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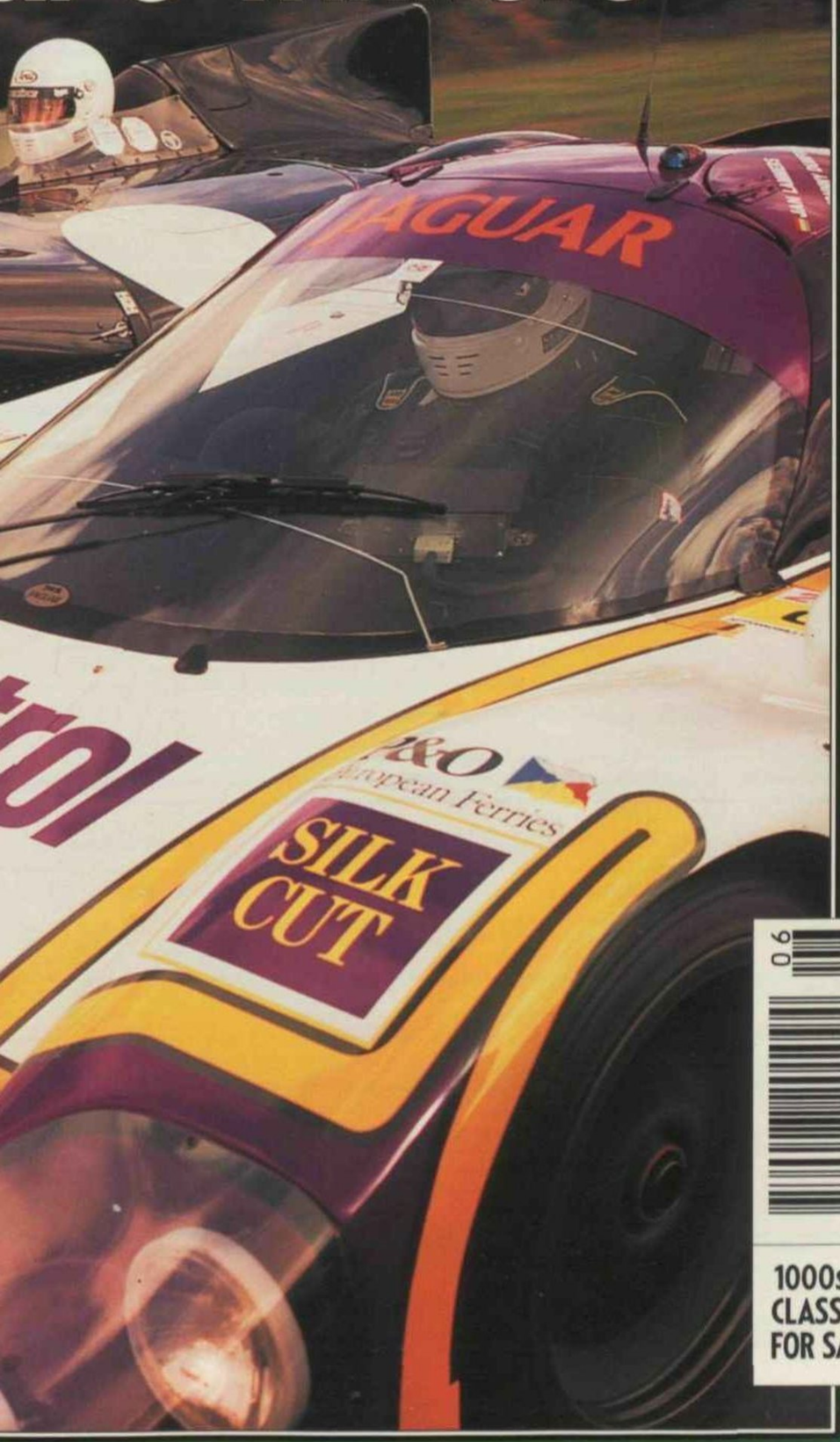
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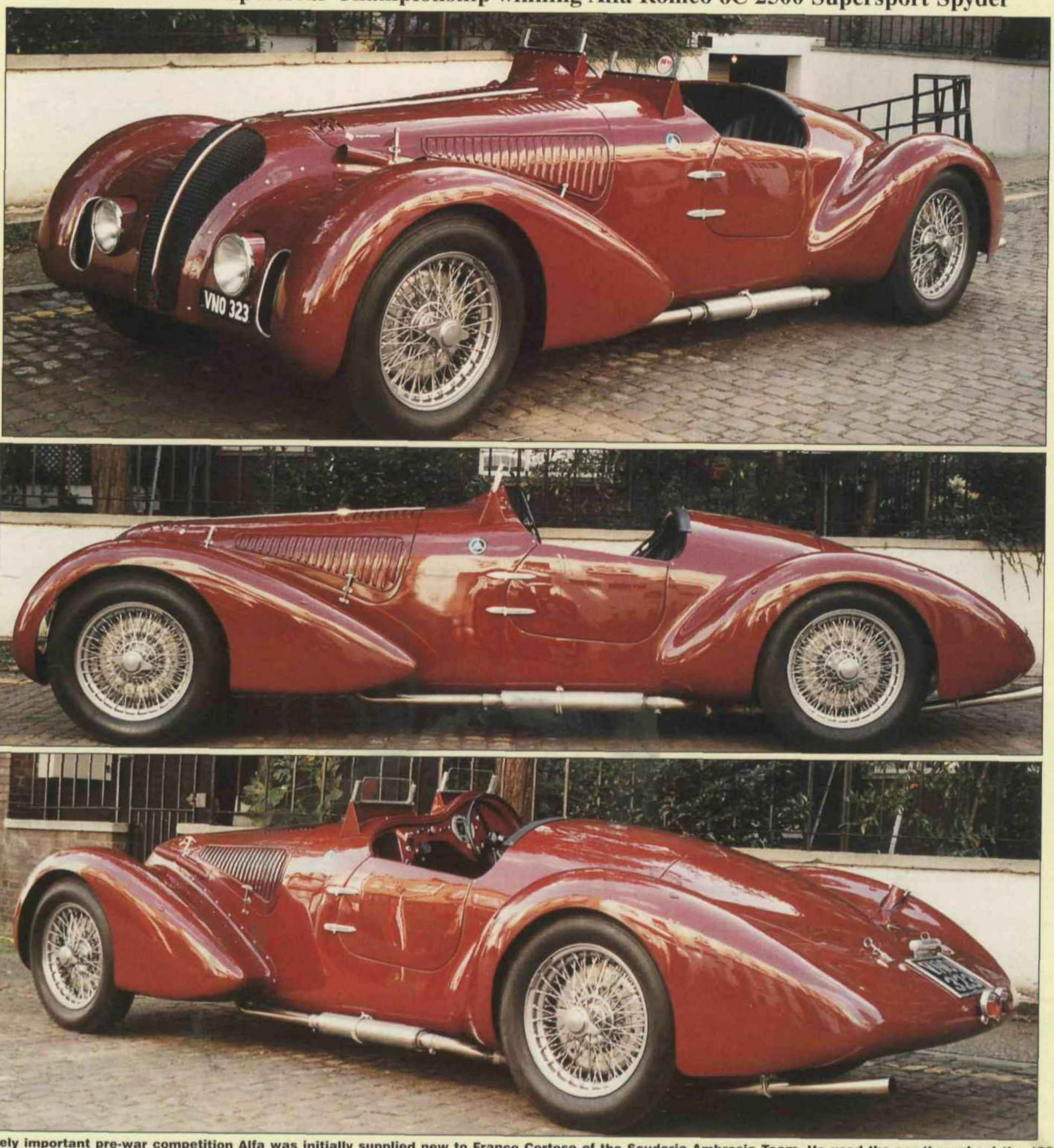
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This extremely important pre-war competition Alfa was initially supplied new to Franco Cortese of the Scuderia Ambrosia Team. He used the car throughout the 1938 season, winning his class in the Mille Miglia on his way to winning that years Italian Sportscar championship driving this machine. The following year the pair contested the arduous and infamous Tobruk to Tripoli race. The car's contemporary career and subsequent illustrious history has been well documented, having been featured in amongst other publications, Orsini's definitive tome on the Mille Miglia. Now completely restored to its 1938/9 competition specification this unique and historic car is once again fit to contest the equivalent events to those in which it was so successful during the late 1930s.

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editorial



Andrew Frankel
EDITOR

MANY OF YOU WILL NOT NEED TO look at the letters page to know of the outrage perpetrated by me on the magazine last month. Many of you lost not a second before raining complaints down upon my head. Some accused me of a crime against all they held dear, others suggested I should spend more time with the family. I remain unrepentant and say to you now what I said to them then: the reason Hector Rebaque was in the Brabham on the cover last month was not (a) because I think he was the greatest man ever to drive for the team, (b) because we mistook him for Piquet or (c) because I am his love-child. What happened was we found the shot of a Brabham we wanted to use for our Brabham story so we used it. End of story. Please.

◆ ◆ ◆

THIS IS NOT THE FIRST TIME REBAQUE HAS GOT ME INTO trouble. In my *Autocar* days, I offered beer to the first hack to sneak the great man's name past the sub-editors and into print. I reckoned without Steve Cropley who simply repeated the bet in his column and claimed his pint.

◆ ◆ ◆

YOU WILL, I AM SURE, ENJOY JONATHAN WILLIAMS' TALE OF driving Steve McQueen's Porsche 908 at Le Mans in 1970, which doubled as the camera car for McQueen's eponymously titled film. There is an almost limitless supply of stories from those involved in the making of this film including: how two full-size, radio-controlled Lolas disguised as a Porsche 917 and Ferrari 512S came to be raced remotely up and down the track by bored drivers; how Siffert, in a further attempt to relieve the tedium, staged 911 races around the inside of the hospitality tent and the moment when Derek Bell came around a corner at race speed to find a camera man lying in the middle of the track. Livid, and not a little white-eyed after avoiding this clearly suicidal lensman, Bell drove back to the pits to find McQueen and inform him he had hired a certifiable lunatic. The actor, however, was otherwise engaged at the time; apparently he had gone out to the track with a camera looking for a really dramatic cornering shot...

◆ ◆ ◆

THE MUTTERING ABOUT THE IDENTITY OF THE D-TYPE IN OUR Le Mans supplement has started. As our story makes clear, and is so often the case with old racers, no one doubts that not much of the original car survives. What is beyond doubt is that a number of essential components remain and that no other has a better claim to being the '55 winner. Critically, its FIA papers give its chassis number as XKD505 – that of the winner of the tragic race. It may not have all its original parts but I, for one, do not doubt it has kept its identity.



Cover: The 1955 and 1988 Le Mans winning Jaguars on test with MOTOR SPORT, Le Mans, 16 April, 1999

Vol LXXV No 6 JUNE 1999

CONTENTS

SEVENTY-SIXTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE

JAGUARS AT LE MANS

Special supplement inside *On and over the limit at Le Mans in the '55 winning D-type and the '88 XJR-9LM. Plus: what the XK180 learns from Jaguar's first real Le Mans racer, the C-type*

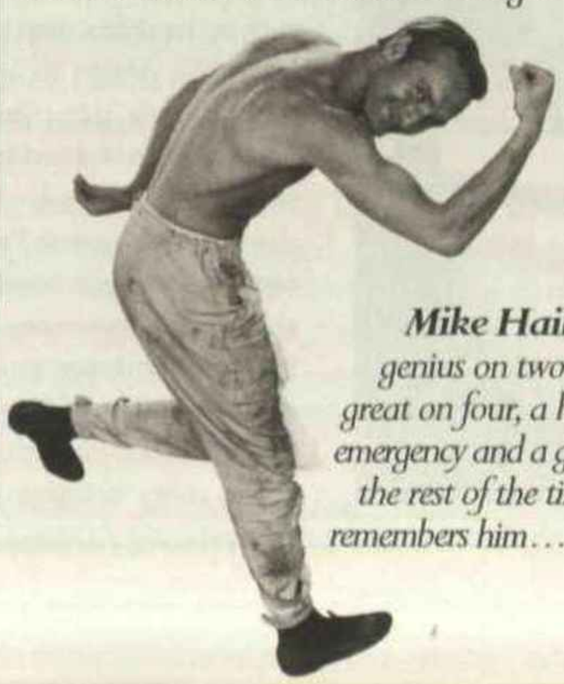




Ford Escort *As Ford wins rallies once more, we look at their greatest stage car. Page 58*



Goodwood Festival of Speed *Your preview to the 7th Festival starts here... Page 48*



Mike Hailwood *A genius on two wheels, a great on four, a hero in an emergency and a good bloke the rest of the time. A fan remembers him... Page 86*

MATTERS OF MOMENT 4
EVENTS OF NOTE 8
FROM OUR ARCHIVES 10
SIMON TAYLOR: Modern Times... ... 12
LETTERS FROM READERS 16
NIGEL ROEBUCK: Legends 18
NEXT MONTH 23
SUBSCRIPTIONS 24

Le Mans! Camera! Action!/*Jonathan Williams* 32
1999 Le Mans preview/*Adam Cooper* ... 36
Team Managers: Lofty England/*Robert Edwards* 42
Goodwood Festival of Speed Preview/*Marcus Pye* 48
The worst car I ever drove/*Emerson Fittipaldi* 56
Ford Escort rally history/*John Davenport* 58
1903 Paris-Madrid Race/*Bill Boddy* ... 66
JAGUAR AT LE MANS SUPPLEMENT
Frank Lockhart/*Gordon Kirby* 76
Technofile/*Keith Howard* 82
Mike Hailwood/*Colin Goodwin* 86

MY GREATEST RACE: René Arnoux ... 94
BILL BODDY 96
PARTING SHOT 100



Le Mans 1970 *As told by the man who drove Steve McQueen's camera car. Page 32*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Donington will resound to the scream of Group C cars once again in June. The time-lag between 'obsolete car' and 'raceable classic' keeps shrinking...

GROUP C CARS TO RACE AGAIN AT DONINGTON

MORE THAN 20 SENSATIONAL GROUP C SPORTSCARS IS SET TO RACE ALONGSIDE the FIA Thoroughbred GP Championship and the Aston Martin Owners Club's own series at its 60th Anniversary extravaganza at Donington on June 5/6. The 30-lap Group C event should be a highlight of the Historic season.

Early response from owners hints at a representative C1 grid, including Jaguar XJR models, Porsche 956s and 962s, Nimrod and EMKA-Aston Martins and, possibly, an Aston Martin AMR1. A C2 grid of Ecosse, Tiga and Cougar machines is expected.

Drivers of the calibre of Win Percy, Cor Euser and Gary Pearson have already been nominated, while Aston Martin ace Paul Spires has been flying in testing with AM Racing's Jaguar XJR11. Murray Smith will bring his ex-works 956 from the USA, and others are due from Germany and Sweden.

"We are very excited by the response," said Jaguar specialist Don Law, co-ordinating the event with Roger Bailey and Richard Culverhouse of AMOC, "and we intend to promote a series of invitation races for the cars next season."

Back in 1997, an attempt to start a two-race European pilot series foundered through lack of competitor support. Two years on, with the HSR's Thundersports Group C and IMSA Enduro series booming in the USA, the climate looks more favourable. Anybody interested in bringing a car should contact Don Law on 01782 413875 (phone) or 01782 747063 (fax).

obituary

Harvey Postlethwaite



More than 1000 people packed in to the tiny parish church at Checkendon near Henley to commemorate the life of F1 designer and innovator Harvey Postlethwaite, 55, who died suddenly in Barcelona last month while directing tests of a new Honda Grand Prix car. Postlethwaite, who came to prominence as the design brains behind the eccentric Hesketh team, which scored a single GP victory for James Hunt at Zandvoort in 1975, was widely respected and admired for the innovations he periodically brought to F1, such as the airbox used by Hesketh and the high-nose design to which all modern F1 cars now subscribe. After Hesketh, Postlethwaite worked for Wolf, Tyrrell and twice for Ferrari where he became a confidant of Enzo himself. Postlethwaite's cars rarely had the most powerful engines on the grid but were renowned through the industry for their design simplicity and usually excellent chassis and handling.

In particular Postlethwaite was admired for his ability to explain complex technical subjects to laymen, a skill he recently showed in a year-long series of articles about F1 design in our sister magazine *F1 Racing*.

He accepted the job of developing Honda's new Grand Prix car late last year, the culmination of a career that kept him in the front line of his field for nearly 25 years.

For all his lifelong commitment to racing, Postlethwaite was also passionately keen on fine road cars and kept a small collection of Ferraris, including a 250GT Lusso, GTB/4 Daytona, and a new 550 Maranello. To his wife Cherry, son Ben and daughter Amey, our sincere condolences. **Steve Cropley**

LOTUS – SALE OR RETURN?

DAVID HUNT, YOUNGER BROTHER OF THE LATE 1976 World Champion James, continues to lay the foundations to bring the Team Lotus name back to Grand Prix racing, "sooner, rather than later."

But Hunt, who bought the assets of the defunct team – winner of six World Championships between 1963 and 1978 – following its withdrawal in 1994, has admitted that any return will hinge on being able to buy one of the 12 existing outfits.

To clear the decks, Team Lotus sold the remnants of its old stock at Wymondham last month. The ex-Johnny Herbert 107B car was snapped up for £36,000 by Eddie McLurg, who plans to race it in the BOSS series for 3.5-litre F1 cars. **MP**



Lotus back on the Grand Prix grid? Time will tell



LOVELY BIRTHDAY PRESENT DOWN UNDER...

The spectacle of two Gold Leaf Team Lotus 49s dicing on the streets of Adelaide (above) had F1-starved residents cheering on April 10-11, especially since local hero Vern Schuppan won two of the four races for Pre-1969 F1 cars in Classic Team Lotus' version.

Schuppan, winner of Le Mans in 1983, held nothing back, flinging the car – prepared by its original mechanic Eddie Dennis – round in power slides. "It was a fantastic. I'd love to drive it again," he said.

American veteran Pete Lovely (a works Lotus F1 driver in period) diced with Schuppan and snatched victory in one of the races, an unforgettable 73rd birthday present, in his own car. Sir Jack Brabham, also 73, led another.

BRDC MEMBERS REJECT INITIAL SILVERSTONE SALE

THE BRITISH RACING DRIVERS CLUB'S MEMBERS REJECTED THE IDEA OF SELLING SILVERSTONE AT ITS annual general meeting on April 30, but have voted in favour of a commercial restructuring.

Despite this apparent rejection, Nicola Foulston's Brands Hatch Leisure Group is pressing ahead with proposals for a full takeover. Part of this package is likely to win the vote of less pecunious members with very lucrative windfalls. Despite impassioned pleas by the likes of Jackie Stewart and Jody Scheckter, one leading historic racer said that "every member in my situation would ultimately take the money."

CRYSTAL PALACE SPRINT

SOUTH LONDON'S SCENIC CRYSTAL PALACE RACING circuit, which closed its gates to motor racing in September 1972, will reverberate to historic motorsport action on Bank Holiday Monday, May 31, when the Sevenoaks & District Motor Club runs its third annual sprint.

Gerry Marshall, who won the final race at "the Palace" in a Lister-Jaguar, and returns in a Ford Escort RS1800, remembers the atmosphere was very special. "Racing there was always a holiday in the park. Like Monaco with a cloth cap!" **MP**



Jochen Rindt at the Palace. Action returns in May



Ben Redgrove

The Vintage Sports Car Club's season got under way in style in April with the Silverstone Spring Start

VENABLES-LLEWELYN SNEAKS VSCC 'SPRING START' WIN

LUDOVIC LINDSAY'S GALLANT QUEST TO WIN THE Christies memorial race to his father, the Hon Patrick Lindsay, was denied yet again at the VSCC's 65th season opening meeting at Silverstone on April 24.

Lindsay competing in ERA R5B 'Remus', which his father owned and raced so famously before him, was ahead when the carburettor float chamber broke, "a first on an ERA. I've been second in this race about six times, so perhaps I'm just not destined to win it," said Ludo, applauding as his mother, Lady Amabel, presented the memorial trophy to Sir John Venables-Llewelyn.

Venables-Llewelyn had been able to shoot Rodney Felton's Alfa Romeo P3 past Lindsay's ERA on the long straight, only to lose out again at the Brooklands-Luffield complex in what was a classic pre-war dogfight. A repeat of his 1997 victory was, however, fortuitous.

BRM P25-mounted John Harper won the Honourable Amschel Rothschild race, while Morgan pilot Stuart Harper claimed the GP Itala Trophy, in the hybrids' wake. Julian Bronson completed a quintet of Fox & Nicholl successes in his Riley Blue Streak, and Nick Linney drove his Lister-Jaguar superbly to claim 1950s' Sportscars honours. **MP**



Paul Whight's McLaren M8D on way to victory during TGP's Ricard meet

SIX-WHEEL TYRRELL STARS AT RICARD

THE STUNNING DEBUT OF SIMON BULL'S six-wheeled Tyrrell P3 – driven by Martin Stretton – at France's Paul Ricard circuit over Easter suggests champion Bob Berridge will not have an easy ride in the FIA Thoroughbred Grand Prix Championship.

Despite minimal test mileage on Avon's experimental 10in front tyres, 1996 champion Stretton qualified the ex-Ronnie Peterson car within 0.19sec of Berridge's Williams FW08B. He finished third, behind Berridge and Joaquin Folch's Lotus 87B, despite a disconnected a front brake.

"I can't complain," said Stretton. "Most people would be grateful for four brakes but the car's potential is unbelievable. We did not deviate from Monza 1977 chassis settings. I am confident that we can win this year."

American Duncan Dayton qualified a splendid fifth with the ex-Jack Brabham/Rolf Stommelen Brabham BT33-3 but an engine failure sadly precluded him from starting.

Other Grand Prix Historique de Provence highlights included HGPCA wins for Dayton (Brabham BT7A) and Philip Walker (Lotus 16), a Euro Formula 2 double for Bob Juggins (Lola T240) and a maiden International Supersports Cup victory for Paul Whight (McLaren M8D) after first leg winner Charlie Agg's March 707 ran a bearing.



Martin Stretton hounds leaders in '77 Tyrrell, despite a disconnected brake

THE FORCE

AT LEAST SIX 3-LITRE FORMULA ONE CARS FROM THE PRE-'72 ERA ARE SET TO contest the inaugural Classic Grand Prix race to be held at Austria's A1-Ring on June 12-13.

Michael Schryver's Lotus 72, two March 711s, the ex-Graham Hill Brabham BT34 and the Matra MS120 and Ferrari 312 from Abba Kogan's stable are likely.

The ex-Jim Clark Lotus 48 R1 of Bob Tabor, David Coplowe's ex-Piers Courage McLaren M4A and David Brown's Brabham BT21 are among the Formula Two entries, together with at least five Formula 5000 cars.

"We are aiming to go out with 20 cars, and the signs are we'll achieve that. Everyone is very enthusiastic," said organiser David McLaughlin. **MP**



BRMS GO HOME

ERAS AND BRMS WILL DRIVE THROUGH Bourne on August 29, to celebrate the marques' 65th and 50th anniversaries, and the centenary of the birth of Raymond Mays.

Employees of both companies will be there and there will be an exhibition commemorating Mays' life in the Corn Exchange; organisers are keen all ex-BRM workers attend so, if you are among their number, please call Alec Stokes on 01778 422804 **MP**

TOUR DE FRANCE

Dutchmen Hans and Laurence Hugenholtz won the centenary Tour Auto in their Ford Mustang, narrowly beating Britons David McErlain/Brian Merifield (Ford GT40) and David and Deborah Franklin (Mustang).

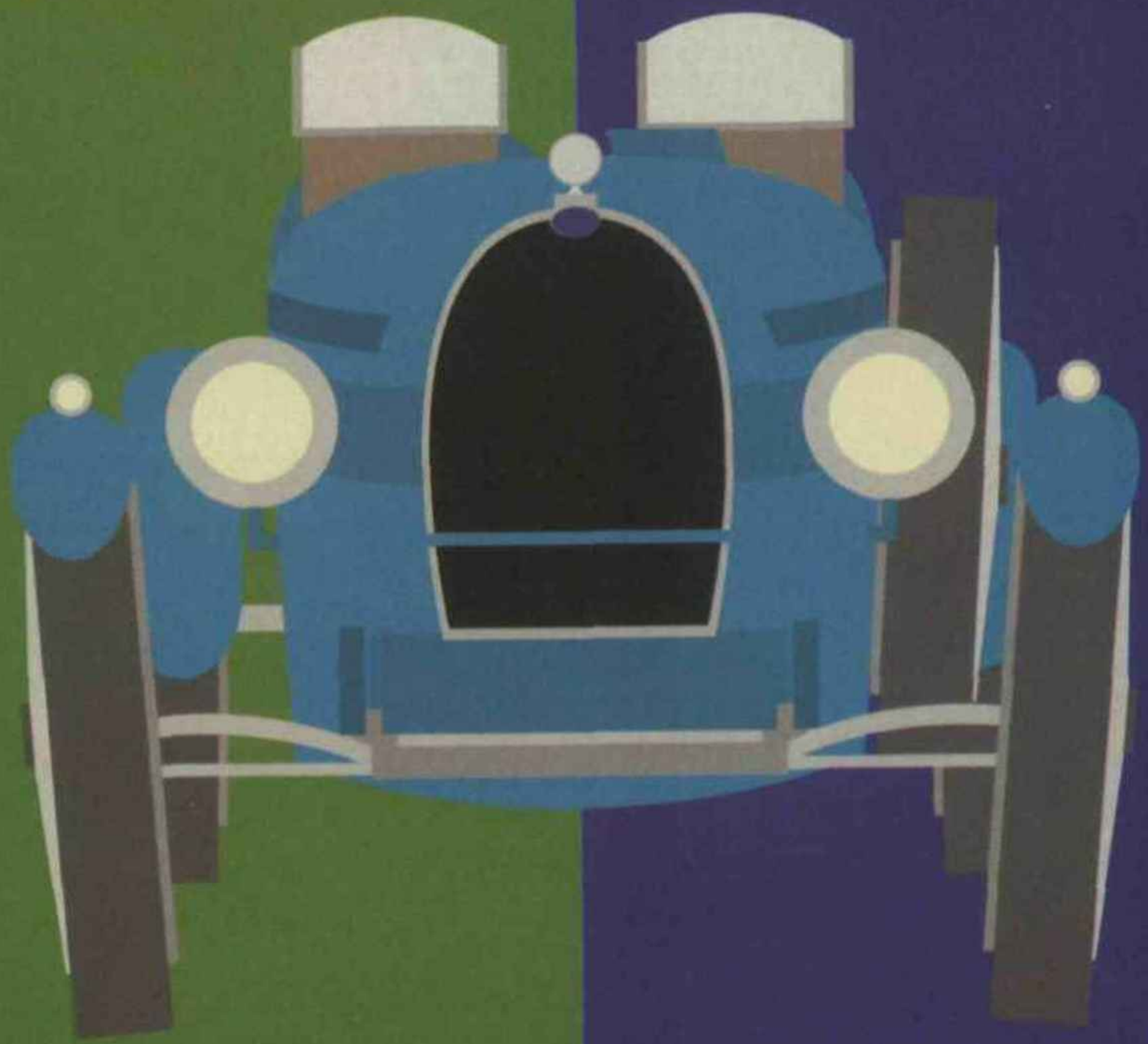
Another Mustang, driven by Erwin Derichs, was fifth, ahead of Martyn Konig's GT class-winning Porsche 911. The Morgans of Charles Morgan and Mark Baldwin, Bruce Stapleton and Alistair Cowin and Bill and Judy Wykeham finished seventh, eighth and ninth.



JULY 28-29

SUMMER VINTAGE BEAULIEU

A SALE OF IMPORTANT VETERAN, VINTAGE AND COLLECTORS' MOTOR CARS, MOTORCYCLES AND FINE AUTOMOBILIA



SUMMER VINTAGE AT THE NATIONAL MOTOR MUSEUM, BEAULIEU

The 'Summer Vintage' auction is the most traditional sale of the season. Summer auctions have been held at Beaulieu since the 1970s and have long since been a major attraction for collectors worldwide. Last year's event was very successful with a large percentage of the 100 motor cars on offer finding new homes in Australia, USA, mainland Europe and the home market.

This years Summer Vintage will again provide vendors with an opportunity to offer their cars for sale in this convivial environment - the event, now as much a social occasion as a sale, attracting people internationally.

ENTRIES NOW INVITED

To recieve an entry form or further information please contact Malcolm Barber, James Knight or Nick Lumby telephone 0171 228 8000 fax 0171 585 0830, Stewart Skilbeck telephone 01757 638894 (motor cars) and Peter Card or Jonathan Vickers (automobilia) telephone 0171 228 8000.

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EVENTS OF NOTE



May 30: GP circus heads for Montreal circuit for round six

MAY

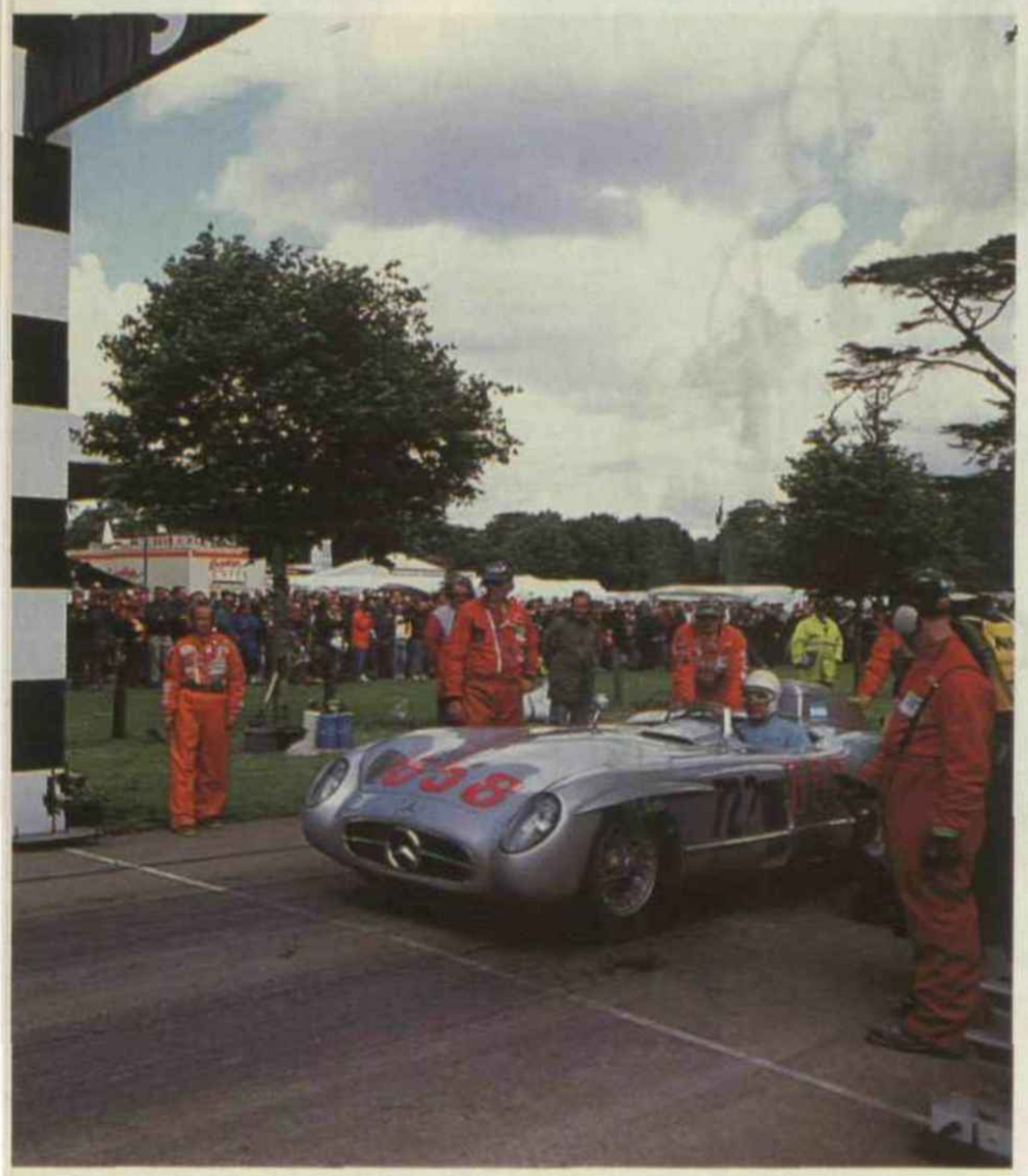
21-23 MONZA (I)
Thoroughbred Grand Prix cars, Historic F2 and Sports Prototypes top charismatic 50th Anniversary Coppa Inter Europa festival.
☎0039 39 248 2252

21-23 ROAD AMERICA (USA)
Elkhart Lake circuit draws SVRA racers for the Badger 200 Vintage Grand Prix.
☎001 603 643 6161

21-23 SEARS POINT (USA)
HMSA's Wine County Classic brings F1 grid to the Californian switchback track.
☎001 805 686 9992

22-23 MAGNY-COURS (F)
12 Hour race has sportscars, GTs and Prototypes on French GP track.
☎0033 1 69 88 05 24

22-25 RALLY ARGENTINA
FIA World Rally Championship, round 7.
☎00 41 2254 44400



18-20 June: Stirling Moss stars at 7th Goodwood Festival

23 DONINGTON PARK
John Surtees, John Watson and Mario Haberfeld join Mercedes-Benz's tribute to Dick Seaman at likely to be truly extraordinary VSCC race meeting.
☎01608 644777

23 MALLORY PARK
Historic Formula Fords hurtle round the lake at this exciting HSCC race meeting.
☎01327 858400

30 SPANISH GRAND PRIX
FIA Formula 1 World Championship, round 5.
☎00 41 2254 44400

29-30 CROIX-EN-TERNOIS (F)
Classic and Historic Saloons make the short channel hop to the super circuit at Arras.
☎01264 772607

31 CRYSTAL PALACE
Sevenoaks & DMC's Sprint on the remnants of the south London racetrack gets bigger and better each year. Historics take priority in the paddock.
☎01732 761070

JUNE

4-6 WATKINS GLEN (USA)
HSR racers strive to master the glorious former GP circuit in upstate New York.
☎001 888 477 5999

5-6 DONINGTON
Huge meeting with the FIA Thoroughbred Grand Prix Championship, Acemai F2 and experimental Group C feature star in this Aston Martin Owners Club Diamond Jubilee bill.
☎01353 777353

5-6 SILVERSTONE
Flemings Thoroughbred Sports Car competitors battle on National circuit.
☎01926 419464

5-6 SHELSLEY WALSH
British Hillclimb Championship makes first appearance of the season at the hallowed Worcestershire venue, unchanged since 1905.
☎01886 853411

6 BRANDS HATCH
HSCC Formula Fords and Classic Sportscars dice on the Indy circuit.
☎01327 858400

22-25 ACROPOLIS RALLY (GR)
FIA World Rally Championship, round 8.
☎00 41 2254 44400

30 CANADIAN GP
FIA Formula 1 World Championship, round 6.
☎00 41 2254 44400

18-20 GOODWOOD FESTIVAL OF SPEED
The seventh annual garden party at Goodwood House. Preview p48.
☎01243 755000



21-23 May: Historic F1 and F2 cars return to Monza track

10-13 MID-OHIO (USA)
Attractive and demanding circuit draws SVRA racing brigade to Lexington.
☎001 603 643 6161

12 SILVERSTONE
VSCC members celebrate the life of Champion Mike Hawthorn, with his annual trophy to be won.
☎01608 604777

12-13 LE MANS 24 HOURS
Massive inter-marque rivalry suggests the sportscar race of the year will be a classic.
☎00 33 2 4340 2424

12-13 BRNO (CR)
Spa-like circuit is backdrop to the Historic GP Car Association's Pre-'61 and Pre-'66 grids.
☎01935 872255

12-13 A1-RING
The FORCE's first invitation race for Pre-'72 Classic Grand Prix Cars takes place in the Styrian mountains.
☎01306 730517

18-20 MONTLHERY (F)
Sports Prototypes on Parisian banking as Group 4 returns to the famed track.
☎0171 440 8721

18-20 MOST (CR)
Thrills from FIA Thoroughbred and Supersports Cup.
☎01451 810855

19-24 LIEGE-ROME-LIEGE (F)
Recreating the flavour of the fabled rally marathon of the '50s and '60s for Historics.
☎00 32 4254 1950

20 SNETTERTON
AMOC speed freaks on Norfolk track. Formula Junior also makes welcome return.
☎01353 777353

23-24 SPA-FRANCORCHAMPS (BEL)
Two days of fun in your own car on the unique Grand Prix circuit with Wheeltorque.
☎01429 881812

ZOLDER PRESENTS

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FIA Cup for Historic Grand Touring Cars

FIA Trophy Lurani for Formula Junior Cars

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Vol XXI No 11 November 1945

THE FIRST POST-WAR RACING

FRANCE SHOWS US THE WAY

While Britain remains without a motor course or road circuit, France has had her first road race meeting since the cessation of hostilities. This took place on September 9th over a twisty 1.75-mile asphalt circuit on the outskirts of Paris. A straw chicane was used on the straight leg and the grandstands and timekeeper's offices were on the edge of the Bois boating lake. The meeting was organised by the Independent Drivers' Association, assisted by Groupement Nationale des Réfractaires et Maquisards, revenue from the race going to a fund for assisting returned French prisoners of war and deportees. So great was the enthusiasm which greeted this meeting that some 80,000 to 100,000 persons spectated, willingly paying the equivalent of 10s each (or £5 each if they spectated from the grand stands). The revenue came to about £50,000, and has decided France that she must develop her motor-racing programme in 1946. M. Mauvre was in charge of arrangements, aided by Mestivier, the latter also competing.

Three separate race were contested – the Robert Benoist Cup, for cars up to 1 1/2-litres engine capacity; the Coupe de la Libération for 1 1/2 – 3-litre cars; and the Coupe des Prisonniers, for cars over 3-litres. In addition, there were three motor-cycle races and a display by the motor-cycle police of Paris. M. Ettore Bugatti attended in a 12-litre Bugatti "Royale", fitting car for such an occasion.

The Robert Benoist Cup race attracted 17 entries and was run over 36 laps. Starters included Gordini and Cayeux on Simca Fiats of 1100cc, Brunot and Ferry on Rileys, Savoye's Singer, Alin's small Simca Fiat, Pollédry's Aston Martin, and Bouchard's 1100cc Salmson. Gordini ran right away with the race, doing his 32nd lap at 60.5mph, to cover the 63 miles in 1hr3m32s, an average speed of about 59mph. His Fiat was unsupercharged. Brunot's sports Riley followed it home, with the Salmson third.

After this race Mme Garnier, daughter of the late Robert Benoist, was presented with a bouquet and the spectators observed a minute's silence in memory of a very gallant patriot, trumpeters of the Paris police then sounding the 'Last Post.'

The Coupe de la Libération attracted a mixed field, which included Mestivier himself in a blown 1100cc Amilcar Six, Brugel, Ondet, and Grignard with Amilcars of this type, Pollédry this time with a 1750cc Alfa Romeo, two 2 1/2-litre Amilcars, Veuillet's K3 MG Magnette, two supercharged 1 1/2 GP Bugattis, Martin's blown 1 1/2-litre Bol d'Or Salmson, a blown 1-litre LM, a 2-litre Citroen-engined DB, a BNC, and two 4-cylinder 16-valve supercharged Maseratis handled by Roger Deho and Henri Louveau. The Salmson was a most intriguing single-seater with circular, protruding, grilled radiator cowl and all-wheel ifs. Louveau's Maserati ran away with the race, his 11th lap covered at just over 66 mph (1min 33.9sec), a class record. He averaged over 61 mph for the race, his drive taking 1hr 1min 9.7sec. The MG was second, a lap behind, and a 2 1/2-litre Amilcar was two laps behind Veuillet.

Naturally, the Coupe des Prisonniers caused the greatest excitement. Sixteen started, including the last-minute entry of Jean-Pierre Wimille's unblown 4.7-litre Bugatti, now slimmer than when it ran at Prescott in 1939; Raymond Sommer's unblown 4 1/2-litre Formula Talbot, which Mays drove in the 1939 French GP; Levegh's 4-litre Darracq, Louis Gerard's old 3-litre Maserati, Etancelin's 2.3-litre "Monza" Alfa Romeo, Trintignant's, Friedrich's and Balsa's 2.3-litre Bugattis, Chaboud, Villeneuve, Cornet (with Mathieson as reserve driver), Trillaud, Chotard, Wormser and Grignard with sports Delahayes, and de Sauge's unblown 3.3-litre Bugatti. Sommer was first past the grandstands, closely followed by Wimille (who had not been able to practice). The Bugatti took first place on the second lap and a great battle developed, both drivers displaying considerable skill in negotiating this slippery, winding course. After 10 laps Wimille drew further ahead and, gaining about 3 sec a lap, had a lead of about 1 1/2 miles by lap 42. The Bugatti put up a fine show, almost lapping the Talbot, and averaging nearly 71 mph for the 75 miles. Several laps were done at an average of over 78 mph Chaboud's Delahaye was third, far behind the Talbot. Only seven cars reached half-distance. Etancelin drove well to get his old "2.3" Alfa Romeo gradually into third place, only to "blow up" at three-quarter distance and walk in. Gerard, wild as ever, crashed the Maserati.



"Continental boy."

It is pleasing to record that no bad smashes or any personal injury resulted, although pre-war, non-synthetic tyres were used. Speed was wisely restricted by the chicane in the Allée des Fortifications. Altogether an excellent meeting – Vive la France! Whether we shall ever attract 100,000 persons to Hyde Park for a similar event is doubtful. But certainly we would welcome racing between cars such as these at Donington or Brooklands next year. Let us hope the RAC obtains it for us. To France, anyway, goes the credit for resuming motor-racing after six years of war. M



The Thrill of the Chase



Ferrari

- 1949 166 FL, #011F, Blue/Yellow, Ex-Fangio, Gonzalez, Factory Team Supercharged Monoposto.
- 1952 500 F2, #3/0482, Red/Tan, Ex-Ascari Drivers' & Constructors' World Champion! Scuderia Team Car.
- 1962 Dino 196 SP, #0804, Red/Black, Ex-SEFAC Factory Team Car.
- 1966 206 SP, #018, Red/Black, Ex-SEFAC/NART Team Spyder. Completely original!
- 1971 512S, #1006, Red, NART.
- 1971 365 GTS/4, #14415, Black/Tan, Factory Daytona Spyder, Ferrari National 1st Place Winner!
- 1972 312PB, #0890, Red, Factory Team Car.
- 1984 126 C4, #074, Red/Tan, Ex-Alboreto Formula One, multiple 1st Place Winner!

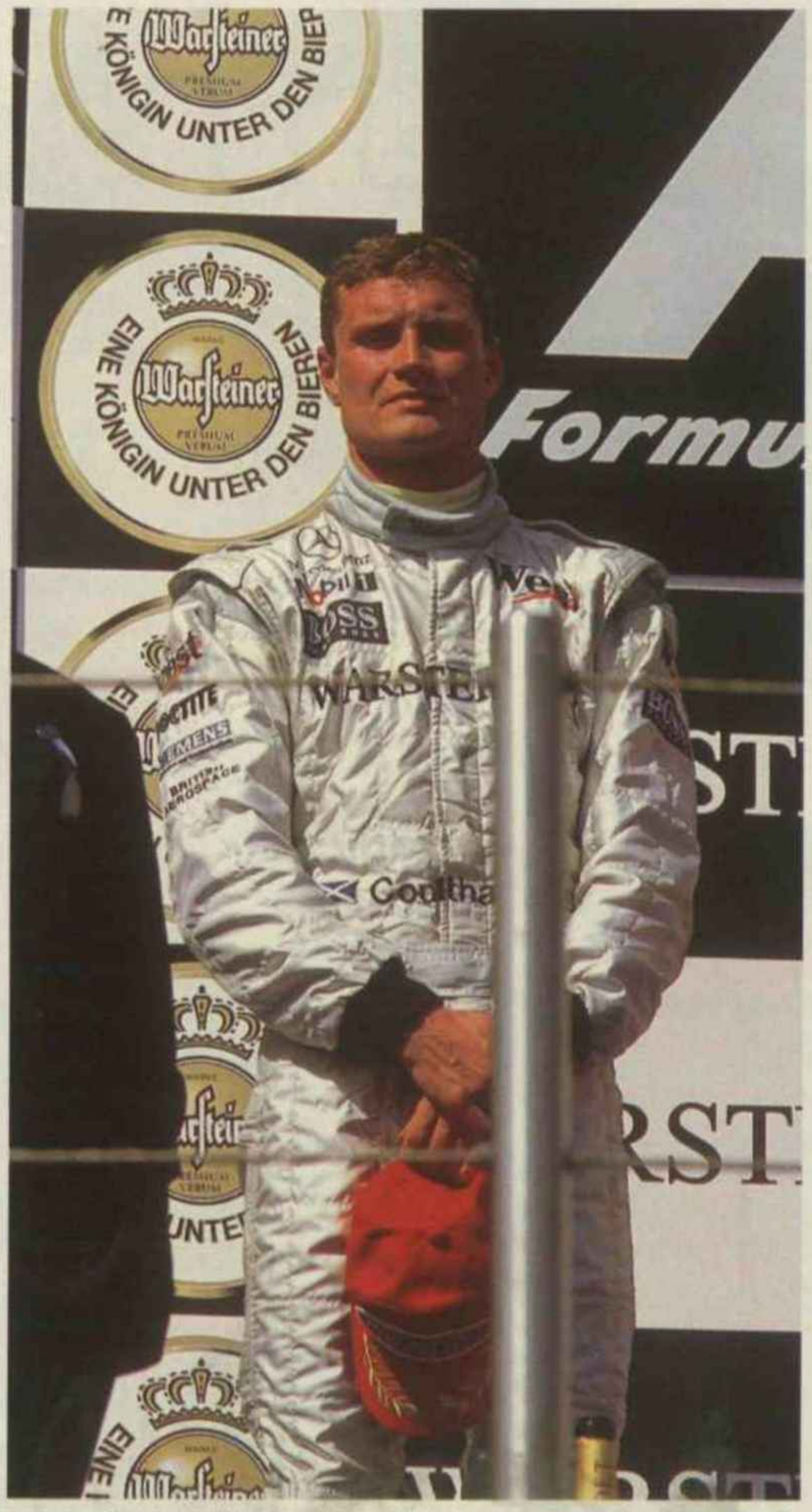
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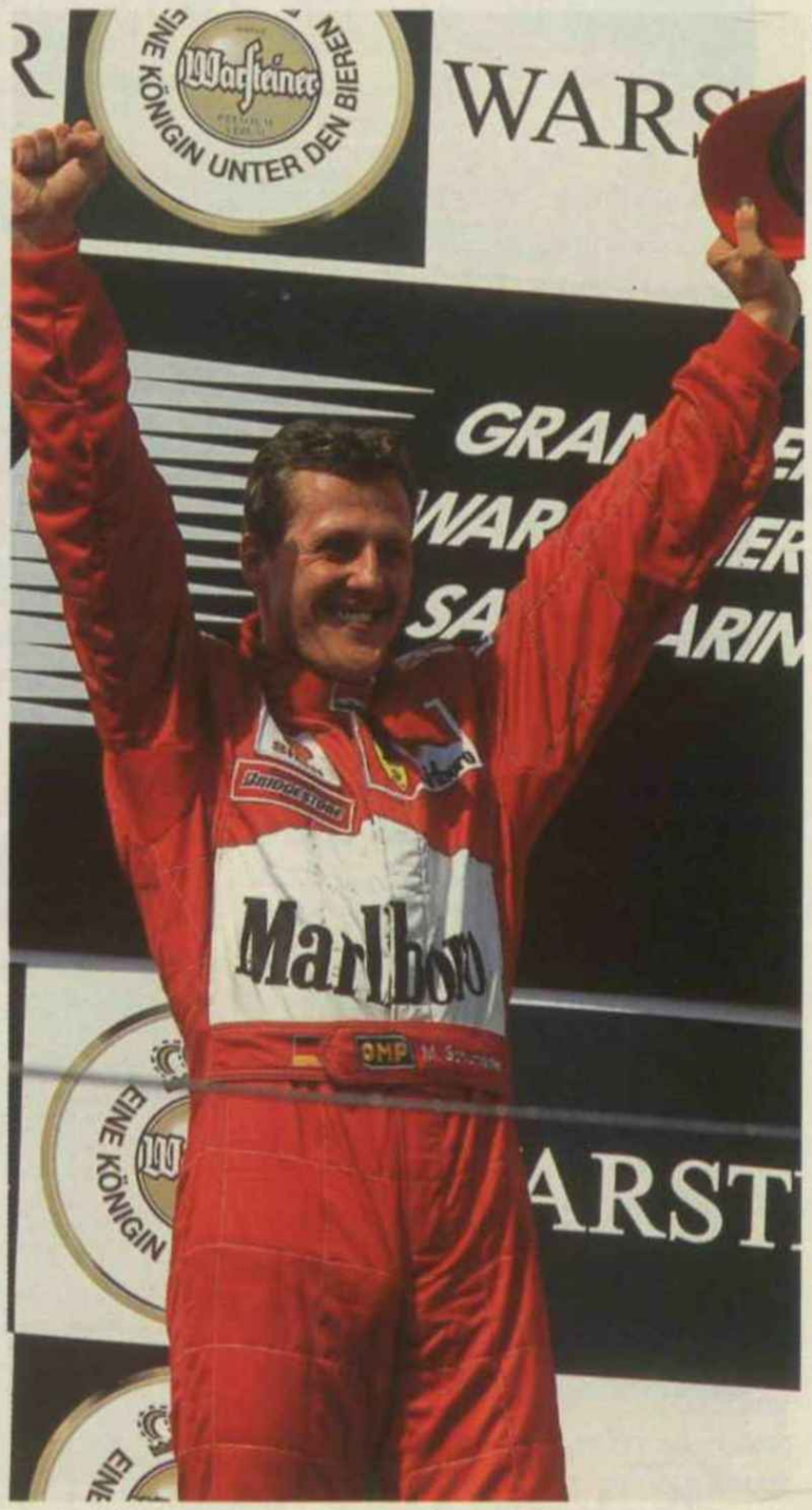
- 1931 Alfa Romeo 6C 1750, #10814318, Red/Black, Grand Sport Zagato Spyder 5th Series.
- 1932 Bentley 8 Liter Touring. Black/Black, Restored.

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Imola faces tell the story: for Coulthard, gloom despite first 1999 points; for Schumacher, well-earned euphoria

WHATEVER ANYONE SAYS, PASSION WINS races. Motorsport is not, and never has been, a cold-blooded affair. But in the super-cool world of today's F1, just try and find someone who'll admit it.

Every driver, before his home race, gets asked the standard questions by the journalists and TV reporters: what does it mean to you to race here, how much extra can you dig out of yourself in front of your fans, what's it worth in seconds per lap to be willed on by a cheering crowd. And most of them will answer that it makes no difference at all. I'm a professional, and every time I get in a racing car I'm as motivated as it's possible to be, whatever the race, wherever the track. It makes no difference if the crowd are waving their flags for me or if the grandstands are empty and silent.

Sorry, but I don't believe it. Just as I don't believe that a great actor will give his finest performance to an empty theatre, or that a great diva's most memorable notes will echo round a deserted auditorium.

So when Michael Schumacher sat on the Imola grid, confronting the two silver McLarens filling the front row ahead of him, he must have felt – even if he didn't look at and couldn't hear – the walls of people all the way to Tamburello and crammed onto the hillside above Rivazza, to a man wearing red caps with his name on and waving flags bearing the prancing horse insignia of his car. He's a Ferrari driver: regardless of his nationality, this was his home race.

As it was for Eddie Irvine, sharing the second row with him. There were four Italians in the race, two of them driving for Italian or semi-Italian teams: but I saw no flags waving for Fisichella, or Zanardi, nor heard the stands erupt when a Benetton or a Minardi came out of the pits. In Ferrari country, Ferraris are all that matter.

It was no different for Nigel Mansell at Silverstone, when his glory was at its height. Nigel always acknowledged that the fans raised his motivation, and in front of his home crowd we always saw him at his charging best. The 1987 British Grand Prix, when he came back from an unscheduled pitstop to sell Nelson Piquet a 180-mph dummy into Stowe, was one of his finest days, even if the crowd's invasive antics afterwards were more what one would expect at a football match. Damon Hill in 1994 and John Watson in 1981 have also tasted the adulation of the Silverstone crowd – Wattie was still signing autographs at 9pm – although Johnny Herbert's heart-warming win in 1995 seemed to take them more by surprise.

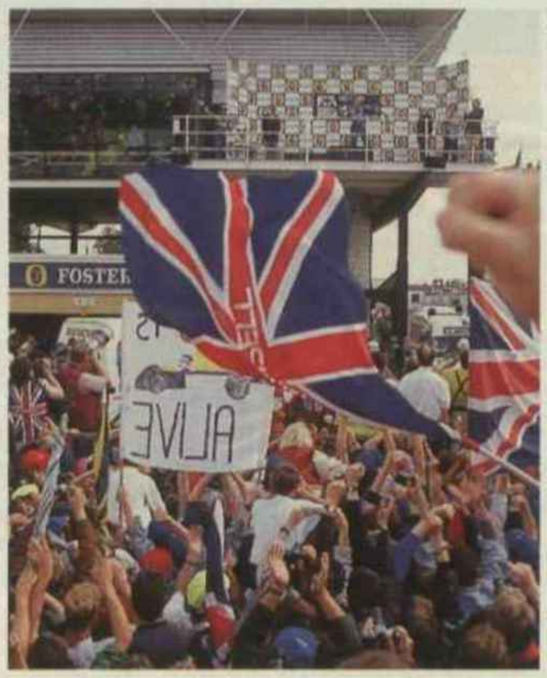
The typical Schumacher fan in Germany, at least in its Hockenheim habitat, is a cruder beast, and curiously Michael has in recent years not had his best races there. Nevertheless, the crowd's echoing roar in that immense stadium is an astonishing sound. Jochen Mass swears that, bursting into the stadium after making up a place through the forest, he could hear above his engine the patriotic shout of the crowd that greeted him.

But in Italy the extraordinary chemistry between *il cavallino rampante* and the *tifosi* has played its role many times. In 1988 McLaren came to Monza in a position of greater F1 domination than any team in 35 years. Ferrari, on the other hand, hadn't won an Italian Grand Prix for almost a decade. Sure enough Senna had the race wrapped up when, with two laps to go, he unaccountably tripped over backmarker Jean-Louis Schlesser, and left the race to Gerhard Berger and Michele Alboreto in a glorious Ferrari 1-2. As this happened just weeks after Enzo Ferrari's death, it was hard to escape the feeling that the crowd's pulsating will had brought down posthumous assistance from the Old Man, to create a useful little misunderstanding between the enraged Brazilian and the hapless Frenchman.

That incident came back to me the other weekend at Imola. McLaren's San Marino strategy was to have Mika Hakkinen on a two-stop race and David Coulthard on a one-stop, to cover whatever Ferrari's wily Ross Brawn might come up with for his boy. Mika accordingly rushed away at uncatchable speed, using his light fuel load to build a big lead, while the heavier-fuelled David held second and looked after Schumacher. But, as the crowd cheered and waved and jumped, Hakkinen made a surprising and completely untypical mistake. He rode the kerb coming out of the Variante Bassa, as he always did, but this time the tail stepped out. He corrected, the car snapped the other way and speared the wall. Mika had no tales, no excuses: it was his fault, and with a rueful grimace he said so.

But Ferrari could not trust to the *tifosi*'s will to produce a similar change of fortune for Coulthard. Instead it needed Brawn's brain. He and Schumi had worked out a cunning plan: start the Ferrari with enough fuel to get to half distance, but decide what to do for the rest of the race once they'd worked out what McLaren's strategy was. And with Hakkinen gone, it was just DC they needed to second-guess.

The key for Schumacher was to stay with Coulthard in the first half. He did this brilliantly, closing on the McLaren to within little more than a second until, precisely at half-distance, he dived into the pits. That was when Brawn decided to gamble on Plan B, and move Schumacher onto a two-stop strategy. The Ferrari was given



LAT

Mansell mania came to Silverstone

no more fuel than would occupy 6.5 stationary seconds. It was in the pitlane, from the line at one end to the line at the other, for just 23.9s.

Four laps later Coulthard came in, and was fed enough fuel to get him through the remaining 27 laps. So he was stationary for almost nine seconds, and his total time in the pitlane was 26.2s. And, as he moved away from his pit, thumb on the rev-limiter button to avoid breaking the pitlane speed limit, Schumacher went past into the lead.

No doubt McLaren had rumbled Ferrari's game: because of the speed of Schumacher's pitstop, they must have guessed he'd need a second stop for more fuel. But the Ferrari was lighter at this point than the McLaren, and Schumacher was wringing the maximum out of it. The crowd began to sniff a Ferrari victory.

This was when David needed pile on the pressure, to deny Schumacher the time for his second stop. If he'd just been able to stay close to Michael he would have won the race. But he couldn't. As he complained bitterly later, he was unlucky with traffic, even getting on the grass trying to bully past Panis' Prost – which sent Ron Dennis down the pitlane for an angry word with his ex-employee. But Michael seemed to have less problem scything through the same back-markers.

So, rather than shrinking, the gap between them grew, from 5.3s to 9.2s, to 13.1s, and then to more than 20s. Schumacher was on the limit everywhere, lap after lap, driving as much with his heart as with his head: a classic display of joyful attack. With 18 laps to go he went round in 1m28.547s, two-thirds of a second faster than Coulthard's best lap of the race. The cushion had been built.

A lap later the Ferrari made its second stop, and got out again with 5s to spare, still leading. It was a strategic masterpiece, made possible by the genius that is M Schumacher. And, if ever a crowd's support spurred on a driver to greater efforts, it did so here.

Taking the flag, Michael's joy at beating a McLaren in a straight fight was unbounded. Now he let himself think consciously about that delirious crowd, yelling their approval for the first Ferrari win at Imola for 16 years. "It was a great feeling," he said, "delivering their wish after such a long time. On my slowing-down lap I went very slow to take in the emotion. I looked into the faces of the people."

This was no longer the super-cool professional. This was someone who could share the crowd's delight. And you couldn't help feeling, with Mika's accident and the way the traffic fell for David, that the will of the *tifosi* had once again done its bit.

In some future TV-ruled era, when the public aren't allowed in, when the grandstands have gone and the only spectators are the cameras beaming their digital message to paying customers around the world, will a future Schumacher's appetite be quite so hungry for that final extra bit of charge to achieve the impossible?

Would *Che gelida manina* sound as good if La Scala, Milan were empty? M



LAT

Senna, Monza 1988: the crowd willed away his win

COYS

International Historic Fe

AUCTION

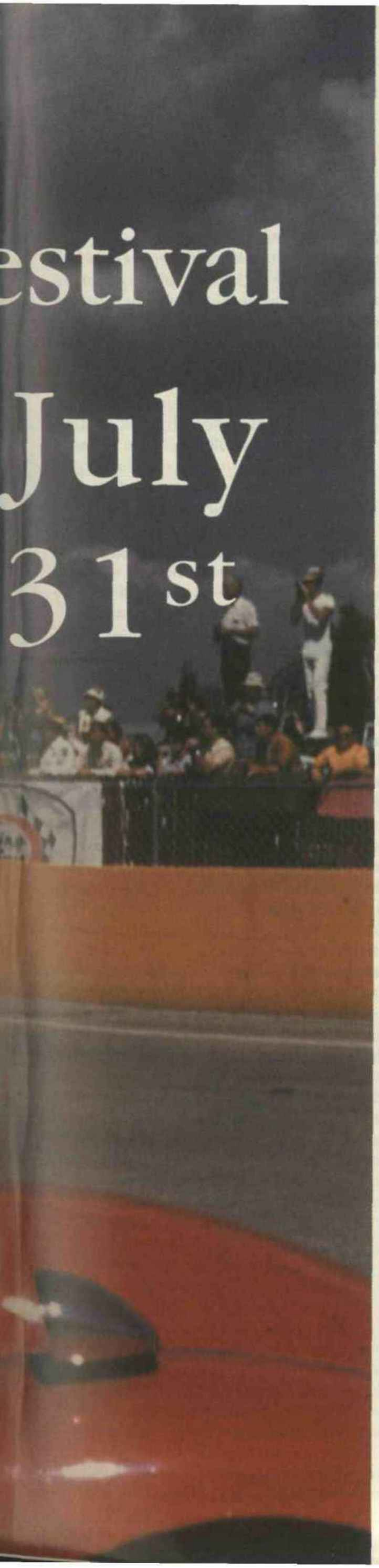
Silverstone

"On Your Marks"

Further entries are invited:

Important Sale of Sports,

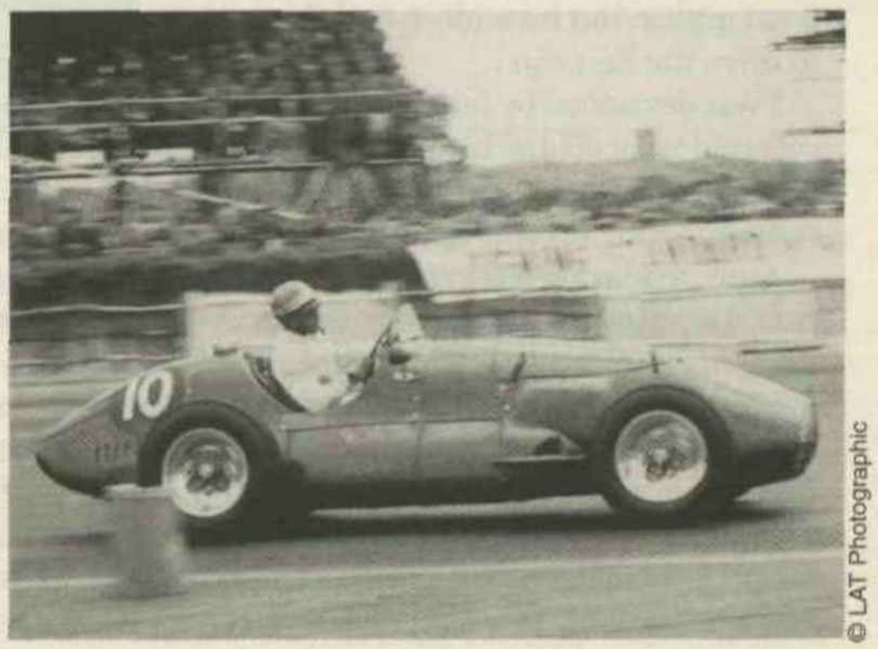
Sports Racing and Grand Prix Cars



1999

An Important Sale of Sports, Sports Racing and Grand Prix Cars. Once again, Coys will return to the famous Silverstone Circuit to host their annual sale of competition and sporting motor cars. Amongst the 100 entries expected for this important sale we are pleased to include the famous ex-Prince Bira Connaught A-Type Grand Prix Chassis Number A8, the regular works entry of Bira and Moss during the 1953 Grand Prix season.

Also entered is the famous ex-Jack Lambert Competition E-Type Jaguar 'RL26' campaigned throughout the 1960s in International GT races, with many victories. It is now race prepared for today's historic GT racing in which it has already excelled.



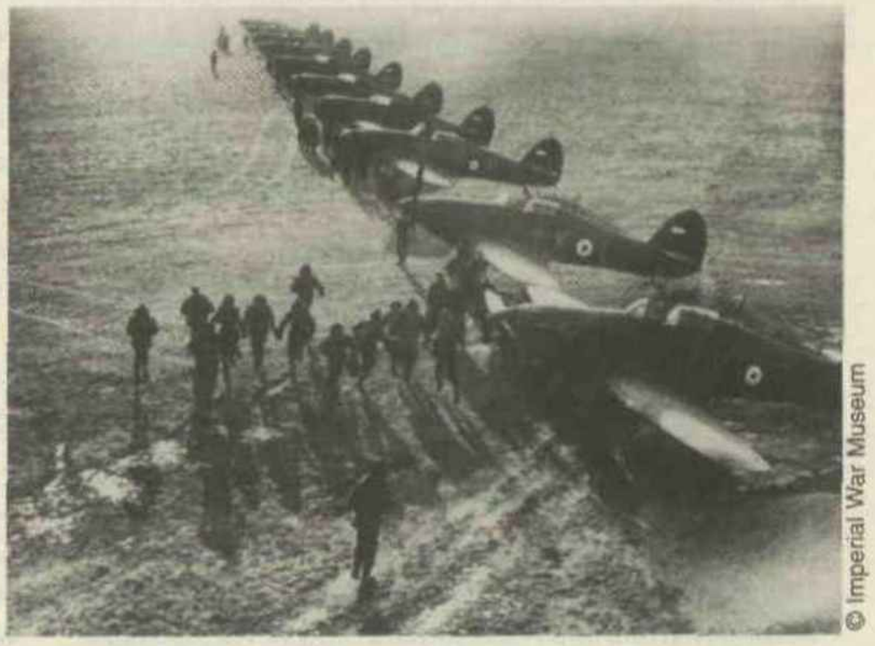
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1953 Ex-Prince Bira Connaught A-TypeGrand Prix

"Chocks Away"

This year, Coys are delighted to announce that they will be extending this auction to include the sale of collectors' aeroplanes and related aeronautica. Already entered - the ex-R.C.A.F 1941 Hawker Sea Hurricane BW853 Serial R30019, C.A.A. Reg G-BRKE, originally used for North Atlantic patrols and convoy support.

"Squadron Scramble!"



© Imperial War Museum

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LETTERS FROM READERS

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The Editor reserves the right to edit all letters

FRENCH AND IRRESISTIBLE

SIR,

At last, a kindred spirit. Jonathan Blackwell's letter on the great Jean-Pierre Wimille, runs in tandem to my own thoughts.

When racing resumed after the war, I was able to read the reports of '*Grande Vitesse*' (Rodney Walkerly) in *The Motor*, courtesy of my local barber. I was about 15 years old. It would seem to my young mind that J-P was head and shoulders above the rest. I had read all the books of course and his name was familiar, but he seldom had the opportunity to drive the best cars.

I was devastated by his death, since when I have collected what little archive material there is, always hoping that some knowledgeable person would come up with a complete biography.

Sadly, the racing world never saw Wimille at his peak. Deprived for nationalistic reasons of a decent drive pre-war, his best years squandered during the conflict, it was only late in his career when he was given his chance with the Alfa Romeo 158, that we are able to witness his outstanding talent.

In the 1948 French GP at Reims, a circuit with two long straights and three slow corners, Wimille was nearly 10 secs faster in practice than his teammate Ascari and 16 secs quicker than Sanesi.

Some years ago, writer Doug Nye interviewed Consalvo Sanesi. Asked of Wimille, Sanesi replied, "He was so quick, so smooth. He had something more than the others (the others being Varzi, Trossi, Farina etc.). It was easy for him, so easy..."

I AM, YOURS, ETC.

FRED HARRIS, SOUTHPORT, LANCS

* * * *

MOVING PICTURES

SIR,

Many congratulations on the 75th anniversary issue of MOTOR SPORT.

I have been an avid reader since the 1960s and this month's publication was one of the best. And if the magazine was excellent, the attached Aston Martin video was the icing on the cake!

For Christmas 1959 I was given a copy of the Stirling Moss/Maxwell Boyd account of the Le Mans 24 hours race, which I have subsequently had signed by five of the six team drivers.

Quite simply, your colour video of the race – Aston Martin's only ever win at Le Mans – brought my book alive. From a committed motor racing enthusiast, thanks a million, and here's to the next 75 years of MOTOR SPORT!

I AM, YOURS, ETC.

CHRIS WALKER, SALISBURY, WILTSHIRE.

* * * *

MARIO TADINI

SIR,

Can I congratulate Mark Hughes on his story in the April issue about that most manipulative individual, Enzo Ferrari? It also seems that Ferrari took himself rather seriously and did not have much of a sense of humour – when Ricart told him that he (Ricart) wore thick soled shoes to prevent jarring to his brain, he was surely 'taking the mickey' and Ferrari could not see the joke!

In the mid-1920s, Ferrari worked not for Alfa Romeo itself but for the Milano sales agent, a company controlled by Antonio Ascari. When the Scuderia Ferrari was wound up towards the end of 1937 by its then controlling shareholder Alfa Romeo (they had owned 80 per cent of the shares since the spring of the year) Enzo Ferrari went to work for Alfa Romeo themselves for the first time, the new racing team being called Alfa Corse. By the way, the Scuderia could be described as the official Alfa racing team from August 1933, when Alfa released the Tipo B to the team, until the end of the 1937 season (and not 1934-6).

However, the real reason for this letter is to come to the defence of Mario Tadini who is categorised as one of the "wealthy enthusiasts without the skills to become big-time racers". Although Tadini failed to really shine in front line Grand Prix events, he scored notable podium finishes in Alfa 2.3s, Tipo Bs, 8C35s and 12C36s, especially in his hill-climbing speciality. But his greatest drives were surely in the 1934 and '35 Mille Miglias, finishing second in his privately-entered Monza to a "two-seater" Tipo B in the latter year. Mark focuses correctly on the fantastic duel between Varzi's Ferrari-entered Monza and Nuvolari's 'private' one in the 1934 event but Tadini's times in the run down to Rome in his Ferrari-entered Monza Alfa outshone them both!

I AM, YOURS, ETC.

SIMON MOORE, SINGAPORE

* * * *

THE WHEELS THAT WOBBLED

SIR,

May I add a few observations to your notes on Lotus wobbly web wheels. On the Lotus 11 and 12 the hub was completely deleted and the wheel bearings fitted directly into the wheel. Even more weight than you suggested was saved. The 'wheel' bolts actually held the disc onto the wheel. To change a wheel the brake caliper and wheel bearings all had to be stripped off!

An even neater touch was the grease cover for the centre of the wheel. This was a cap from an oil can, the kind you press in the middle to release and squeeze on the outside rim to fit. Ideal for this application and as I assume Lotus used a lot of oil zero cost!

In conclusion the design was even cleverer than you perceived.

I AM, YOURS, ETC.

JP DOWERR, LONDON, EC4

* * * *

STRAKER-SQUIRE

SIR,

I have recently bought the exciting ex-Brooklands Straker-Squire from Nick Howell and was very interested to read Bill Boddy's article titled "Identity Crisis?" in the May issue of MOTOR SPORT.

However, any confusion over 'identity' relates to the car's registration number (MD 7901 or CM 4404), and not the chassis number, which is clearly X2 as outlined below:

X2 engine is stamped on the nearside chassis rail, above the rear spring hanger.

The engine is stamped X2, and is numbered 5004 on the crankcase. This latter number matches the entry in the original BARC Certificate Book concerning the 1920s Brooklands records set by Kensington Moir, and the book also records the chassis number as "2".

The bulkhead is also stamped X2. Moreover, this bulkhead shows clear evidence of the hole which was cut into it for exhaust pipe number 4 (of the six "organ" type pipes) to pass through when fitted by Mr Kensington Moir in the early 1920s. This hole was welded up by Nick Howell during his excellent rebuild of the car, and the position of its location is clear for all to see.

I have (amongst many others) a letter on file written by H Kensington Moir dated August 31, 1953 in which he states, "In the early days of the 6-cylinder car, Davidson and I drove the first two experimental cars at Brooklands, after which I took over racing at the Works, and the second experimental chassis was the basis of the car which I raced at Brooklands. To the best of my belief this was stamped X2."

Like so many other competition cars of this period, we may never know the full story behind the "original" registration number of the car, because, as Bill Boddy points out there is evidence that these may have been swapped around during its esteemed racing career.

I am looking forward to using this evocative machine both at home and abroad in the very near future.

I AM, YOURS, ETC.

JONATHAN PROCTER, LONDON, W2



The identity of Kensington-Moir's Straker-Squire is explained

LETTERS FROM READERS

GRAHAM HILL SET UP MY CAR

SIR,

I was fascinated to read the excellent BRM story in your 75th Anniversary Issue.

In 1962 I bought the P48 BRM which I planned to compete in the RAC Hill Climb Championship. I decided to gain some experience so booked Silverstone.

When my small team and I arrived we found the works BRM team. I felt like turning round and creeping away. We need not have worried, Graham Hill came over to us and introduced himself and because my car had been his team car he offered to do some laps to set the car up for me. He asked his mechanics to make various alterations and gave us a huge box of parts.

What a super man and a great introduction to my new pride and joy.

I AM, YOURS, ETC.

TONY GRIFFITHS, KENILWORTH

* * * *

HARVEY POSTLETHWAITE

SIR,

It is a grey Saturday morning in April 1968. A small group gather outside the tower at Castle Combe to study practice times for Clubmans sportscars. Topping the list is one Harvey Postlethwaite – a second and a half quicker than anyone else. Amid an amount of chuntering the group disperses. We head for the cafe, for fried egg, bacon and bread smothered in baked beans. In the queue, my mate asks the question: "Who the hell is Harvey Postlethwaite?" A tall, quiet bloke in faded overalls is next to us in the queue. " Uh... I'm Harvey Postlethwaite," he mutters. We decide anyone who can get an elderly Mallock round Combe faster than our all-independent Lotus Seven deserves a free plate of breakfast and some chatting up.

As we eat, we discover three things:

Harvey has an excellent appetite (he eats my fried bread too); he is very good company; and, technically, he is on a different planet. Stuff about laminar flow and boundary layers goes way over our heads. Works a treat on old Mallocks though... and on Hesketh, Ferraris, Tyrrells and possibly Hondas. As a result many got to know who the hell Harvey Postlethwaite was. He won the race too.

I AM, YOURS, ETC.

ROB GORDON, WEST CAMEL, SOMERSET

* * * *

GENTLEMAN JACK

SIR,

Congratulations on an excellent May issue. I particularly enjoyed the two Brabham articles.

As a boy in the 1960s I was lucky enough to see the great Australian race several times, both in F1 and F2. I didn't get to a championship Grand Prix though until 1970, Jack's final season, but what an impression he made on this 12-year old. At Brands he harried Rindt's Lotus for lap after lap,



Tony Griffith's BRM tackles the hills with help from another Hill

took advantage of an error, and disappeared into the distance. Where did a man of 44 find that pace and stamina? The driving was fast and nine points would have avenged the slip up at Monte Carlo.

But, as we know now, 1970 was not lucky for Black Jack. I'll never forget standing at Clearways on that final lap as Rindt appeared, to be followed by Brabham coasting having run out of fuel. The shocked crowd willed the silent BT33 to the finish. It did, but second place was scant consolation.

Earlier that year I had seen him drive sportscars for Matra in the BOAC 1000km, again at Brands. Walking around the wet paddock, I noticed him collecting his belongings and I wondered whether to ask for his autograph. Fascinated, I watched him carefully pack two small holdalls, tuck some papers under one arm, hook a helmet over the other, pick up his bags and set off up the hill. With poor timing I moved forward. "Excuse me, Mr Brabham, could I have your autograph please?" He looked at me, sighed and smiled. He put down his bags and papers, took my pen and signed my programme. I still have it. Thanks Sir Jack; a racer and a gentleman.

I AM, YOURS, ETC.

JOHN WINFIELD, ORSTON, NOTTS

* * * *

WHO'S A JOLLY GOOD FELLOWS?

SIR,

Following the success of my Auto Union Album, Neil Corner has asked me to prepare a similar book of photographs by Robert Fellows, whose pre-war race negatives Neil owns.

Fellows was a gifted photographer and a friend of both Dick Seaman and Rodney Walkerley (*'Grande Vitesse'* of *The Motor*). In 1948 Walkerley published a slim volume called *Grands Prix 1934-1939*, with photographs by Fellows who, sadly, did not live to see it published. As Walkerley recalled in his Foreword, in December 1945, his friend died of wounds received at El Alamein.

And that, at the moment, is all I know of him. He seems to have been a man of independent means, able to travel throughout Europe to some circuits as far afield as Reims, Monza and Pescara in some style, for among his pictures are those of the cars he used, including an Alfa Romeo, an SS Jaguar, a Lagonda and a Packard drophead coupe – hardly your run of the mill transport.

If any reader has information about Fellows' brief life I will be most grateful.

I AM, YOURS, ETC.

CHRIS NIXON, 23 CAMBRIDGE ROAD EAST
EAST TWICKENHAM, MIDDLESEX TW1 2HN

* * * *

PAL ITALIA

SIR,

I was interested to read your appraisal of Mike Parkes in the May edition.

It may not be generally known that Mike, like his father John Parkes, was also a fine pilot. John became a close friend when he lived near Ipswich in the '70s. From time to time Mike would fly in from Modena in his Beech Baron to Martlesham Heath, outside Ipswich. Once Mike arranged as a birthday present to fly my wife and I to Gatwick to catch a flight to Athens, an unforgettable experience.

Although John Parkes was not a racing fan himself, he was very proud of Mike's achievements. He talked about Mike a good deal and delighted in the flying visits from Modena.

I AM, YOURS, ETC.

JOHN NH PATON, YARMOUTH, ISLE OF WIGHT

* * * *

ENOUGH HECTORING

SIR,

I enjoyed the Brabham stories in your May issue, but am still reeling from your choice of cover photograph. Why, when you could have featured such Brabham legends as Black Jack himself, Denny Hulme, Dan Gurney, Jacky Ickx, Niki Lauda or Nelson Piquet, did you choose that archetypal mega-buck no-mark, Hector Rebaque?

Still, I should be grateful that you didn't run Motor Sport's first Rebaque cover last year. Had you done so, an over-excited Ricardo Rosset might have construed it as precedent enough to request that I feature him on the cover of F1 Racing. And that would never do.

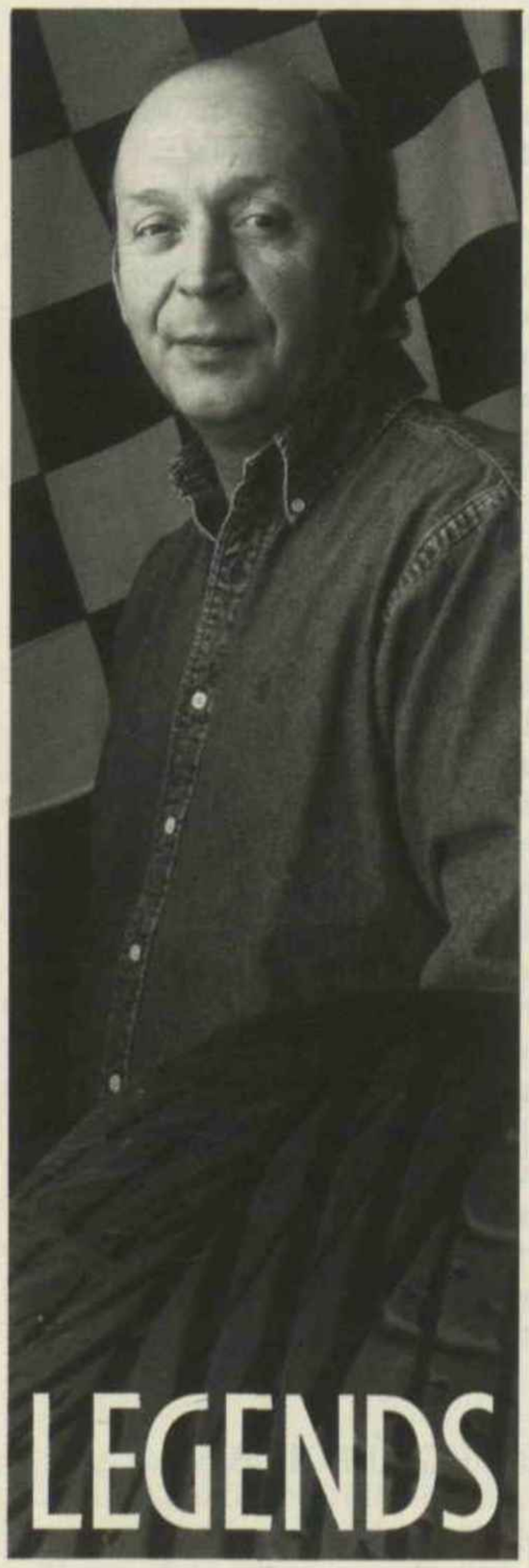
I AM, YOURS, ETC.

MATT BISHOP, GROUP EDITOR, F1 RACING,
CROUCH END

That wouldn't be the same F1 Racing that plastered the archetypal poverty-stricken, super-talent Pedro Diniz all over its cover would it? And would you, by any chance, be related to the Matt Bishop who wrote the well remembered "Move over Mika. How Coulthard can humble Hakkinen" cover-line?

I put a Brabham on the cover. Hector Rebaque just happened to be inside it. That's the same Hector Rebaque who missed the podium by one place three times in a single season. -ed.

NIGEL ROEBUCK



HISTORY IN PRINT

"HOLD THIS FOR A SECOND," SAID ROY Salvadori, handing me a glass of beer. "No, on second thoughts perhaps you'd better hold this," and he passed a half-eaten sandwich into my care.

Racing was over for the day, and this maddening eight-year-old had asked for Roy's autograph. It was the Oulton Park Gold Cup in 1954. August 7 1954, to be precise. The date is etched in my mind as the first time I saw Grand Prix cars race, and I still have the programme, complete with the faded signatures of Salvadori, Moss, Parnell and others.

As some who collect models soon conclude that, if the hobby is not to get out hand, they must limit themselves to a particular marque, so am I with programmes. By and large, I try to restrict myself to particularly memorable races, those especially significant to me (such as anything won by Jean Behra), or quirky events, like the one-off Grand Prix in Dallas in 1984.

An exception to the rule, given my obsession with the 'roadster era' at Indianapolis, is anything from America from the mid-50s to the early 60s. These I scoop up whenever I see them, particularly if they happen to be signed by such as Jimmy Bryan, Eddie Sachs or Bob Sweikert.

I am not, by contrast, an avid collector of magazines. Some individual copies are kept intact, of course, but usually I tend to hack out stories of interest, file them, and sling the rest in the bin. In general, I have found that those who glory in miles of shelving, in immaculately bound volumes of this, that and the other, tend to have rather little passion for the events recorded therein.

Race programmes I find endlessly absorbing, though, for so often a deal of social history, sometimes hilarious, sometimes chilling, is to be found within their covers.

Probably the pride of my collection is the programme from the 1936 Vanderbilt Cup, run on Long Island, and won by the Alfa Romeo of Tazio Nuvolari – 'The man who has a contract with the Devil...'

The art deco cover is a thing of beauty, and on the back is an ad for Camel cigarettes, featuring Lee Gehlbach, America's leading test pilot of the time. A photograph shows Gehlbach in a diner booth, eating his meal – and also smoking. "Camels set me right!" he says. "I smoke them with my meals and afterward – for digestion's sake. They speed up the flow of digestive fluids, and help bring a sense of well-being." Well, who'd have thought it?

It is not only in matters of health that accepted thought has changed down the years. Etiquette on the race track, for example, was once taken for granted. In the programme for the very first World Championship Grand Prix, at Silverstone in May 1950, a few useful facts are assembled to further spectators' appreciation. I will quote a single example.

'*PASS, FRIEND. The French were the pioneers of motor racing, and ever since it has been a tradition to use their rule-of-the-road. Therefore, overtaking drivers should pull over to the left-hand side of the road.*' Just like today, really.

Elsewhere in the programme are listed the awards for the day's events; in winning the Grand Prix d'Europe for Alfa Romeo, Giuseppe Farina won for himself and his team £500, doubtless a handy sum 49 years ago, but rather less *pro rata*, one imagines, than Michael Schumacher and Ferrari trousered last July. This must remain in the realms of speculation, however, since presumably only Bernie Ecclestone and Luca di Montezemolo are aware of the figure on the cheque.

Not long ago I bought the programme from the 1939 German Grand Prix, primarily because this was the last major victory of Rudolf Caracciola, a driver whom Alfred Neubauer considered even greater than Nuvolari. The race was run only two months before the outbreak of the Second World War, and the programme is appropriately doom-laden, with swastikas and Nazi salutes well to the fore. In the midst of this cauldron of nationalism is a full-page ad for Coca-Cola; perhaps some things are timeless, after all.

The programmes I enjoy most, perhaps, are those from the America of 40 years ago, when Mom and apple pie still held sway, when, as Woody Allen put it, his parents' values were 'God and carpeting'.

In a 1963 sprint car programme, from Reading, Pennsylvania, there was pictured a pretty young woman adjudged the area's 'Outstanding Future Homemaker of America'; elsewhere we note that, racing the Wergland Roofing Special, was one Mario Andrette (sic), who might reasonably have been considered 'Outstanding Future Race Driver of America', but was not. They couldn't even get his name right.

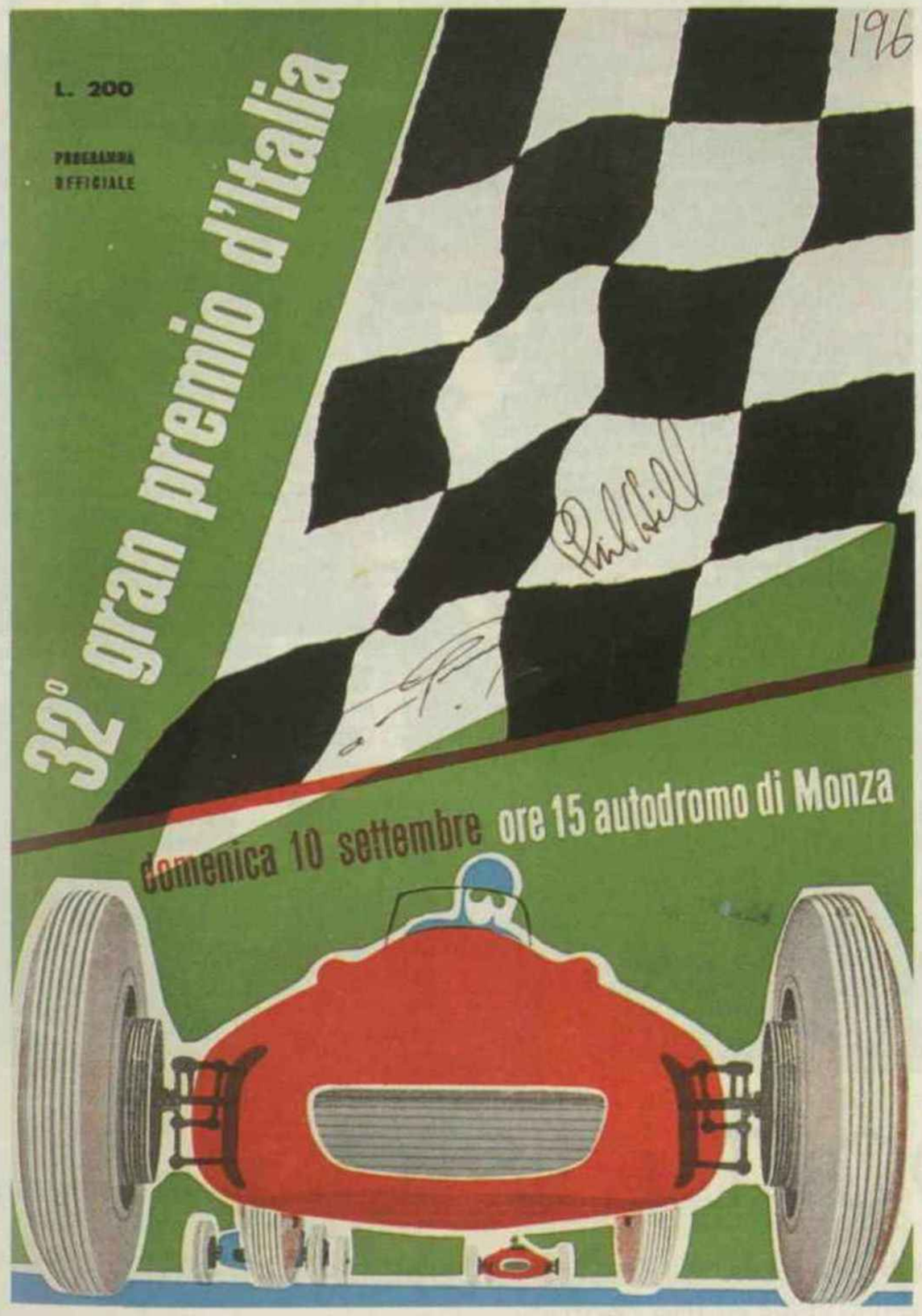
Back then, it seemed that the world was squeamish about almost

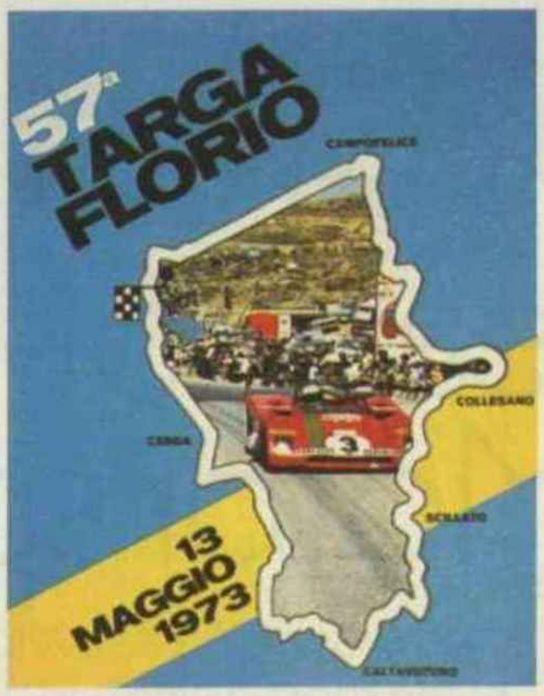


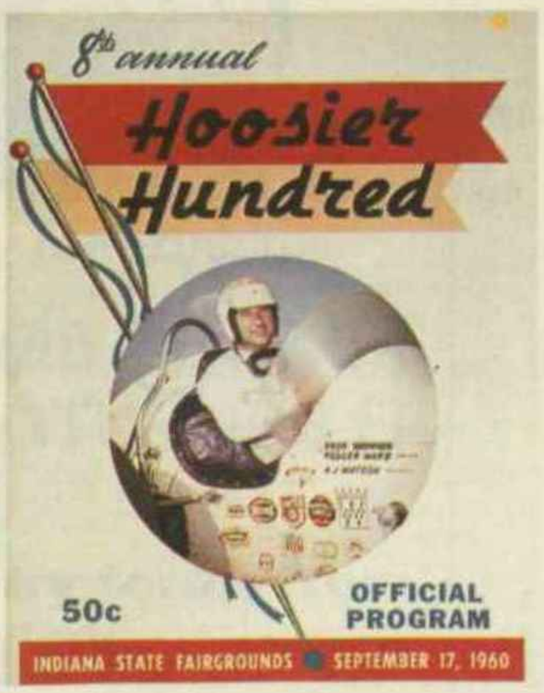




A 'monkey' for Farina, British GP 1950, left. Spain '71 was first NR report; Avus '59 recalls Behra's death











Monza cover signed by P Hill and Gurney; last-ever Targa Florio; Hoosier a Roebuck favourite; '39 German edition reflects things to come; Le Mans '55 has tragic overtones

everything but death, *In Memoriam* pages – sometimes three or four of them – being set aside, paying homage to drivers recently killed. In the same programmes toilets are referred to as 'comfort stations'.

Across the world, the attitude to safety was indeed somewhat different. My Oulton Park programme offers a polite reminder to spectators that, 'The earth banks around this circuit have been erected as a crash barrier for your protection. It is forbidden to stand, sit or climb on them.'

This brought back a remark made to me by Tony Brooks: "As far the drivers were concerned, safety was never even discussed. Our attitude was that the spectators had to be protected at all costs, and that was it."

My favourite programmes of all are from the Hoosier 100, an event run to this day at the Indiana State Fairgrounds, a one-mile dirt oval in the classic American tradition. For front-engined dirt cars, the race in its glory days was a round of the USAC Championship, and pulled the country's finest drivers. You were nothing until you'd done something there: in 1957 the driver of the Hoover Motor Express Special was listed thus: 'AJ Foyt (no picture available)'.

My 1960 programme exhorts race patrons to, 'Insure America's Future! Vote for Richard M Nixon for President.' Well, who knew?

A year later, Cold War fever was rife, and clearly there were those who believed it only a matter of time before the Commies cleared customs in Indianapolis. In the '61 Hoosier 100 programme, the Columbia Construction Co Inc took a full-page ad: "Will Your Family Survive?" it luridly began. "It Can! With One Of Our Fallout And Bomb Shelters!"

If the ad pandered to fears of nuclear holocaust, it did not neglect America's preoccupation with creature comforts. "Choice Of Colour Interior! Two Bunk Beds! Landscaped Renditions Available!"

One might have thought the word 'emergency' redundant in "Emergency Lighting Equipment!", but my real favourite is "Chemical Toilet With Two Weeks' Supply Of Chemicals!" If the fall-out lasted more than a fortnight, presumably you were a bit stuck. "Pardon me, do you know where there's a comfort station?"

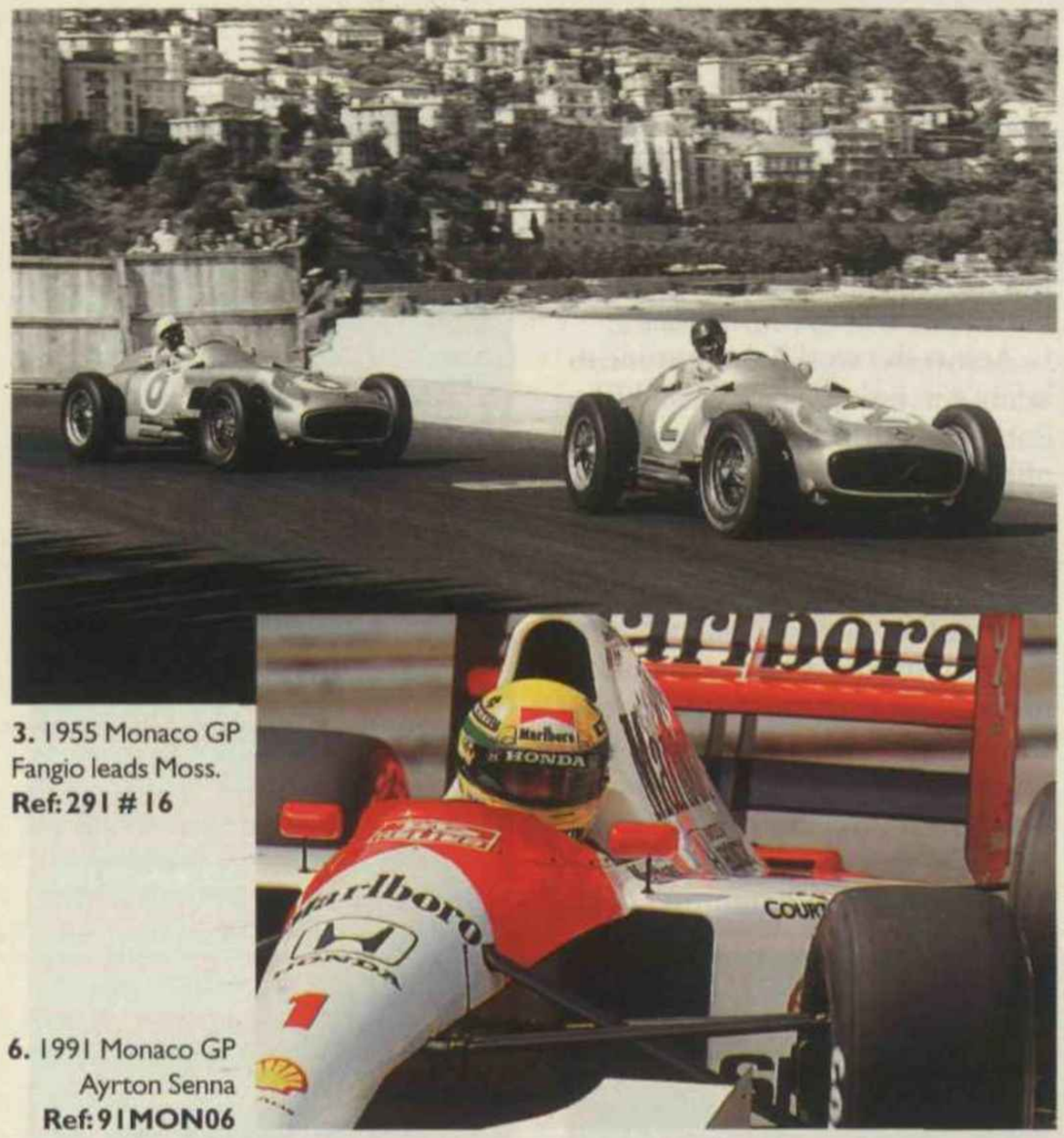
Putting flippancy aside, my affection for America and its motor racing has always run deep, and I would never part with these programmes, for they evoke a period of classic racing, with an innocent clarity that can catch you unawares. Amid ads for hamburgers and tractors in a 1968 programme, you come upon a whole page given over to a small photo, and a simple handful of words beneath, without affectation: 'He was the greatest, and his name was Jimmy Clark.'

Contemporary programmes, particularly those dealing with Formula One, leave me cold, I'm afraid, for they have come under 'official' control, and have a drab uniformity of appearance, size and content. But there was a notable exception to the rule in Hungary a few years ago, when some intrepid fellow slipped in a remarkably detailed feature suggesting that Bernie had put the organisers through a financial wringer down the years.

No-one seemed to know how it happened; everyone doubted that it would happen again. M



4. 1981 Monaco GP
Gilles Villeneuve
Ferrari 126CK
Ref: 81MON01

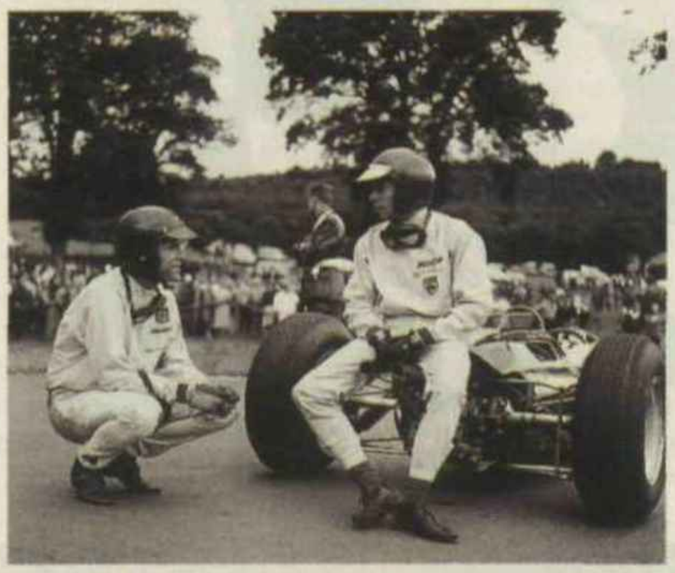


3. 1955 Monaco GP
Fangio leads Moss.
Ref: 291 # 16

6. 1991 Monaco GP
Ayrton Senna
Ref: 91MON06



1. 1958 Monaco GP
Peter Collins
Ferrari Dino 246
Ref: LAT 1984



2. 1964 Belgian GP
Jim Clark talks to
Dan Gurney.
Ref: 24999



7. James Hunt
Ref: H6A01



5. 1994 German GP
Benetton pit fire
Ref: 94GER01

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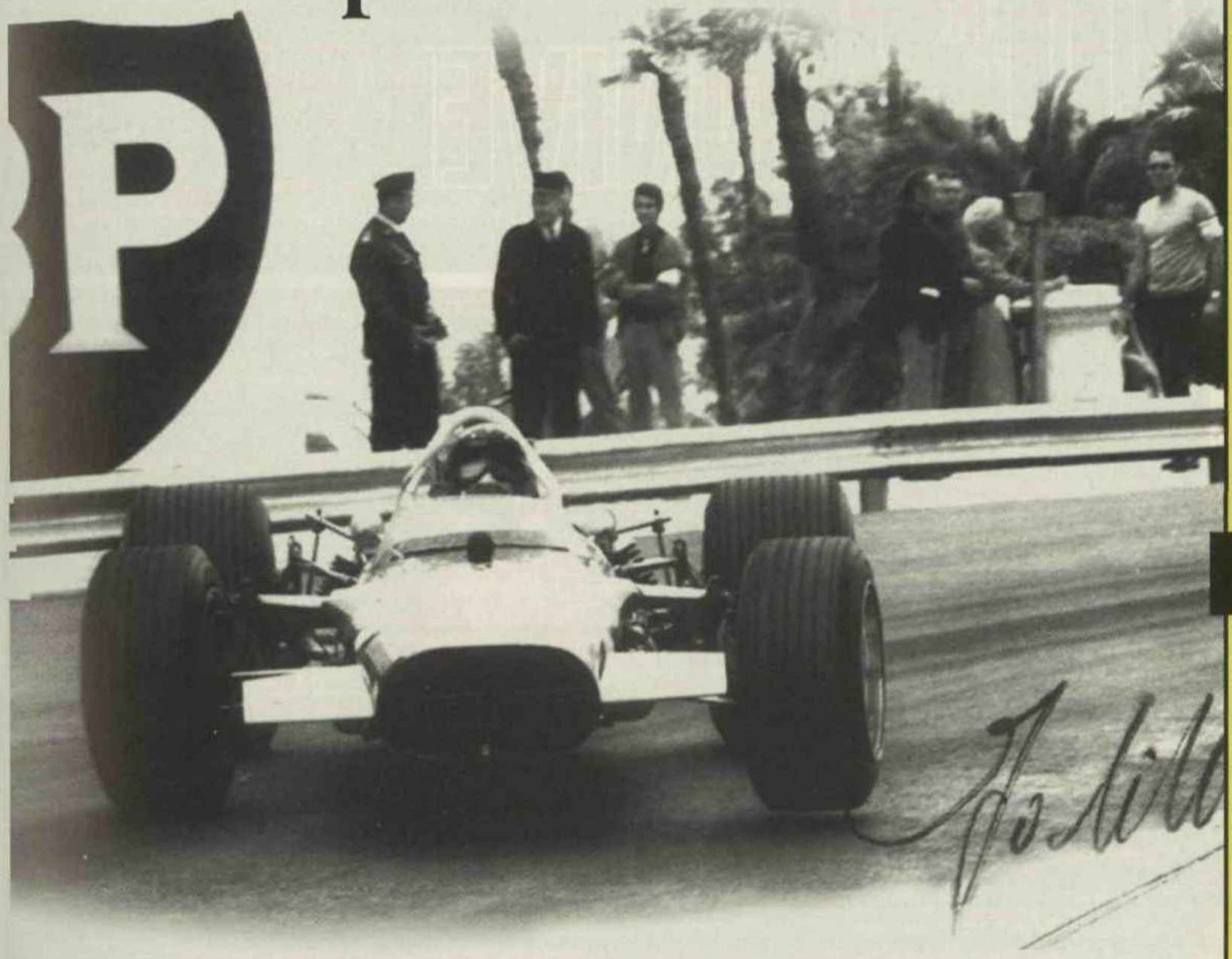
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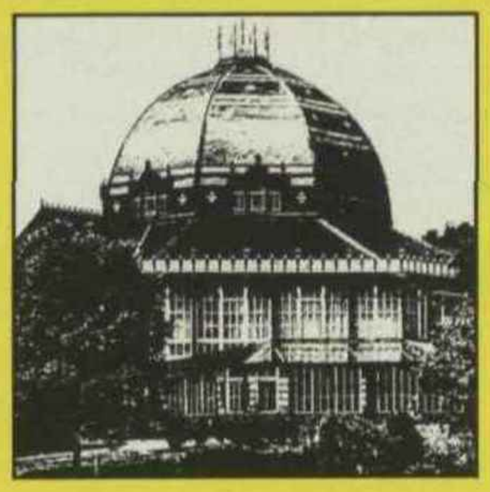


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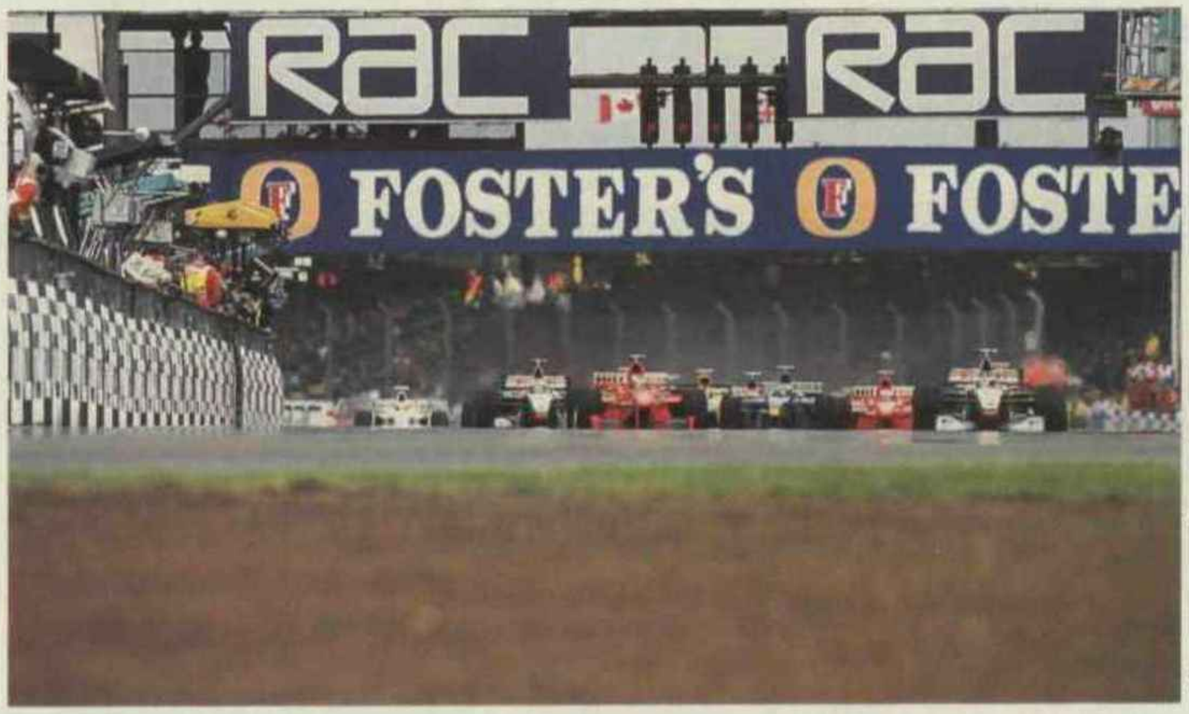
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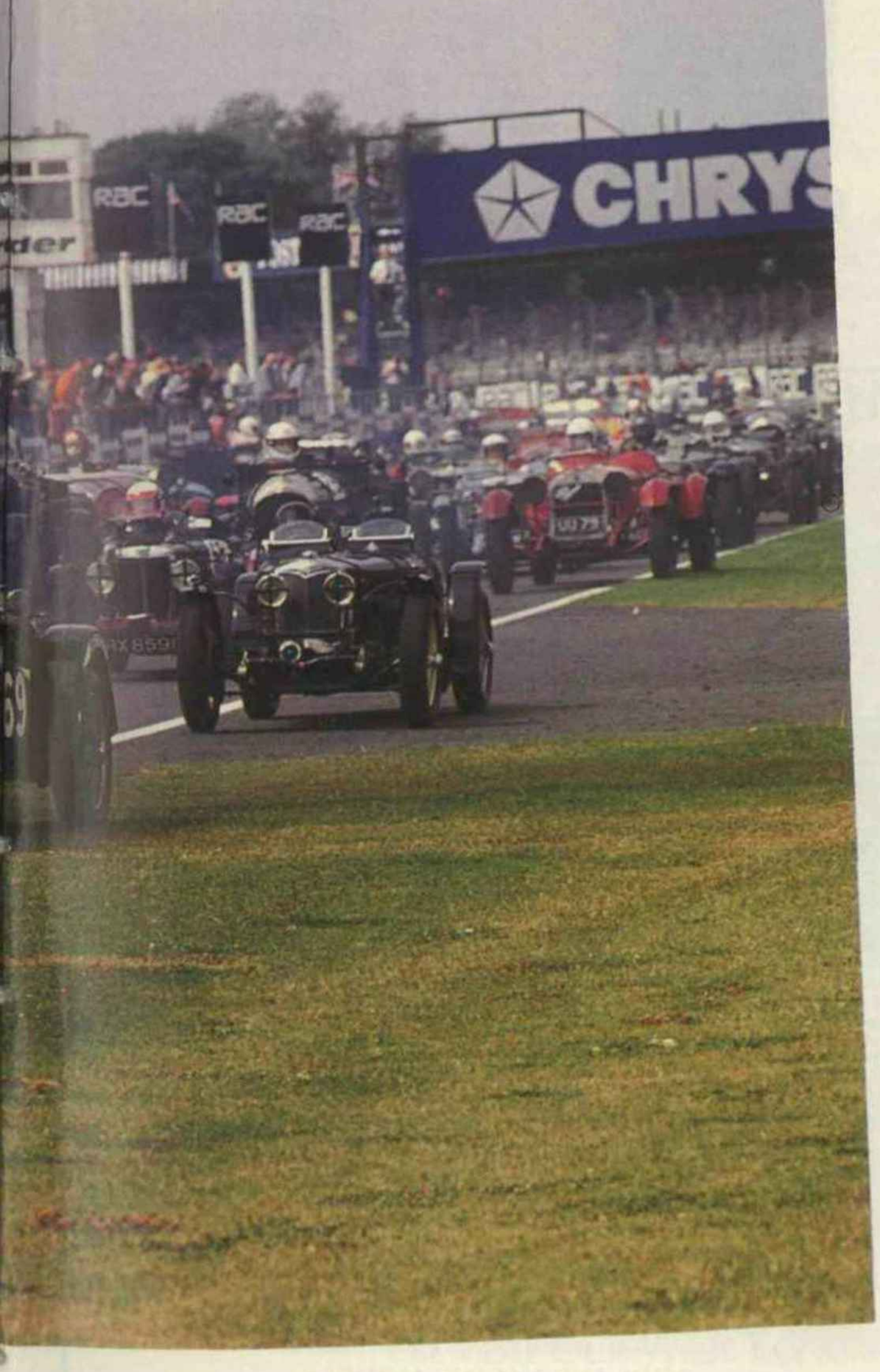
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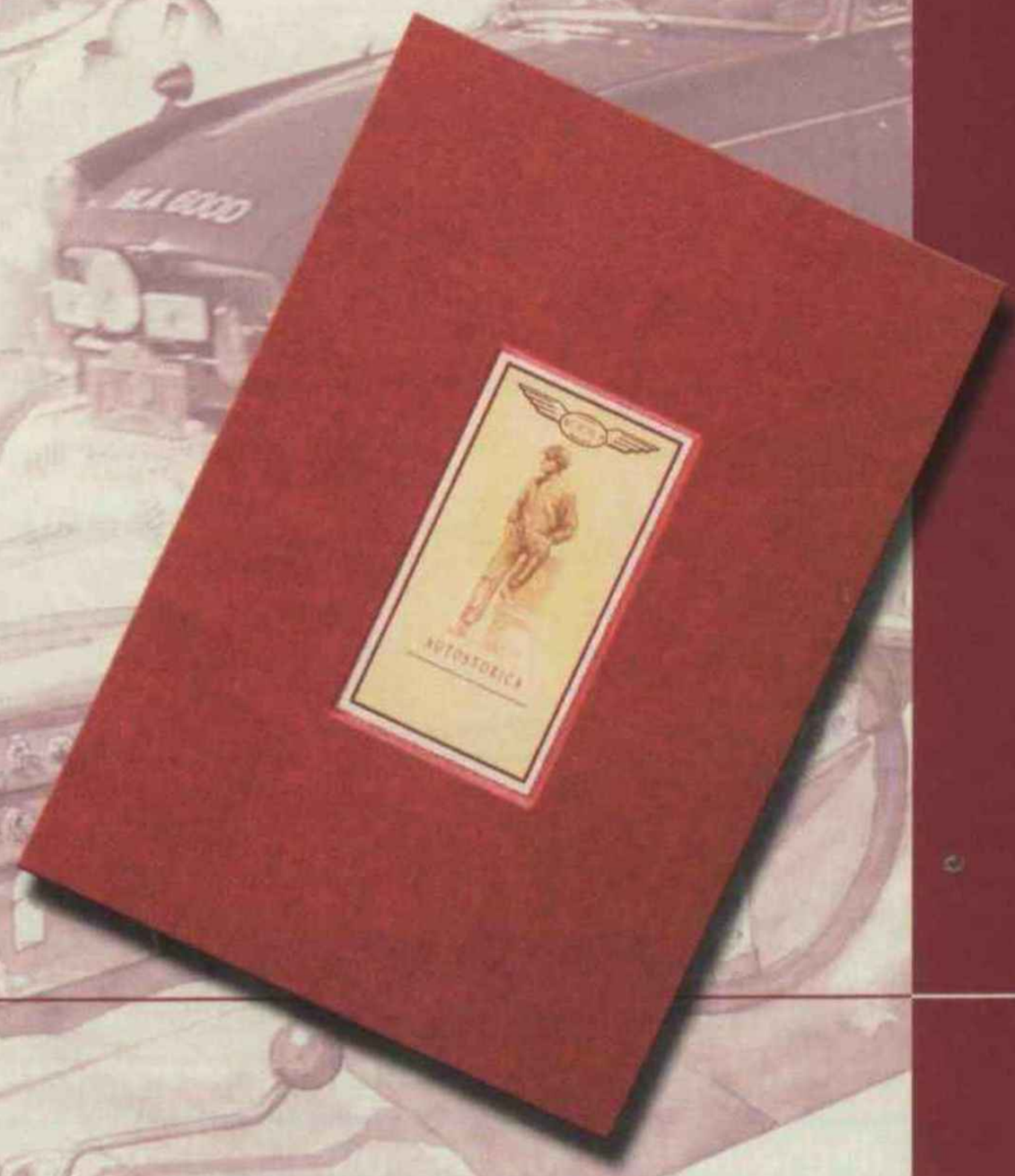
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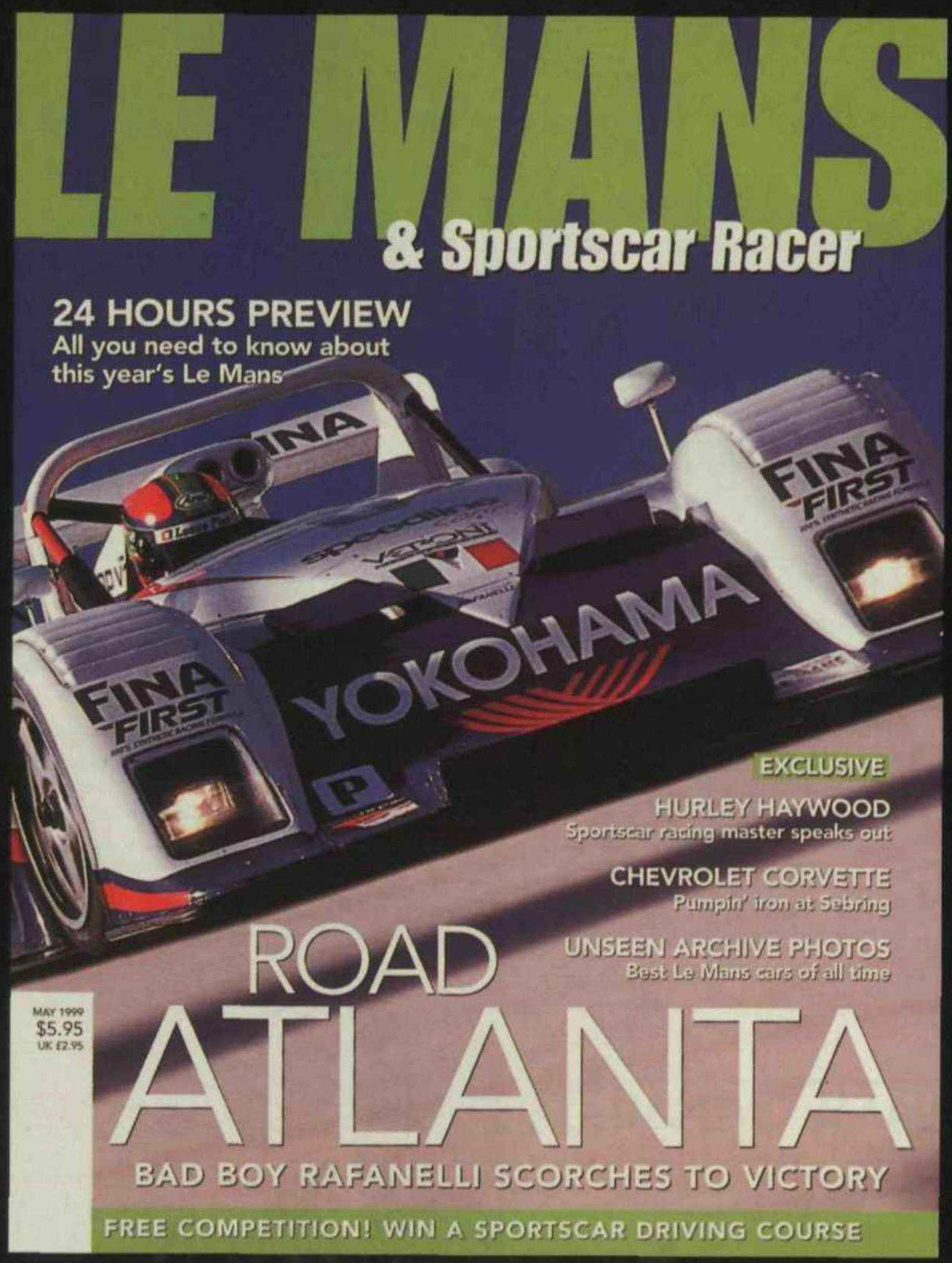
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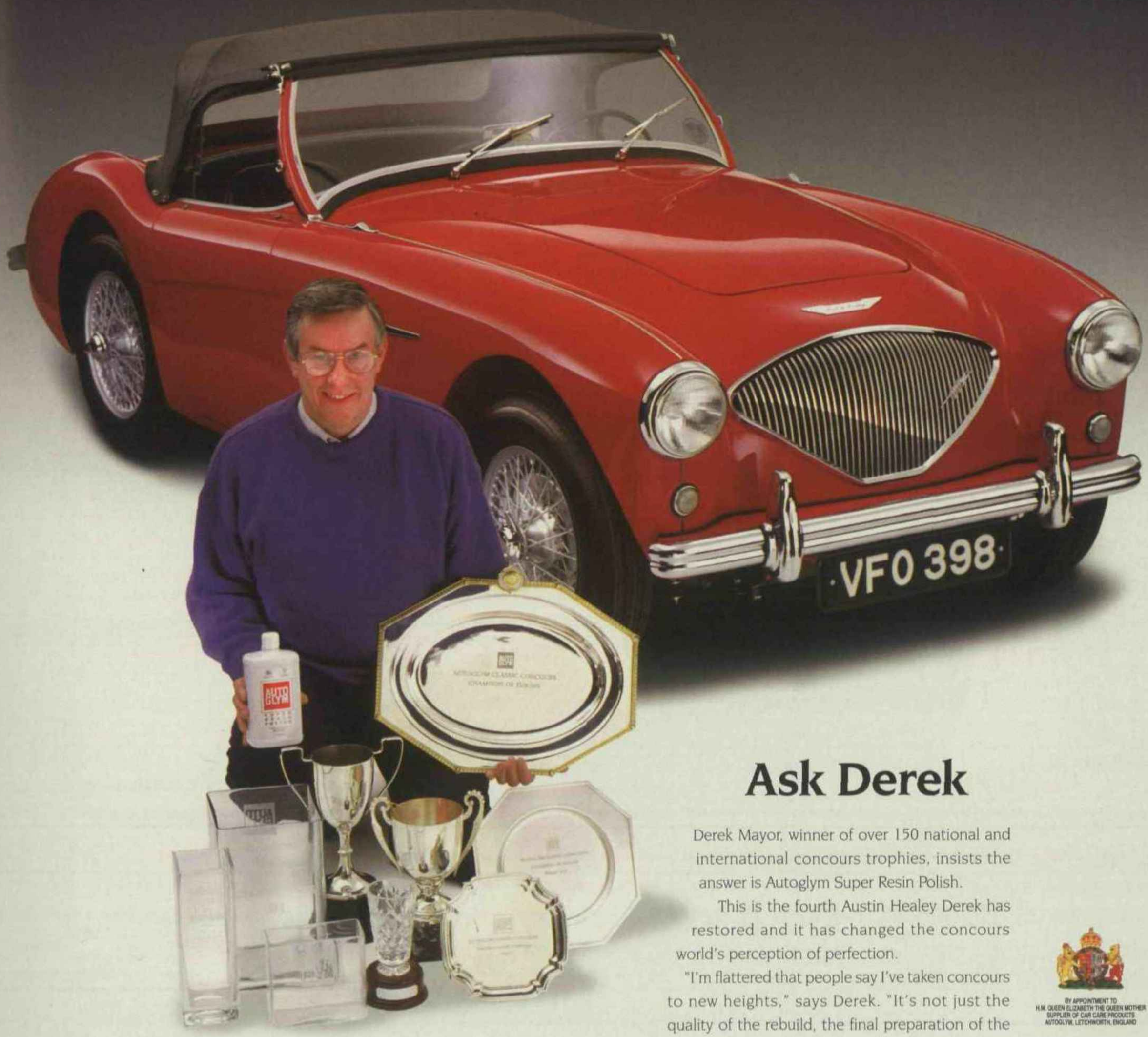
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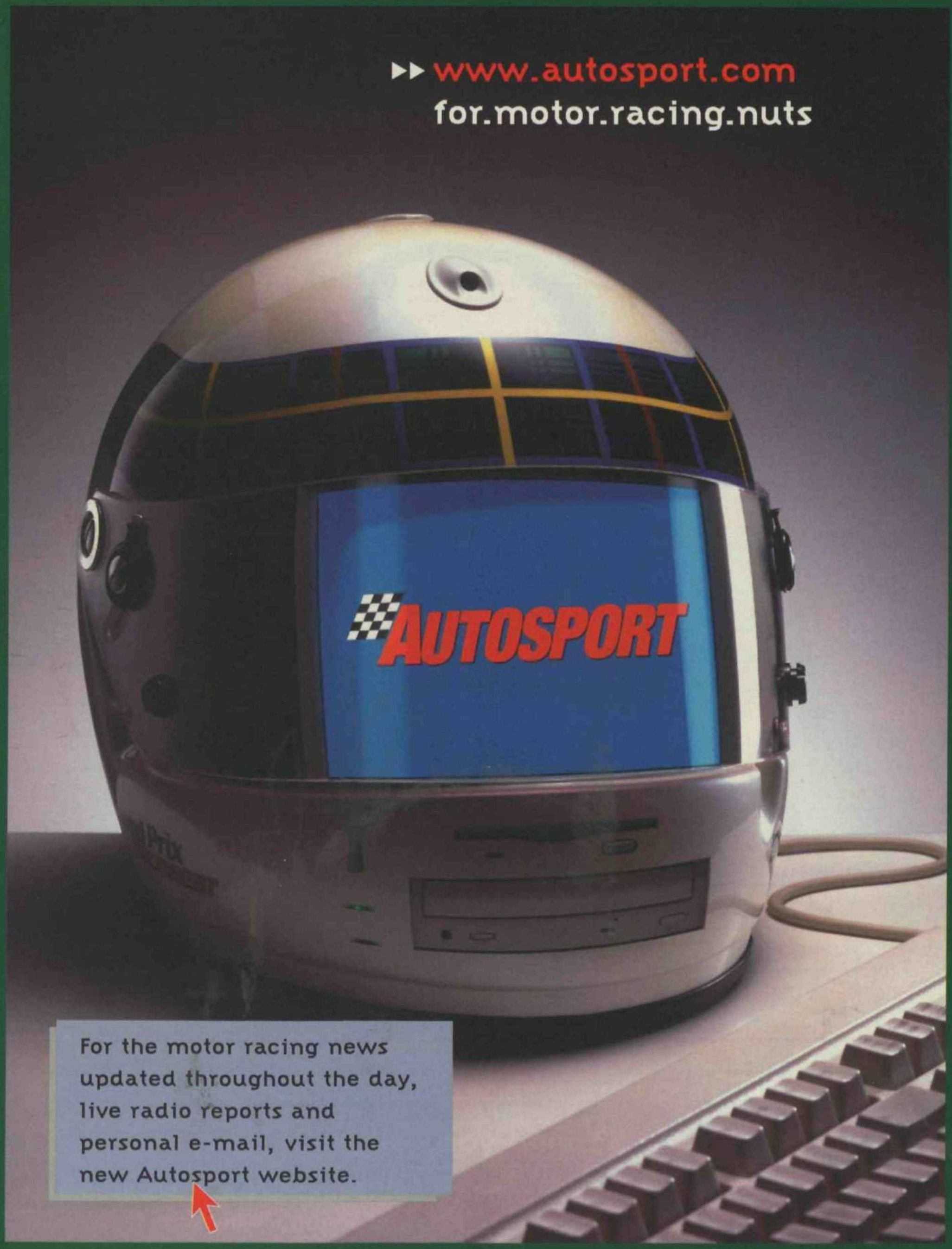
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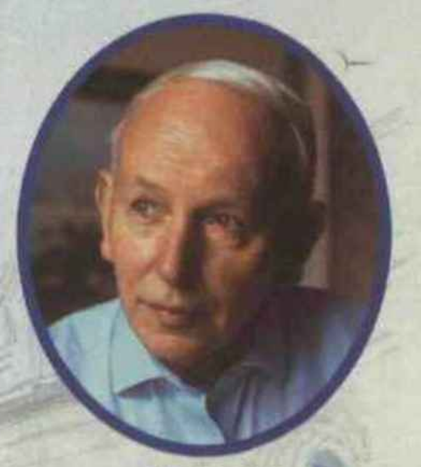
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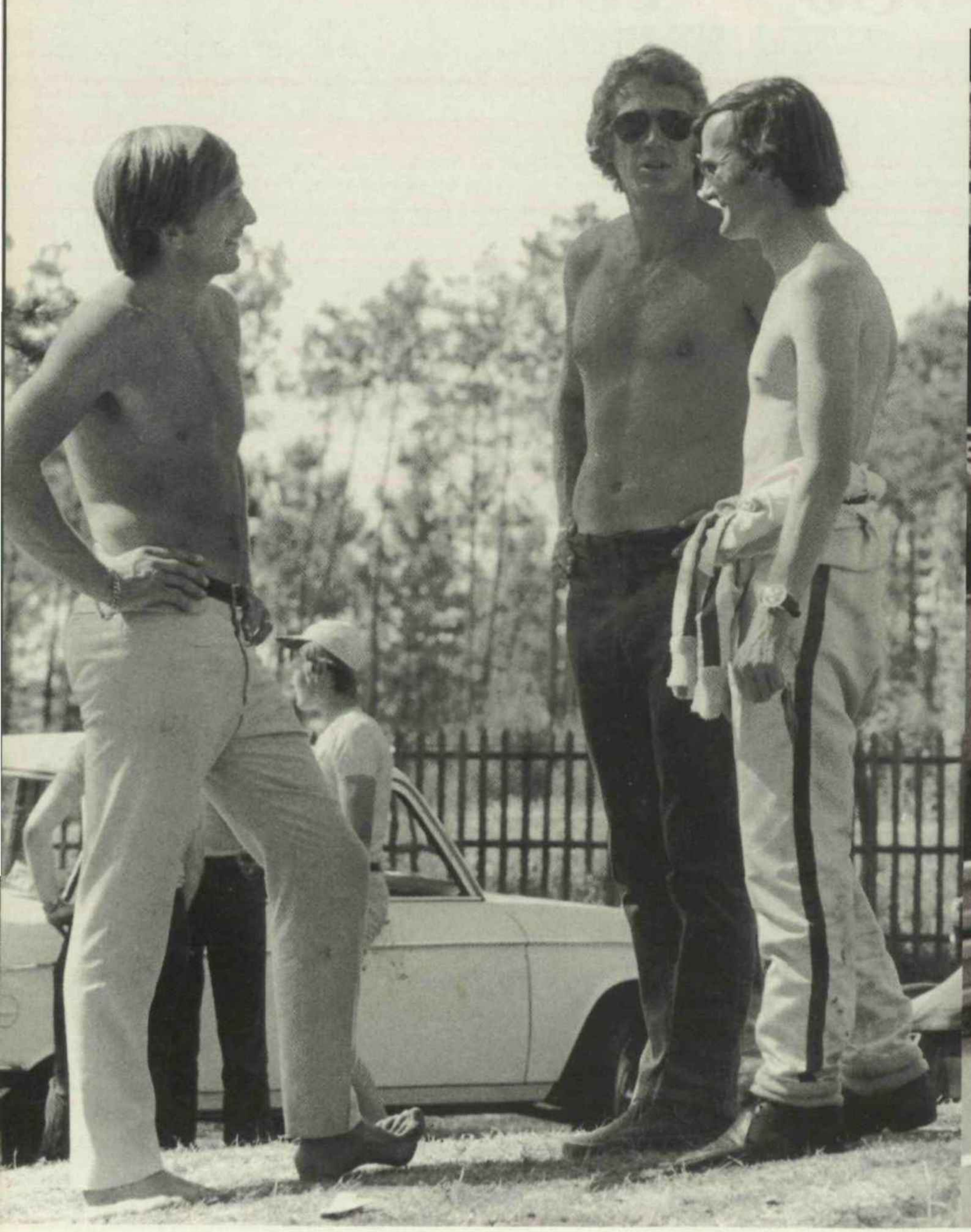
Le Mans! Ca

REMEMBER THE FILM 'LE MANS'? JONATHAN WILLIAMS DOES: HE WAS THE MAN HIRED TO DRIVE THE CAMERA CAR, STEVE MCQUEEN'S OWN PORSCHE 908, IN THE ACTUAL RACE TO GET REALISTIC FOOTAGE. THIS IS HIS STORY

NOT LONG AGO, I SPENT A COUPLE OF HOURS SITTING at a table in a French hotel, signing my name five hundred times. I was rewarded at the rate of two dollars per scribble, which strikes me as the kind of work I'd like on a regular basis.

The posters to which I added my signature were a limited edition of a fine lithograph commemorating Porsches' first win at Le Mans in 1970, courtesy of Dickie Attwood and Hans Hermann. All the surviving drivers of Porsche cars in that year's race had been tracked down by an enterprising American, Michael Keyser, and it was this activity which caused me to think back to that weekend, nearly 30 years ago.

In the Spring of that year Nello Ugolini, former Ferrari team manager, and at that time working for





Derek Bell Collection

Left: Derek Bell, Steve McQueen and Jonathan Williams during a break from the filming of Le Mans. Williams drove camera car (above) then was hired for six weeks for staged sequences that ended up taking over three months

mera! Action!

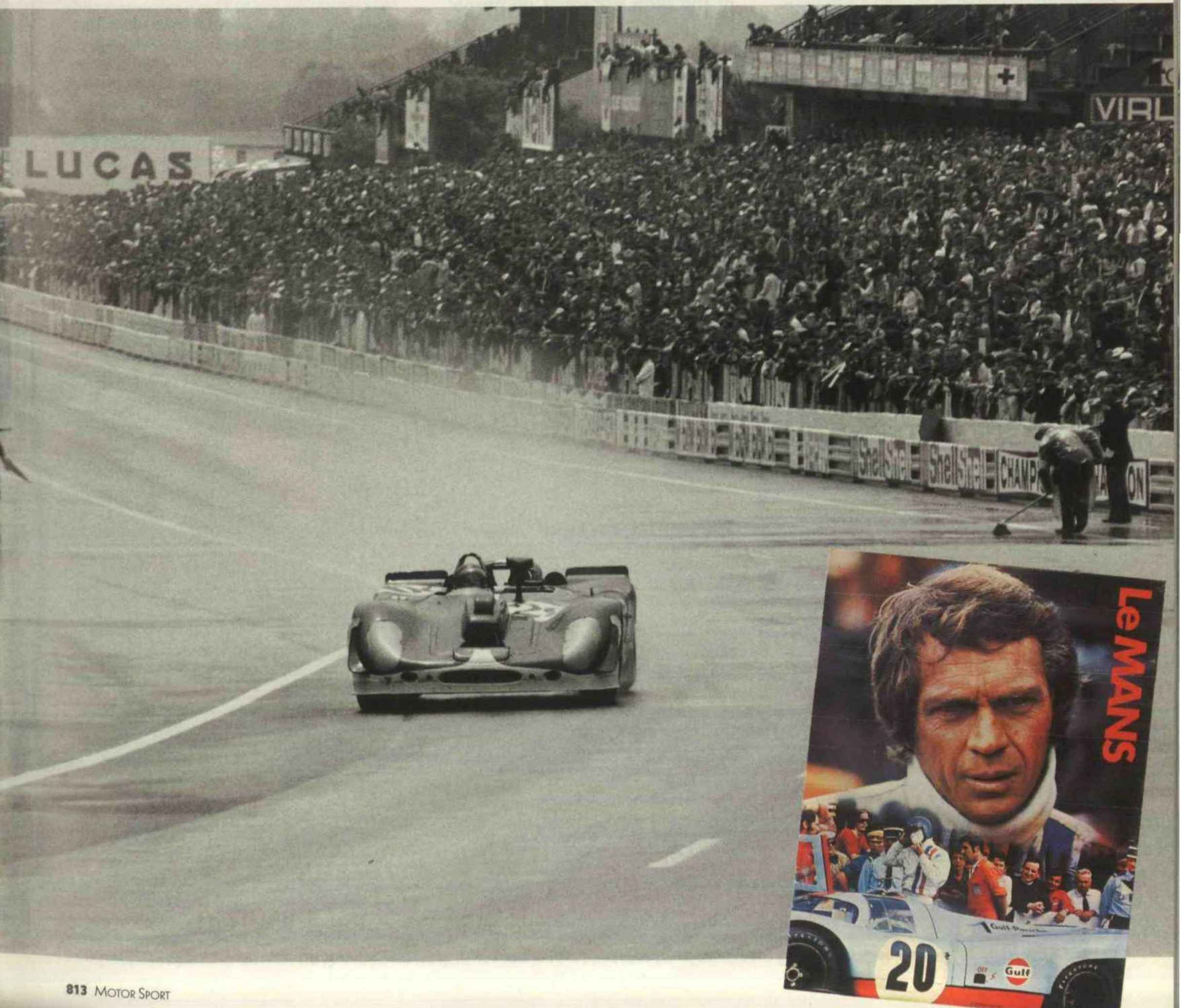
Scuderia Filipinetti, telephoned me in Rome, where I was living at the time, to ask if I would like to co-drive a Ferrari at Le Mans. I had driven for them at Le Mans in 1968 in their 250 LM, and while that race hadn't exactly reminded me of Club Med, I accepted the offer at once; it was, after all, the only one I had.

In the perverse way that life functions, the next morning, I found an envelope in my letter box. It was from Andrew Ferguson, an ex-Lotus F1 team manager, and his explanatory letter to the contract it contained outlined a very interesting proposition. Solar Productions, a company set up by actor and racing nut, Steve McQueen, was planning to make a film based on Le Mans, and unprecedented efforts were to be taken to ensure its authenticity. For a start, all the cars were to be the real thing, no replicas or models, and filming would be at race speed.

For live footage, they planned to enter Steve's own Porsche 908 in the race, modified to carry two hefty cameras, and they wanted me to drive it, along with German Porsche specialist, Herbert Linge. There would be additional camera crews all round the circuit during practice and the race.

After the race was over, they would hire me ➳

LAT



and other racers, to drive cars hired from Ferrari, Porsche, Alfa Romeo and privateers, in the staged sequences needed to fit the film's story line. This they felt, would take around six weeks. When I got to the paragraph in the contract where the terms of payment were spelt out, I couldn't believe my eyes. Here, for the first, and for that matter, the last time in my short professional career, I was being offered the kind of money that would guarantee some being left over when the work was finished.

Without further ado, I sent a telegram to Andrew, accepting his offer, leaving me with nothing else to do but to make the embarrassing phone call to Ugolini in Modena, informing him of my perfidy. Understandably, he sounded very unamused.

Solar Productions had booked me, along with the other members of the team, into an impressive chateau 20 kilometres from the circuit, which was to be my home for the next few months. Chateau Sagrais was surrounded by a moat, which contained a large population of giant carp, some over a hundred years old, who made a distinctive slurping sound when fed pieces of bread through the dining room window at breakfast time. Inside, there were miles of corridors, leading to countless bedrooms in various towers and turrets, and a kitchen run by a wizard of chef, who's offerings never ceased to amaze. When, three and a half months later, the filming finally ended, I was rather sad to leave.

After checking in, I ran into my great friend from Ferrari days, Mike Parkes, and he suggested we try a new restaurant in the countryside, about which he had received glowing reports. Inside only one table remained vacant, to which the maitre d' guided us. Picture, if you will, my horror as we recognised the Filipinetti team seated at the adjacent table, and, in the chair closest to me sat Ugolini, the man to whom I had behaved so shamefully! To my relief he simply wagged his finger at me in mock admonition, with a barely disguised twinkle in his eye.

The following morning, I saw the 908 for the first time; it was immaculate, in gleaming dark blue and white livery. I had raced previously in the U.S.A., and knew they took this kind of thing seriously, more so in fact, than most European teams, where even works Ferraris could be fairly described as tatty.

"I can't say whether this sorry state of affairs was due to altered aerodynamics or the extra weight of the high-mounted cameras"

The most obvious change to the car was to the bodywork, with the addition of two large, fibreglass bumps on the centreline, at the extreme front and rear, whose purpose was to shroud the cameras. These had quick release mounts to enable them, when out of film, to be substituted with recharged cameras, as this had been found to be much faster than replacing the spools. While the aesthetics were rather spoiled by these unavoidable alterations, it was nothing compared to the degradation to the handling of what had hitherto been a very nice car to drive. In the new configuration, the 908 proved to be very squirrely indeed, giving the feeling at all times that one of the rear tyres was going flat.

I can't say whether this sorry state of affairs was due to the altered aerodynamics, a grey area in those days, or the extra weight of the high mounted cameras. Today, the whole rig would weigh a few pounds, and use two little lenses the size of a lady's lipstick. Such is progress.

The technicians explained the camera control panel, which was situated to the right of the steering wheel. It was simplicity itself, consisting of two on/off switches, mounted in tandem, each with its own red light to indicate that the spool of film on the relevant camera had been exhausted, and a green light to indicate that the camera was running. The film's director, the legendary John Sturges, explained the kind of shots he hoped to get from us. Of paramount importance, he said, was the start, as this could not be duplicated. He could not emphasise this too strongly. This year was the first time in the history of the race where the drivers did not sprint across the track before scrambling into their cars, firing up, and charging off in a chaotic gaggle. With the new system the drivers were seated in their cars, lined up in front of the pits, in order corresponding to their practice times, waiting for the flag to be dropped whereupon the engines could be started.

Herbert, chosen to start, by virtue of being





Derek Bell Collection, Michael Keyser

Clockwise from top left: Jonathan Williams waiting to be called for his next stint; the Porsche 908 at speed in wet during the race; drivers' camera control panel

perceived to have a cooler head than I, was told to activate the front camera about 30 seconds before the drop of the flag, and the rear one just prior to engine start, to record a maximum of mayhem, and to leave them both on throughout the first lap. After that, filming would be selective and at the driver's discretion. For example when the leading cars, a Ferrari 512S, or one of the Porsche 917s came looming up from behind, they were to be filmed from first sighting in the mirror, and then picked up on the forward camera, pulling away into the distance.

Catching slower cars was to be treated the same way, but in reverse. Filming going through the pit and grandstand area was encouraged, as was recording the same scenes in differing lighting conditions - daylight, dusk, darkness and dawn, plus headlights, tail lights, and grandstands at night. If either of us spotted a car spinning, or passed a stalled car or an accident, the opportunity to film was to be seized, to get a large variety of material with which to weave excitement into the final production. If bad luck dictated we were involved in an accident, I believe they would have liked the cameras to be turning up to the point of impact, but they at least had the good manners not to bring up the subject.

When the flag fell, Herbert got away without mishap, and came in at the end of the second lap as planned, since a film reel lasted around six minutes when running continuously. Driver changes were scheduled for every three hours, to coincide with refuelling. I found this race pretty strange from a driver's stand point, due to the ultra-frequent pit stops to switch the cameras. Instead of setting out for a normal two to three hour stint, assuming all things went well, there was a sort of "see you in a quarter of an hour" feel about each departure from the pits.

These stops were carried out very efficiently and I remember too that McQueen, and members of Solar's management were usually present, even in the middle of the night. One problem for Herbert and me was that, whereas in normal circumstances you always know where you are in relation to the other cars, here each return to the race found the car at a random place in the order, requiring a high level of vigilance with the mirrors to avoid being run down by a 917 or 512S with impatient men such as Attwood, Jo Siffert or Parkes at the helm.

"Driving racing cars at ridiculous speed in the pouring rain in the middle of the night was never really my idea of fun"

Naturally, there were times when the film lasted longer, mainly at night; even so I am sure we must hold the record for the number of pit stops made by a car with no mechanical problems as, in typical Porsche fashion, nothing fell off the 908 or broke.

It rained through the night, but even though the car was open, very little water entered the cockpit, unlike two years before in the Ferrari 250 LM, when I was soaked and freezing.

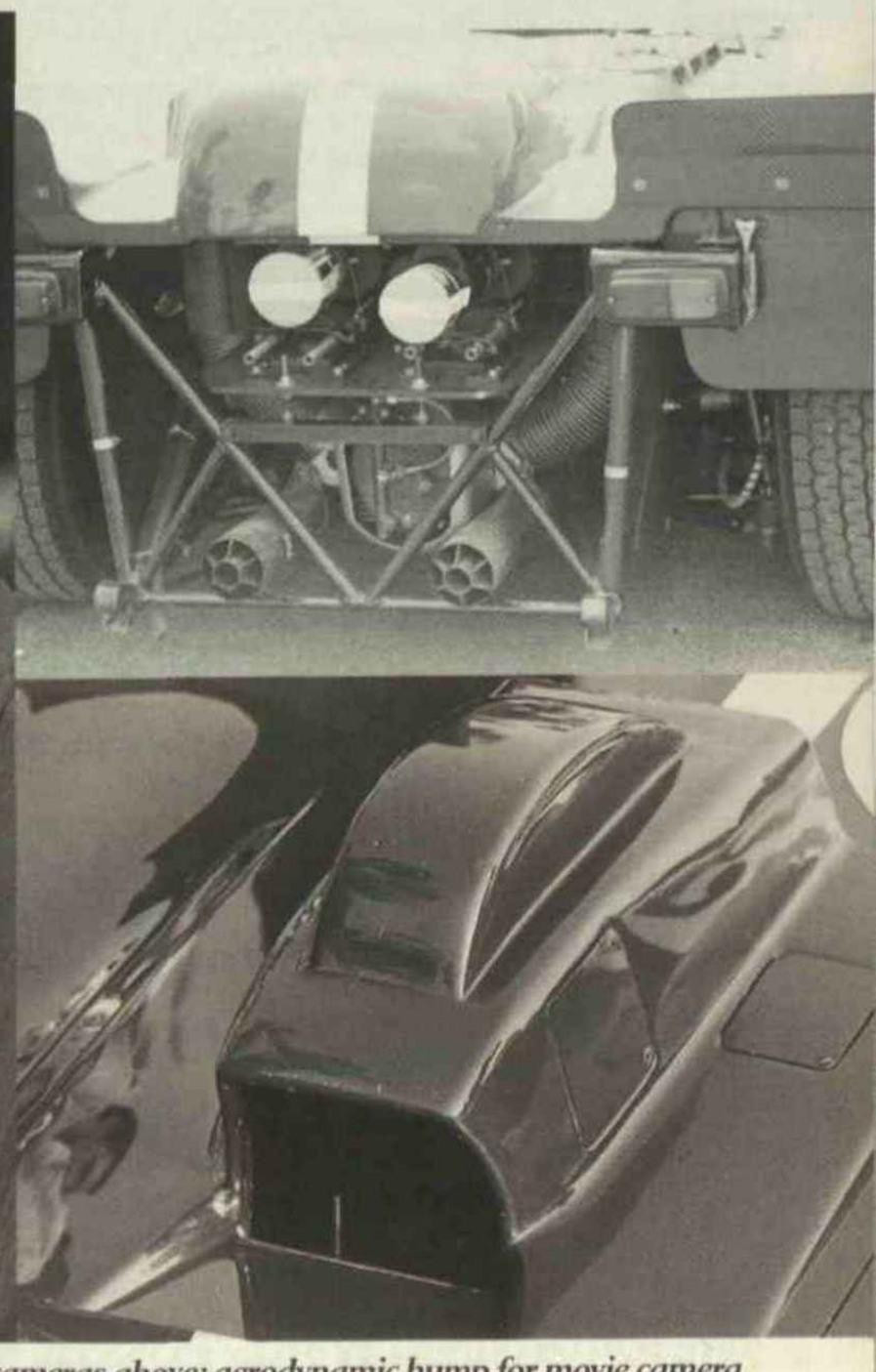
At around 3.00am, Solar Productions came very close to getting a lot less footage than they had paid for, when the car aquaplaned coming over the brow after the pits, underneath the Dunlop Bridge. I remember frantically turning the wheel this way and that, while the car floated down the hill towards the Esses, drifting remorselessly over to the left. I remember thinking, "they're not going to be pleased about this". In the event, the car caressed the barrier, regained some grip, and, like a well executed snooker shot, carried on straight as an arrow. Since the car still steered normally, I didn't come in and pitted on schedule, only for the mechanics to discover a few scratches on the paint work and to wonder what on earth I was wittering on about.

Today, my memory is a little hazy, but I think the rain had stopped by daybreak, and the track began to dry out, as it had the previous time I was there, and for all I know, every year since the race was inaugurated. At the finish, we were classified ninth, not bad for a car which passed a considerable portion of the race without its wheels going round.

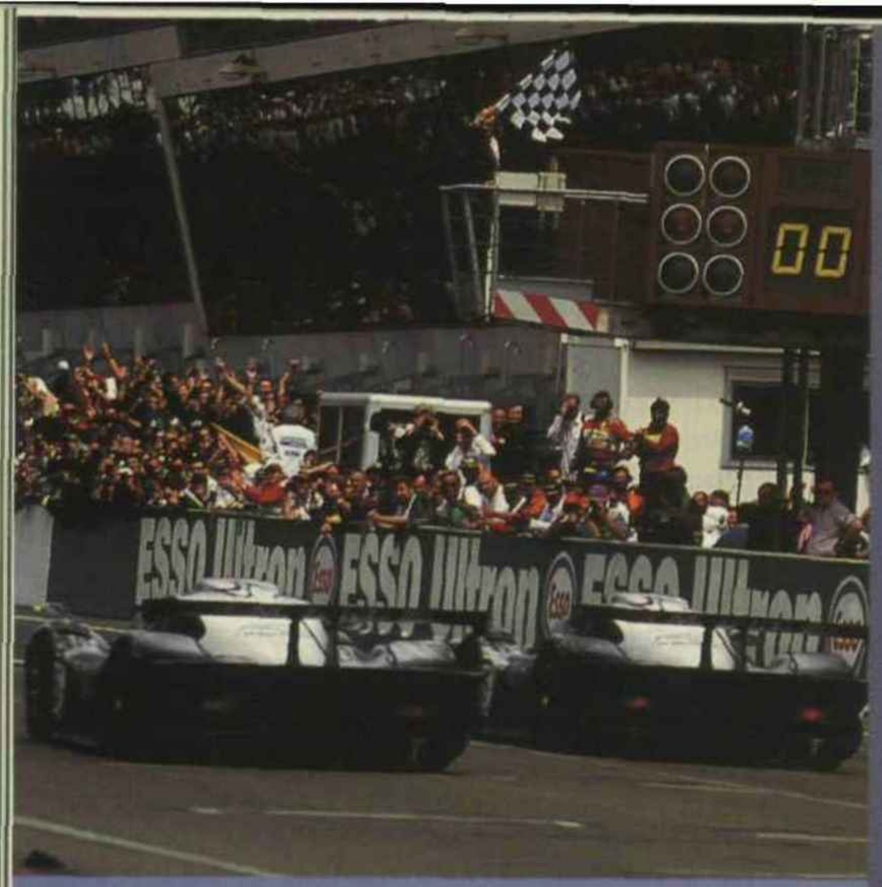
It was the last time I raced at Le Mans which, to be honest, suited me just fine, as, with all due respect to my friend Derek Bell, driving racing cars at simply ridiculous speeds in pouring rain in the middle of the night, was never really my idea of fun.

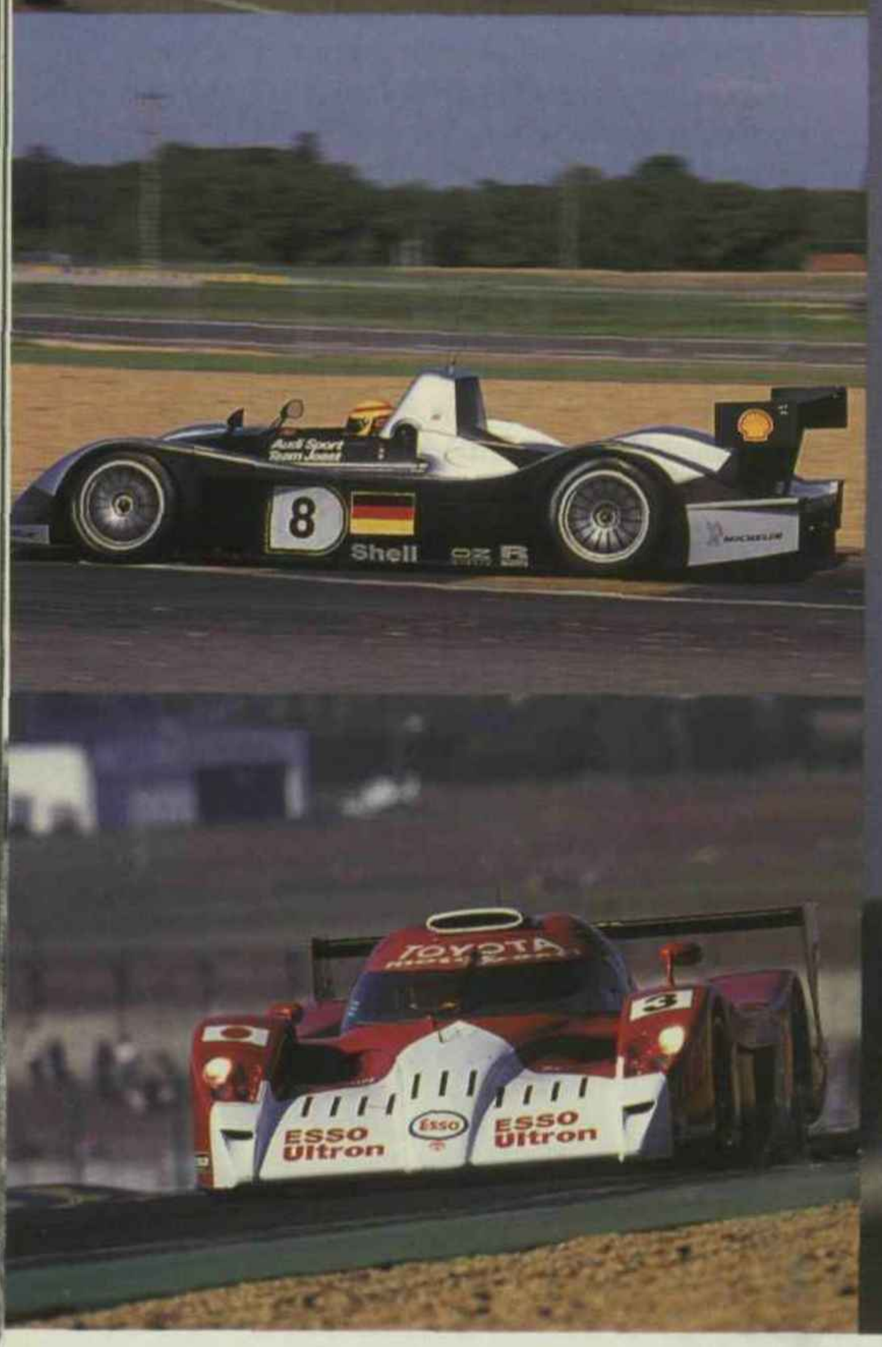
Further details on 'A French Kiss with Death' by Michael Keyser and Jonathan Williams, which is due out this summer, can be found on the Internet at www.autosportsltd.com M

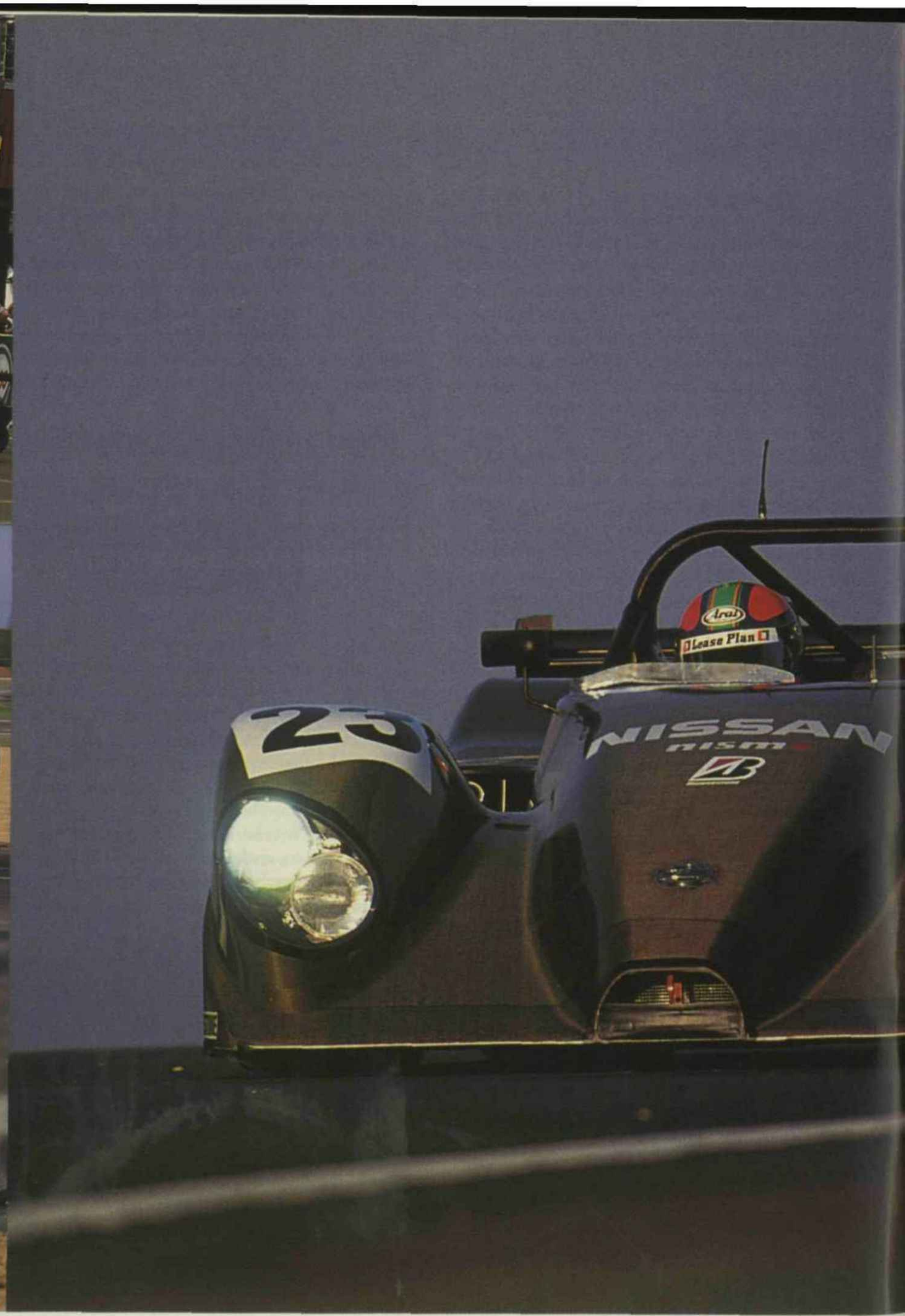




Clockwise from left: McQueen with one of many hired drivers for the film, Pedro Rodriguez; rear mounted cameras above; aerodynamic hump for movie camera







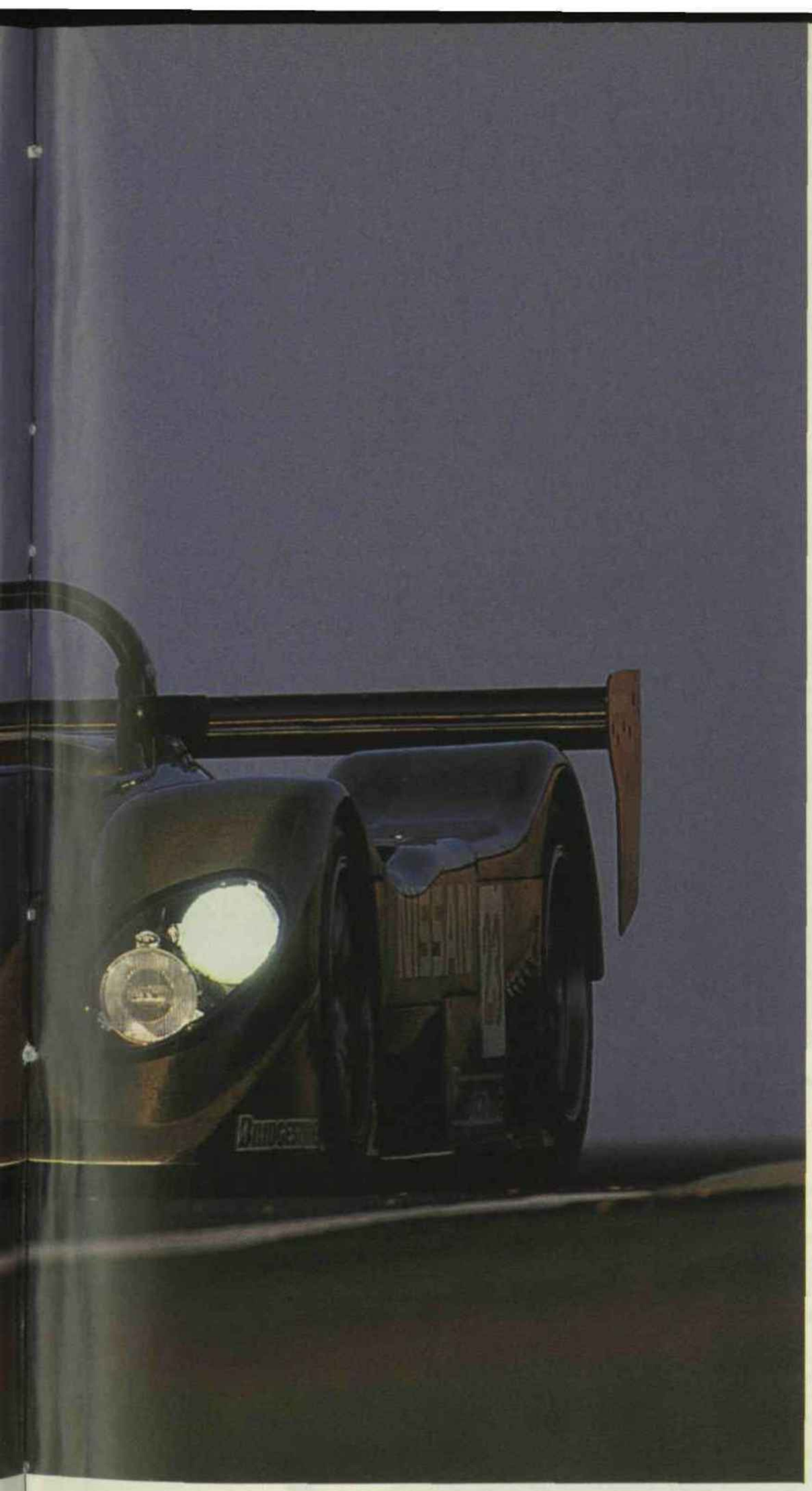
Every year people say that the Le Mans 24 Hours will be the best race ever. While those who saw Ford GT40s or Porsche 917s in action might disagree, there's no doubt that the Vingt Quatre Heures is continuing the return to strength it began four or five years ago.

As always, the key is the ongoing interest of the big manufacturers. Five are taking up the challenge, namely Mercedes, BMW, Audi, Toyota and Nissan. Come Sunday evening, at least four will go home as losers. That's assuming one of the non-works efforts doesn't surprise everybody; the Ford-powered Panoz was sensationally fast in pre-qualifying on May 2.

All entrants can take heart in the knowledge that, for once, they don't have to beat Porsche. After three wins in as many years – two with Joest's open car and one with the works GT1-98 – the Stuttgart marque is taking a breather. Like its rivals, Porsche is not quite sure which way the wind is blowing. The question on everyone's lips is this: open or closed – sportscar or GT? All the manufacturers have had to solve this conundrum. In fact newcomers Audi found the decision so tough that they decided to build both...

With the FIA series now solely for the slower production-based cars, the Automobile Club de l'Ouest has been free to juggle its rules. Class structures have been rejigged, and the quick cars all compete in the same 'Prototype' category. The 'GT1' name has been dropped; if a car has a roof, it's called an 'LMGTP', and if it doesn't, it's an 'LMP'. Meanwhile the production cars have two separate classes, called 'LM GTS' and 'LM GT'.

Within the prototype category, the open and closed cars run to broadly similar rules, which is why the decision is



so hard. The 900kgs weight limit is the same, and the fuel tank size is now the same. Previously the open cars had smaller tanks, and had to pit more often, giving the GT1s a huge advantage in race conditions.

One man who knows both sides of the story is veteran designer Tony Southgate, who is currently in the Audi camp. He oversaw the Ferrari 333SP, the car which heralded the current breed of open sportscars and was later responsible for the Nissan R390. So how do the two concepts compare on the track?

"Now that the sportscars have the same fuel tank, they've come much, much closer to GTs," Tony explains. "They also have rear diffusers, which gives them about 10 per cent more downforce. Some cars now have F3000 type roll-hoops, which gives them a little less drag than before.

"Generally the GTs have a little less drag, so they should be quicker on the straight. They are slightly more efficient, although it's not night and day. However, they use 14 per cent smaller tyres, so theoretically they should be slower round corners. GTs also have bigger engine restrictors, so they have more power.

"Personally I prefer sportscars because they are much easier to make. You don't have doors falling off. It's also easier to reach the weight limit compared with the GTs, where you've also got a whacking rollcage and all that sort of stuff."

It's not hard to see why the manufacturers have had a tough time deciding between the two concepts. At least the aesthetics question is no longer an issue; any attempt to pretend that the GTs are related to road machines has long since been abandoned.

The boundary was crossed last year by the Toyota GT-One, a car which owed rather more to designer André de Cortanze's earlier Peugeot 905 than the idea of a road-going racer. It was as fast as it looked; Martin Brundle led until hampered by gearbox problems, while the second car overcame delays to reclaim the lead, only for Thierry Boutsen to retire with 80 minutes to go. The third-string car did at least make the flag, albeit in eighth place. A regular presence at the Sarthe since the mid-'80s, the marque should have beaten Peugeot back in 1993, but for a fateful decision to race with untested transmission parts.

This year Toyota has to win, since a victory will help to kick start its planned F1 programme. Built by TTE in Cologne, the car is an update of the previous model, and as such it is a fairly proven package. Brundle was quickest in pre-qualifying, albeit by a slender margin, but the ease with which the cars ran competitive times did not go unnoticed. Despite its restrictors, the 3.6-litre V8 turbo is thought to be one of the strongest in the field.

"Just about everything has been refined and improved," says Brundle. "Although it looks pretty similar to last year's Toyota, it's had a major aerodynamic re-design. The brakes are better, the gearbox is better, the engine's got more power and we've done a massive amount of work on the tyres." ➤

Clockwise from top left: Winners in '98, Porsche will not race in '99; Nissan's R391 may be too new to win; Toyota are pre-race favourites; The 'chop-top' Audi

RACE 1999

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Clockwise from top: BMW has already won at Sebring; Audi's closed GTP; Panoz flew in pre-qualifying; No expense spared for Mercedes

Mercedes dominated the FIA series last year, and returned to Le Mans for the first time since the Sauber days of 1991, when its squad included a certain Michael Schumacher. Although the CLK-LM was quick – Bernd Schneider put it on pole – endurance testing was minimal, and Merc paid the cost; both entries were out in the first two hours. It was a half-hearted effort, and the management was none too impressed.

"We just did a bad job," says motorsport boss Norbert Haug. "You can quote me on that. We hope that doesn't happen again. The AMG guys are probably among the best, but on this occasion they got caught out."

This year it's very different. With no FIA series to serve as a distraction, Mercedes has left nothing to chance. The new CLR is a much sleeker machine, 10cm lower than its predecessor. Extensive testing at Roger Penske's Fontana track in California has made it close to bulletproof. And it has some quick pilots; old hand Schneider is backed up by a team of sharp youngsters which includes former Lotus F1 man Pedro Lamy, F3000 ace Nick Heidfeld, and Macau-winning Scot Peter Dumbreck.

BMW boss Gerhard Berger wants to win the race before F1 takes priority next year. Last season the Williams-engineered LM98 was simply too slow, and it proved never to be a serious contender for victory. Wheelbearing failures led to the early withdrawal of both V12 machines. This year's car is a big improvement, and proved its reliability when JJ Lehto, Jorg Muller and Tom Kristensen won the Sebring 12 Hours in March, albeit against weaker opposition than they will face at Le Mans. The marque has put it faith in the crack Schnitzer team, having used the Italian Rafanelli outfit last year, and that will raise the ante.

"Schnitzer is very experienced," says Hans Stuck. "The other good thing is that now only two languages are involved. The testing has shown that we are a lot further ahead than last year."

Nissan got all four of its R390s to the flag last year, with the best-placed a respectable third, four laps down on the winners. But unlike the cars ahead, it ran faultlessly; in other words, the Japanese machines were way off the pace.

The company did not extend its two-year deal with Tom Walkinshaw, and has dumped the whole programme to start afresh. Changing tack is something of a Nissan trademark; in the last dozen years it has come to Le Mans with March and Lola Group C cars, an IMSA 300ZX, its own production-based Skyline GTR, and latterly the TWR-developed R390.

Nissan's new partner is G-Force, the company best known for its Indy Racing League chassis. Appropriately enough the R391 uses a 5-litre version of the IRL engine, which runs under the Infiniti badge Stateside. The team is under the full control

"Mercedes did a bad job in '98. You can quote me on that. We hope that doesn't happen again"

of Japan's NISMO, who won the Daytona 24 Hours in 1991.

Some thought this all-new project might be a major blunder, but G-Force has produced a very neat open car. It was late appearing, so reliability is a major issue, and on pace the car trails its rivals. Only two of the new cars have been entered, but Nissan has also extended works support to one of the turbocharged C52s fielded by veteran French constructor Yves Courage.

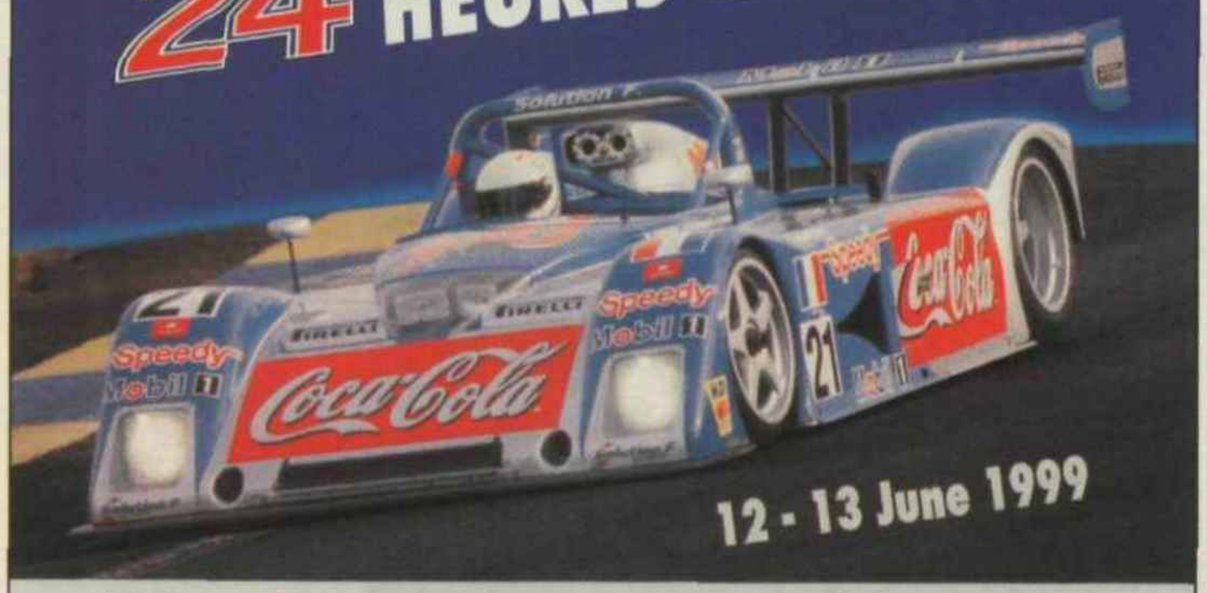
Audi has made a big commitment to Le Mans. Its prototype has been in development for some time, and in need of some expertise, Audi hired Southgate as consultant.

"When I arrived on the scene they had three of these things lying around. It was a question of updating and developing them and I mucked in a bit on that. I'd only been there about two minutes when they said what we really want is a GT. ➤





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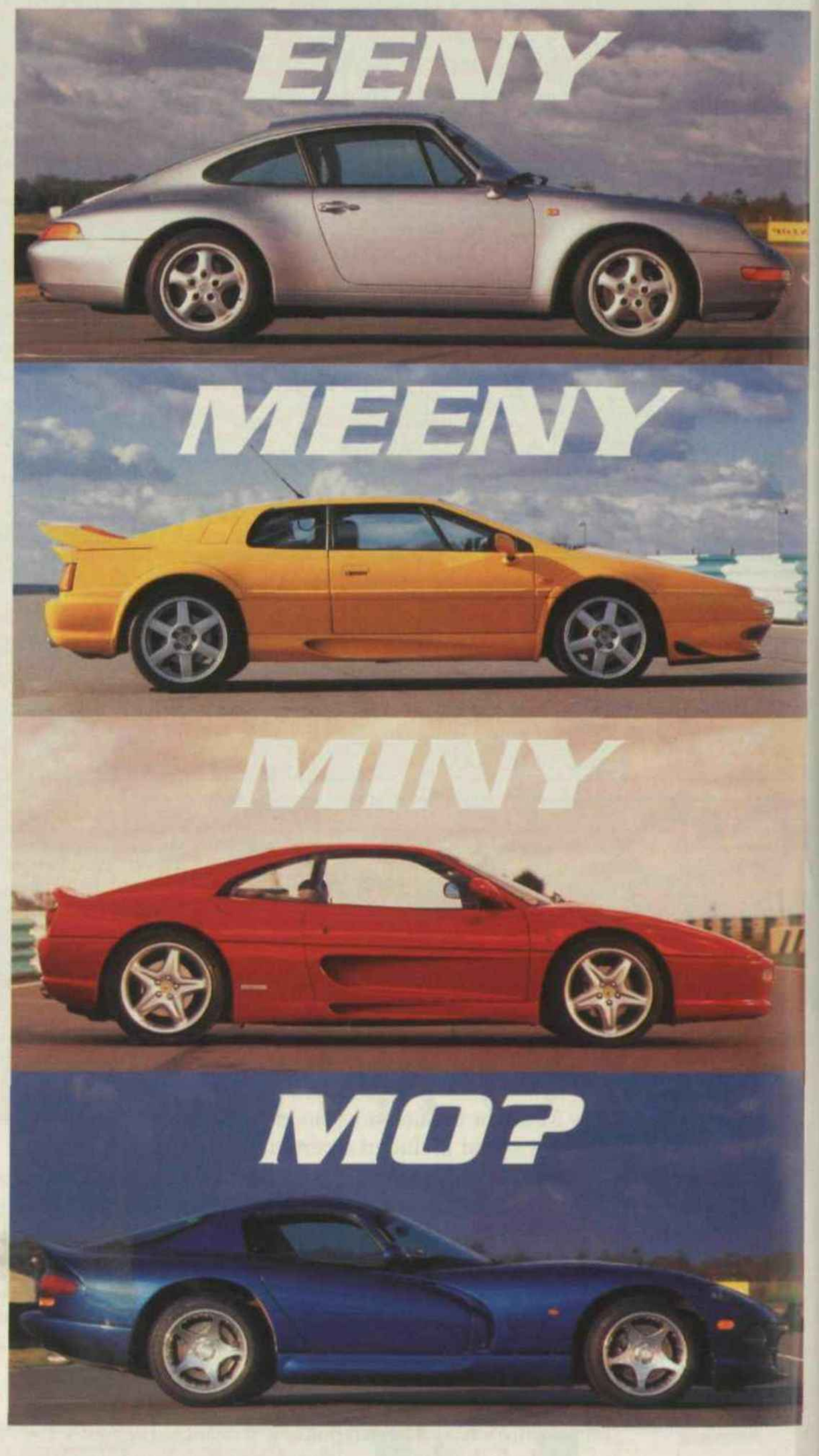
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Mercedes admit that their 1998 efforts at Le Mans were not up to their usual high standards. The new CLR is sleeker and extensively tested

BRUNDLE ON LE MANS '99



"I think it's going to be a good Le Mans," says Martin Brundle, "and it's going to be very intense. Toyota needs to win it, because that team's moving forward into F1. As the reigning F1 champions Mercedes don't want to be blown off by Toyota. And Gerhard Berger and the Williams crew don't want to be beaten either."

Quickest for Toyota in pre-qualifying on May 2, Martin's determined to repeat the success he achieved with Jaguar in 1990.

"Our car performed almost to the fraction of what they told me in terms of lap time and top speed," says Martin. "It was the others who surprised me; I expected them to be faster. If they were sandbagging they did a pretty convincing job! There were a few long faces around and a lot of top cars flying off the road.

"I think the Mercedes will be very reliable, although they didn't show their pace in pre-qualifying. They had a bit of an off day. The BMW looks quite promising. I think the pace will be significantly hotter for them at Le Mans than it was at Sebring, but to get to the end there was no mean feat.

"I'm very confused about Audi's decision-making process, although the open car looks very nice. Nissan needed to throw away what they had, because that car was old before it started. The new one looks really nice but we're 18 months into our project and there are still things we've got to sort out. You can't do it in three or four months; they are just dreaming.

"Le Mans is unique in the amount of high speed motoring you do and people get carried away with their performances elsewhere. There are so many things which don't crop up at other tracks. The fact that we nearly won last year will never cease to amaze me, given the problems that we had leading up to the race."

It's all been a bit mad really. The engine, gearbox, rear suspension and brakes are the same, but the rest is totally new."

The closed R8C has been entrusted to Audi's former BTCC team, under Le Mans expert Richard Lloyd. The car did not run until late April, and is far too new to make a real impression. The open R8R is a better bet; a Mk2 version finished on its debut at Sebring in March, while the Mk3 appeared at pre-qualifying.

"We are a year behind Toyota, Mercedes and BMW," says Michele Alboreto. "But we proved in Sebring that we have a very reliable car. We might not have the quickest car on the track, but we really expect to finish."

Among the non-works cars, the Panoz is sure to create the biggest stir. The familiar GT car is superseded this year by a

"The new Nissan looks really nice... but you can't do it in three or four months; they are just dreaming"

bizarre-looking Spyder, which made its debut in the American series in mid-April. The 6-litre pushrod Ford V8 is looked upon very favourably by the rules; a generous restrictor makes it the most powerful car in the field, and a potent weapon for qualifying. A lower rev limit will slow it in race trim, but David Brabham, Jan Magnussen and their colleagues could spring a surprise.

The top class is completed by various cars from the rapidly expanding ISRS series, including a pair of Ferrari 333SPs entered by Jean-Pierre Jabouille, several examples of the new Lola B98/10 (one with a potent Judd V10), and two Riley & Scotts. Two of last year's BMWs, run by Dave Price, back up the works squad.

So who's going to do it? It would be hard to bet against Toyota, given the team's stunning debut showing last year, but one should never discount the might of Mercedes... M

FRW 'Lofty' England towered above his peers both physically and in his no-nonsense engineering-led approach to racing

TEAM MANAGERS

Lofty England

AN ENGINEER'S MIND, LANCASTER PILOT'S BACKBONE AND QUICK WITS MADE FRW 'LOFTY' ENGLAND A TRULY GREAT TEAM LEADER, SAYS ROBERT EDWARDS



Rudolfo Maillander, Ludvigsen Library

Le Mans 1951, Lofty sits proudly at the wheel of the winning car

WHEN CONSIDERING THE CAREER OF FRW 'Lofty' England, one salient, but lowering point, leaps out. At the time of his reluctant retirement in 1974 he was about the only senior man in the British motor industry who had done every job in it and the only one who had been apprenticed as a proper engineer. He was, at that time, chairman of Jaguar which had become a very different firm from that he had joined in 1946.

It was now subsumed into the British Leyland, a bloated gobbling behemoth run by Stalinist bean-counters with commensurate levels of commercial efficiency. England was struggling against an agenda of management central planning and its traditional shop-floor response, a V-sign preceding the longest strike in the industry's history. The principles of 'free collective bargaining' – remember that? – prevented Lofty playing a proactive role in his own backyard, and, disgusted, he retired early, handing over to Geoffrey Robinson, who later found rather better-merited fame as Peter Mandelson's personal banker.

How lowering it was for him we can only guess now, for he died aged 83 in 1995, but it is significant that Lofty took the chance to turn out at just about any Jaguar enthusiasts' gathering for the rest of his life.

An apprenticeship with Daimler was a sought-after start in 1927, even if it was a second choice to Bentley. It was to W O that the young Frank Raymond Wilton England applied originally, but fruitlessly. As it transpired, Bentley Motors was be no more by the time he finished his apprenticeship in 1932, rounding off a happy five years coming second in the inaugural RAC rally, driving one of Laurence Pomeroy's splendid Daimler Double Sixes.

An ex-Daimler apprentice who hung around Brooklands enough was bound to be in demand as a racing mechanic, and it was Tim Birkin who signed him up first, to assist in that ill-fated adventure, the Blower Bentley. His boss was Charles Newcombe, and when the firm started to fall apart, Newcombe and England went to work for Whitney Straight.

Straight was not messing about; one of the richest men in the world, heir to a vast American fortune, his race team wanted for little; headquarters were at Bush House in the Strand, and their Maserati cars were prepared in Milan, by Newcombe and Lofty, working under Giulio Ramponi, and ferried about Europe by the team, one of whom was James Robertson Justice, who later found fame in another area...

Straight's enterprise was successful, but short-lived; he quit while ahead, the team was sold off and Newcombe and Lofty went to ERA. Lofty was unimpressed with Raymond Mays and Peter Berthon and it was not a happy association. A brief sojourn at Alvis suggests racing had begun to pall slightly, but he was back at ERA in time to get fired in the autumn of 1936.

His race career remained promising; he had come second in the Manx motorcycle Grand Prix, on a Rudge-powered Cotton, a few days before Mays let him go, whereupon he teamed up with Dick Seaman. He had sen the often slapdash preparation of Seaman's car by the ERA works and spent happy months helping at Seaman's private garage in Kensington. It was an interim measure, though, as in November 1936 Seaman signed a provisional contract with Mercedes-Benz for the 1937 season, which was to be a full-time job, so Lofty's main task was to prepare Dick's venerable Delage for sale to the White Mouse garage in Hammersmith, from where the Siamese cousins Chula and Bira ran their racing activity. Lofty went too.

By 1938, after 11 years in the car business, it was time for a proper job and he took one at Alvis as a service engineer. As a military contractor, this was a reserved occupation during the war, so he started pilot training in 1941 and qualified as a multi-engined flyer, courtesy of the US Army Air Force. He stayed in Texas as an instructor until 1943, when he returned to Britain and the RAF in time to take part in daytime bombing missions over Germany, flying Lancasters.

After demobilisation, he returned to ➳

Jaguar

TEAM MANAGERS: LOFTY ENGLAND



Jaguar

England and Duncan Hamilton, winner of '53 Le Mans and fired by Lofty in '56 for disobeying orders

Alvis in Coventry to see the devastation his German opposite numbers had wrought upon it. Alvis had little new to offer post-war but, across town, there were developments.

By the time he joined William Lyons at Jaguar Cars in 1946, he was something of a catch. A fully-trained engineer, a proven race mechanic and, perhaps as usefully, a man equipped with a mantle of authority, courtesy of the RAF, which sat well on his 6ft 5in frame. And he knew it. Nominally he was service manager, but when it came to competition, Lofty knew good when he saw it. Having seen the struggles of Birkin, the style of Straight, shenanigans at ERA, and the skills of Seaman and Bira, he was uniquely qualified to pass judgement on matters relating to motor racing.

But racing had a slow start at Jaguar. Money was tight and the Jaguar product was to be aimed squarely at the solar plexus of the owner-driver carriage trade, and such a target had always been expensive. The idea of the XK120 was an interim one, designed to demonstrate the virtues of the XK engine, bodied skimpily with minimal liabilities for such imperatives as tooling.

In the hands of the few owners lucky enough to buy one, the 120 performed strongly and it was not long before the idea of a modest works effort took hold. Initially the drivers were pre-war acquaintances; Peter Walker, Bira and Leslie Johnson. Several requests by Stirling Moss for a drive were turned down, possibly as a result of Johnson's dismissive opinion of the lad.

Moss, famously, managed to borrow Tommy Wisdom's XK to walk away with the Dundrod TT in 1950, and Lofty and Lyons hired him on the spot.

Clearly, the XK was heavier than need be. The purpose of competition was to win endurance races, which sold cars; a car could be light without being fragile, and the Jaguar solution, designed and completed in under five months, was to place the XK engine in a lighter frame with wind-cheating bodywork. The result, the XK120C, was to provide Coventry's finest hour.

The Jaguars were strong and reliable, the engines not hugely stressed but they lacked a capacity advantage for serious racing. For the 1951 Le Mans, they were up against 19 cars with larger engines than their own 3442cc six, 16 in the same class. England's strategy was to send Moss and Fairman out at high speed to tax the more experienced opposition, allowing the two other cars, of Whitehead/Walker and Johnson/ Biondetti, to conserve themselves. Johnson's C- type broke an oil pipe first, followed by the Stirling's car, leaving Walker and Whitehead to win by nine laps. As a type debut, it was impressive; as a driver debut, Moss's lap record of 105.232 mph was even more startling.

By contrast, the '52 event was a disaster. Aerodynamic modifications to the nose resulted in low pressure under the bonnet; the water pumps of all three cars started to cavitate, with the resulting air pockets turning to steam and restricting the water flow. They were all out in the first hour.

For 1953, the old bodies were back and the cars were fitted with disc brakes and triple carburettors. The importance of the great endurance races to the business was vast, and the 1953 C-types reflected that.

First, second, and fourth was the result, adding momentum to the sales of the XK120 of which the 'C' was – notionally – a derivative. Over 12,000 XK120s were sold and its descendants, the 140 and 150, brought the total to over 30,000.

The England philosophy, that of rigorous discipline enforced by a trip into the outer darkness for the disobedient, was basic to Jaguar's strategy. Lofty knew well that racing drivers get carried away and that to allow slippage in this matter could invite disaster. It was important to prove, for example, that pit signals were more than suggestions, as the sacking of Duncan Hamilton for disobeying orders at Reims in '56 made clear. Neither he nor Lyons was doing this for fun, after all. Well, Lyons certainly wasn't...

Character, height, and an acerbic wit, allied to matchless experience, substituted for telemetry in those bygone days. As ➠

Jaguar



While not built for it, Lofty did not let this stop him keeping his hand in at the cutting edge of motor sport

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TEAM MANAGERS: LOFTY ENGLAND



Jaguar

Lofty was both a keen and able motorcyclist and came second in Manx Motorcycle Grand Prix in 1936

a bomber pilot was in complete control of his aircraft even if his navigator outranked him, so Jaguar's racing team was run by Lofty. The racing manager is a corporate animal, committed to creating the best result for the entrant. The driver is not always of the same opinion. Conflicts were few but memorable.

Naturally, the C-type's success inspired a flood of applications to drive it and to obtain use of the engine in specials, only some of which were truly worthy. Lofty sorted through them ruthlessly. George Abecassis, John Cooper and John Tojeiro had no problems, but others did. By the time Abecassis and Cooper had launched their XK-powered specials, attention at Brown's Lane had shifted to the D-type.

It was more than a development of the C-type; the 'D' became the apotheosis of the Jaguar marque and, despite its monocoque tub, was surprisingly simple in its execution. The 1954 Le Mans saw its debut and it came second, 87 seconds behind the Gonzales and Trintignant Ferrari to make the closest finish yet; and this with the possibility of Ferrari having broken the rules. Tellingly, England forbade any protest. It was possible there had been a rule infringement, but to say so was, to England, tantamount to sour grapes.

Jaguar won again in 1955, the year of the crash, and to his dying day Lofty maintained Mike Hawthorn was not to blame. He left it at that, not being one to burden anyone else with guilt, but came down hard on anyone who did not emphasise Hawthorn's innocence when describing this uniquely horrible episode. He was prone to describe scribblers as 'comedians' anyway – along with anyone else who set themselves modest targets and failed to achieve them. Offending them, if they had offended him, seldom cost him any sleep.

Jaguar's last works season under Lofty was 1956. Pleasingly, the Le Mans race was won by a D-type, the Ecurie Ecosse entry of Flockart and Sanderson. The works team, its Le Mans swansong under Lofty, was more muted. An early prang took care of two cars, with the third dropping too far back to be effective with a cracked fuel pipe.

Jaguar announced its withdrawal from racing in October. It did not rule out re-entry and implied this was only a sabbatical. Jaguar was thriving, the racing activity had improved the road cars and, more pertinently, costs were going up yet again.

Thoughts of more racing burned in the factory fire of February 1957, but the success of privateers, notably Lister, gave Lofty huge satisfaction. The development of the Lister-Jaguar was not actually Jaguar's initiative, it came from ShellMex BP, Jaguar's old sponsor. The loss of such a successful team made Shellmex nervous and the success which Esso-sponsored Ecurie Ecosse was enjoying allowed Jaguar to profit passively from their success.

Lofty was a prominent sponsor of Ecosse. As the team was using ex-works cars, they received as much backing as Lyons and England could afford. For Lister, however, all they needed was engines. Further, there was no bullshit about Lister's and England appreciated that. He became a fan and the letter he wrote to Brian Lister upon the death of Archie Scott Brown in May 1958 was a masterpiece of tact and sensitivity.

Later that year a further temptation was offered when Guy Vandervell offered him the entire F1 Vanwall team after Stuart Lewis-Evans was killed. Lofty declined.

So, as racing changed and Jaguar prospered, Lofty became deputy MD in 1965, acceding to the Chair in '72, triggering his retirement – the irresistible force of centralism had met the immovable object of vast and opinionated experience. Lofty probably had more sympathy for the shop floor at Leyland than was appropriate – anyone forced to build the Allegro was quite entitled to down tools. BL was probably rather less efficient then than ZIL, but the resurgence of Jaguar under Ford via the efforts of John Egan went a long way to make up for the humiliations of Leyland; in fact it delighted him, as did the return to racing, using that same V12 he and his old friends had put together back in the dark days. M

GOODWOOD FESTIVAL OF SPEED PREVIEW

ONE OF THE FINEST LINE-UPS OF CARS AND DRIVERS EVER HEADS FOR GOODWOOD HOUSE THIS JUNE. MARCUS PYE IS YOUR FORM GUIDE

FOR THE TENS OF THOUSANDS OF BRITISH ENTHUSIASTS whose motorsport year revolves around the annual pilgrimage to Le Mans, Lord March's seventh Goodwood Festival on June 18-20 is an unmissable opportunity to extend the celebrations by a week.

With the previous weekend's 24 Hour classic freshly etched in the memories of eye-witnesses, and recorded by the media for those denied its electric atmosphere, several key cars (still covered in grey battlegrime, for extra pathos) are due at Goodwood.

Subject to their survival in France, of course, the latest sports-prototypes from Audi, BMW and Porsche will take their places among the finest collection of Le Mans cars ever seen in Britain – indeed probably the greatest ever assembled in one place.

The twice-round-the-clock marathon's heroic story will be told on the sylvan Goodwood Estate. At least 20 winning cars – a good strike rate, since this year's race is the 69th – is the target and most will race past the great house on the hillclimb course plotted by Freddie March in 1936.

The earliest winner on the organisers' wish list is the 3-litre Bentley in which John Duff and Frank Clement won the 1924 race – the second in the series. The Lorraine-Dietrich of 1926 is likely, but Bugatti and Delahaye cars from the '30s are coming.

Adrian Hamilton will drive his late father Duncan's '53-winning Jaguar C, Roy Salvadori the '59-winning Aston Martin DBR1 and Paul Frère his '60-winning Ferrari Testa Rossa. Jackie Oliver is reunited with the Ford GT40 in which he won the '69 24 Hours with Jacky Ickx, amid a field of Ferraris, Porsches and a strong contingent of Alfa Romeos.

Six-times winner Ickx himself will drive several Ferraris on his Festival debut including the sole-surviving long-tailed 512M – and, hopefully, the works Porsche 936/77. Derek Bell (who was partnered by Belgium's greatest in three of his five victories) is reunited with a Porsche 956 and, with luck, the '75 Gulf-Cosworth GR8.

Porsche 917s and shrill Matras represent the '70s, as will Jean-Pierre Jaussaud in the '78 Alpine-Renault. The Jaguar and Sauber-Mercedes cars which broke Porsche's stranglehold in the '80s are coming, the latter to be driven by Jochen Mass. Mazda's raucous rotary rocket of '91 and the fighter aircraft-like Peugeot (with '92 victor Derek Warwick up) are also promised. Allan McNish with last year's winning Porsche, Michele Alboreto in the new Audi and Joachim Winkelhock's BMW V12 update the story.

First-timers include the extraordinary Cadillac 'Le Monstre', a brace of Briggs Cunningham meaty C4Rs and Mercedes-Benz's 300SLR coupé. A special showcase for the ACO's Index of Thermal Efficiency prize contenders features Porsche RSK, Frazer-Nash, Stanguellini and the Leonardo da Vinci Museum's bizarre twin-boom Nardi.

The Le Mans theme is the central sub-plot under the Millennium of Horsepower umbrella, but the event promises so much more. With the spotlight on cars, motorcycles and sights new to the pageant, the development of wheeled sport is traced from the hurly-burly of chariot racing (staged within a special stadium) to current Formula One missiles. Many exciting stops en route start with the pioneering long-distance racers of the last century.

Jewel-like Bugatti, Delage and Alfa Romeos of the 1920s and '30s contrast with brutal Curtiss, Napier-Railton and Mormon Meteor among the Vintage Bentleys. Rare CTA Arsenal and Cisitalia cars join the HWM 'Stovebolt Special' among the Voiturettes on their Goodwood debuts, which will pursue Ludo Lindsay's ERA 'Remus'.

Old Indycars were a big hit last year, so a fresh trawl was launched for more bold and brash oval racers. The Indianapolis Motor Speedway is sending Jimmy Murphy's 1922 Indy 500-winning Duesenberg – which also won the previous year's French GP. Veteran Rodger Ward, meanwhile, is to be reunited with his '59 Indy-winning Watson-Offenhauser 'Leader Card Special' at the age of 78.

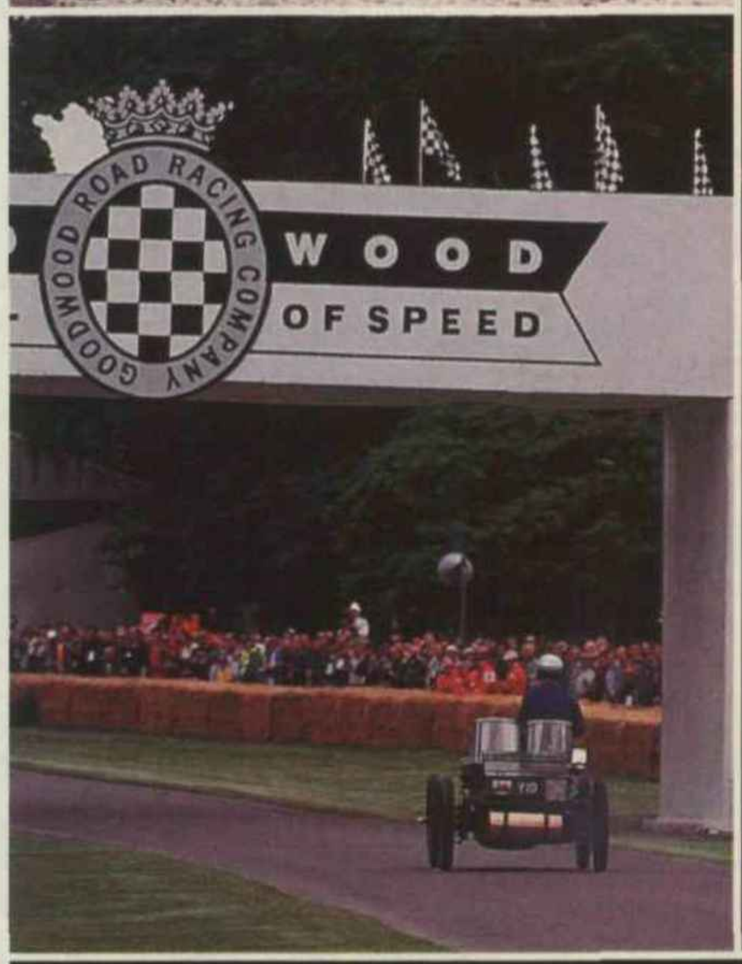
The versatile Parnelli Jones will drive the Kuzma Lotus 34, the combo beaten only by Jim Clark's Lotus 38 at The Brickyard in '65. From the '70s, Johnny Rutherford retakes the helm of a McLaren M16, matched against Walter Goodwin in Jim Jaeger's Eagle. And Emerson Fittipaldi is back to wring the neck of Al Unser Jr's '94 Indy-winning Penske PC23.

Lancia is displaying an original D50 among the Grands Prix innovators, and a recreation is also expected to run. Sir Jack Brabham runs his Cooper-Climax T51 from his 1959 Championship season.

On the verge of its return to F1, Honda's '65 V12-engined RA272, '67 RA300 'Hondola' (with '64 World Champion John Surtees back at the wheel) and '68 RA301 will be among the stars of the show. They will contrast with spaghetti-piped V12 Ferraris from '68 and '69 and Ben Liebert's Eagle-Weslake.

Cosworth DFV-powered BT42 and wailing flat-12 Alfa Romeo-engined BT45 chassis show the ➤





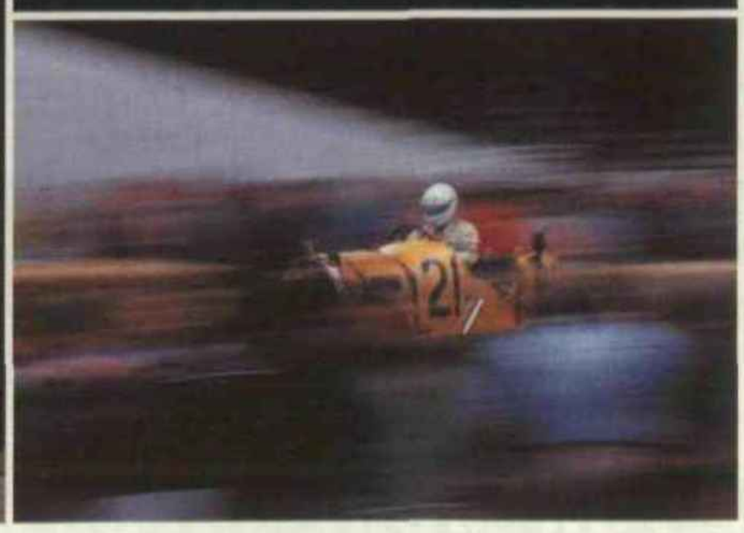








Clockwise from top left: Colin McRae will attempt to break hill record in Focus; Glorious '70s F1 cars will be in action; Warwick will drive Peugeot 'fighter' from early '90s; Vintage cars from USA flying in; Weather gods have smiled on Goodwood in past but bring some wellies just in case; Crowds can be huge, so bag a good spot



ONES TO WATCH

JACKY ICKX

The world's most versatile driver? Won European F2, two World Sportscar and Can-Am titles, eight F1 GPs, and record six Le Mans 24 Hour races.



DEREK WARWICK

World Superstox Champion on oval tracks. Rapid rise to British F3 champion '78, F2 race winner '80 and F1. World Sportscar Champion in Peugeot '92. Won Le Mans '92.



EMERSON FITTIPALDI

Brazilian prodigy revived shattered Lotus fortunes to win F1 World title with team in 1972, and McLaren in '74. 14 GP wins. Indycar champ in '89, won Indy 500 in '89 and '93.



SIR JACK BRABHAM

First F1 World Champion in a rear-engined car, and one of his own construction, 'Black Jack' won 14 GPs and three crowns. Now 73, he shows no sign of slowing down.



DEREK BELL

Started career in Lotus 7 and Marcos at Goodwood in '60s, raced for most top sports and saloon car manufacturers, and F1 and F2. Five Le Mans victories, also Daytona 24 Hrs.



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You could attend the glorious Goodwood Festival of Speed (18-20 June) courtesy of the event's long-term sponsor, Lufthansa Cargo, by entering our competition. The winning prize comprises two free entry tickets to the Festival for the weekend, plus a once in a lifetime opportunity to take a flight on an original 1930s Junkers Ju52, for a unique view of the Festival. The runners up prize is two free entry tickets for either Saturday or Sunday.

For the first time in its six years as the exclusive air cargo carrier for the Goodwood Festival, Lufthansa Cargo will fly vehicles to Britain from Japan to take part. The world's leading cargo airline will bring a dozen of Honda's two and four-wheeled racing legends to Britain, a trip of over 6000 miles.

Six of Honda's valuable shipment entrusted to Lufthansa Cargo are motorcycles, ranging from two 125cc racing bikes to a 500cc monster, including several Isle of Man TT winners. Lufthansa Cargo will also bring six historic Honda racing cars to Britain for the Festival, including the spectacular 1924 Curtis, a significant machine for Honda, as it was built with an aircraft engine by 18-year old Soichiro Honda.

As well as the Japanese shipment, Lufthansa Cargo will fly at least 24 legendary cars from America, including three Indy 500 winners.





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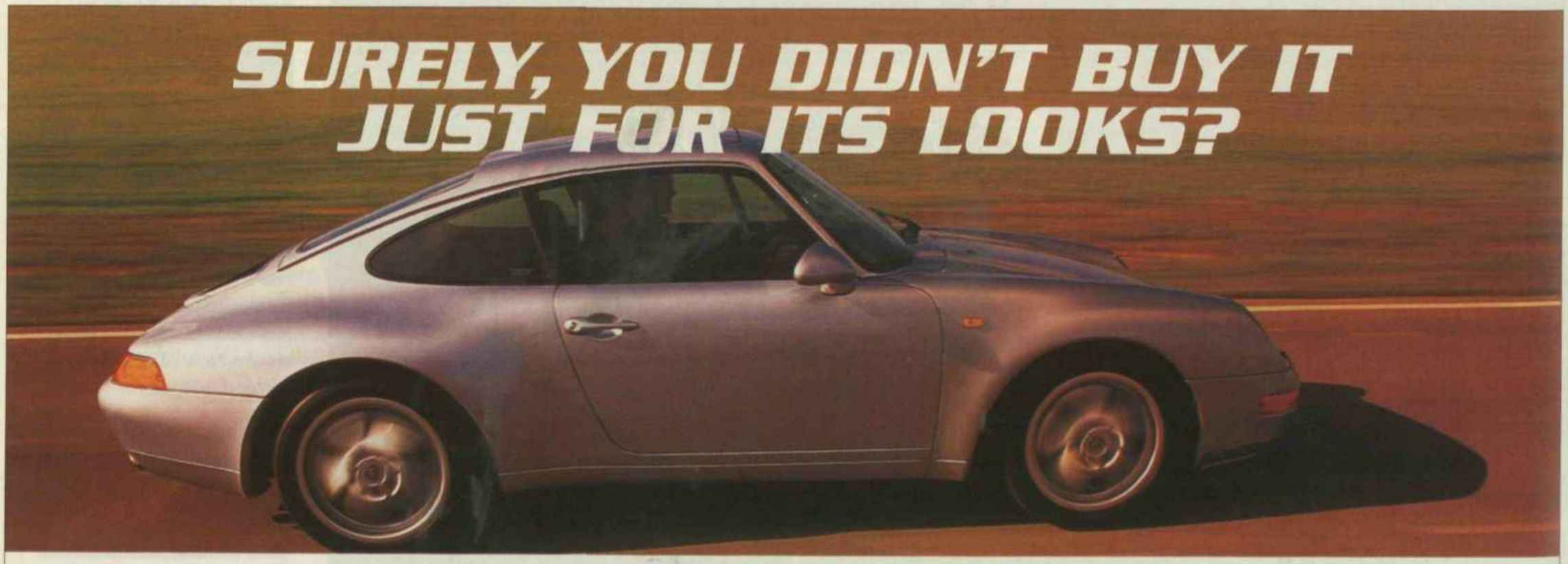
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brilliant Gordon Murray's early-70s thinking at Brabham. They are ranged against Lotus' ground-breaking 72 and 'ground-effect' 79 to be driven by current Stewart-Ford F1 driver Rubens Barrichello and the ex-Chris Amon V12 Matra MS120C.

Renault Sport is bringing its first whistling 1.5-litre F1 turbocar for Rene Arnoux, and an RE60 for Patrick Tambay, who will also run the Ferrari 126C2 in which he won the '82 German GP. McLaren-Honda turbocars are likely and a Williams-Honda FW11 is due, hopefully for '82 Champion Keke Rosberg.

Can-Am cars include Charlie Agg's vast STP March-Chevrolet 707, Bud Bennett's twin-turbo Shadow, the Ford-powered Honker II and the Porsche 917 which rendered them all obsolete. Better suited to the course will be the Abarth, Elva and Ferraris built for the old European Mountain Championship, Audi's 720bhp *IMSA GTO* Quattro and the Mercedes CLK-GT1 in Klaus Ludwig's hands.

Former World Champion Colin McRae heads the rally fraternity with the Ford Focus which has taken the sport by storm, but faces strong opposition from Michele Mouton, always a favourite in a works Audi Quattro Sport S1 Evo, and the firm's Pikes Peak monster. The battle for Best Time over the 1.16-mile course is more to do with pride than relevance, but last year's winner Nick Heidfeld wants a shot at Jonathan Palmer's 45.0s record in Mika Hakkinen's McLaren-Mercedes, and Williams is eager to defend its title. The Jordan team plans to return, too, while the new BAR equipe could bring a fresh splash of colour.





From top: Porsche 917s will be heading up driveway once more; Mighty Senna McLaren-Honda will also run again; Pre-war German classics from Auto Union and Mercedes will be on display; Look too for fabulous Jaguar heritage in form of C-type Le Mans racers





GETTING THERE, DOING IT:

Admission to the Festival of Speed costs £10 (Friday) and £20 (Saturday) at the gate, but £8 and £15 respectively if bought in advance. As last year, tickets for Sunday are NOT available on site due to the sheer number of people expected, thus must be pre-booked at £25. A three-day 'weekender' pass costs £40, in advance only. Accompanied children under 12 are admitted free.

Grandstand seats cost £5 (Friday), £10 (Saturday) and £15 (Sunday) in advance or £10, £15 and £25 on site.

For the first time, a special 'superpass' is available giving access to both the Festival of Speed and the Goodwood Motor Circuit's Historic race meeting extravaganza on September 17-19. It's on sale now at £75, saving £15. Book by telephoning 01243 755055.

Goodwood House, in the grounds of which the Festival is run, is situated near Chichester in West Sussex. The event will be extensively signposted from the A3, A24 and A27, and on local roads. Traffic systems will be in place to ease entry and egress, but even with gates opening at 0600 (0630 Friday) delays are inevitable. Please follow the instructions of police and officials.

ONES TO WATCH

JOCHEN MASS

European Touring Car Champion '72, then won Spanish GP '75. Found forte in long-distance sportscar events, racking up over 30 wins. Finally won Le Mans with Sauber '89.



PATRICK TAMBAY

Charming Parisian, progressed through European F2 ranks as race winner to underfinanced F1 team in '77. Can-Am titles '77 and '80 led to Ferrari F1 offer and two GP wins '82-3.



COLIN McRAE

Britain's best rally driver ever. World Champion '95 with Subaru, and always in the hunt since, the Scot has won this year's Safari and Portuguese Rallies in new Ford Focus.



PARNELLI JONES

1963 Indy winner, remained in forefront of US road racing as team owner in mid-70s when he co-founded Parnelli F1 team to run Mario Andretti. Legendary off-road racer also.

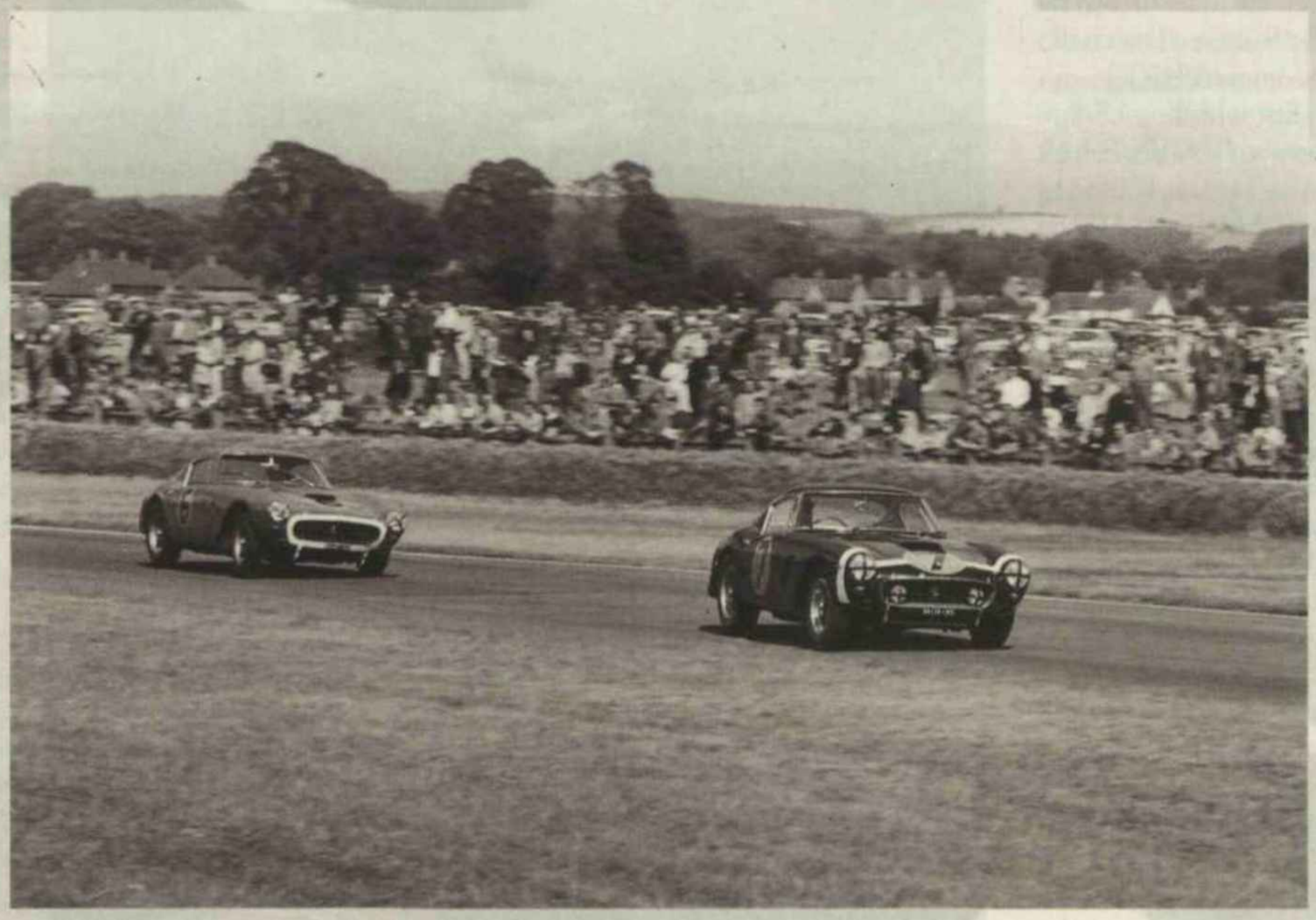


KLAUS LUDWIG

Progressed rapidly from humble NSU saloons to multiple German champion and triple Le Mans winner in Porsches. Retired last year, having won World GT title with Mercedes.



ADVERTISEMENT



Stirling Moss leads Mike Parkes in the 1961 TT at Goodwood

STIRLING MOSS, GOODWOOD AND '1 SWB'

Looking back, it was a race to mark the end of an era, although there was nothing to suggest it at the time. The 1961 Goodwood Tourist Trophy was business as usual for Stirling Moss - a front row start, a lead established early in the race, a comfortable winning margin. Who would have guessed that this would be Stirling's final TT win, or that on his return to the Sussex circuit the following season, Moss would suffer a crash which would end his career and so nearly take his life?

You could say that Moss and Goodwood had grown up together. The inaugural Goodwood meeting in September 1948 saw Stirling make his racing debut in a Cooper 500. Needless to say, he won. In the years that followed, no other driver would be more closely associated with the Sussex track, and in particular, the Tourist Trophy. Britain's oldest motor race was hosted by Goodwood seven times. Of the nine Tourist Trophies which Stirling Moss contested at Goodwood and other venues, he won seven.

For much of Stirling's career, it was team owner Rob Walker who provided the machinery through which he could express his talent, so it was fitting that his last TT victory should come at the wheel of a Rob Walker entered car. Walker had purchased another Ferrari 250 GT SWB to replace the car in which Moss had won the 1960 TT, and the Ferrari had already enjoyed considerable success before being brought to Goodwood. In 1961 chassis no2735 campaigned with its original Italian registration, but today it is better known as '1 SWB', one of the most celebrated GT racing cars of all.

The first of the short wheelbase 250 GTs began production in 1959. Nimbler and lighter than the earlier 250s, they were the cars to have in GT racing at the beginning of the 60's. The Colombo-designed 3-litre V12 of the earlier car was retained, but persistent development had boosted power to around 280bhp in competition guise. Beautiful handling and formidable straight-line speed made for a near-perfect balance of poise and power.

The combination of Stirling Moss and '1 SWB' was to prove a match made in heaven. Paired with Graham Hill, Moss ran the car as high as third at Le Mans before succumbing to a broken radiator hose. Better was to follow with victories in the British Empire Trophy at Silverstone and the Peco Trophy at Brands Hatch. To many observers, back-to-back TT wins looked inevitable.

"So sure were the BARC that Moss would win that they had a cake made with seven candles on it to celebrate his seventh TT win," noted September 1961's *Motor Sport*. But there were plenty of famous names out to prevent Stirling from having his cake and eating it. Mike Parkes took pole in another of Maranello's finest. Aston Martin fielded three works cars, two DB4 GT Zagatos for Roy Salvadori and Jim Clark, and a conventionally bodied DB4 GT driven by Innes Ireland. Five Porsches made up the cream of the 2-litre class, with the Abarth bodied car of Graham Hill in particular likely to keep the larger GT cars honest. Moss was clear favourite, but surely such a field would be no walk over?

Parkes made the best of a good start to lead into the first corner, but Stirling already looked menacing in second place, closely followed by the Aston Martins

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Moss crosses the line to take his final TT win

of Clark and Salvadori. Moss took the lead on lap eight while Salvadori, Clark and Ireland found themselves unable to match the pace of the two Ferraris.

In spite of his best efforts, Mike Parkes struggled to keep in touch with Moss. His driving became increasingly wild, clouting the fencing at the chicane on one lap and generally giving his tyres the severest punishment. Clark's Aston dropped back as his boot lid came adrift and the Aston Martin pit called him in.

Parkes made his first stop to change his rear tyres after just 19 laps. Forty seconds later he was back on track. Salvadori was next in, the heavier Aston rapidly wearing its tyres. With all four tyres changed and five more gallons of fuel on-board, he returned to the fray after just over a minute. Moss held on until lap 24, taking just 34.9 seconds to change all four tyres and take on fuel. Once all the leading cars had pitted, his advantage over Parkes stood at a steady seven seconds.

Moss remained unflustered and smooth, while Parkes pushed himself and his car hard to gain every last tenth. This more aggressive style took its toll, using much more rubber than Stirling's sympathetic driving. The second round of stops saw Parkes drop well behind Moss, with all four tyres changed and 10 gallons of fuel added. But still Parkes kept up his pursuit, forcing all the speed he could from his Ferrari. In fact, he pushed too hard, another 'off' damaging the car causing part of the undertray to drag on the road. The Ferrari was black-flagged and lost 70 seconds in the pits.

The battle was now for second place as Moss continued his serene progress. Such was Stirling's lead that he still held a two lap advantage over Salvadori after stopping for a second time to replace all four tyres. Parkes had rejoined in fourth place, behind the Astons of Salvadori and Ireland. He now set about the task of regaining second with all the vigour with which he had chased Moss. After a third stop for tyres and fuel he found himself back on the same lap as the two Aston Martins. A fourth and final pit stop seemed to have cost him the ground he had made up, but when the Astons also required one final stop in the closing stages, Parkes was back in second place. Moss, of course, had long since disappeared into the distance, crossing the line to win after three hours and 109 laps of racing.

It had been a triumph of finesse over force. While Mike Parkes needed four stops for tyres and fitted 12 new ones, Moss made just three stops for 10 tyres. In qualifying, Parkes edged out Moss by 0.4 seconds. In the race, Moss took victory by more than a lap. Such is the margin between a very gifted racing driver and a truly great one.

Although impressed by Stirling's drive, the contemporary *Motor Sport* would have preferred a rather less predictable result: "Perhaps next year the BARC could issue the results before the race - it would save the 1½ hour wait the Press men had this year." But it was to be nearly forty years before the Goodwood Revival saw Moss, 1 SWB and the Goodwood circuit reunited.

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THE WORST CAR I EVER DROVE

UNNATURAL GAS

EMERSON FITTIPALDI LOTUS 56B

IN 1971, EMERSON FITTIPALDI WAS A YOUNG, ENTHUSIASTIC DRIVER. BUT THAT DID NOT STOP THE TURBINE-POWERED LOTUS 56B SCARING HIM HALF TO DEATH EVERY TIME HE DROVE IT. HE EXPLAINS WHY TO ADAM COOPER

WHEN A DRIVER HAS RACED AT THE HIGHEST LEVEL FOR more than a quarter of a century, choosing his least favourite car is not easy. But Emerson Fittipaldi ponders our question for just seconds, before a smile spreads across his face. "I think it was the turbine."

Colin Chapman's Lotus 56B was one of the most extraordinary racing cars ever seen. It was a unique technical achievement destined to become a mere footnote in history. Perhaps the only F1 car to be derived from an Indy 500 contender, rather than the other way round, it contested just three Championship races – with a different driver aboard each time.

The car was inspired by larger-than-life Indy 500 entrant and STP boss Andy Granatelli. He wasn't the first man to fit a gas turbine engine in a racing car (in 1967 Parnelli Jones led the 500 until his 4WD STP Paxton Turbocar expired in the closing laps), but he was the first to do it successfully.

Granatelli also backed Lotus at Indy, and persuaded Chapman to pursue the turbine route for 1968. Maurice Phillippe's stunning wedge-shaped design, the Lotus 56, was like nothing seen before but it was ill-starred from the off. Jim Clark tested the prototype in March, shortly before his death at Hockenheim. Mike Spence was drafted into the Indy squad, setting impressive times, but tragedy struck again when he crashed a 56 and succumbed to his injuries.

A few days later Joe Leonard and Graham Hill qualified first and second in the sister cars. Graham crashed in the race when the suspension failed, but Leonard was leading when a fuel pump shaft failed with ten laps to go.

Two weeks after Indy, Hill was entered a USAC event at Mosport Park, but failed to make the start after crashing in practice. Although underwhelmed by the car's throttle lag around the road course, Hill relished the 4WD handling. Chapman took note.

Meanwhile, USAC decided to run the turbines out of Indy. Impossibly severe restrictions were announced for '69, along with a ban in 1970. Reluctantly, Granatelli agreed to drop his pet project. Mosport inspired talk of a Lotus turbine running in F1, possibly as an STP Oil Treatment Special. Work actually started, but plans were soon shelved.

During 1969 Chapman pursued the 4wd theme in Europe with the unloved DFV-engined 63. The following year he unveiled the 72, which echoed the 56's dramatic wedge shape.

But the turbine idea didn't go away, and late in 1970, Chapman finally had his F1 spec car ready to run. Fitted with large front and rear wings, it was



Monza '71: Fittipaldi drives the 56B to a lonely, 8th place in his only Championship drive in the car

Chapman, the Lotus 56B he designed and Fittipaldi, the man who had to drive it. Note unusual dials

dubbed the 56B. The car was based on an Indy chassis; some reports say it was actually built from the remains of 56/2, the car Spence crashed.

Young and eager, Fittipaldi was delighted to be asked to handle the new machine. Then he drove it...

"My first reaction was to be very excited," he recalls. "The first time I tried it was at the proving ground at Hethel. John Miles was testing the car, and it was freezing. It was the first time I saw the car as an F1 package. When the car went by it was amazing to hear the tyres more than the engine.

"At the end of the runway there was a hairpin, and John lost the brakes. He went straight over the fence into the fields. When I saw that, my leg started shaking because I was next in the car. He was about half a mile away from the track, and was extremely lucky. John came back completely white, he said, 'Emerson, your turn now. Good luck.' They repaired it, and I drove it carefully, taking care of the brakes."

Miles and Fittipaldi discovered what Hill had found out two years earlier; to keep the thing going you had to stay on the throttle.

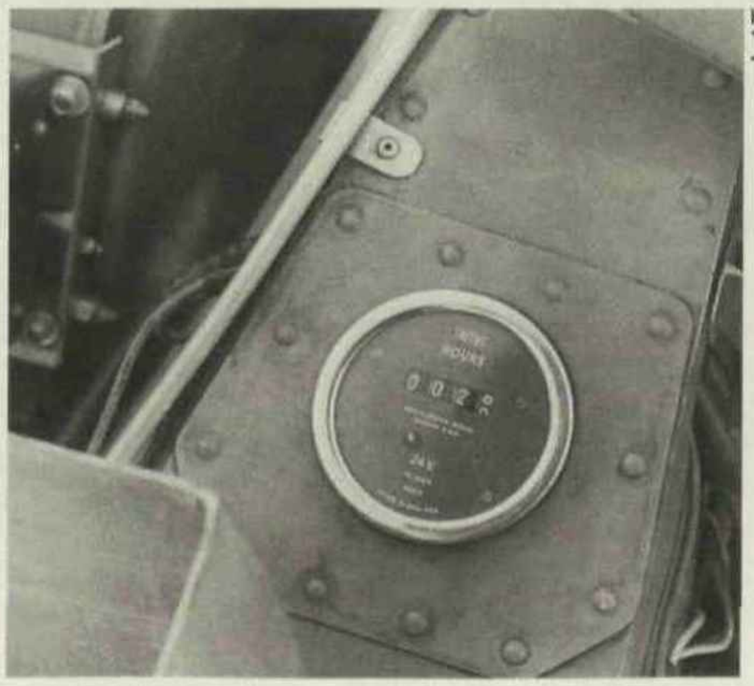
"There was this delay. You had to keep turbine speed up, and to do that you had to use the power against the brakes, just to keep the turbine going. That's what happened to John – the brakes overheated.

"When you got the car ready to run, and it was just idling, the engine was going at 90mph if you didn't hold it on the brakes! It was scary. The exhaust pipe was maybe 10ins behind your head, and sometimes it was blowing big flames."

The 56B was tested through the winter of '70-71. Suddenly finding the team had just one serviceable DFV to hand, Chapman made a last-minute decision to enter the turbine in the Race of Champions at Brands Hatch. Emmo struggled, eventually retiring with suspension failure.

"It was the most dangerous car. We always had problems with brakes, and Lockheed made incredible calipers and pads. It was a bad car for mechanical failures, so every time I went out I thought something might break, and that could be the end of Emerson! I was always scared in that car.

"But the handling was actually very good, because of the four-wheel drive. You could drive on-line, off-line, on the grass and still keep the power on."



LAT

Engine life was measured in hours, not miles

There were further non-championship outings for Reine Wisell at Oulton Park, then Emmo again at Silverstone. F3 star Dave Walker was drafted in for the Jochen Rindt Trophy race at Hockenheim, but failed to start after an engine fire.

By then the car had been fitted with side tanks, necessary to tackle a GP distance. Walker gave the car its Championship debut at Zandvoort; in the wet he charged from 22nd to 10th, lapping faster than the leaders, before overcooking the brakes at Tarzan.

The car emerged again for Fittipaldi at the Italian GP. Fearing legal fallout after Rindt's accident the previous year, Lotus appeared as Worldwide Racing.

Surprisingly off the pace, Emmo made it to the flag in eighth. On the way home from Monza the team stopped off at the Hockenheim F5000 event.

"Colin put the maximum boost and maximum fuel injection. I had flames two or three metres blowing beside my head. If they didn't have chicanes we would have taken off and landed in Sao Paulo!

"But it was a good race. Two or three times in the stadium I got four wheels on the grass, and was able to control the car and get back on the track."

He set fastest lap and finished second. But that was it for the turbine. Aware the car was likely to be banned, Chapman abandoned the project and concentrated on refining the Lotus 72.

"In October, when 'Seppi' died in the BRM at Brands Hatch, that was the first time the 72 was very competitive," recalls Emerson, "and it carried on at the top for the next three years. The turbine was the worst car I ever drove... but the 72 was the best." M



ONE GIANT LEAP

WHEN FORD DROPPED A RORTY COMPETITION ENGINE INTO A COMPACT FAMILY CAR CALLED ESCORT, IT CREATED A NEW BREED OF RALLY WINNER OVERNIGHT. JOHN DAVENPORT WAS THERE

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Keeping mum

A late entry for the Classic Malts Scottish Six Day Reliability Trial (9-15 May) is Jayne Wignall, in the Sunbeam Tiger with which she won a Gold Medal last year... co-driven by her 82 year old mother! Jane's parents Rex and Beryl Neate were noted rallyists in the 1950s; Beryl's last event was the 1962 Scottish.

Wignall's Tiger in '98



Another latecomer is former Mercedes works rally driver Tony Fowkes, in a 280SE reminiscent of the cars he drove on long distance events.

The final list also includes a superb Bentley 4½ litre Le Mans once owned by Malcolm Campbell, and a an ex-Brooklands 1928 Frazer Nash Boulogne.

To follow the trial, send HERO an sae for a free information sheet.

LE JOG regs out

The regulations are now out for the Land's End to John o'Groats Reliability Trial, which takes place between 4th and 7th December. Already, over 50 deposits have been received, and another 60 people have notified us that they intend to take part; so it looks as though the entry will be very healthy.

Good discounts are available for those who book early, so get in quick!

Inca launch

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In the summer of 1967, Tony Fall and Mike Wood won the Danube Rally, a counter in the European Rally Championship, driving a BMC 1800. Irreverently known as the 'Land Crab' this uncharismatic rally car came home ahead of Renault R8 Gordinis, Porsche 911s and Citroën DS201s. A little earlier that month and closer to home, Ove Andersson and I had won the Gulf London Rally with a Mark 2 Lotus Cortina against Porsche 911s, Saab V4s, Mini Coopers and Triumph 2000s.

If winning major rallies against the continental manufacturers was that easy, one might have wondered why it was that six months earlier Henry Taylor, competition manager of Ford Motor Company, had decided that Ford ought to build a new competition car. The Lotus Cortina had an excellent competition record, and to the casual observer of the rally scene Ford might have appeared safe for a few years more. However, Taylor knew from his own experience as a driver and 12 difficult months in the manager's seat that all this was about to change.

The Mark 1 Lotus Cortina had struggled against cars like the Mini on tarmac, and the Mark 2 was heavier. Porsche had finished reading the new homologation regulations which had effectively sidelined their new 911 in 1966 and were now getting the 911S into Group 3, the 911T into Group 2 and the 912 into Group 1. Alpine had struggled for years with a nice little sportscar based on R8 Gordini running gear, but now the A110 was getting the 1600cc R16 engine. And those tricky chaps down on the north Italian plain were putting a similar-sized engine in their Lancia Fulvia.

Henry Taylor also knew that Ford would introduce a new small car in 1967, to be called the Escort. It would be available with nice little engines of 1100cc and 1300cc. However, if Ford was to keep a place at the head of the motorsport table, and rallying in particular, an Escort would need something else. Why not just put all the Lotus Cortina power-train into one of these new Escorts? He recalls "We had done so well with a big, bendy car and now there seemed to be a chance to have something smaller and quicker. And most importantly, stiffer. The Escort was built in a different way to previous models with two sides going onto a floorpan and roof. Even Roger (Clark) couldn't banana that so easily!"

It would be true to say that behind every outstanding competition car there is at least one man who had the inspiration to see what could be achieved, plus the determination to see the project through. One thinks immediately of Cesare Fiorio with the Lancia Stratos and of Jean Todt with the Peugeot 205 T16. Henry Taylor certainly fills that role for the Ford Escort, but there are two other men without whom it would almost certainly not have been successful.

The first is Walter Hayes, at that time Ford's Director of Public Affairs, who had joined them from Fleet Street. He discovered that hidden deep in his job description was responsibility for Ford's motorsport activities. It was Hayes who moved the Competition Department out to Boreham in Essex and who helped to create the Lotus Cortina Mark 1 and the Cortina GT. When Henry Taylor came forward with the idea of what was to be called the Escort Twin Cam, it was Hayes who supported him and helped to ease some of the internal problems involved in persuading a volume car manufacturer to produce a handful of specials.

The second man is Bill Meade, who was in charge of things technical within the Competition Department. Before committing to building Escort Twin Cams, the company needed to know that what was proposed on paper could be done in reality. Ford Engineering loaned a plastic bodyshell replica to Meade one Friday in March. He and the Boreham mechanics had all weekend to see if they could fit the power train and running gear, and then Engineering wanted it back on Tuesday. Bill recalls that "fortunately I had built several Austin Seven specials and an Ashley with Wolseley Hornet running gear, so the idea was not strange. I had spent too much time with all the 750 Motor Club people up at the Red Cow, including Colin Chapman, to think that anything was beyond us. We were young, brash and did not know the word 'can't'."



Escort won on track as well - Frank Gardner, Brands Hatch; Clark and Mason after RAC victory of 1972; Mk2 version extended Escort's career to 13 years

Suffice it to say that Engineering got their plastic car back, the installation was proved and at the end of 1967, shortly after the bread-and-butter cars started rolling off the tracks, Escort Twin Cams joined them. The first 25 cars were hand-built at Boreham. They were soon earmarked for racing with the Alan Mann and Broadspeed teams, and for rallying through Boreham, Ford Belgium and private owners. But it was in rallycross that the car actually made its competition debut, with Roger Clark, Barry Lee and Tony Chappell driving two versions at Croft on the first weekend of February 1968. They won four of the races and Messrs. Hayes, Taylor and Meade could all breathe a sigh of relief.

But at that point not even the most optimistic of them could have imagined that success for this car and its immediate derivatives would stretch 13 years into the future and be crowned with three World Rally Championship titles.

The first rally for the Escort TC was San Remo in March 1968, where it was crewed by Ove Andersson and myself. To be frank, we had not covered too many miles in an Escort at that point, having done the Monte Carlo with Lancia while Ford were building enough Escort TCs to get homologation. I know that we were both impressed with its manoeuvrability compared with the Cortina, but rather less so with the behaviour of the rear axle. The Panhard rod favoured by Bill Meade had been compromised out of the initial production specification so that only leaf springs, anti-tramp bars and the dampers retained the axle. These latter were inclined at about 45 degrees and, like a labourer on a hot day, after a short period of hard work ceased to do their job. After the rally, Ove took Bill Meade out for a demonstration run up one of the rutted, gravel mountain roads behind San Remo. Bill was impressed enough that the damper mountings were soon modified by the ubiquitous 'turret' that enabled them to sit upright within the boot; later they reached straight up to the parcel shelf.

As it was, an excess of snow and an absence of seeding hampered our San Remo Rally and we were pleased to come home third behind Pauli Toivonen and Pat Moss in Porsche and Lancia respectively. It was left to the great Roger Clark to give the Escort TC its first rally win on the Circuit of Ireland in April 1968, and that opened the floodgates. The Escort started winning everywhere with Frank Gardner winning races, and Gilbert Staepelaere and Roger Clark winning rallies.

There was a very significant win in August of that year when Hannu Mikkola won the 1000 Lakes in a works Escort TC. Ford team manager Bill Barnett had spotted Mikkola where he finished second in a Lancia Fulvia to Bengt Soderstrom in the factory Escort TC on the 1968 Austrian Alpine. The result was that Mikkola got an Escort for the »→

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1000 Lakes and promptly won it, with the bonus of a full contract for 1969. He went on to complete an Escort TC hat trick on the 1000 Lakes by winning again in 1969 and 1970.

He was also at the wheel for two of the Ford Escort's most famous rally victories – the 1970 London to Mexico and the 1972 East African Safari. The first of these was at the wheel of a Pinto-engined Escort that was then commercialised by Ford as the Escort Mexico, the car that launched a thousand rally drivers. The Safari win was in a BDA-engined RS Escort that became the archetypal rally car of the 1970s. Hannu remembers those early Escorts. "Coming from the Volvo 142 that I drove in Finland, the power and torque of the Escort was just fantastic. It was already quite a nice handling car, very easy to drive sideways – and come back. The only negative thing I can recall was that on those first cars it was all understeer when you braked. It encouraged you not too brake too much and to keep the power on!"

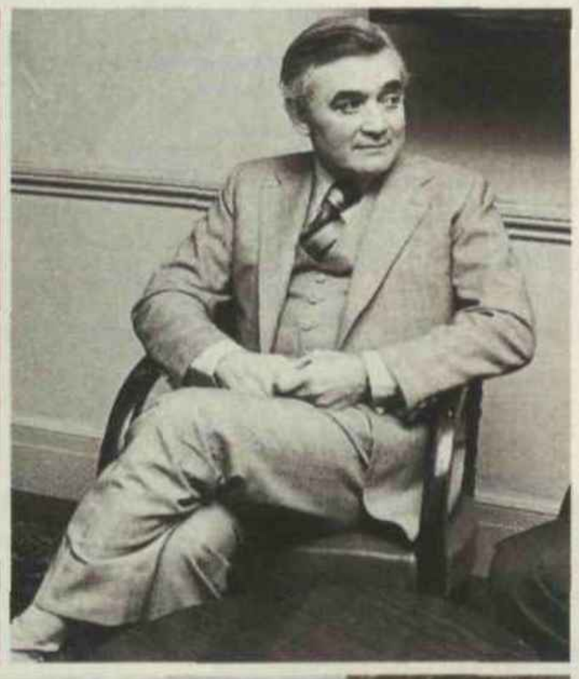
His time with the Escort came to an end when he signed for Audi in 1981, though he has driven them to success since: "In 1995 I went to Mexico the second time in one of David Sutton's cars. It took five minutes and it was as if 25 years had never passed. It was great fun to drive, just like the good old days."

The early 1970s were the days when it seemed like Escorts were everywhere in motorsport, winning sprint and endurance rallies, touring car races, and rallycross. With the advent of the BDA-engined RS1600, their supremacy, certainly in rallying, was not to be denied. In addition to Roger Clark who repeated his TC trick by giving the RS 1600 its first win on the Circuit of Ireland in 1970, Ford had Timo Makinen, Hannu Mikkola, Jean-François Piot, Gilbert Staepelaere, Jochi Kleint, Ove Andersson, Tony Fall, Guy Chasseuil and Andrew Cowan chasing rally success. On the track, the list of works drivers was no less impressive, with Frank Gardner, Chris Craft, Jackie Stewart, Dieter Glemser, Dave Brodie, Claude Bourgoignie, Hans Heyer, Francois Mazet, John Fitzpatrick, Jochen Mass and Gerry Birrell all pedalling Escorts of one kind or another. If one were to set out to name all the successful private owners during that time, then this article would be finished already, but it would be nice to add three that I drove with, namely, Adrian Boyd, Chris Sclater and Billy Coleman.

There is one name missing from the list above, and that is Markku Alen. His time with Ford was short but electrifying. Like Timo Makinen before him, David Sutton gave him his first chance in an Escort after Stuart Turner had noticed him in a Volvo 142 on the 1973 1000 Lakes. Actually, it was hard to miss Markku, as he finished hot on the heels of Makinen's winning Escort RS. Sutton entered him on the Lindisfarne where he went over maximum time fixing a steering rack but carried on just for the experience, and would have been second behind Roger Clark's winning car. His second rally in the Escort RS was the RAC. I was with Hannu Mikkola and lots of us crashed in Sutton Park but somehow Markku got the car out and carried on. He was classified 176th at that point but, with a drive of sheer sideways abandonment that was a delight to watch, came back to finish third overall.

I got a chance to see Markku's technique at close hand the following year when we did the Welsh together in a factory Escort RS. At that time, he had a dual contract with Ford and Fiat and had come back from doing Portugal in a Fiat 124 Spyder. Asked how he remembered the Escort compared to the Fiat sportscar, his answer was quite illuminating.







Hannu Mikkola, Escort star; Walter Hayes, who allowed the TC to happen; Ove Andersson and author Davenport on Escort's rally debut, San Remo 1968

"Very different. The Escort was more like a racing car with a really powerful engine. The Fiat should have been better on tarmac but it just didn't go. Even the 131 engine was not as good as the BDA. You had to use all the revs all the time in the Fiat. And of course the Escort was super on gravel." Certainly I do not recall any lack of tarmac performance on the roads of the Eppynt Ranges back in 1974 even in the pouring rain. With a budget squeeze at the end of 1974, Markku went to Fiat full time for a more complete World Championship programme and by 1976, they had come up with the 131 Abarth which was, if anything, a homage to the Escort.

The Mark 1 Escort shell, habitat of the TC and the RS 1600, was replaced in 1975 with the Mark 2 and the name changed to the RS 1800. In rally form there was not a lot of difference, but since the Escort story is one of continual development, I can remember that Billy Coleman felt immediately that the car was gentler, more progressive – and quicker. As always, it was Roger Clark who first got to try the RS 1800 on an event but this time it was the Granite City rather than the Circuit of Ireland. However, the result was the same, with Clark winning in style.

The RS 1800 had four years of success with the works team from Boreham and a further two years with David Sutton in that same but unofficial role. By now the drivers were Bjorn Waldegaard, Hannu Mikkola, Ari Vatanen and Pentti Airikkala, with Roger Clark and Russell Brookes keeping the home fires burning. Waldegaard won the World Championship Driver's title in 1979 with Ford taking the Manufacturer's title. Then in 1981, under the direction of David Sutton, Ari Vatanen won the Driver's title after a season with some of the most amazing changes of fortune one could possibly imagine.

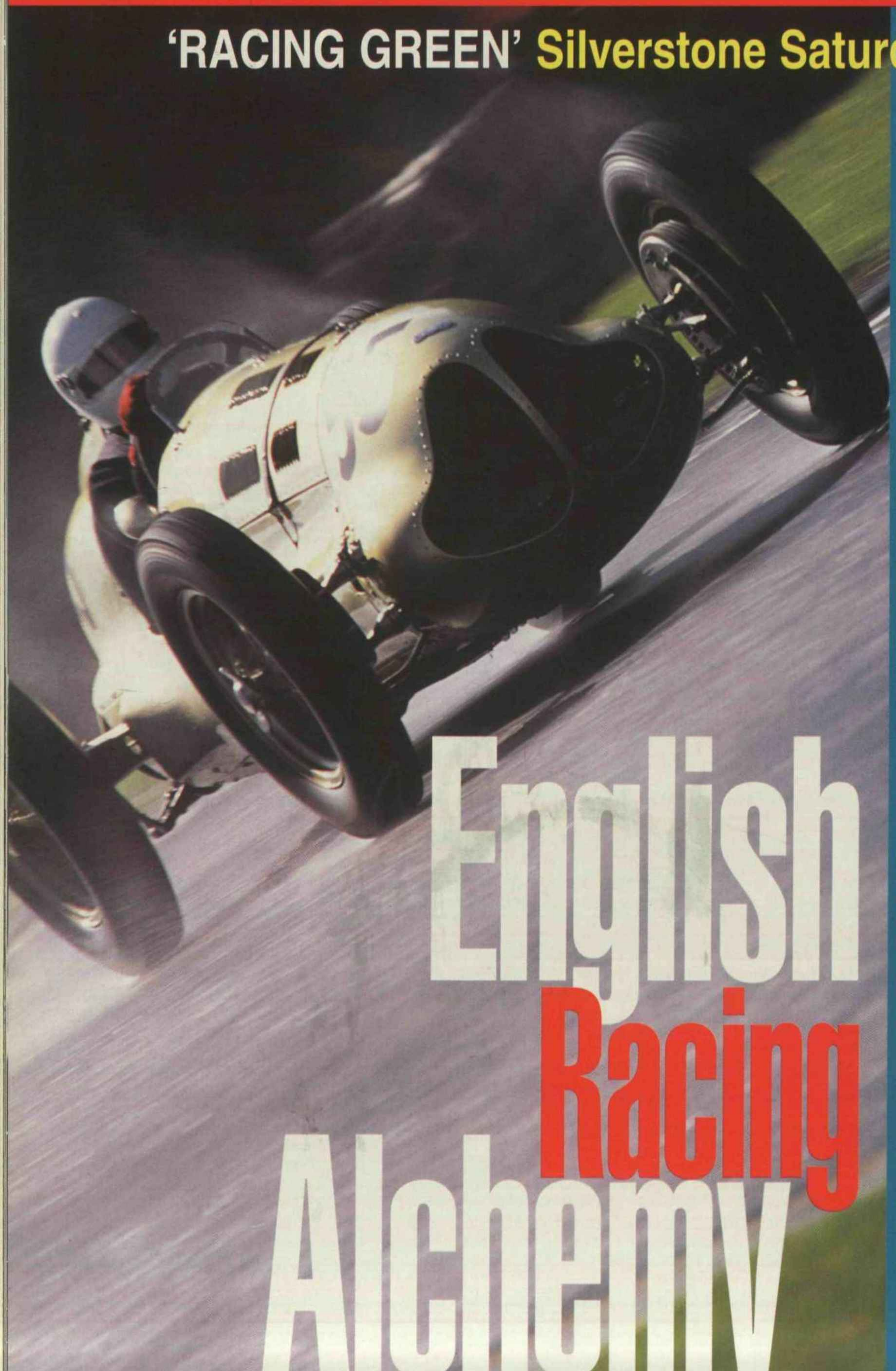
There have, of course, been other Escorts in competition since the RS 1800 took its bow from the World Championship stage at the end of 1981. There was the RS 1600i and its successor the RS Turbo, campaigned for three years by Louise Aitken-Walker, Chris Lovell and Malcolm Wilson of which the most one can say is that Wilson probably prefers his present job (running the WRC Focus programme) as it is less of a strain! The Escort RS Cosworth made its debut in 1990 but it was not until 1993 that a full programme got going with Miki Biasion and Francois Delecour. It was not without success, winning in 1994 the Monte Carlo with Delecour and 1000 Lakes with Tommi Makinen, but this 4WD Group A car never really seemed to find its feet. When the Escort WRC came out in 1997, it won two World Championship events, the Acropolis and Indonesia, both with Carlos Sainz at the wheel.

The original rear-wheel-drive Escorts and the rallies that they did were ideally suited to the in-house environment of a traditional factory competition department like Boreham. The exotic flowers which now adorn that herbaceous border that is the World Rally Championship never flourished there, and it is no coincidence that Ford was the last major company to put their rally effort outside the factory system. It certainly looks as if Martin Whittaker has chosen the right path for their new Focus WRC by investing in Malcolm Wilson Motorsport, not to mention the right people to drive the cars that he is building.

If the Focus has as long a time at the top as the Escort, then what has happened in the last 18 months may be as momentous for rallying as Walter Hayes' decision to move the Cortinas from Lincoln Cars to Boreham in the beginning of 1963. M

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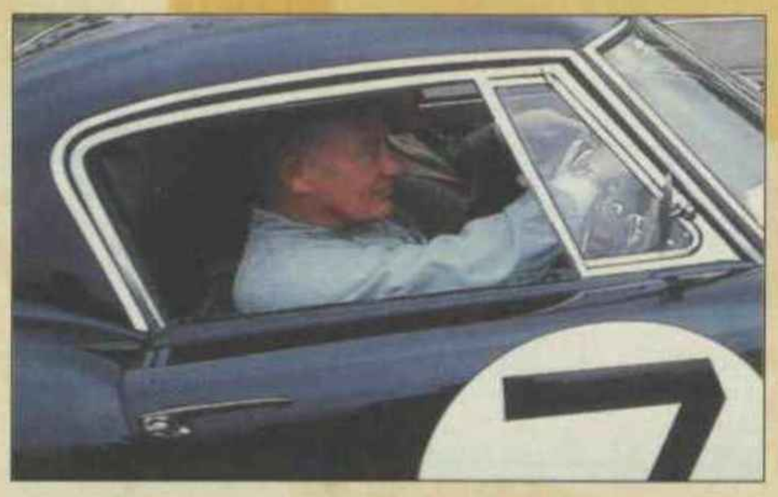
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Road Rage

EVEN RECENT ANTI-RACE PROTESTS IN AUSTRALIA PALE BESIDE THE HYSTERIA AFTER THE 1903 PARIS-MADRID, WHICH ENDED ROAD-RACING FOR MANY YEARS. BILL BODDY REDRESSES THE BALANCE

I DO NOT WISH TO HARP ON ABOUT THE REMARKABLE RACE which nearly brought motor racing to an end all those long years back. But the Paris to Madrid contest of 1903, over unclosed highways across Europe is sufficiently remarkable, and so often misreported, that it surely merits a recall, which need not be either melodramatic or morbid.

First of all, to those whose interest in the finest sport of all begins in 1950, when the first of the modern-style World Championship Grands Prix commenced, or even later, you may not have any conception of what this ambitious town-to-town race entailed, not far short of a century in the past. How can followers of modern motor racing visualise an entry of 314 for such a race, at a time when the automobile was only just emerging as a serious proposition? And apart from that, these competitors were intended to race over a distance of some 900 miles. Nor must it be thought that the pace of the cars which took part was in any way moderate – the fastest of the racing cars in the top 100kg category were capable of some 100mph.

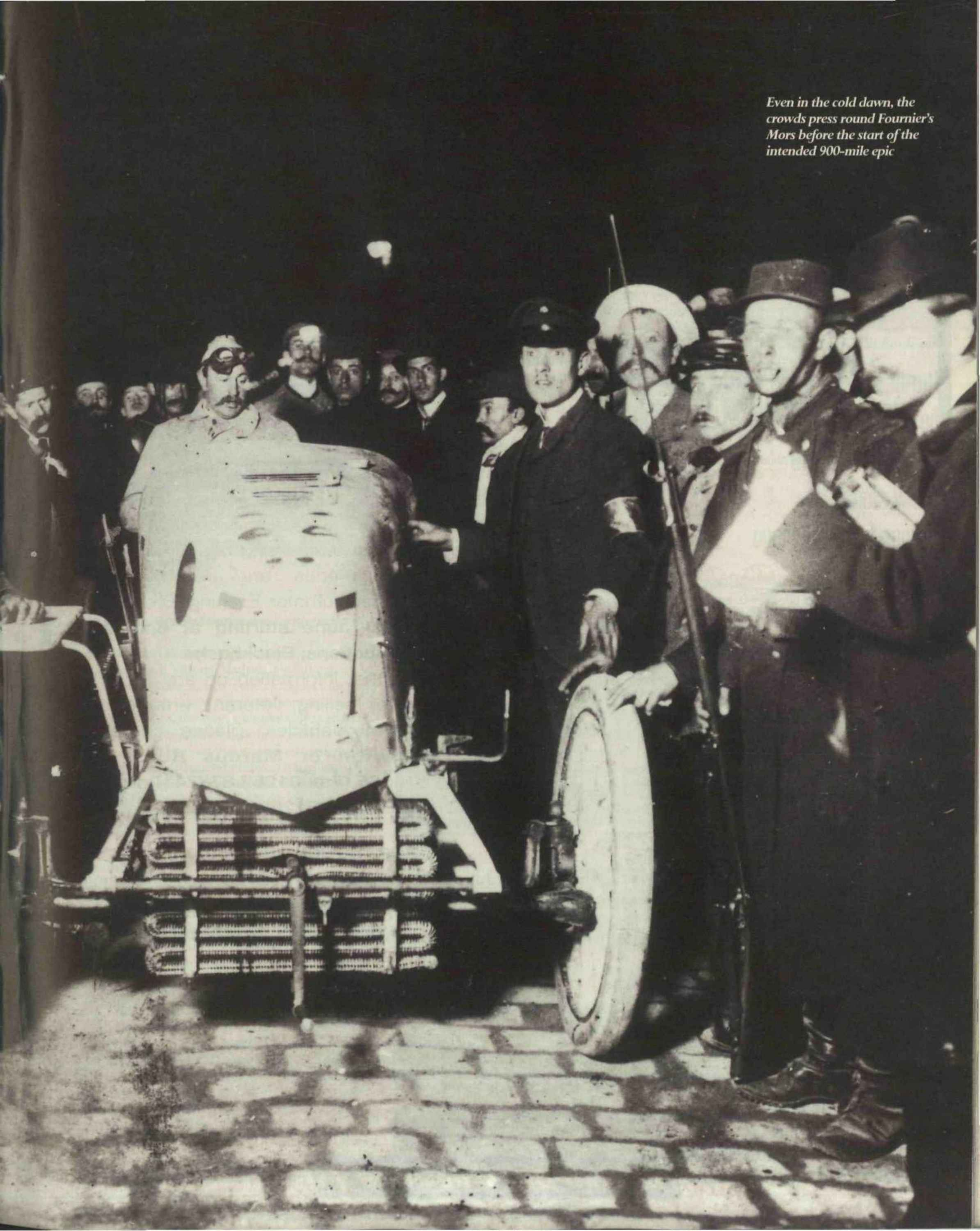
It was to have been a great happening; but it all went badly wrong. So many accidents were caused by the crush of excited spectators who, anxious to get as close as possible to the speeding, dust-enshrouded cars and inadequately controlled by a quite insufficient number of police, that a race which should have continued over the rough roads and the Guadarrama mountains of Spain was ignominiously stopped by decree of the French Government at Bordeaux, after 342 miles of furious speeding over the long straight roads of France. The horror was draconian, and of course much exaggerated, to the extent that the cars which had arrived in Bordeaux were required to be towed, engines silent, to the railway station behind horses or mules.

It could have spelled the end; yet motor racing survived this major calamity, as it did the even bigger disaster at Le Mans in 1955, one which I have no intention of dwelling on, except to make the point that if a sport is sufficiently in public demand it should be able to survive anything – boxing, for example. Yet one has to remember that it was a single accident involving the onlookers of an errant Riley which in 1936 finished the excellent Ards TT, and that similarly the great Mille Miglia was never held again after the Marquis de Portago's Ferrari crashed into spectators in 1957, again sadly with fatalities, ending forever this magnificent revival of the old town-to-town events.

Even back in 1903 it was by no means certain at first that the ambitious Paris-Madrid contest would take place. On April 1 the well-known and influential Count Eliot ➳



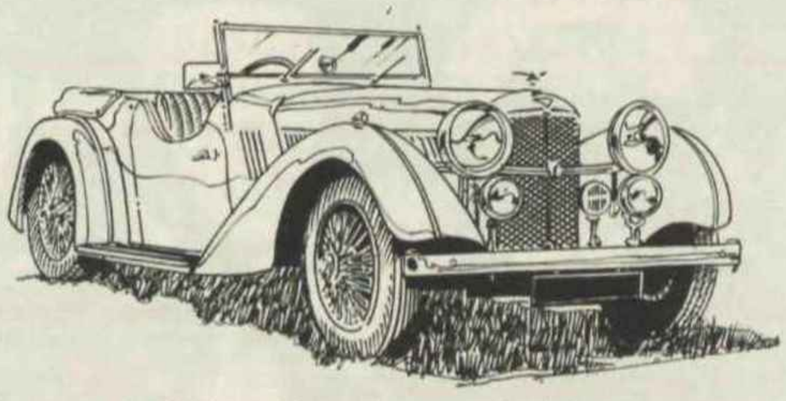
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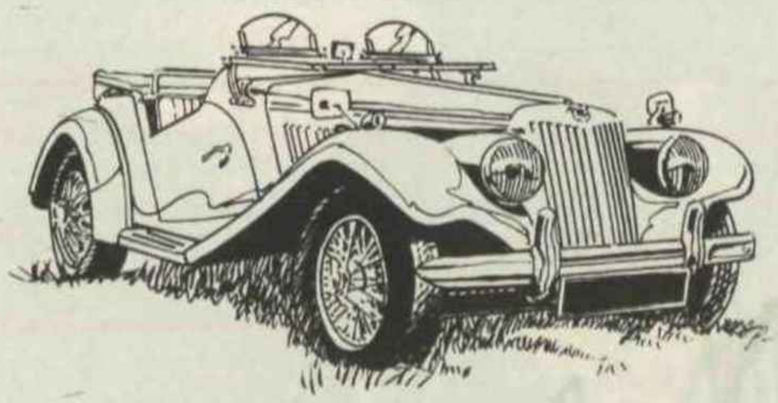
Even in the cold dawn, the crowds press round Fournier's Mors before the start of the intended 900-mile epic

CLASSIC AND HISTORIC

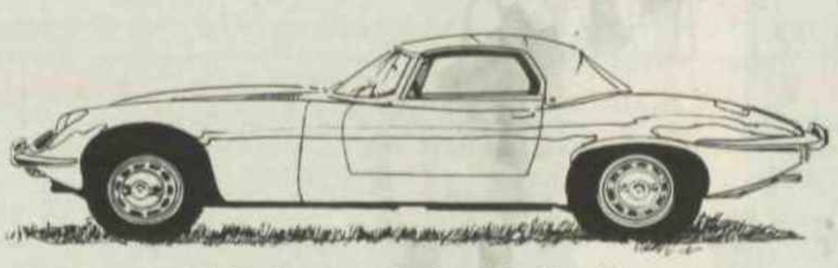
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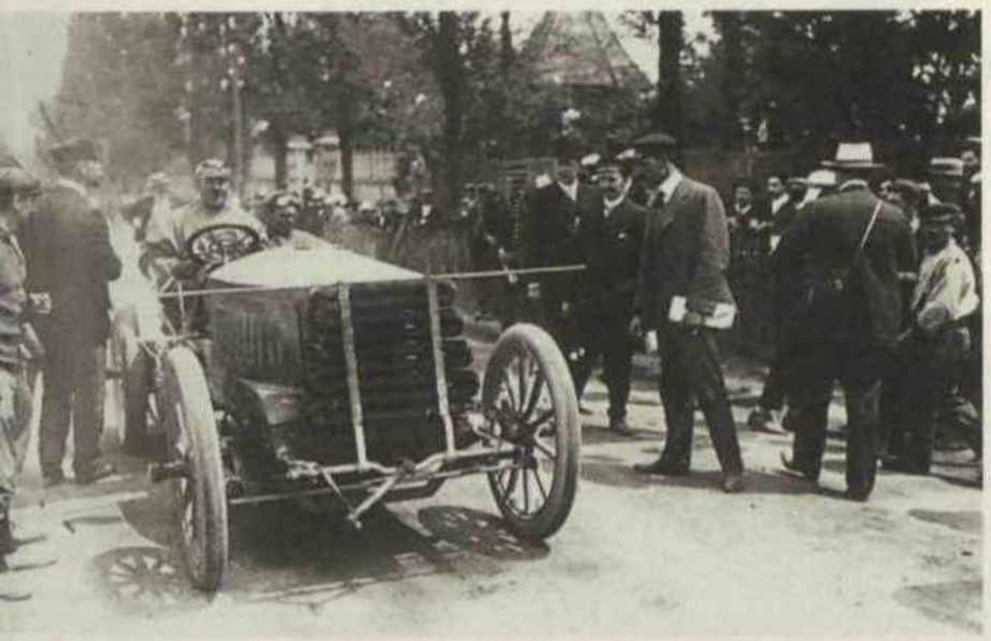
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Zborowski, who had so nearly won the previous year's Paris-Vienna race for Mercedes, had been killed in the La Turbie hill-climb at Nice when his new Sixty Mercedes hit a stone wall. It was thought that his cuff with its gold links had caught in the hand-throttle and opened it, causing the car to enter the corner too quickly.

This caused widespread depression, and in spite of the trade benefits to towns on their routes which these early races were bringing, it seemed that the French government might stop the ACF from holding Paris-Madrid. It had already banned the Pau Week in February and the hoped-for Nice-Salon-Nice race. But King Alfonso, who was so keen on racing and motoring and a great Hispano Suiza advocate, agreed to the route to Madrid being used, and grandstands were erected in readiness. So the French authorities relented, and this great race was on.



Charles Jarrott's 45hp de Dietrich was poorly prepared

It was to be run in three stages – Versailles-Bordeaux, Pessac-Vittoria and Vittoria-Madrid. It is difficult for us now to visualise such a race over such a distance for such primitive yet fast cars, drivers completely unprotected from the dust and stones, the tyres questionable, and overtaking hazardous, especially when dust-clouds obscured the road so much it was said that sometimes corners were judged by the route of the roadside telegraph poles... The distances of these epic contests are also staggering, some far exceeding Paris-Madrid – there was the Paris-Bordeaux-Paris race of 732 miles, Paris-Marseilles-Paris of 1063 miles, and many others over equally formidable mileages. Even when closed circuits had replaced these open-road racing marathons, the two-day 1906 French GP was of 770 miles, won by Szisz's Renault at 63mph, and the 1912 race, also two days, lasted 956 miles.

It is also not easy to understand the interest displayed by manufacturers in building racing cars with almost dangerously frail chassis and fragile engines of considerable power, in order to win at a time when car sales could not have been all that great an inducement. Yet for Paris-Madrid, Mercedes had new power units of a nominal 90hp, Mors their 70hp racers, and Panhard those impressive 80hp jobs. Wolseley was there from England and Gobron-Brillé had built enormous opposed-piston road-burners of 110 rated hp, all in the Heavy-Car category for which they had to weigh no more than 1000kg, but with 7kg extra allowed if weighed with the magneto attached... In the end about 225 cars took part in the Madrid race. Dramatic racing was forecast; too much so, as fate was to decree.

It is easier to reconcile drivers of GP Bugattis finishing a 1920s Monaco GP with bloodied right hands through endless gear-changing for 100 laps of the exacting circuit and I can vouch for the fact that sometimes the effort of racing a W125 Mercedes-Benz was such that a driver had to be helped exhausted from the cockpit. I will not be drawn into trying to analyse which period of motor racing was the toughest, from its beginning to the present day with its need for precision handling of very fast scientific cars with almost unbelievable acceleration and braking capabilities, except to observe that Grand Prix durations have shortened and some of them are held over quite short courses, which Jenks used to refer to disparagingly as 'racing round a field...'

Yet another surprising factor about these truly empirical motor races was the interest they generated. Here I am going to poach on Gerald Rose's description of how this manifested itself before and during Paris-Madrid. He wrote the following in *A Record of Motor Racing*, the only accurate account of these races then available.

"Early on the Saturday evening, after waiting for dawn to break (the race began at 3.45am on the Sunday) the spectators started making their way to Versailles, an exodus greater than ever before. The stream became denser and denser; it was said that 100,000 persons passed along the road to line the course on either side. When Charles Jarrott, the first to go, set off on the big de Dietrich, he disappeared into a solid wall of spectators which opened out just enough to let him pass, then closed in behind. That fateful day some 225 cars lined up, engines running, cutting in and out with a penetrating stutter in clouds of blue smoke as the minute intervals for leaving approached."

I have no desire to dramatise the accidents, and dislike photos of fatal crashes published while those associated with them are still living, which is why you will find none in my Brooklands History. But one can hardly ignore ➤➤



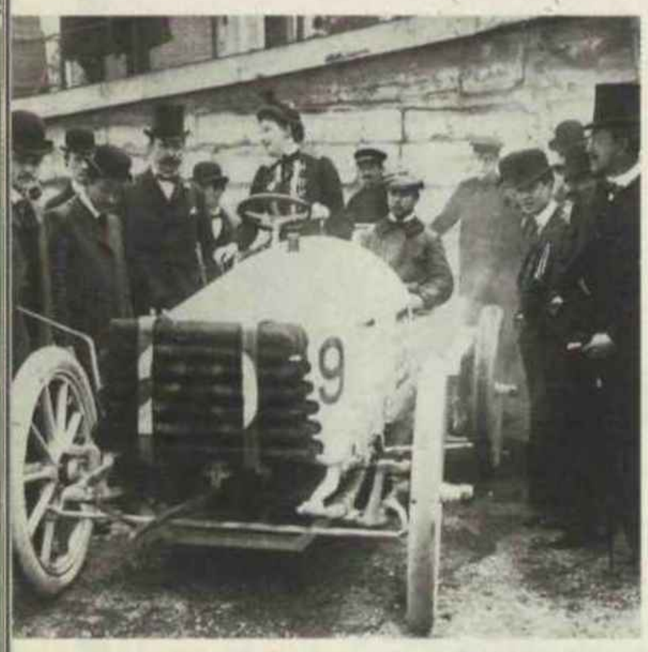
Louis Renault arrives at Bordeaux

"When Charles Jarrott set off, he disappeared into a solid wall of spectators which opened out just enough to let him pass, then closed in behind"



Unprotected spectators watch Jenatzy's Mercedes; crowd behaviour caused many of the accidents

National Motor Museum



Madame de Gast at weighing in

"The unimaginative, heedless, reckless crowds had no thought of danger in their wild desire to get closer and closer to the hurtling cars"

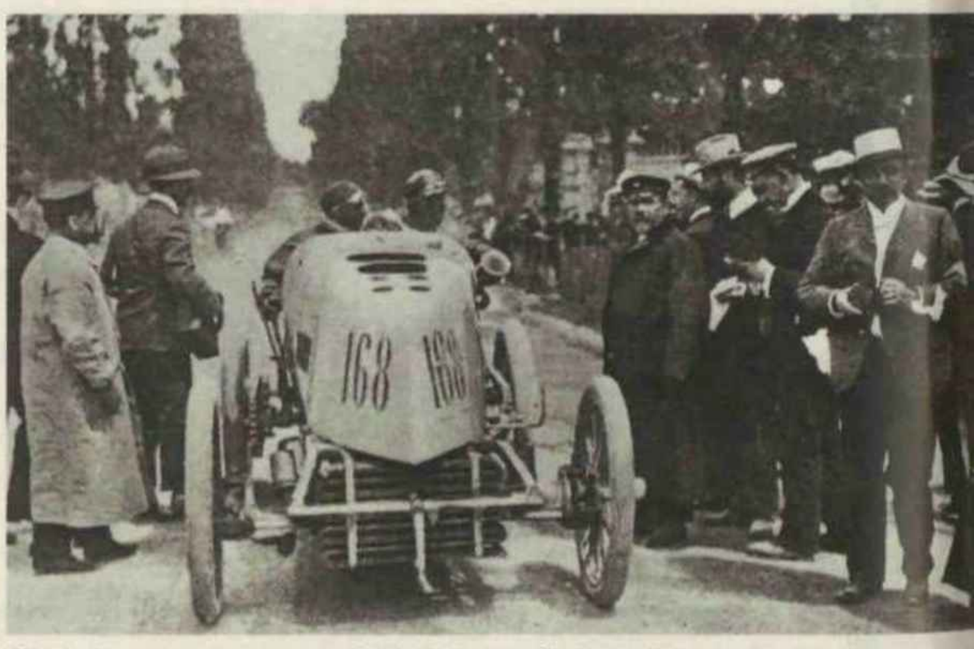
an event that was to change the whole aspect of motor racing, and I also hope to show that some of the over-dramatised reports on it were much exaggerated, terrible as were the accidents which did occur, caused mainly, as Gerald Rose wrote, "by the crowds, unimaginative, heedless, reckless folks who paid scant attention to half-hearted attempts to guard the road. They had no thought of danger in their wild desire to get closer and closer to the hurtling cars." Calamity was inevitable…

So to the race. Having drawn No1, Jarrott held the lead for a while, but the de Dietrich was an un-tuned car, never having been in top gear before apparently. So de Knyff on the Panhard 80 passed him. But soon it was Louis Renault on his 30hp light car who headed the long line behind him, having been timed at nearly 90mph between Bonneval and Chartres, where Sidney Girling's Napier had got to sixth. Then Werner forged ahead on the Mercedes 90 until its back axle broke, and De Knyff also went out before Tours with a useless camshaft. Madame de Gast's de Dietrich was well up until overtaken by 'Red Devil' Jenatzy on his big Mercedes. It was a desperate race. The Englishmen Stead and Salleron on de Dietriches were fighting a 150-mile duel until the latter, a Yorkshireman, was cut up by another car at 80mph and overturned in a ditch. Lorraine Barrow's de Dietrich 45, when he tried to avoid a dog, shot into a tree, impaling a dumb-iron, the Englishman being seriously injured and his servant killed.

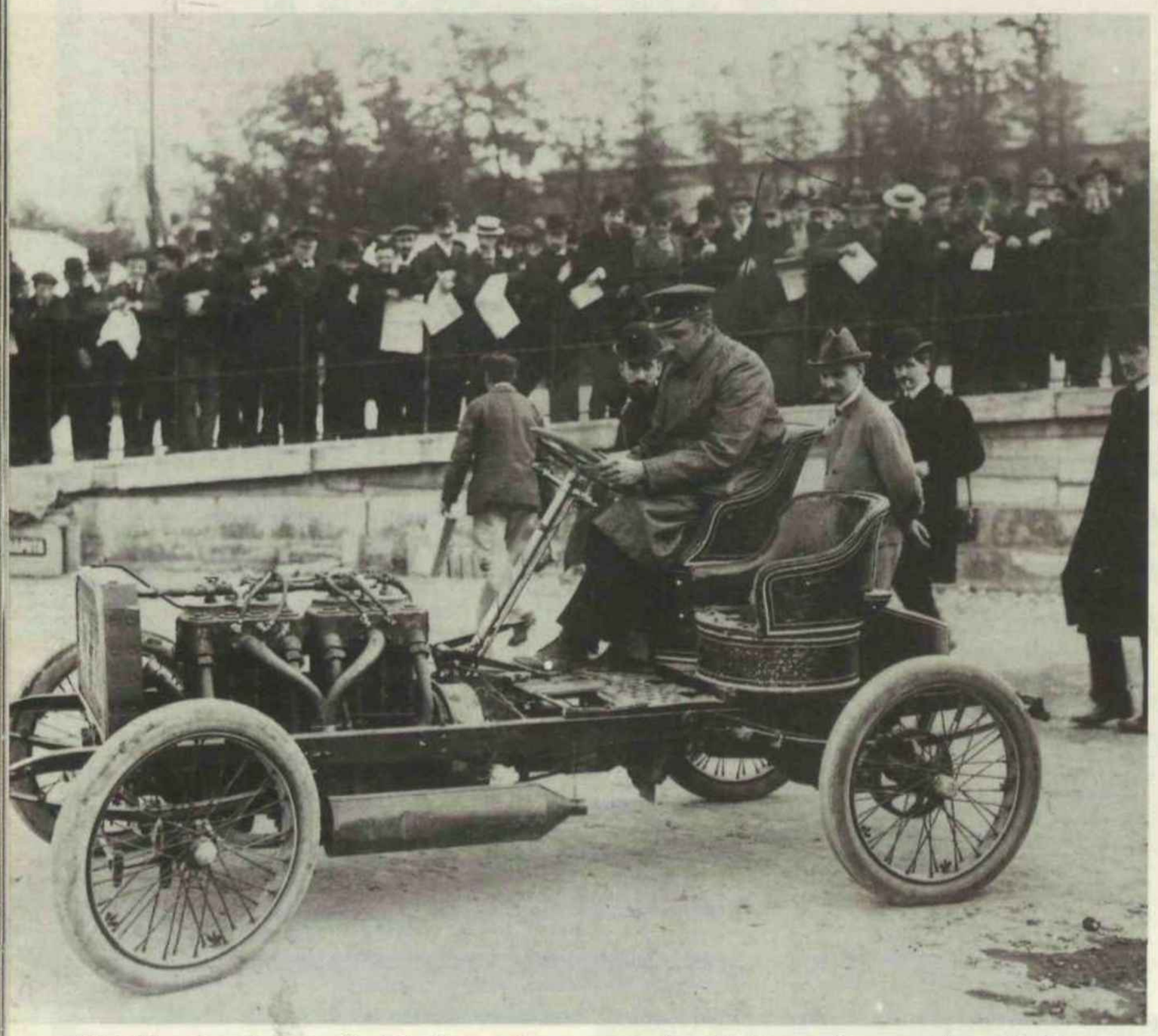
Marcel Renault, in passing another car, ran into a ditch and died soon afterwards, the Renault on top of him. Maurice Farman abandoned the race to help, as did Madame de Gast. Receiving news of the accident at Bordeaux, Louis Renault, who had won the Light Car class at 62.3mph, and was a glorious second overall, withdrew his cars. Of those cars that had started, 98 got to Bordeaux. The rest had either given up, had mechanical troubles, or were victims of those awful accidents. Gras (de Dietrich) collided with a shut level-crossing, the cars of Beconnais and Jeandre (Darracq and Mors) collided, and Tourand (Brouhot), trying to avoid a child in his path, swerved into the crowds killing his mechanic, the child, and a soldier.

Mark Methew was luckier; the steering of his Napier failed, sending the car harmlessly into a tree, but two other Britons were less fortunate. Leslie Porter on one of Herbert Austin's Wolseleys came fast up to a turn unguarded by the expected flagman and failed to get round; the wheels collapsed, causing the car to hit a wall and catch fire, throwing off Nixon, who was killed. It may be significant that Austin's Wolseley raced with strengthened wheels not fitted to the other team cars, as Bob Montgomery's

National Motor Museum



With the race stopped, Gabriel was declared the winner



Weighing-in rules were flexible: Bouras has managed to eliminate a few pounds on his Darracq

excellent little book about the life of Ireland's Leslie Porter describes. And Delaney (of the family which still races Lea-Francis cars in VSCC events, led by Tom Delaney) lost it at another corner and his de Dietrich overturned. There were other crashes, some serious – the de Dietrich of Barrow was said no longer to exist as a car – others less so, but current and some subsequent reports have greatly exaggerated them, placing the blame on the onlookers unused to the speed of the cars. The crowd has been quoted as numbering 3,000,000.

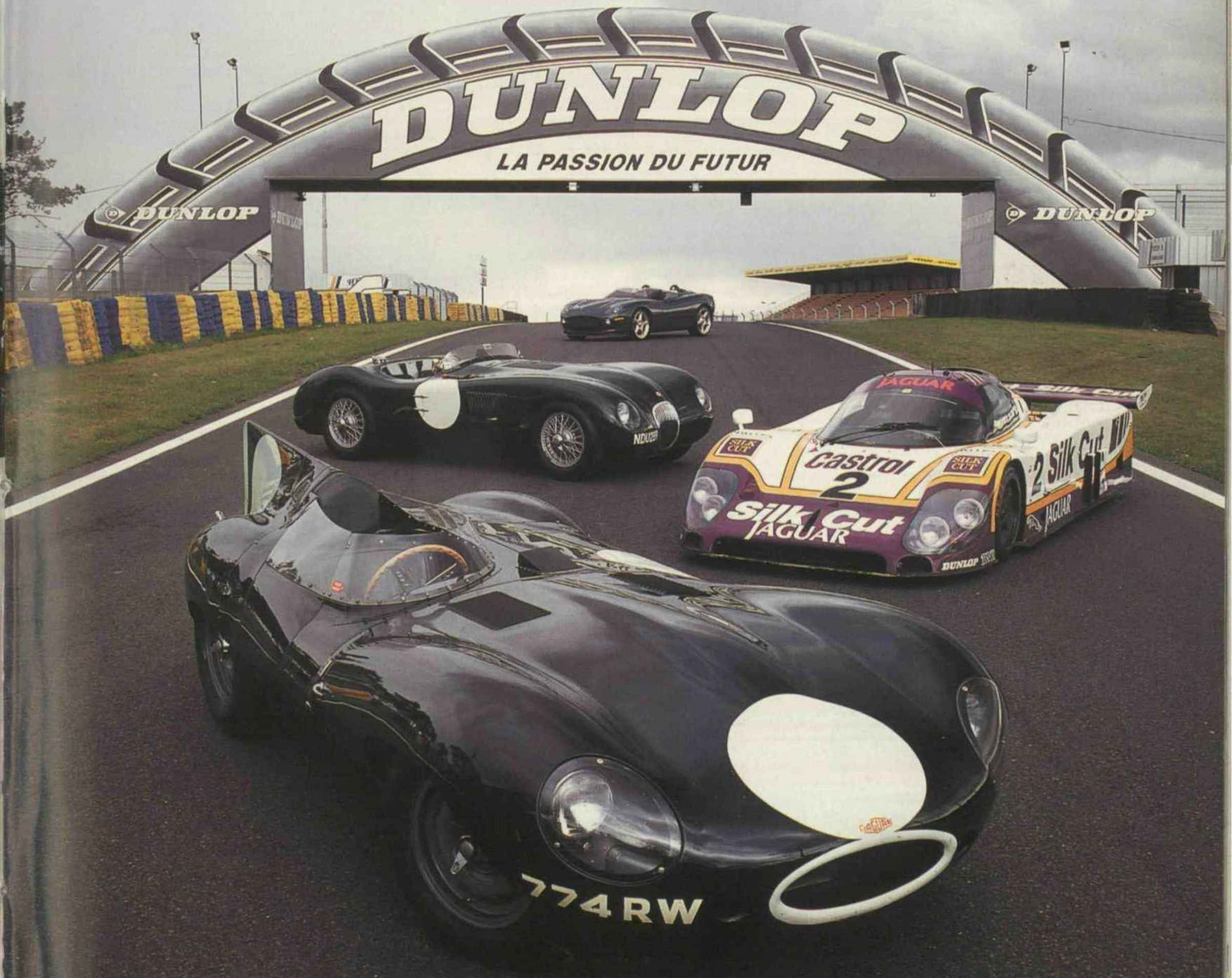
Through it all, with hot weather an additional hazard, came the triumphant Ferdinand Gabriel on the streamlined Mors, at an average of 65.3mph. His number was 168, which caused some accounts to praise him for having overtaken 167 rivals. But Kent Karslake, in an as usual scholarly article in MOTOR SPORT in 1951, pointed out that due to non-starters he was actually sent off as the 82nd starter and that as some of the cars he overtook must have been stationary, he did not have to rush by all of them in the dust clouds. However, he must have had to pass 40 to 60 of his rivals, a wonderful performance in the circumstances; so, as Karslake observed, there is no need for myth in order to inspire posterity with awe.

Equally creditable was Louis Renault, who on a car of 40 fewer rated hp than the winning Mors was second overall, at 62.3mph, only 15min 8sec after Gabriel. He had vanquished all the 'heavy' class, of which Salleron's 70hp Mors was third at 59.1mph, and Englishman Jarrott's badly prepared 45hp de Dietrich fourth at 58.2mph. An 18hp Clement managed 47.2mph, to head the Voiturette class.

So ended the remarkable race, ending the then-current country-to-country contests. Indeed, a landmark, if a terribly sad one, in motor-racing history. M

GOING BACK...

JAGUAR'S FINEST FLAT OUT AROUND LE MANS

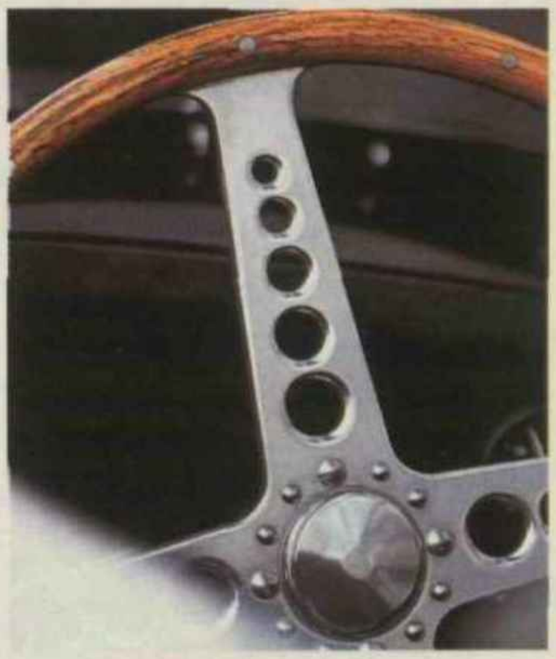


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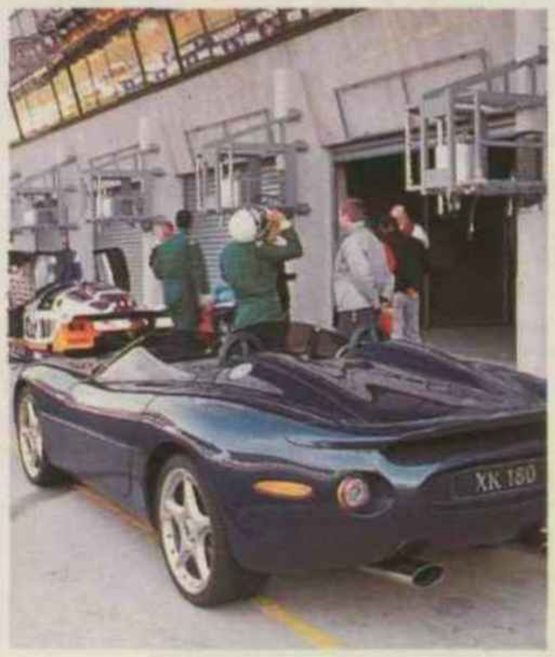
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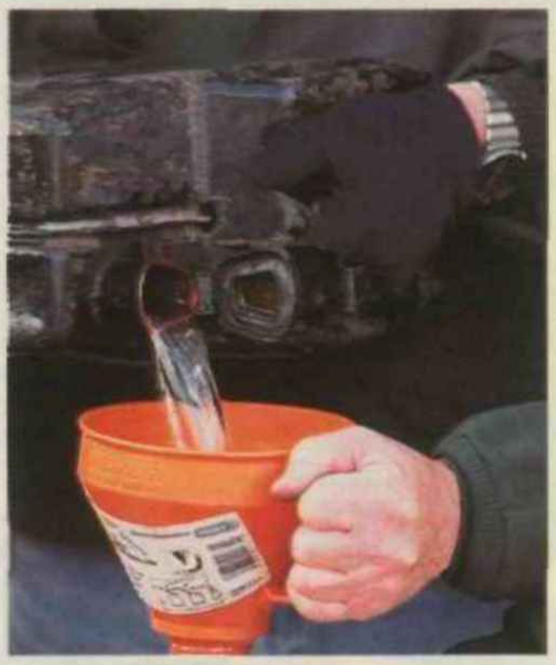


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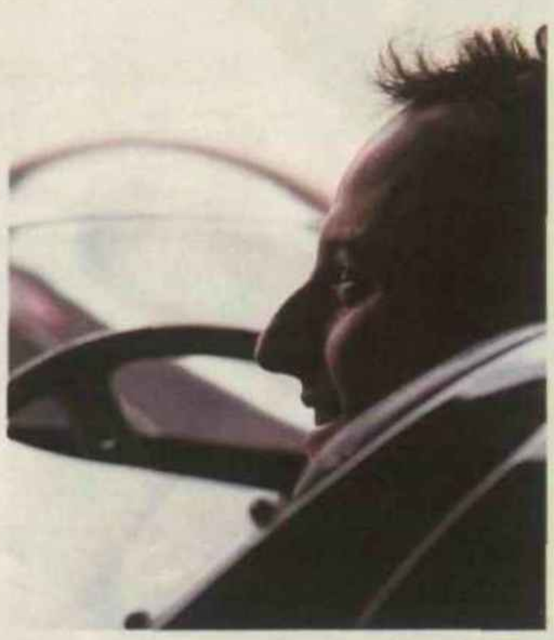
Welcome to our celebration of Jaguars at Le Mans. In the following pages you will read how two actual winners of the world's greatest race perform at the track on which they earned their spurs. And we discover what lessons Jaguar's latest prototype, the gorgeous XK180, can learn from its very first racing prototype, the immortal C-type.

None of what you are about to read was staged. All the cars were driven, all day, frequently as fast as we could make them go. And not one of them, not even the XJR-9, even looked like it might misbehave. We hope you enjoy them. We did.

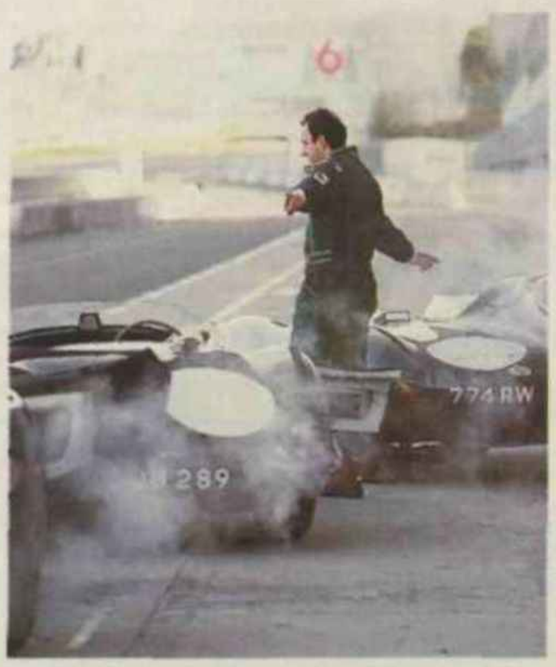
JAGUAR XJR-9LM
by Andrew Frankel
PAGE 4

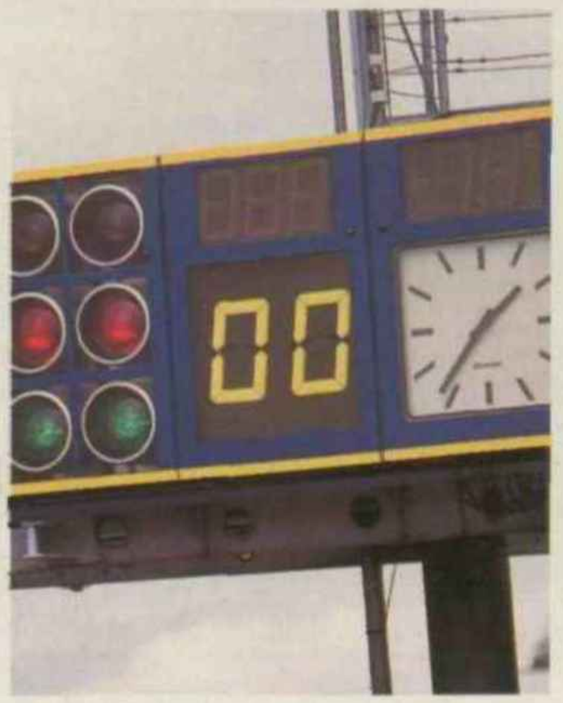
JAGUAR D-TYPE
by Matthew Franey
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JAGUAR XK180 & C-TYPE
by Gordon Cruickshank
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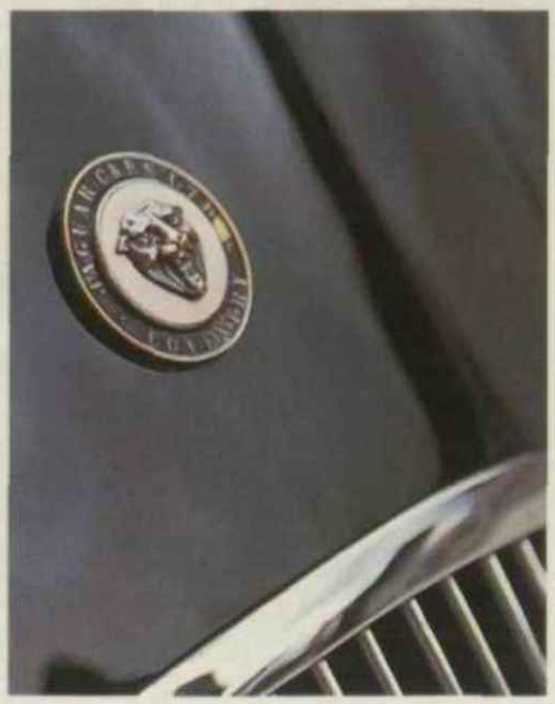








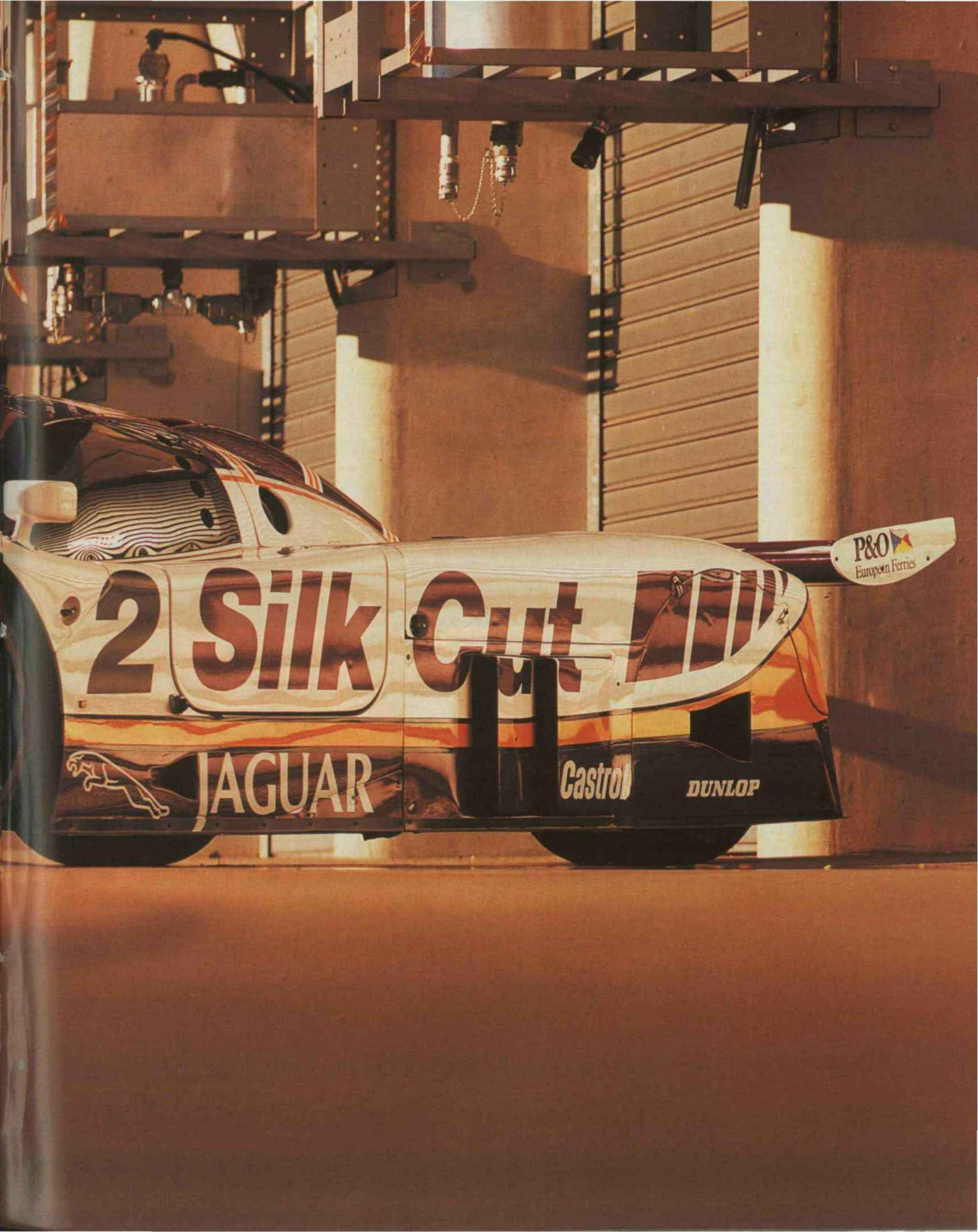




THE HERO'S RETURN

THIS IS THE ACTUAL JAGUAR XJR-9 THAT WON LE MANS IN 1988, THE GREATEST SPORTSCAR VICTORY OF THE MODERN ERA. ANDREW FRANKEL TAKES IT BACK FOR ONE FINAL FLING

photography by Andrew Yeadon


2 Silk Cut
JAGUAR
Castrol
DUNLOP
P&O
European Ferries



ABOVE: XJR-9 BACK IN ACTION AT LE MANS ONCE MORE. CHICANE TAKEN IN SECOND, THIRD BEFORE THE BRIDGE AND LURID WHEELSPIN UNDER IT. LOW DRAG LE MANS BODYWORK STILL PRODUCES CONSIDERABLE DOWNFORCE MAKING CAR BRILLIANTLY SIMPLE TO PLACE ON THE TRACK. REAR SHOCK ABSORBERS LOCATED INSIDE REAR WHEELS TO PROVIDE MORE SPACE FOR UNDERBODY AERODYNAMICS. RIGHT: STANDARD, OFF-SHELF STACK TACHOMETER SHOWS CAR'S REAL AGE

This, it should be said, was one of the bigger gambles. When this Jaguar XJR-9LM, chassis number 488, won Le Mans in 1988, it was the greatest triumph in sports-car racing enjoyed by a British car since Jaguar first won this race back in 1951s. To date, only McLaren's win in 1995 with the F1 stands comparison.

Problem was, not only had the XJR-9 not raced since 1988, it had scarcely moved. In 11 years, a few tentative runs up Lord March's front drive and a handful of installation laps of Mallory Park does not amount to much of a career. It is, right down to the scrutineering stickers showing it competed at Le Mans in Group C1, as it was the day it crossed the line. Today it is the star exhibit of the Jaguar Daimler Heritage Trust and is, as such, no more or less than a museum piece.

You can imagine, therefore, that the plan to take it back to Le Mans, not for a quick visit, but with a view to driving it all day as fast as it felt safe to go, was not without its drawbacks. Would the car run at all and, if so, for how long? What if it rained? The tyres are Dunlop Denloc run-flat slicks and are not made any more. Rather more worryingly, the Dymag wheels are also unique to that tyre, so you can't just bolt on a fresh set of covers; which meant no intermediates or wets. If it rained even a little, the Jaguar would be effectively undriveable. The staff at Le Mans were fantastically supportive before and during the test but could not help the fact that, before the actual race this year, they had but one free day where we could have the track to ourselves. So it was not as if we could come back if it all went wrong.

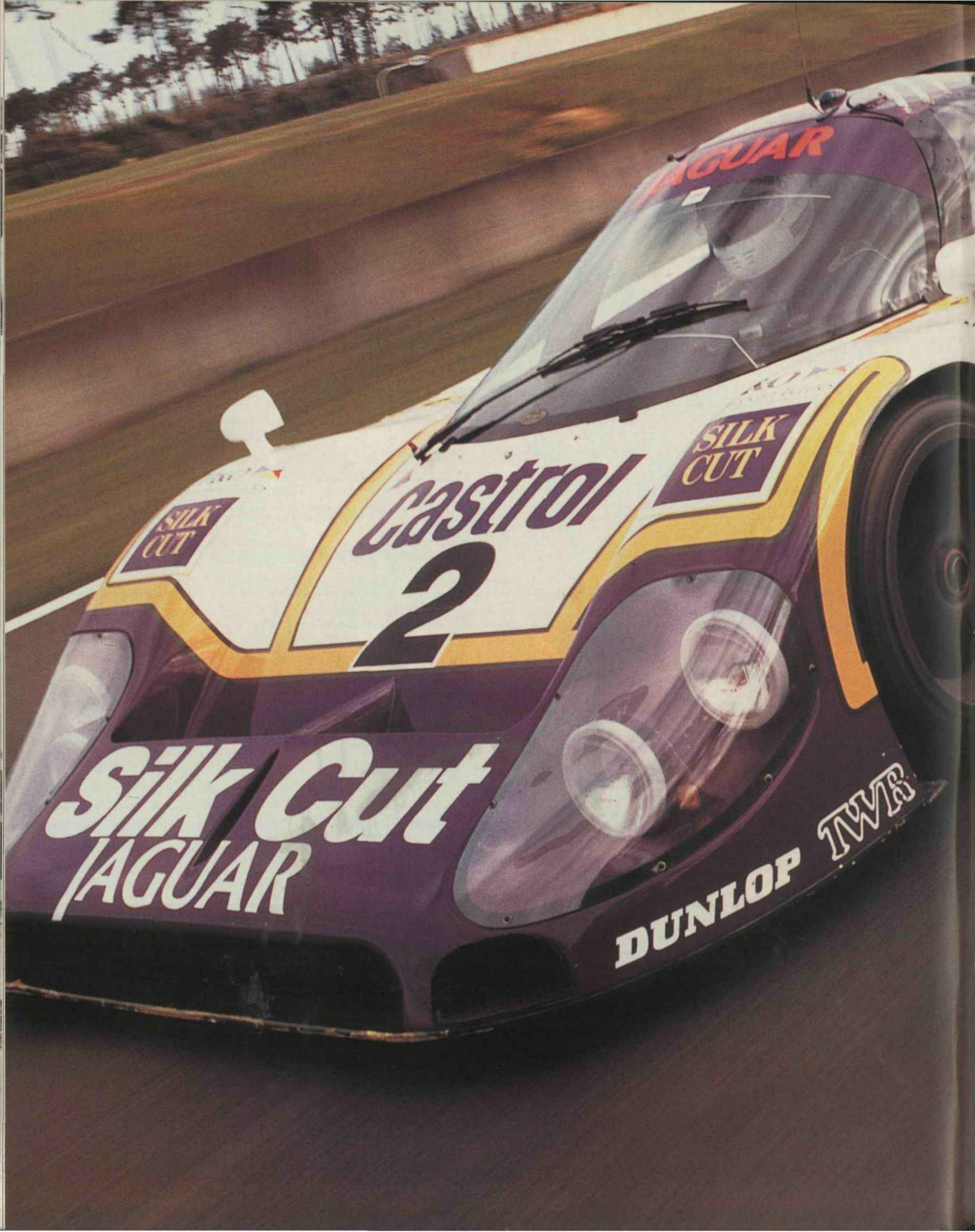
Long faces were the predominant feature around the supper table the night before. Win Percy, a man who knows such cars better than most having travelled along the Mulsanne straight at 240mph on the roof of one and survived without a scratch, announced he had scarcely ever seen a weather forecast like it; rain, lightning and, just to really rub it in, snow was heading our way.

But the following morning appeared with a dry dawn and, as we assembled in the paddock there was not a cloud to be seen. Someone plugged a battery into the XJR-9 and hit the starter. A cough, a bang and silence. Try again. A bang, a blaring blat of noise as the 7-litre V12 motor momentarily woke, then silence. Percy was looking worried. He knew that such treatment, while unavoidable, is absolutely the worst thing to do to one of these engines. Last chance, and the mighty V12 finally caught and held a deafening 2500rpm idle. Percy jumped in with not much less alacrity than if there was a works Porsche 962 ten seconds up the road. "I'm just going to see if it's safe, warm it up and make sure everything's working then you get in and go."

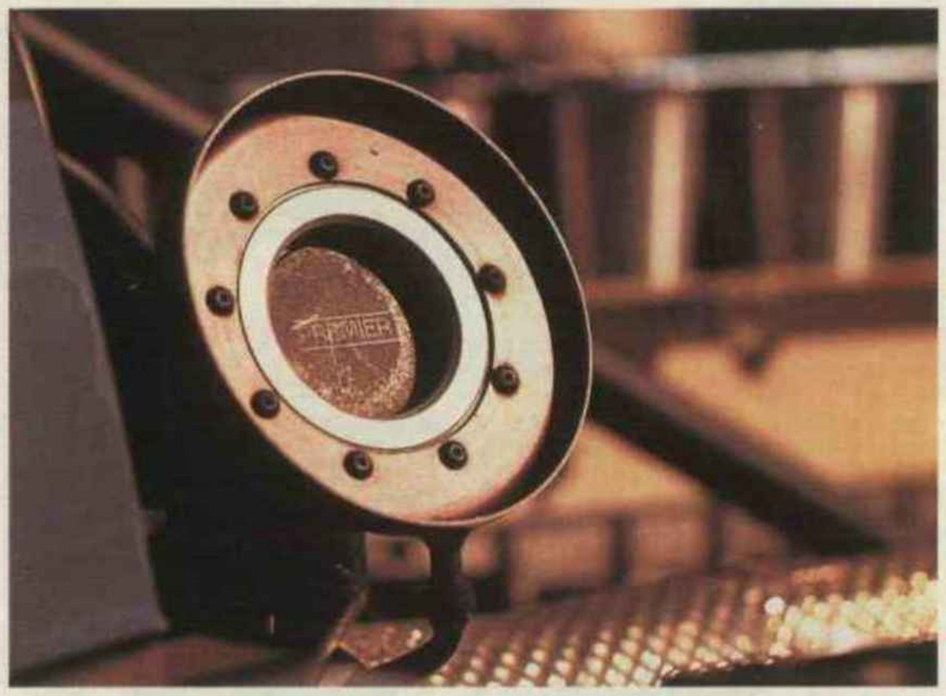
Seeing that car crawl up the pit lane and out once more to the Dunlop Bridge was as poignant a sight as I've seen on a track test and the dozens assembled for this event, people from the staff of the Trust, Jaguar, Le Mans and this magazine, all knew it.

It took an age for Win to appear again and when he did the ➤➤

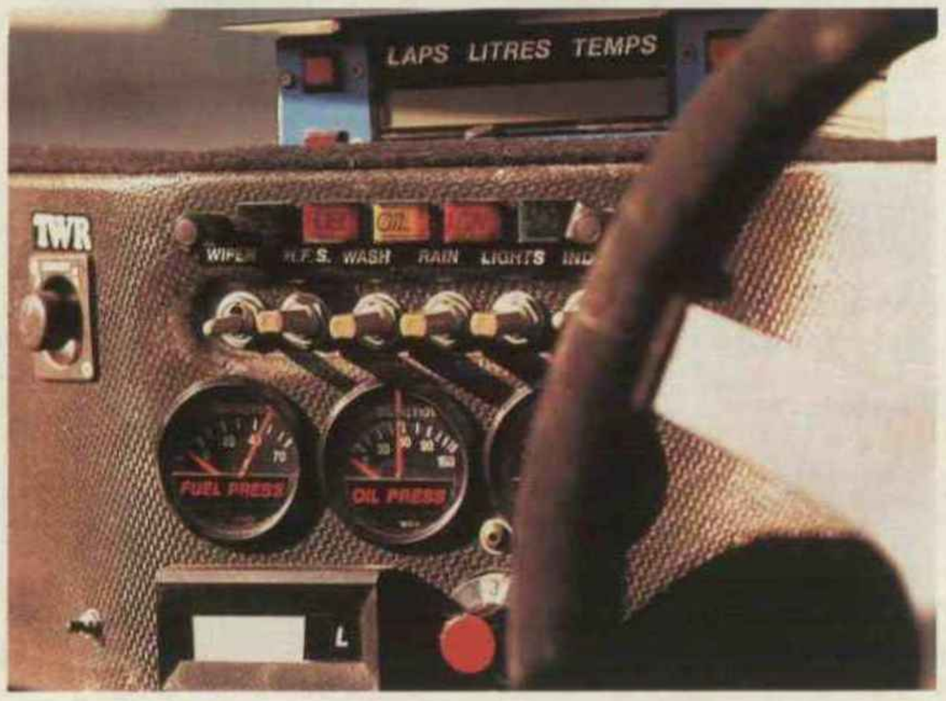

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JAGUAR
DUNLOP









CLOCKWISE FROM TOP LEFT: GIANT EXHAUSTS EXIT UNDER REAR WING; BOTH FILLERS NEED TO BE OPEN DURING REFUELLING OTHERWISE PRESSURE OF THE FUEL SUFFICIENT TO CRACK CARBON-FIBRE MONOCOQUE; MIGHTY V12 MOTOR HAS 7 LITRES, 745BHP AND 610LB FT OF TORQUE. WILL PUSH THE XJR9 TO 240MPH GIVEN THE SPACE; ANCILLARY SWITCHES AND DIALS LOCATED TO LEFT OF WHEEL. NOTE DIGITAL LAP TIMER, ELECTRIC MIRROR ADJUSTMENT, OLD DIALS

Jaguar was travelling painfully slowly. But he didn't come in so there was still hope. Next time around the XJR-9LM was being worked rather harder, and third time around Win was flying, charging through the gears, belting through the curve at the end of the pit straight in fourth gear as if he'd never been away, never had his life saved here by this car's immediately predecessor, the XJR-8, back in 1987. On the fourth lap he brought the car in. The door opened to reveal Win grinning as if he'd just won the race. "Mate, it's perfect, just bloody perfect... Go see for yourself."

The Jaguar XJR-9 was the third in the line of Tony Southgate-designed, TWR-built Group C racing cars. It is the most famous of the breed (thanks to that Le Mans win) but not the most successful, the XJR-8 winning nine championship rounds in '87, compared to just six in '88 for this type. The car is built around a carbon-fibre and Kevlar tub with carbon, Kevlar and glass-fibre bodywork. The aluminium V12 engine is based on that found in Jaguar road cars of the day but modified out of all recognition save the retention of just a single camshaft per bank and two valves per cylinder. Allan Scott developed the engine from part-machined blocks supplied by Jaguar using Cosworth pistons, Zytec management, Bosch fuel injection and a 12.0:1 compression ratio to produce 745bhp at 7200rpm. The entire weight of the 6995cc unit, including its AP Racing triple-plate clutch, was just 240kg.

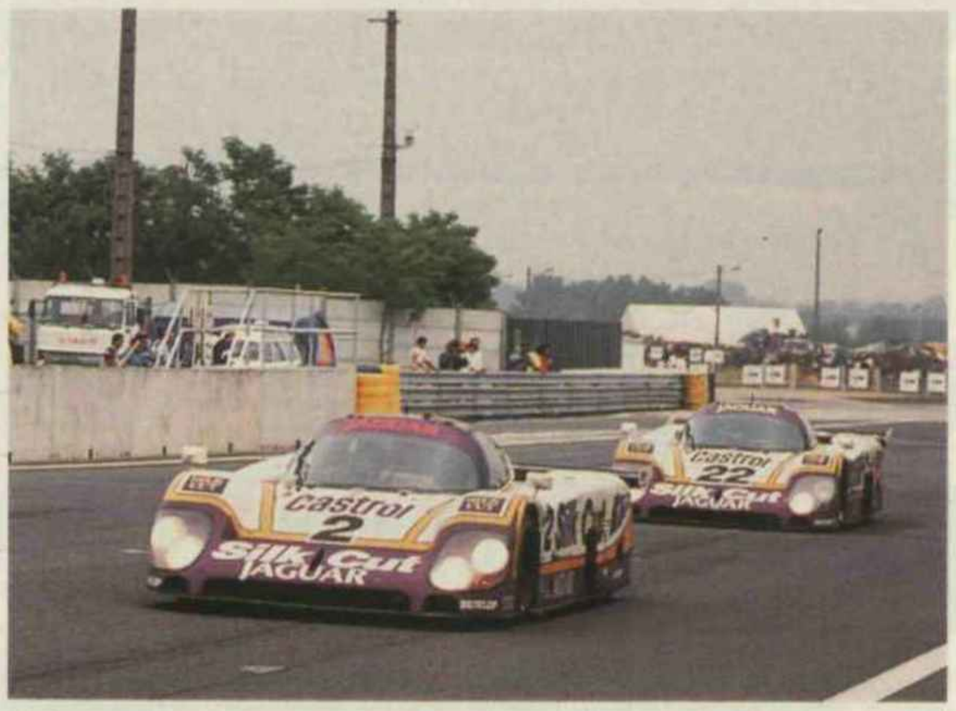
It was fitted to the car as a fully stressed chassis member and had attached to it a March/TWR five-speed gearbox. Suspension arrived courtesy of double wishbones, with pull-rod actuated horizontal Koni dampers at the front and Bilsteins at the rear mounted inside the wheel hubs at the rear to allow maximum space for the undercar venturi. The car weighed 900kgs in Group C trim, providing a power to weight of 827bhp per tonne. In Le Mans trim, this XJR-9LM was timed at 236mph along the Mulsanne straight.

Climbing aboard takes care thanks to the impossibly wide sill between you and the seat. Even so, it's a pleasant change not to have to watch precisely where you put your feet and hands lest you damage something. As Howard Davis, the manager of the Jaguar Daimler Heritage Trust and the real reason we are here at all, points out, "Stand where you like, it's all carbon-fibre." This is, indeed, a strong old car.

Left foot on the seat, right hand on the sill, lift body, thread legs around large Momo wheel, shovel backside into seat designed for the rather more compact frames of original drivers, Messrs Lammers, Wallace and Dumfries, and wriggle into place. It looks old in here. No LCD dials, no sequential shift, just an off the shelf Stack tachometer flanked by small water and oil temperature gauges. On the left, out of immediate sight, there's oil and fuel pressure, volts too. On the right, four switches marked Ignition, Injection, Pumps, Start. Take them in order and wait for the engine to fire. Now wide awake, it catches on twelve. Immediately.

Oddly, it's not that noisy inside. Outside, it's deafening, loud enough to make an unsuspecting pit-lane peruser cling to the pit-wall to maintain balance when it fired up behind him. In the ➤





SPECIFICATIONS

Jaguar XJR-9LM '488'

ENGINE		
Type	...	12 cyl, sohc, 2 valves per cylinder
Capacity	...	6995cc
Construction	...	all aluminium
Bore/stroke	...	94 x 84mm
Comp ratio	...	12.0:1
Fuelling	...	Bosch fuel injection, Zytec engine management
Max power	...	745bhp at 7200rpm
Max torque	...	615lb ft at 6100rpm
Specific output	...	107bhp/litre
Power/weight	...	827bhp/tonne
Transmission	...	straight-cut 5-speed March/TWR
CHASSIS		
Constuction	...	Carbon-fibre monocoque
Brakes	...	13in cast iron ventilated discs
Suspension (f)	...	Wishbones, pullrods, Koni dampers
Suspension (r)	...	Wishbones, Bilstein dampers
Wheels	...	17in Dymag magnesium
Tyres ...	...	Dunlop Denloc run-flat slicks
DIMENSIONS		
Length	...	189.8in
Width	...	79.5in
Wheelbase	...	106.7in
Track (f/r)	...	59.1in/57.1in
Kerb weight	...	1982lb (900kgs)
ESTIMATED PERFORMANCE		
0-100mph	...	5.0sec
Top speed	...	240mph

TOP: UP ON THE KERBS ON THE APPROACH TO THE DUNLOP BRIDGE. XJR-9 HANDLES SUPERBLY EVEN ON DECADE-OLD DUNLOP DENLOC RUN-FLAT SLICK TYRES ABOVE: HEADING FOR VICTORY OVER THE WORKS PORSCHES AT LE MANS, 1988. THREE OUT OF FIVE XJR-9S ENTERED CROSSED THE LINE AFTER 24 HOURS, 'OUR' CAR RUNNING TROUBLE-FREE FROM START TO FINISH SAVE FOR A CRACKED WINDSCREEN. DRIVERS WERE ANDY WALLACE, JAN LAMMERS AND JOHNNY DUMFRIES

cockpit, the sound is gentler, more mellow, yet still unmistakeably that of a racing V12. Clank into first, lift the sharp clutch ("don't slip it," Win had said, "Tom used to give us an absolute bollocking if we did that") and trundle out onto the track.

Ah, the joy of torque. I do not kid you, this engine pulls flexibly and without fuss from below idling speed. Visibility behind is better than you could hope thanks to thoughtfully positioned and electrically adjustable wing mirrors, and the gearbox reacts with good grace to a firm hand. This is easy.

Too easy as it turns out. Second lap out, still on stone-cold slicks, I attempted to put some power down a fraction too early coming out of the Ford chicane. It was a tiny sin but I knew I'd spun it long before I ran out of opposite lock. This was the first and, to date, only time I'd lost control of a car during a track test; sod's law said it had to be here, in this car, in front of that crowd. To be fair, it didn't even make it through 90 degrees and as I crept, chastened, back up to the Dunlop Bridge, Win and Howard were kind enough to lay on a laughing ovation as I went past. But I felt humbled and more than a bit stupid. It wasn't the cost of the repairs had I damaged something that worried me; the car was insured. What caused the cold sweat was the knowledge that this car is original from nose-cone to rear wing and is as proud a slice of Britain's motoring racing heritage as we have. Take some of that away and no amount of money will put it back.

A more considered approach pays dividends. I took another three or four laps gently building speed before finally gaining the confidence and tyre temperature to really start driving. You can put all the power down in second gear now at the start of the straight. The engine will pull from 2000rpm, is strong from 3500rpm but only reveals its true nature between 4500rpm and the 6500rpm rev-limit I've imposed on myself, 700rpm short of peak power. On paper, the acceleration is similar to that of a late-70s Formula One car. In reality, it is entirely different. In the Jaguar you change up at the same revs a stock Cosworth DFV is just starting to sit up and take notice at, and while an F1 car requires almost constant gearchanging to retain its interest, the XJR-9's gear ratios are, by comparison, long and lazy. With 615lb ft of torque on tap, changing gear is simply less important.

That much I could have guessed before climbing aboard. What I was not expecting was for this huge Group C leviathan to handle for all the world like a 745bhp kart. Its steering is as light as any car I have driven and turns the nose into the apex with electrifying alacrity. Gradually feed in the power before the apex and it's not difficult to make the nose push away again; boot the throttle and the back will slide quickly and viciously enough to remind you this is a car mortals should drive to the limit and no further.

With such knowledge safely logged, the real nature of this heroic car started to unravel. I marvelled at the manner in which it would accelerate so hard up the pit-straight you had to brace yourself in the cockpit against the force until you grabbed fourth and waited for the whole crazy show to start again. And I marvelled more at the way it tackled the arcing curve at the end of the ➤➤





ABOVE: IT'S ONLY REALLY POSSIBLE TO APPRECIATE PERFORMANCE OF THE XJR-9 AT REALLY HIGH SPEEDS. SECOND AND THIRD GEARS DON'T LAST LONG ENOUGH TO REALLY SAVOUR THE PHENOMENAL ACCELERATION. V12 ENGINE PULLS FROM LESS THAN IDLE AND IS TRULY RELENTLESS ABOVE 4000RPM. STRAIGHT-LINE ACCELERATION IS COMPARABLE TO A LATE '70S OR EARLY '80S FORMULA ONE CAR – EXCEPT JAGUAR GOES ALL THE WAY TO 240MPH

straight on a balanced throttle in fourth gear, with that unerring and sublime accuracy provided only by cars with serious quantities of downforce. On new tyres and in race conditions, a proper driver would not even lift.

Swerving left and right before the Dunlop Bridge in second, grabbing third under the bridge, feeling the rear tyres spin and grip again as it crests the rise and starts the descent to the Esses, hearing the V12 scream up to 6500rpm once more... these are the sights, senses and sounds I'd dared not dream of until this moment. Grab fourth down the hill then hard on the brakes, down two gears, belts biting through my overalls, off the original circuit and onto the somewhat less challenging Bugatti section. Hard right, engine suddenly quiet and docile; more power, more understeer, more power, a split second's neutrality then thrust, music and mayhem to flick you to the end of the short straight beyond.

This is wild for sure, yet it is not mad. There's no fear here, no challenge laid down to your ability to handle the power. It is not like an F1 car, happy only when driven flat out; it is much easier to drive as it had to be, to cope with drivers exhausted by a dozen or more hours at the wheel. It is comfortable, even for me, tolerant to play my game rather than lay down its own rules. And after five or six laps, it is also utterly, irredeemably addictive. Faces flashing past on the pit wall appear ever more surreal as in here becomes ever more natural and out there seems ever more alien.

So you drive it faster and faster right up to that point you realise, with crystal clarity that any greater effort will do nothing more than expose the machine to unnecessary risk. This is the moment you realise you have learned as much as you can from the car and, from that moment, you are starting to learn things only about yourself; this, emphatically, is not what we're here for. I've been to this point a few times before and the only option is to park the car and walk away for ever. It is not possible to justify exposing any car, let alone one such as this, for the sake of an ego-trip, to a short and potentially explosively damaging voyage of self-discovery.

I knew enough, I'd done more than scratch the surface of this car, found out more than I'd ever imagined and now all that mattered was that I returned the XJR-9 in the right number of pieces. One last lap, one last blast, one final moment to savour such outlandish power, vivid braking, astonishing handling...

And then it's all over. The XJR-9 falls silent again. It has proved its point, as if it were ever doubted. Eleven years ago, it covered 3313 miles at an all-inclusive average of over 137mph, one scant mile off the record distance set when there were no Porsche curves and no second gear chicane under the Dunlop Bridge. I was there, watching my first Le Mans, bellowing it on to victory alongside 100,000 other Britons. I, like every one of them, wondered what it might be like to drive. And now I know. How lucky can one man be?

Our sincere thanks to dozens of people who made this feature possible. In particular, Howard Davis, the Trustees of the Jaguar Daimler Heritage Trust (01203 203322), Martin Broomer and Cecile Simon of Jaguar Cars, Win Percy, and Hervé Guyomard of the Automobile Club de L'Ouest. M

...remember the wind in your hair,

the torque from the engine

and the feeling of

all your senses coming alive?





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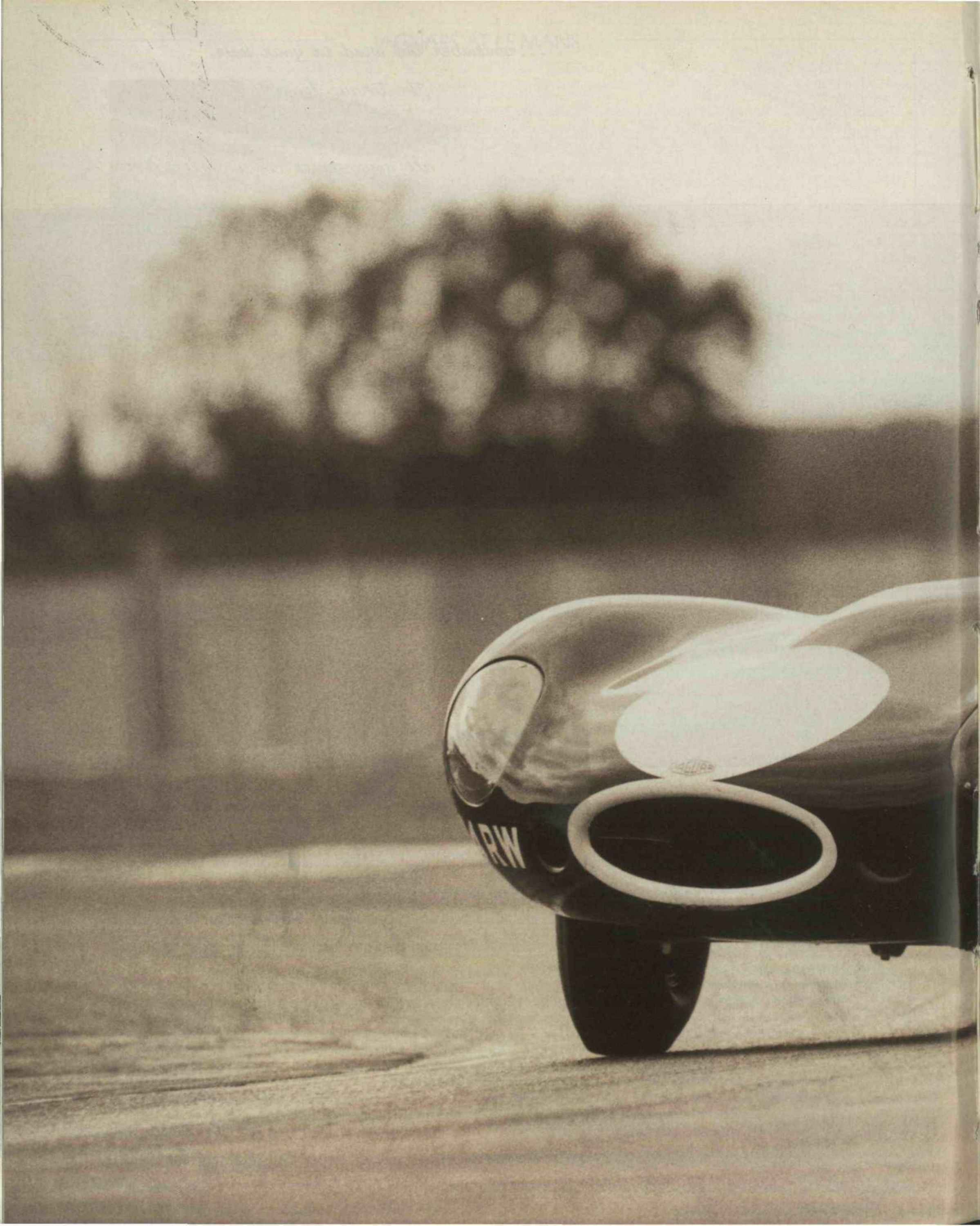
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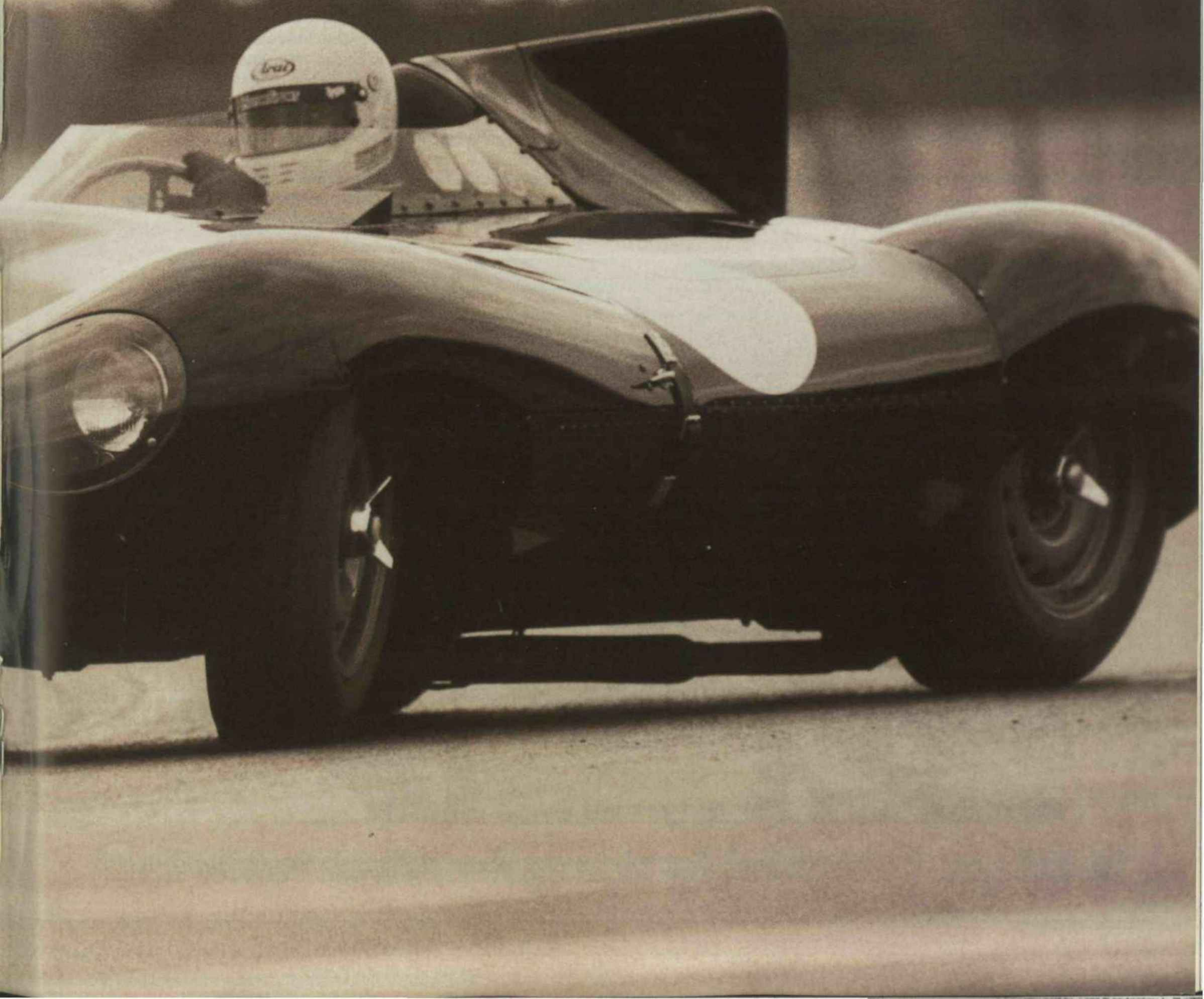
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BITTER SWEET SUCCESS

THIS JAGUAR D-TYPE RACED JUST ONCE, AT LE MANS IN 1955, AND WON THE MOST TRAGIC EVENT IN OUR SPORT'S HISTORY. MATTHEW FRANEY REMEMBERS HOW IT WAS THEN AND DISCOVERS WHAT IT IS LIKE TODAY

photography by Tim Wren



Studying the ways in which people react under conditions of great stress, a recent television programme concluded that while some simply go to pieces amidst scenes of great catastrophe, others, for reasons too complicated to explain here, are able to cope far better when all around is chaos and confusion. These people, so the programme makers suggested, are the ones who can exert influence on their chances of surviving terrible accidents and even help others to escape them.

In 1955, as few of you reading this doubtless need reminding, that catastrophe happened just a couple of hours after the start of the 24 Hours of Le Mans. As Pierre Levegh's Mercedes wreaked unimaginable suffering among the crowds that lined the bank opposite the pits, mayhem replaced the sense of order that professional organisations like Jaguar and Mercedes-Benz had brought to the event. Yet while officials and emergency services struggled to reach the dead and injured some clear heads remained.

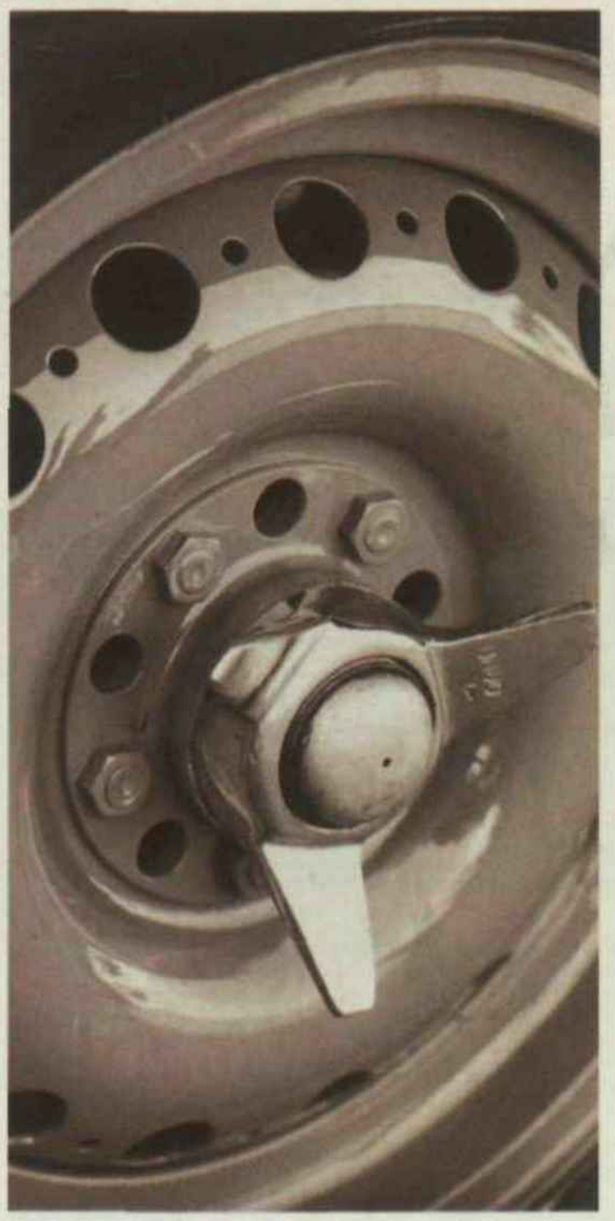
At race control, officials of the Automobile Club de l'Ouest were under intense and understandable pressure to call a complete halt to proceedings. How could people be expected to continue to sit there and watch a sporting spectacle when so many lives had been ended? Thankfully good sense did prevail. In Mark Kahn's study of the events leading up to and following Levegh's appalling accident, *Death Race – Le Mans 1955* he tells of people standing just a few hundred yards from the crash who were unaware that anything had happened. If, officials argued, the race was stopped then a mass exodus of spectators would block the roads for miles around. Blocked roads would mean no access for ambulances and no ambulances meant further suffering for those in desperate need of medical assistance. The race went on.

In the pits, meanwhile, coolness of thought was to influence the eventual outcome of the race itself. As leader Mike Hawthorn, at the time involved in a spell-binding battle with Mercedes driver Juan Manuel Fangio and an unwitting catalyst to the events that led to Levegh's accident, roared towards his pit crew for a fuel stop and change of driver, his D-type overshot under braking, coming to an eventual halt three garages further down. Aware that right behind him were unfolding scenes of great tumult Hawthorn jumped from the Jaguar. As his team manager Lofty England later explained in Kahn's book, "Hawthorn had seen Levegh fly out of his car. He had seen all those people mown down. It wouldn't make anybody very happy."

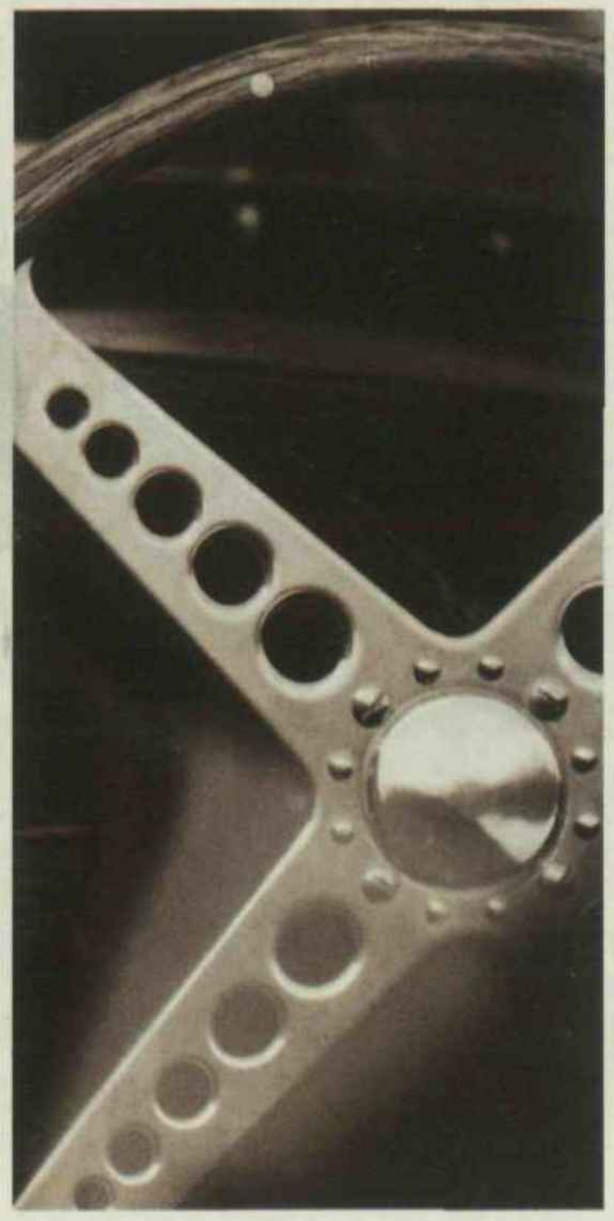
Failure to stop opposite his own pit counter, however, had potentially serious ramifications for Jaguar's eventual race success. Prevented by the rules from pushing the D-type back to its correct slot, England realised the only option was for Hawthorn to complete another lap. And so, despite the obvious trauma that he was witness to, England issued the following edict: "I took Hawthorn back to the car and said, 'Do one more lap and we'll put Bueb in.' He did it. He was a chap who did what he was told."

Under impossible pressure, the Englishman completed that lap and handed over to team-mate Bueb. The D-type sailed on relentlessly into the night and, when it was announced in the early hours that the Mercedes were to be withdrawn from the race in a mark of respect to those who had died, the D-type was

DUNLOP RIMS AND TYRES (BELOW LEFT) HOUSE INNOVATIVE DISC BRAKES. SYSTEM WAS SO EFFECTIVE THAT MAJOR RIVALS MERCEDES-BENZ ADOPTED RADICAL AIR BRAKE TO COUNTER THE JAGUAR'S THREAT UNDER BRAKING. LEATHER STRAP (CENTRE) VITAL IN HOLDING DOWN PAPER-THIN BONNET AT HIGH SPEEDS. EVOCATIVE WOOD-RIMMED STEERING WHEEL (BELOW RIGHT) LOOKS GOOD AND FEELS JUST RIGHT ON FULL OPPOSITE LOCK







"How could people be expected to sit there and watch when so many lives had been ended?"

handed its first Le Mans victory, the first of a hat-trick of wins that would make the car a classic. What a tragic shame that its success should come on the back of such suffering.

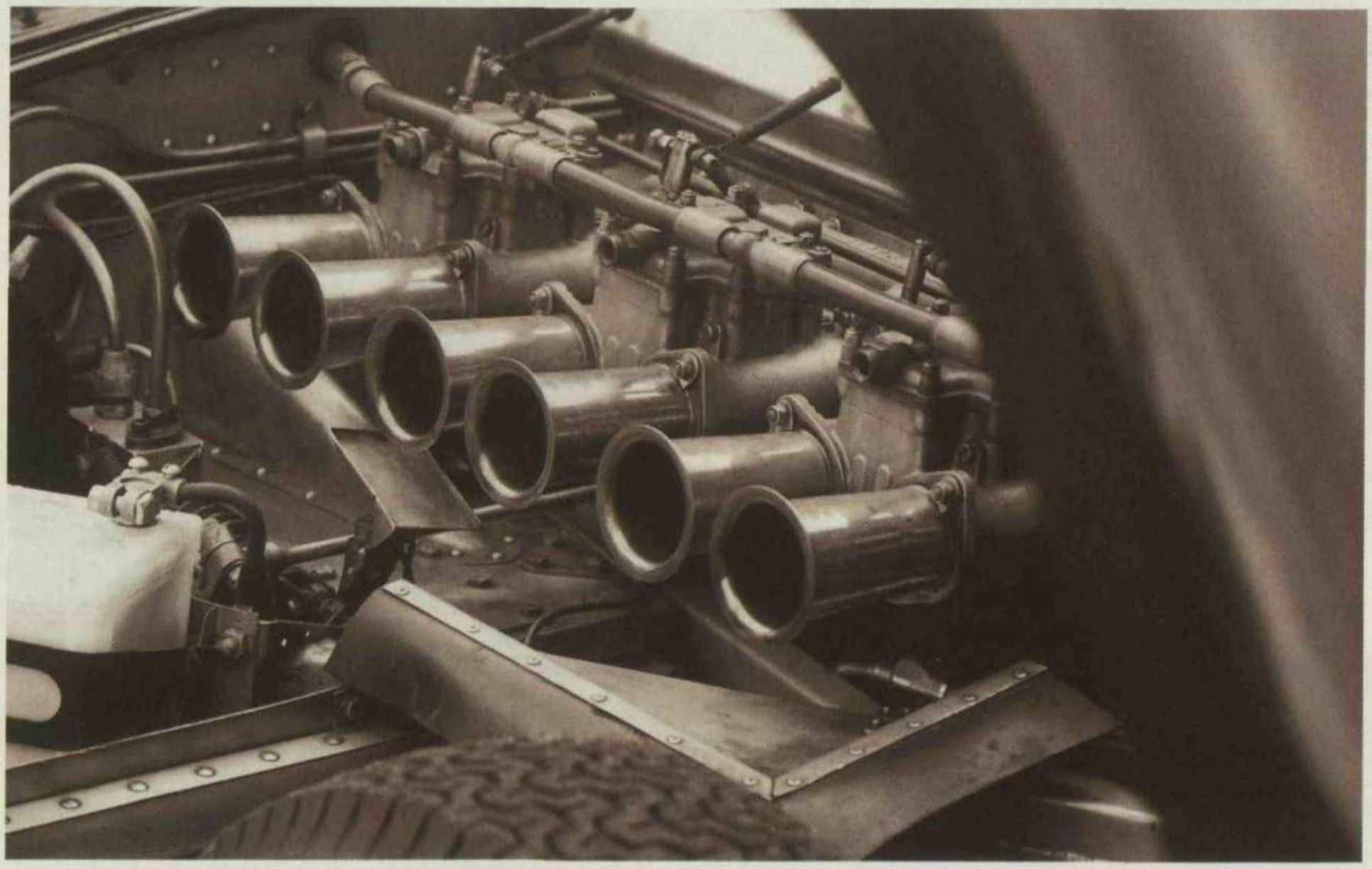
The Hawthorn/Bueb chassis, XKD505, never raced again. Its record would stand forever at: Entered: One; Wins: One (Le Mans 1955). Thereafter it became a test bed for the D-type's engineers who used it to work on replacing the solid rear axle with independent rear suspension and then, until 1958, as a 'mule' for tyre development. In 1959, as with so many racing cars past and present, XKD505 was broken up for spares. Its chassis subframe later reappeared in another D-type that had been rolled beyond repair at Snetterton and it wasn't until the early 1980s, when the 'Snetterton D' was sent for restoration, that the illustrious history of the chassis within was discovered. Further searching unveiled other integral parts of the original car including the wide-angled cylinder head and the original live rear axle; so equipped and under the expert eye of Lynx Engineering, XKD505 was reborn.

As the car sits silent in today's Le Mans pitlane, it is easy to fool yourself into believing the events of 1955 are far removed from the safer, modern facility that exists today. But just feet from where the D-type rests as we prepare for the photo-shoot once stood Lofty England and his Jaguar team. On the far side of the asphalt the crowds huddled then as they will this year to witness the world's fastest sportscars and their drivers, and at the end of the pit road lies the rise to the Dunlop Bridge where Hawthorn and Fangio battled neck and neck for two solid hours, repeatedly breaking the lap record, lapping well in excess of 120mph, two of the world's greatest racers refusing to run below ten-tenths despite the fact that nine-tenths of the race were still to be run.

Returning such a car to the scene of its sole triumph and doing justice to it on these pages is some responsibility; even more so when the rest of the MOTOR SPORT team are tackling with self-evident success the spectacular XJR9 that precedes this feature. It is therefore a relief to find the D-type, despite its race heritage, is as accommodating as the XJR9 is all-consuming. Swing open the tiny door that would be superfluous were it not for the wrap-around windscreen that prevents you leaping straight into the driver's seat, drop you legs below the ultra-wide, wood-rimmed steering wheel and gently snap the door shut behind you. You're there. All it needs is the turn of a key, a press of the ignition and a sliver of throttle and the heart of this magnificent racing car, the ultra-reliable twin-cam six engine, crackles into life. In original race trim XKD505 ran a smaller capacity 3.4-litre block. It now possesses the 3.8-litre bottom end used by privateer D-types from 1957 onwards. This boosts power from an already healthy 270bhp to around 300bhp. Allied to reserves of torque that would shame cars with engines twice the size – perhaps 300lb ft at a shade over 4000rpm – the D-type, it is abundantly clear, will require very little in the way of 'working the gearbox' to make it go.

Not that that is a bad thing, for on XKD505 the transmission is its weakest link. The clutch action is refreshingly light, a vital requirement for endurance races, but the throw of the four-speed synchromesh Jaguar 'box with its strange forward-tilted lever seems slower and longer than it really is. Second gear is especially hard to engage without unhurried double-declutching. Opinion over D-type 'boxes is divided – Andrew Frankel's experiences ➳

DISCOVERY OF THE D-TYPE'S ORIGINAL WIDE-ANGLED HEAD (BELOW) IN THE EARLY 1980S ALLOWED IMMACULATE RESTORATION JOB TO GO AHEAD. INCREASE IN ENGINE CAPACITY FROM 3.4 TO 3.8-LITRES MEANS EVEN MORE POWER – AROUND 300BHP – AND TORQUE FROM SUPERB STRAIGHT SIX XK UNIT, AN ASSURED AND RELAXED WAY TO LAP THE LONG STRAIGHTS AND FAST SWEEPS OF THE ORIGINAL LE MANS CIRCUIT



"XKD 505's record would stand forever as: Entered: One; Wins: One (Le Mans 1955)"


774 RW

last year in the Equipe Nationale Belge car were far more positive, while racer-cum-journalist Willie Green's test of XKD606 in the 1980s gave rise to a similar complaint. What is not in doubt however, is the fact that on the long, smooth straights at La Sarthe, shifting gears was the least of a driver's worries.

What Messrs Hawthorn and Bueb would have been demanding was high speed and with it stability and handling. The D-type does not disappoint. In Le Mans guise, with its ultra-long gears, the car would have been cresting the Dunlop Bridge in excess of 150mph, at the end of the Mulsanne Straight 180mph would have been a possibility. Yet for all its phenomenal straightline speed, which is apparent the minute you come barrelling on to the start-finish straight and almost immediately need to select third gear, the D-type remains poised and reassuring. With the throttle buried the car accelerates with something approaching fury, the engine coming alive above 4000rpm with a growl that is as unmistakable from the pit wall as it is from the cockpit. The only hint that it is running on skinny Dunlop racing tyres comes with a slight shimmy through the steering wheel when you take the quick right hander before the bridge on a trailing throttle.

The all-round Dunlop disc brakes, famously pioneered by Jaguar in the 1950s, are also gratifyingly efficient. So much so that Win Percy, on hand to help with the XJR9 shoot and a regular D-type driver in historic events, declares them to be better than any 'D' he has previously driven. Power-assisted by a gearbox operated servo, the pedal requires little in the way of pressure to shed speed from the Jaguar but it remains, even when discs and pads are up to working temperature, a rather dead instrument. When the rears lock on, as they are apt to do under hard braking, especially downhill, the warning is not particularly pronounced.

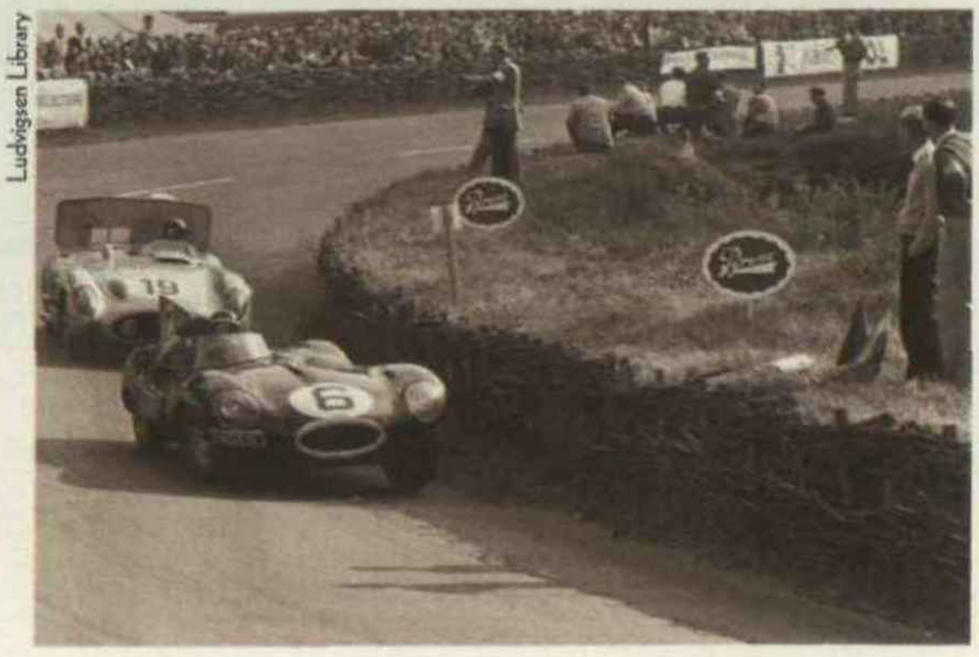
What matters, of course, is how easily the driver can counter any form of oversteer, either under braking or acceleration, and here the D-type is in a class all of its own. The rack and pinion steering, acute and accurate at any speed and any angle of drift, is as close to perfect as you can get from a 1950s racer. Great swathes of lock are translated into waves of feedback and all it takes is a dip or lift of the accelerator to set the car up in dramatic opposite lock cornering shots. They are, in reality, ridiculously easy to do and are greater testament to this car's ability than any its driver on that day might have had. Only through the high-speed Esses did this car display a tendency to push onwards, but after just a handful of laps you learn to combine the live rear axle and kerbs on each apex to unsettle the rear end and swap understeer for oversteer. It's not the fastest way around a race track, of course, but in the limited time available, it was certainly the most fun.

I had just one regret when it came to parking XKD505 for the last time, and that is that I will never get to race a D-type against other cars of its ilk. For this was probably the most confidence-inspiring sportscar I have driven, and surely must be one of the most enjoyable ways to spend a Sunday afternoon; or even 24 hours non-stop. That it won three Le Mans on the trot is a reflection on the genius of designer Malcolm Sayer and the Jaguar engineering department. Having driven one, it comes as no surprise at all.

Our thanks go to the owner of XKD505 for his tremendous generosity, and to Mervyn Garton Vehicle Movements (01604 858387) for transporting the D-type to and from Le Mans.

LEFT: HAWTHORN'S D-TYPE REMAINS BALANCED AND FORGIVING THROUGH EVOCATIVE LE MANS ESSES, A CHARACTERISTIC OF ALL JAGUAR'S 1950S SPORTSCARS. BRASS PLATE (BELOW) INDICATES XKD505'S SHORT BUT SUCCESSFUL HISTORY. THIS D-TYPE ENTERED JUST ONE RACE BEFORE BEING USED AS A DEVELOPMENT CAR. HAWTHORN AND FANGIO (BOTTOM) BATTLED NECK AND NECK UNTIL THE MERCEDES CARS WERE WITHDRAWN FROM THE RACE





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SPECIFICATIONS

		Jaguar D-type Chassis XKD505
ENGINE		
Type	...	6 cyl, dohc, 2 valves per cylinder
Capacity	...	3780cc
Bore/stroke	...	87 x 106mm
Comp ratio	...	10.0:1
Fuelling	...	Three Weber 45DCOE carburettors
Max power	...	Approx 300bhp at 5500rpm
Specific output	...	80bhp/litre
Power/weight	...	350bhp/tonne
Transmission	...	Jaguar 4-speed manual, with reverse
CHASSIS		
Frame	...	Alloy monocoque with steel subframe
Brakes	...	Hydraulically operated discs;
Suspension (f)	...	Double wishbones, torsion bar
Suspension (r)	...	Live rear axle, trailing links, torsion bar
Tyres (f/r)	...	Dunlop 6.00 x 16/6.50 x 16in
DIMENSIONS		
Wheelbase	...	92.0in
Track (front)	...	50.0in
Track (rear)	...	48.0in
Kerb weight	...	2016lb

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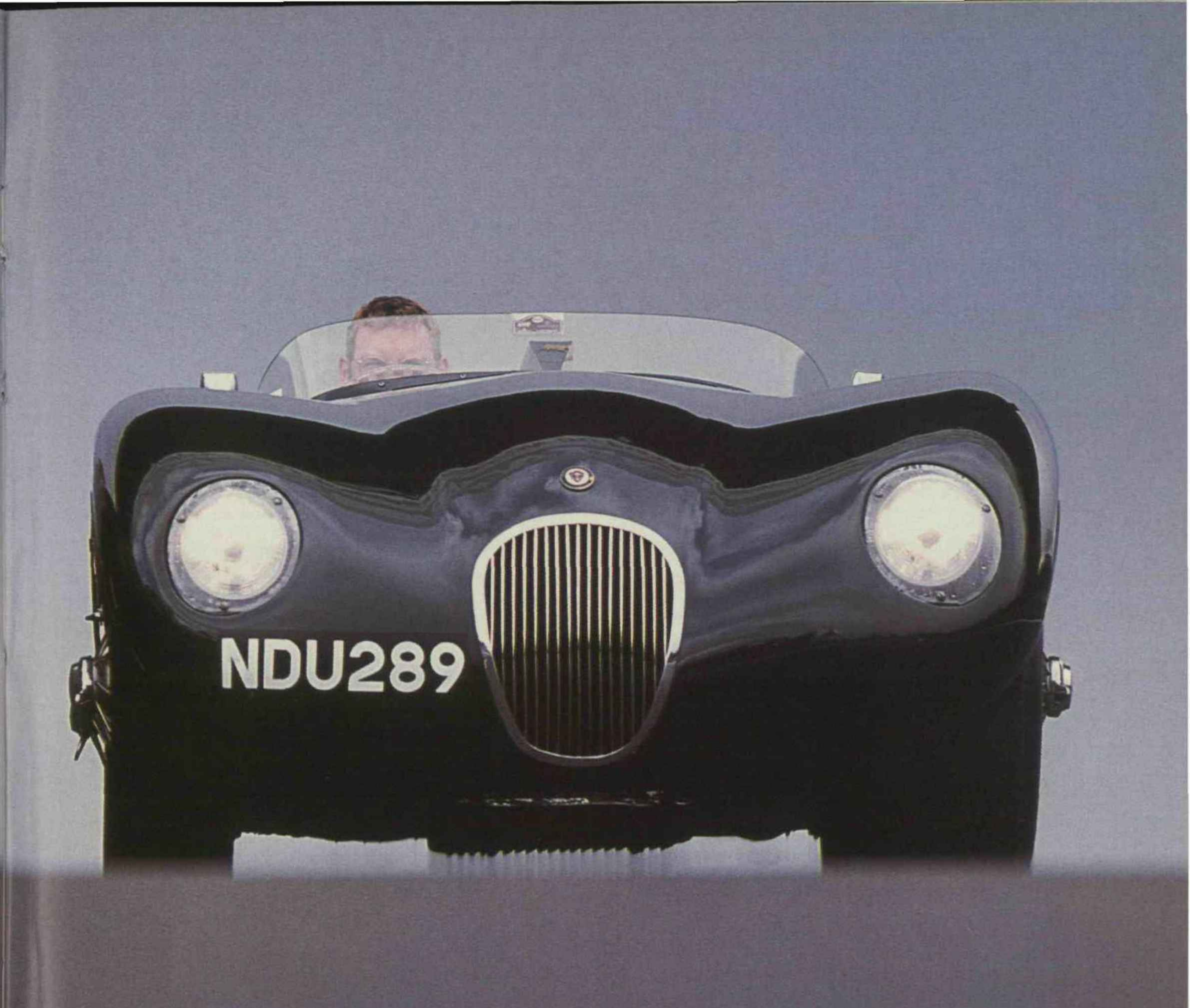
Car illustrated is a 3.0 V6 fitted with sports alloy wheels, available at extra cost. *Dynamic

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NEERING

IN 1951, JAGUAR TUNED AND REBODIED A ROAD CAR TO CREATE THE C-TYPE. NOW IT HAS DONE IT AGAIN. GORDON CRUICKSHANK TRIES THE XK180

photography by Andrew Yeadon



Engineering the future...

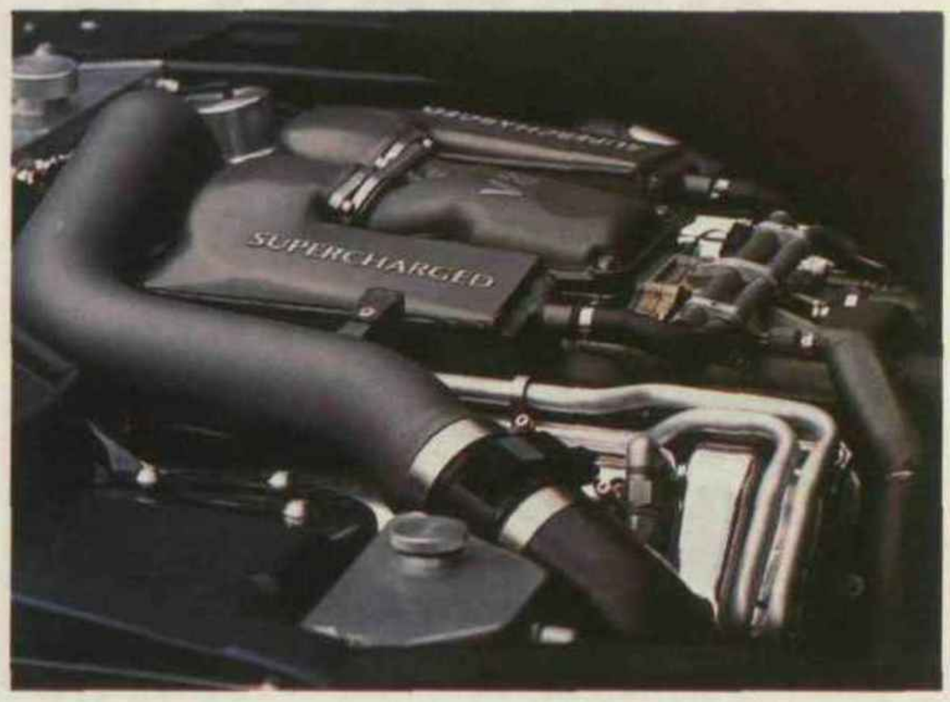
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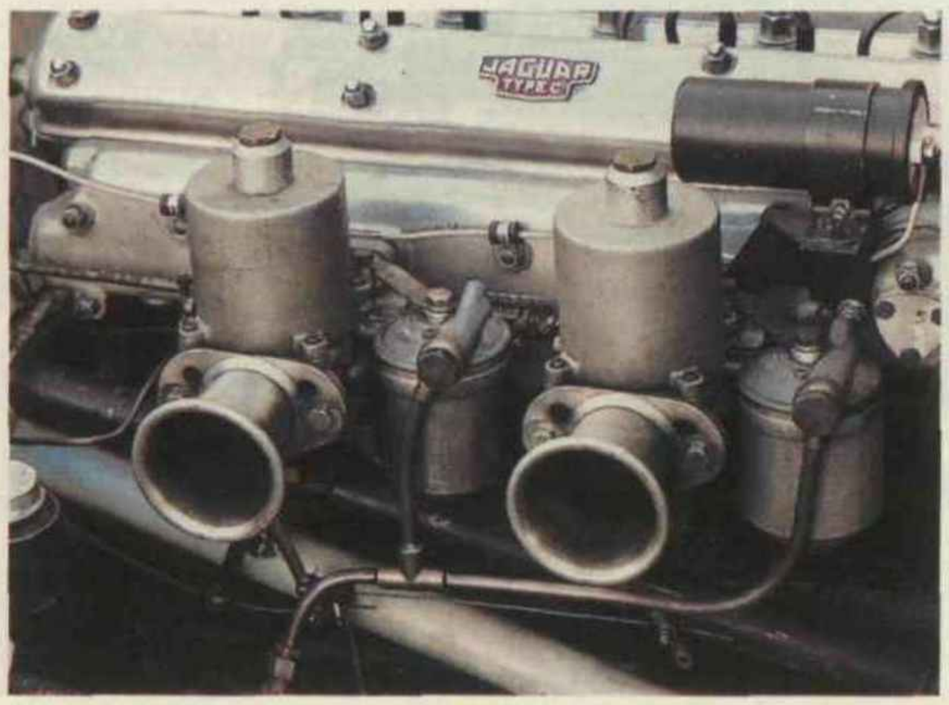
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LEFT TO RIGHT, TOP TO BOTTOM: BEAUTIFUL QUICK RELEASE FUEL FILLER ON C-TYPE NOT REPRISED ON XK180 WHICH USES XJ220 ITEM; ENGINES HAVE NOTHING AT ALL IN COMMON MECHANICALLY BUT BOTH ARE BASED ON ROAD CAR UNITS, COME LADEN WITH TORQUE, SOUND GREAT AND ARE EASY TO USE; HUMPS BEHIND THE XK180 COCKPIT REMINISCENT OF THE D-TYPE. BIG BORE TAIL-PIPES COME WITH STRAIGHT THROUGH EXHAUSTS FOR WONDERFUL THUNDER FROM V8 MOTOR

Ironic, this. Win Percy has raced at Le Mans five times, yet he's just been round the track for a driving test. This car has 300 fewer bhp than the one he was driving ten minutes ago, but he had to be 'passed fit' before going solo on a gorgeous mobile billboard called XK180. Win's test is a formality, of course, but with a million poundsworth of irreplaceable sculpture at stake, you need to know that even a proven Le Mans racer can remember what all the switches do.

And what beautiful switches: fingers of aluminium above five light green dials and a line of plain warning lights; it repeats the simple symmetry of the fascia in my MkII; more geometry than ergonomics, but as driver-friendly as any computer-sculpted dash.

Below the dash of engine-turned aluminium, the transmission tunnel carries an ignition cut-off paddle crafted into a seductive shape which makes your fingers itch to flick it. Like all the details, from the cowled mirror on its elegant arm to the LED taillights, it has been crafted especially for 180 – a car which won't be sold.

It is a concept; a shop window. For perhaps 18 months, this topless torpedo will tour shows and circuits, boosting the prestige of Coventry's stylists and engineers, before retiring to the Jaguar-Daimler Heritage Trust collection. It's a real car, with XKR platform and running gear. But they're not building any more.

Not that I care. I'm in the Le Mans pit-lane with the XK180 and a C-type, the origin of its blood-line. And I'm going for a ride.

Jaguar will tell you the 180 is meant to relate to the D-type, but, unlike that purpose-built racing car, the 180 is a modified and tuned road car fitted with a light and aerodynamic body, and as such owes just as much to the spirit of the 'C'.

As we wiggle into the grip of racing seats dressed in soft leather, Win prods the red starter button. Four litres of V8 fire and Win twitches the lever into 'M'. It's the last time he touches it, for as we surge uphill past the towering, empty tribunes he merely strokes a tiny button on the wheel for each higher gear. It's no F1 shift system, merely the standard autobox reprogrammed for sequential press-button changes. It slips cleanly into top through the Dunlop bridge, and though I *know* we're using the Bugatti circuit, it's still a shock when instead of pouring it on through the Esses, Win is hard on the brakes and dab-dab-dabbing down to second, twisting the wheel right and riding the red-yellow flicker of kerb through the hairpin apex, then growling and drifting to the outer edge.

Already it's clear this is a properly sorted machine. With five inches sliced from the XKR platform it feels utterly rigid as we straddle the next kerb, and the truncated nose and tail overhangs keep the weight where it should be - between those vast 20in split-rim alloys. That's why, as we skip through damp patches, catching out the 10in wide rears with their 30-profile Pirelli P-Zeros, Win just drops his outside hand a fraction to keep the XK180 balanced.

As I look sideways to the next clipping point, I'm glad to be wearing a helmet. This is no road car. No wipers, heater, roof... our only protection is the sweep of plastic with that central cleavage hinting at the streamlined single cockpit of the 1955 works D. ➤









C-TYPE BODY ONE OF THE DEFINING SHAPES OF FIFTIES SPORTSCARS. COCKPIT, HOWEVER, IS EXTREMELY CRAMPED AND POSSESSES SURPRISINGLY LITTLE LEG-ROOM. THE XK180, BY COMPARISON, IS REMARKABLY ROOMY DESPITE CUT-DOWN XKR CHASSIS. EXTERIOR SHAPE AS BEAUTIFUL NOW AS C-TYPE WAS NEARLY FIFTY YEARS AGO. XK180 COCKPIT IS GORGEOUS TOO, WITH TURNED DASH AND BEAUTIFUL SWITCHES IN DESIGNER HELFET'S VISION OF "NOTHING BUT ALUMINIUM AND LEATHER"

What I am losing through the headwear is the noise as we join the pit straight. It's delicious: rich, throaty and urgent, unleashed from the trappings of public decency. There are no catalysers, just straight-through silencers on the big-bore exhaust. And thanks to larger drive pulleys, the supercharger crams in 10 per cent more air, meaning there are 450, not 370, bhp propelling us under the bridge. Even over the crest, the car barely lifts on its suspension, essentially XKR-spec with race springs, alloy dampers and stiff bushings, plus adjustable antiroll bars. It's also an inch lower.

I can hear Win praising the balance, solidity and ride, marvelling at how well sorted it is. This time he's deeper and harder into the bends, and loving it. We're alone on the track, so we have no speed comparison against the D-type, but howling through a long right, he shouts "I love this car!" This from a man who recently stepped out of 745bhp of Le Mans winner.

The XK180 idea was conceived in late 1997 by Jaguar, the Heritage Trust and Special Vehicle Operations. Wondering how to celebrate 50 years of the XK engine, the first thought was of the XK120, the first XK-powered car, and those speed records at Jabbeke in Belgium in 1949, where it proved itself capable of even more than its eponymous 120mph. But initial visions of a static mock-up soon floated higher up the chain, and suddenly SVO had a commission to prepare a fully functional machine to headline Jaguar's stand at the 1998 Paris Show. And 42 weeks to do it.

Designer Keith Helfet, author of the XJ220, had the brief of 'a modern D-type', and you can see it in the tail, Coke-bottle sides and head fairings. Only the tail spoiler and the deep chin jar – but at least we know this one will hug the road better at 180mph.

The timetable did not rely on CAD wizardry. SVO incorporates traditional skills, and the car followed a similar path to its D-type progenitor – full-size clay buck and hand-wheeled aluminium by Abbey Panels. Meanwhile SVO shortened an XKR floorpan and built up the support structures for the new body, while the Whitley Engineering Centre built a mule to sort the suspension.

In all, 52 people worked seven days a week to meet the Paris deadline. Some 14 of these make up the relaunched SVO, for which sporting mods are a new direction; but some XK180 features will reach the public, like the wheels, brakes and engine. Will the new car do 180mph? "Yes," says SVO Principal Engineer Gary Albrighton. "We haven't tried to max it yet, but we know it will."

A million pounds is a staggering sum for two cars (there's an lhd 180 too); but then again, for the cost of a few television commercials, XK180 will pull the headline slot at the major car salons, scads of magazine articles, and TV exposure. But you have to be confident that your concept will look great, and perform. "It's a big risk," says Albrighton, "but if you pull it off, it's worth it."

We wind down into the pits and stop between the C and the D-type. You can see how strongly XK180 evokes the D, yet being production based it carries the lineage back to the XK120 and the C. Win grins at the team and muses "I should have pushed a bit harder." Not a bad assessment for a one-off prototype; on this evidence it would seem they have more than pulled it off. M

Merwyn Garton

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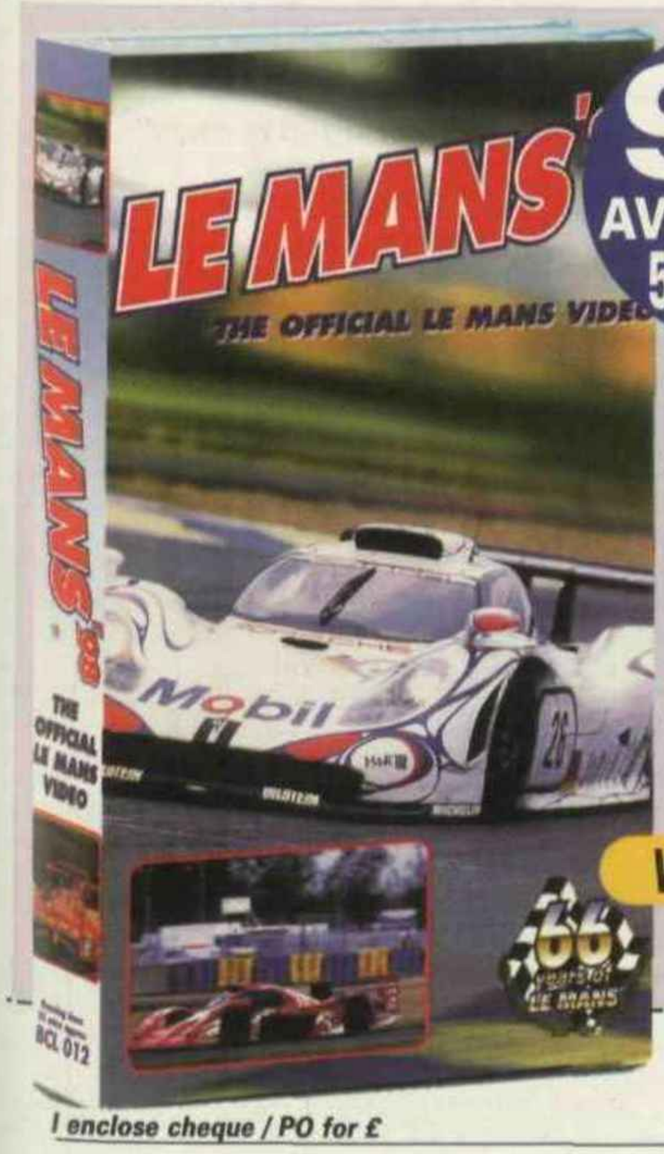
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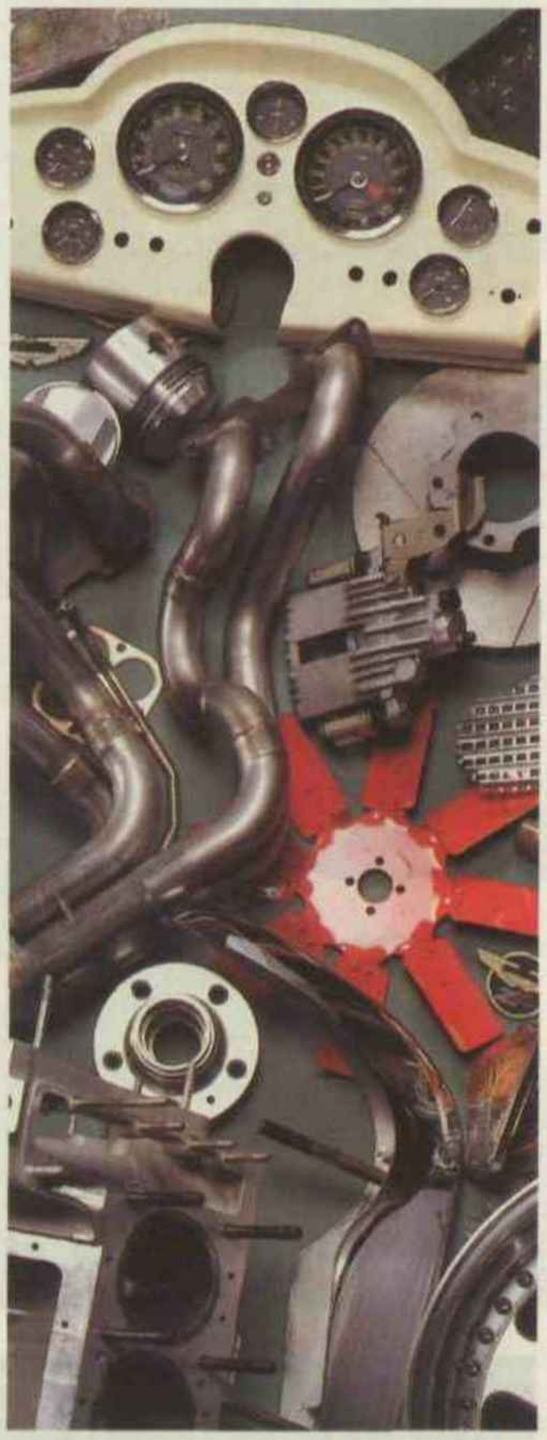
ADVERTISEMENT FEATURE

THE ASTON MARTIN PARTS EXPERIENCE

FEW MARQUES CAN BOAST SUCH a rich and emotive history as Aston Martin. From Lionel Martin's first hillclimber of 1914, right up to today's mighty 'V' cars and DB7, Aston Martin has become a byword for craftsmanship, speed and individuality. On road and track, the cars from Feltham and Newport Pagnell have always been a breed apart, as exclusive as they are desirable.

The mystique which surrounds any great marque takes many inspirations - the people, the places, the cars themselves. But racing heritage is especially evocative, and that of Aston Martin is no exception. 1999 marks the fortieth anniversary of the company's greatest year in racing. Appropriately, the finale of Aston Martin's great 1959 season was played out on the track which had become the company's home-from-home - Goodwood.

Victory at Le Mans had at last been achieved after ten years' endeavour, with Roy Salvadori and Carroll Shelby taking the flag in the DBR1. Having also taken first place at the Nürburgring, Aston Martin found itself tantalisingly close to the coveted World Sports Car Championship as the teams assembled for the final round in the shadow of the Sussex Downs.



Stirling Moss and Carroll Shelby held first and second in the early stages with the Ferrari drivers unable to match their pace. Aston Martin seemed on course for the title. But disaster struck as the leading car pitted. Petrol spilled onto the DBR1's hot exhaust pipes and the whole car was alight in an instant, destroying the pit area. Had the championship gone with it?

In a sporting gesture hard to imagine in today's motorsport, Graham Whitehead withdrew his privately entered Aston Martin so that the works team could take over his pit. Jack Fairman's car was brought into the pits and Moss took over. The drive that followed was one of the finest in a career of epic performances. Quite literally 'fired up', Moss charged through the field. The opposition could offer little resistance to the maestro at his sublime best. Aston Martin had won the World Sports Car Championship.

Glory at Goodwood four decades ago is just one aspect of Aston Martin's unique mystique. The road cars are every bit as much a part of the Aston Martin legend as the great races, drivers and personalities of the past. But while the company's racing record is preserved immutable, the road cars are subject to the rigours of time. No-one is better equipped to assist Aston Martin owners in preserving their own piece of the legend than the factory's own Parts Department.

CHANGING TIMES

Aston Martin's Parts Operation has evolved enormously over the last decade. In particular, the last twelve months have seen a tremendous effort to ensure that today's Parts Operation serves Aston Martin owners and specialists better than ever. "During 1998 we undertook the most comprehensive business review in the history of Parts Operations," says Simon Thrussell, Aston's Parts Sales Manager. "We learnt an awful lot some good, some bad. The important thing is what we do with that. The only sure thing is that, whatever we do, our customers will be the key players in the decision-making process."

This customer-led approach follows a period of great expansion. When Parts Sales Specialist Mark Hewitt joined the Parts Operation seventeen years ago, "the parts department was a



little cordoned-off area within the stores. I had a sort of office made up out of plastic sheeting!"

Today's Parts Operation has grown beyond all recognition. The warehouse facilities were completely refurbished in 1994 and increased in size from 7,500sq ft to 22,000sq ft. All parts are now fully catalogued: the current inventory includes no fewer than 24,000 different part numbers! A complete stock is stored for every Aston Martin model from the DB5 to date. Moreover, the Parts Operation can arrange to resource or remake any part which is not kept in stock. "We have tooling for all the old bodywork and chassis parts," says Simon Thrussell. "We are fully committed to the older cars."

As you might expect, the in-house Parts Operation is comfortably the biggest supplier of genuine Aston Martin parts in the world. Simon Thrussell explains: "We have nearly 90 franchised dealers and service specialists worldwide supporting our business, all of whom are extremely important to us as we are the only provider of genuine 'Aston Martin Parts'. I believe the commitment and focus on supporting them has never been sharper, but that commitment must be both ways. I really believe it is, but then we have to be competitive – this is a business, not a given right."

The whole team is happy to do whatever it takes to keep their competitive edge sharp. "Not so long ago we could qualify every order and ask how the family was! Now most of us only see our own occasionally!" Wherever changes are necessary to meet the expectations of their demanding clientele, those changes are being made. "Over the past year the team have worked hard and made tremendous strides in fully understanding our customers' and dealers' expectations," says Thrussell. "I know there are some exciting things on the horizon as a result. The future is very bright and the business takes a step forwards every day. I guess it's a modern outlook on a cherished past."

UPHOLDING TRADITION

The degree of expertise and level of service the Parts Operation offers is every bit as remarkable as the size of the global market it serves. Aston Martin has always prided itself on creating bespoke motor cars to meet the most demanding and individual requirements. This proud tradition brings its own challenges which the staff of the Parts Operation are only too happy to meet. The profusion of model changes over the years, together with Aston Martin's policy of continual improvement, makes finding correct and authentic parts a minefield for the uninitiated. Fortunately for the enthusiast, the staff of the Parts Operation possess an unrivalled depth of knowledge. Between them, the Parts Technicians and Sales Specialists have enjoyed decades of experience, living and breathing Aston Martin. Nobody knows the cars better.





TOP: ONLY 70 DB4 DROPHEAD COUPES WERE MADE; ABOVE: ONE OF THE 3 DB5s USED IN GOLDENEYE; BELOW: CUT OFF TAIL IDENTIFIES DB6



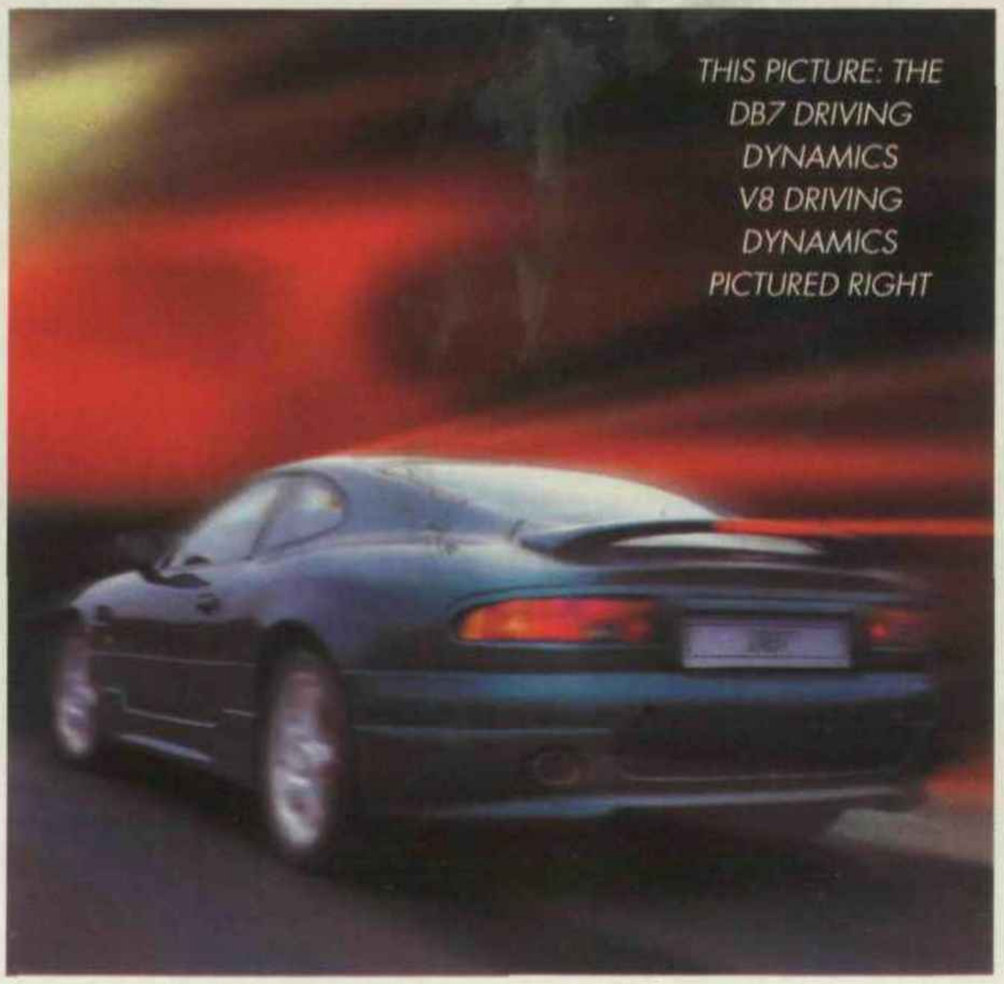


UNSURPASSED KNOWLEDGE

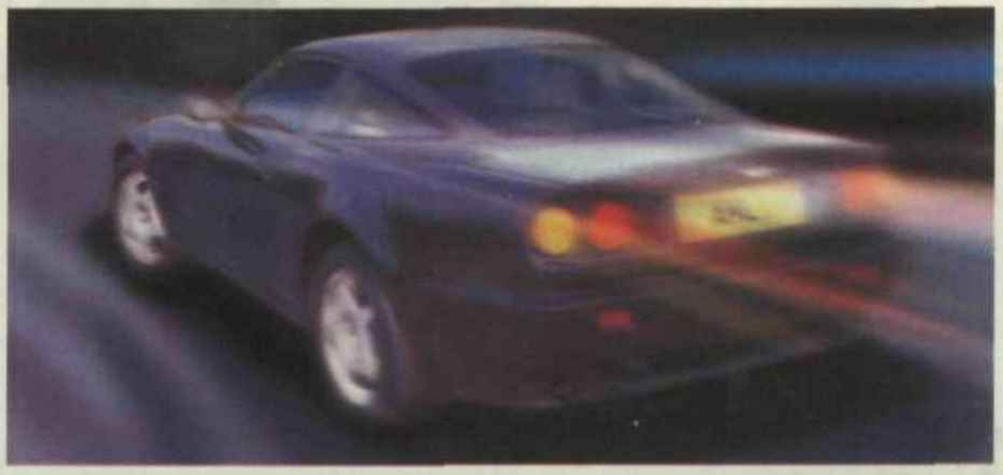
Aston Martin only set up a dedicated Technical Publications Department in 1993, so for many models there are no parts manuals to be referred to. The company must rely on the encyclopaedic knowledge of the Parts Operation's staff. The unique expertise of Mark Hewitt and colleagues like Dave Newman comes into its own when supplying parts for older and more unusual cars. Says Dave Newman, "Much of the detail is not written down in any parts book - it's in our heads!" As Parts Sales Manager Simon Thrussell acknowledges, "it takes years to develop such knowledge. It's very special."

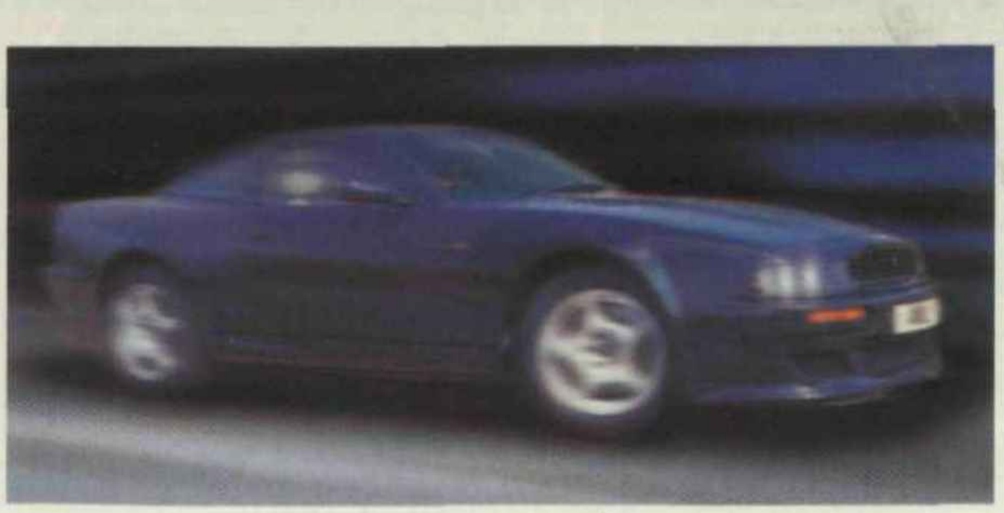
This remarkable expertise is matched by a level of service and specialised attention which will amaze owners of lesser machinery. Aston Martin is renowned for producing cars as individual as the owners who drive them, and has always been happy to cater for special requirements. The staff of the Parts Operation are equally willing to oblige.

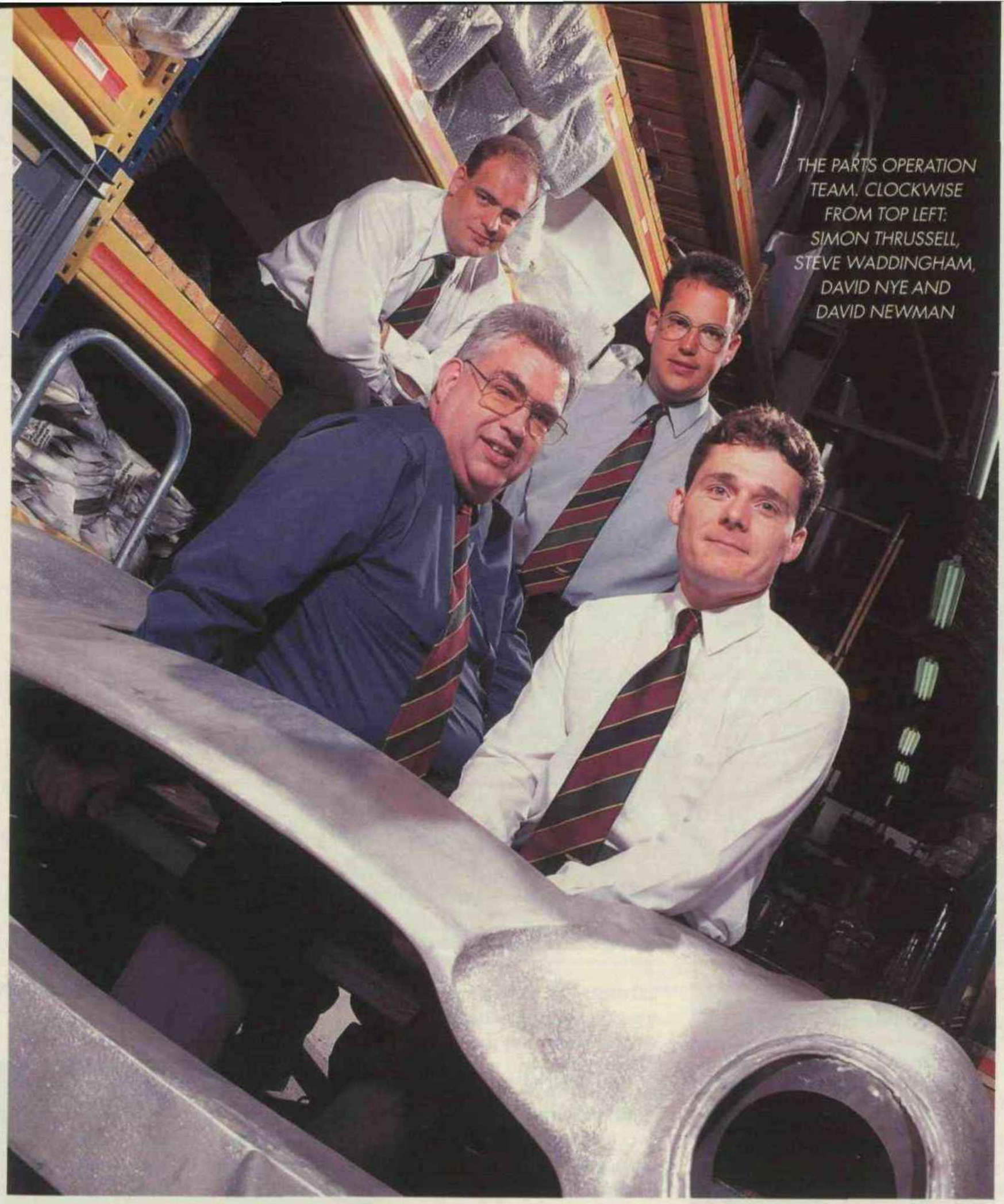
While machine guns and ejector seats may be stretching the point a little, the Parts Operation has dealt with a number of unusual requests. Simon Thrussell remembers one gentleman who telephoned the Parts Operation offices. "He explained how he had



THIS PICTURE: THE DB7 DRIVING DYNAMICS V8 DRIVING DYNAMICS PICTURED RIGHT







THE PARTS OPERATION TEAM. CLOCKWISE FROM TOP LEFT: SIMON THRUSSELL, STEVE WADDINGHAM, DAVID NYE AND DAVID NEWMAN

always loved Aston Martins, but thought he would never be able to afford one. Would it be possible to have a 'bit' of one?" To most companies, such inquiries would be a nuisance, an inconvenience. Not Aston Martin. "We are happy to deal with a wide range of requests. It's a part of Aston Martin. When we asked him which particular 'bit' he would like, he wanted one of the famous duckdown headrests from the Vantage. We asked him what colour he wanted, and then we made him one."

Such expertise and service, one would imagine, does not come cheap. But keeping an Aston Martin on the road using authentic parts does not necessarily cost the earth. Indeed, genuine parts are surprisingly competitive on price. Bring value and pride of ownership





5340cc V8 GIVES DBS THE POWER IT NEEDS FROM 1969

into the equation, however, and there can only be one choice.

QUALITY NOT COMPROMISE

All parts supplied from the Parts Operation in Newport Pagnell have been produced to the legendary standards of quality and engineering for which the company is rightly famous. Does an Aston Martin deserve any less than the best? Why degrade the originality of such wonderful cars with unofficial parts which may not have been made to the factory's exacting standards? Genuine parts mean more than a guarantee of quality and originality. "Using genuine parts can make a tremendous difference to the value of your car," says Thrussell. If the designers and engineers of the past refused to compromise, why should the owners of today?

The Parts Operation takes pride in helping owners preserve the individual character of their cars. Yet this individuality can also be enhanced. Drivers of the current DB7 and V8 ranges should consider the remarkable range of accessories and enhancements the factory has to offer. Most manufacturers provide buyers with an options list. Where their lists end, Aston Martin's starts. The Driving Dynamics and Accessories packages are not just about adding to the already luxurious levels of equipment and performance. They enable DB7 and V8 owners to express their individual preferences and tastes in order to create a motor car that is truly unique, even by Aston Martin standards.

In the true bespoke tradition, every aspect of the car can be tailored to the owner's own personal ideal. Choose from chrome or silver key fobs, a wooden gear knob or wood-rimmed steering wheel. Pure lambswool overmats of the highest workmanship, available in a variety of colours, will help keep the Wilton carpet in prime condition. The finest full grain soft hides create exclusive leather luggage sets, and can be colour-matched to the car's interior upon request. The list of choices goes on and on. And if a particular accessory or option is not listed, the company will be happy to respond to the most individual of wants and needs.

DRIVING THE DREAM

Few cars can be less in need of uprated performance than the DB7 and V8 ranges. But there will always be those who thirst for the ultimate in power and handling. For these owners, Aston Martin has created their Driving Dynamics packages. Drawing on the experience gained developing the DB7 GT and the racing heritage which has always informed the development of Aston Martin road cars, the factory offers modifications to the DB7 which take driver satisfaction to new heights.

Uprated brakes with larger ventilated brake discs bring extra retardation and fade resistance when repeatedly slowing from high speeds. Uprated Koni dampers and subtle changes to



suspension geometry bring even greater levels of steering response and body control without compromising the ride quality which makes the DB7 such a fine tool for fast long-distance motoring. Five-spoke magnesium wheels reduce unsprung weight and enhance handling and looks still further. Traction control is available to assist the driver in keeping the DB7's prodigious power in check, and a sports exhaust system gives a more muscular exhaust note. A full range of bodywork enhancements are available, perfectly capturing the purposeful and sporting character of the Driving Dynamics car.

Similar packages sharpen the cutting edge of the V8 models. Suspension, brakes, wheels and exhausts can all be upgraded, with traction control giving that extra safety margin. But the discerning 'V' car owner can go further still. A close ratio five-speed manual gearbox gives quicker acceleration, while a revised linkage improves feel and precision. An uprated engine endows the V8 Vantage with even greater performance. The revised air intake cooling system unlocks a staggering 600bhp from the twin supercharged 5.3-litre engine to create the ultimate modern Aston Martin, a fusion of technology and tradition without parallel on today's roads.



Forty years after Aston Martin's great triumph at Goodwood, the company could be forgiven for dwelling in the past. But Aston Martin prefers to cherish its heritage by safeguarding its values and traditions for the future. Every time an Aston Martin owner settles back in the rich Connolly leather and soft Wilton carpet, fires up their highly-tuned straight six or V8 and feels once more the passion for the open road, the Aston Martin myth comes to life. With the expert assistance of the Parts Operation team, and with the amazing package of accessories and enhancements available from the factory, owners can keep alive their own unique piece of the legend for many years to come.

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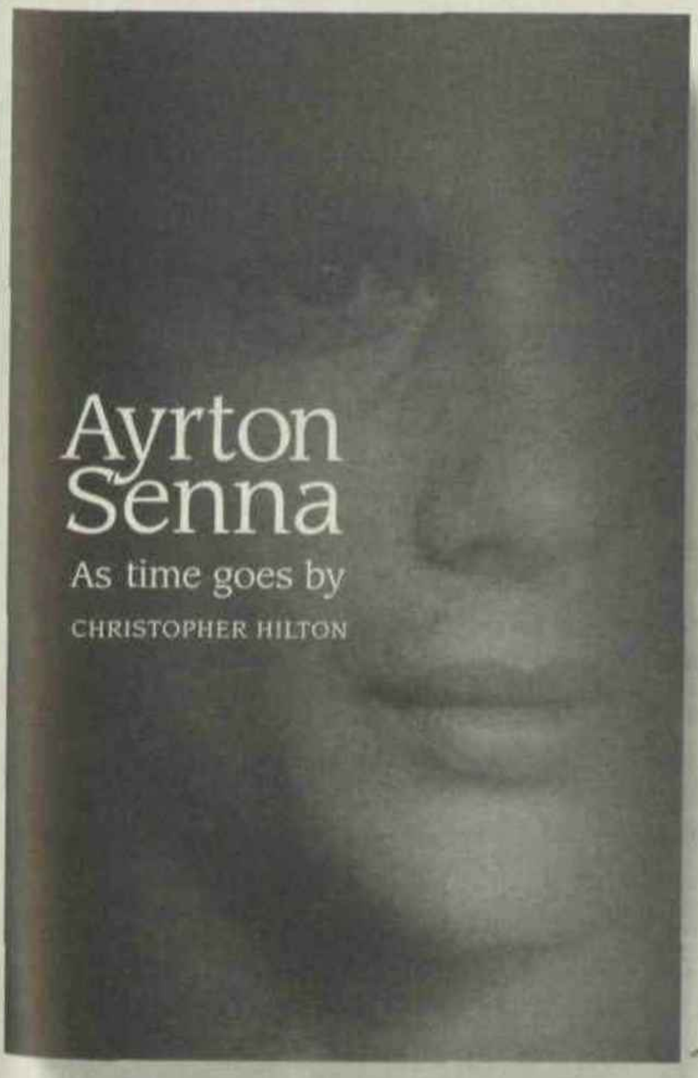
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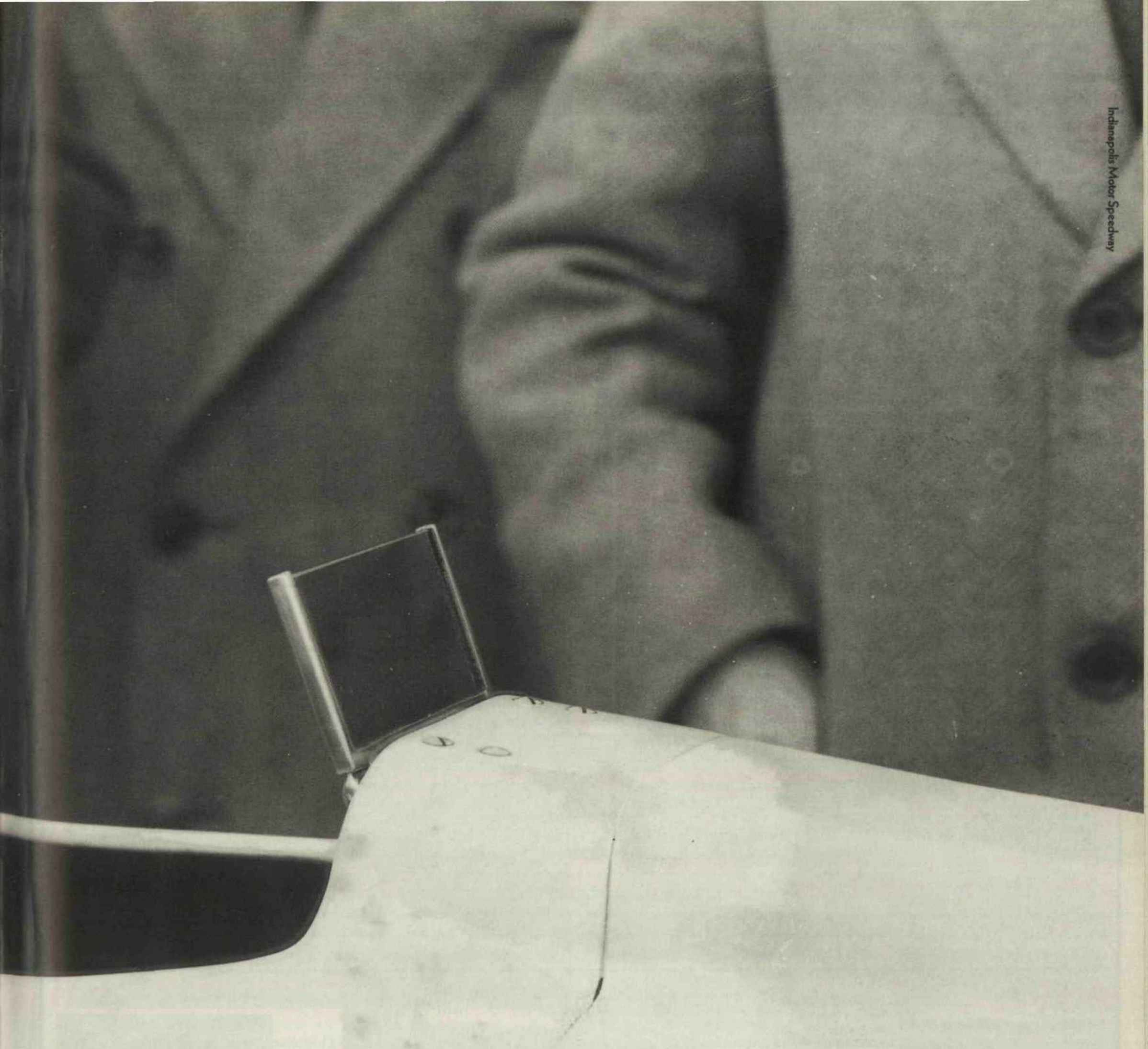
FRANK LOCKHART SHOT TO FAME AGED 24, BECOMING THE YOUNGEST WINNER OF THE INDY 500. TWO YEARS LATER, HE DIED TRYING TO BREAK THE LAND SPEED RECORD. GORDON KIRBY RECALLS A TOO SHORT CAREER

Seventy-two years ago this summer Frank Lockhart was America's most famous driver. His flame burned intensely for a short period, leaving a legend that has grown with the passage of time. But of all the great American drivers who followed it's hard to argue one who achieved more in such a short time.

Lockhart captured the imagination of the American public in 1926 when he became the youngest winner of the Indy 500, at his first attempt, aged just 24. He went on to win nine more AAA Championship races over the next 17 months, making himself the most feared driver of the era, before crashing to his death on April 25, 1928, trying to set the Land Speed Record at Daytona in the remarkable supercharged V16 Stutz Black Hawk which Lockhart himself had designed and built.

Born in Cleveland, Ohio, Lockhart moved to California when he was just six years old after his father died. Raised by his mother, Frank scraped together the money to start racing a modified Model T Ford in the summer of 1923 when he was just 20. In 1924 he started to win regularly at local tracks including the then-new Ascot Park dirt track.

Lockhart had few social interests and by most



Indianapolis Motor Speedway

accounts was a remote, hard man. As magnificent a driver as he was, Lockhart was an equally brilliant, self-educated engineer, and he spent his time tinkering and tuning his cars. Racing was everything to him and his speed and burgeoning reputation attracted the attention of Harry Miller whose cars were battling for supremacy in AAA championship races with those built by the Duesenberg brothers.

In 1925 Miller gave Lockhart a 3-litre dirt racer with which Frank scorched the west coast's dirt tracks. But renowned as he became around California's dirt bowls, Lockhart had no experience on big tracks; even so it was obvious that the Indianapolis Motor Speedway beckoned. In the spring of 1926, Lockhart was hired by Harry Miller as a back-up, or relief driver, for Miller's multi-car team. He made the long railway trip east to the Brickyard with Miller's entourage and produced impressive practice laps in a supercharged 1.5-litre Miller owned by established driver Bennett Hill. But, despite this, Frank still wasn't scheduled to start the race.

Then, before qualifying for the 500, independent Miller driver Pete Kreis fell ill with 'flu. From his hospital bed Kreis urged his team to give Lockhart his car. The youngster set a lap record at 115.488mph on his first of four qualifying laps but tyre failure stopped him on his second lap. A second qualifying attempt was aborted by engine failure and in the end Lockhart qualified twentieth with a slow but steady third run.

On raceday he quickly moved up the field, taking the lead before the race was interrupted by rain. After a restart Lockhart battled with Harry Hartz who had finished second in the 500 in 1922 and '23 and would subsequently win the 1926 national championship. But during the 1926 Indianapolis race Hartz flubbed a pitstop, leaving his ignition turned off. It was the chance Lockhart needed to run away, and he was leading by two laps when the race was finally cut short by a second bout of rain after 400 miles. For a quarter century, until Troy Ruttman won aged 22 in 1952, Lockhart was the youngest man to win the Indianapolis 500.

Lockhart's cinderella Indy victory launched his career nationally and he grabbed the opportunity with every ounce of his being. With his winnings he bought his own cars and modified them in ways that upset Harry Miller, but Lockhart pushed on, ➤➤



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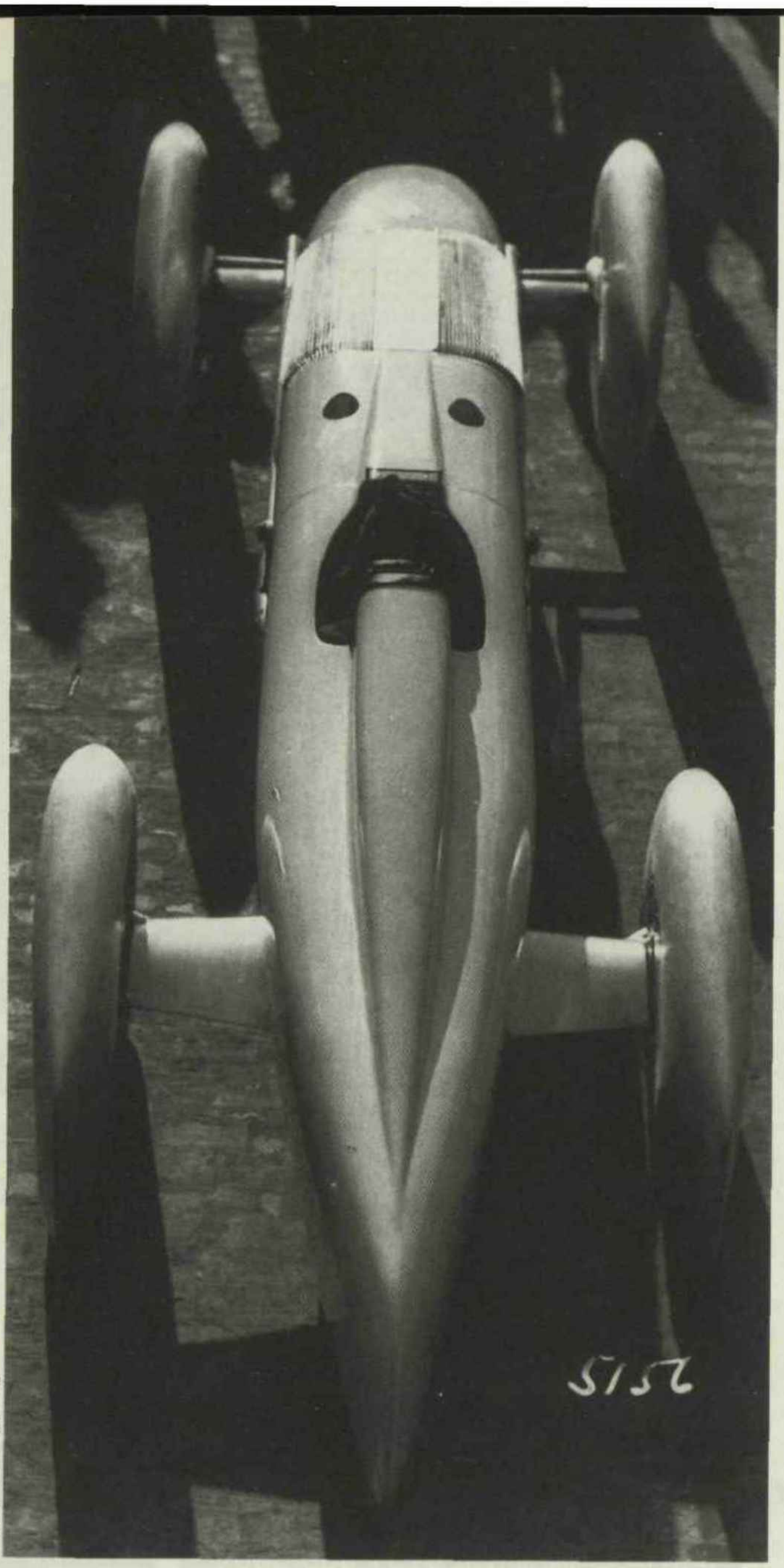
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Indianapolis Motor Speedway



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Clockwise from left: beautiful V16 Stutz Black Hawk a landmark in LSR design; Lockhart having just become the youngest person to win Indy 500 and a pre-race publicity shot; shocked and injured, Lockhart helps extricate badly damaged Black Hawk from sea at Daytona

making his own mods to engines and superchargers.

In those days most Indy-type races took place on banked 'board tracks' constructed from pine wood. In fact, between 1921-27 every AAA Championship race save the Indy 500 took place on a board track. Nineteen of these ovals, ranging from 1-2 miles in length, were built between 1915 and 1926, but thanks to the cost of maintaining the boards, these tracks enjoyed short lives. Most survived only three or four years. The longest-lasting board track was the 1.25 mile oval at Altoona, Pennsylvania, built in 1923 and out of business in 1931.

But as fleeting a period as it was, there's no doubt the board track era of the '20s was the Golden Age of AAA racing, with titanic struggles between teams from Miller and Duesenberg on tracks in places like Beverly Hills, Los Angeles, Charlotte, Miami, and Atlantic City. The board tracks drew massive crowds as Lockhart and his peers lapped at 130-140 mph, staggering velocities for the times. Indeed, in May 1927 on the 1.5-mile Atlantic City track, Lockhart set a qualifying record of 147.729mph with his Miller. Some 33 years would pass before any driver lapped an American superspeedway at a faster speed!

By this time Harry Miller was developing a front-wheel-drive version of the famous straight-eight Miller Indy car. The front-wheel-drive layout enabled the driver to sit lower in the car, and Earl Cooper, Dave Lewis, Leon Duray and Pete DePaulo all used it to great effect. And though Lockhart was beaten to the AAA title by DePaolo it was clear he was the fastest, most motivated driver of the day.

It was said of Lockhart that he had the ability to determine the dimensions of components simply by feeling them between his fingers. Right or wrong he fostered this image, working in great secrecy all through the night.

By the autumn of 1927, Frank became entranced with the idea of setting a Land Speed Record and sold car manufacturer Harry Stutz the idea of building an LSR special with two Miller straight-eight power plants side by side . In company with a brilliant pair of engineer brothers called John and Zenas Weisel who had assisted him with his Indy cars, he set to work on the project.

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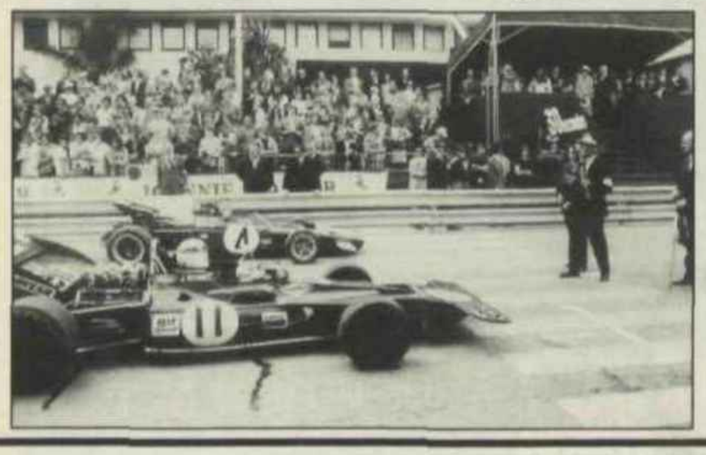
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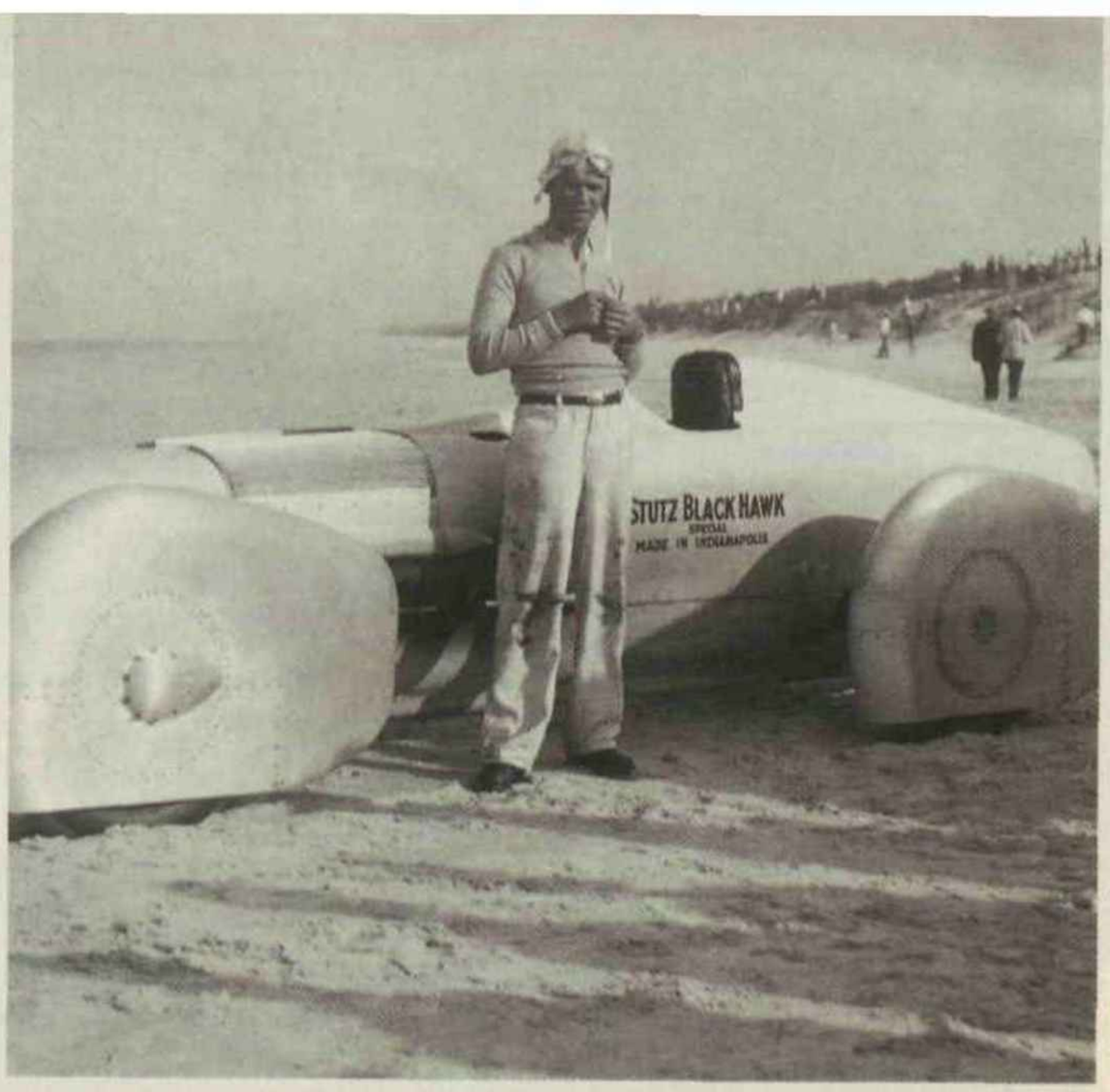
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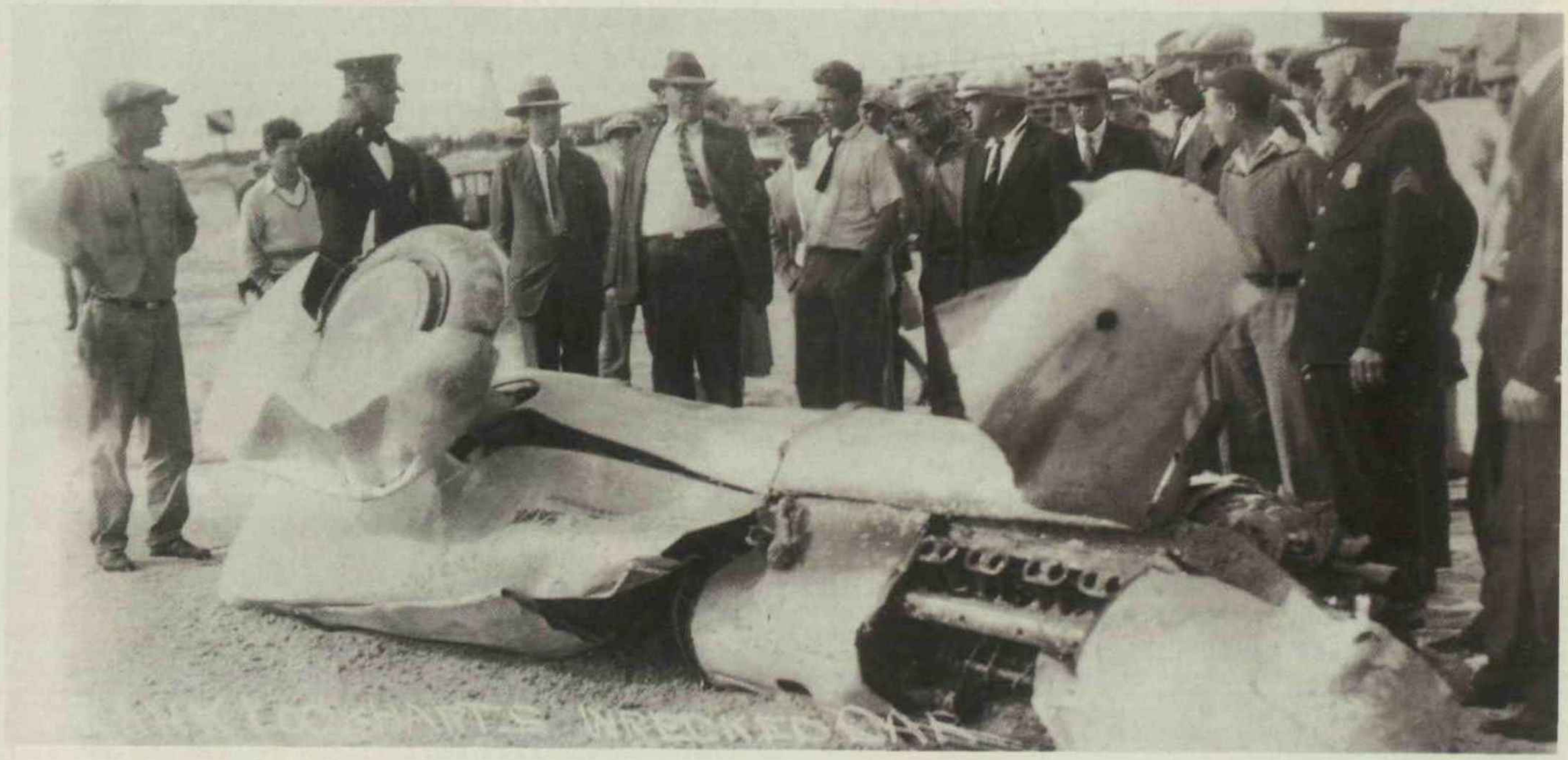
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Clockwise from top left: Lockhart was just as capable an engineer as driver, helped create 3-litre V16 engine for Stutz from two 8-cyl Miller units; on the sand before his final run; the aftermath of the right rear tyre letting go at over 225mph. This time there would be no escape

With twin superchargers, the V16 produced over 550bhp at 8300rpm, and tests at the Curtiss Aircraft and US Army wind tunnels projected that the 2700lb car could exceed 280mph. Called the Stutz Black Hawk, Lockhart's elegantly streamlined white and silver car represented a size revolution compared to the behemoths which dominated the record books in in the hands of Englishmen Sir Henry Segrave and Malcolm Campbell, and American Ray Keech.

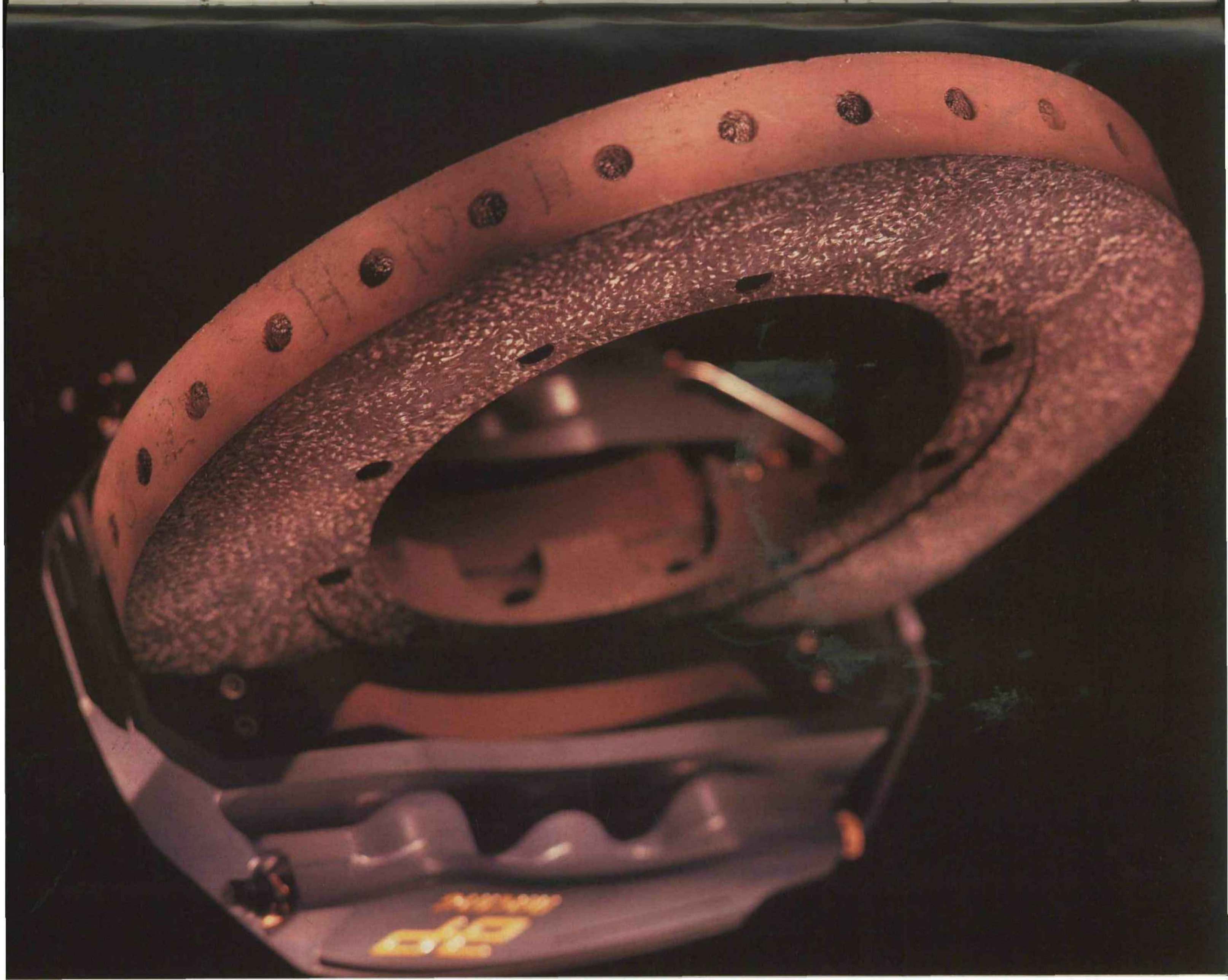
Lockhart first ran the Black Hawk on the Daytona sands in adverse weather on February 28 1928, only to crash into the sea. He narrowed escaped drowning and was taken to hospital suffering from severed tendons in one hand, shock and bad bruising. Two months later he was back for another try.

The beach was in poor shape and the officials were anxious to leave but Keech had set a new record at 207mph three days before, and Lockhart was not to be diverted from his goal. Slowly working up to speed, Lockhart broke 200mph on his third pass down the beach, running against the wind. At the end of the run he locked his rear brakes, causing the right rear tyre to be cut by a shell in the sand.

Although it was accepted practice to examine the tyres after each run, this was not done on this occasion. It took a long time to remove the Black Hawk's wheelspats and Lockhart was eager to get back out there and get the job done. After a quick visual inspection he set off once more, twin superchargers wailing shrilly amid the ocean breeze.

Lockhart had also switched from Firestone to Mason tyres for this series of runs. In dire financial straits he felt compelled to accept $20,000 in sponsorship offered by the Mason Tyre Company.

Charging down the beach just before 8am that morning on his fourth run, trying to set an official record according to the rules, the damaged tyre exploded at an estimated 225 mph. The Black Hawk snapped one way, then another before slicing into the sand and executing a series of lurid roll-overs. The car just missed the crowd and came to rest near the feet of his distraught wife. This time there was to be no escape. At just 26 years of age, one of the most intense careers and remarkable lives in the history of motor racing was already at an end. M



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IT TOOK SEVEN YEARS FOR CARBON BRAKE DISCS TO MAKE THEIR MARK. NOW F1 WOULD NOT BE WITHOUT THEM. KEITH HOWARD RECALLS ONE MAN'S QUEST TO MAKE THEM WORK

photography by Charles Best

So long have carbon brakes been standard fitment in Formula One, it's easily forgotten they were once the subject of ribaldry in the pit-lane and, but for one designer's vision and dogged determination, might never have become a hi-tech icon of the sport. That man was Gordon Murray, who during the period in question was chief designer at Brabham under Bernie Ecclestone.

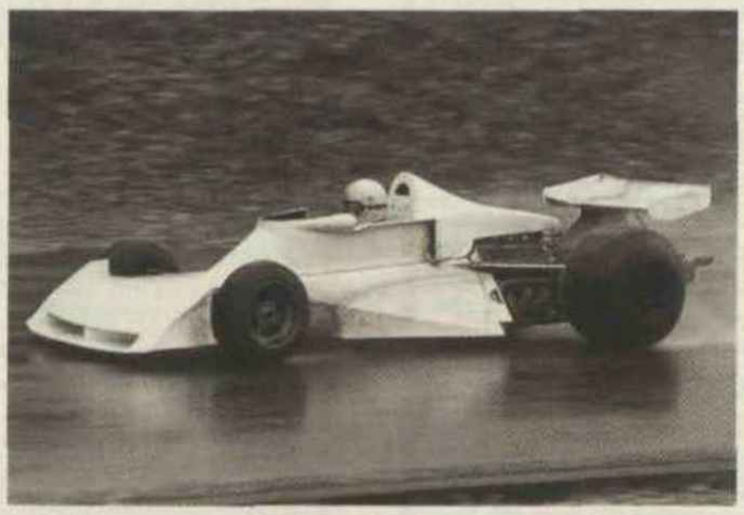
In the mid-'70s Murray was still a new kid on the Grand Prix block, and a self-confessed admirer of the innovatory approach to race car design epitomised by Colin Chapman. Like Chapman, he looked to the aerospace industry for inspiration and so it was that in 1975 he read, in one of the aircraft magazines, of the carbon/carbon brakes developed for Concorde by Dunlop Aviation. Considerably lighter than the conventional equivalent, with a higher coefficient of friction, and able to operate at elevated temperatures without suffering fade, they looked, on paper, an F1 designer's dream. In them, Murray recognised immediately the future of Formula One brakes.

Surtees tested some prototype carbon/carbon brakes during the winter of 1975/76, beating Brabham to the first punch, but it was Murray who took the technology to the race track the following season. McLaren's carbon fibre tub was still five years away, making Brabham's one of the earliest applications of the material in Formula One. But whereas the carbon fibre monocoque was an instant success, developing the carbon brake into a race winner was to prove a long, hard slog. In the event, the carbon chassis notched up its first Grand Prix victory a full season before the brake.

Not that the carbon composites used for chassis construction and brakes are the same, despite both containing carbon fibre. In the former the fibres are bound together by an epoxy resin – a tough material, but incapable of sustaining the 2500 deg C that carbon brakes can withstand. For that feat of temperature tolerance a binding matrix of pure carbon is needed – hence the fuller carbon/carbon description to distinguish the finished material from carbon/epoxy – which is deposited on a fibre blank using a process called carburisation. Essentially, the blank is heated to 2000 deg C in a methane atmosphere, causing the gas to dissociate and lay down carbon between the fibre strands. Uniquely, both discs and pads are made of the same material.

Formula One presented a very different design challenge from Concorde, and Dunlop was deeply concerned from the start of its collaboration with Brabham that the thermal characteristics of carbon – which were to dog its development – precluded conventional mounting of the disc on an aluminium bell. So it devised what, with the benefit of hindsight, appears a distinctly odd sandwich of carbon and steel. A 0.125in thick steel plate, incorporating mountings to the wheel hub, formed the meat, with 20 pucks of carbon/carbon, ten per side, arrayed radially on either face. Ironically, rather than solving the thermal problems, this structure was actually to demonstrate them rather spectacularly.

Having successfully tested the new brakes on the BT45, the decision was made to use them in a race for the first time at the Nürburgring that year. Carlos



John Surtees testing the first carbon-braked F1 car

Pace afterwards described them as 'spongey'; Rolf Stommelen was more positive. But at the Austrian GP at the Österreichring, with them fitted to Pace's car, disaster struck. Sudden brake failure on lap 41 precipitated a big enough accident to wreck BT45/4 completely. Differential expansion between the steel and carbon, exacerbated by uneven cooling, had caused a disc to warp and rub against its caliper. The resulting heat boiled the brake fluid, leaving the hapless Pace brakeless. His foot went to the floor and the car quit the circuit.

It was just one in a succession of thermal problems that were to see Brabham's first-generation carbon brakes largely confined to practice sessions for the remainder of 1976 and beyond. Unlike cast iron, carbon has low thermal conductivity, so heat has to be removed from its surface rather than via internal ventilation channels. When a carbon brake begins to glow above 500 deg C, only the very outer half millimetre or so of disc material is involved. This wasn't appreciated in the early stages, resulting in high levels of heat radiation into the caliper, which could boil the brake fluid, or into nearby components like wheel bearings, whose grease could melt.

A second, quite different thermal problem came to light when the carbon/carbon brakes proved to be suffering unexpectedly high wear rates. Although it was supposedly compatible with temperatures of over 2000 deg C, at sustained heat of above about 700 deg C, unswept areas of the material began to oxidise. Effectively, the disc would begin to evaporate. A paint coating was duly developed to suppress this, but carbon brakes were never to operate at the extreme temperatures originally envisaged.

For the BT49 of 1980 Murray made a fresh start with US carbon brake manufacturer Hitco, which was confident a solid disc could be used, mounted to a conventional bell. Now the carbon brake began to look as we know it today, although it still remained confined to use in practice and qualifying while the development process painstakingly continued. Not until the Brazilian Grand Prix of 1982 did Nelson Piquet give carbon/carbon brakes their first race 'victory', at which juncture – notwithstanding the fact that the car was subsequently disqualified for being underweight – others in the pitlane belatedly decided they wanted this technology too.

Hitco couldn't oblige – its deal with Brabham was exclusive – so they were forced to look elsewhere, to French aerospace supplier Carbone Industrie, and it took them two years to catch up. In the interim Hitco's carbon brakes helped Piquet to the driver's championship in 1983, at last vindicating Murray's stubborn persistence.

Would carbon/carbon have elbowed its way into F1 without his efforts? Possibly not, because in later years – particularly with the arrival of sintered carbon metallic friction materials – cast iron brakes in many respects caught up. Friction coefficients are now about the same, as is the range of acceptable operating temperature. When Damon Hill tested cast iron brakes at Williams in 1995 he and the team reported little obvious difference, deflating arguments that outlawing carbon/carbon would improve overtaking opportunities.

Carbon discs do retain one clear benefit over cast iron equivalents, though: they are about a quarter the weight, saving perhaps as much as 5kg per corner on unsprung mass. It's a critical advantage, and, as such, one that's still well worth having. M

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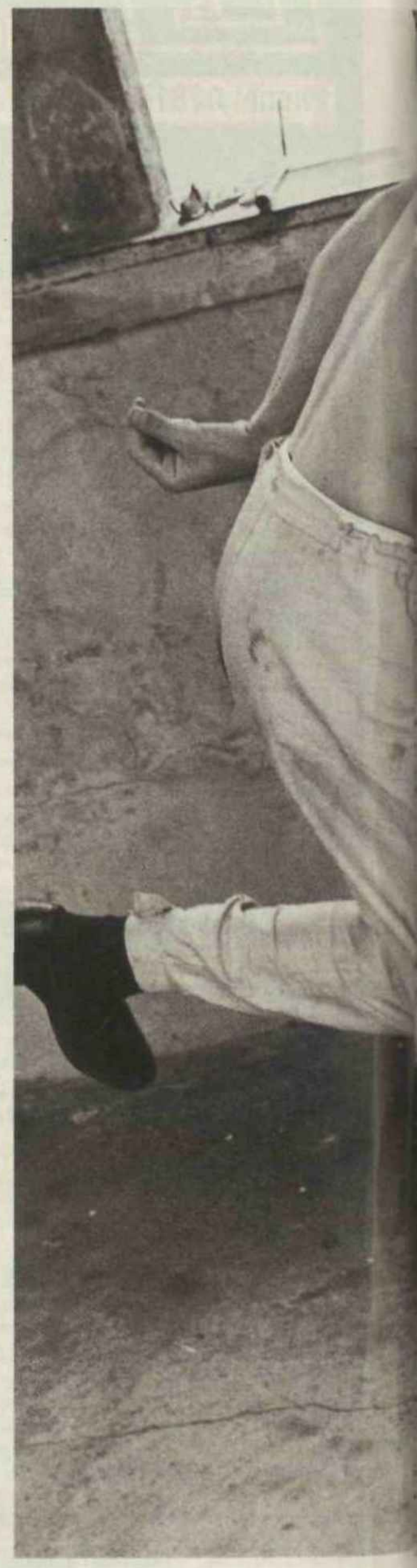
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Triple take… Hailwood displays typically relaxed style at the TT in 1978 (left); even more relaxed in the Nürburgring pits and concentrating hard at French GP '64



Don Morley

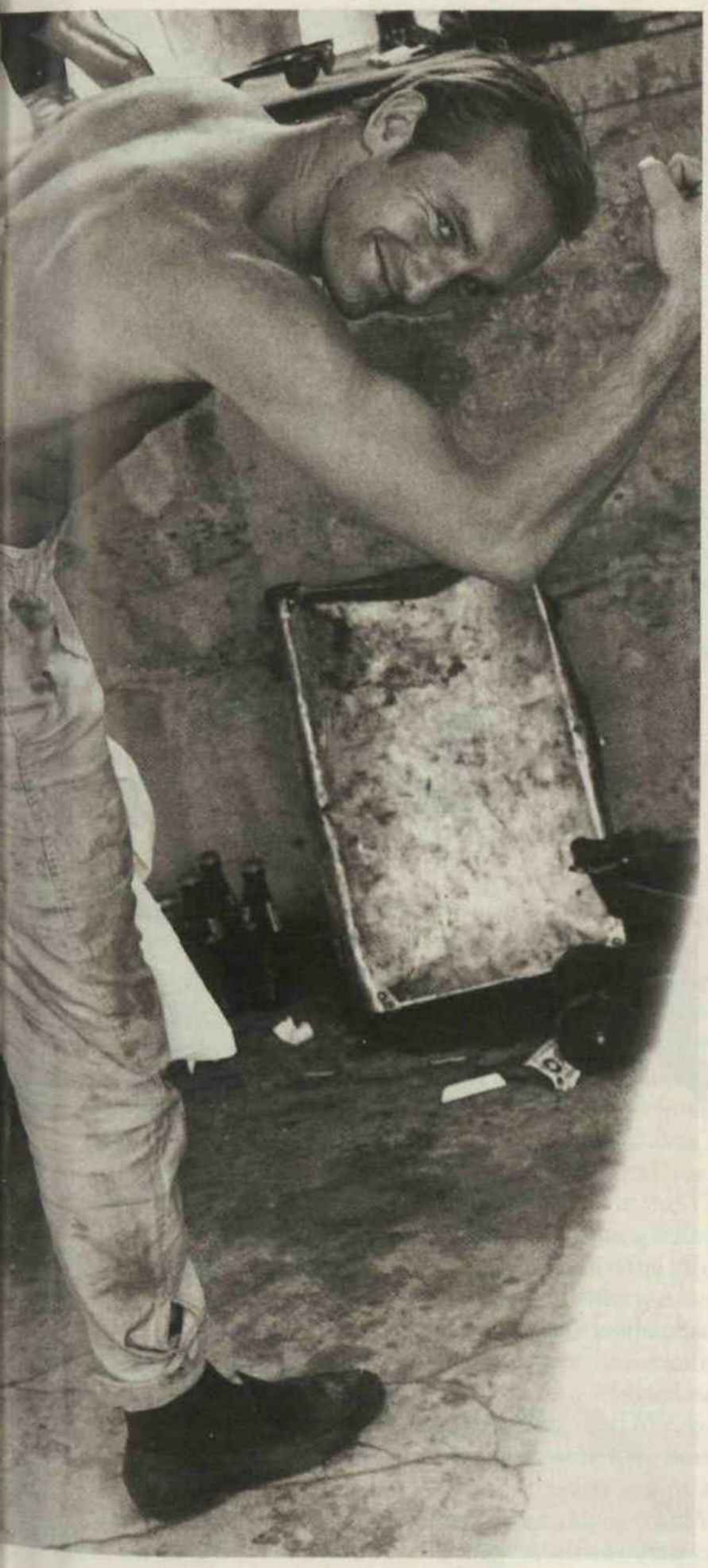


UNTOUCHABLE... UNFOR

HE WAS A LIVING LEGEND ON TWO WHEELS AND AN EVER-IMPROVING RACER ON FOUR WHEN AN ACCIDENT ENDED HIS GRAND PRIX CAREER. COLIN GOODWIN REMEMBERS ONE OF THE SPORT'S MOST POPULAR AND CHARISMATIC FIGURES ON AND OFF THE TRACK

I'VE ALWAYS HELD MIKE HAILWOOD PARTLY RESPONSIBLE FOR MY incredibly poor tally of O levels. It was an unfortunate piece of timing that while Goodwin was meant to be spending late May 1978 thinking hard about Keynesian economic theories and such-like trivia, Hailwood was returning to the Isle of Man TT after an eleven year break.

Back then my interest in motorcycle racing was on a level with my enthusiasm for breathing and eating. I never saw Hailwood race bikes in his heyday because he retired from Grand Prix motorcycle racing in 1967 when he was 27 years old and I was only five, but you didn't need to have seen him back then to be swept up in the wave of excitement as the TT approached. Eleven years. A long time away from racing. Modern bikes, modern brakes, modern tyres. A lot of changes. Only the TT





LAT

GETTABLE... MIKE HAILWOOD

circuit remained unchanged and Hailwood was the proven master of that. Twelve TT victories, including a hat-trick of wins in 1961. Twelve was the racing number on the front of the Ducati that Hailwood lined up on the grid for practice for the Formula One race.

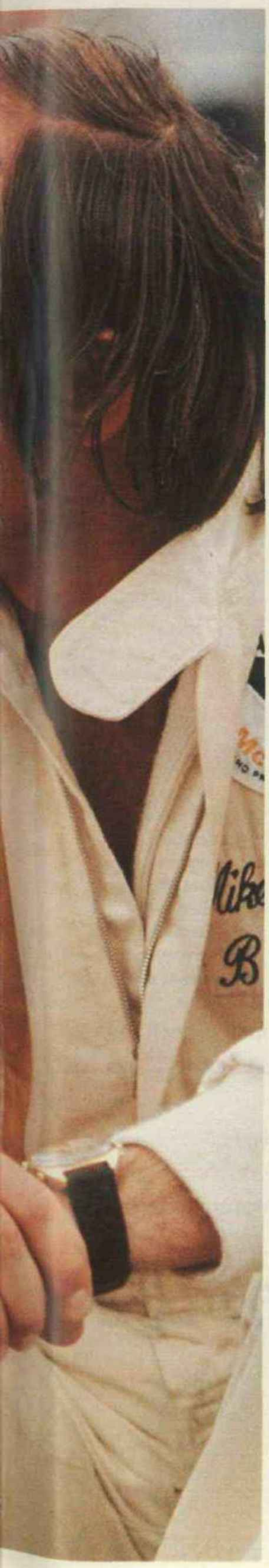
On that June day practice was also taking place for a Formula One race of the four-wheeled kind, at Jarama, just outside Madrid. We'll come to Hailwood's car racing career shortly, but here it's enough to say that the man made an impact; not just because of his ability in a racing car, but because he was one of the nicest and most modest men to ever sit in a Formula One car. Engine guru Brian Hart, who had raced against Hailwood in Formula Junior in the early 1960s, was in the Jarama pit lane and like most others was extremely interested in how his old friend was doing in the Isle of Man.

"We were all waiting for the newspapers to arrive so we could see how he'd done in practice. I was hovering around the radio listening to the BBC World Service to see if I could find out anything', says Hart. "That's the sort of bloke he was. You didn't forget him."

On the Island the dream came true. Hailwood won the Formula One TT race. He did more than win it, he finished first by a ➤

Emerson Fittipaldi beats Hailwood to the 'sideburns and sunglasses' competition in Germany in 1974





staggering two minutes. At Jarama Mario Andretti took pole for the Spanish Grand Prix, but the big news along the pitlane was of Hailwood's victory. Outside a hotel in Douglas a large poster read "Hailwood chooses Castrol" at least it did until someone changed it to "God chooses Castrol".

That poster would have embarrassed Hailwood. As did the hero worship that followed his TT win. A more modest man in racing has not been seen. Like Jim Clark in cars, Hailwood's talent on a motorcycle was so natural that he didn't really understand what the fuss was all about. He could just do it, that was all. And on any machine that he was placed upon, for that matter.

At the beginning of his career those machines were the very best money could buy. And Hailwood's father Stan had a lot of buying power. Hailwood Sr made his fortune selling motorcycles. The family lived in a large house in Oxfordshire and Mike went to Pangbourne Naval school. Not many of the bike racers that shared paddock space with Hailwood came from a similarly privileged background; that they accepted him as friend and equal without any inverted snobbery says more than anything else about Hailwood's character.

Stan Hailwood was the epitome of the father who re-lives his own life through his son's. Not only would Stan buy the best bikes for Mike, but he was also a serious publicity man. Newspaper men would be harangued for not mentioning at sufficient length Mike's achievements, especially those in the motorcycle press who could be threatened with withdrawal of advertising. There were no limits to Stan's determination.

"Stan Hailwood was a driven man," says John Surtees. "Driven by the desire to see his son succeed. He used to borrow bikes from us for Mike to ride. Sometimes we never got them back."

Before long it became obvious that Hailwood would get the bikes that his talent demanded, and not the machines that his father's cheque book could provide. The world sat up in 1961 when Hailwood won three TTs in one week.

"Mike was brilliant. To survive and win on that course in three events is quite remarkable," says Phil Read, another of Britain's great bike racers whose career paralleled Hailwood's, including racing against him at the TT in 1978. "I just felt that he had no fear of dying or getting seriously hurt, so that he raced to the limit and always finished the race. Yes, I feared dying or getting hurt. I was good, but Mike was better. If he hadn't been around I'd have won a few more world championships."

At the end of 1961 Hailwood signed to ride for MV Agusta, which is the two-wheeled equivalent of a call to Maranello. Count Agusta, who owned MV, was not a dissimilar character to Enzo Ferrari, for that matter. Surtees had been the star at MV in the '50s, but by this time was making the change to cars. Some change. Surtees drove a Cooper Formula Junior at Goodwood in 1960 and won. First time in a racing car, first car race. Perhaps it was this success that made Hailwood have a go in a car at Silverstone that same year in a Lotus-Climax. His baptism was as dramatic as Surtees's, but for different reasons. It was wet and Hailwood spun into a barrier. He had another go in 1963, this time buying his own Brabham Formula Junior.

"I first met him at Snetterton," recalls Brian Hart. "It was cold and windy and here was this larger than life character obviously out to enjoy himself. He was quite good – although this was really a club race – but didn't seem to be taking things very seriously. He had a sense of balance that was entirely natural on a bike and he was able to transfer some of that into driving cars. The problem back then was that he didn't have a clue about cars technically. Bikes were simple, he just got on and rode them quick. Cars had to be set up with lots of variables. Mike didn't understand them."



A fresh-faced Hailwood in his early car racing days at Brands



On his way to podium for McLaren in South Africa a decade later

Hailwood's mechanical ineptitude became legendary in racing. That said, Surtees, for whom Hailwood drove in Formula 5000 and Formulas One and Two, didn't think that this was as big as handicap as it might have been.

"Fortunately," says Surtees, "Mike was completely honest. If he was having trouble with the car, or going slower than he should have been, he would be totally honest about it. He'd tell us what the car felt like and we would sort it out. There was never any blaming any poor lap times on the car."

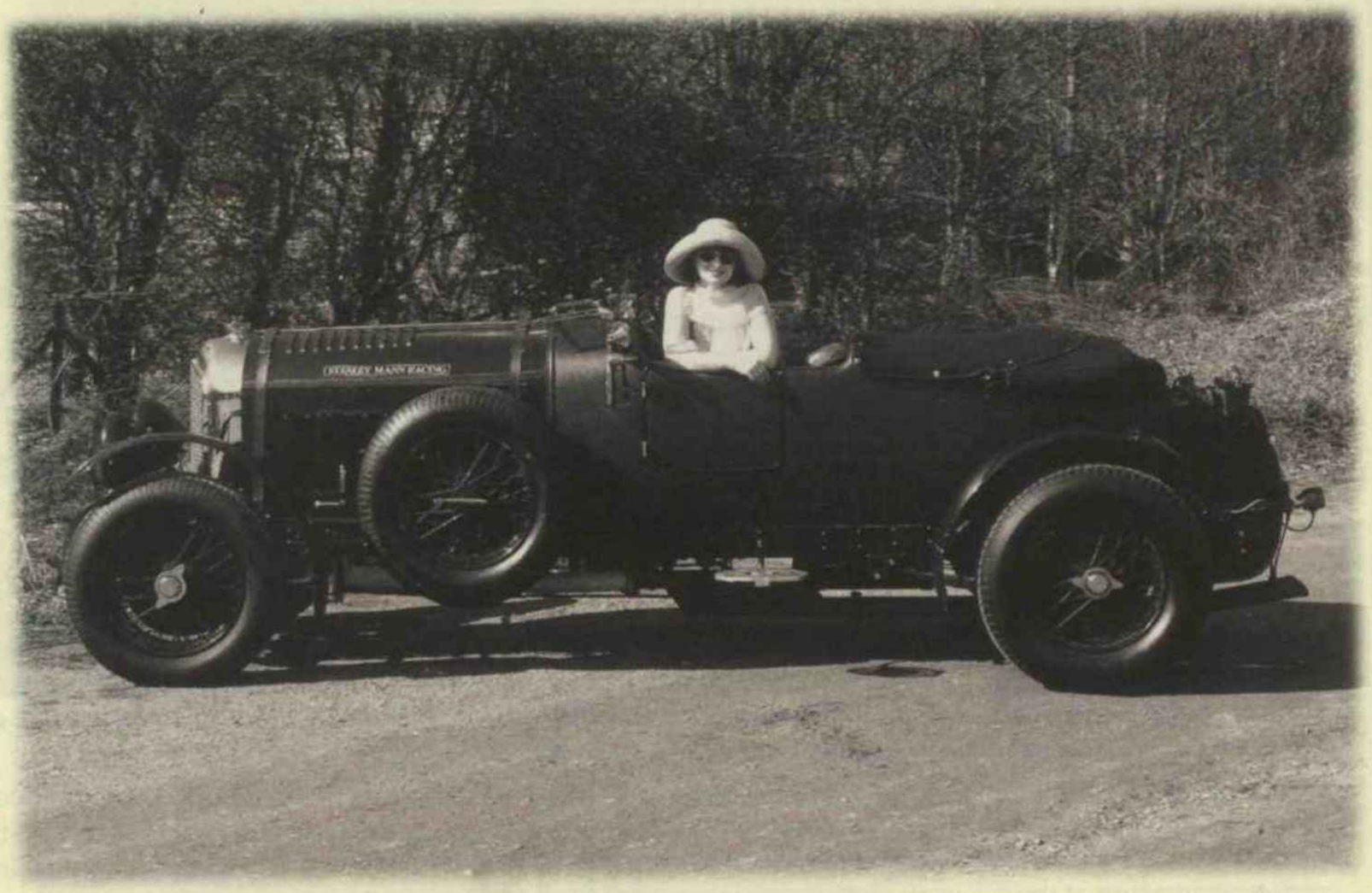
Recently, Italian bike star Max Biaggi had a try out in Michael Schumacher's Ferrari F1 car. He did quite well and the event generated dozens of column inches around the world. On July 20, 1963 Hailwood put a Lotus-Climax that he'd rented from Reg Parnell on the fifth row of the British Grand Prix at Silverstone.

"The problem back then was he didn't have a clue about cars technically. Bikes were simple, he just got on and rode them."

The occasion won half a sentence right at the back of *Autosport*'s preview of the race. In the race Hailwood finished eighth, having run in company with Jo Siffert for much of the race.

The next year he did a full season with Parnell, managing to score a point at Monaco. Not bad going when you remember that he was competing on bikes at the same time. Hailwood found the car racing crowd stuffy and elitist; very far removed from the friendly and laid-back atmosphere of the bike world. This is 1964. What on earth would he have made of the current Formula One paddock? Anyway, apart from a couple of outings for Parnell in 1965, Hailwood left Formula One, not to return until 1971.

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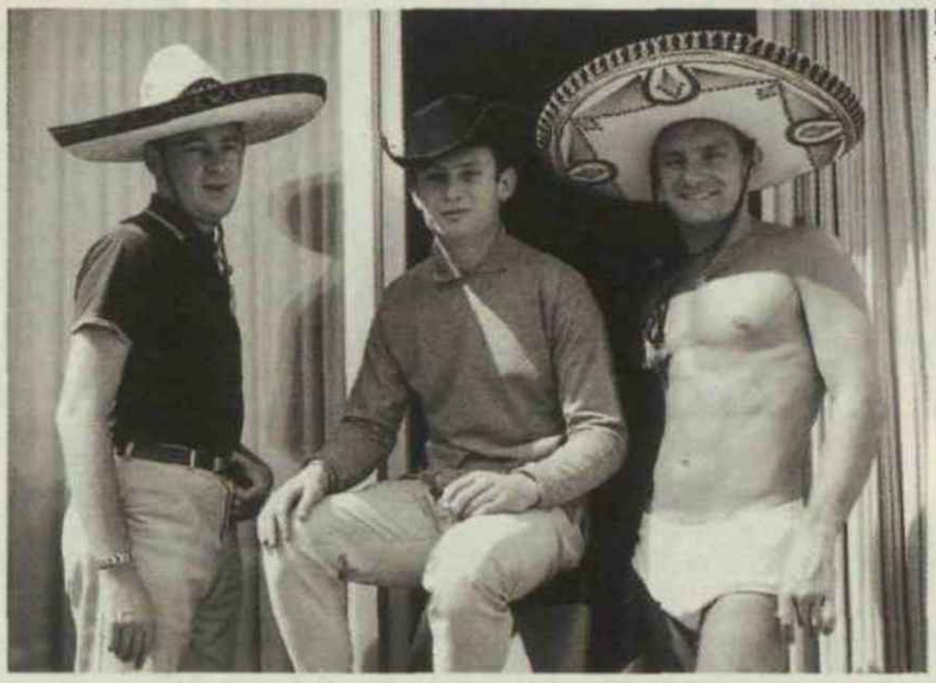
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UNTOUCHABLE... UNFORGETTABLE... MIKE HAILWOOD



Don Morley



LAT



LAT

Clockwise from left: Hailwood gets warmed up for '78 British GP; then cools down with Barry Gill and Chris Amon; talks set-up with team boss John Surtees

After his stint at MV Agusta Hailwood joined Honda, whom he was to stay with until the end of 1967, when the company – as it did in the 1980s in F1 – reckoned that it had met the goals it had set out to achieve and withdrew from racing. Honda paid Hailwood £50,000 not to race for any other manufacturer, even though Honda itself wasn't taking part, which says something about Hailwood's reputation on bikes.

Back to cars. Sportscars in South Africa for the Springbok series, the Tasman series, a Lola in the newborn F5000 championship and a third at Le Mans in 1969 with David Hobbs in a Gulf GT40. Hailwood raced a multitude of different cars all around the world. That third at Le Mans was nearly a win, but unfortunately when Hobbs came into the pits complaining of brake trouble the team insisted it was only pads. It wasn't. A pipe had fractured and the car had to be limped around for another lap.

Some of the greatest Hailwood anecdotes come from this era. And Hailwood anecdotes are as good, if not better than anyone else's. It is almost impossible to speak to anyone from that time in racing who has not got a cracking story involving Mike Hailwood. Stories of his 'on road' driving exploits are legion. Peter Gethin has one of the hairiest.

"There was ox everywhere, including, to my horror, a horn embedded in the back of my seat. The car went up in flames."

"We were in South Africa, can't remember quite when, but we were in Mike's Iso Grifo driving from Bulawayo to Cape Town. Now, I'd been on the back of a bike with Mike and it felt safer than sitting in your favourite armchair. He was so smooth and confidence inspiring. It wasn't quite the same in a car. We were absolutely steaming along in the Iso, well over 100mph. In the distance I saw an ox begin to wander towards the road. Mike didn't see it. Anyway, we hit this bloody animal with a colossal impact. I had ducked under the dashboard but Mike was knocked out by the windscreen. There was ox everywhere, including, to my horror, a horn embedded in the back of my seat. The car went up in flames. Some Afrikaans turned up but refused to speak English. We ended up in some dreadful out of the way hospital," recalls Gethin.

Journalist Nigel Roebuck remembers turning up in the paddock at Rouen in France on the morning of a Formula Two race in which Hailwood was racing. It was 1972, the year in which Hailwood won the championship for Team Surtees.

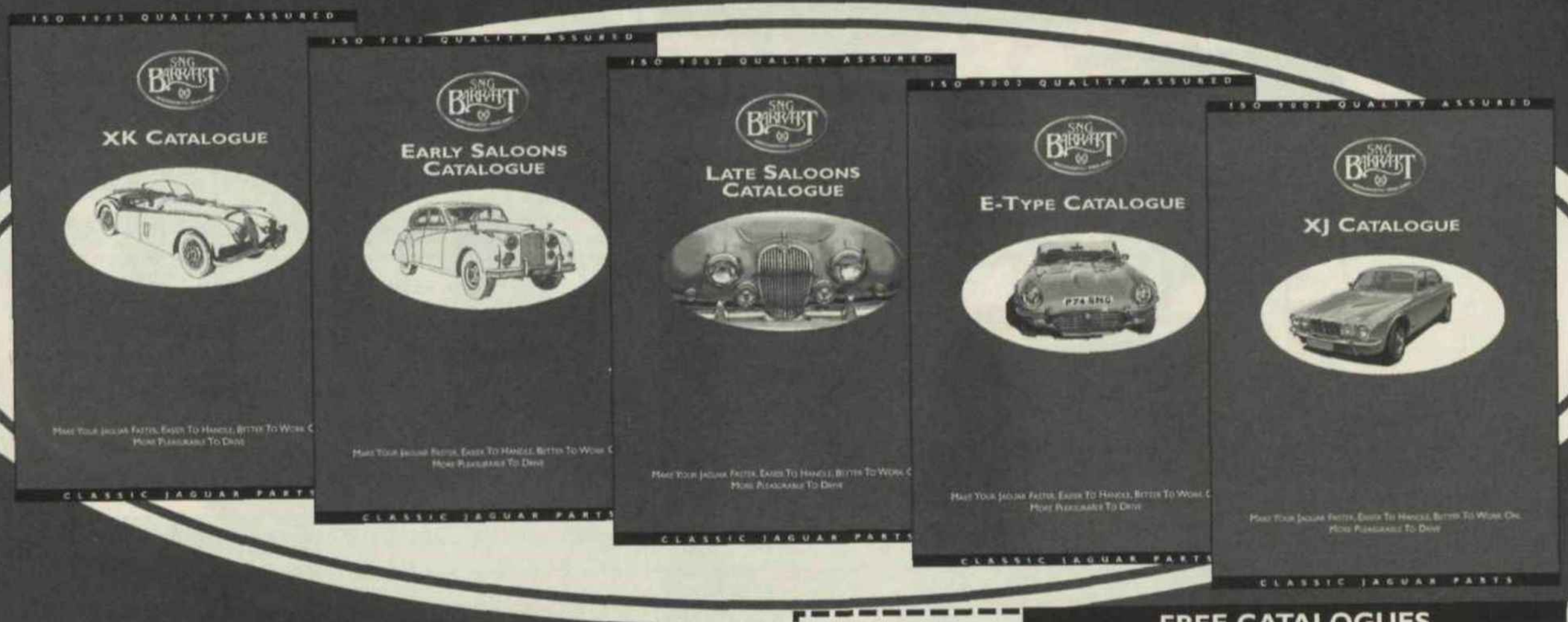
"I saw Mike's Citroen Maserati parked under a tree in the paddock. Steamed up windows and a pair of feet pressed against the windscreen. Hailwood was in it alone and just waking up. Turns out that he'd sneaked into town to meet some girls and had got back very late and the worse for wear. He didn't dare go to the hotel for fear of waking Surtees. I brought him a black coffee to sober him up and he came second in the race."

Mind you, Surtees wasn't exactly blind to Hailwood's antics. "Mike used to get terribly wound up before a race so there wasn't much point in sending him to bed early. He'd never have slept anyway."

If Hailwood was wound up it certainly wasn't with fear. Fear of not doing well, but not scared. The true extent of Hailwood's bravery was displayed at the 1973 South African Grand Prix. In the race local driver Dave Charlton lost his Lotus and was hit by Hailwood's Surtees. Then Clay Regazzoni arrived and ploughed into Hailwood's stationary car. Interlocked, ➤➤

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New Team Surtees pit crew meets with Hailwood's approval; they brewed a damn fine cup of tea

the two cars burst into flames with Regazzoni trapped. Hailwood got out of his car and undid the Swiss driver's harness. Then he himself caught fire and had to abandon the burning cars to put his own flames out by rolling on the grass. Meanwhile, marshals had put out the fire. However, the whole lot went up again and Hailwood returned to the inferno and hauled Regazzoni out of his car. Pauline Hailwood was watching from the pits that day.

"Mike came into the pits stony faced. We were staying with an old bike racing pal called Paddy Driver. Mike just took me to the bike we were using and we went back to Paddy's. He said nothing about the fire or saving Regazzoni's life. It was only when I read about it in the papers the next day that I found out what he'd done."

Hailwood received the George Medal for his bravery. A year later his own driving career was over. A crash in his Yardley McLaren at the German Grand Prix at the Nürburgring shattered his ankle so badly that he could never race a car again. Both John Surtees and Peter Gethin agree that Mike had not yet got to his peak in a Formula One car.

"It wasn't so much that he was getting quicker," says Surtees, "but his understanding of the whole business of car racing was so much greater than it had been when he started out. He coped a lot better with all the pressures and that made him more competitive on the track."

In the four years between ending his career as a Formula One driver and returning to the Isle of Man the Hailwoods, complete with son David and daughter Michelle, moved to New Zealand where Hailwood started up a boat business. Friends were surprised at the move as he'd always hated the place. Anyway, pretty soon he was bored stiff. Which brings us back to the beginning and that TT comeback. Mike Hailwood followed that 1978 victory a year later with a win on a Suzuki in the 500cc race and a second on the same bike in the Classic. That put paid to Goodwin's chances of successfully retaking the O levels failed the year before.

Almost two years after that final victory, on 21 March 1981, Hailwood, along with his two children, left the family home in Tanworth-in-Arden in the Midlands to go to the local fish and chip shop for the evening meal. They never got there. A lorry made an illegal U-turn and Hailwood's Rover hit it broadside. His daughter Michelle was killed instantly; Mike sustained terrible injuries but young David received relatively minor injuries. Two days later the man who conquered the Isle of Man so many times, who raced in Formula One through its most dangerous era, was dead. The victim of a senseless road accident. Eighteen years ago now.

"Mike said nothing about the fire or saving Regazzoni's life. It was only when I read about it that I found out what he'd done."

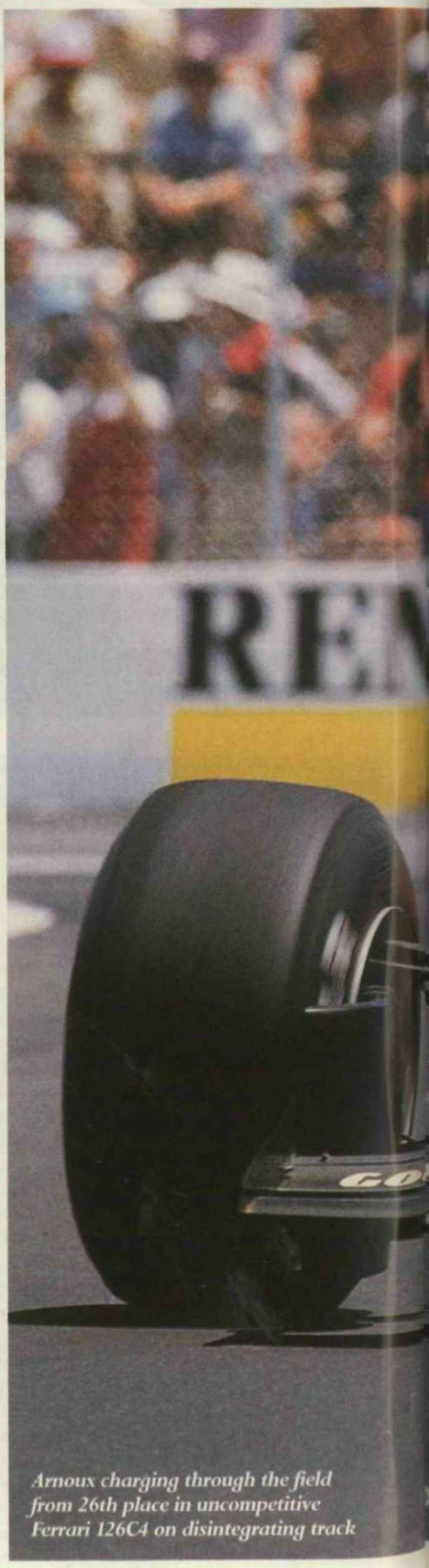
That lad who failed his exams now has a job that has brought him into contact with some of the greatest men from our favourite sport. He has met Moss and Fangio and listened to the two men swap tales; he has been driven by Surtees with great skill and at great speed in a gullwing Mercedes. But he never had the chance to meet one of the best loved characters ever to have driven or ridden around a race track. Lucky are those who did.

If you are interested in reading more on Mike Hailwood, then we strongly recommend Christopher Hilton's biography A Man Called Mike. M

René Arnoux

United States Grand Prix (Dallas), 1984

A TERRIBLE CAR, CRUMBLING TRACK AND STARTING IN LAST PLACE GAVE RENE ARNOUX THE PERFECT MOTIVATION TO PUT ON THE PERFORMANCE OF A LIFETIME

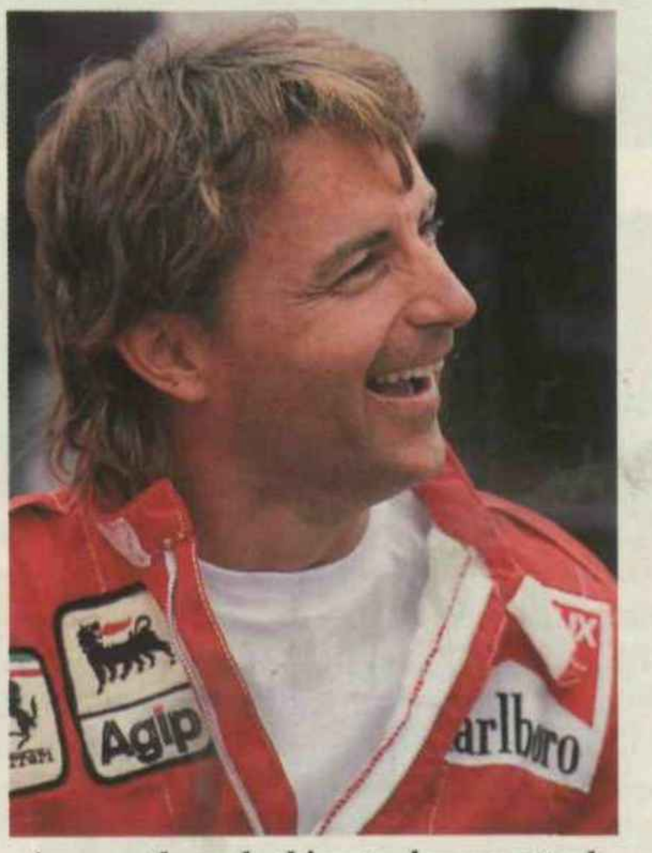


Arnoux charging through the field from 26th place in uncompetitive Ferrari 126C4 on disintegrating track

REALLY, I DON'T HAVE A BEST RACE. FOR ME, THE BEST THING was just 11 years in Formula One, being able to do what I did, with good people, especially the mechanics. I felt a special bond with them because that's how I'd started. I won races with Renault and Ferrari and, of course, the race with Gilles Villeneuve at Dijon in 1979 was special; but maybe, if you push me, the Dallas Grand Prix in 1984 was the most satisfying.

That year the Ferrari 126C4 was not as good as the C3 had been the year before when, if I hadn't lost fourth gear at Zeltweg or my electrics at Detroit, I could have won the championship. The '84 car was much more difficult to drive; it wouldn't turn in and then had a lot of oversteer on the exit. On fast circuits like Zeltweg it was bad but on slow to medium tracks like Dallas it was easier.

We had big problems with the track, which had never been used for racing before. The temperature was so high the surface was melting in qualifying and there were big arguments before about whether the race was going to happen. Maybe it helped me that the track was so bad because it made everyone's car difficult, but I managed to qualify on the second row, which was good for that year.



Arnoux: the only thing to do was attack

But when the race did go ahead, it was almost without me. On the grid for the warm-up lap my engine would not start, maybe because of the heat. But by the time they got it going everyone had left the grid and so I had to start from the back. I was angry and it gave me a quite different feeling for the race than is normal before a Grand Prix – not nervous but with big anticipation and motivation.

The only thing you can do in a situation like this is attack, so in a way it's easy; you don't have anything else to think about, your only instinct is to do the maximum, and so your mind really is empty of thoughts about the car or tyres or other drivers. All that was in my head was motivation, pure anger.

The track, of course, was still very slippery as they had the same problems with it as in qualifying – it just fell apart – but for me that day it was not a problem, just as the heat wasn't. The car felt good – the engine was strong and the tyres stood up – and I was in good shape myself. Others were crashing all around me or their cars were breaking; Niki Lauda, I remember, crashed into the wall, but there were lots of others. So really, everything was in place for me to do well: the situation, the car and me.

I got a few cars at the start but after that it took quite a few laps to tackle a group that was caught behind Thierry Boutsen's Arrows; I got by him after about ten laps, and this put me about half way up the field. The next car I remember passing was my team-mate Michele Alboreto who didn't make it too difficult for me. There were many more I passed but I don't really remember – I don't think I remembered at the time, I was just in a rhythm, passing cars whenever they appeared.

Still I was driving flat-out; I remember a few times my back wheel touched the wall – not hard, but it touched. I got up to around fourth place then Nigel Mansell, who was leading, stopped and Alain Prost hit the wall.

That left just Keke Rosberg's Williams ahead of me and still I was going really fast – the car still felt good. In my mind, I was thinking that a win was possible. There were five or six laps to go and I was still able to really push, but he was just too far ahead. With some more laps maybe I could have won because I don't think his car was as competitive by the end. But, even so, to finish second in such a way was not a disappointment after starting from number 26.

At the end my engineer came to greet me. He looked at the car and said "did you hit the wall?" and I told him I had, yes, on a few occasions. He said it was a miracle that I'd not got a puncture and pointed to a broken rear wheel.

It was my best result that year and even though it was a frustrating season after Ferrari had been so strong in '83, I still treasure my memories from that time. It was a team with a very special ambience and nice people. It felt a very special thing for me just to be a Ferrari driver, just to be told by Mr Ferrari himself when I returned to the factory "congratulations, you did a good job". M


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BILL BODDY



Mercedes at Donington

THE MERCEDES-BENX W154 DEMONSTRATION AT THE VSCC Donington Meeting on May 23 prompts the question of how Mercedes (which we never, ever called 'Silver Arrows') fared in the Grands Prix there in 1937 and 1938. In fact, they lost to Auto Union, driven by Rosemeyer and Nuvolari. Mercedes had not had a good year in 1936, but they had won the last three races prior to the 1937 Donington GP, at Berne, Livorno and Brno, Caracciola victorious in each.

So when the Stuttgart team arrived at the Derbyshire circuit, with drivers Caracciola, von Brauchitsch, Seaman and Lang, victory seemed assured. Yet it was Rosemeyer's Auto Union which led Brauchitsch over the finishing line by 37.8 secs at 82.86mph. Some think Caracciola, who was third, assumed those ahead would retire and, perhaps to save his tyres, slowed too much to regain a striking position. He was followed by the Auto Unions of Müller and Hasse, in a race which had proved staggering to British spectators who hadn't seen the German cars in action before. So fast were they that none of the British runners, led by Earl Howe's ERA, was classed as a finisher!

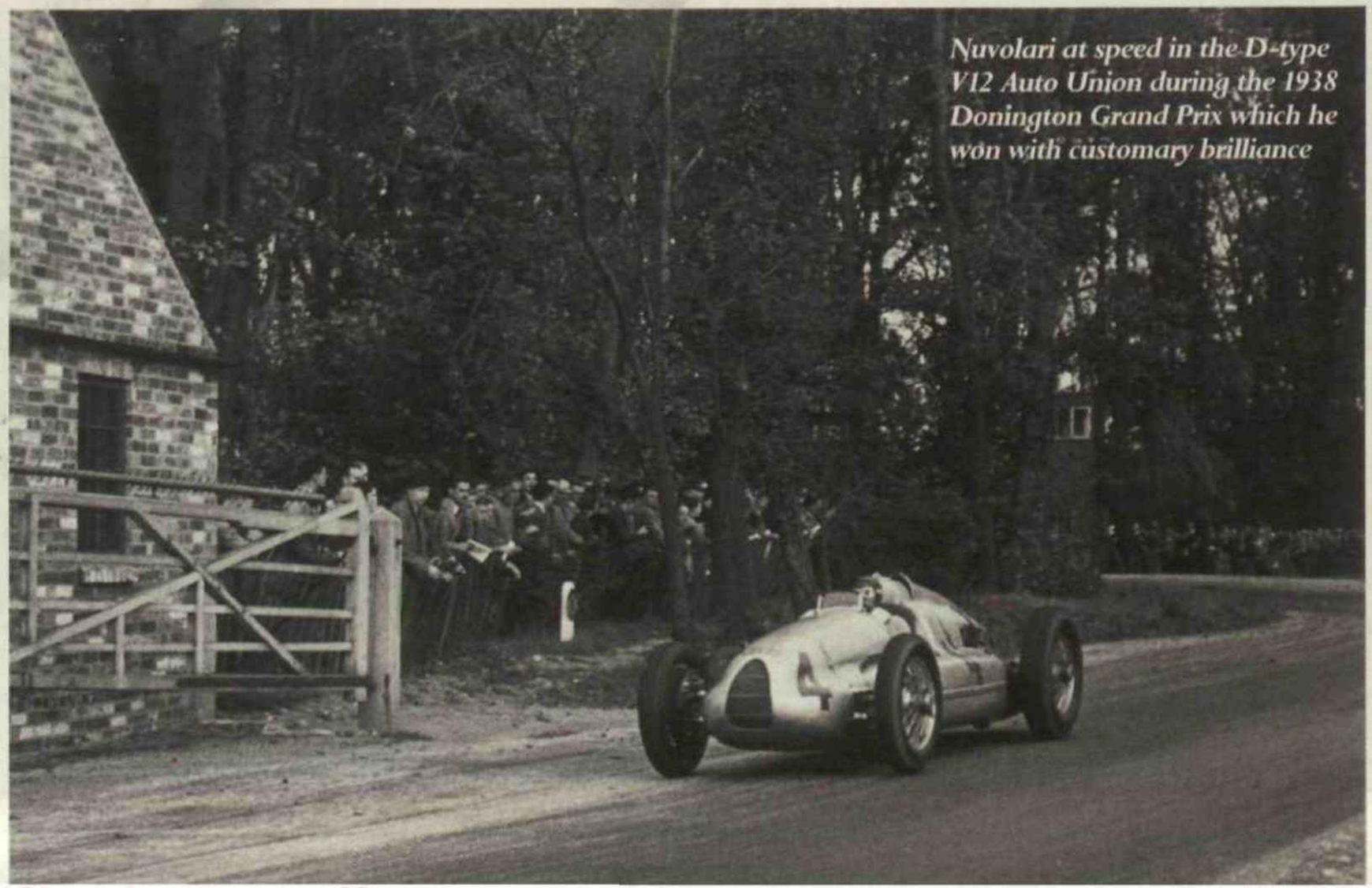
I have described the reasons we were so enthralled – the cavalcade of M-B lorries and mobile workshop, Neubauer's military-like control of everything (when Seaman left his goggles in Donington Hall and was about to fetch them for after lunch practice, he was told "Ze Seaman stays here, ze mechanic fetches ze goggles")and the fabulous acceleration and speed of the straight-eight W125 Mercedes-Benz.Then the fastest GP cars in the world, they consumed eye-watering fuel , slid through corners, drivers' arms crossed on the steering wheels with supercharger screaming, making me and John Eason-Gibson, in spite of track passes, climb back over the fence when we first heard the cars approaching through the woods. This and more I described in The MOTOR SPORT Book of Donington (Grenville, 1973). But it is a W154 M-B which will enthral the VSCC this year, so it is the 1938 Donington GP we are concerned with, Hitler preventing a repeat in '39.

In 1938 M-B had von Brauchitsch, Seaman, Lang and Bauer as drivers, A-U fielding Nuvolari, Müller, Hasse and Kautz in their oversteering rear-engined V12 cars. The W154 Mercedes-Benz also has a V12, of three litres to comply with the GP rules. It was an electric occasion, the race started by the Duke of Kent, the BRDC President in Chief, German Embassy staff arriving in open Mercedes and BMWs and Hitler's *Reichsleiter* Huhnlein present. Huhnlein was given a few laps in Lionel Martin's Bentley, while the Duke, after flying up from London, had some quick ones in a V12 Lagonda driven by Seaman, coat over his overalls.

Like Schumacher, Nuvolari, sitting in a Studebaker, had asked how much more of the last practice session remained, then, with minutes to spare, rotated a finger to tell his mechanic to start the Auto Union and went out to try for pole-position. But Lang had gone 0.2sec quicker.

The flag fell and they got away in an crash of sound, and the almondy boot-polish aroma of burnt racing fuel hung under the trees. One lap gone and already Nuvolari led, but Müller had come from the second row to second place, ahead of Brauchitsch, Seaman, Lang and Baumer. Along the straight speed rose to 170mph. Kautz's throttle struck open and he hit a bank and was out after two laps. Ten laps run, and Nuvolari had 14.6sec on his team-mate and Seaman had passed von Brauchitsch. At 26 laps Nuvolari came in to change a plug, dropping him after the 53sec pause to fourth, Müller still leading Seaman and Lang picking off the ERAs as if they were London taxis.

Then drama! Hanson's Alta blew its engine, shedding oil before the hairpin. Nuvolari, forseeing this, slid sideways onto the grass, bare arms putting the steering from



Nuvolari at speed in the D-type V12 Auto Union during the 1938 Donington Grand Prix which he won with customary brilliance



W154 will be back at Donington on May 23rd. Be there



'D' Auto Union easier than 'C' V16 but still a handful

lock to lock, and kept on. Von Brauchitsch spun twice but recovered. Hasse really lost it and hit the bank. Seaman went off and push-restarted; Lang and Müller slid but kept going. Drama again, as Baumer had all the wheels changed and fuel put in, to leave after 35sec, against Lang's earlier stop of 33sec. With 30 laps to run, Müller led Lang by 21sec, Nuvolari by 79sec. But as expected Tazio gave all he had. Making fastest lap at 83.71mph with 17 more to do, he closed on Lang, whom he took on lap 67, to win the race, at 80.49mph, after 3hr 6min 22sec of hard work. Seaman was third, a lap behind. As Gibson drove me back to London in his Opel Kadett, we had much to discuss. Those who see the W154 running this year should just, perhaps, be able to visualise what that battle of Mercedes and Auto-Union was like, 61 years ago.

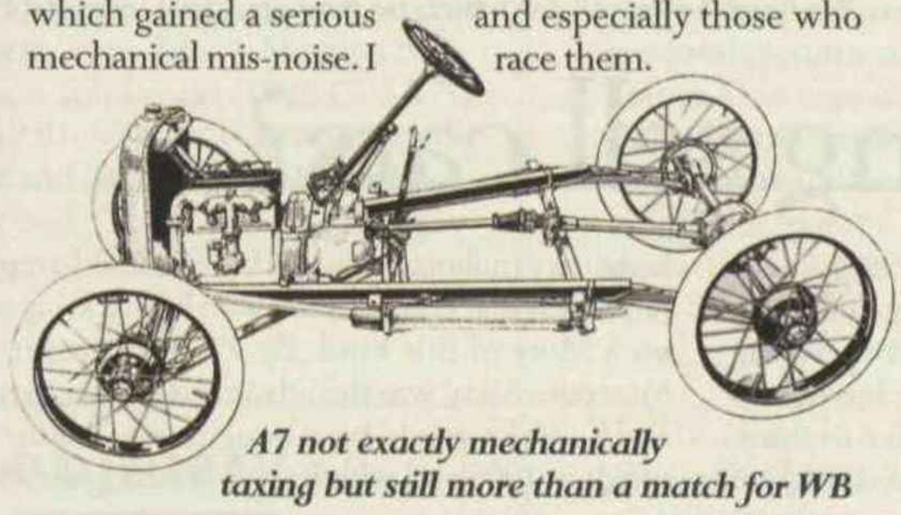
Besides the W154 demo, the VSCC will have the Penske PC23 Indy Mercedes, driven by John Watson, the car which won the 1994 '500' for Unser, its 1000hp Mercedes-Ilmor engine giving him a top speed of 254mph. The 1998 West McLaren-Mercedes will also circulate, driven by Nick Heidfeld. Essential viewing, great crowd-pulling; but as the VSCC is mainly about pre-war motoring, the W154 will not, I hope, be overshadowed and will be the main attraction for its members.

The Tab Washer

WHEN ONE IS ASKED ABOUT personal memories of past happenings it is difficult to avoid the "I, I, I" element. So perhaps I might explain that while I am grateful for, if surprised at, the recognition I have been accorded as a motoring writer I would much more have liked to work on and drive cars competitively. Maybe laziness made me a 'spanner--fool' and any competition aspirations I had were killed by lack of capital and the war, the latter as I was starting to borrow cars to drive.

The "I, I, I" factor is intruding, but I thought to tell how I knew I was no mechanic. I'd gone to Prescott in an A7 Special which gained a serious mechanical mis-noise. I had hoped the friend with whom I shared our cars might help –I had romantic reasons for wanting the A7 reliable. But he was busy, so I did the job, replacing the camshaft drive pinion myself, which I fitted without losing the valve timing.

When Tom Lush arrived to fix the engine, I told him proudly, "I've done it myself" He said "Did you remember the tab-washer?" I didn't even know of it, but if not replaced the camshaft drive is in danger of slipping. Before that I decarbonised the camshaft of my 1922 Rhode and failed to retime its valves. Tom again came to the rescue. I truly envy those who work on cars, and especially those who race them.



A7 not exactly mechanically taxing but still more than a match for WB

RR book

THE R-R HERITAGE TRUST has done it again! After producing 25 detailed and excellent books about the history of both Rolls-Royce motor cars and its legendary aero-engines in its Historical Series and, also, the personalities who were associated with them, it has now published another valuable and interesting, indeed essential, report on *Lord Northcliffe* — and the early years of Rolls-Royce, very ably written by Hugh Driver.

The foreword to the book is written by Lord Rothermere, who praises the new material that the book includes, such as a proper explanation of Alfred Harmsworth's connection with the unusual R-R 'Legalimit' car, Beaverbrook's attempt to obtain an interest in the R-R company from 1910, and C S Rolls' attempt to persuade the *Daily Mail* to buy an aeroplane. Non-RREC members can obtain this most interesting little 128-page book, which is unbiased, having reference to Northcliffe's Panhard, Mercedes and various other cars, from RRHT, the Hunt House, Paulerspury, Northants NN12 7NA.

miscellany

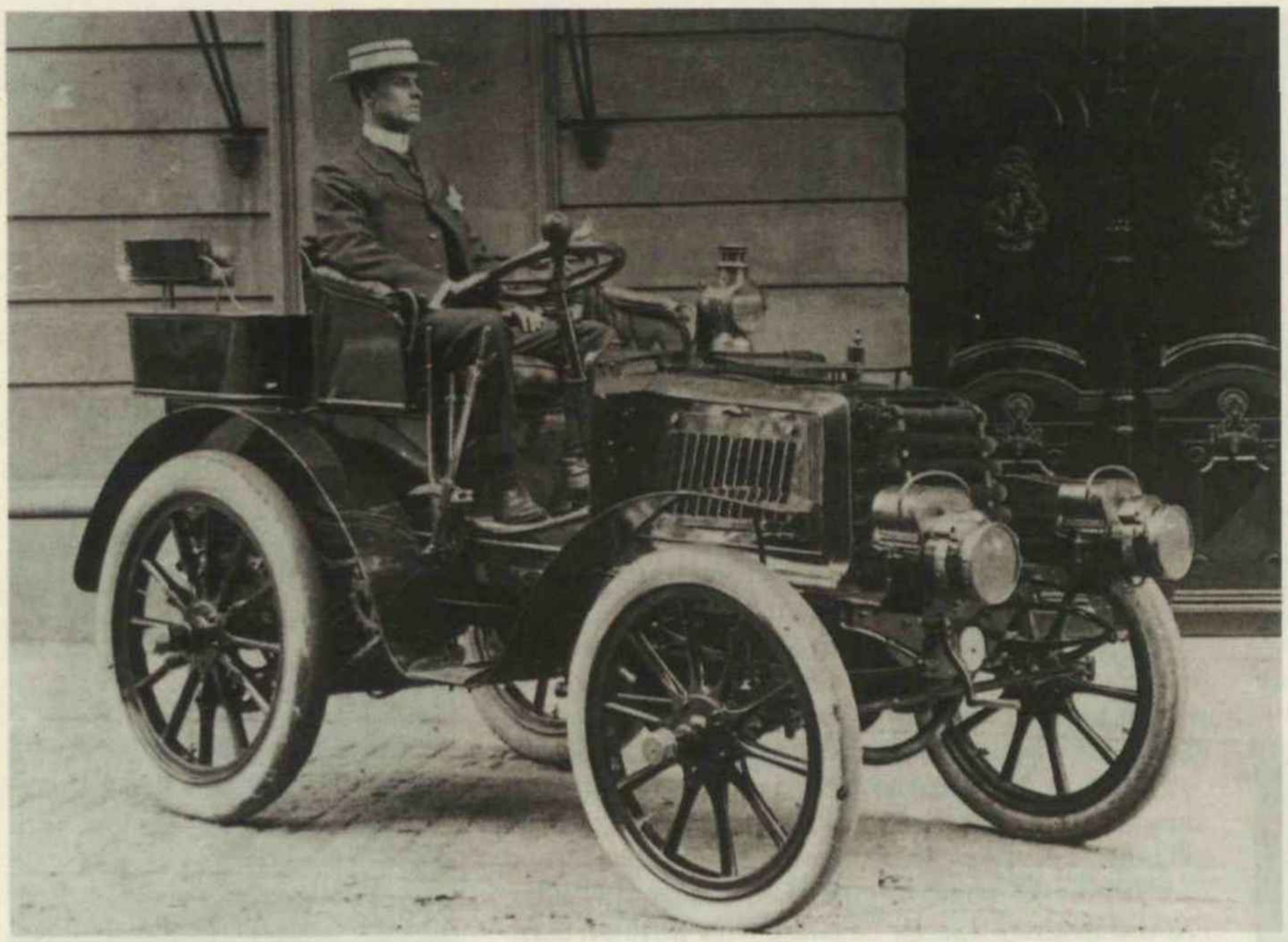
THE BUGATTI OC HAS ITS enjoyable Classic Prescott hill climb on June 5/6, and the VSCC goes there for its notable annual event on August 7/8, practice first, timed action on the Sundays. The moderns championships are on June 26/27 and September 4/5. The Club Secretary is Mrs Sue Ward, on 01242 673136. The International Bugatti Rally in south-west France takes place from June 14/19.

* * *

EMBARKING ON A LIST OF SOME of the Club journals and newsletters I enjoy, many of them had to be left out, and the STD Register was deprived of its very welcome journal, which is supplemented by a monthly Newsletter. Very professional, with much good colour, is the Rolls-Royce EC's bulletin, a Club which has increased its membership by 87 in two months, some new members having several cars. The annual rally and concours will be at Cottesbrooke Park, Northants, on June 6

* * *

THE NEW CURATOR OF THE National Motor Museum is Andrea Bishop, BSC, MA, who has served with the Natural History Museum, Bristol City Museum and the National Museum of Wales. She succeeds Michael Ware, a director of the Museum. A new Beaulieu exhibit is an 1982 BMW 525i, and the 1960 Allard Dragster is now shown climbing a wall. The Prince Henry Trophy was awarded for 1999 to Lord March, the Brooks Trophy to Sammy Miller, and Beaulieu's director of Personnel and Training has been awarded the MBE. The NMM Library, which is open 364 days a year and has been spending £41,100 a year, has at last been forced to charge its customers for using its services.



Malcolm Jeal

Millionaire's choice: Charles Rolls on a Panhard-Levassor, for which he was an agent, around 1900

Does racing sell cars?

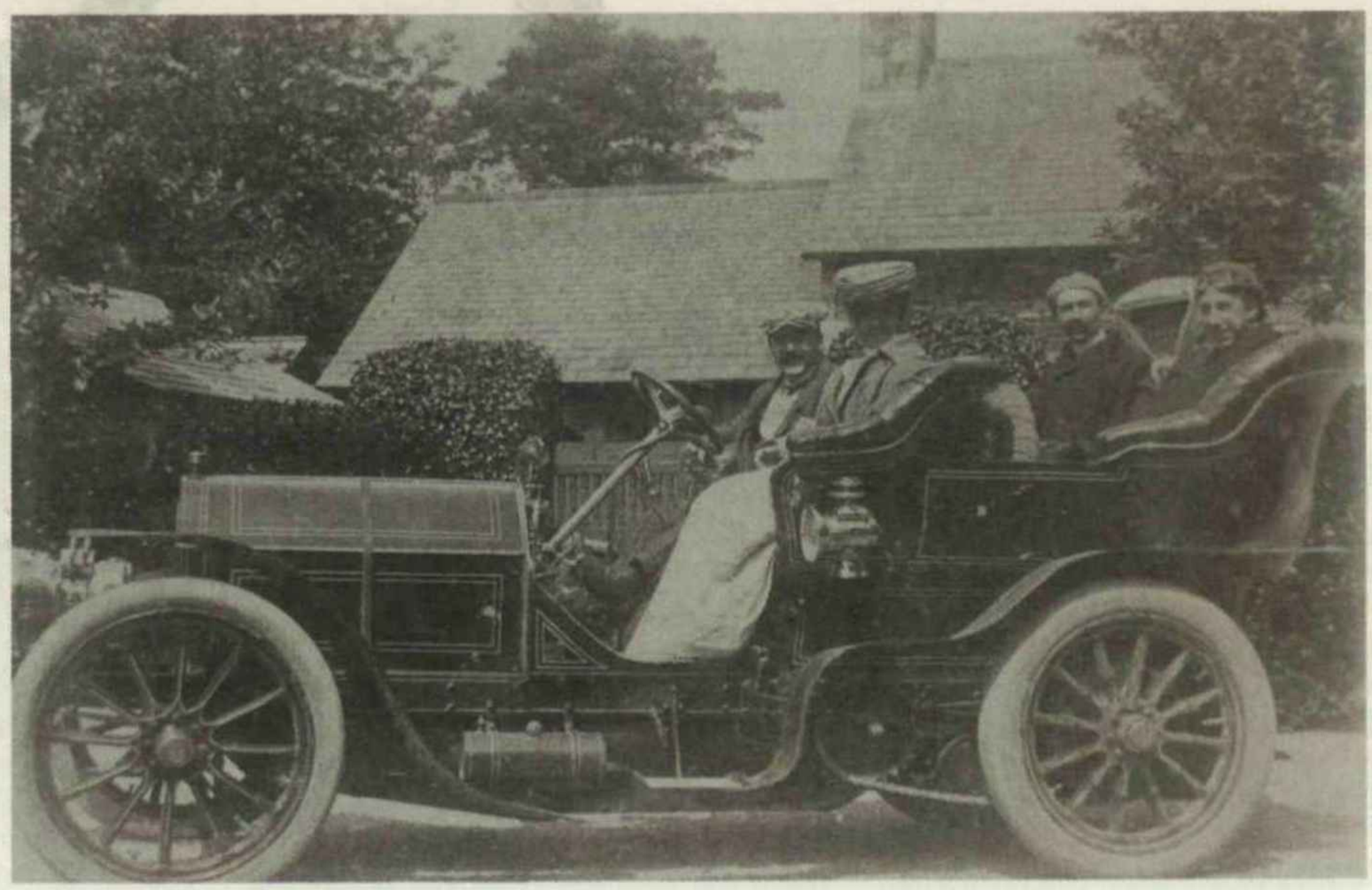
IT MUST BE THE HOPE OF MANUFACTURERS AND sponsors who invest millions in racing and rallying that customers will be persuaded into buying their products. How much the average buyer is so affected I do not know, but I would like to think that the elderly lady in her Renault Clio bought it after learning that Williams' F1 successes were gained with this make of engine. How optimistic!

But in MOTOR SPORT, back in 1951, that superb writer and historian EKH Karslake entertained us in his inimitable *Sideslips* with a dream about which cars he would have bought along the years as an avid motor-racing follower, had money been no object. His choices were prompted mainly by watching motor races. So in 1896 he would have taken delivery of a Daimler-engined 3½hp Peugeot, after cycling as fast as the competing cars on the route of the 1894 Paris-Rouen trial. But the great Paris-Marseilles-Paris race of 1896 would have caused our auto-epicurean to change the Peugeot for a Panhard in 1897, content with a tiller-steered 4hp two-cylinder model that established for decades the traditional layout of front engine and gearbox and rear axle drive. The race victories of the five years following would probably have made our 'millionaire', while faithful to Panhard, acquire increasingly more powerful versions, until in the autumn of 1900 he could have been driving a 24hp with electric instead of hot-tube ignition.

But at the Paris Salon in 1901, Mors showed a fine 60hp car built for the Hon C S Rolls and our imaginary millionaire would have ordered a replica, impressed that Fournier had won both the big races on a Mors of this kind. By 1903, however, the Mercedes Sixty was the advanced design to have, and Karslake would have bought one. But the rise of Fiat in 1905 and with Raggio winning the Florio Cup for Itala, EKHK's inclination would turn to Italy and to the latter make, as he preferred a live-axle to chain final-drive. His garage would now be occupied by a 60hp Itala, looking like the three-year old Mercedes he had disposed of but with a certain Latin elegance. It would, like his other cars, have been white, with red upholstery.

The six cylinder Napier now tempted our wealthy buyer. But such an engine was reputed to be primarily suited to city traffic and limousine bodies and not, as he was accustomed to, for dashing from London to Nice and Biarritz. Thus the next outlay was on a Fiat, choice influenced when the Torinese manufacturer had won three big races in 1907. So a 90hp Fiat, which was a catalogue offering, replaced the Itala.

Italian cars were the rage then and the German 1,2,3 in the '08 French GP did not sway our fictitious millionaire into going German again. But the oh-camshaft engine was the kind to have, and what better than to change the Fiat for the production 100hp 10.6-litre Isotta-Fraschini KM, of the type that had been victorious in the 1908 Targa Florio? That sufficed our keen motor-enthusiast until 1910, when he was convinced by the Prince Henry Trials that a smaller automobile might be fun, and a chain-drive 22/80hp Austro-Daimler was ordered at the 1910 Show, to be succeeded by a live-axle version in 1911. The GPs of 1912/13 were Peugeot grand-slams but no touring versions of their twin-cam racers were available and it was the Austrian Alpine Trials that had replaced the Prince Henry events, which directed our connoisseur towards a Rolls-Royce for Continental journeys. So in 1913 a 40/50hp Alpine Silver Ghost was obtained, to be kept throughout the war. It held its value thereafter, so its owner would have been financially lucky, "the sort of luck millionaires have..."



Malcolm Jeal

By 1903 our millionaire has seen Mercedes' successes with the 60hp and ordered a touring version

A true enthusiast

AS A LONG TIME ADMIRER OF TOM WHEATCROFT and all that he has done for motor-racing I am pleased a fine brochure has been iss ued about his famed Donington GP Collection, the largest assembly of GP cars anywhere in the world. Exhibits include the biggest McLaren display anywhere, the replica twin-engined Alfa Romeo Bimotore, Jim Clark's winning Lotus 25, a flat-12 Ferrari and two 1922 TT Sunbeams, sidevalve and twin-cam A7s, 8CM Maserati, V16 BRM, Williams FW14B, and the quite fabulous V12 Auto Union, right up Tom's replica Bugatti Royale which he has driven for some 10,000 miles, I believe. Now this 100 per cent motor racing enthusiast is able to enjoy fast lappery round his own fine circuit in almost any of the museum's cars. Details on 01332 811027.



Tom Wheatcroft with his first Ferrari

VSCC Trial results

RESULTS OF THE VSCC HEREFORDSHIRE TRIAL were held up until 45 days after the event due to a protest having to be resolved. For the record, the best performance was made by David Tonge (1930 Riley), in Class One, winning him the Hereford Trophy. Best in Class Two was Eddie Goldsmith (1929 Lea-Francis), who took the Andrew Blakeney-Edwards Trophy. First Class Awards were won by D Marsh (1925 Bugatti), Jane Tomlinson (1928 GN-A7), S Hyett (1930 A7), R Harcourt-Smith (1929 Alvis) and B Collings (1928 Bentley). Eleven Second Class Awards and the same number of Third Class Awards were also issued.

obituary

John Howell

The death of that great enthusiast John Howell at 71 is a severe loss to the vintage world. John suffered a long illness, but he was keen to the end. His cars had been diverse, from a 1915 De Dion Bouton to his supercharged twin-cam 3-litre Sunbeam which he raced for so long in VSCC events. John also had a fine 45hp Hispano-Suiza, and a big T46 Bugatti saloon, the latter used for an MCC trial; his girl passenger fell out on one of the observed-sections, but John continued to the top, remarking afterwards that "she was a horse-woman, so knew how to fall".

In later years he owned such exotics as the 16-cylinder Maserati and 16-cylinder T45 Bugatti and purchased Ronald Barker's V16 Cadillac in 1997. He started Drill Services Co after graduating in mechanical engineering at King's College, London, and working at Merryweather on fire-engines and at CAV. Like other VSCC folk, Howell was a keen jazz exponent. To his wife and daughters our deepest sympathy.

obituary

Sir J Clive Leighton Edwards, Bt

It is with much sadness that I learned of the death of Sir Clive Edwards, Bt. He lived in the IOM with his great friend Bob Thomas and was 82. He was one of MOTOR SPORT's most avid readers, having ordered it to be sent to his prep school, and in recent years re-reading a copy a day for relaxation. His gardens were another interest and he used to sometimes send my wife rare plants.

He got his mother to take him to Shelsley Walsh at the age of 16, having before that been driving an old Rover up and down the mile-long drive of their Swansea residence. His appetite whetted, Sir Clive began his racing hobby with an R-type MG, before active service in the RASC intervened. As soon as the war had finished, he was competing with an HRG and will be well remembered for the second HRG he had, a 1767cc Lea-Francis-engined 1100-type single-seater with twin rear wheels, with which he became the best type of amateur competitor.

miscellany

RAYMOND MAYS' MEMORY is to be recognised at the VSCC Silverstone Meeting on June 12, with the display of hopefully all the ERAs and four V16 BRMs including the non-runner from the NMM. Also the streets of his home town, Bourne in Lincolnshire, are to be closed on August 29 for a cavalcade of ERAs and his BRM racing cars. Interested parties can contact Carol Corliss on 01778 423629 for more information.

* * *

THE CROSSLEY REGISTER'S current Newsletter runs to 49 pages and covers all types of these vehicles and has good pictures, one in colour. One item is how Rolls-Royce rejected the Burney Streamline after tests had proved it distinctly competitive to R-R's 20/25hp car.

* * *

THE DAIMLER AND Lanchester OC intends to celebrate 40 years of Edward Turner's memorable V8 engine, as used in the Daimler SP250 sportscars, the wonderful Daimler Majestic and Jaguar/Daimler V8/250 saloons, with a rally at the Heritage Centre, Coventry, on July 18, including lunch with guest speakers. For a membership brochure ring 07000 456285

* * *

SINCE 1968, MEMBERS OF the Frazer-Nash section of the VSCC have gone every ten years on raids to the Continent to celebrate the winning in 1932 of coveted *Coupe des Glaciers* by two Frazer-Nashes in the tough Alpine Trial. This year, after an FN demonstration at VSCC Silverstone on June 12, 75 cars will set off on the 1999 Raid, taking in many of the Alpine passes used in 1932, plus visits to the Schlumpf Collection and the Zeppelin Museum at Lake Constance. Contact Bill Roberts on 01189 780890.

* * *

AT BROOKLANDS ON JUNE 26/27 the Fiat Register will recognise 100 years of its favourite make. P Collins had the details: 0181 464 6163; daytime, 01462 678205. It is hoped to run the Napier Railton at the Museum on May 1, and that on June 1 the Vickers Vimy replica will take off for South Africa.

* * *

THIS YEAR THE STD Register is to celebrate 100 years of Sunbeam from July 2 to July 5, with a meeting in Weston Park and a cavalade through Wolverhampton to the one-time Sunbeam factory, where the 200mph LSR Sunbeam will be on display. Contact R Wilcox, 01283 791685 or T Singer, 01865 820256.

* * *

THAT MOTOR SPORT invention, the annual Inter-Register contest, has six more 1999 rounds to go, with events organised by the Jowett, Humber, Crossley, Riley, Alvis and Austin Ten registers and clubs.

* * *

THE BENTLEY DC'S 50TH annual Silverstone Race Meeting is on August 2, and will include races for other makes too.



PARTING SHOT

1967 GERMAN GRAND PRIX
Jackie Oliver's Lotus 48 at the Nürburgring.
Jochen Rindt spectates

LAT Photographic

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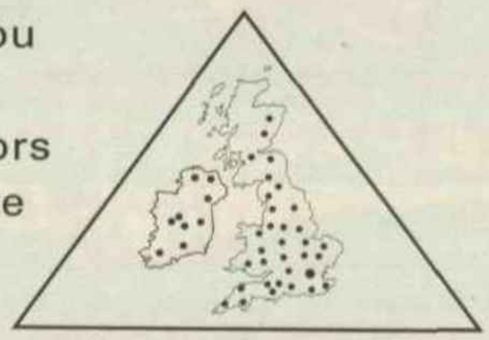


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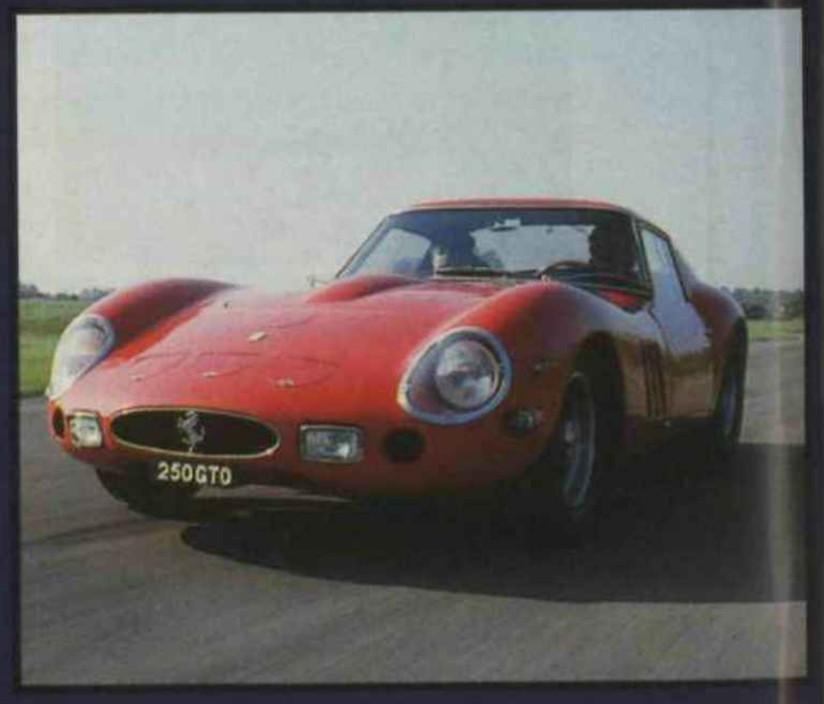
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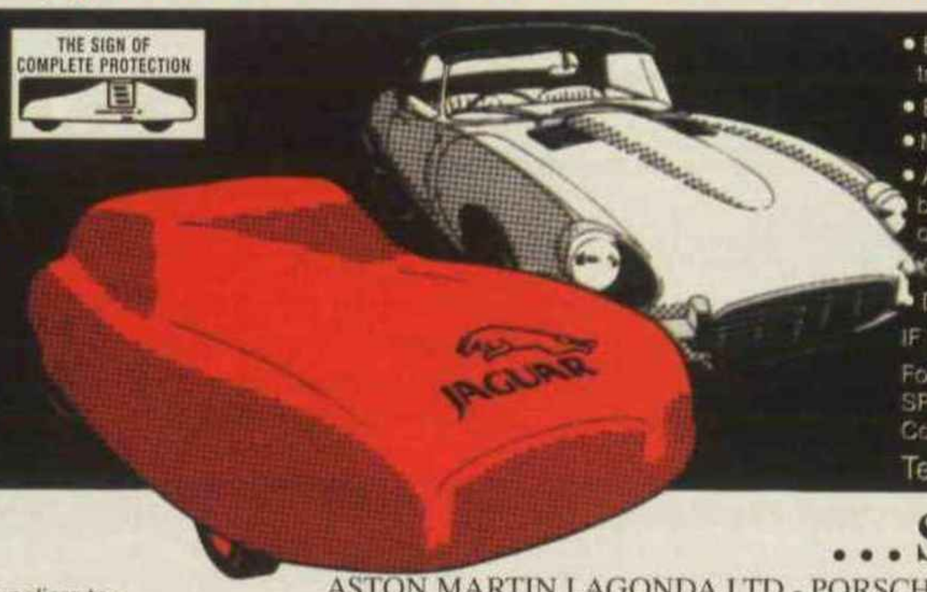
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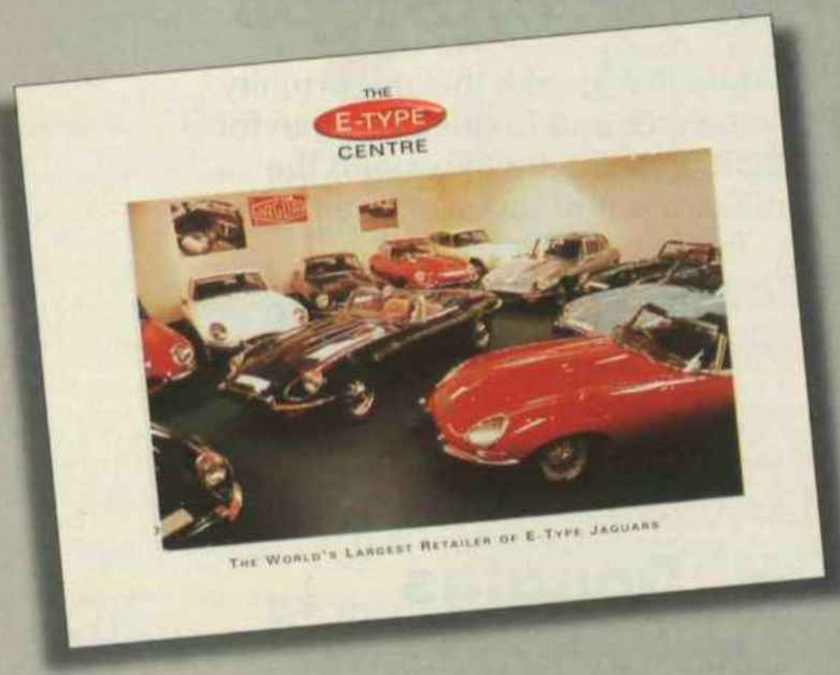
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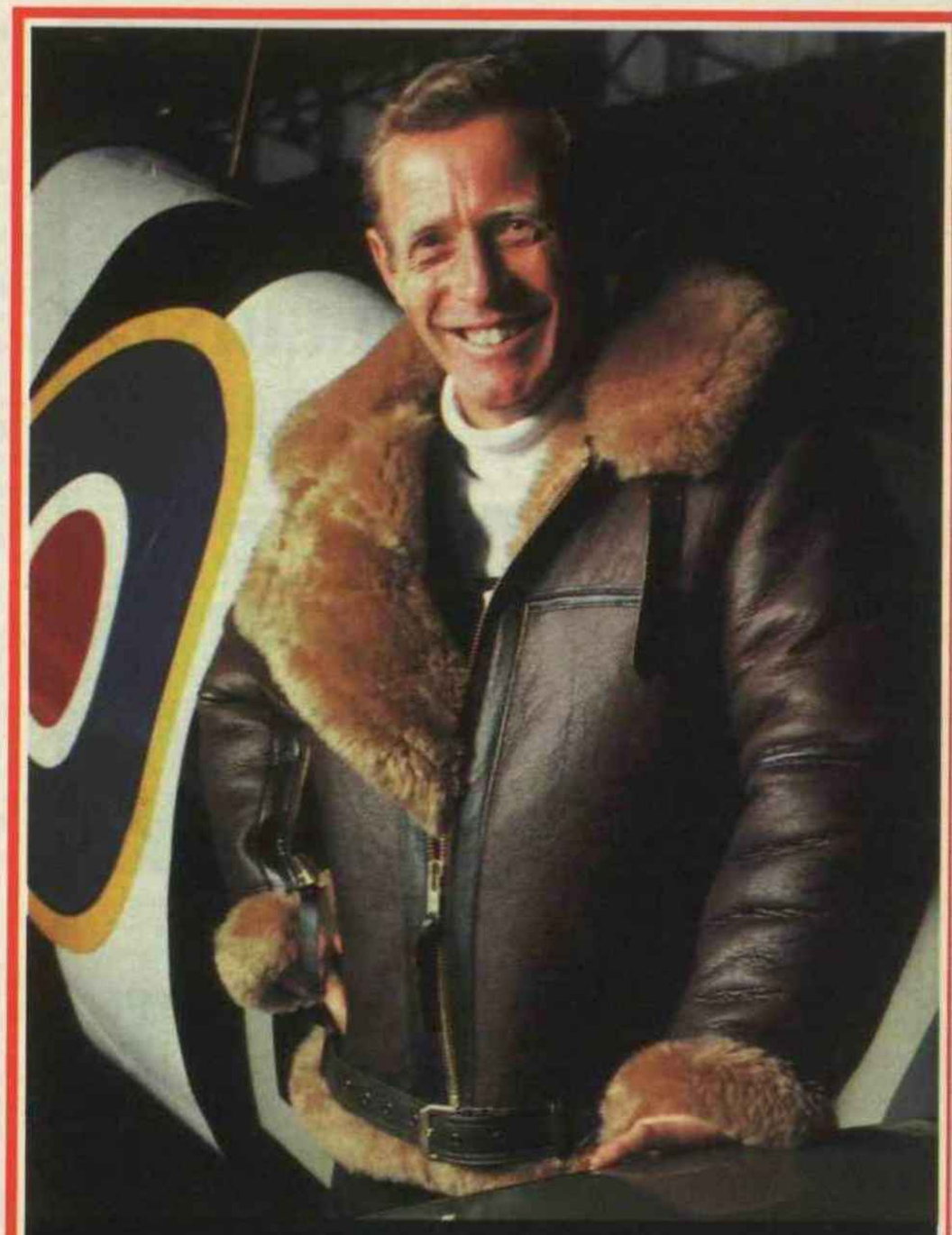
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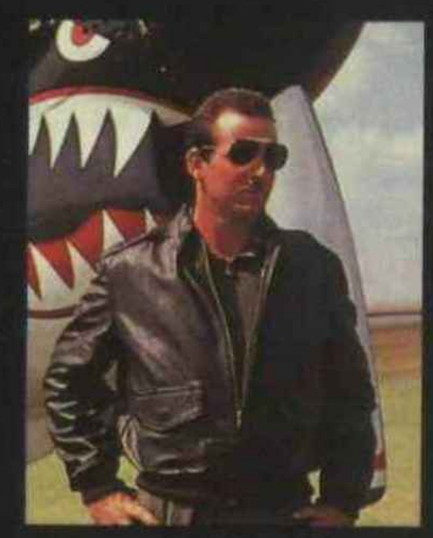
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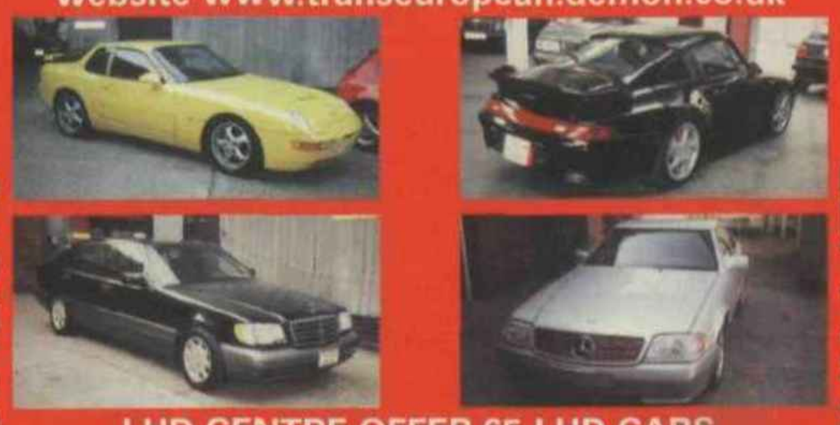


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MGC GT, 1968, o/d, Old English white, full Webasto sunroof, wires, s/s exhaust, Heritage certificate, historic vehicle registration, summer use only since photorgraphic restoration, lots of history, £7,950 ono. Tel: 01628 484890 anytime. Private sale.

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MGB ROADSTER 1977, dark red, reconditioned engine (1950cc), new mohair hood, good bodywork. MoT, radio cassette, bargain £4,950. Tel: 0958 436352.

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1930 EMPY Special. Ford A-based single seat racing car
1928 ROLLS-ROYCE Phantom I Skiff body by Brockman
1923 AUSTIN 12/4 tourer
1915 FORD Model T opera coupe
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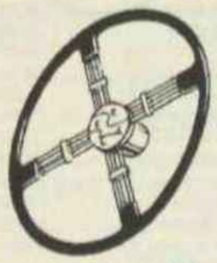
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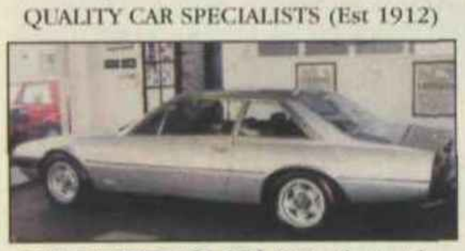
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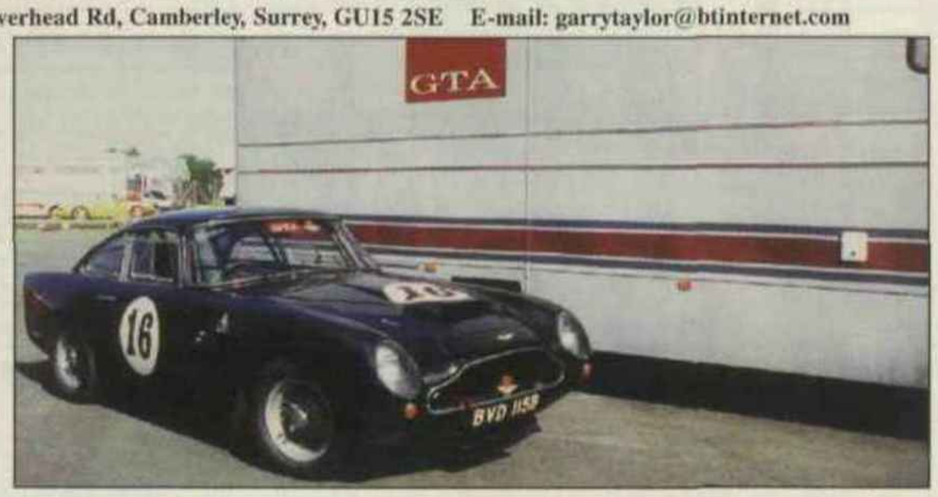
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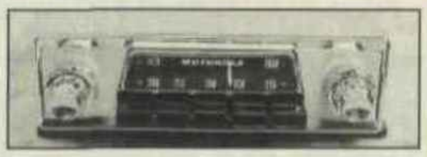
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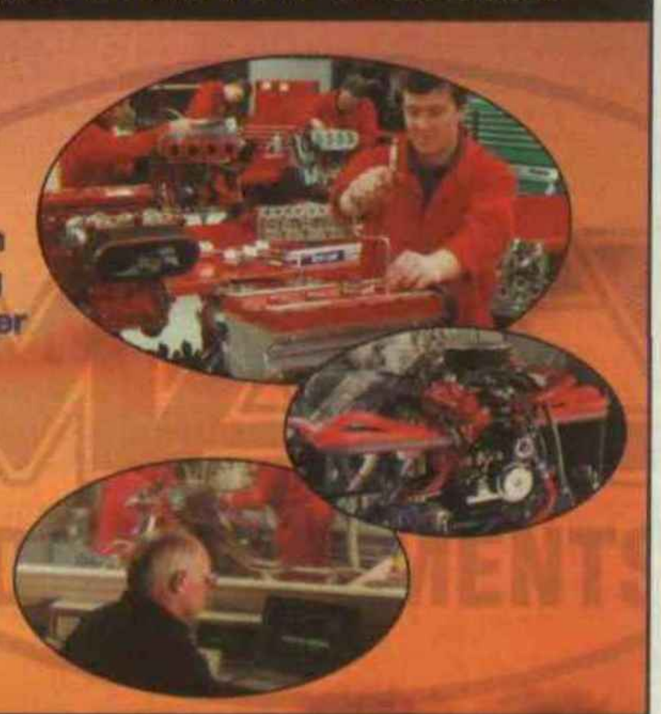
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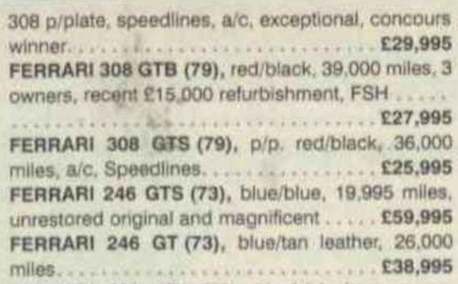
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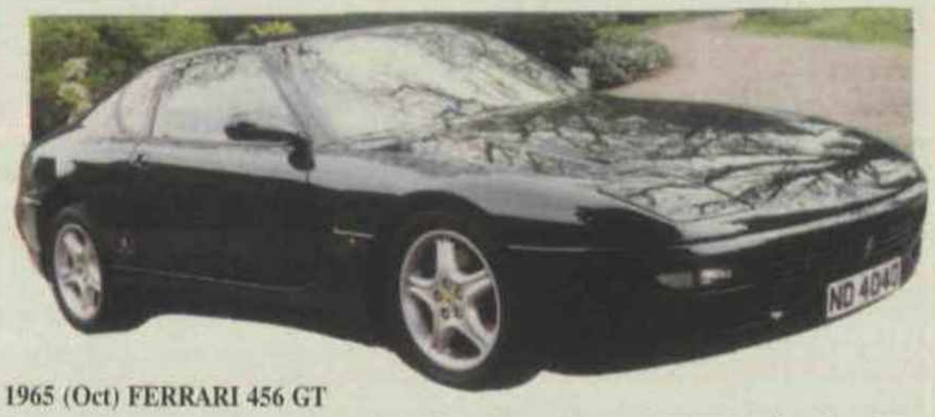
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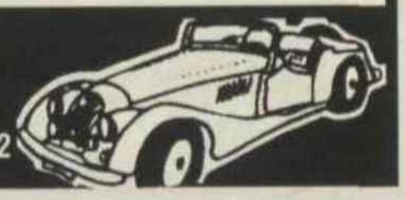
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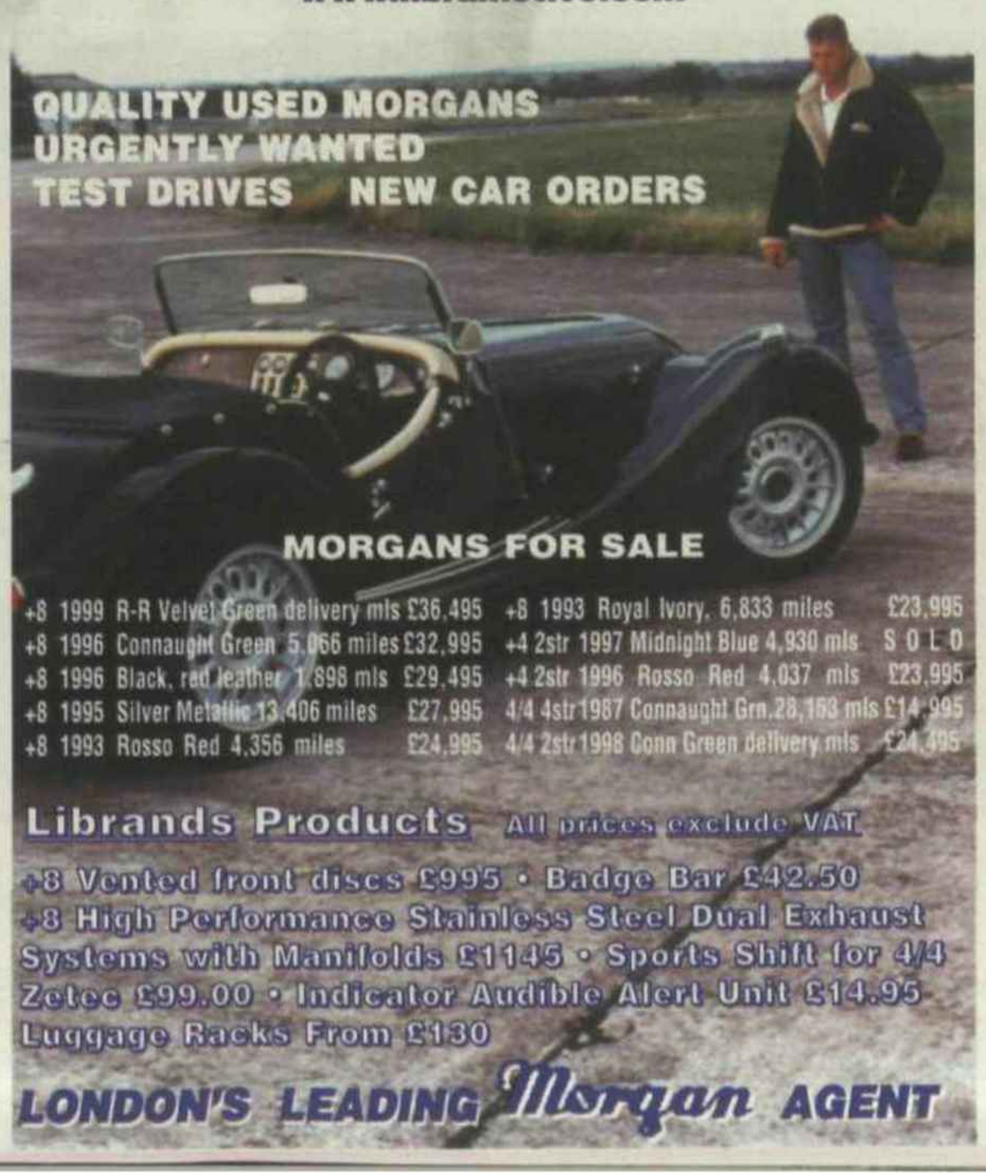
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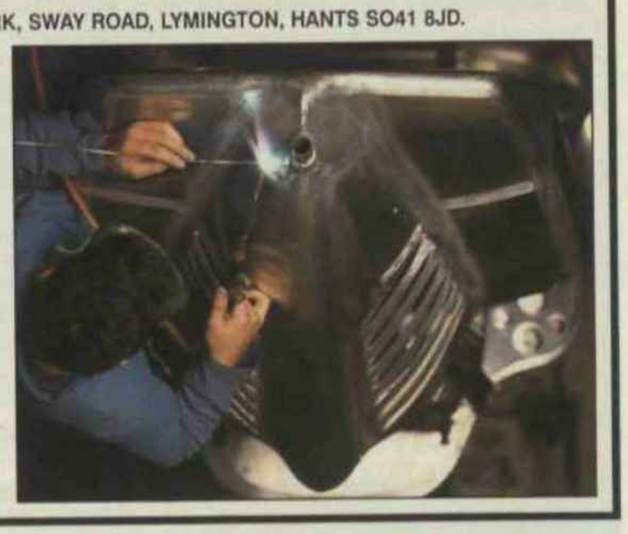


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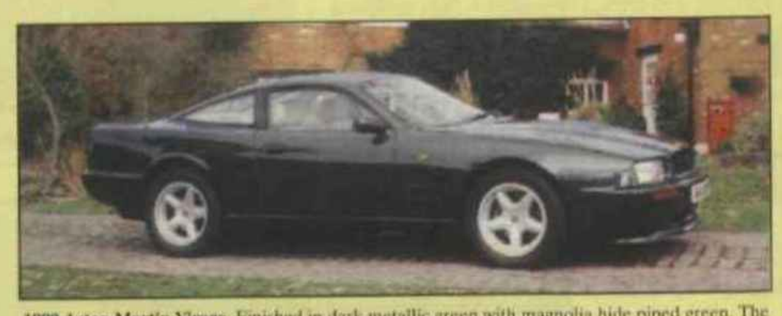
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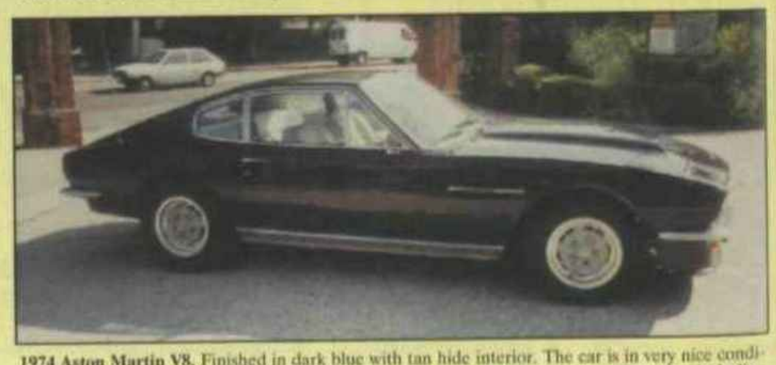
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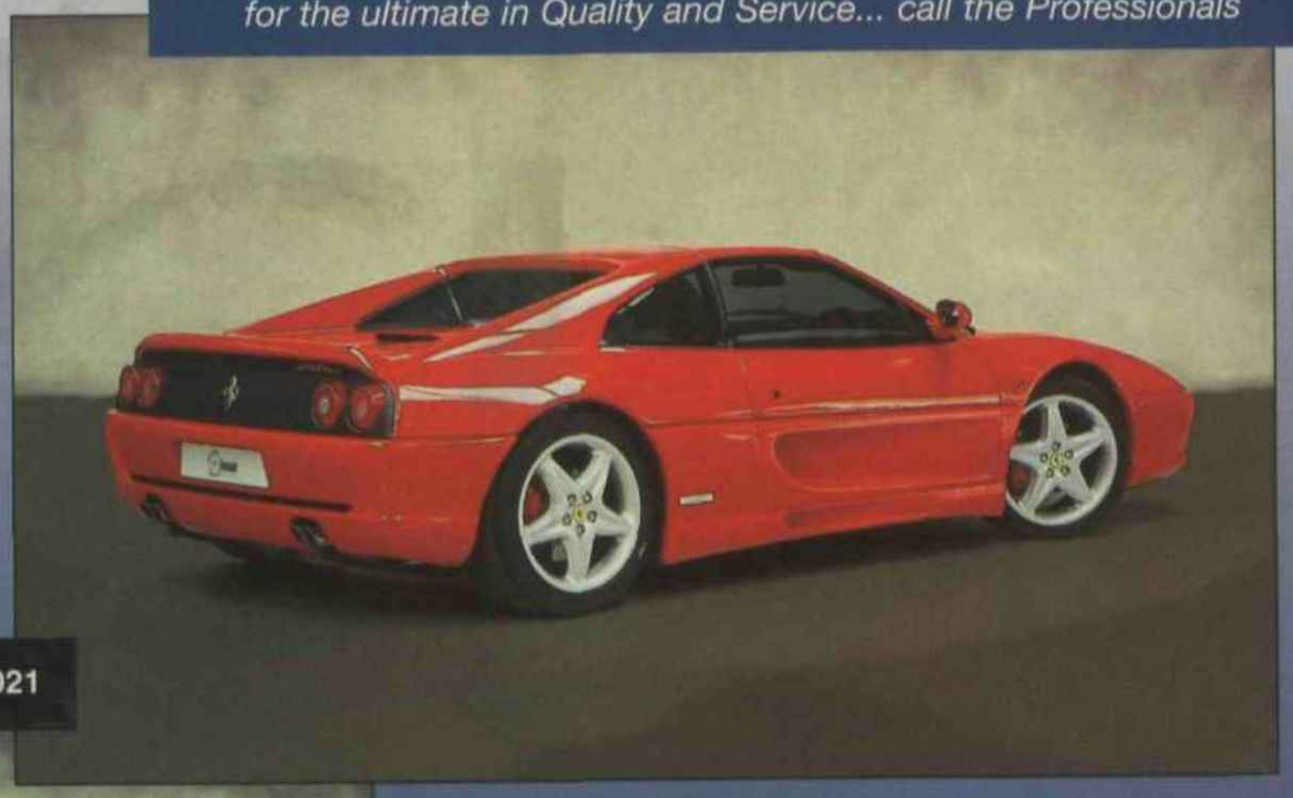
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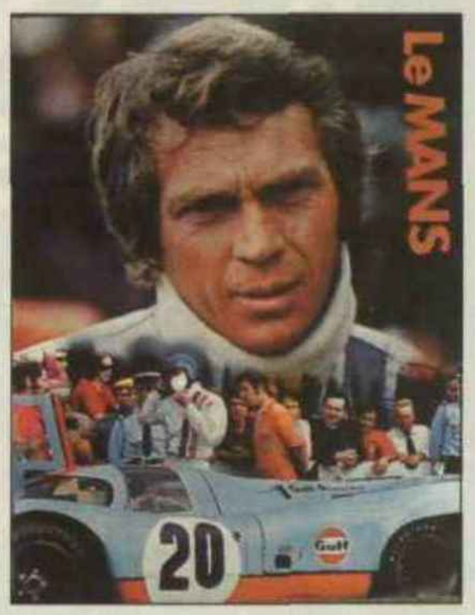
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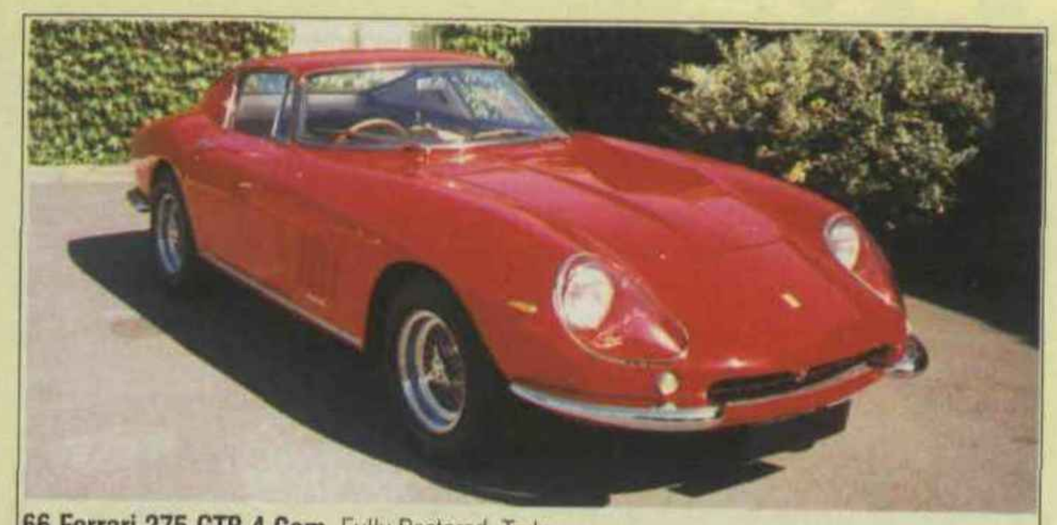
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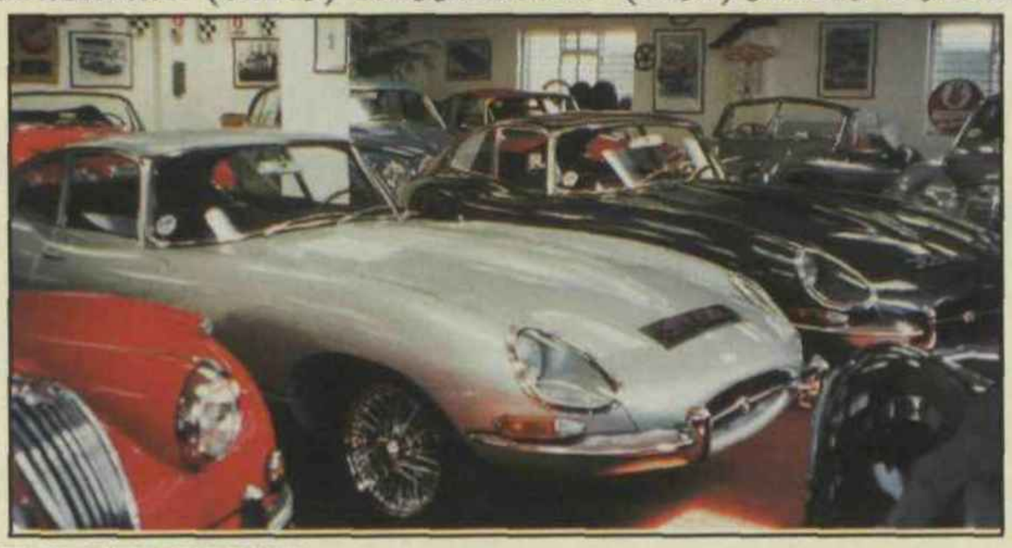
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JAGUAR XJ220, RHD – Royal Blue/Beige hide and carpets, all taxes paid and 99 T registered, 1000 miles only. Wonderful Jaguar supercar, excellent value.

JAGUAR XK 120,ROADSTER, RHD – Red/tan hide & carpets, matching number original right hand drive car. Steel wheels with full rear spats, an excellent car with wonderful patina

JAGUAR XK 120 FIXED HEAD COUPE RHD – Old English White/Grey hide and carpets. 16 inch chromed wire wheels. Full matching numbers, chassis no.8 of right hand drive production. Original fitted luggage. Full history, total chassis *off restored in 1982. An elegant XK with superb patina.*

JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, LHD – Battleship Grey/Red hide and carpets, 16" chromed wire, overdrive gearbox, matching numbers, etc and the subject of a total chassis-off restoration. Originally right hand drive, we can convert back to RHD if you wish. Another magnificent example of the marque, and very rare.

JAGUAR XK140 ROADSTER, RHD – Red/Black hide and carpets, 16" chromed wire wheels. Brilliant chassis off restoration with galvanised chassis, purpose made stainless steel detail fittings etc. J.D. Sport front disc brakes and bucket seats, all of the work carried out to the highest standard. The car has covered only 1,000 miles since, and is absolutely stunning, from any angle.

JAGUAR XK150 'S' ROADSTER 3.8 LITRE RHD – Cream/Red hide and carpets, Black hood, 16" chromed wire wheels. A genuine 3.8 'S' Roadster. One of only 6 built in right hand drive. Original colour specification confirmed by Jaguar *Heritage Trust, subject of a total chassis off restoration 2 years ago. A unique opportunity to own the rarest of all XK* Jaguars.

JAGUAR XK150 'S' DROPHEAD 3.8 LITRE, RHD – British Racing Green/Beige hide and carpets. Black hood, 16" chromed wire wheels, all matching numbers, subject of a total chassis off restoration 8 years ago. We are currently bare metal repainting and fully detailing the car. She will be stunning, available May 99.

JAGUAR XK150 DROPHEAD SE 3.4 LITRE, RHD – Red/Black hide and carpets, Black hood, all matching numbers, 16" chromed wires, original HMV valve radio, etc. Subject of a 5 year total Concours style chassis-off restoration, which was only recently completed. The vehicle is unused and definitely one of the top XK's in Europe. A truly stunning car.

JAGUAR E-TYPE S1 3.8 LITRE FIXED HEAD COUPE, RHD – Opalescent Silver/Red hide and carpets, chromed wire *wheels, matching numbers. Virtually a one owner car that has undergone total restoration to a superb standard, original* factory specification includes 'D' type camshafts and lightened flywheel. A very early production car in stunning condition, ready to drive now.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Grey/Blue hide and carpets, chromed wire wheels, subject of a total restoration 7 years ago to an excellent standard, nicely mellowed and useable NOW.

JAGUAR E-TYPE S2 FIXED HEAD COUPE 4.2 LITRE, RHD – Red/Black hide and carpets, chromed wire wheels, subject of a total restoration 6 years ago and superbly maintained since. An excellent example of the marque.

JAGUAR E-TYPE S3 FIXED HEAD COUPE, RHD, MANUAL – *Red/Beige hide and carpets, chromed wire wheels etc.* A well restored car, we have fully detailed the engine bay to Concours style finish. The paint work is superb, the interior is new, and the car is ready to be used and enjoyed.

JAGUAR MARK 1 3.4 LITRE SALOON S.E MANUAL WITH OVERDRIVE – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, full matching numbers, total J.D Classics restoration completed 2 years ago only 2000 miles since specification includes, fully lightened and balanced fast road engine, close ratio gearbox, J.D Sport stainless steel handmade exhaust mainfold and system, J.D. Sport rack and pinnion power steering ect amny fittings specially made in spared restoration. UNIQUE.

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JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Cotswold Blue/Dark Blue hide and carpets, all correct matching numbers and specification, competition chromed wires, 205 Avons, many period 'Coombs' features etc. This car is original, superb, and unabused, with only 56k miles from new. Originally supplied with the fullest specification, including 9:1 compression, power steering, 'Reuter' reclining seats, etc, in 1961. Not a restored car, but a Concours original car, and altogether much more difficult to find. Rare and exciting, this car is ideal for the discerning enthusiast.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE, CHASSIS No. 20 – Sherwood Green/Tan hide and carpets, all matching numbers, chromed wire wheels, 33,000 miles from new, toolkit unused. A unique pre-production car in wonderful condition, all original features are intact. This is a 'dream car' for the serious collector/Concours contender.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Silver/Red hide and carpets, all matching numbers. We have fully repainted this wonderful original car, fitted with the following J.D Sport updates: Competition Chrome wire wheels, uprated brakes, full JD Sport handmade exhaust system and fully retrimmed. A *stunning usable example.*

JAGUAR MKII 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Dark Blue/Grey hide and carpets, chromed wire wheels, an excellent original car, recently retrimmed, with J.D. Sport updates, this would make practical daily transport.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – British Racing Green/Green hide and carpets, all matching numbers, etc. Rebuilt by ourselves to J.D. Sport specification, including fast road engine, unleaded big *valve head, gas flowed, polished and ported, lightened and balanced, electronic ignition, quick-shift all syncromesh* gearbox with overdrive, competition chromed wire wheels, modified brakes and sports suspension, 2 ¼" stainless steel competition manifolds and exhaust system, etc. Fully retrimmed, including J.D. Sport front seats, and matching *inertia reel seat belts to front and rear seats.A real driver's car, to wake up your neighbours !*

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Green hide and carpets, matching numbers, competition chromed wire wheels, J.D Sports stage 1 fast road engine, all syncromesh gearbox, J.D. Sports hand mande stainless steel exhaust manifold and system, uprated brakes fully retrimmed. An excellent useable example.

JAGUAR MARK II *340* SALOON, MANUAL – *Opalescent Dark Green/Red interior, chromed wire wheels, all* matching numbers, etc. Fully restored to a very high standard, with an excellent body, new woodwork, carpets etc, this model is rare, and very usable. Excellent value for money.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Dark Blue/Grey hide and carpets, chromed wire wheels, all matching numbers, recommisioned 2 years ago after being stored for over 20 years, a very sound useable example.

JAGUAR S-TYPE 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – British Racing Green/Red hide and carpets, chromed wire wheels, one owner and 40,000 miles from new, original sales invoice and all documentation, *totally original unique condition.*

JAGUAR XJ6 SERIES 1, 4.2 LITRE SALOON, MANUAL WITH OVERDRIVE – Sable/Beige hide and carpets, all correct specification and matching numbers. Only two owners and 17,000 miles from new. Totally original, with the exception of the new tyres and a stainless steel exhaust just fitted by ourselves. This is the exceptionally rare, manual model, in superb condition throughout.

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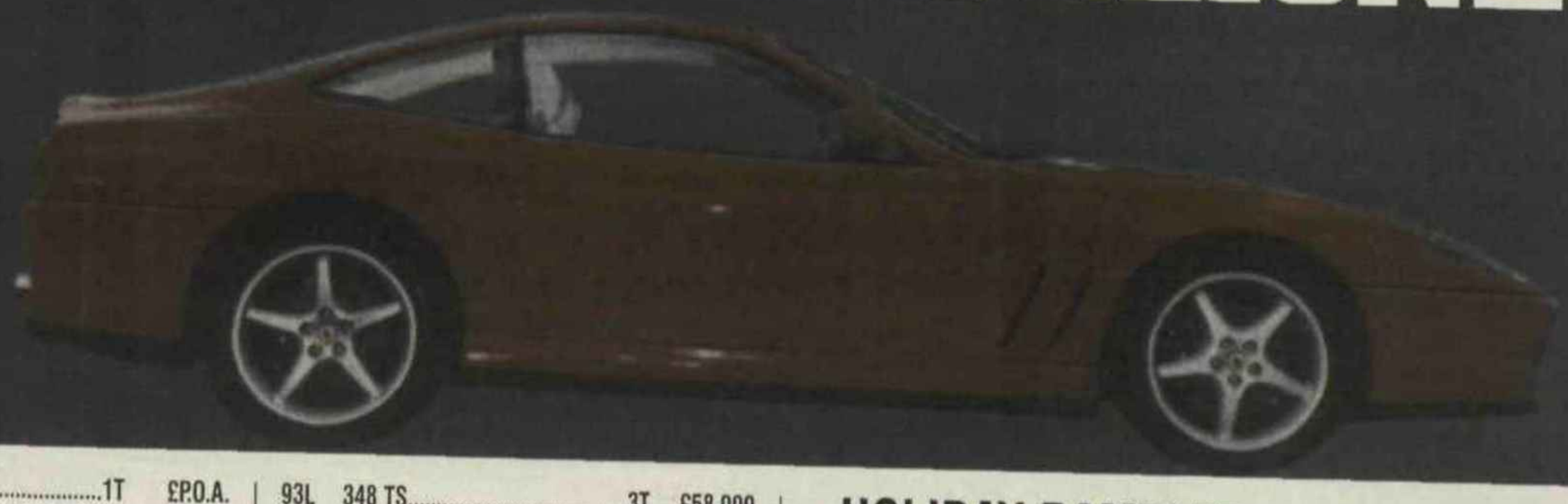
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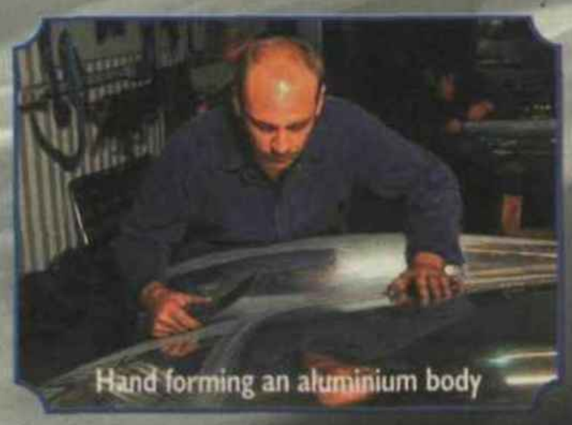

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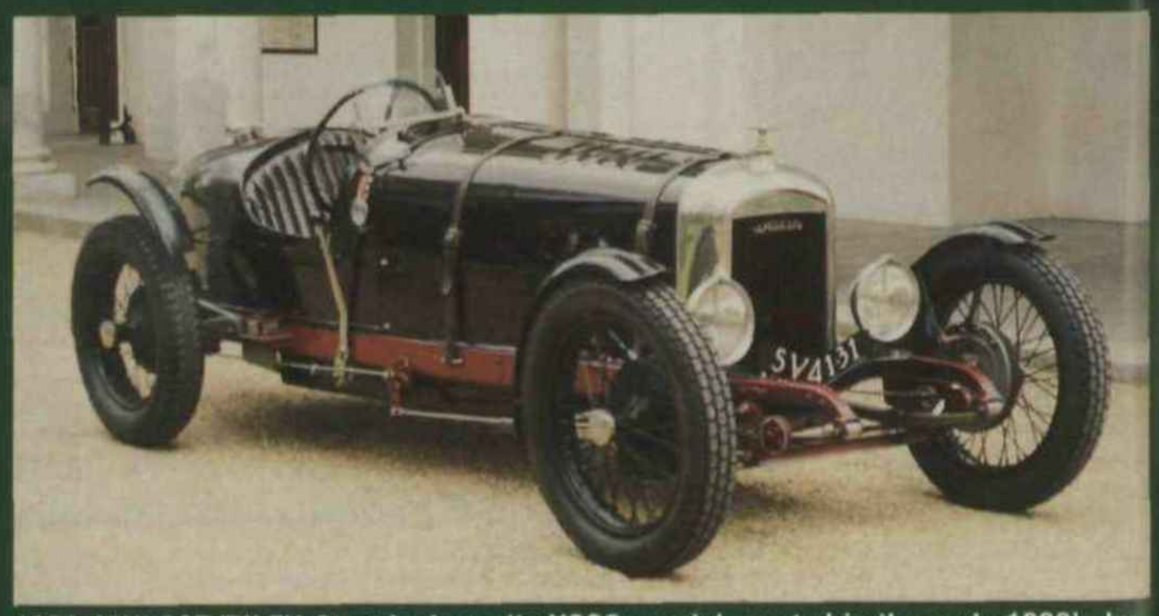
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1971 ASTON MARTIN DB6 MKII VANTAGE SALOON. Dubonnet Rosso with beige hide.
1986 ASTON MARTIN ZAGATO VOLANTE. Fiesta red with magnolia hide.
1931 W.O. BENTLEY 8 LITRE SPORTS SALOON by VANDEN PLAS. Chassis no. YF5017.
1936 BENTLEY 4.25 LITRE TOURER by VDP. Green with green hide.
1950 BENTLEY MKVI by FREESTONE & WEBB. Shell grey over Tudor grey.
1955 BENTLEY S1 DROPHEAD CONTINENTAL COUPE by PARK WAR. Dawn blue with magnolia hide. Power steering and power hood. 1957.
BENTLEY S1 CONTINENTAL 2 DOOR COUPE by PARK WARD. Silver over brown with dark brown hide.
1961 BENTLEY S2 CONTINENTAL 2 DOOR COUPE by MULLINER. Two tone green with maroon hide.
1955 BRISTOL 404 COUPE. British Racing Green with black hide. Choice of two.
1965 FERRARI 275 GTB. Chassis no. 07699.
1974 FERRARI DINO 246GT. Red with tan hide. Ex FOC National Concours class winner.
1974 FERRARI 246GT DINO. Red with tan hide. Recent engine rebuild.
1951 JAGUAR MKV CONVERTIBLE. Silver with grey hide.
1957 JAGUAR XK140 ROADSTER. ORIGINAL RHD. BRG with tan hide.
1961 JAGUAR D TYPE REPLICA by WINGFIELD.
1958 MERCEDES 220S SALOON LHD. Cream with red hide.
1935 MG PA. British Racing Green with tan hide.
1935 MG PB. Finished in polished aluminium. Supercharged. Owned by one family from new.
1930 ROLLS ROYCE P11 SEDANCE de VILLE by WINDOVERS. Black with polished aluminium bonnet.
1949 ROLLS ROYCE SILVER WRAITH CABRIOLET by HOOPER. Chassis no. WCB6.
1958 TRIUMPH TR3. Beige with red hard top and red trim.

Price and further details of the above mentioned cars and a list of our full inventory available on request. Hours of business: 9.30am-6.30pm Monday-Friday. At all other times by appointment only. Alway available on 0171 720 0054

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Dear Bernie (Allery that is!),

As you know, I have always fancied a go in these 1950's things but, when 250Fs were £500, I only had £50!

I have managed to buy – something I am convinced is an absolutely "knockout" car – Stirling Moss's 1953 Cooper Alta.

Fortunately for me, the car was never a success in its day, if it was, it would not have sat in a museum for most of its life, waiting for me to buy it!

Sadly, the engine is lacking a few internals, so we are looking for Alta engine parts plus, spare gearbox and information on the original disc brakes. With all this in mind, I am convinced that I am never going to finish all my other projects so, this month, on top of all the usual sale cars being offered, we have decided to sell a few precious items.

There is a Bugatti T40, the engine needs putting together but it is a lovely original car with all matching numbers. Also a Bugatti T43, a comprehensive kit of parts for the enthusiast.

Similarly, for anyone contemplating building a T35 or T37, we have many new and original parts available, priced to sell. The more you buy, the cheaper the price.

For the non Bugatti buyer, I have a 1924 Salmson which requires complete restoration, but everything is there or a 1929 Morgan Super Aero, it is the most original Morgan I have ever owned. The car is fully restored, I am struggling to convince myself that I really want to sell it.

I have got my wonderful 12,000 mile Ford Anglia, my NSU Spider and my Mazda Cosmo, I am truly feeling in the "clear out" mood, with the Millenium coming up, there is bound to be some marvellous events to attend in the Cooper Alta.

There is quite a selection in the showroom. They are: T40 – fully restored, a good rally car with all weather equipment; T35B – race car with a BC No; T57 – convertible; T37 – needs finishing.

Well, I must flog on with the restorations, I hope the massage parlour is doing well!

Regards, Ivan.

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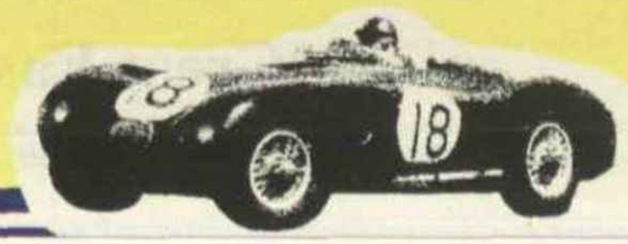


1978 WILLIAMS FW06/02. Chassis No 03. Driven by Alan Jones, fitted with dummy DFV but otherwise complete. A very rare and potentially highly competitive Grand Prix car. This car is in need of complete restoration ... £POA

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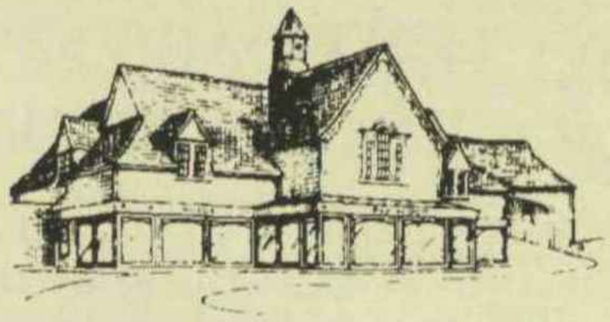
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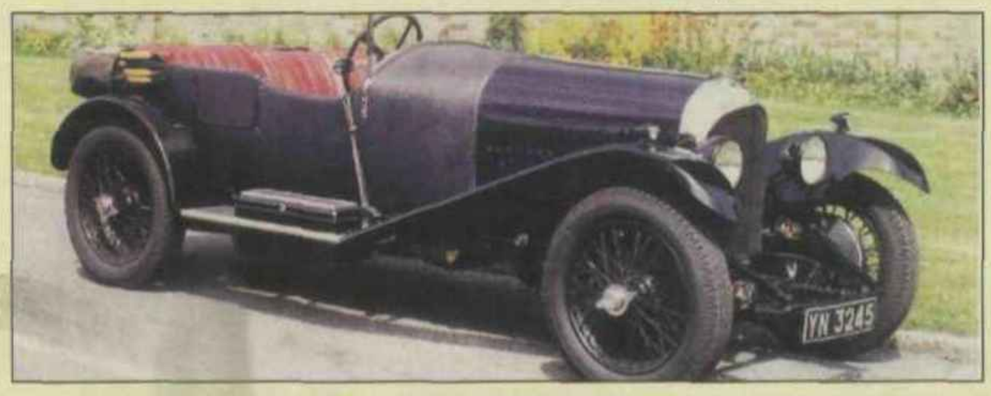
Bentley S1 Continental 1956
Park Ward Drophead Coupé



Bentley S1 Continental 1957
Park Ward Fixed Head Coupé



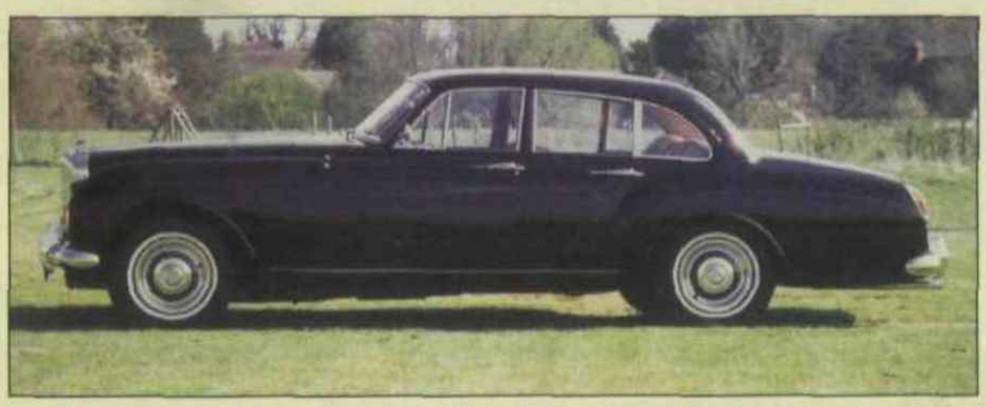
Bentley 4 Litre 1930
Vanden Plas Tourer



Bentley 3 Litre 1926
Vanden Plas Tourer



Bentley S1 Continental 1958
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Bentley S3 Continental 1965
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1997 993 COUPE 2S BLACK 31000 miles
1996 993 CAB BLUE 10000 miles
1995 993 TURBO 4 RED 9000 miles
1995 993 RSR 3.8 BLACK 14000 miles
1995 993 COUPE METALLIC GREY TIP 22000 miles
1995 993 COUPE SILVER 26000 miles
1995 993 CAB MIDNIGHT 26000 miles
1995 993 CAB SILVER 42000 miles
1995 993 CAB BLACK 38000 miles
1994 993 COUPE SILVER 49000 miles
1994 993 COUPE SILVER LHD 27000 miles
1992/3 911 C2 TARGA BLACK 45000 miles
1992 911 C4 COUPE BLUE 60000 miles
1992 911 C2 CAB BLUE 39000 miles
1990/1 911 C2 CAB RED 52000 miles
1991 911 C2 COUPE RED 9100 miles
1989 911 SPORT COUPE SE BLACK 56000 miles
1988 911 SPORT COUPE SE RED 55000 miles
1998 911 SPORT TARGA RED 85000 miles
1988 911 TURBO TARGA BLUE 29000 miles
1986/7 911 SPORT TARGA BLUE 98000 miles
1985 911 SPORT COUPE SILVER 53000 miles
1993 928 GTS AUTO GREY 65000 miles

ferrari

1998 355 F1 GTB RED 1200 miles
1997 355 GTS YELLOW 3000 miles
1997 355 SPIDER LHD RED 12000 miles
1994 348 SPIDER RED 12000 miles
1992 348 ts RED 12000 miles
1990 348 tb RED 11000 miles
1990 MONDIAL CAB 3.4T RED 43000 miles
1988/9 412i BLUE 45000 miles
1986 328 GTS RED 13000 miles
1988 TESTAROSSA RED 13000 miles
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1976 308 GTB FIBREGLASS RED 41000 miles
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1966 330 GT 2+2 MARK II BLUE 57000 miles

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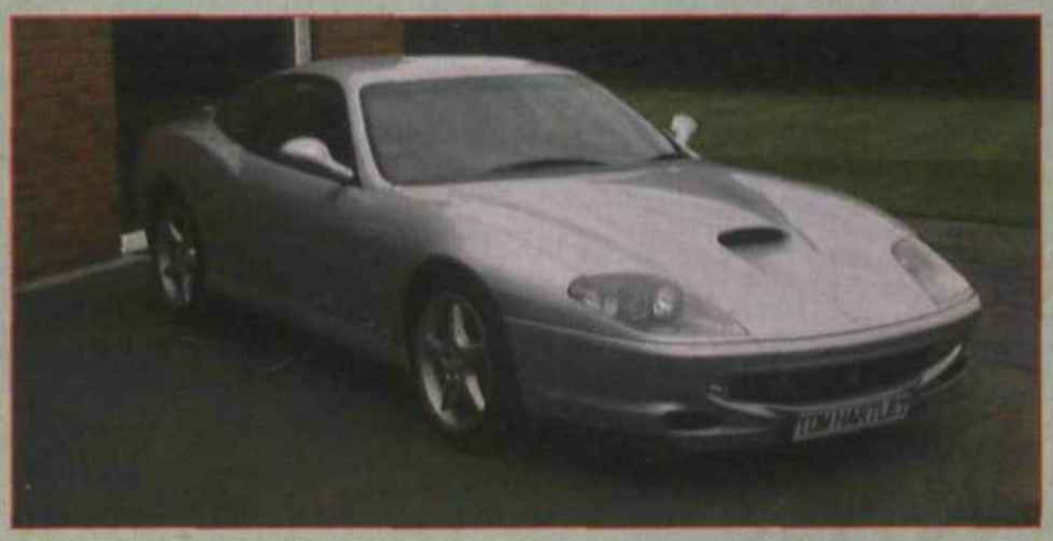
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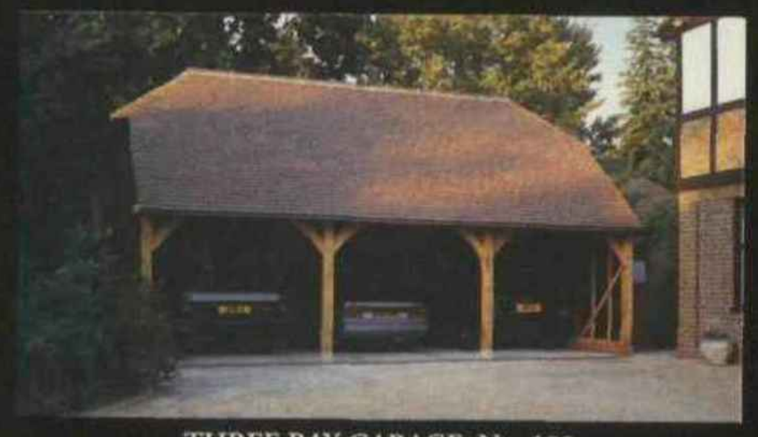
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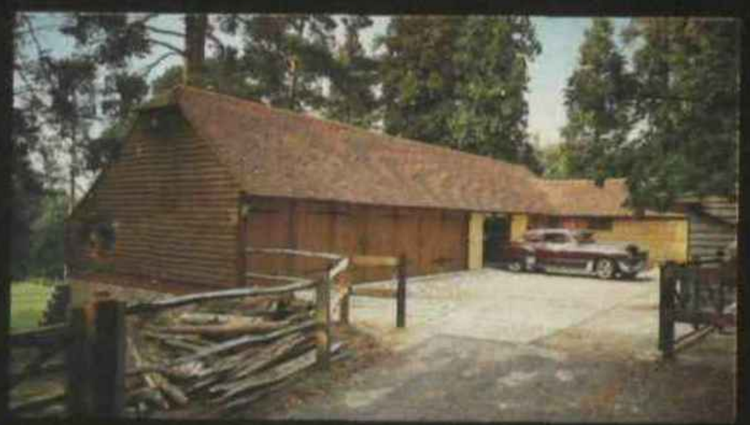
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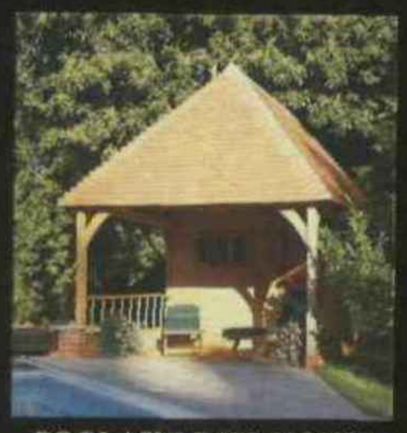
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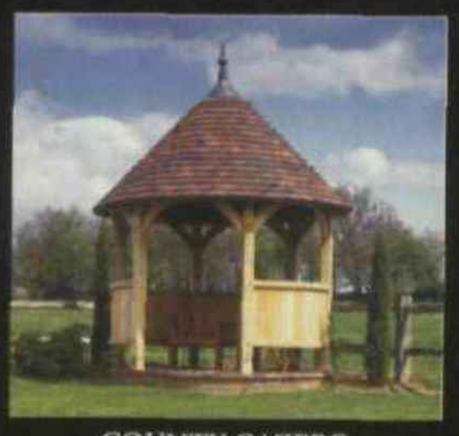
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