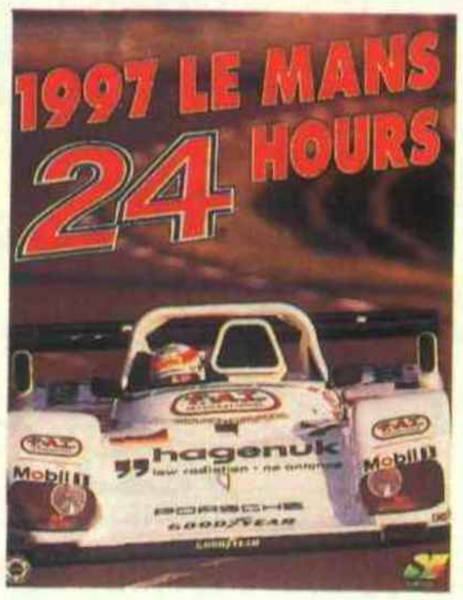
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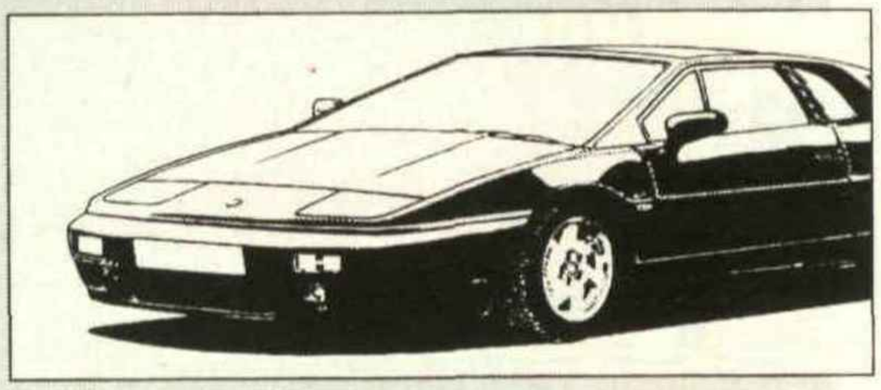
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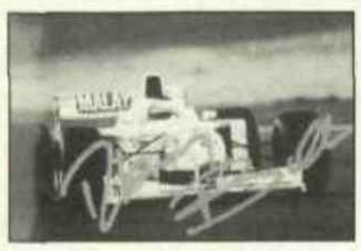
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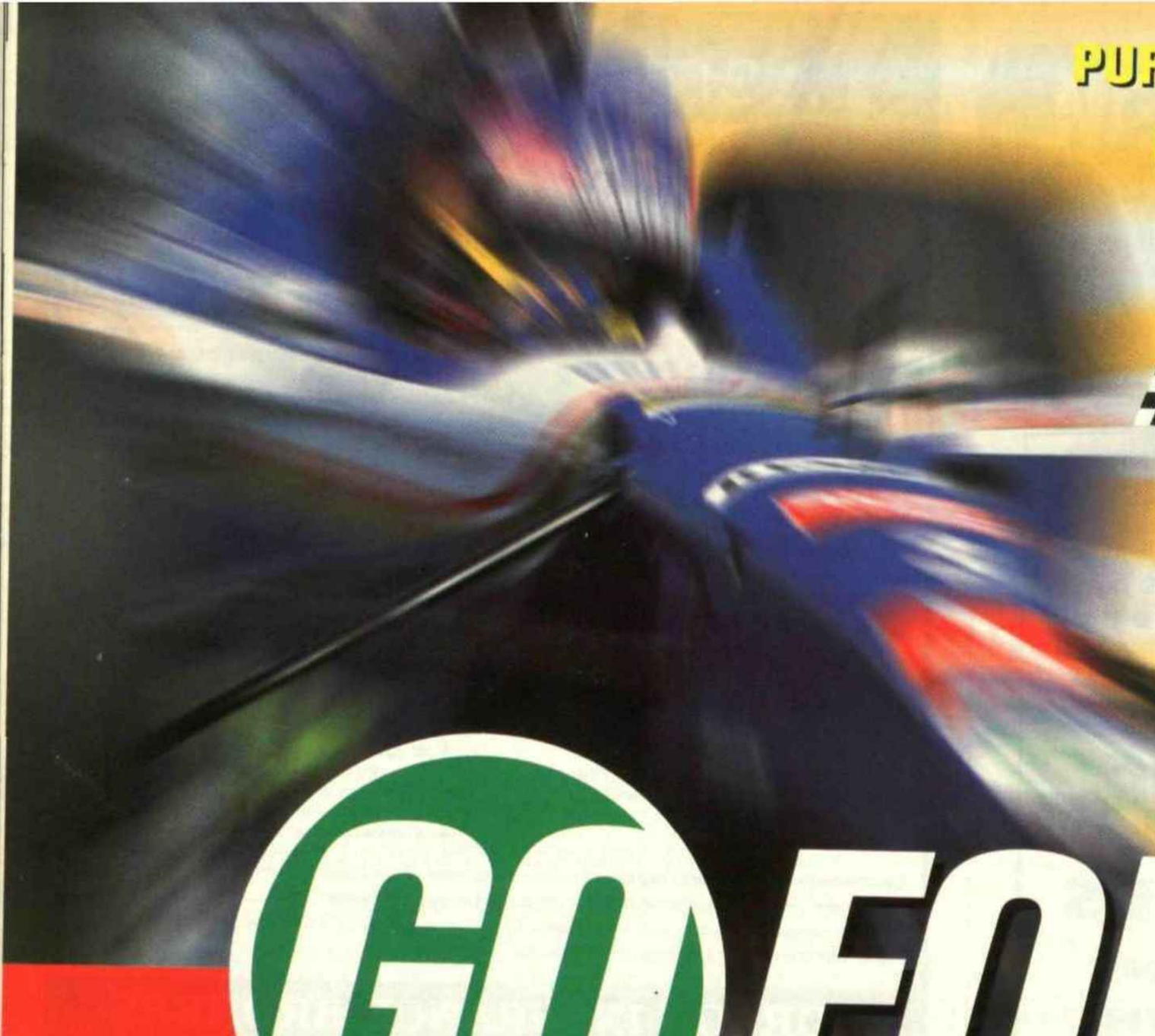
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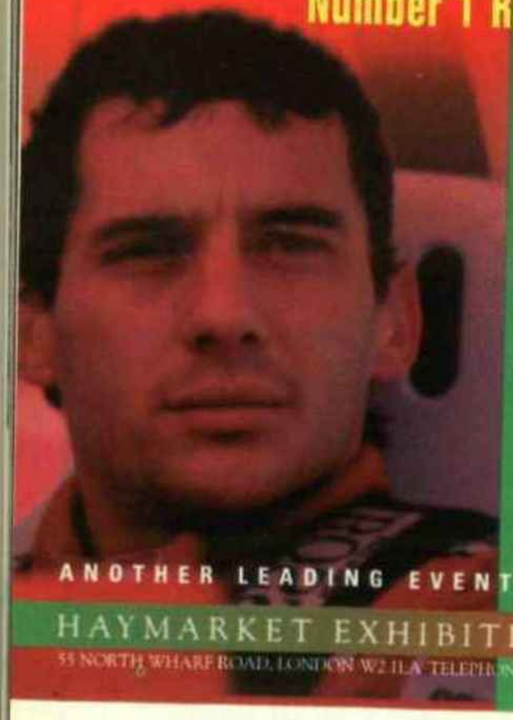
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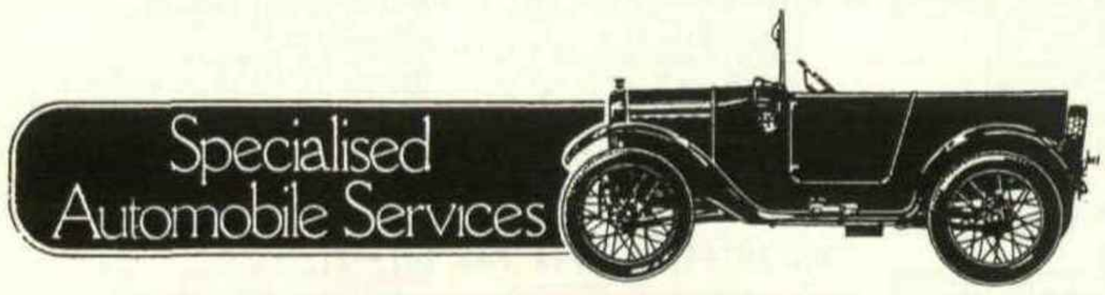
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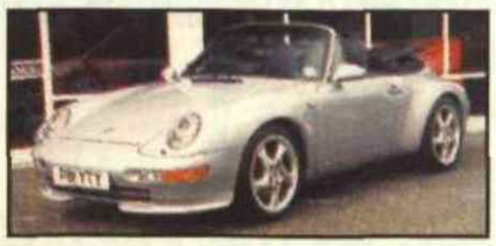
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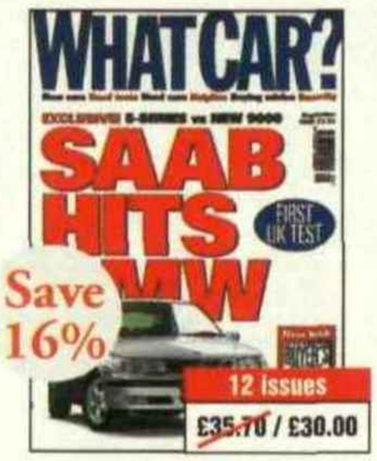
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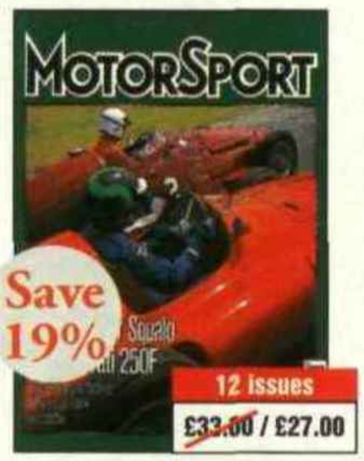
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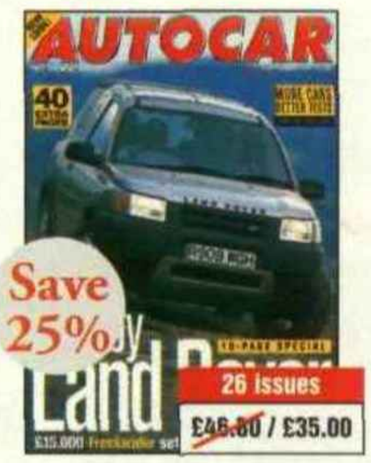
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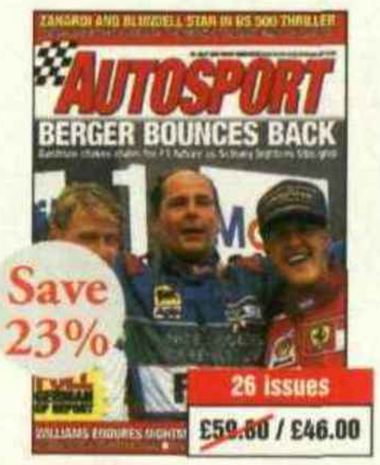




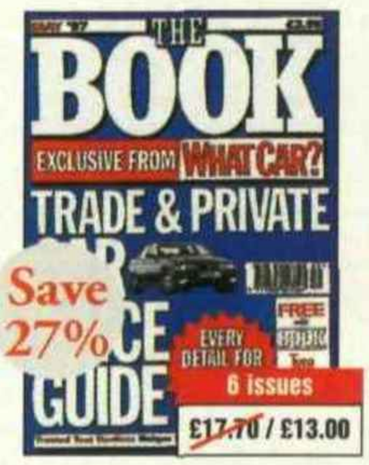












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B8 MLA B1 MLB B7 MLB B12 MLC MLE 1V B10 MLS MLT 788 B1 MMB B5 MMC B2 MMG B1 MML 477 MMM B16 MMM B10 MMS B1 MMW B12 MMW MNA 1W 1 MNE M70 MOG B5 MOL B12 MON B15 MON B1 MOS B10 MOT B11 MPB B1 MPC B12 MPC B9 MPG B1 MPH B12 MPH 304 MPK B9 MPL B17 MPS 1 MRB B17 MRB M15 MRC MRD 217 B12 MRG M14 MRH B1 MRJ B20 MRK B11 MRM B20 MRM B10 MRP B1 MRR B1 MRT B5 MSA B1 MSA R1 MSB B1 MSM B6 MSP B1 MSP B1 MSR B12 MSS B1 MST MSV 410 1 MSY B1 MTC 904 MTC 8205 MU MU 95 MUJ 444 B16 MUM M16 MUM M11 RCH 7954 MW H8 MWA B1 MWC B10 MWM 900 MWP B6 MWR 3211 MX B1 MYK 9365 N NAA 1T B7 NAB B9 NAC B10 NAD B14 NAG B7 NAN NAS 111 M12 NAS M16 NAT A1 NBB NBE 945 NBS 111 10 NCA A8 NCB P7 NCE NCN 3 NCY 348 NEG 764 B19 NET B20 NET NEV 11L M12 NEV 9528 NF NFP 1 NG 6384 5088 NG N4 NGP B8 NGP N16 ELA NHF 846 B1 NJB NJE 956 NJE 900 B1 NJG B1 NKD A1 NKE A1 NKF B1 PLS 700 NKL 271 NKO NME 8 6 NMG NMT 242 NN 8115 937 NOB 11 NOD 426 NOD 1 NP 607 NPA M16 NES NSA 228 NSB 328 L1 NSC NSK 362 A1 NTC 9 NTH 326 NTM 7 NTT 1 NUN 1 NV NVE 475 K7 NWF 695 NYC A1 NYS 111 OAK 1 OG OIL 3448 1 OL J9 OLF OLR 1W OMO 9 B18 ONE L3 ONG OO 32 CRG 1E OS 4165 OSU 930 N4 OVB B17 OWL B10 OWN A1 OXY 1 OY P9 BLO M22 PAB M14 PAC

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B2 LBS LCG 7Y LCM 592 A1 LCN B1 LDB 363 LDE H1 LDK H1 LDL LDL 963 B1 LDP B10 LDS 1 LE R1 LEA LEB 147 LEE 25 H1 LEF B1 LEG LEK 316 M6 RCS M6 RRY M12 MER MER 172 LEN 57P B6 MES M11 LEO H1 LEP B14 LET B14 LEW B19 LEX M7 LEY LFE 766 B19 MGB B14 MGC B2 MGK 1 MGN B10 MGS 4812 MH B6 MHB MHC 410 B8 MHS B8 MHS M18 1997 LHD 26 B1 LHD B8 LJH B12 LJM A2 LJO B9 LJR B12 LJS 111 LK B8 LJT B1 LJE B1 MJE M11 MJF M77 MJG R1 MJH M70 MJH RFK 1 987 RFK B14 RST B10 RBY R10 ROB B1 SCR B10 SRS 1 SRP 140 TOD N30 TOM M222 TOM M7 TON M7 TOP M222 TOW M222 TOW TOX 699 M7 TOY 90 TPD J1 TPJ R80 SUE B30 SUE A6 THF M12 SMS B15 TJB B1 TJB B1 TJB B1 TJC B1 TJE TJN 228 TWK 791 TWN 504 L1 TWW 96 TYB 1 TYH 1 UBB B16 UCE A1 UDE 1 UJ 1 TLE 1 TBM ULE 1X UMA 584 M1 TMD 69 TMK H1 TMK B89 TOD B1 TOC B1 TRB B2 TRS TRT 1X M12 SUN M12 SYD M1 TJT H1 TJU M1 TJT M14 TJW

B2 LBS LCG 7Y LCM 592 A1 LCN B1 LDB 363 LDE H1 LDK H1 LDL LDL 963 B1 LDP B10 LDS 1 LE R1 LEA LEB 147 LEE 25 H1 LEF B1 LEG LEK 316 M6 RCS M6 RRY M12 MER MER 172 LEN 57P B6 MES M11 LEO H1 LEP B14 LET B14 LEW B19 LEX M7 LEY LFE 766 B19 MGB B14 MGC B2 MGK 1 MGN B10 MGS 4812 MH B6 MHB MHC 410 B8 MHS B8 MHS M18 1997 LHD 26 B1 LHD B8 LJH B12 LJM A2 LJO B9 LJR B12 LJS 111 LK B8 LJT B1 LJE B1 MJE M11 MJF M77 MJG R1 MJH M70 MJH RFK 1 987 RFK B14 RST B10 RBY R10 ROB B1 SCR B10 SRS 1 SRP 140 TOD N30 TOM M222 TOM M7 TON M7 TOP M222 TOW M222 TOW TOX 699 M7 TOY 90 TPD J1 TPJ R80 SUE B30 SUE A6 THF M12 SMS B15 TJB B1 TJB B1 TJB B1 TJC B1 TJE TJN 228 TWK 791 TWN 504 L1 TWW 96 TYB 1 TYH 1 UBB B16 UCE A1 UDE 1 UJ 1 TLE 1 TBM ULE 1X UMA 584 M1 TMD 69 TMK H1 TMK B89 TOD B1 TOC B1 TRB B2 TRS TRT 1X M12 SUN M12 SYD M1 TJT H1 TJU M1 TJT M14 TJW

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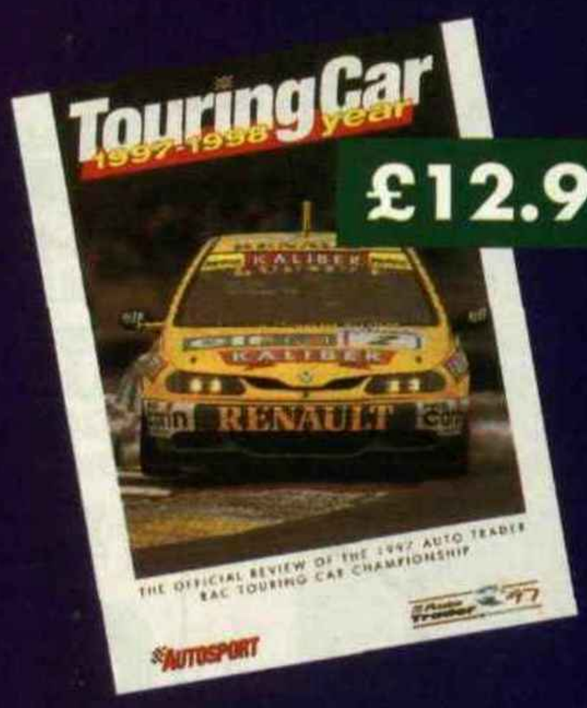
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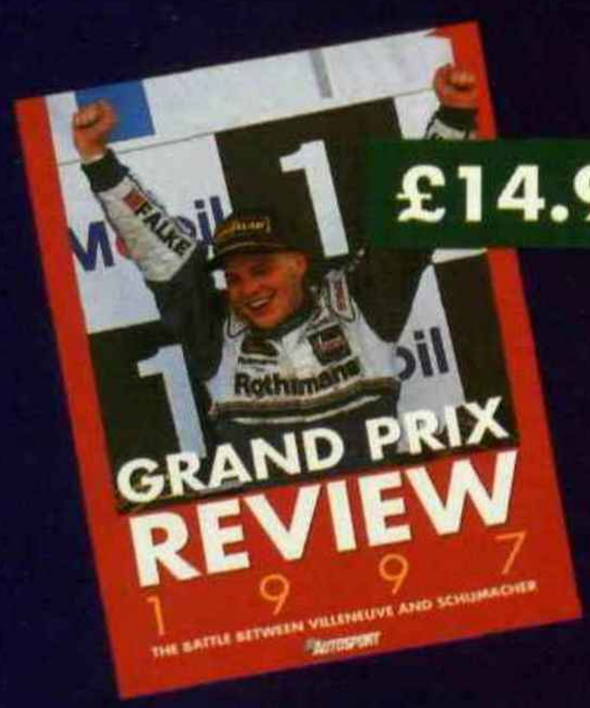
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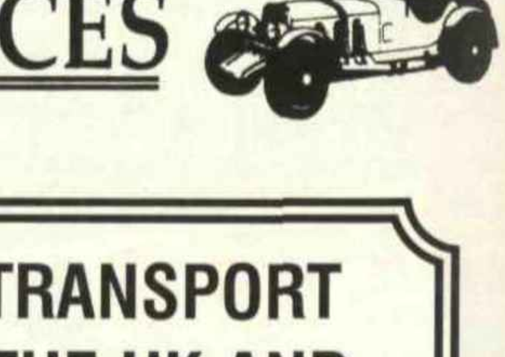
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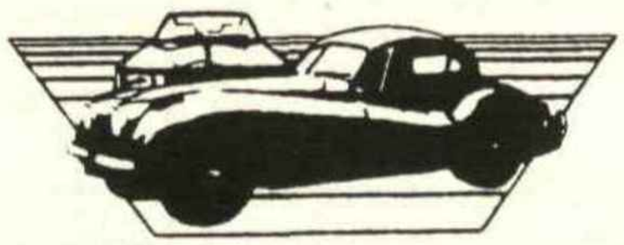
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JAGUAR XK140 DROPHEAD COUPE, 1955, red, biscuit hide, RHD, o/d, cww, 156 miles since restoration to concours standard 1996, £47,500. Tel: 0114 2640116.

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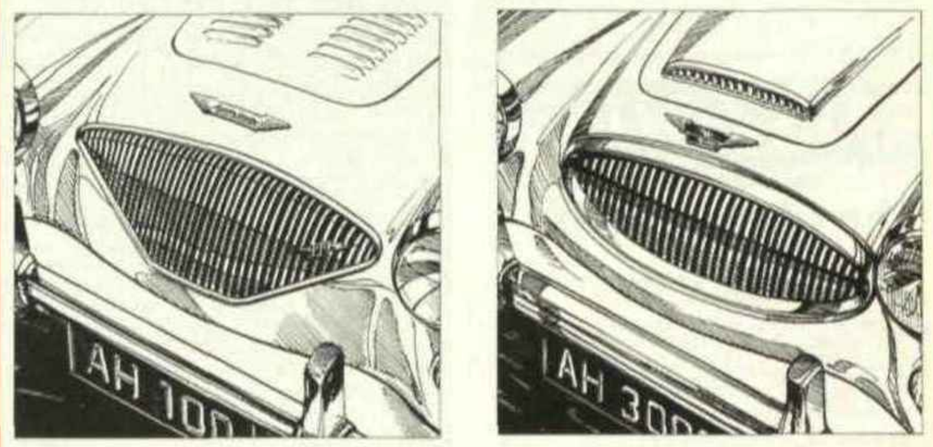
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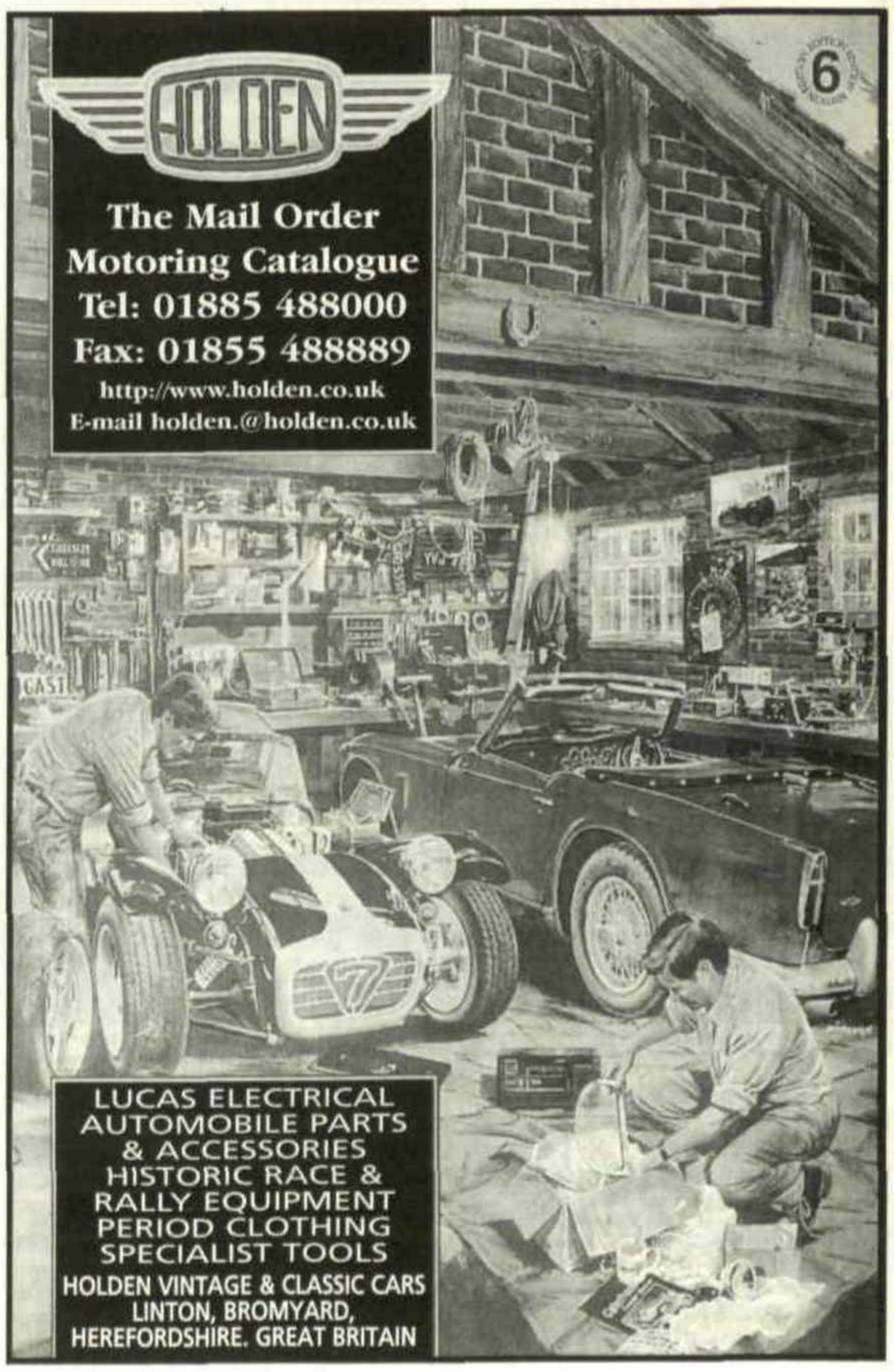
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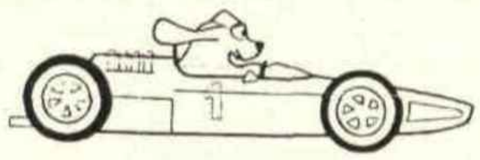
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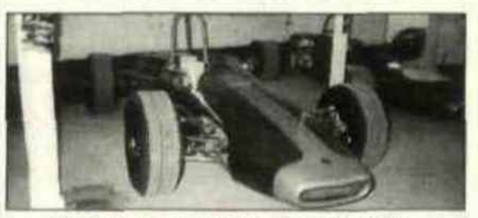

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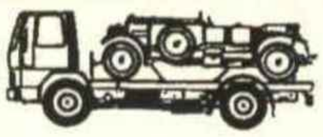
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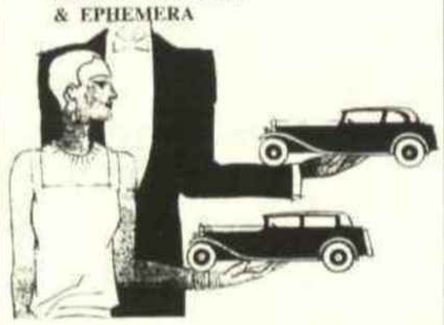
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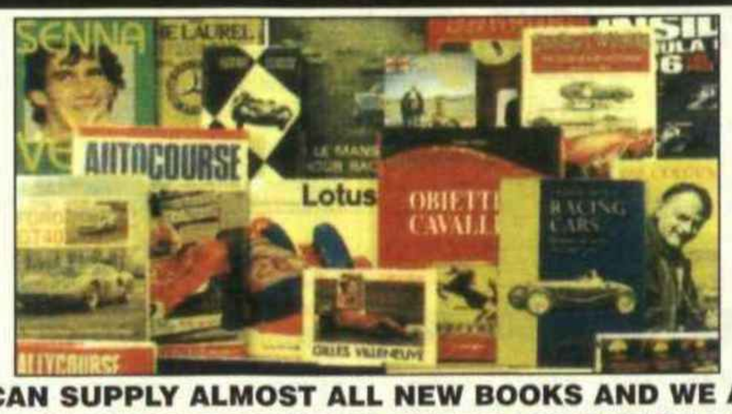


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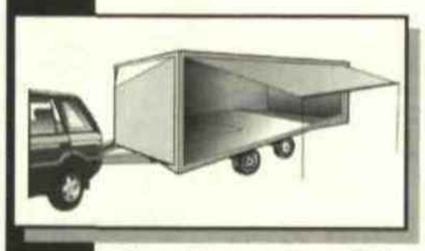
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The Executive Officer will report to the Club's Committee and will be responsible for promoting the interests of the Club's members and take an active role in the organisation of the Club's events. He/She will be responsible for the promotion of the Club itself and will need to be able to liaise with the press and other media to maintain the Club's public profile.

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Applicants should address themselves in confidence in the first instance to The Chairman, Bentley Drivers Club Limited, W.O. Bentley Memorial Building, 16 Chearsley Road, Long Crendon, Aylesbury, Buckinghamshire, HP18 9AW and include a full CV. Closing date for applications will be 15th December, 1997.

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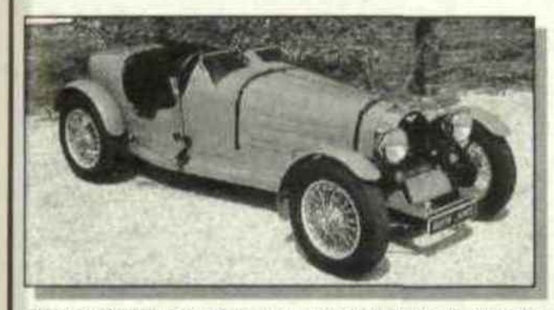
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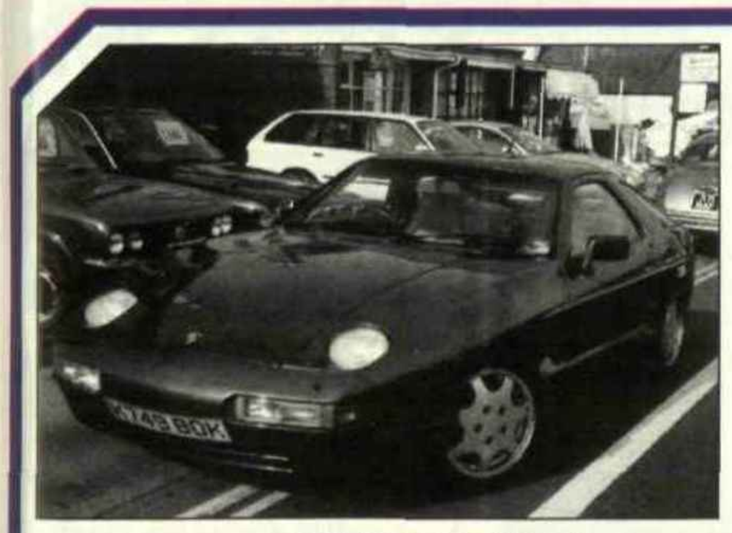


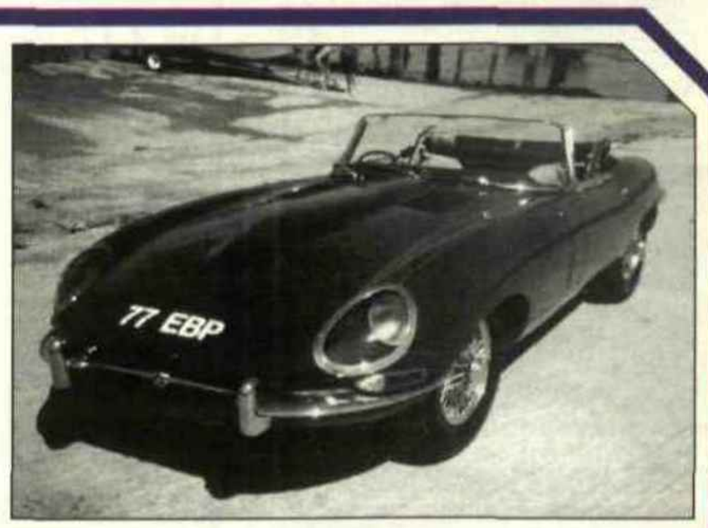
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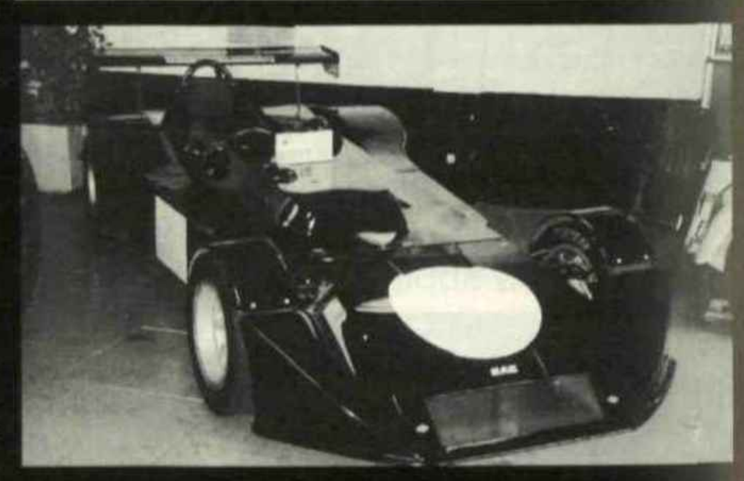
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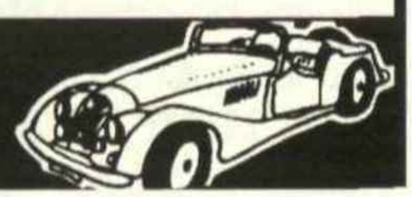
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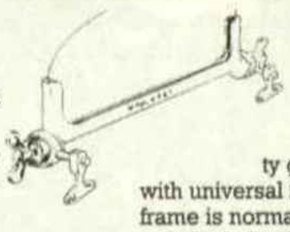
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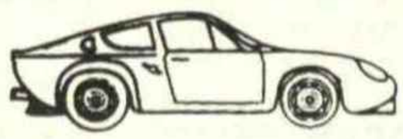
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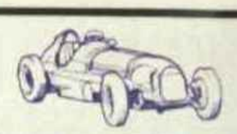
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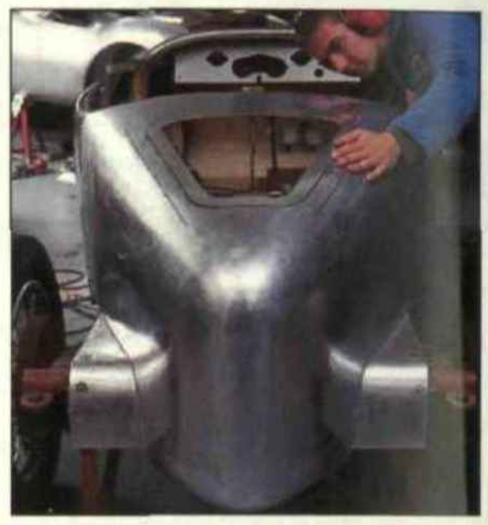
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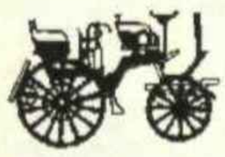
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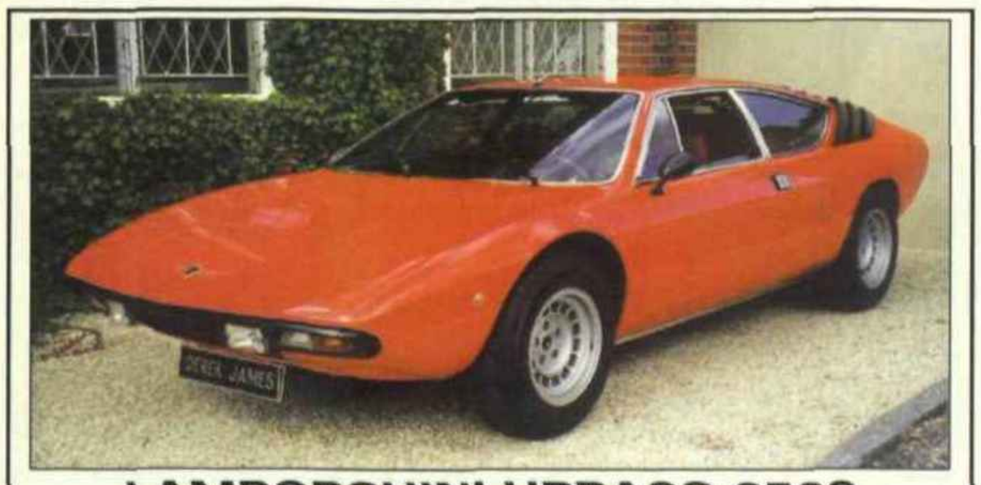
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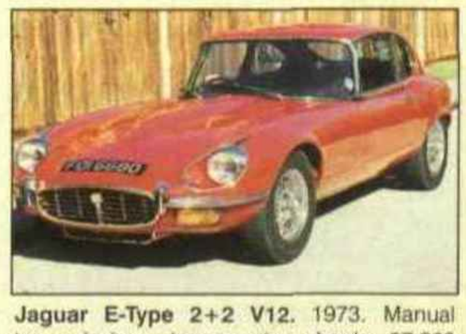
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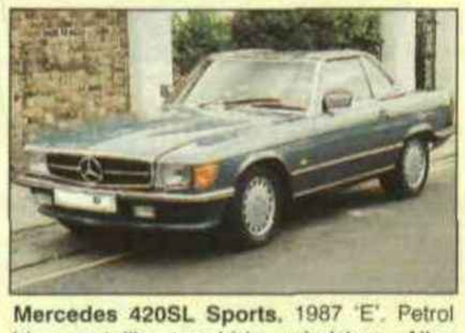
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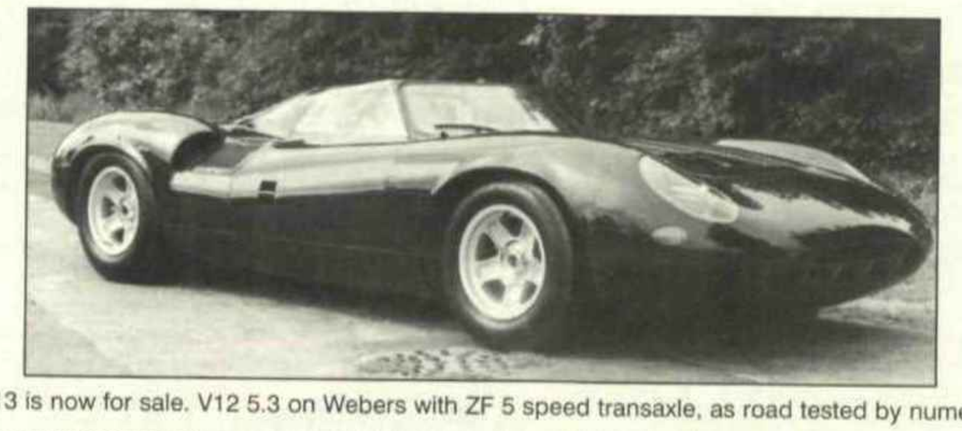


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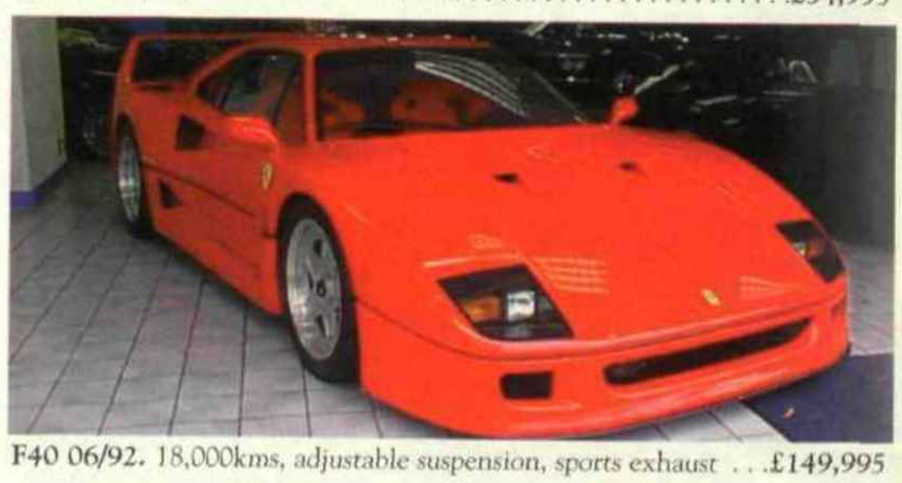
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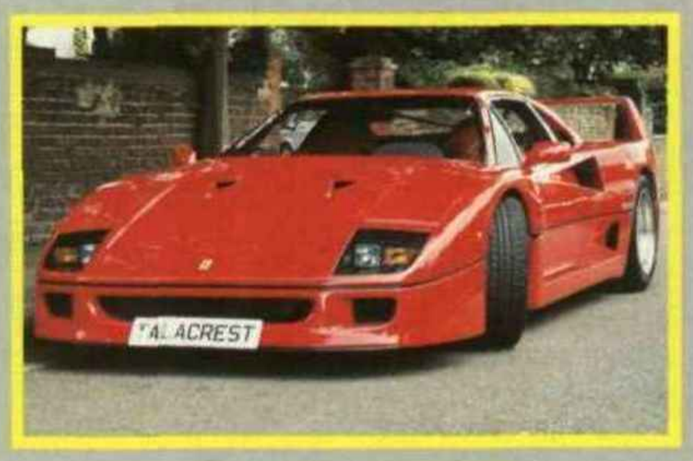
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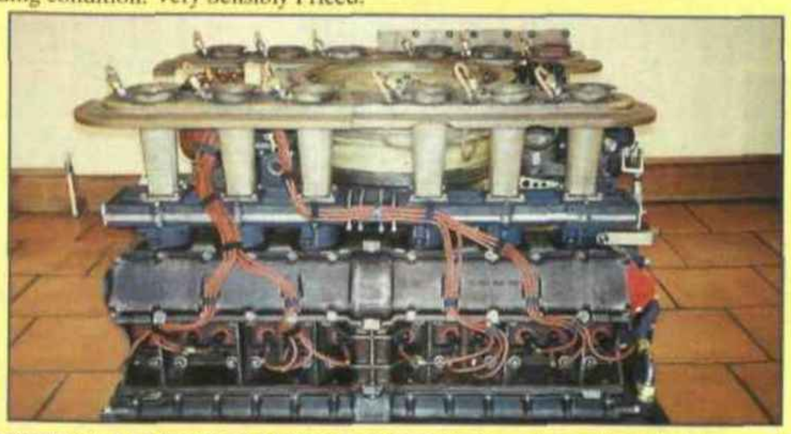
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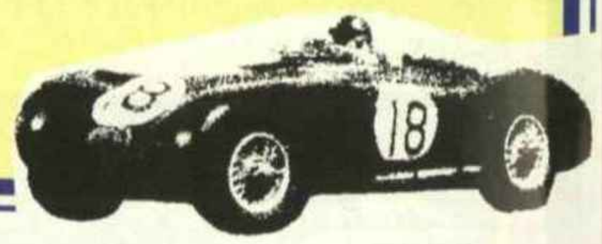
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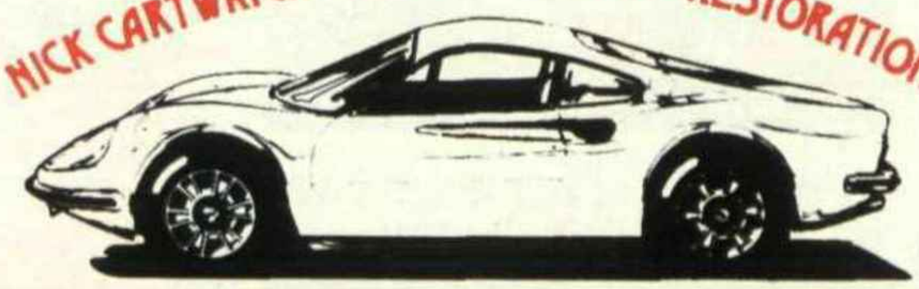
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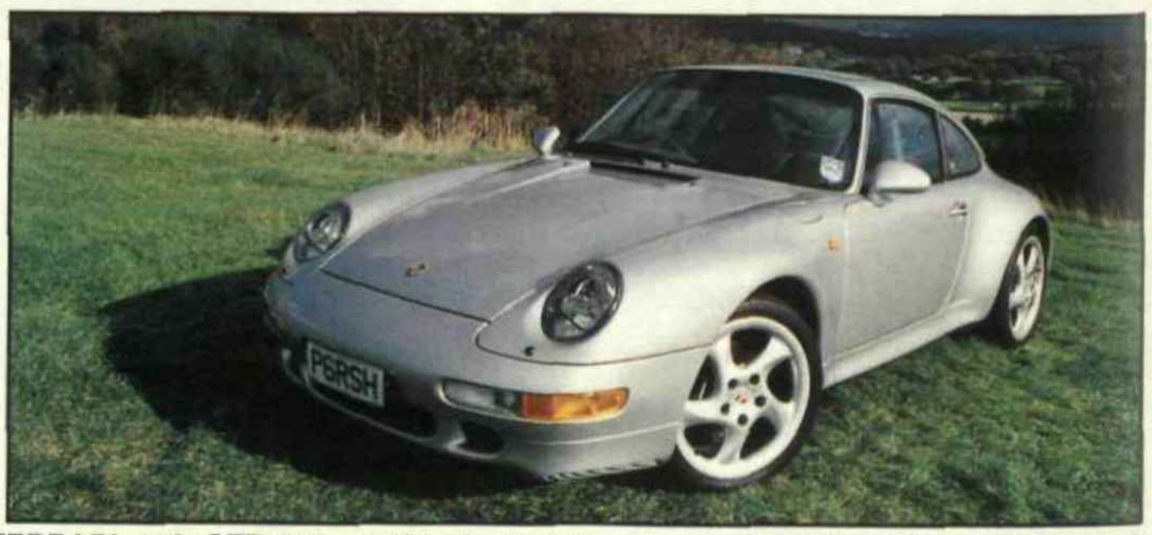


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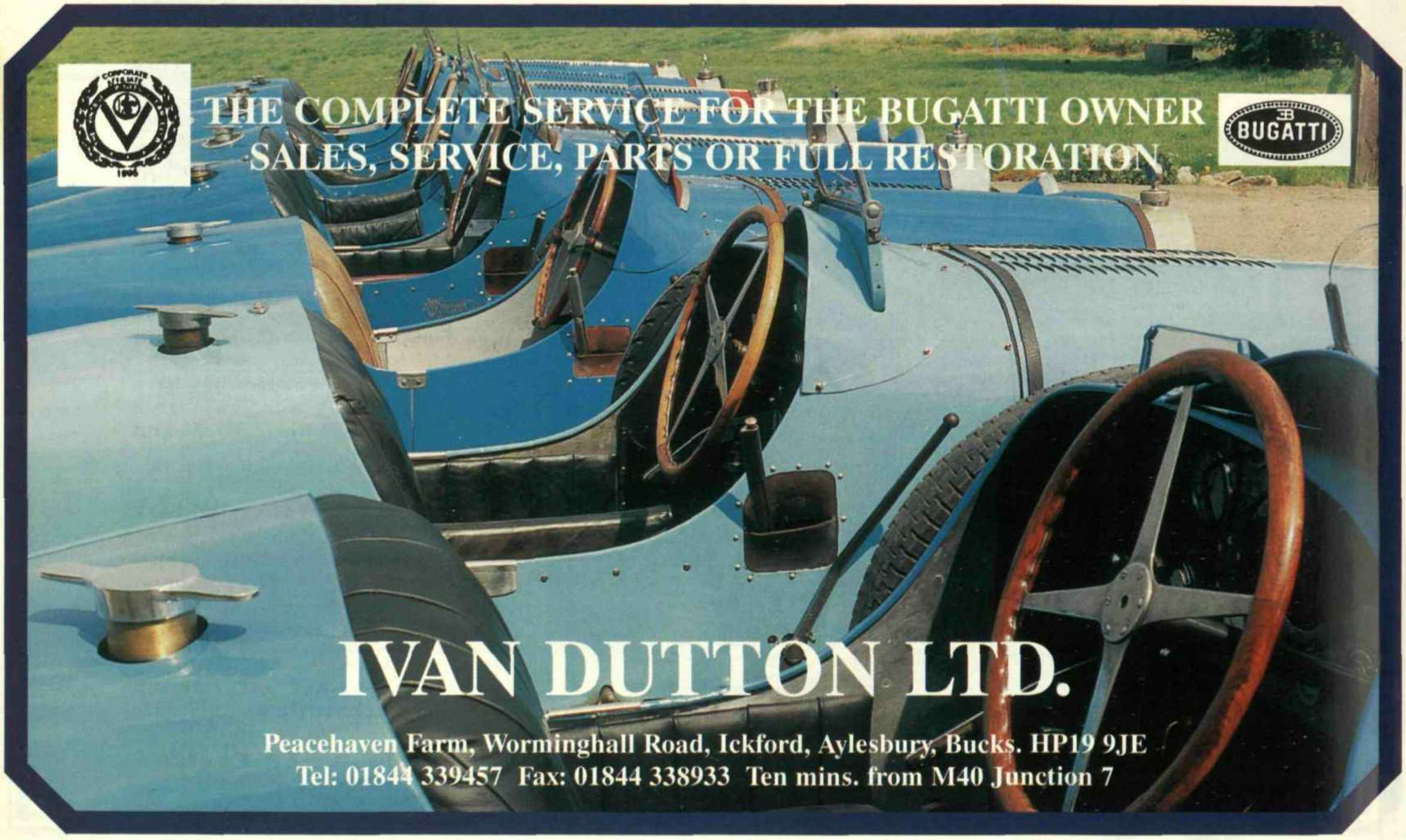
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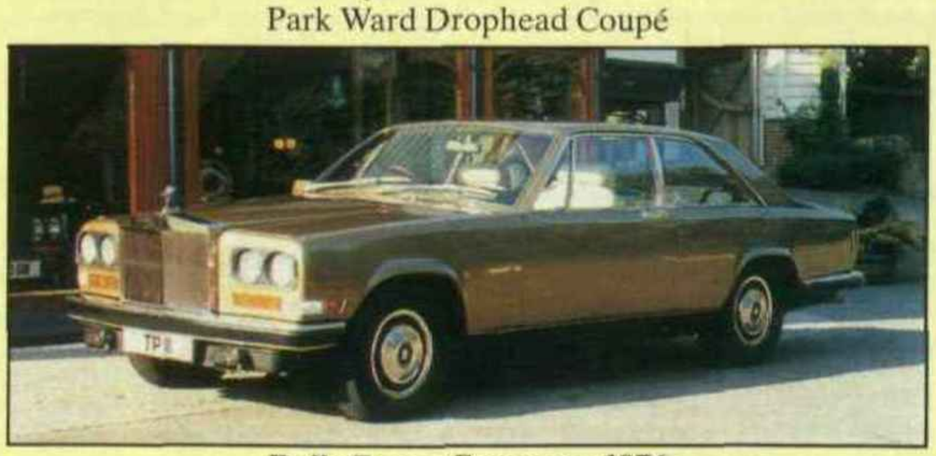
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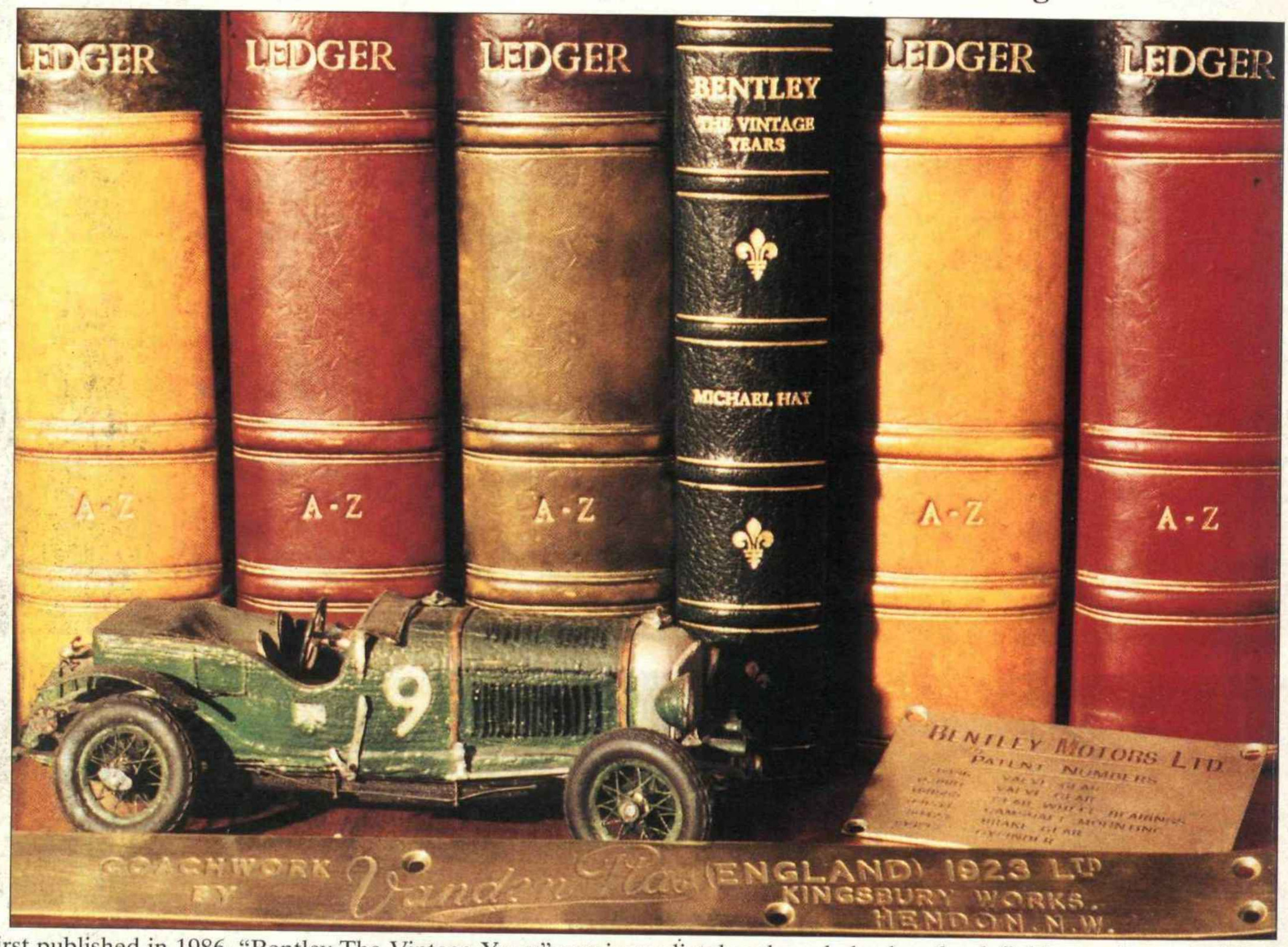
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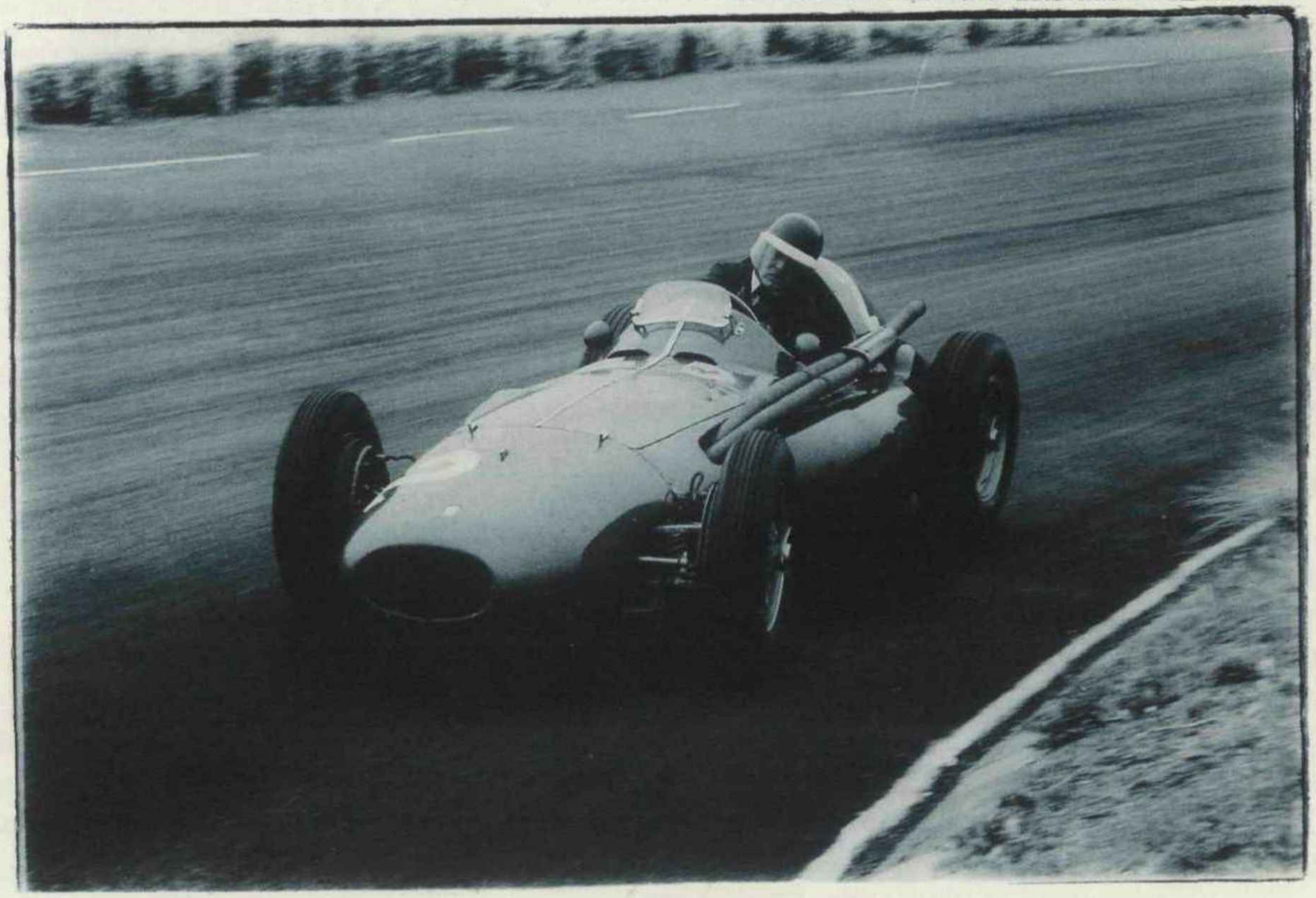
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Compiled by Anne Elkins