

THE ORIGINAL MOTOR RACING MAGAZINE

MOTORSPORT

Founded in 1924



JACKIE STEWART

"CEVERT WASN'T A RAIKKONEN OR A MONTOYA - HE WAS LIKE MICHAEL SCHUMACHER"

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LE MANS
LOVE AFFAIR**

**JOHN SURTEES
FINDING THE NEXT
BRITISH HERO**

**MAX MOSLEY
GRILLED
OVER LUNCH**

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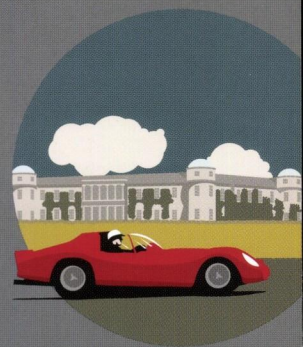
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June 2006. Eighty-third year of publication

contents

Features

Jackie Stewart 28

In our Big Interview, JYS talks to Alan Henry

Mario Andretti 38

American superstar on his nine attempts at Le Mans

Grand Designs 44

Le Mans 1988, with Tony Southgate and Norbert Singer

Villa d'Este 46

The world's finest concours? We visit Italy and find out

Lunch with Max Mosley 50

To those who like watching historic cars racing; please sit down before reading this...

Maserati 4CM 54

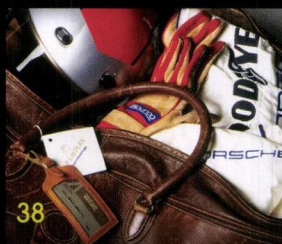
Salivating over the car once run by Scuderia Ambrosiana

Formula Junior 64

Testing cars from one of historic racing's most accessible classes

Photo feature: 1948 70

Looking back on events at Monaco, Berne and Silverstone



38

Pack up your troubles... Andretti's kit bag may yet return to Le Mans

54



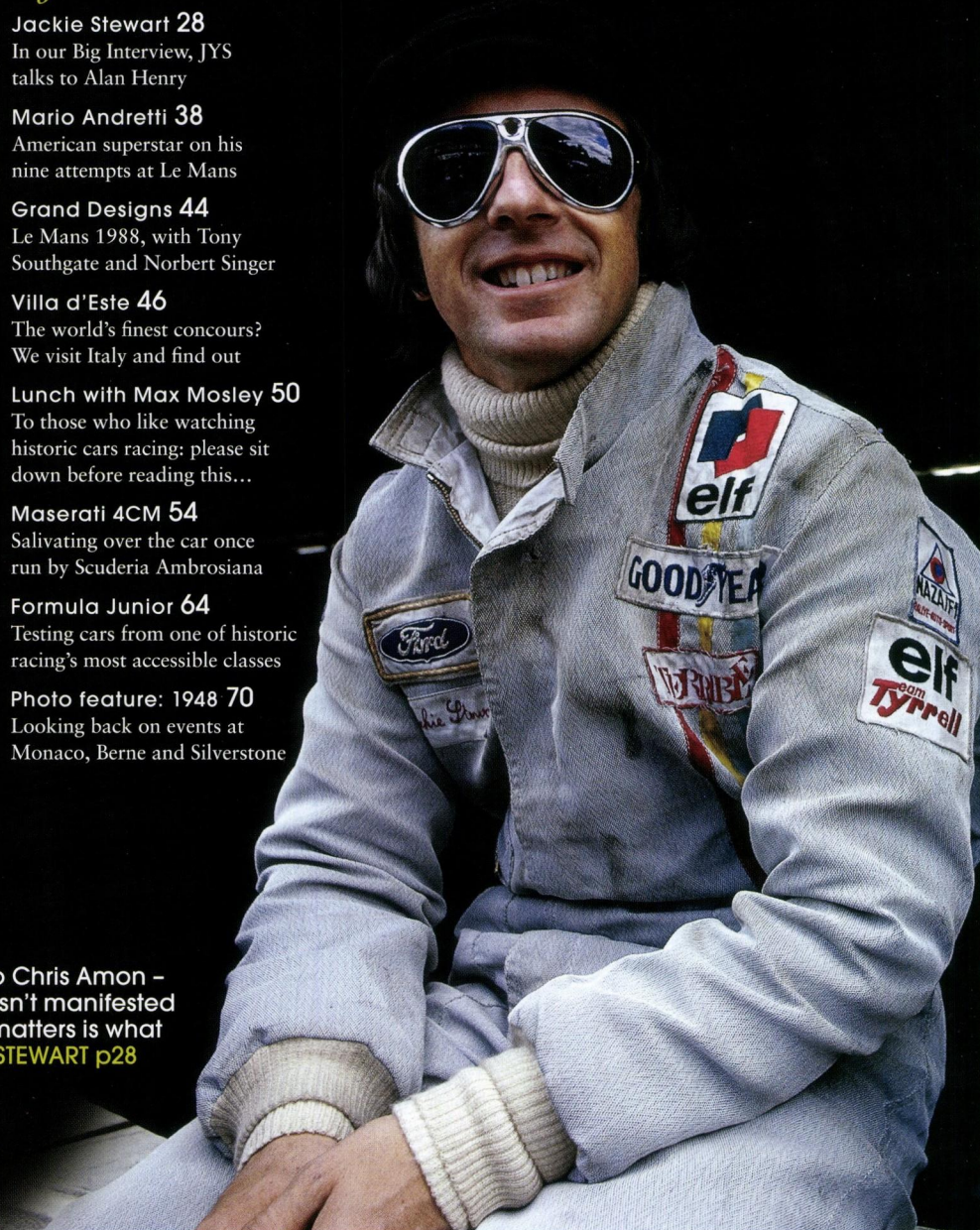
When red looks good: the Maserati 4CM of 'Johnny' Lurani

70



Looking back at the 1948 racing season through LAT's archives

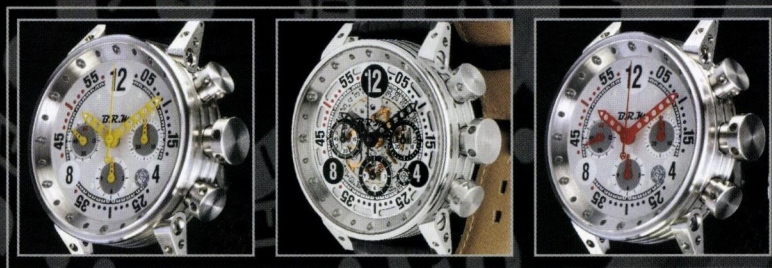
'Jenson Button is similar to Chris Amon - I've seen the skill but it hasn't manifested itself. The only thing that matters is what you've won' > SIR JACKIE STEWART p28



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June 2006. Eighty-third year of publication

contents

Regulars

News/Obits/Auctions 12

Andy Green tries for another Land Speed Record – with a JCB; remembering Shekhar Mehta; Cobra goes for \$1.65 million

Nigel Roebuck 22

Elio de Angelis loved life, but lost his 20 years ago

Guest Column 25

John Surtees on throwing himself back into modern motor racing

Andrew Frankel 26

Ex-editor on the Bugatti Veyron

Targa Florio Centenary 62

Previewing Sicily's retro festival

Busman's Holiday 77

When Ayrton Senna raced a Porsche 956

WB 78

Cheap alternatives to Alfa Romeos from the 1920s

Marcus Pye 83

Celebrating Mallory Park, and trying a 'new' old Chevron B8

Reports 84

VSCC Silverstone, Jim Clark meeting at Hockenheim

Restorer 90

James Watt Automotive

Dealer 92

Gregor Fiskens

In the Hot Seat 108

Rauno Aaltonen

Tail end 111

Reviews, Letters, Parting Shot



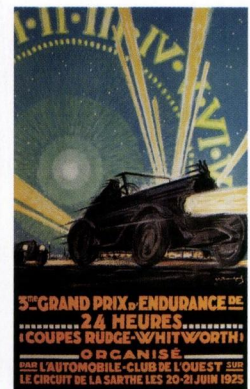
Christian Gläsel wins TGP thriller at Hockenheim

88



90

Read about posters, models and race cars you can buy

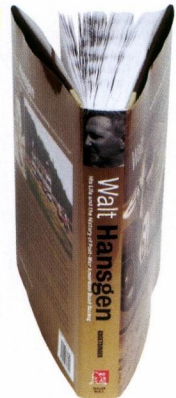


20



Honest reviews on the latest racing-orientated books

111



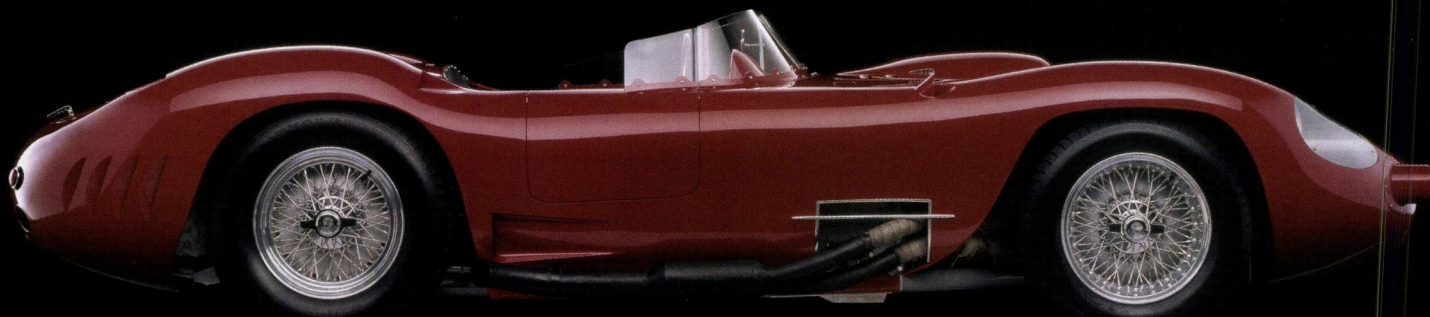
Left: French racing blue abounds as JWA fettle a fleet of Matras

1957 Maserati 450s factory works Mille Miglia car driven by Moss / Jenkinson



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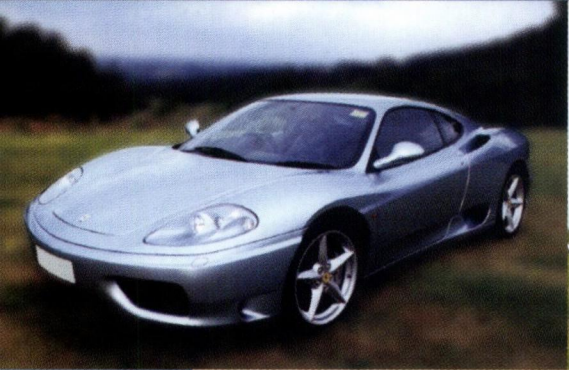
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Editor's Letter



Green issues

Well, here it is. Since late 2004, when the cover of *Motor Sport* was changed from its traditional green to red, it's been pretty frustrating in this office. While many people have been kind enough to tell us that they absolutely love the content of the magazine, it has nearly always been with the postscript that they preferred the green cover.

As it happened, going green was the easy part! We've pulled out all the stops for you on this one, and off the top of my head I can't think of any motorsport magazine to have brought you exclusive articles – in the same issue – with three former World Champions, in this case Jackie Stewart, Mario Andretti and John Surtees. Not content with that, we sent Simon Taylor to Monaco to interview FIA president Max Mosley about his views on historic racing. I'm not giving anything anyway, but we're expecting rather a large postbag...

We hope you enjoy the new look and the innovations to the content that we've introduced. This is a new era for the magazine and we'd be delighted to hear of your comments, either by post or to our e-mail address: editorial@motorsportmagazine.co.uk.

Just one other thing: I've got a pile of red *MotorSport* stickers sitting on my desk. Can anyone give us any suggestions as to what to do with them?...

Marcus Simmons, Editor



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Motor Sport

THE PERFECT PRESCRIPTION

No other magazine can boast such a long and unbroken involvement in covering competitive automotive endeavour as *Motor Sport*. And, 82 years on, you can expect a lot more from the green 'un

Words: Andrew Frankel

In our family it's called 'The Disease' and, unlike any number of minor maladies that could be so described, this one is serious. It takes over your life and is extremely prejudicial to your financial health. There is no known cure and it is virulently contagious. It is called motorsport, and once it's got you there is no point fighting it. It's with you for life.

We all know when we got infected. I was a 12-year-old at the 1978 British Grand Prix at Brands Hatch, standing at

Clearways watching Carlos Reutemann's Ferrari pass Niki Lauda's Brabham in a move so audacious it looked absurd until it succeeded. Perhaps you were standing at the same place as me but in the pouring rain eight years earlier, as Pedro Rodríguez flouted the laws of physics in a Porsche 917. Or maybe you watched Clark, Moss or even Fangio in their pomp. You may now even be in the autumn of your life, but you saw things the rest of us can but dream of.

Or perhaps you're from the younger generation. You might have been smitten by a Group B Lancia or even a Bentley winning Le Mans after a 73-year break. And whatever your age, you may yet feel the thump of your heart as 22 modern F1 cars go piling into the first corner at 190mph. As spectacles go, it remains hard to beat.

In fact it doesn't really matter how you caught the disease, because the only treatment proven to work for all sufferers is in your hands right now. Think of it as therapy and be assured that, whatever strain you have, we can be relied upon to manage your symptoms because that's what we've been doing, month in, month out, for the past 82 years.

When *Motor Sport* was first published it was called the *Brooklands Gazette*, a name that reflected the sad fact that the banked track in Weybridge was our one and only proper motor racing facility, and even that paled beside the likes of the tracks at Spa-Francorchamps, Monza and Le Mans.

But this did not stop the magazine, renamed *Motor Sport*

Motor Sport is to be more proactive in its historic racing reportage and involvement in the driving of significant cars. Frankel is seen here refreshing his memories of classic Alfas at the May Top Hat Donington meeting



Mick Walker

in 1925, from growing in popularity, and in this respect its success followed that of the sport.

By 1936 a new circuit at Donington Park was hosting a grand prix. Not long afterwards a young journalist named Bill Boddy elected not to attend a creditor's meeting from which he stood to gain the most and was rewarded with the editorship by the magazine's then proprietor, Wesley Tee. It was the start of an association that has so far lasted nearly 70 years. He was editor for over half a century, ensuring against all odds that its publication continued unabated during the war years, and taking it to sales success in the '60s and '70s which made it the unrivalled voice of the sport. At the age of 94 he continues to write in every issue and must be a very strong candidate for the longest sustained contribution to any one title by any single individual ever.

But publishing *Motor Sport* was not without its difficulties, particularly during the '80s and '90s, when competition sprang up from all quarters and satellite television links meant enthusiasts didn't have to wait even a few days, let alone several weeks, for their F1 coverage. Starved of investment, *Motor Sport* was unable to compete with its new, younger, better funded and more adaptable opposition and started to wither away and die.

Its survival was only secured when it was sold to Haymarket in 1996 and relaunched the following year as a magazine devoted to the history of motorsport. Not everyone was pleased with the result, but it worked. Back then the choice was change or die and, as its new editor and someone who'd grown up reading his father's bound volumes in lieu of *The Famous Five*, I thought change far preferable to oblivion. I still do.

Over the next few months you should notice that *Motor Sport* becomes rather more active in the way it goes about its business.

Reporting on historic motorsport and telling tales from the history of motorsport lies at our heart but, from now on, we're also going to spend more time actually talking part in this wonderful business.

We'll be bringing you more tests of important historic racers too

And now, a further decade down the road, *Motor Sport* finds itself in new hands once more and with new horizons ahead of it. You will have noticed and, I hope, be pleased with the fact that its cover is green once more.

So what can you expect of *Motor Sport* in the future? Hopefully the simple process of picking up this magazine will have assured you that its quality has taken a leap forward, not simply in presentation and the photography on its pages, but even down to the physical quality of the paper on which it is printed. Motorsport is beautiful to look at and so, therefore, should *Motor Sport*.

Over the next few months you should also notice that *Motor Sport* becomes rather more active in the way it goes about its business. Reporting on historic motorsport and telling tales from the history of motorsport lies at the magazine's very heart but, from now on, we're also going to spend more time actually taking part in this wonderful

business. We'll be bringing you more tests of the most important and interesting historic racers; we'll be taking part in more events, be it racing, rallying or regularity.

We are also going to get closer to the stars who made just as great a contribution to our memories of motorsport as the cars they drove. Hopefully we'll be reuniting them with their old steeds and persuading a few of them to pen some columns, briefed to write whatever they like so long as it's interesting. And if they choose to use the opportunity to ruffle a few feathers or settle some scores, so much the better.

We'll also be dabbling gently with modern road cars once more. We're going to keep it within the confines of a column and be scrupulous about what qualifies for review.

But none of this means *Motor Sport* is going to change beyond all recognition, because we believe the basic formula for the magazine remains right. We'll continue to use the best names in motorsports journalism to write our stories and place even greater emphasis on finding the most evocative photographs, carrying on our close historical link with the LAT Photographic archive. And be secure in knowing that the magazine's most distinguishing features will retain their roles on the magazine.

Indeed our aim is not to create an all-new *Motor Sport*, but instead to simply improve the one that already exists. We also aim to forge closer links with you, the reader. It is our hope that you share not only our passion for the sport, but also for this magazine's incomparable history. Other titles may concern themselves with the history of our sport, but only one has spent a lifetime being part of that history. We are all too aware of that legacy and just how precious it is. It is not something we're about to squander.



A 12-year-old Frankel watched transfixed at the '78 British GP as Carlos Reutemann did battle with Niki Lauda. Whatever got you hooked, *Motor Sport* promises to cover all the bases and tick all the boxes, with the best writers and most evocative photographs

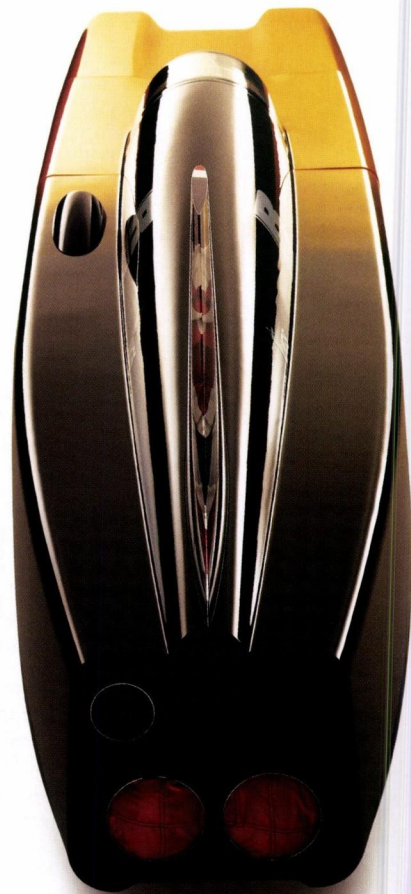
||| News, views & comment |||

Matters of Moment

NEWS



Aerodynamic styling on Dieselmax is by Ron Ayers, who was also responsible for ThrustSSC (below). Andy Green (above) is another member of that team going for the new diesel record



Record breaking JCB BIDS TO TAKE DIESEL MARK UP TO 300MPH

Bamford signs up the world's first supersonic driver, Andy Green

Land Speed Record holder Andy Green will return to the cockpit in August to pilot Britain's latest record contender – for the world's fastest diesel vehicle.

Designed and built by excavator company JCB, 'Dieselmax' aims to smash the present diesel record of 235mph, set in 1973, on its way to 300mph. Sir Anthony Bamford, chairman of JCB, sees the attempt as "a fantastic

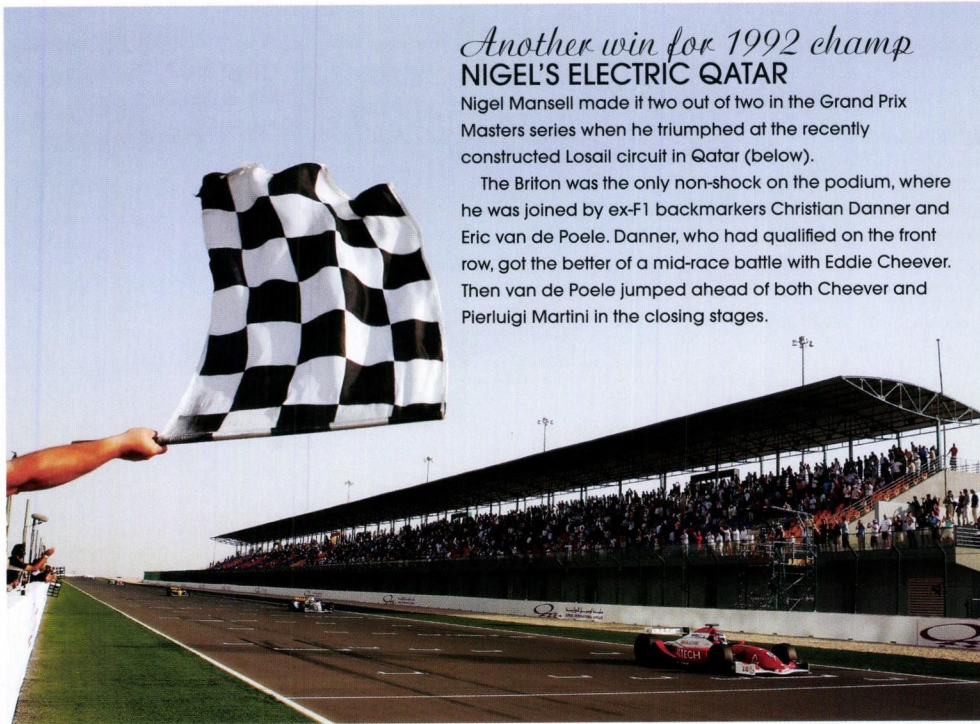
way of showcasing what British engineers can do."

Two years in development, the slender 9m-long steel-framed vehicle packs two 750bhp turbocharged JCB diesel engines, each driving one pair of wheels, with the pilot between them. JCB wants to showcase its own four-cylinder 444 engine, more usually found in its back-hoe loaders but now boosted with two-stage blowers, intercoolers and

water-injection to four times the horsepower and a huge 2212lb ft of torque.

The sleek composite body is shaped by Ron Ayers, aerodynamicist on ThrustSSC, and the tapered nose conceals tanks containing ice for cooling.

After testing at RAF Wittering in England, Dieselmax will have trial runs on Bonneville salt flats from August 12-18, and go for the record a week later.



Another win for 1992 champ NIGEL'S ELECTRIC QATAR

Nigel Mansell made it two out of two in the Grand Prix Masters series when he triumphed at the recently constructed Losail circuit in Qatar (below).

The Briton was the only non-shock on the podium, where he was joined by ex-F1 backmarkers Christian Danner and Eric van de Poele. Danner, who had qualified on the front row, got the better of a mid-race battle with Eddie Cheever. Then van de Poele jumped ahead of both Cheever and Pierluigi Martini in the closing stages.

There's a new BRDC president... HILL GETS THE NOD TO SUCCEED STEWART

Rebels fail in no-confidence motion against the board

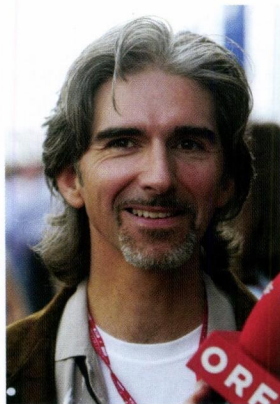
Damon Hill has been chosen to succeed fellow former World Champion Sir Jackie Stewart as the president of the British Racing Drivers' Club.

The 45-year-old (below) was elected at the club's Annual General Meeting, a matter of hours after the failure of a vote of no-confidence in the board at an Extraordinary General Meeting.

Rebels led by ex-Formula One entrant Harry Stiller had pushed the no-confidence move after the board had proposed that property developer St Modwen take over a 125-year lease on the venue. The vote on this was postponed at a meeting in February.

But the defeat of the rebels left the way clear for the vote on Hill, who was nominated by Jackie Oliver and Mike Knight.

At the AGM, Stewart said: "It is my fervent hope that you will give Damon Hill unanimous support to lead the club. I hope this will include the minority who have historically undermined and disrupted the democratically elected board."



MANSELL LURED TO GOODWOOD

Former World Champion and latter-day Grand Prix Masters hero Nigel Mansell has been lined up for this year's Goodwood Festival of Speed.

Mansell will drive up the Sussex hill on July 7-9 in a 1982 Lotus 91 (similar to that in which he finished third at the Brazilian GP, above) and a yet-to-be-nominated Williams F1 racer.

Festival of Speed organiser the Earl of March said: "Nigel is an all-time British hero and a great ambassador for motorsport. I am sure his fans will relish the chance to see him drive his famous old cars and give him a fantastic welcome."

NEWS IN BRIEF

Schumacher's pole record

Michael Schumacher finally broke Ayrton Senna's record for grand prix pole positions at the San Marino GP.

One day after claiming his 66th pole, the German took victory at Imola (pictured).



Green movements

Willie Green will drive the 1925 Vauxhall 30/98 course car at the VSCC meeting at Oulton Park on June 10. It will be his first time on a circuit since his Goodwood crash last year.

Sears catalogue

Two handicap races for pre-66 GT and touring cars will support the World Touring Car Championship round at Brands Hatch on May 20/21. The races will honour double BSCC champion Jack Sears.

Piquet and

Senna on top

As *Motor Sport* went to press, Nelson Piquet Jnr (pictured)



and Bruno Senna (nephew of Ayrton) were leading the GP2 and British F3 championships respectively. Those Brazilian dynasties are looking good.

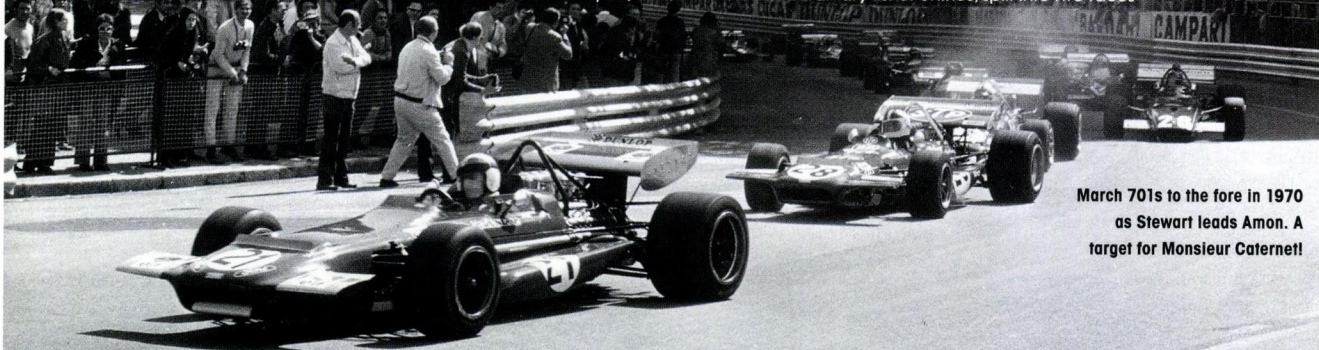
WIN A DAY AT PRESCOTT

Motor Sport is teaming up with the Prescott hillclimb course to offer a free day at the track's driving school on May 24 or June 7. Six runners-up will be given tickets to the Cooper Day hillclimb on July 23. Just answer this question: who was the first man to win a World Championship GP in a Cooper? Send answer to: editorial@motorsportmagazine.co.uk

The biggest 3-litre F1 field ever!

SENSATIONAL 54 CARS FOR MONACO

Looking for just one excuse to attend the Monaco Historic GP on May 20/21? Here's the extraordinary list of entries, split into two races



March 701s to the fore in 1970 as Stewart leads Amon. A target for Monsieur Caternet!

AMON Peter Williams (F101)

BRABHAM Duncan Dayton, Robert Baker (both BT33), Manfredo Rossi di Monterlera (BT42), Hubertus Bahlsen (BT45B)

BRM Brad Krause (P126), Robs Lamplough (P133), Rick Hall (P180), Jacques Nicolet (P201)

COOPER Massimo Comelli (T86B), Ron Maydon (T86C)

ENSIGN Jean-Pierre Richelmi (N175)

FERRARI Jean Guikas (312B3), Walter Burani, Giancarlo Casoli (both 312T), Chris MacAllister (312T2), John Bosch (312T3)

HESKETH Graham Willcox (308C)

LOTUS Katsuaki Kubota (49B), Alistair Morrison, Christophe d'Ansembourg (both 72), Keiichi Murakami (72D), Jean-Louis Duret (76), Christopher Locke, Nico Bindels (both 77)

MARCH Christophe Caternet (701),

Mike Wrigley (711), David Brown (721), Rodrigo Gallego, Peter Dunn (both 761)

MATRA David Coplewe (MS120B), Yves Saguato (MS120C)

McLAREN Andrea Burani (M19A), Lorina McLaughlin, Joaquín Folch, Steve Earle (all M23), Frank Lyons (M26)

PENSKÉ Frank Sytner, Paul Edwards (both PC3)

SHADOW Scotty Taylor (DN3), Othmar

von Diemar, Danny Baker (both DN5)

SURTEES Judy Lyons (TS9), James Hanson (TS9B), Chris Perkins (TS16), Mauro Serra (TS19)

TECNO Giuseppe Bianchini (PA123)

TYRRELL John Delane (001), Ryan Delane (006), Martin Stretton, Mauro Pane (both P34), Andrea Bahlsen (008)

WILLIAMS Andrew Wareing (FW06)

WOLF Peter Wuensch (WR1)



EX-RINDT COOPER IS BACK ON TRACK

The ex-Jochen Rindt Cooper T86B has been superbly restored by McDonald Race Engineering for Ben Liebert and ran for the first time at Donington recently (above).

After being raced by Rindt and Jacky Ickx for the factory, the Maserati-engined car was raced to seventh place by Vic Elford at Monaco in 1969 for Antique Automobiles. Now Liebert aims to campaign the car with Grand Prix Masters this season.

Commemoration race at Silverstone

HSCC CELEBRATES ITS 40TH BIRTHDAY

Neil Corner's Griffiths Formula win in a D-type to be honoured

The 40th anniversary of the Historic Sports Car Club will be celebrated during a two-day race meeting at Silverstone on May 20/21. To mark the occasion, an invitation race for the type of cars that contested the opening race in the club's history will be run.

The HSCC was formed from a pilot race at Castle Combe in 1966 for original specification sportscars from the 1950s. The idea came from racing photographer Guy Griffiths. The 'Griffiths Formula' race at Castle Combe was won by the Jaguar D-type of Neil Corner (left), after whom the race will be named.



"The BRDC has kindly made the clubhouse available to us and the winners will come straight off the circuit at the Brooklands bend to be toasted by members," said HSCC chairman Chris Sharples.



WRIGLEY SPEARS MINT MARCH 711

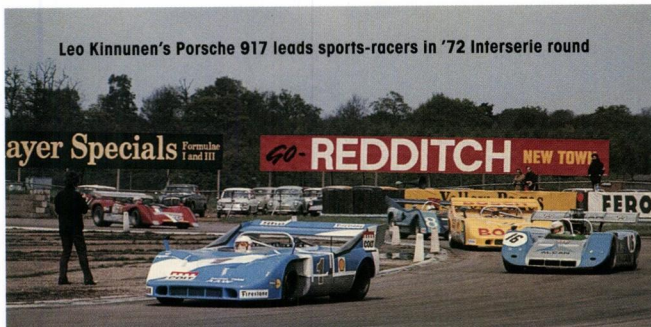
Mike Wrigley has acquired an ex-Ronnie Peterson March 711 (similar to above) and will race the car at the Monaco Historic GP meeting.

The car was previously owned by Martin Carter and has not raced since Monaco in 2004. Wrigley, who has raced extensively in F1 cars, is concentrating on GP Masters races in 2006 and has entrusted preparation of his cars to Jim Simkin, operating from a new base in Ashbourne, Derbyshire.

Power to exceed the F1 grid...

HSCC GETS RACE AT BRITISH GRAND PRIX

Sports-racers and GTs to entertain the masses at Silverstone



Leo Kinnunen's Porsche 917 leads sports-racers in '72 Interserie round

Pre-74 Sports Racing and GT cars will feature at the British Grand Prix meeting at Silverstone after agreement was reached for the Historic Sports Car Club to organise a non-championship support race to British motorsport's flagship event on June 9-11.

The emphasis will be on larger capacity cars and a full grid of more than 40 cars is expected, with Ford GT40s, Chevrons and Lola T70s all likely to be racing. Already intending to enter is Jon Minshaw, with the ex-Denny Hulme Lola T70 spider in which Colin Blower won the support race at the 2004 British GP.

BRANDS REVIVAL FOR 1-LITRE F2

A race to recall an often-overlooked era of F2 history is being arranged for the Brands Hatch GP circuit on June 3/4.

The race, organised by the Formula Junior Historic Racing Association, will be primarily for the 1-litre F2 cars from 1964-66 (below, at Brands). A number of cars are eligible, though not all are race-ready. Paul Busby has a Cooper-BRM T82, Lotuses are owned by Kevin Whittle and John Arnold, and David Crowther has a Brabham BT18.



MORE MILES FOR MILES ELAN 26R

The Willment Racing Lotus Elan 26R raced by John Miles in 1966 competed for the first time in Europe for over 30 years when new owner Pat Thomas contested the opening Heritage GT round of the season at Oulton Park (above).

The car, which won 15 races in 1966, had spent much of its life in the US before Lotus expert Thomas acquired it last September.

"We bought it with a rod out of the side of the engine," said Thomas. "All my life I've wanted a proper 26R," he added.

DIARY WHAT'S ON THIS MONTH

Motor Sport's choice...

MAY 20/21 MONTE CARLO (MC)

Monaco Historic GP

www.acm.mc

MAY 20/21 SILVERSTONE

HSCC 40th anniversary

Tickets: £12

Tel: 01327 857271;

www.silverstone-circuit.co.uk

MAY 27/28 PAU (F)

Grand Prix de Historique (pictured)

www.grandprixhistorique.com

MAY 31-JUNE 4 SICILY (I)

Targa Florio Centenary

www.100annitargafiorio.it

JUNE 3/4 BRANDS HATCH

HSCC race meeting including Group

C/GTP and Orwell Supersports

Tickets: £12 Tel: 01474 872331;

www.motorsportvision.co.uk

JUNE 24/25 NURBURGRING (D)

DAMC Oldtimer Festival, including

European F2, Orwell Supersports

and Group C/GTP

www.nuerburgring.de

All the sport this month...

May 21 Mallory Park

50th anniversary meeting,

including Formula Junior

and pre-60 Saloons

Tickets: £12

www.mallorypark.co.uk

May 21 Cadwell Park

Vintage Sports Car

Club race meeting

Ticket: £12. Tel: 01474 872331;

www.motorsportvision.co.uk

May 20-25 San Remo (I)

San Remo Rally Classic

www.sanremorally.it

May 27/28 Brands Hatch

BARC Classic Festival

Tickets: £12. Tel: 01474 872331;

www.motorsportvision.co.uk

June 3 Llandrindod Wells

Severn Valley Stages, round

four of the British Historic

Rally Championship

www.severnvalleyinternational.co.uk

June 3 Harewood

Vintage Sports Car Club hillclimb



Tickets: £8. Tel: 01608 644777;

www.vsc.co.uk

June 10 Oulton Park

Vintage Sports Car Club

race meeting

Tickets: £12. Tel: 01474 872331;

www.motorsportvision.co.uk

June 10/11 Silverstone

Pre '74 sportscar race

at British Grand Prix

Admission: £99

Contact: 01327 857271;

www.silverstone-circuit.co.uk

June 16/17 Le Mans (F)

Le Mans Legends classic

sportscar races

www.motoringlegends.com

June 16-18 Misano (I)

Late change of venue for round three

of the TGP Championship

www.tgpf1.com

June 17/18 Croft

HSCC race meeting

Tickets: £10. Tel: 01325 721815

www.croftcircuit.co.uk

June 17-20 Modena (I)

Modena Cento Ore Classic

www.modenacentooreclassic.it

June 24/25 Dijon (F)

Grand Prix de l'Age d'Or meeting,

featuring HGPCA, Grand Prix

Masters, World Sportscar Masters

and Formula Junior

www.themastersseries.com

June 24/25 Mid Wales

Mid Wales Stages, round five of the

British Historic Rally Championship.

www.newtown-mc.co.uk

June 24/25 Loton Park

VSCC hillclimb

Tickets: £10 Tel: 01608 644777;

www.vsc.co.uk

Matters of Moment

OBITUARIES

Shekhar Mehta...1945-2006

John Davenport pays tribute to an East African hero who was first a Safari-winning legend, then a consummate politician

The king of the Safari Rally died in a London hospital in mid-April. Five times winner of that event, his active career came to a halt with a major accident on the Pharaohs Rally in October 1987 while leading in a Peugeot 205 T16 Grand Raid. The injuries caused and an associated infection were instrumental in his death so many years later.

Born in Uganda, it was there in 1966 that he had his first motorsport experiences with a BMW 2000. He got his first factory drive, with Datsun, for 1971 and won the Safari for the first time two years later.

After a spell with Lancia, he returned to Datsun and, after three successive retirements on

the Safari, won the event four times on the trot (1979-82).

He did the Acropolis Rally a total of eight times, each time finishing in the top 10. He was second for Datsun in Argentina in 1981 and, in a one-off Audi drive, came fourth there in '83.

For 1986, Jean Todt recruited Mehta to head up Peugeot's Safari testing and on the event he finished eighth in a 205 T16. With Group B effectively dead for '87, he did a string of WRC events for Nissan in a 200SX, taking a best result of second on the Ivory Coast Rally. At the same time he had a rally-raids arrangement with Peugeot and the Pharaohs was one of those.

Once Mehta was back in circulation, FIA president Max

Mosley lost no time in getting him onto the Cross-Country Commission. He became president of the Rallies Commission in 1997 at a difficult time for the WRC, but Mehta was adept at guiding matters in his gentle, humorous way. In 2000 he became president of the new WRC Commission and held that post until the beginning of last year, when Jacques Regis took over. With Regis's retirement at the beginning of this year, Mehta was called up to take the post again. He had held it for a matter of weeks before the effects of the 1987 accident finally caught up with him.

He is survived by his wife, Yvonne, so often his co-driver, and his son Vijay.

Geoff Goddard

The producer of some of the most iconic racing images died in April. Famed for his work on the Targa Florio and other 'classic' tracks, he was one of the top photographers of the 1950s-70s and captured that era beautifully.

John Jordan

This former Ford GT40 and McLaren sportscar racer has died, aged 85. As a team owner, he ran the short-lived Jordan-BRM F1 project and owned a Lola T332 F5000 car, raced with success by Tony Trimmer. He was also the man behind Jordan's cereal.

'As president of the Rallies Commission he was adept at guiding matters in a gentle, humorous way'



He went on to massive success for Datsun, but Mehta crashed 240Z in style on 1973 Moroccan Rally

Micklein

ARTCURIAL

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F1 WILLIAMS RENAULT FW15C #005

World Champion 1993 Pilots and Manufacturers. This car Brought to Alain PROST his historic 4th World Champion Title and his 51th and last Grand Prix Victory at Hockenheim and Raced 7 Grand Prix, finished 3 times in 2nd position, 5 pole position and 3 best laps. A stunning F1 ready to race.

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Monday 12 June 2006 at 8 pm

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Matters of Moment

ON SALE THIS MONTH

Modern classics... Retro is the new luxury

All the stuff you want and all the stuff you'll need. Motor Sport rounds up the latest motoring-related must-haves

As post-modernism irrevocably heads towards post-post-modernism, retro has become the design language of a generation. As a magazine that looks to the future as well as the past, *Motor Sport* is this month celebrating the latest modern motoring-related items that offer nostalgic twists on established design principles.

1 BENTLEY CONTINENTAL GTC

Price (estimated): £135,000

Announced at April's New York Motor Show, Bentley's new GTC is a convertible variation of the successful VW Phaeton-based Continental coupé. Powered by the same 552bhp 6-litre W12 engine as its fixed-lid brother, the new car is capable of 193mph. Bentley's back-room boffins are especially proud of the electro-hydraulic soft top with its heated glass rear screen. It apparently folds down in just 15sec and can be lowered on the move at speeds up to 20mph. UK deliveries are due to start at the end of 2006.

2 DUNHILL NAPPA GLOVES

Price: from £95

If they're good enough for triple F1 World Champion Sir Jackie Stewart (see cover), they're good enough for us. These gorgeous Motorities driving gloves are made of Ethiopian sheepskin and are available in varying sizes and a range of colours.

3 TAG HEUER MONACO VINTAGE

Price: £2400

To celebrate what would be Steve McQueen's 75th year, TAG Heuer has launched the Monaco Vintage Limited Edition timepiece, as worn by the late actor in his ode to racing, *Le Mans*. Just 4000 of these automatic chronographs will be made. **M**



'A good watch is essential to a long-distance racer. Many times I have had to record my laps while driving rather than rely on pit-boards'

COYS

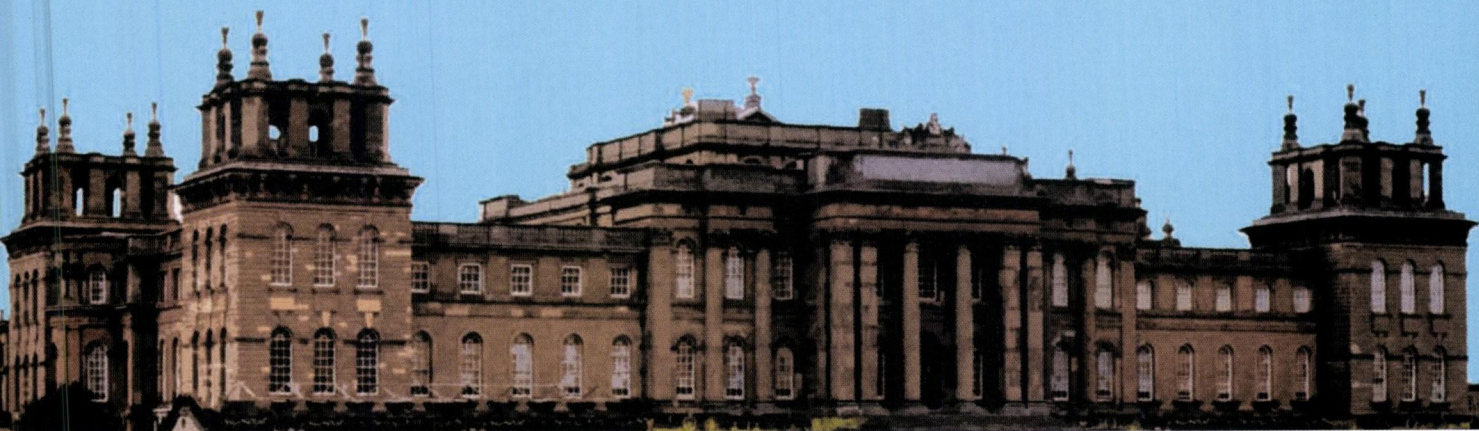
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Saturday 24th June 2006

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Matters of Moment

AUCTIONS

This month's lots... **Cars are definitely the stars**

Le Mans posters, Aston Martin grand prix cars and Group 5 BMW DRM cars - all the stuff we love

Despite the doom-mongers' predictions that the global historic car market is heading for a tumble, prices continue to head northwards, especially in the US. Prices of cars with corroborated Stateside racing history, such as the Cobra pictured below, have recently gone stratospheric. Here's a selection of some of the most desirable racers and related memorabilia to be auction-bound over the coming months.



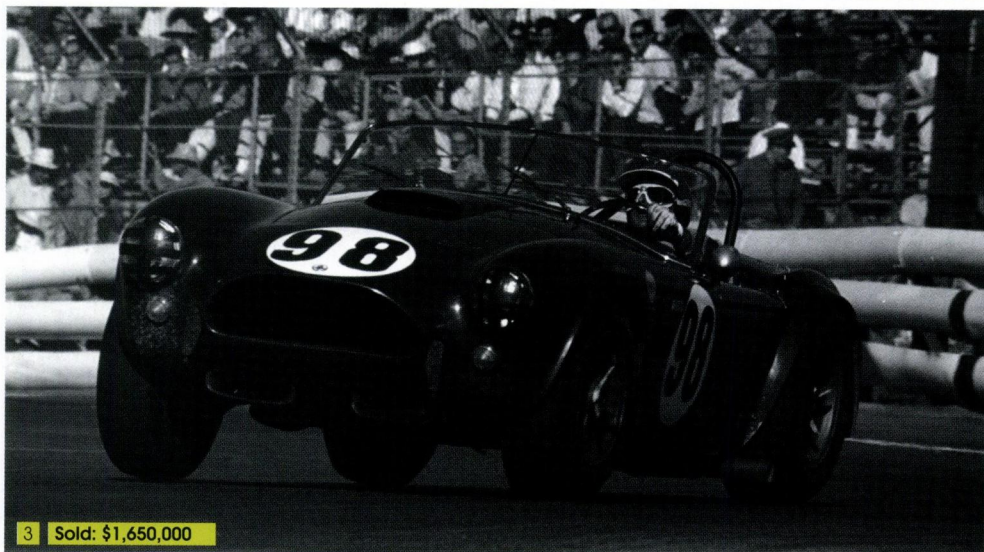
1 MGB 1965 LE MANS MODEL
Price guide / £140-£180
Custom-made Hopkirk/Hedges MGB replica, 1/43rd scale. Offered at Transport Collector Auctions' June sale.
TCA: 01460 55955

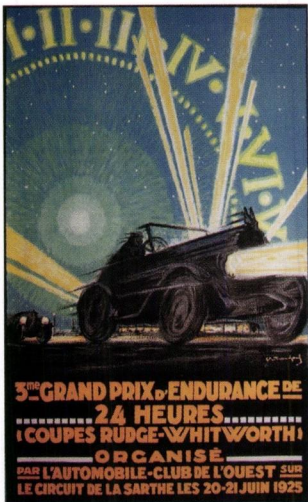
2 ASTON MARTIN GP RACER
Price guide / no estimate
As we close for press, Coys is auctioning this significant 1.5-litre Aston at the Donington Grand Prix Collection. Sold new to Captain George Eyston, who scored a win with it at the 1925 Whitsun meeting at Brooklands.
Coys: 020 7584 7444

3 EX-WORKS SHELBY COBRA 289
Sold by RM for \$1,650,000
Star of RM Amelia Island sale in March was this Shelby Cobra 289 used in the latter half of 1963 by Bob Bondurant and Lew Spencer. In '64 it was driven by Ed Leslie to SCCA A-Production honours.

4 BMW 320i GROUP 5
Price guide / £45-55,000
This 700bhp (ex-Winkelhock) Schnitzer-built BMW 320i was raced to third in '79 DRM series.
Coys: 020 7584 7444

5 MG BROCHURES/AUTOMOBILIA
Price guide / £20-£100 (each)
Collection of T-series and earlier sales literature.
TCA: 01460 55955





6



8



6 LE MANS POSTERS

Price guide / €25,000-30,000

These fabulous – and original – Le Mans posters are to be offered as one lot at Bonhams' Monaco sale. Representing 1923-25, each is mounted on linen backing, and is said to be in good condition.

Bonhams: 020 7468 5801

7 FERRARI 250GT LUSSO

Price guide / no estimate

In the same sale is one of three Lussos made for racing. Chassis 4965GT was campaigned in the '65 Targa Florio (Robert Blouin/Jean-Claude Sauer), where it didn't feature in the final results.

8 MG-LOLA LE MANS 2002

Price guide / £170-220

TCA is also offering this unique MG-Lola Le Mans diorama at its Silverstone sale. The factory cars are accurately modelled. Same too for the buxom pit bunny and lecherous photographer. **M**

DIARY

May 20 2006

Lotus F1 cars, pre-war Maseratis and more are promised at Bonhams' 'Les Grandes Marques à Monaco' sale.

May 24 2006

H&H returns to Syon Park, London where a Cooper T51 and Merc 500K are on offer.

May 28 2006

Bonhams' 'Best of British' sale at the Heritage Motor Centre, Gaydon, Warwickshire for British cars up to the value of £20,000.

June 24 2006

Transport Collector Auctions is offering a wealth of MG-related items at the MG Car Club's annual get-together at Silverstone.



NIGEL ROEBUCK'S

Legends

FOR BOTH DE ANGELIS AND AMON, RACING WAS ONE OF THE GOOD THINGS IN LIFE, BUT NOT LIFE ITSELF

Looking back at the career of Elio de Angelis, the popular Italian who became synonymous with Lotus but was needlessly killed in a testing accident with Brabham 20 years ago

When Ayrton Senna and Roland Ratzenberger were killed at Imola in the spring of 1994, a dozen years had passed since the previous fatal accident at a grand prix, and many reports suggested that, prior to Imola, Gilles Villeneuve and Riccardo Paletti had been the last Formula One drivers to die at the wheel. Not so, of course. In May 1986 we had lost Elio de Angelis, whose life ended, as with Bruce McLaren 16 years earlier, in a midweek testing accident.

Three days before, de Angelis had competed in the Monaco GP. His death caused grief and outrage in equal measure. Within the sport he had been the most well-liked of men; it was bad enough he had died in an accident not of his own making, worse by far that he need not have died at all, that the attempts to rescue him were pathetic, inept, inexcusable.

Elio always reminded me of Chris Amon. There was an abundance of natural ability, but also the old cliché about 'too nice a guy'. It was as if God had given them the talent, but not the application to make the most of it. For both de Angelis and Amon, racing was one of the good things in life, but it was not life itself.

Neither was the most organised of men, and probably they would have had it no other way. Maybe upbringing had something to do with it. Both had been born into wealthy families, and grew up wanting for little. Both began racing at a young age: Amon was 19 when he made his F1 debut, de Angelis 20. Both had a fluent style and immense natural speed. In one important respect, though, they differed. It is so often said of a racing driver, particularly in this era, that he 'relies too much on his talent'. Juan Montoya comes in for it today, and certainly there were those – Colin Chapman included – who thought it true of de Angelis.

It is not by chance that the really great drivers of the last 20 or 30 years – Prost, Senna, Schumacher – worked unusually hard at their jobs, thinking constantly about how to make the car quicker, putting in

the time. Amon, according to Ferrari's Mauro Forghieri 'the greatest test driver I ever worked with', was another who put in the time. While his team-mate, Jacky Ickx, preferred to stay at home between races, Amon pounded round Modena day after day.

As with Prost, Chris usually went to the grid in a perfectly set-up car. Elio was not like that. It wasn't that he couldn't communicate with his engineers; simply, he believed that enough could be too much, and he hated testing. "I think it's crazy," Elio said. "The team owners complain about rising costs, yet they waste money on these stupid tests at each track. What difference would it make if we didn't do it? There are two days of practice before the race, and that should be enough. I tell you, it would make no difference, except that maybe everyone's times would be half a second slower. The same guys would still be at the front..."

Having made his name in F3, de Angelis began his F1 career in 1979 – with Shadow. It was a rent-a-drive and the car was hardly competitive, but he did enough with it to impress.

Jo Ramirez, then working for Shadow, became a close friend. "Elio reminded me so much of François Cevert, with whom I'd worked at Tyrrell. Charming, completely genuine – and a very good driver. I remember the day he signed the contract. It was his first F1 drive, and we went out to celebrate to a coffee shop in Northampton called Cagney's, where we had hamburgers and chips! For all his wealth, Elio



In 1981, his third season of F1, de Angelis cemented his growing reputation with eighth place for Lotus in the World Championship. The Italian is pictured leading former team-mate Mario Andretti's Alfa Romeo on the way to sixth place in dismal conditions at Montréal in the Canadian GP



was a very down-to-earth person. He used to come to my house and play the piano – like François, he was classically trained.”

The pickings were thin in '79: three points. But clearly de Angelis was quick, and if there were anything Colin Chapman liked more than a quick driver, it was a *rich* quick driver. De Angelis signed a Lotus contract for 1980, as team-mate to Mario Andretti, and would become synonymous with the team, staying there for six seasons, always with quick team-mates: after Andretti came Mansell, then Senna. In 1982, the year of Keke Rosberg's world championship, de Angelis beat him – by about a foot – in the Austrian GP, and that was the last time we were ever to see Chapman vault the pit wall and hurl his cap into the air. In December he died, after a heart attack, and probably de Angelis never felt quite the same about Lotus again.

By 1985 Senna was his team-mate, and there was much about Ayrton that Elio found hard to warm to. Straight after final qualifying at Montréal, Senna was into heated discussion with team principal Peter Warr and the engineers, while de Angelis lit a cigarette, took his girlfriend's hand, and strolled off to the paddock, savouring the moment. Ayrton was second on the grid, Elio on the pole...

For 1986 there was a move to Brabham, where Gordon Murray's BT55, with 'laydown' BMW turbo engine, awaited. Four races into the season the unorthodox car, although blinding in a straight line, had

scored but one point, and at Monaco de Angelis was the slowest qualifier.

So to Ricard for the fateful test. Onlookers reported that, as Elio went through the flat-out left-right sweepers at the end of the pit straight, his car lost its rear wing. Eventually it came to rest, upside down. Alan Jones was the first driver on the scene. “There was no fire when I first got to the car,” he said. “Just some black smoke. Problem was, we couldn't right the car because it was too heavy. There were a couple of marshals there in normal clothes – shorts, in fact – and all they had were these piddling extinguishers, which did nothing. Finally, a truck arrived, with a big extinguisher, but it took them ages to get it going, and when they did they stood about eight feet away, and blew all the powder in towards the cockpit, and not the engine. Awful, just awful.”

“It was such a waste of a life,” mused Ramírez. Even now it upsets me to think about it, the way he suffered – he wasn't hurt in any way, but he couldn't breathe, because the fire took all the oxygen, and then they sprayed all that powder into the cockpit. Shameful.”

As for Rosberg, he had lost his closest friend and it set the seal on his decision, already pencilled in, to retire at season's end. “After the accident I remember driving back from Marseille with Mansell. Not much was said – in fact, Nigel came out with one sentence during the whole journey: ‘How long is a piece of string?’ And that's the single sentence I've heard in my life that I remember better than anything else.”

The Good, the bad and the ugly...

VA1000
Sierra Sapphire



GOOD BAD UGLY
COMMENTS _____



GOOD BAD UGLY
COMMENTS _____

VA10200
Princess 1800HL



VA10100
Triumph Stag

GOOD BAD UGLY
COMMENTS _____

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GUEST COLUMN



Robbie Kerr has received a career boost from driving for Surtees-led A1 GP squad, three decades on from the Surtees F1 team

John Surtees

Motorcycle and F1 World Champion Surtees runs Britain's A1 GP team. He tells *Motor Sport* about his hopes for a new British hero – and how champions don't just happen....

In some ways running the British A1 GP team is a better job than running my own team was, because I don't have to worry where the money is coming from. Of course, decisions aren't so fast; it's now a team decision, but they're very supportive and luckily they broadly take my view.

We have to look seriously at the driver programme this time. The first season didn't go as expected: Robbie Kerr did all the races except the last, and Alex Lloyd didn't race at all. We have so much home-grown talent, but it's difficult to select drivers because of clashes with other team commitments. Perhaps McLaren-Mercedes and Honda could have co-operated more with A1 GP: talented drivers like Gary Paffett and Anthony Davidson were denied the chance to represent their country, while Kerr and Lloyd were available because they couldn't get financial support for their own racing – fortunately they were of sufficient skill level.

Thanks to the driver development programme instigated by Wade Cherwayko [Canada's A1 GP team patron] we've been able to get Robbie and Sean McIntosh into World

Series by Renault this year, and we'd like to get another pair of drivers into GP2 in the future; I'm watching one British and one Canadian driver at the moment.

It was my son Henry who took me back to the grass roots again, when he said he wanted to try karting. It's reawakened my awareness of the amount of talent out there and how difficult it is to progress. The BRDC karting initiative was a help, but they stopped it this year – a very bad decision. Another rung missing from the ladder. And it's not helped by the MSA, who have added the Saxo series to T-Cars and Ginettas. Too many junior series just splits support; it weakens rather than strengthens the movement. One-make series are draining club racing, and making people move on with inadequate experience. Hence my interest in Buckmore Park kart circuit, and the strategy of stepping up from karts to Formula BMW to Renault to GP2.

Formula BMW is expensive,

but it offers a discipline and training regime that's very good for 16-17-year-old boys. One thing I deplore is that some people ignore schooling – that's very unwise. Motorsport has so much to offer apart from driving; the industry is a huge one, but it has to be fed by new people coming through, and they have to be able to add two and two. That's one of the reasons that I put Henry into Ginettas this year – most of the races are in the school holidays. And the cars are on road tyres so he can learn car control; a series with ground effect interferes with learning those skills.

At Buckmore we try to bring in kids from the community and offer technical training to fit them for further education, and we've been trying to get government support. We could do with another British World Champion; media interest would soar. National pride is central to A1 GP, and that should help to develop a Schumacher rival. The material is out there... **M**

TALENTED DRIVERS LIKE GARY PAFFETT AND ANTHONY DAVIDSON WERE DENIED THE CHANCE TO REPRESENT THEIR COUNTRY

Matters of Moment

ANDREW FRANKEL



Bugatti Veyron passes by Goodwood House on the Festival of Speed course. Not much scope for gunning it to 190mph...

Bugatti Veyron

Ridiculously fast and a car to admire, but is there charisma to match supercars from Ferrari or McLaren? In a new column, former *Motor Sport* editor Andrew Frankel assesses the Bugatti Veyron

Before anyone drove it, the collective response from the motoring press when the words 'Bugatti Veyron' floated into the conversation veered from the disdainful to the downright dismissive. I know: I was one of them. 'A two-tonne car with 1000bhp costing a million Euros?' we snorted. 'What nonsense.'

How much more we'd have admired it if it had had little more than half the weight and power, as did Gordon Murray's McLaren F1. Now that was a clever car: took three adults and their luggage, weighed the same as a Golf, did 240mph. Had real pedigree too.

By contrast, the Veyron was blank-cheque engineering at its worst: profligate, porky and pointless. It sat two, with no luggage space, occupied most of the county and had four-wheel drive and more security systems than the Pentagon to dull the drive. And though built in Molsheim, the Veyron is a Volkswagen and is powered by an engine evolved from a Passat motor to prove it.

And then, just a handful of us were taken to Sicily to drive it. On the Targa Florio course. If

words were calories we'd have been in the fat farm by sundown, so many were we forced to eat that day. I noticed first how exquisitely it was built, and in that regard it does honour its heritage, however acquired. And while I can do a better impression of tearing calico than its 8-litre, 16-cylinder engine, the thunder of its exhausts is as distinctive a sound as any made by the old straight-eights.

'Quick' describes its speed no better than 'slow' describes continental drift. It accelerates so hard that on a dry road its traction control triggered over an imperceptible ridge at 140mph. Because it is heavy, its 0-62mph time of 2.7sec is the least flattering performance measure; I amused myself holding it at 150mph, dropping two gears in its seven-speed semi-automatic gearbox and nailing it up to 190mph. Because it has little downforce, at those speeds it's quicker than a modern F1 car.

When it was over, and being a curious cove, I shambled up to

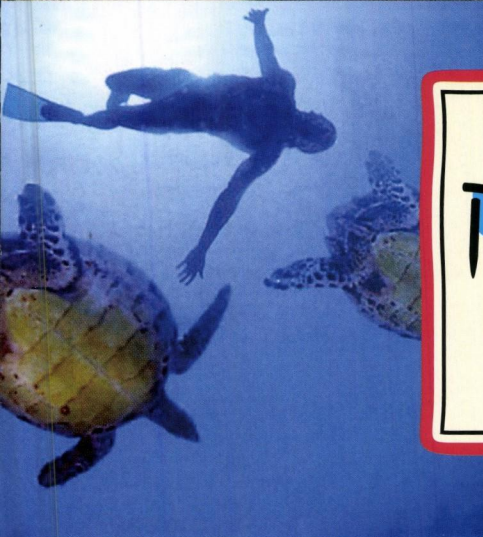
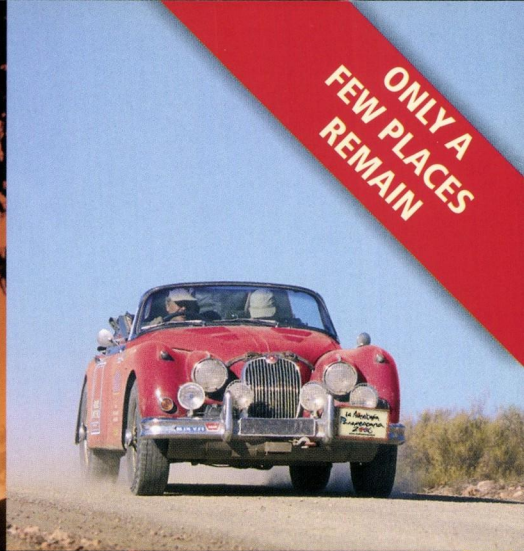
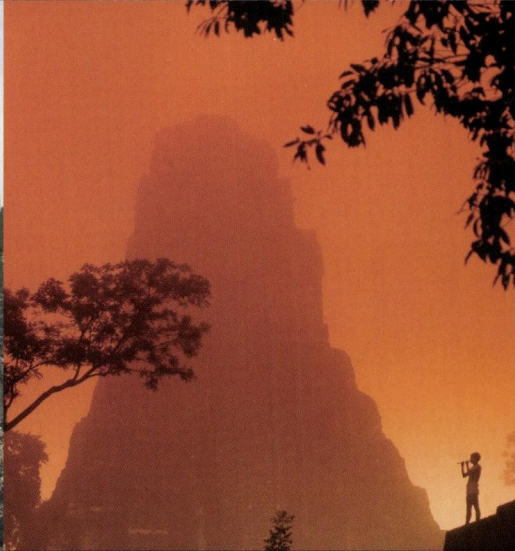
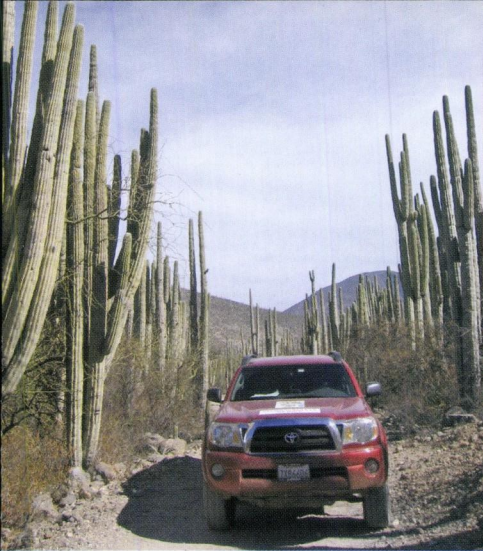
a chap with a Type 35T that Bugatti had brought along in a vain attempt to connect its present to someone else's past, and asked if I could have a go. Five minutes later I was back on the Targa roads driving a Bugatti of a type that won this race in 1926.

The two experiences were not comparable, and to have gone burrowing in one for the DNA of the other is absurd. All you can say is that Bugatti made its name making extraordinarily fast, well-engineered cars and applaud the fact that a company bearing the same name is doing so once more.

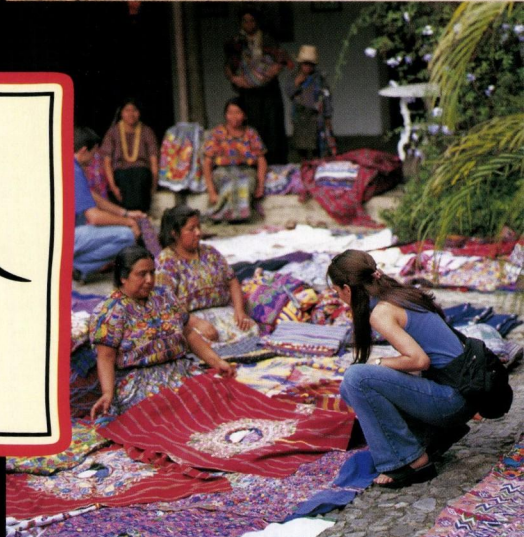
Which was the more memorable? The Veyron was astonishing and I remain lost in admiration for those who pulled off the technical feat required to create it. But I didn't love it, not like I loved the McLaren or the Ferrari F40. By contrast, I've been in love with the Type 35 since I first saw one race 30 years ago. It didn't surprise me at all, for it was always as I had imagined it would be: simply perfect. **M**

I DROPPED TWO GEARS AND NAILED IT UP TO 190. BECAUSE IT HAS LITTLE DOWNFORCE, AT THOSE SPEEDS IT'S QUICKER THAN A MODERN F1 CAR

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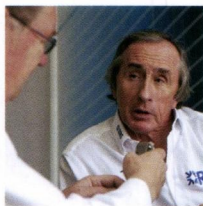
||| JACKIE STEWART



No rain; all is calm. Spa 1966, and a relaxed Jackie Stewart sits with his BRM while he chats to Mike Spence

||| *The big interview* |||

JACKIE STEWART TALKS TO ALAN HENRY



Things Alan learned when he sat down with Sir Jackie at the Australian GP: that Cevert would have won the '74 title; that Button is the new Amon; and a masterclass in racing psychology

It's now 33 years since Jackie Stewart embarked on his final season as a Formula One driver. As he sped to his third World Championship crown he was nurturing the secret, shared only with team chief Ken Tyrrell and Ford public affairs supremos, that he would be quitting the cockpit at the end of the year at the age of just 34. At the time I was a wet-behind-the-ears F1 journo with *Motoring News* and was lucky enough to cover from the press box the last six races of Jackie's career. Yet my most compelling memory of JYS stems from race morning prior to the 1973 United States Grand Prix at Watkins Glen, the day after his

Tyrrell team-mate, François Cevert, had been killed in a violent accident while battling for pole position. Jackie and his wife Helen strolled casually up the starting grid. We didn't know it then, but he'd run his last race. The official retirement announcement wouldn't be made for another few weeks. Yet when the message came I immediately flashed back to that moment at the Glen when I saw the pair of them on the startline. It seemed so obvious in retrospect – the relaxed look on their faces had almost revealed their personal secret. For Jackie it was over; the rest of his life was beckoning. He'd survived the battle.

||| JACKIE STEWART

While leading the 1968 US GP I discovered that if I went faster the whole field went faster. If I went slower they went slower

Let's go back to your accident in the 1966 Belgian Grand Prix at Spa-Francorchamps, when you suffered the most serious injuries of your career after your BRM spun off the rain-drenched circuit on the opening lap. It's a matter of historical record that this crash largely defined your attitude towards improvements in motor racing safety, but did it mark a change in the way you actually drove?

No. I can't recall any difference at all to my attitude concerning my driving, pushing to the limit or any element of my approach towards racing. The question of taking a much more measured, controlled if you like, approach to my driving came much later in my career. I think that was part



Schlegelmilch

of the maturing process, transferring that experience to practical knowledge at the wheel of a racing car. So the more experienced I became, the more I could apply the speed and the inner knowledge that you really didn't have to drive that hard to exert a performance edge.

When did that realisation that you didn't actually have to drive so hard finally overtake you?

When I was leading the 1968 US Grand Prix at Watkins Glen in Ken Tyrrell's Matra-Ford MS10. I suddenly discovered that if I went faster the whole field went faster. If I went slower, they went slower. There came a point when my opposition became submissive to the speed that was required.

Do you think that to some extent you were controlling the pace of that race in the same way as Jim Clark controlled the pace of the 1965 Belgian Grand Prix, when you were running second behind his Lotus in the BRM?

I think so, probably. Yet to some extent I think it was probably too early even in his career for him to have

developed that quality. But at the same time I know he was thinking about me because he subsequently talked to me about it. He said he was worried that I might be overdoing things in the rain, but from my viewpoint I didn't think I was. I just realised that I wasn't getting any closer to him, but I think I realised he'd done the job and what I was doing was running to the limit of mine and my car's ability, what the cars and the conditions could take.

Since Jimmy died at Hockenheim in 1968 you've reflected a lot on his qualities. Is there any additional perspective you feel you can add about his life and times?

I think I've more or less said everything I've thought about him, but I think a lot about him. Hardly a week passes that I'm not aware of some presence in my life, and Jimmy is part of that, as are a lot of others. But I've got no new conclusion, if you like, which might help me say, 'That's why he was capable of doing X, Y or Z.' At the start of my F1 career we were sharing an apartment together in London, of course, so we were obviously spending a lot of time together. But he was quite a secretive guy, very cautious about saying things to people, and it took a long time to get his trust. Even when we got to the point that he trusted people to the extent that they wouldn't let him down, he still wasn't the kind who really opened out to people a lot. We shared a lot of deep conversations, of course we did, but somehow with Jimmy you felt that they weren't really things he *needed* to do.

A lot of great drivers have come and gone, of course, since Jimmy's day. Have any of the subsequent contenders affected in any way your assessment of his status or driving talent? No, not at all. He was certainly the finest racing driver I ever competed against. I believe he also stands out as the person who was able to use the car he was driving to the maximum of its potential and ability without going over the top. You could never say that, for example, about Ayrton Senna. You might say it about [Alain] Prost, and Niki [Lauda] was pretty good at doing that too. But there have been very few who overdrove and were still good, really good. ▶



Far left: Jackie with Jim Clark and Graham Hill, Monaco 1966. Left: on way to fourth place for Tyrrell in 1972 Monaco GP. Right: perplexity after 1970 Spanish GP: "Was I really supposed to win in a March?"



Schlegelmich

||| JACKIE STEWART

I had the privilege of driving Jimmy's Lotus 33 at Kyalami. **Its grip level seemed about 12 inches below the surface;** the BRM seemed as though it was on marbles

Do you regard your drive through the field to finish fourth in the 1973 Italian GP at Monza as the best race of your career? Because Monza was a relatively easy track in those days compared with some of the others on which we raced, it was always more difficult to exert a performance edge over your rivals. Therefore to have climbed back to fourth after suffering that early delay to change a punctured tyre was obviously more than satisfying for me. Not only did it deliver my third World Championship, but I was extremely satisfied with the speed and consistency I managed to achieve while at the same time never really abusing the car in any way. I also had space to do it because of the long gaps between passing manoeuvres.



Schlegelmilch

Above: Stewart (furthest from camera) on pole for 1970 Belgian GP in Tyrrell March, while works 701 of Chris Amon (10) sandwiches Lotus of Jochen Rindt. Right: three World Champions in this pic (clue, the lad in the sailor's hat would take the title for Williams in 1996...)

But I was still driving within my own self-imposed limits which I developed during my career, absolutely. So to sum up, technically I think my drive at Monza was probably the best in my career, but I'd have to say my proudest win was with the Matra in the rain at the 1968 German Grand Prix at the Nürburgring. The saddest race and probably the most awful I drove in was the same year's French GP at Rouen, where the visibility was so bad that I was reduced to following the wheel tracks of other cars until I nearly hit an ambulance sent out to tend to Jo Schlesser's fatal accident. I finished third, but the Dunlops which would later serve me so well at the Nürburgring didn't work so well that day.

Who did you feel among your contemporaries showed a lot of promise but never quite made it?

Chris Amon was the most obvious one. I mean, he made it in the sense that he got up to F1 and was always well respected, but he never achieved anything like he would have been capable of achieving. In the same way, amongst the current crop I think Jenson Button is similar to Chris, because I've

seen the skill he has but it hasn't yet manifested itself in terms of hard results. And at the end of the day the only thing that matters is what you've won, whether grands prix or World Championships.

Which was the best car you ever drove in F1?

I think I'd have to say the Matra MS80 in 1969. It had a very nice front-to-rear balance. Whether that was to do with its weight distribution or its wheelbase I'm not sure, but it certainly felt generally well tied together. It needed to be, of course, to deal with Jochen Rindt and the Lotus 49 and, to be honest, if Jochen hadn't still been a tad overdriving at that stage I think it might have been difficult for me to win the World Championship. The short-wheelbase Tyrrell 006 in 1973 was quick, but it was a challenge to be quick in it and a big job keeping ahead of the Lotus 72s. The 1.5-litre BRMs were nice and driveable but they never had the grip. Keep in mind that I had the privilege of driving Jimmy's Lotus 33 at Kyalami at the end of 1964. Its grip level seemed to be about 12 inches below the surface of the track and by comparison the BRM seemed as though it was on marbles. Really, the difference between the two cars was as dramatic as that.

A lot of our younger readers probably don't know a great deal about your Tyrrell team-mate, François Cevert. When you look down the pit lane at today's generation of F1 drivers, which one is most like François?

I really think he was very, very good. I think he would probably have won the 1974 World Championship driving for Tyrrell. In 1973 he was pacing himself against me, but without that constraint after I'd retired I think he would probably have taken his driving to an even higher level. It was easy for him to ask [me] and I told him everything. There were no secrets between us. From April to October '73 I knew I wasn't going to be participating again the following year so there was no point in keeping anything from François, not that I did anyway. He was clearly going to be a major player in the future. Compared with today? Well, he wasn't Räikkönen, because he was no Ice Man. He wasn't ▶



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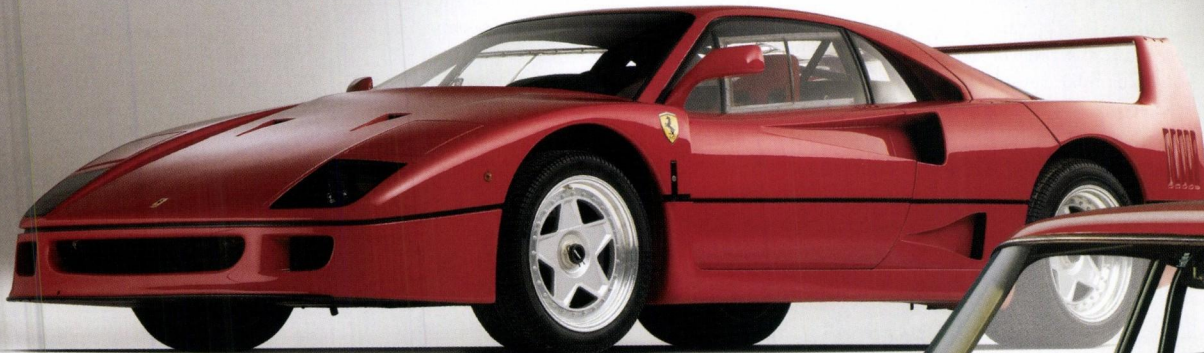
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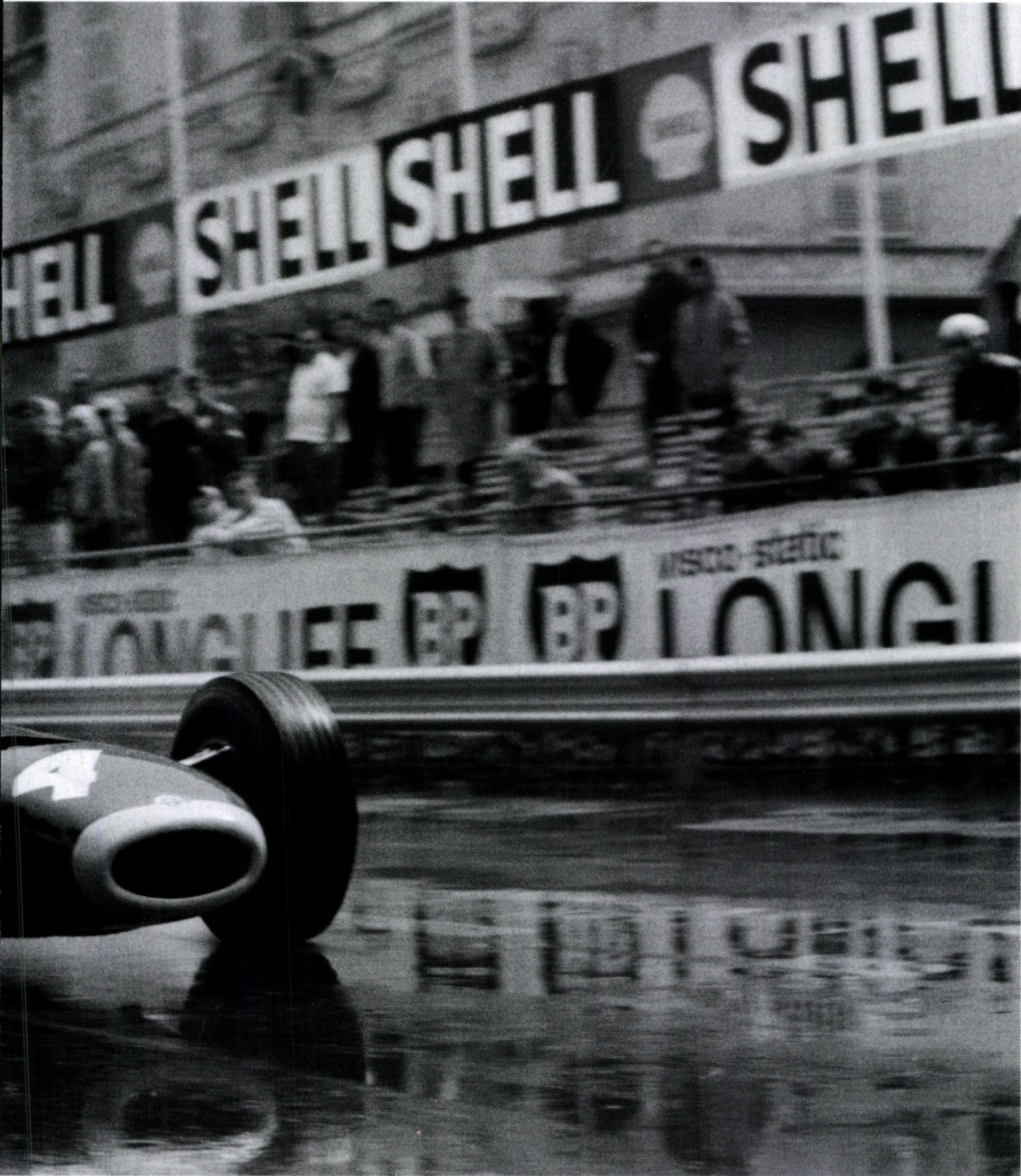
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Conditions were dreadful during practice for the 1965 Monaco GP. Here's Stewart pointing angrily at the heavens in BRM P261



||| JACKIE STEWART

Montoya, because he didn't have a Latin temperament and he was learning to drive a bit like Prost and like me, if you like. So, kind of Michael Schumacher, I suppose. Really, I had the highest respect for him.

How did you get involved in the Lola Can-Am deal in 1971?

Simply because Carl Haas, the US Lola importer, asked me whether I would. I'd already had some Can-Am outings driving a Lola T70 for John Mecom, who I'd also driven for in the 1966 Indianapolis 500 – I competed at Riverside, Laguna Seca and Las Vegas at a time when Jimmy was driving the Lotus 30. So my appetite was whetted and there was quite a lot of money involved. In those days, of course, we were earning more off-track than we were on-track in F1 terms. Bruce McLaren set the tone for Can-Am so it seemed a good idea. I also briefly drove the Chaparral in 1970, then the Lola in '71 and finally I signed to drive Can-Am for McLaren in 1972 because, quite frankly, the Lola was no match for the McLaren at all. But then I had a problem with a duodenal

In the USA people would admire you for having the skills which would enable you to be a high earner. In Britain it was always, 'What a scandal'. Sad, I suppose

refreshing. I think Kimi Räikkönen is very similar. He doesn't overdrive it in the way Juan Pablo [Montoya] does. Some of that difference is emotion, of course, and some of it is mind management. Michael Schumacher has a very clear picture of what he is doing, but I was always a little disappointed that for a long time there was hardly a weekend when he didn't go off the road in one form or another. He seldom went off the road when it mattered, but when you push too hard there's always a downside risk. Then there's Jenson Button, of course, who has an immense amount of talent. He drives beautifully in a cool and calculated manner, and in some ways I'm amazed that he hasn't won a race yet.

This year you finished a long stint as President of the BRDC.

Can you tell us something about the controversies?

It's facing the sort of dilemma which, in a sense, seems to be connected with the way society lives today. Whether it's riots in the streets of Paris through probably not fully understanding the laws relating to under 26s, or the same dilemma in Australia where new laws offer a little bit more responsibility to employers, in the same way the BRDC problems have in my view been misrepresented by a group of people led by quite a militant group of members. The Board of the BRDC has been composed of honest-to-God straightforward people none of whom would do anything against the club. None of them are doing it for their own benefit and they give immense amounts of time for little or nothing in return. And they have been criticised and abused to the point where it has been suggested that they should be asked to leave within 10 months of being democratically elected. And they have not done one thing wrong, not one thing. **M**

ulcer haemorrhaging so I wasn't able to race it. The Lola was another short-wheelbase car which was pretty twitchy. It also went through a programme of modifications bigger than on any car I ever drove. But it was exciting, relaxed racing.

You were always very well paid. Were you taken aback by the criticism you received on this score when you were racing?

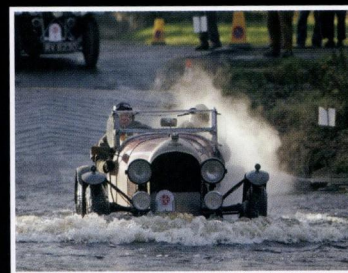
Well, Jenks and Innes Ireland thought it was scandalous! In the USA people would admire you for having the skills which would enable you to be a high earner. But in Britain it was always a case of 'what a scandal, he won't do anything unless he's paid for it.' Sad, I suppose, but that's the way it was.

Who impresses you most among the current crop of F1 stars?

Well, taking Fernando Alonso first, the maturity that he displays at such a young age – and how he's gone about his business containing his excitement and effervescence – is very impressive. The other one I'm amazed about is Nico Rosberg, that at 20 years of age this boy is thinking so clearly. He's a very sharp observer, hungry to learn and that's



Stewart's Lola T260 and orange McLaren M8F of Peter Revson blast off at start of Can-Am race, Watkins Glen 1971. JYS retired with transmission failure; Revson won. Left: during a Dunlop ad in 1969. Mod revivalists such as The Jam were taking notes



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Photos: Mike Johnson, John Brown.

Of Andretti's two appearances with Ford at Le Mans, 1967 sticks in his mind. Mario ended up breaking several ribs although he never made it to hospital



THE DREAM ISN'T OVER

Mario Andretti has tried nine times to win the Le Mans 24 Hours. He isn't racing this year, but he still wants to go back – even when he's 92...

Words: Gary Watkins

1966

There was an ulterior motive when Mario Andretti agreed a deal with Ford that would take him to the Le Mans 24 Hours for the first time. It was all part of his masterplan to become a Formula One driver.

The plan had been hatched the previous May when he had run into Lotus boss Colin Chapman at Indianapolis. "I'd expressed an interest in doing F1," explains Andretti. "Chapman said, 'Right, when do you want to start?' I said I'd call him when I was ready. I had to learn the craft of road-racing, so if I was being interviewed I'd express interest in doing this or that. Then the phone would ring and..."

Andretti had made his international sports-car debut in a NART Ferrari at Bridgehampton at the back end of 1965. He'd remained with the Italian marque for the Daytona and Sebring enduros, prior to getting the call from Ford in the wake of Walt Hansgen's death at the Le Mans test day.

Forty years on, Andretti remembers little of his Le Mans debut. Perhaps that's not surprising, given that he and Lucien Bianchi went out just before 11pm with headgasket failure on their Holman & Moody-run GT40. ▶

1988 (left)

A pensive Mario waits his turn during Andretti family tilt at Le Mans glory. The overall win proved elusive - as usual. They'd have to settle for sixth place

DPII

YEAR BY YEAR

1966 Holman & Moody Ford GT Mk2.
Result: retired (engine). Co-driver:
Lucien Bianchi

1967 Holman & Moody Ford GT MkIV.
Result: retired (accident). Co-driver:
Lucien Bianchi

1982 GTC Mirage-Cosworth M12. Result:
disqualified. Co-driver: Michael Andretti

1983 Kremer Porsche 956. Result: 3rd. Co-
drivers: Michael Andretti, Philippe Alliot

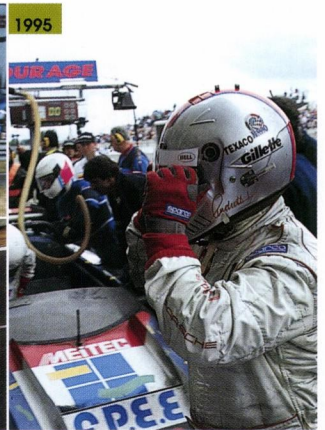
1988 Works Porsche 962C. Result: 6th. Co-
drivers: Michael Andretti, John Andretti

1995 Courage-Porsche C34. Result: 2nd.
Co-drivers: Bob Wollek, Eric Hélary

1996 Courage-Porsche C36. Result: 13th.
Co-drivers: Jan Lammers, Derek Warwick

1997 Courage-Porsche C34. Result:
retired (accident damage). Co-drivers:
Michael Andretti, Olivier Grouillard

2000 Panoz Roadster LMP S. Result: 16th.
Co-drivers: David Brabham,
Jan Magnussen





1967 (above)
Mario remembers his second Le Mans bid, if only because he broke several ribs on crashing his Ford GT

The whole Le Mans experience did stick in his mind, though. “Back then they still had the old Maison Blanche section before the Porsche Curves went in,” he recalls. “It was quite daunting, actually.”

1967

Of Andretti’s two appearances with Ford at Le Mans, it’s 1967 that has stuck in his memory. And not just because he and Bianchi were in the lead battle for the first half of the race. The American ended up breaking several ribs, though he never made it to hospital, as reports from the time suggest.

“Ford had stepped up on the safety side and had a truck where they could do medical procedures on site,” Andretti explains. “Under no circumstances were we to allow ourselves to be taken to hospital.”

The Andretti/Bianchi Ford was running second at 4am when it speared straight into the banking at the Esses. “Roger McCluskey had spun to avoid me and then came up and said, ‘How ya doin’ hombre?’ When an ambulance arrived he threw the keys away and persuaded a corner worker to take us to the Ford compound in his little Peugeot.

“The only Ford we were worried about was the Gurney/Foyt car, which went on to win the race. Lucien was a bit slower than Dan, but I was quite a lot faster than AJ.

“At the end of one stint I told Lucien that there was a lot of vibration with the brakes. We’d experienced this in testing and knew we had to live with it. Lucien went out and came straight back in and started chatting with the mechanics as though he was having lunch or something.”

Andretti made his feelings clear to his team-mate: “I told him he had to deal with it but one lap later he was back. I got in the car while the team attended to the brakes: one of the mechanics put a pad in backwards. When I hit the brakes for the first time the wheel was pulled right out of my hands.”

1982 (left)
Teaming up with his son Michael for the first time, Mario and the Mirage M12 were pulled off the grid just before the start

LAT/DPPI

1982

It should have been a historic double Le Mans comeback – Mario Andretti at the wheel of a Mirage. It sounds too good to be true. And it was. With less than an hour to go before the start of the race, the car was effectively disqualified.

“I was all strapped in when an official comes up to the car,” recalls Andretti. “He was shouting, ‘Out, out, out!’”

I can’t really remember how the drive all came together,” he says, “but stopping F1 had something to do with it and so did giving Michael some experience.”

Nineteen-year-old Andretti Jnr, then racing in Super Vee, never got that experience. The gearbox oil cooler was deemed to be incorrectly located, and even though the GTC team made the necessary modification in time, its pit had been reallocated to a reserve as the Cosworth-engined car returned from the paddock.

1983

“The Mirage thing reinforced my belief that I needed to be with a factory team. That wasn’t possible so I thought Kremer was the next best situation.” Together with Michael and Philippe Alliot, Mario claimed his first Le Mans podium with third place behind two factory Porsches.

Yet Andretti maintains that this was another lost opportunity at Le Mans. A conservative fuel strategy eventually left the Andrettis and Alliot six laps down in the final classification, yet at two-thirds distance their 956 was in second place behind the winning Haywood/Holbert/Schuppan Porsche. And that car effectively seized up over the course of the final lap. “If we had pushed harder, who knows what might have happened?”

1988

Mario’s Indycar schedule didn’t allow another visit to Le Mans for a full five years. Yet when the famous name did return, it was in a third factory Porsche 962C for 1988.

It was nephew John who provided the catalyst, according to Mario: “John had been driving for Al Holbert’s [works] Porsche team in the States. So we said, ‘John, you know these cars, why don’t we do Le Mans as three Andrettis?’”

With Michael in tow, Mario was on course to match the ’83 result and perhaps even win the race.

The trio were lying fourth when a part of the water pump needed replacing around midnight. A few hours later a fuel-line broke, damaging a cylinder and forcing it to be blanked off for the remainder of the race.

“There was a big fight between the other works Porsches and they were using too much of their fuel allocation. Norbert Singer [who engineered the Andrettis] said, ‘Don’t worry, we’ll take the lead during the night.’ The other guys were going to have to slow down and pay the piper.” ▶

I got in the car while the team attended to the brakes: one of the mechanics put a pad in backwards, so when I hit the brakes the wheel was pulled out of my hands

||| ANDRETTI AT LE MANS



1995

He may have retired from Indycars but Andretti had no intention of hanging up his helmet: Le Mans was a priority.

This new goal coincided with Porsche's return to top-line sportscar racing with the TWR-built WSC95. Andretti signed up to drive it at Daytona, Sebring and Le Mans, only for the firm to abandon the project after a late rule change.

Instead, a last minute deal put Mario in one of the Courage team's Porsche-engined cars alongside Bob Wollek and Eric Hélary. Le Mans 1995 will always be remembered for the McLaren F1's unlikely win, but Andretti maintains that Courage "lost that race five times over".

Andretti had shunted during the horrific conditions early in the race: "That was really stupid of me, but when I got back to the pits they weren't prepared at all."

The Courage may have dropped to 35th, but victory really was still in their grasp. The car was up to third by half distance, into second with less than two hours to go and on the lead lap in the final hour. "We were making up time on Sunday morning and I got on the radio telling them to send Wollek out on drys at the next stop. There was a definite dry line. Bob came back, and I have to say this verbatim: 'No f**king way. Andretti, you're crazy.' He did two laps before coming back for drys."

There was another incident that made Mario just as mad: "All the cars were caked in brake dust and Courage was very concerned about its sponsors. The car came in and sat there for two minutes while they washed it down. And how much did we lose the race by? A minute?"

1996

If an on-track lapse cost Andretti victory in '95, then another error of judgment came between him and that elusive Le Mans win 12 months on. This time, though, the mistake was made long before he rolled up at the Circuit de la Sarthe.

1988 (left)

The Andretti dream team failed to record a win. The family's works Porsche went out with mechanical failure

1997 (right)

Andretti's third Le Mans bid with the Courage squad was onto a loser once the car started running on three cylinders: it was all over on lap 197

"I'd been talking about driving the WSC95 for Joest, which that year was a kind of factory deal, but I wanted to be in Porsche's GT car," he remembers. "That was a mistake, because Joest went on to win for the next two years."

There was talk of a seat at Porsche privateer Rook Racing, but in the end Andretti opted to return to Courage: "Courage sold themselves to me. But it wasn't the same once the help from Porsche had disappeared."

Electronic gremlins struck early on: more time went west when he damaged the car at Indianapolis before retirement.

1997

"It really didn't make sense to do it again unless I had a special reason. and doing it with one of my kids was that reason. I had to talk Michael into doing it."

A third consecutive start with Courage's ageing prototype was unlikely to yield a decent result. and the car lapsed onto three cylinders in the first stint. The Porsche-powered C36 was long since out of contention when Andretti went off at Tertre Rouge at two-thirds distance.

2000

It started out as a casual chat over a glass of wine and ended with a 60-year-old racing in the 24 Hours. Andretti and Don Panoz were talking about linking up in the wine business when the latter threw a curve ball into the conversation.

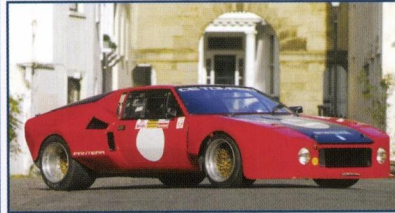
"Don said, 'How'd you fancy going back to Le Mans in one of my cars?'" explains Andretti. "I thought he was joking, but he said he was serious and said I could drive with David [Brabham] and Jan [Magnussen]."

It wasn't the fairytale return romantics had been hoping for. Andretti admits that "I never got a handle on that car."

That, you might think, was the end of the Le Mans dream. But no. "I've only ever retired from open-wheel racing. I may be 92," he jokes, "but I'll be keeping my options open." **M**

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One of only 14 examples built with the special Group 4 '874A' type lightweight 'Allegretto' chassis for the 1972 World Championship, chassis #2343 was sold new to racing driver Cazzago (Pooley) who raced extensively throughout the season including the 1000 kms of Monza and also entered for Le Mans that year. In 1973 2343 passed to Moretti and Manfredini of the famed 'MOMO' racing team who continued to campaign the car internationally. In 1976, 2343 was up rated to full Group 5 specification - the only Group 4 to be up rated to this specification - weighing only 900 kgs! Following the Giro d'Italia, the car was stored until 2000 upon which a full restoration was embarked upon. Presented in full Group 5 trim, the Pantera is an awesome and highly eligible entrant for a multitude of prestigious events.



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The pre-war Delahayes were highly successful in competition at many events including Le Mans and the Monte Carlo rallies. Chassis number 47212 was completed in 1936 and was re-bodied in the Seventies in the style of the MS. With the combination of the Cotat gearbox and great handling, the 135's are very popular entrants for many of the most prestigious rallies such as the Rome-Liege and the Mille Miglia. Complete with current FIA papers and FIVA passport.



1952 FERRARI 212 VIGNALE COUPE 'THE BUMBLEBEE'

Chassis # 0197EL perfectly embodied the styling genius of Vignale. Originally finished in the flamboyant colour scheme of pale yellow and black with a matching interior of black seating with yellow piping, 0197 was a show stopper! Sold new in 1952 to a wealthy Frenchman, 0197 was latterly exported to the States until subsequently being bought by one of the foremost Ferrari collectors who entrusted DK Engineering to carry out a very extensive and painstaking restoration. Since then 0197 has been shown at Pebble Beach and is one of the most stunning 212's that we have seen.

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1952 Ferrari
212 Coupé
'The Bumblebee'

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Jaguar XJR-9

1988 was Jaguar's third attempt at lifting the biggest prize in sportscar racing; the rival Porsche was ageing, but quite capable of winning. Both camps recall an epic battle

Words: Keith Howard. Photography: Benedict Redgrove

Le Mans 1988 was a story of ageing titan versus past hero resurrected. Porsche's 962C was over the hill – all it had going for it was proven reliability and the fact that low-downforce Le Mans cancelled out much of its aerodynamic inferiority. This was a last stand to keep Jaguar from its prize.

For Jaguar and Tom Walkinshaw's TWR it was the third attempt; pressure was intense for a win. With Lammers, Dumfries and Wallace in car 2, it did, despite the efforts of the works Porsche of Bell, Ludwig and Stuck. The two finished on the same lap, only about two and a half minutes apart.

We spoke first to Tony Southgate, designer of the XJR-9, who was responsible for the car's carbonfibre chassis and its superior ground effects. Porsche's story is given by Norbert Singer, who headed up the 962's development programme.

AERODYNAMICS

TS: "The Jaguar benefited from the C100 Mk3 I designed for Ford. It had a similar tail and wing configuration and a side radiator fed from a NACA duct. It never raced, but it was very good except that it didn't cool well enough and had a bit of understeer. I thought the easiest way to correct that on the Jaguar was to put the radiator at the front. It's the most efficient place for cooling, which means you can use a smaller radiator, and ducting the outflow upwards adds downforce."

NS: "It was a couple of years after we started to do ground-effect aerodynamics in 1981/82 that we got our own tunnel. It had no moving belt but it had a sophisticated boundary layer suction system beneath the car as well as ahead of it, so you could test a full-size car just by rolling it in and turning the wind on. We could check the aerodynamics and be out again in half an hour. With a moving belt you can't do that."

ENGINE

TS: "The Jaguar engine had a lot of horsepower – up to 740bhp when we won in 1988. Biggest problem was its size. I put it as far forward and as low as possible to improve weight distribution, but the centre of gravity was still higher than you'd want."

NS: "The flat engine influenced the ground effect we could achieve. Around the gearbox, ahead of the rear wheels, we had a disadvantage in the width of the underfloor duct. This lost us 10-15 per cent downforce. Our engine also couldn't be used as a stressed member; we had to have a tubular frame round it, up to the gearbox, which was a stressed member."

STRUCTURE

NS: "Our car had an aluminium chassis but others built composite chassis for it. If we'd made a complete new composite chassis we'd have changed the shape to make it

more effective. If you copy an aluminium chassis in composite you don't achieve the best result – it's not optimised."

TS: "With my Formula One experience, I never considered anything other than a carbon monocoque. I drew the tub and specified section thicknesses and Advanced Composites decided the weave type and alignment. It was super-stiff. Overall the car was around 6000lb/ft per degree between axles but the tub itself was more like 40,000lb/ft. All the deflection took place in the engine bay. I'd be surprised if the Porsche 962C achieved more than 2000lb/ft per degree."

TRANSMISSION

TS: "Near the end of the 1988 race Lammers felt something happen in the transmission, so he was very careful changing gears. He stayed in the car at the final pit stop because he wouldn't trust anybody else with it. When we stripped the 'box down we found the main shaft in two pieces. It had sheared across a lubricating hole but luckily bang in the middle of one of the splined gear hubs, which held it together. Tom [Walkinshaw] made us keep it quiet. But you need a bit of luck in racing, and that was ours."

NS: "The PDK double-clutch gearbox was not reliable, so we only had it on one car at Le Mans, and had problems with it. This was our only technical development in '87/88, and the only development budget we had. We did a test at Paul Ricard where PDK was nearly 1sec faster a lap, even though it added over 30kg. But it was ahead of its time. You had to do things mechanically that today you do electronically, so we had no chance of getting it to work properly. If we hadn't done PDK but spent the budget developing an evolution 962, I'm sure we would have got that 1sec improvement out of the car."

THE RACE

NS: "Klaus Ludwig made a mistake trying to do two laps on the reserve fuel tank, which was impossible. But at least he made it to the Ford chicane, just before the start/finish line. The last 200m he drove on the starter motor. This dropped the car two laps, which would have been enough to win. Technical problems happen in a race but a driver error like that shouldn't."

TS: "We started down the grid because the Porsches turned the boost up for qualifying. But Lammers soon passed Stuck to take the lead on the Mulsanne; so as far as I was concerned I'd succeeded. I'd done everything to make the car quick on the straights and it had paid off. Stuck came up to me after the race and said, 'You know, that cheeky Lammers was waving as he passed me!' We then just had to last the 24 hours, and it was nail-biting. Changing the screen on the Lammers car was the worst bit. We were comfortably in the lead and if we'd lost it then it would have been tricky to get it back." **M**

XJR-9's bulky V12 engine was a packaging problem; four-valve unit was worse, with extra weight high up, spoiling the CoG



Villa d'Este

Few events celebrate automotive perfection in quite the same way as this Concorso d'Eleganza. *Motor Sport* was there

Words: Richard Heseltine. Photography: Ian Fraser

“Don’t mention the war, mention BMW.” Manfred Grunert flashes enamel, laughter lines framing his marvellously malleable physiog. Warming to his homespun line of corporate slogans, and needing little in the way of encouragement, the newly appointed head of BMW Mobile Tradition continues unabashed; the look of mild bemusement registered among his British audience (all four of us) sends him into convulsions. He likes a laugh, does our Manfred. But having spent a weekend mingling with the moneyed as a representative of the Concorso d'Eleganza Villa d'Este patron, and tending to the whims of overheated and underdressed hacks, it's probably the exhaustion talking. It's been a long two days.

artistry to an informed – and select – audience, it achieved this and more, manufacturers using the event as a customer clinic to prophesise future design trends. A situation that continues, the reborn concours showcasing a dazzling mix of concept cars and the rarest of elderly exotica.

Impeccably manicured Bugattis. Supermodels. Chauffeur-driven Rolls-Royce Phantoms. Rivas and ragtime bands. Somehow you sense that the *Socialist Worker* has yet to find a foothold here. Blinking into the sun, it's hard to take it all in. The big draw is a vivid red sports-racer. Surrounded by linen suits (rolled-up sleeves are back, apparently) and café latte tans, the hunkered down outline appears to be a medley of Ferrari's greatest styling hits, but it's nothing of the sort. The wonderfully monikered Serenissima Jet

Bugattis. Supermodels. Rivas and ragtime bands. Somehow you sense that the *Socialist Worker* has yet to find a foothold here

This is the big one for Bayerische Motoren Werke, principal backer behind the überconcours that, to many movers and shakers in the old car world, appears all set to usurp Pebble Beach as the premier event for owners of top-flight classics. A viewpoint that is entirely explicable on stepping off the motor launch and onto the promenade of the Grand Hotel. As backdrops go, somehow a fogbound golf course doesn't hold quite the same allure as a 15th century palace and Lake Como.

The original Coppa d'Oro di Villa d'Este (also known as the Coppa d'Oro Principessa di Piemonte) was held annually from 1929 to '37 (except for '36) and twice after WW2 (1947 and '49). Intended to showcase the good and the great of Italian coachbuilding

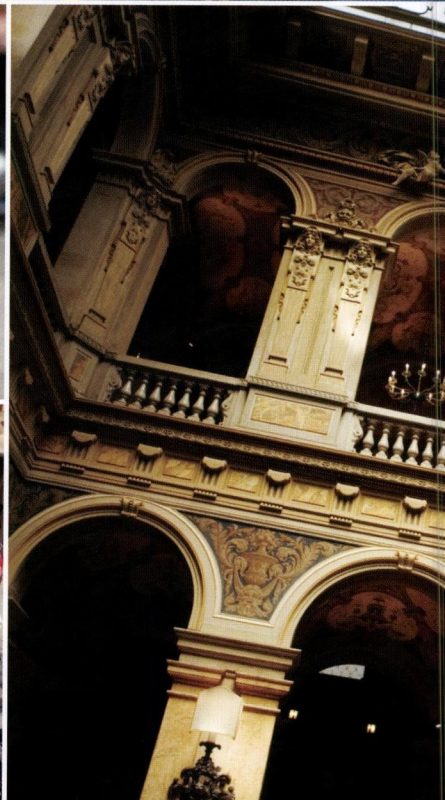
Competizione is making its post-restoration debut, 40 years on since its last public appearance.

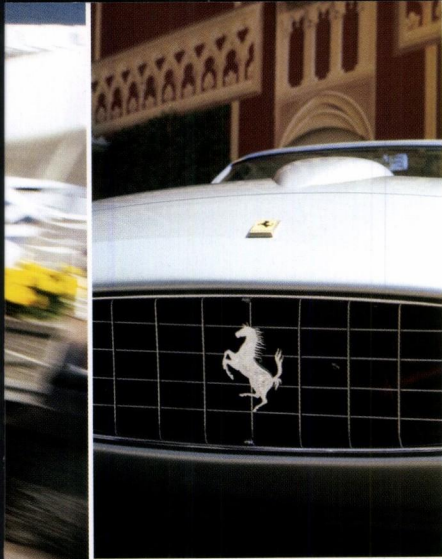
Count Giovanni Volpi di Misurata's 1965 Le Mans 24 Hours entry has led a compelling life, this long-forgotten coupé barely a footnote in motorsport history without its one minor claim to fame: the engine from this car powered Bruce McLaren's eponymous M2B to sixth in the '66 British GP, scoring the team's first World Championship point. Edward Jelinek, showing the car on behalf of its Swiss owner, is busy talking himself hoarse and enjoying every minute: "It's such a beautiful car. What I really love about the Serenissima more than anything is that it hasn't been over-restored. The paint is original, just buffed up and polished. Look closely and you'll see chips. For



Grounds of Villa d'Este make for a sublime backdrop to concours. Serenissima Jet Competizione (left photo column, second from top) was star of event for the British contingent







me this is how a car should be done.” With shades of Jaguar’s ‘diamond nosecone’ folly of 2004, the bonnet mascot sunk into the car’s nose is a gold medallion “by Johnny Bugatti”. Which would explain why so many onlookers are ignoring the rest of the car. Any chance of it returning trackside? “I don’t think so.” Shame. Fired up for the judging panel, the MC can’t resist holding his microphone to the exhaust pipes. Somewhere in the distance, a waiter drops his silver platter.

Others plainly don’t keep to the ‘less is more’ approach to restoration. A nearby Ferrari owner is busy berating his regiment of dust wipers. His car is breathtaking. Perfect. Until it’s driven before the crowd, puffs of smoke out back lending the impression that its valve guides need attention. Doesn’t get driven much, then?

The man opposite almost apologises for his car’s better-than-new state. Christian Hartmann’s 1954 Swallow Doretti is one of two ex-works racers (later driven by Phil Hill on the US west coast in period), complete with

Any sense that life doesn’t get any better is exorcised by the strains of Mud’s ‘Tiger Feet’ seeping out of the PA system. Trippy

decidedly strange Jaguar XKSS-like nose. “It’s how it appeared back then but maybe a bit too shiny,” muses the Swiss. “I’m planning on doing a few hillclimbs with the car though, so it probably won’t look this good again.” We like his approach.

By early afternoon of Saturday the mercury is rising and the judging panel takes cover under an awning as man-on-the-mike Simon Kidson ushers each entrant before them. And it’s another opportunity to admire sartorial bravery. Some drivers are dolled up in period garb, the Beverly Hills contingent in baseball caps. Oh how we scoffed, until applying after-sun lotion to reddened pates hours later.

Sunday, and the public is welcome. The cars have been moved overnight to the nearby Villa Erbe to be joined by older concepts from the Pininfarina and Bertone factory collections. Massive plane trees dominate the sculptured gardens, punctuating the peaks and troughs of a hilly skyline. As waves lap against the shore, any sense

of life-doesn’t-get-any-better-than-this romance is exorcised by the vision of a fat bloke in his undercrackers meandering past on a raft as the strains of Mud’s ‘Tiger Feet’ seep out of the PA system. Trippy.

The atmosphere is much more relaxed than yesterday, BMW taking a more overt presence with its Rolls-Royce brand. But upstaging even the new 101EX is an Eastern Bloc super coupé. As marque revivals go, the re-emergence of Russo-Baltique isn’t likely to resonate with anyone caught short of a Georgano *Encyclopaedia of the Automobile*, the original firm having died off before the Russian Revolution. Powered by a twin-turbocharged Mercedes-Benz V12 engine, and costing around €550,000, only 10 of the new Impression model will be made. Which makes the Bizzarrini GTS, relaunched at the show at 50k less, almost a bargain. Nothing to do with old man Giotto this time, though, the new strain featuring Mecachrome V8 power that reputedly redlines at around 10,000rpm.

The efforts ‘private’ competitors make just to have their cars here are staggering, one Californian Ferrari type paying \$26,000 in transportation costs alone. Others take a more direct route, hero of the event André Binda piloting his 1972 Maserati Boomerang show car all the way from Nice, the ankle-high projectile proving “a problem at toll booths.” So what’s the draw? “It’s by invitation only,” says barrister Tony Badenoch, who won the long-distance award for driving his 1974 BMW 3.0CSL from London. “If you get asked you can hardly say no, can you?”

The Concorso d’Eleganza Villa d’Este is unashamedly highbrow, with a level of blue-chip corporate involvement that actually complements proceedings rather than detracting from it. A cloistered little world it may be, but this event should be near the top of every car lover’s ‘must-experience-one-day’ list, even if only on a peripheral level. Just be sure not to pack any lefty, pinko tendencies. You won’t be needing them. **M**

Main pic: Maserati Boomerang was driven from Nice; it didn’t even have an engine for the first eight years of its life. Far left: ex-Hill Swallow

Max Mosley

The president of the FIA involves himself in all types of motorsport, and historic racing is not immune from his influence. He believes genuine racing cars are too precious to be raced...

Words: Simon Taylor. Photography: James Mitchell



FIA president Max Mosley works out of a small office in Monte Carlo, his balcony overlooking the blue Mediterranean. The phone rings incessantly: direct-line calls from F1 team bosses, road car manufacturers, politicians, circuit owners. Motor-racing magazines hide among the paperwork neatly stacked on his desk: he is still an enthusiast. A private jet stands by for his visits to the main FIA offices in Paris, Geneva and London.

Two minutes' walk down the street is Casino Square, looking very different from its role on Grand Prix weekend, thronged now with rich shoppers, black limos, glinting jewellery and the unmistakable smell of new money. We lunch at the Café de Paris, sitting outside in the warm air. Max is abstemious: a tiny lobster mousse, green salad, still water, an espresso.

He is urbane, approachable and good-humoured, but his razor-sharp lawyer's brain is always just beneath the surface. After racing Brabham and Lotus in Formula Two in the 1960s, he set up March with Robin Herd: so he has been both F1 team owner and race

car manufacturer. Today F1 may be the highest-profile part of his remit, but his work also covers road-car safety – he's the driving force behind the revolutionary NCAP ratings – and automotive ecology, and thus the motor car's very future. Via national clubs, the FIA sanctions motorsport at every level around the world. That includes historic racing, and Max has tackled the thorny problem of originality and fake cars head-on.

"The old Historic Vehicle Identity Form – the so-called 'FIA papers' – had come to be accepted as a formal statement of authenticity," he says. "It was absolutely not that. The inspectors did their best within their own abilities, but in some countries those abilities were limited. There was no uniform standard. I think we had seven Chevrons in different parts of the world all claiming the same chassis number, and there were lots of cases where two cars claimed the same identity. It was an unreliable system.

"We realised we needed two documents. One to establish that a car, whatever its provenance, is to the correct *specification*. The other to state if a car is *genuine*, with true continuous history, rather than a made-up assembly of parts, or merely a facsimile of the original. Once that's clear, it's up to the individual race organisers. They can run a race for real cars only, or for real cars and facsimiles together, or perhaps for facsimiles only." (Max prefers the term 'facsimile' to 'replica'.)

The first document, the Historic Technical Passport (HTP), will be an essential requirement. It will be granted to genuine cars and facsimiles alike, provided they are to the correct original specification.

The second is the Heritage Certificate (HC). This will focus on a specific car's true history, and will be much more rigorous; but it will be optional. It will also be expensive: the FIA will levy a fee

of €1500 for each HC, over and above the inspector's fees. I suggest to Max that this will deter many people with genuine cars, so the HC may not become widespread enough to work.

"I understand that view. But there's a lot of cost in setting up a really credible, foolproof system and making it work. A lot of specialised research will be involved. And it's our view that possession of an FIA Heritage Certificate will add much more than its cost to the value of the car."

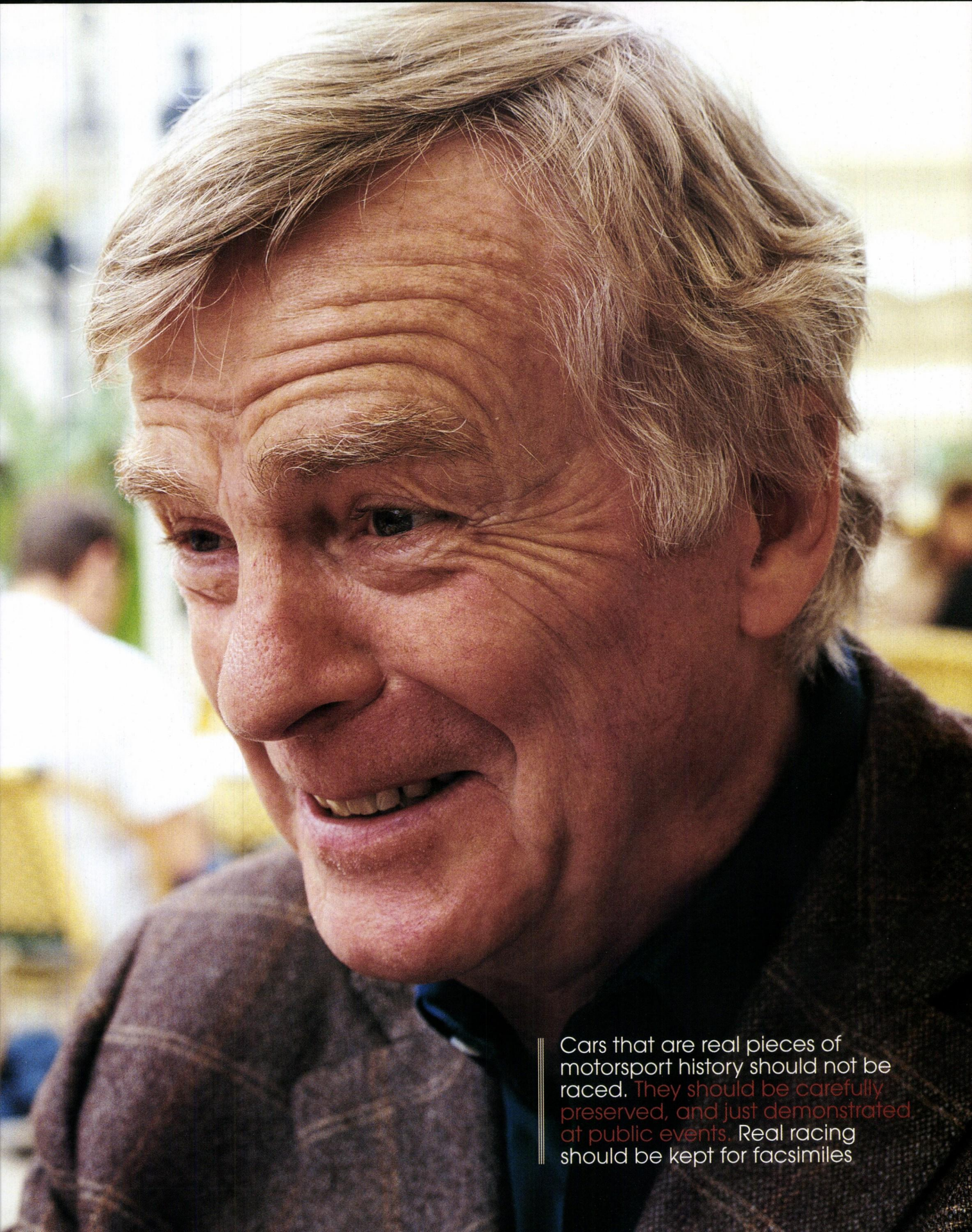
But Max's most controversial idea – from our lunch table I can hear shouts of indignation from historic racers everywhere – is that owners of genuine cars should be dissuaded from racing them at all.

"I believe cars that are real pieces of motorsport history should not be raced. They should be carefully preserved, and just demonstrated at public events. Real racing should be kept for facsimiles. You've got to take the long view. If all these cars are raced, how many of them will still be around in 100 or 200 years' time? We have a duty to preserve works of art for future generations."

Charismatic racing cars, whose brave owners recreate history for us by racing them, condemned to become mere museum pieces! A great painting, I remind Max, fulfils its creator's purpose just by hanging on a wall. A car gathering dust in a museum is dead. If its wheels don't turn and its exhaust doesn't ring out, it is a corpse.




"I don't buy that. It's only dead if it's a non-runner. If you can demonstrate it in public, it lives on. Wouldn't it be better if the chariots raced in Rome 2000 years ago had been preserved, so we could see the real thing today?"

"Anyway, these cars are now so valuable that there comes a point when it's cheaper to have a facsimile made of your real car and race that, rather than try to maintain the real car for racing ▶



Cars that are real pieces of motorsport history should not be raced. They should be carefully preserved, and just demonstrated at public events. Real racing should be kept for facsimiles

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and risk damaging or destroying it.”

So is Max saying that an MGB that raced at Le Mans in the 1960s – or even an MGB that has no racing history – should not be raced, in order to protect it for future generations?

“Not necessarily. The question is, does it matter if a car is scrapped? If it doesn’t, fine. But if it would be a genuine loss to posterity, then in my personal view it should not be raced. I accept that we can’t stop the owner of a unique car racing it to destruction – any more than we can stop the owner of a 250F Maserati fitting disc brakes. I just don’t

think we should encourage a situation that makes him want to do so.”

What about concerns that today’s historic racing is too dangerous?

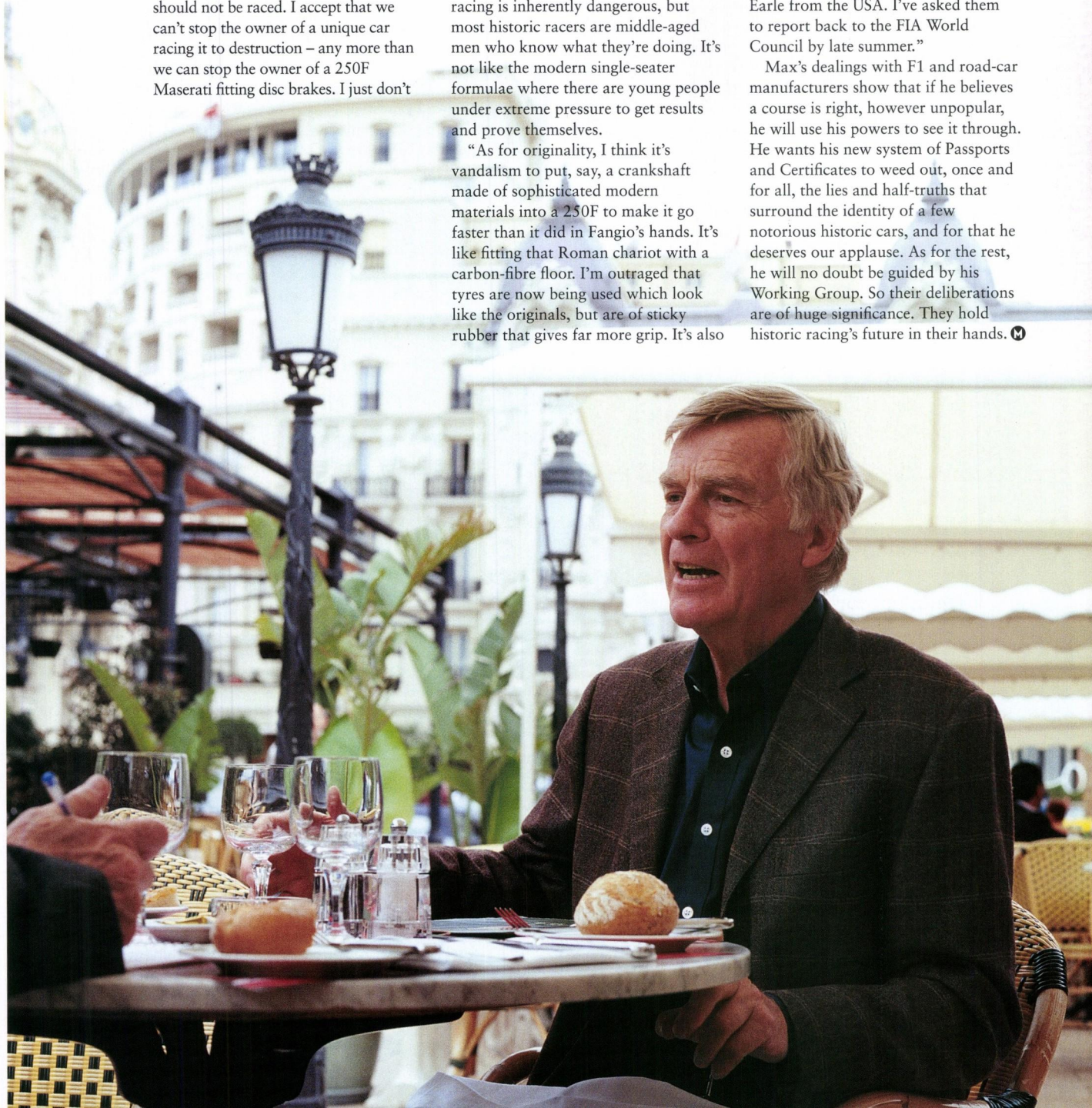
“Well, if we were only talking about safety we’d have to ban historic racing. But if we did, people would take no notice – they’d go on racing without our sanction. There are limits to how much you can be a nanny. Historic racing is inherently dangerous, but most historic racers are middle-aged men who know what they’re doing. It’s not like the modern single-seater formulae where there are young people under extreme pressure to get results and prove themselves.

“As for originality, I think it’s vandalism to put, say, a crankshaft made of sophisticated modern materials into a 250F to make it go faster than it did in Fangio’s hands. It’s like fitting that Roman chariot with a carbon-fibre floor. I’m outraged that tyres are now being used which look like the originals, but are of sticky rubber that gives far more grip. It’s also

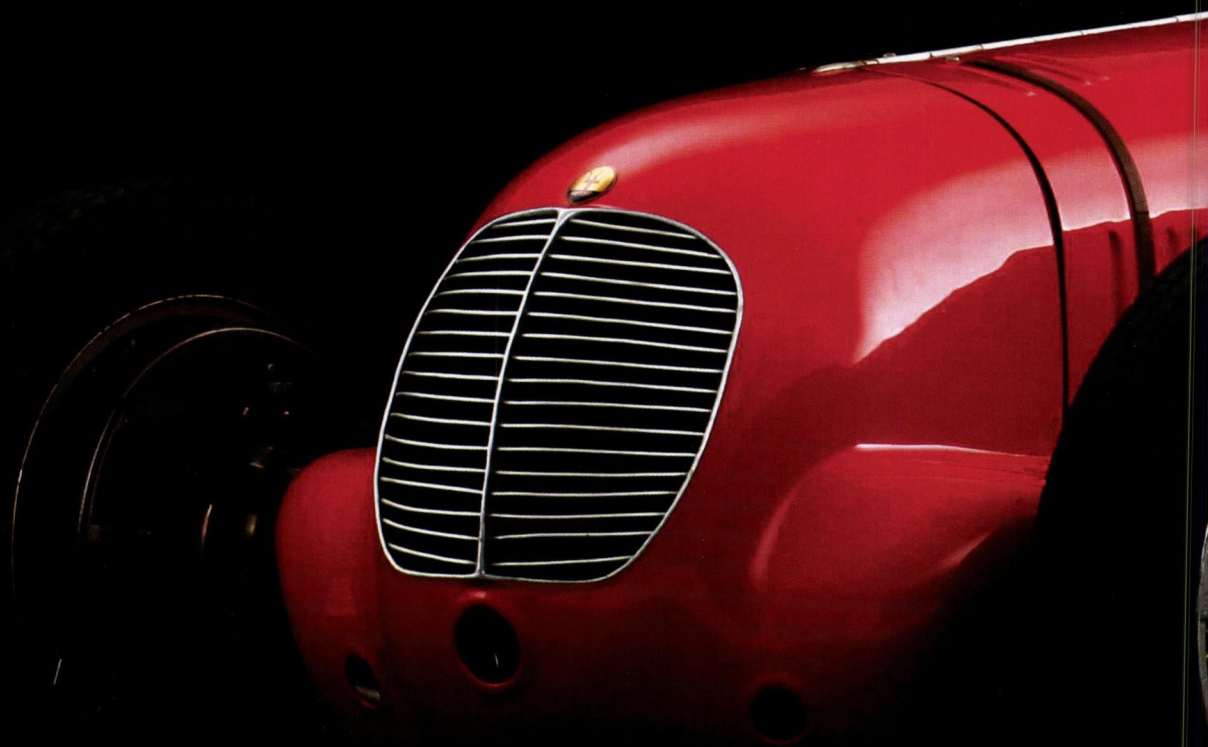
dangerous, because it’s putting forces through suspension parts that they were never designed to take.

“All this is only my personal opinion, and I realise it’s a big debate. So we’ve set up a Working Group to discuss it all, with some really involved people, drivers and race organisers, people like Lord March, Nick Mason, Joaquín Folch, Simon Hadfield, Steve Earle from the USA. I’ve asked them to report back to the FIA World Council by late summer.”

Max’s dealings with F1 and road-car manufacturers show that if he believes a course is right, however unpopular, he will use his powers to see it through. He wants his new system of Passports and Certificates to weed out, once and for all, the lies and half-truths that surround the identity of a few notorious historic cars, and for that he deserves our applause. As for the rest, he will no doubt be guided by his Working Group. So their deliberations are of huge significance. They hold historic racing’s future in their hands. **M**



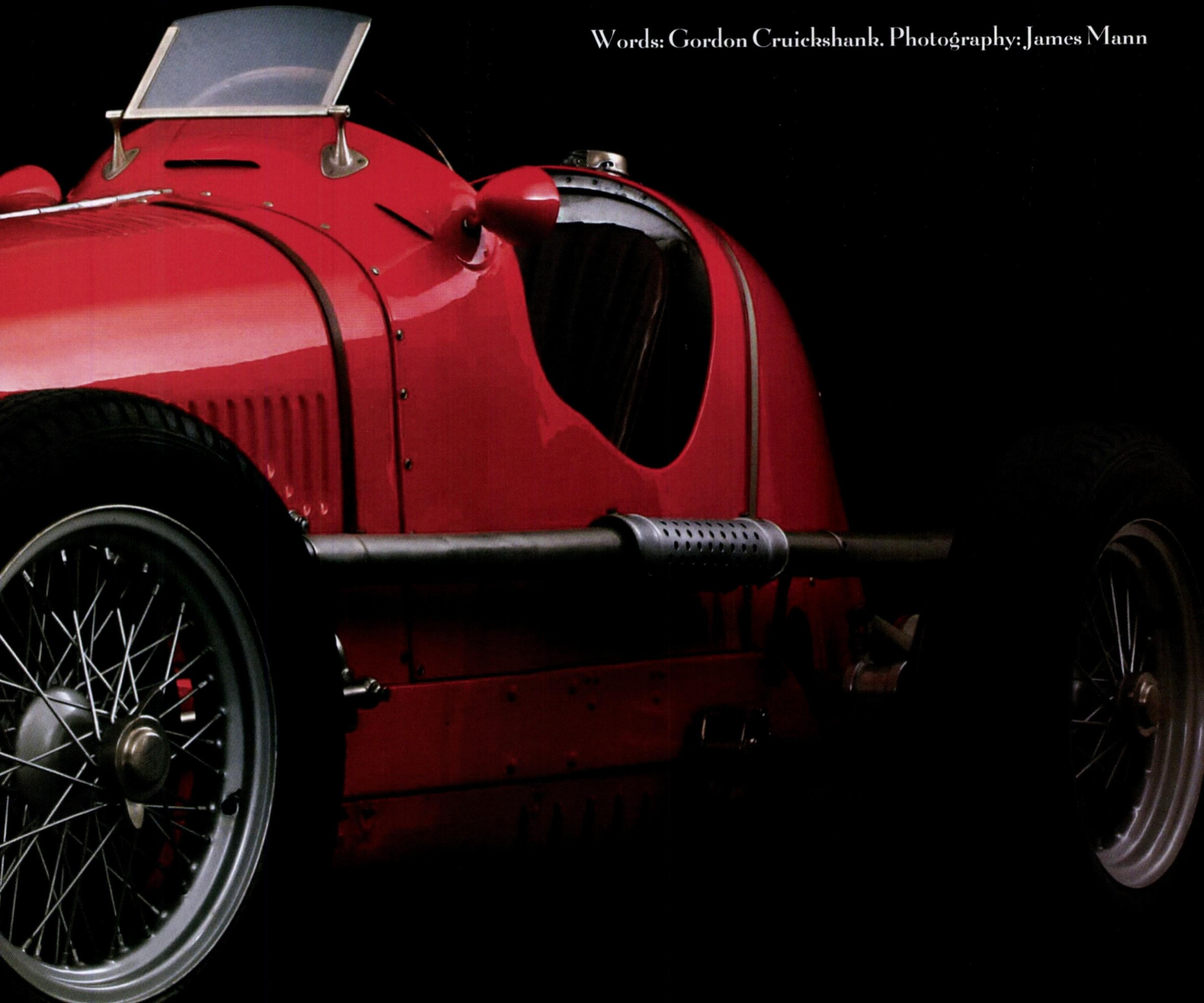
||| MASERATI 4CM



The Count's Maserati

It's been out of sight for 30 years – hanging on a wall. Now one of only four examples of Maserati exquisite little 4CM voiturette has reappeared. Its story is intertwined with one of motor racing's aristocrats, Count 'Johnny' Lurani Cernuschi

Words: Gordon Cruickshank. Photography: James Mann





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Breeding. It's in this car's genes, as it was in its first owner. Giovanni Lurani di Cernuschi was not only a Count but also a racing driver, journalist, team owner and unofficial ambassador for Italian motor racing. He knew everyone who mattered in the sport, and the garage of his home in Cernusco displayed the autographs of hundreds of famous racing people.

Not that he traded on his title. He was more likely to be addressed as 'Johnny' than 'Conte Lurani' and his easy manner made him a popular figure around the race tracks of Europe. But it was in voiturette racing that Lurani shone, particularly with Maseratis, and most notably with this little gem, 4CM chassis no 1128. It has been invisible for three decades, bizarrely because it has been hanging on a wall. Now it's on its wheels again, and due to be auctioned at Christies' sale at Le Mans Classic in early July.

During the early 1930s voiturette racing (in 1100 and 1500cc classes) waxed and waned, sometimes part of a GP, frequently free-standing. In 1933 two things happened which altered the voiturette scene completely. Hitler came to power, offering state help for racing teams. And, slightly less world-shattering, ERA came into being. As German technology blew away all grand prix opposition, Italy and France had to watch Britain revitalise the small-car field – and dominate it.

Maserati's response was prompt: the 6CM. A supercharged six-cylinder, it boasted independent front suspension, and during 1936 proved almost as quick as an ERA. And 'almost'

Below left: Count 'Johnny' Lurani sporting a BRDC badge after his 1933 Mille Miglia class win, sharing an MG K3 with George Eyston. Below right: pristine exhaust betrays lack of recent exercise...

is nowhere in racing. So for '37 Ernesto Maserati simplified it with a twin-cam four-cylinder, shortened the wheelbase by 2in, and enlarged the blower. Torquey and reliable, the 4CM appealed to privateers, and one of the first buyers was Lurani.

Together with Luigi Villorosi and Franco Cortese, Lurani had formed Scuderia Ambrosiana, named after Milan's patron saint, Ambrose. As 1100cc racing was strong in Italy, Lurani ordered the smaller version, with the parts to convert to 1.5 litres later. A good decision: with chassis 1128 he won the 1100cc class at Turin, Milan, Genoa, Naples and Palermo, as well as in the Freiburg hillclimb, collecting the Italian 1100cc title. He then fitted the 1500cc parts to race at Crystal Palace, finishing third and fifth in heats of the Imperial Trophy.

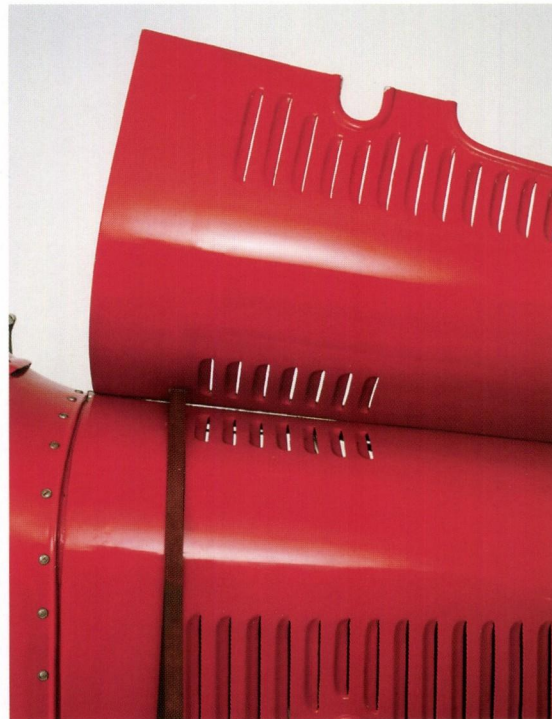
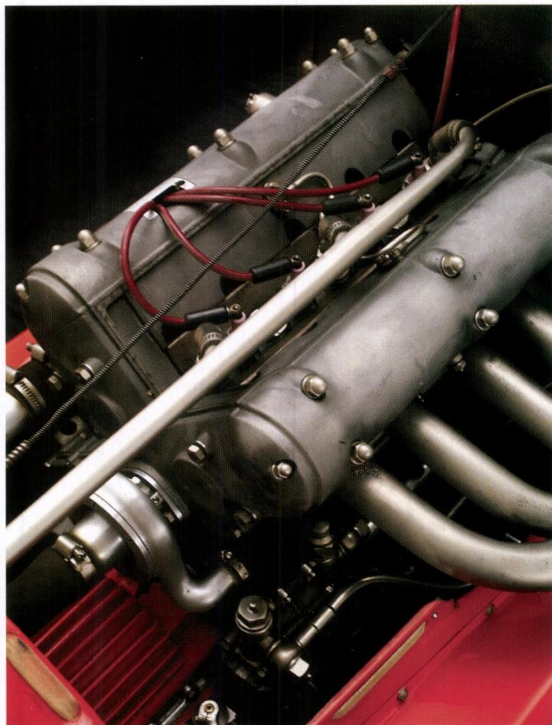
At the end of 1937 Ambrosiana despatched four Maserati to South Africa – 6CMs for Piero Taruffi, Villorosi and Eugenio Senna, plus Lurani's 4CM. But for the dapper Count a third place in 'the Grosvenor Grand Prix' at the Lord Howe track was followed by a wrecked engine while duelling with an ERA at East London. The team fitted the 1500 block for the final race at Cape Town, but Lurani looked dispirited as he cruised round in sixth. Then – drama. Villorosi's six-cylinder blew up, so Johnny gave up his car to 'Gigi', who streaked back into the race and pulled up two more places to finish third behind Taruffi and a victorious Earl Howe in his ERA.

For 1938 Lurani made a major change, fitting Tecnauto spring units in place of the rear leafs. This improved the grip, putting Lurani at the head of the voiturette class in the ▶

Giovanni Lurani was not only a Count but also a racing driver, journalist, race team owner and **unofficial ambassador for Italian motor racing**. He knew everyone who mattered in the sport







He was heading the voiturette class in the Tripoli GP – until the oil pressure needle suddenly dropped to zero. After a few frantic minutes in the pits his mechanics realised that it was only a faulty gauge, and sent him out again

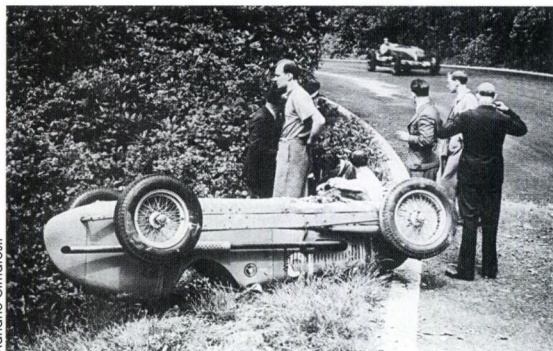


Opposite: Maserati beat ERA to independent front suspension; 4CM uses torsion bars. Top left: dry-sump engine has gear-driven camshafts. Top right: 1128 now red again after 'blue period'. Left: leafs reinstated in rebuild. Right: hydraulic brakes were a plus

||| MASERATI 4CM



LAT



Adriano Cimmarosti

Tripoli GP – until the oil pressure needle suddenly dropped to zero. After a few frantic minutes in the pits his mechanics realised that it was only a faulty gauge, and sent him out again. Third among the 1500s was not much recompense. Nor was his brief lead in the Targa Florio – run as a circuit race that year – as it ended with a collision. The season was to get worse: in practice for the London Grand Prix at Crystal Palace Johnny hit a patch of oil and rolled the car, finishing up underneath it with a broken hip. Although he recovered to race in the Mille Miglia and at Le Mans, it was the end of his single-seater career. Yet post-war, his influence burgeoned: he went on to break records in his self-designed ‘Nibbios’ and, as a member of the FIA, organised GT racing and created Formula Junior. He also wrote extensively on motor racing.

Achille Varzi borrowed the repaired car for an Italian race, but with no success, and Johnny then put it up for sale.

The lucky buyer was English racer Charlie Dodson – lucky because the car suffered a problem on the way to Britain. Lurani’s mechanic met a snowstorm as he drove the transporter over the Alps, which cracked the block, as he found in the paddock at Donington where Dodson hoped to compete in the ’39 British Empire Trophy. Fortunately, the nearby Rolls-Royce factory repaired it and Dodson was able to race, until a camshaft seized. He drove it once more, in the Nuffield Trophy at Donington, but this time the suspension broke.

Following WW2 the car surfaced briefly at a Monthéry meeting, then vanished again. It reappeared, painted blue, in the 1960s when it was bought by a Swiss family who restored it, but chose to use it as decor instead of racing it. After years literally in suspended animation it has every chance of seeing the track again, a machine with a history which, if not exactly strewn with chequered flags, is chequered with interest. **M**

Top: Charlie Dodson races the 4CM in the British Empire Trophy in 1939. A camshaft seized. Above: car came off better than driver in Lurani’s 1938 crash. Right: centre gear lever controls four-speed ‘box; engine revs to 6100rpm





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TARGA FLORIO

Sicily looks beautiful, but it's a bit quiet, isn't? Not this month, as the centenary of the Targa Florio, one of the world's most celebrated races, shatters the peace

By the time you read this they will already have kicked off the Targa Florio Centenary festivities on the island of Sicily. But worry not, for the highlight of the event takes place between May 30 and June 4.

Porsches, Ferraris and Maseratis will feature in the Historic Rally, which is open to cars built between 1906-77. The entrants all arrive on Tuesday May 30, but the competitive element really kicks off on Saturday June 3, when the cars complete sighting laps of the traditional 44-mile Piccolo Madonie circuit, as well as the medium and big layouts. The event proper is then run on the following day, with one lap on each of the three circuits.

The Florio Cup, meanwhile, is open to sports and GT cars. These will be on track from Thursday June 1, and this event culminates with a regularity historic race over either one or

two laps of the Piccolo Madonie circuit on Sunday June 4.

Before these climaxes to the celebrations, the Targa Florio Centenary historic car regularity will run from May 16-22, with competition starting on Wednesday May 17. Once more, this is open to cars built between 1906-77, and covers most of the south and west of the island.

The Franca Florio Concours d'Élégance, which is also open to concept cars, runs during the same period, with cars lapping the Madonie circuit on Saturday May 20.

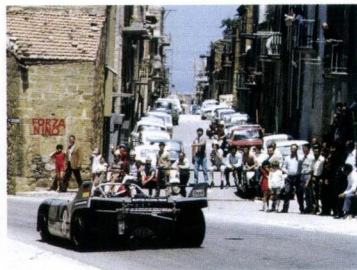
If you get a chance, watch the Trofeo Florio, the third round of the FIA Historic Rally Championship. The stages take place on the Piccolo Madonie between May 19-21. A host of Porsche 911s are on the entry list, with variety provided by Lancia Stratos, Alfa GTAs and an Alpine A110. Don't miss Sandro Munari (a former Targa Florio star) and Markku Alén, who will be present with a Stratos.

In the ensuing scramble to get out of the way, a woman had her leg injured by the faster spectators, and that was the only casualty after 78 cars had taken part in the 54th Targa Florio

JENKS ON... THE TARGA FLORIO (1970)

The Porsche factory has won the Targa Florio for the last five years as well as five times before that, but not consecutively, and to many people that would be sufficient, but not for Porsche. This time they came not only to win but also to pulverise any opposition that might appear, and the whole weight of the racing department was thrown into the attack. The subtle niceties of there being no official works Porsche team, but two privately-sponsored teams with works support, went by the board, and although JW Automotive and Porsche-Salzburg were the entrants, that is as far as the non-works activity went. Everything was pooled in the name of Porsche-Stuttgart and it was a factory onslaught on the Targa Florio that was unsurpassed.

That Porsche were out to win was very obvious but when you looked around to see who they were going to beat it was not so obvious. Ferrari entered only one car,



for Vaccarella/Giunti, more as a sporting gesture to the Sicilians and their number-one driver than a serious attempt to win. Undoubtedly the hard fight that Ferrari had put up at Monza the week before, and Nino Vaccarella's practice times, had fired the enthusiasm of the Sicilians.

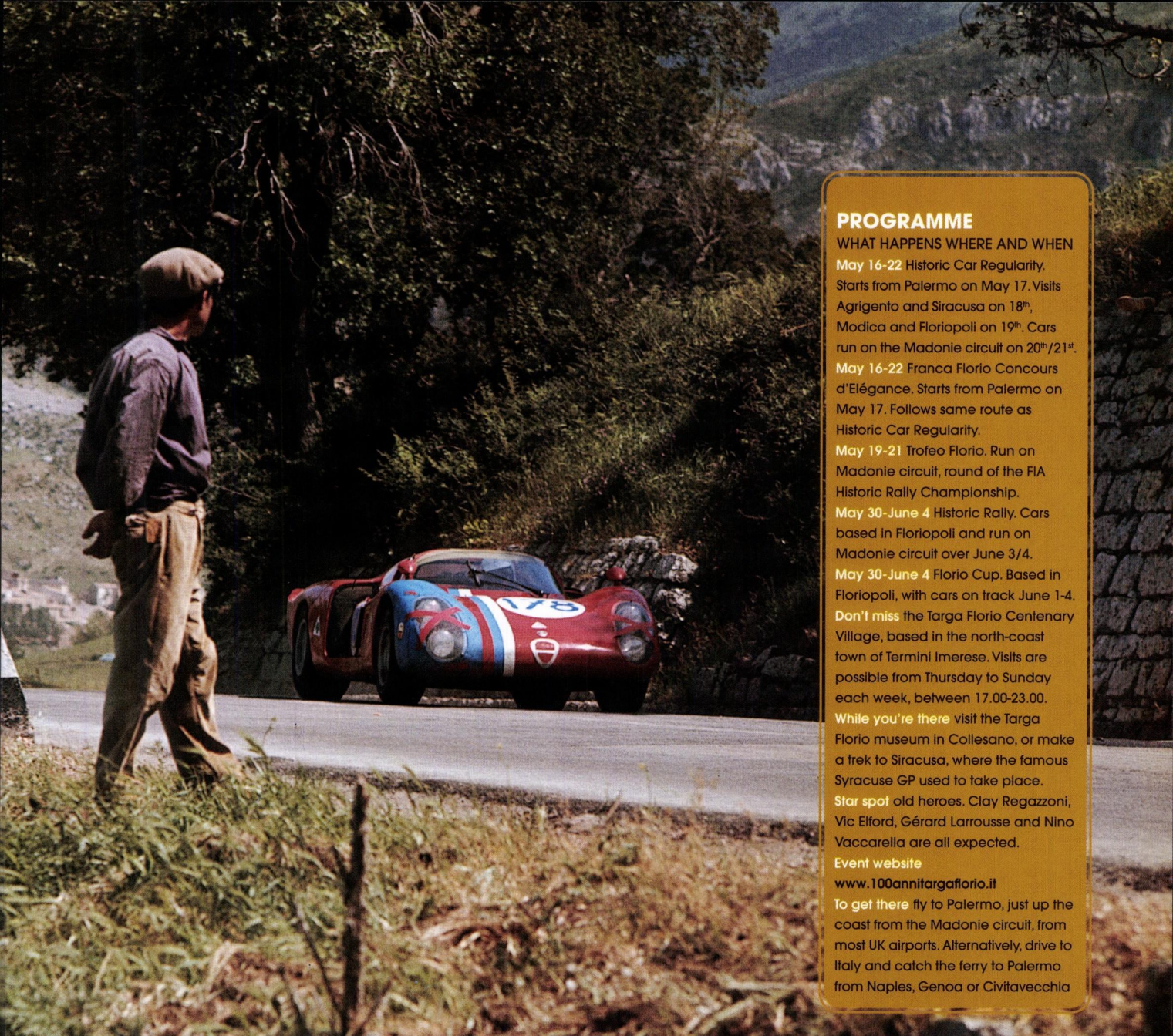
All around the first lap the road conditions were bad, delicate throttle control being needed rather than bravado, and two important entries did not even get half-way round. Vic Elford (Porsche) dodged a rock lying in the road and in doing so hit a kerb and either broke a suspension part or damaged a tyre and

on the very next corner lost control and crashed heavily, wrecking the white and orange Porsche and having to sit with the wreckage for the rest of the day. This was just after Cerda, a bare 12 kilometres from the start. A little farther on Maglioli lost control of his Tipo 33/3 Alfa Romeo on the slippery surface and went off the road.

The Porsche team were content for any Porsche to be in the lead. As the leading group finished lap four, there was a lot of activity at the pits as the factory all refuelled and Brian Redman took over the (winning) car from Jo Siffert. In the ensuing scramble of the crowd to get out of the way a woman had her leg injured by the faster spectators, and that was the only casualty after 78 cars had taken part in the 54th Targa Florio over 11 laps of the mountain circuit amid a record crowd of enthusiastic Sicilians. Yet there are mutterings in Milan that the race is dangerous and should be altered. May the real Targa Florio live on forever.

Denis Jenkinson was our Continental Correspondent for more than 40 years





PROGRAMME

WHAT HAPPENS WHERE AND WHEN

May 16-22 Historic Car Regularity. Starts from Palermo on May 17. Visits Agrigento and Siracusa on 18th, Modica and Floriopoli on 19th. Cars run on the Madonie circuit on 20th/21st.

May 16-22 Franca Florio Concours d'Elégance. Starts from Palermo on May 17. Follows same route as Historic Car Regularity.

May 19-21 Trofeo Florio. Run on Madonie circuit, round of the FIA Historic Rally Championship.

May 30-June 4 Historic Rally. Cars based in Floriopoli and run on Madonie circuit over June 3/4.

May 30-June 4 Florio Cup. Based in Floriopoli, with cars on track June 1-4. **Don't miss** the Targa Florio Centenary Village, based in the north-coast town of Termini Imerese. Visits are possible from Thursday to Sunday each week, between 17.00-23.00.

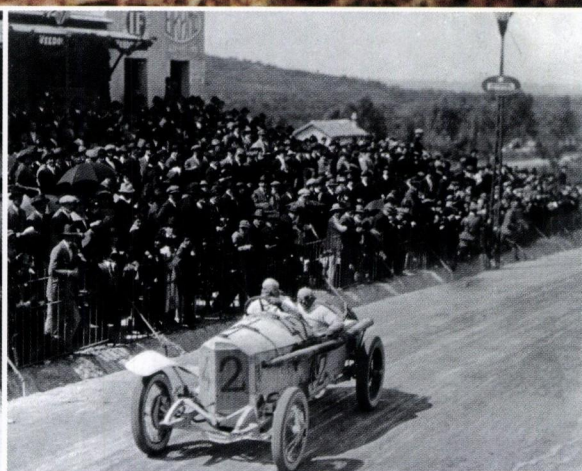
While you're there visit the Targa Florio museum in Collesano, or make a trek to Siracusa, where the famous Syracuse GP used to take place.

Star spot old heroes. Clay Regazzoni, Vic Elford, Gérard Larrousse and Nino Vaccarella are all expected.

Event website

www.100annitargafflorio.it

To get there fly to Palermo, just up the coast from the Madonie circuit, from most UK airports. Alternatively, drive to Italy and catch the ferry to Palermo from Naples, Genoa or Civitavecchia



Top: beautiful Alfa 33/2 of Pilette/Slotemaker took fifth in 1968.

Far left: Felice Nazzaro drives his Fiat 130HP to victory on second running of Targa, in 1907.

Left: Mercedes favourite Christian Lautenschlager in '22. **Opposite:** 'Quick Vic' Elford failed to finish in 1971 with Porsche 908

NMM

|| Jim Clark defeated
John Surtees, with Trevor
Taylor, Peter Arundell
and Mike Spence in
the top six. Formula
Junior was here to stay...





Senior Juniors

Formula Junior is in a renaissance as a historic category, 45 years after its heyday. But can *Motor Sport* do a 130mph lap average?

Words: Marcus Simmons. Photography: Andrew Ferraro/LAT

What is it about the human reaction to change? In the summer of 1958 the British motorsport press was scathing about Formula Junior, the category founded by the celebrated Count 'Johnny' Lurani and introduced in Italy that year. The feeling was that this 'Junior Formula' was all very well for the Italians, but that the cars were too slow and that they would never catch on elsewhere. You can understand that point of view, for 500cc Formula Three was still in full swing in the UK. Was Junior really needed on these shores?

It took another 18 months for that question to be answered in the affirmative: March 19 1960 was the date that Formula Junior really became established in the UK. The first big race of the season was at Goodwood and featured a thrilling battle between future World Champions Jim Clark and John Surtees, who was in his first ever car race. The Scot's Lotus defeated the Cooper of the ex-bike star, with Trevor Taylor, Arundell and Mike Spence – who would all become handy Formula One drivers – also in the top six. Surtees's fastest lap was nearly four seconds quicker than Stuart Lewis-Evans's F3 lap record, and Formula Junior was here to stay...

For four years anyway. But this was an era in which the whole motorsport landscape changed. In 1961 F1 switched to 1.5-litre engines, Formula Two was dropped and, in Europe anyway, Junior was now the only serious sub-F1 single-seater category. Hundreds of races were held, there was a multitude of constructors, and a fresh generation of driving and design talent was born. The revival of F3 in 1964 rendered Junior redundant in Europe, but the new F3 was, in effect, a continuation of the Junior philosophy.

So what happened to all the old cars? Some were modified; some were stashed away. In the UK, the club-level Monoposto series continued to provide a home to many of the cars, and the Monoposto Register began to run Formula Junior as a stand-alone historic category in 1975. That lasted until the early-90s, when Juniors were lumped in with early Formula Fords at Historic Sports Car Club meetings. In the mid-90s, racing historian Duncan Rabagliati's Formula Junior Historic Racing Association began organising the pan-European Lurani Trophy for the FIA. By 1996 the FJHRA had also re-established the UK series, and in '97 this gained full championship status. Races were run under the umbrella of the Aston Martin Owners' Club until the beginning of 2006, when the ▶

Silverstone, February 17 2006: state-of-the-art Cooper of Anthony Binnington leads 1960 Britannia (left, with writer Simmons on board) and Crispian Besley's front-engined Elva

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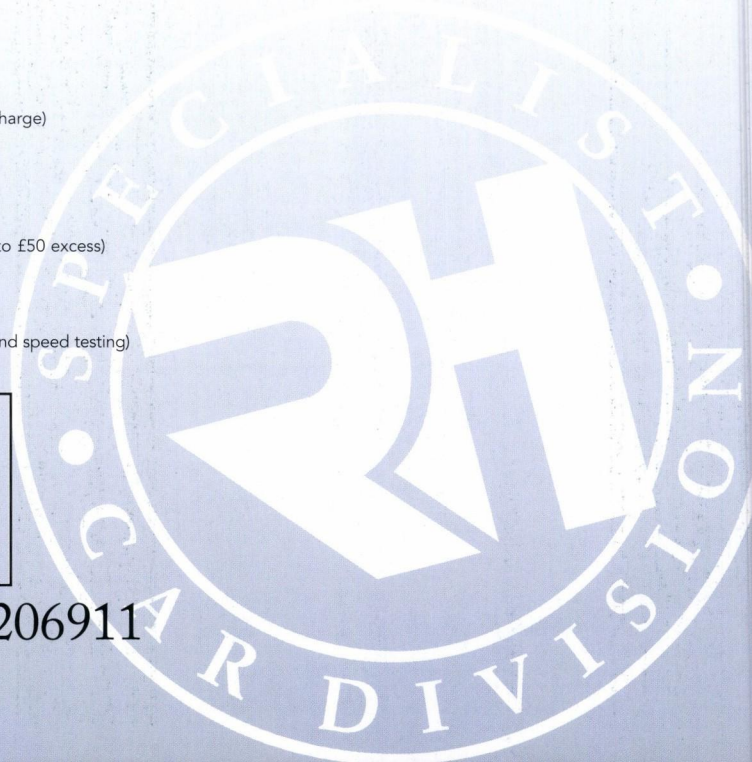
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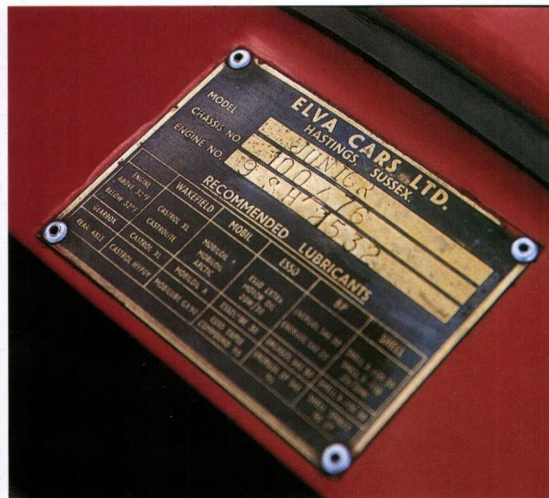
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Millers Oils-backed championship moved in with its more logical bedfellow, the HSCC.

During the past decade Junior has enjoyed an explosion in interest. Rabagliati's register of cars actively racing in the UK and Europe contains more than 300 machines, with a further two dozen currently undergoing restoration. There are also cars active in North America, where Junior thrived in the early '60s.

And it was an American title-winning car I sampled first on a cold but bright day at Silverstone. This was the 1959 Elva 100, currently owned by Crispian Besley, that was driven to the 1960 SCCA crown by Charlie Kolb. I would then move onto Andrew Taylor's Britannia, designed and built in '60 by John Tojeiro and a good example of the early rear-engined machinery. Finally came a stint in the '63 Cooper T67 currently raced by Anthony Binnington – and in period

David Abbott. Based near Silverstone, he has turned out the Elva beautifully.

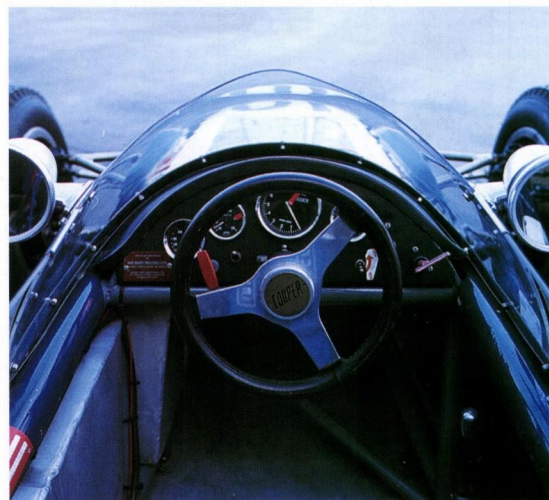
Unsurprisingly, the BMC four-banger sounds like a Mini as it's revved up, in contrast to the rasping Ford-powered machinery I will try later. This is my first time in a racing car anywhere near as old as this, and it's 11 years since my last taste of single-seater machinery... As it turns out, the Elva is the ideal car to ease me back into the swing of things. The Silverstone National circuit is a little slippery after overnight rain, but I'm instantly comfortable with the upright driving position. It only takes around a lap to get used to the fact that, in the Elva (a contraction of *Elle Va*; French for 'she goes'), the gearstick is slap-bang between my thighs. Which hand should I use? Pretty soon I settle on the right. In the conditions I'm having to be careful on the brakes into Becketts and the stadium complex, but other than that it's not too difficult to press on from the off.

Finally came a stint in the '63 Cooper T67, taken in period to a startling 130mph lap of Enna-Pergusa by the great Peter Revson

taken to a startling 130mph lap (reckoned to be the fastest ever FJunior average speed) of Enna-Pergusa by the great Peter Revson.

Besley has owned his BMC-powered Elva since 1998. He is a prime example of a competitor who once raced seriously (in Formula Ford) but has chosen FJunior for his weekend kicks. Preparation has been entrusted to

Crispian, usually among the leading contenders in the front-engined class, tells me that he considers a 1min 15sec lap competitive on this circuit. As I return after a dozen or so laps, he tells me this is exactly what I've done. He then goes out and laps in 1min 13sec! Even so, the proof of the Elva's user-friendliness is evident. I raced small single-seaters regularly around 15 years

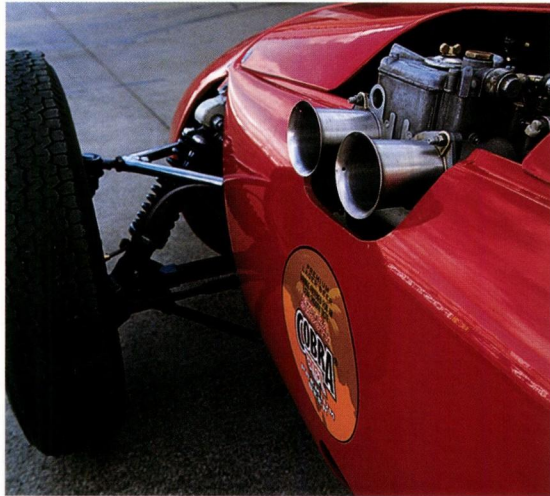


ago and haven't done much since. But it goes to show that straight away you can have fun and lap respectably in a machine which, although pushing out slightly less than 100bhp, is fast enough to make you feel as though you're in a serious racing car.

The Britannia was a different – and quicker – proposition. By 1960 the engine of choice was the 1.1-litre version of the Ford 105E unit, supplying just over 100bhp. Taylor and father-in-law Peter Green have a background in pre-war MGs, but bought the Britannia in early 2001. Only five of these cars were produced by Tojeiro and the history of each is murky. But, swapping notes with another Britannia owner in the UK, Taylor and Green modified the front end to correct period spec. The other owner, in turn, modified his rear end ▶

Clockwise from top left: smooth lines of Britannia; Elva began production run in 1959 and won early 'pilot' races in the UK; four dials in Cooper – don't confuse me, Elva only has two!

FORMULA JUNIOR



mirror the car of Taylor and Green.

Taylor usually does around six or seven races per season, on a shoestring budget: "Our running costs for 2005 were fuel and a bit of oil, and the entry fees." Green rebuilt the engine in '04, and Taylor claims that the only modification since then has been to try a new set of front springs.

The Britannia has considerably more oomph than the Elva. Although Taylor is the same height as me (6ft3in), for some reason I can't get enough elbow room to pull back into second gear. I settle on sticking to third and fourth in the Volkswagen-derived 'box, which means there is a slight hesitation exiting Becketts and Luffield before the revs reach 5500rpm and the engine comes on cam. Good fun though, and amazing progress from the Elva.

But not as mind-boggling as the

jump to Binnington's Cooper. A former semi-works MGB racer of the late '60s, Anthony still races a B, but added the Cooper to his stable in mid-2003.

Unusually, the T67 has a six-speed Citroën-based 'box mated to a Ford 109E engine, rebuilt by Denis Welch: it's probably good for around 115bhp.

It takes some time to get to grips with the fact that there are six gears in this car, with not a lot of space between each in the 'box. Exiting Becketts and Luffield in second, it's a very quick series of shifts through to third, fourth and fifth. Binnington asks me to stick to 8000rpm, so I need to hold the throttle at this point on the run to Copse and the stadium, but there is clearly more to go in fifth: in fact, Anthony says he only uses sixth at Thruxton.

I get a few laps in before returning to the pits. Like me Anthony is a slim man, an ideal shape for the svelte Cooper, but he doesn't have my height, and by this stage my clutch foot is overcome with cramp. If it was my car I'd be able to adjust the seating and pedal positions to make sure I really fitted the car properly before driving it fast, but it just can't be done today. Still, I can carry reasonable speed into the complex and find that the initial oversteer is easily catchable.

What would I race given the chance? I would certainly be comfortable with the Elva, and further down the line I'd love to have a go with the Cooper. But whatever class I was in I know it would be more enormous fun. And that's one thing about Formula Junior that *isn't* about to change. **M**

FORMULA JUNIOR

What championships are there?

Millers Oils Historic Formula Junior Championship (UK); FIA Lurani Trophy (Europe); Scuderia Madunina (Italy) – plus non-championship races.

What's the class structure?

Pre-61 front-engined (divided into Lancia and Fiat engines;

Ford, BMC and other units); pre-61 rear-engined; post-60 (divided into drum brakes and disc brakes).

How much do they cost? Expect to pay £20-25,000 for a car ready to race. You can go lower or higher – a Lola Mk5A recently went for \$92,500!

Do they hold their value? Yes. Due to the efforts of Duncan Rabagliati at the Formula Junior Historic Racing Association, this is a boom formula. Prices have stabilised recently, but show no signs of going down.

How are costs kept down? Through the class structure and the Dunlop control tyre: Andrew Taylor has kept the same set on his Britannia since '02!

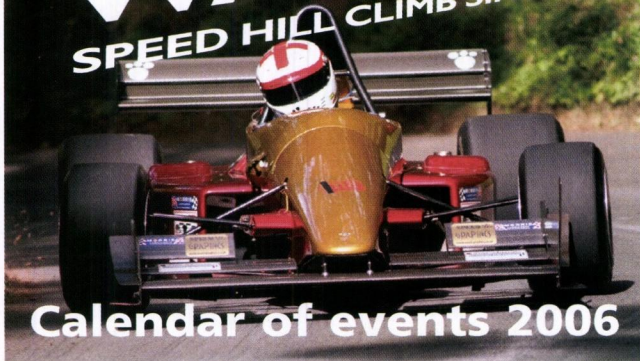
How do I get involved? Contact Duncan Rabagliati (0208 946 1730; rabagliati@blueyonder.co.uk; www.formulajunior.com). He also produces a newsletter with details of Formula Junior cars for sale.



Clockwise from top left: Elva now bears decal of Indian beer – probably not there in period; Britannia was a John Tojeiro side-project; Cooper is not a big shed – it's a little gem

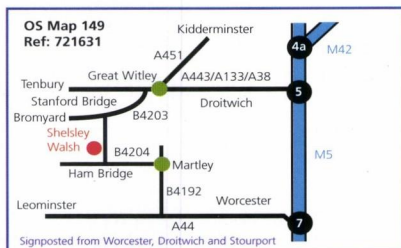
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Calendar of events 2006

- | | |
|---------------------------------|--|
| May 13th
Sat | Aldon HSA & invited Championships
Practice 09.30 - Event 14.00 |
| May 14th
Sun | Midland Speed & invited Championships
Practice 09.30 - Event 14.00 |
| Jun 3/4th
Sat & Sun | British, Leaders and Midland Hill Climb Championships.
Paul Matty Lotus Championship, plus special feature classes
Practice Saturday - Event 10.00 Sunday |
| Jul 1st
Sat | Invited Championships.
Practice 09.30 - Event 14.00 |
| Jul 2nd
Sun | Vintage Meeting in association with the
Vintage Sports Car Club
Edwardian to pre-war sports & racing cars
Practice 09.30 - Event 14.00 |
| Jul 15th
Sat | Members Competition Day.
Practice 09.30 - Event 14.00 |
| Jul 16th
Sun | The Classic Meeting
Practice 09.30 - Event 14.00 |
| Aug 19/20th
Sat & Sun | British, Leaders and Midland Hill Climb Championships,
plus special feature classes
Practice Saturday - Event 10.00 Sunday |
| Sep 9/10th
Sat & Sun | Midland Hill Climb Championship, Paul Matty
Lotus Championship, plus special invitation classes
Practice Saturday - Event 10.00 Sunday |



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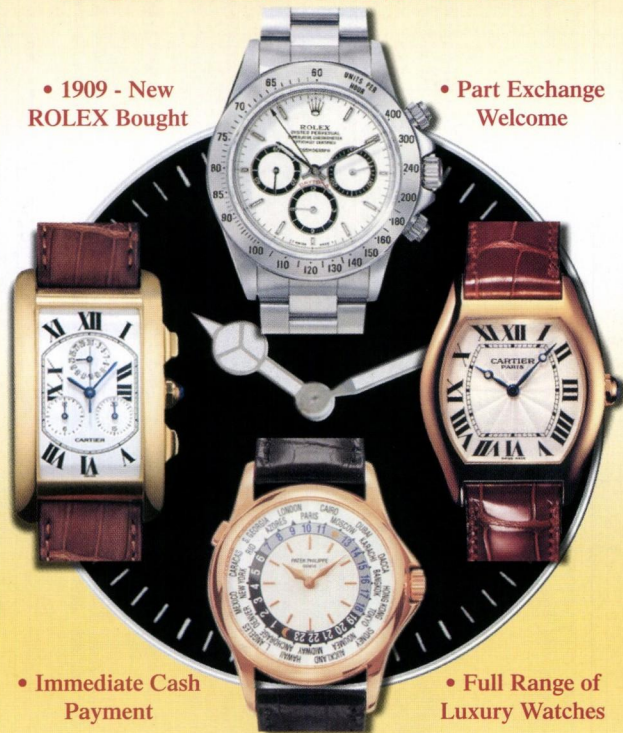


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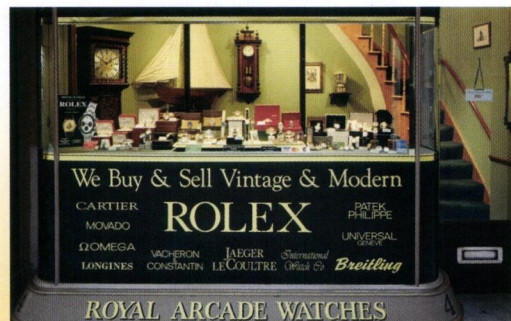
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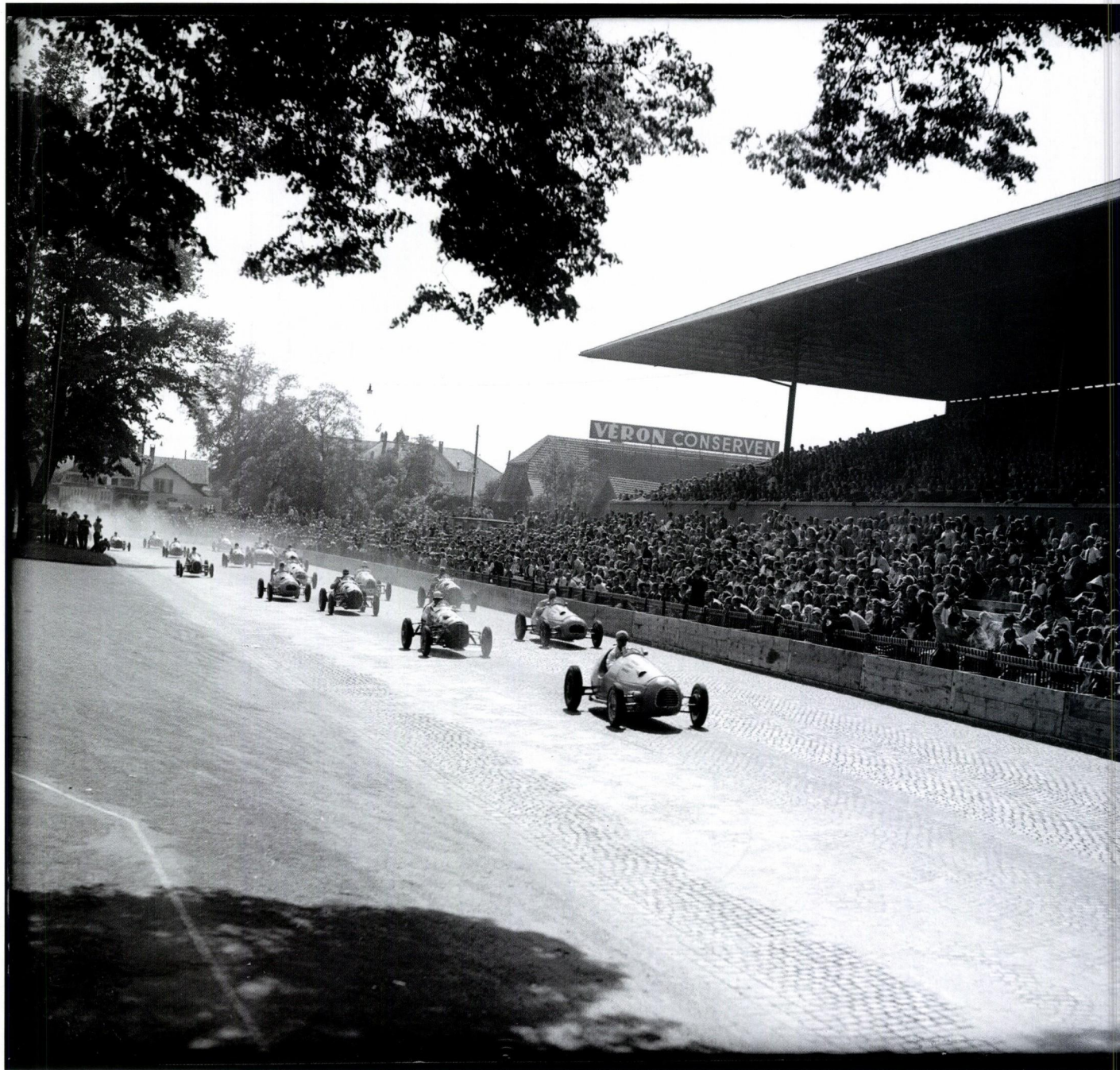
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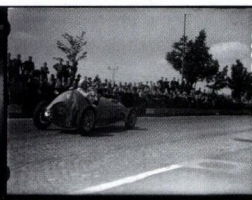
Unusual shots from the Preis von Bern, 1100cc support race to the Swiss GP. Main pic: Simca-Gordinis of Sommer and Bira, and Taruffi's Cisitalia-Fiat to the fore at start. Taruffi would win, Bira took fourth after being hit up the rear by Farina (far right). Middle right: Bira's Simca-Gordini after race with sister car of Sommer, which retired. Right page, top: winner Villoretti and Ascari after the British GP; Geoffrey Ansell's ERA B-type becomes one of the first to explore Silverstone bales

Peace reigns, war starts

Racing took time to recover from World War Two, but by 1948 European motorsport was back in full swing – and a new circuit opened at Silverstone. LAT opened its photo archive so that Motor Sport could look back



July was a sad month, for Varzi was killed during practice for the Swiss GP, Kautz crashed fatally during that race, and in an earlier crash Trintignant was seriously injured – Motor Sport, August 1948



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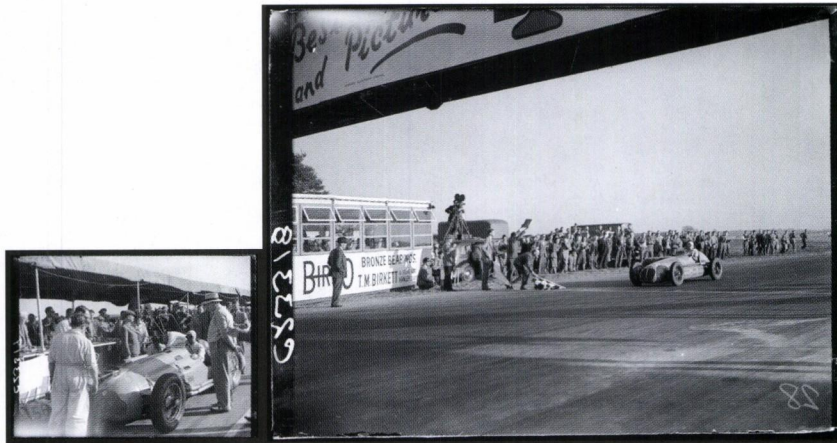
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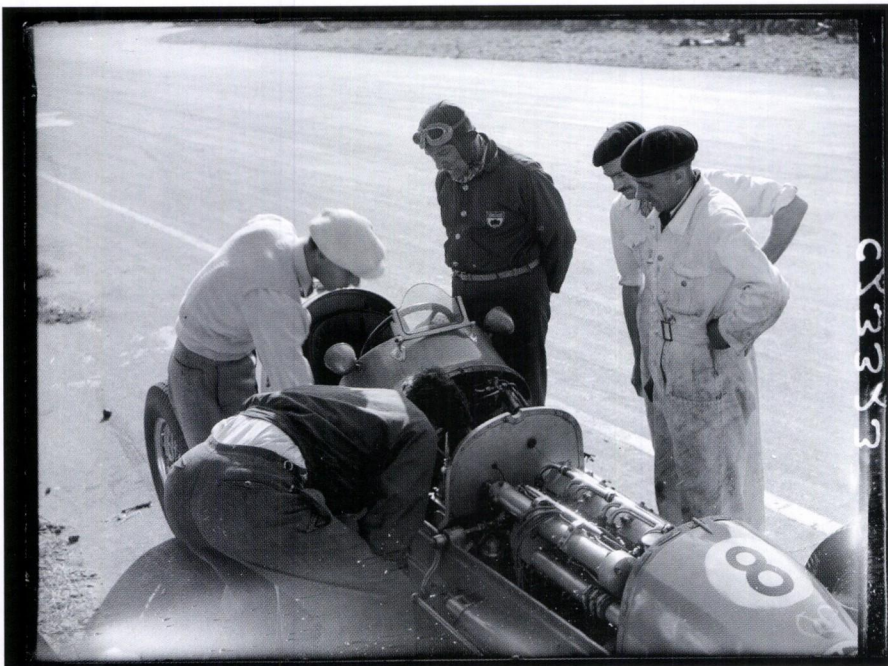
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Criticism of Silverstone's first meeting would be unfair. Let us remind you that some 170 tons of straw bales had to be positioned, 250 mark tubs put out, 10 miles of signal wiring laid and 620 marshals briefed – Motor Sport, November 1948

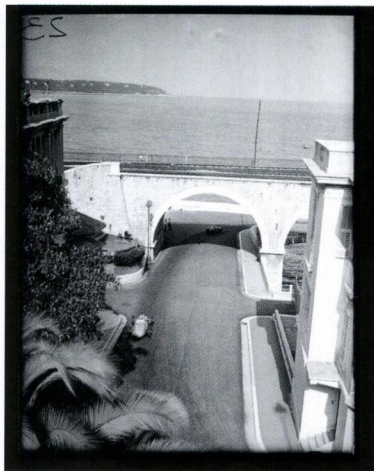


More from Silverstone. Top left: Louis Chiron's Talbot-Lago took pole but retired with transmission failure. Top right: Luigi Villorosi takes the chequered flag to win the first grand prix at Silverstone in his Maserati 4CLT. Above left: Duncan Hamilton was another who failed to finish – here he checks progress on his Maserati 6CM. Above right: Monaco, and Alberto Ascari's Maserati overtakes a strolling photographer on the way up Beau Rivage

||| 1948 IN PICTURES

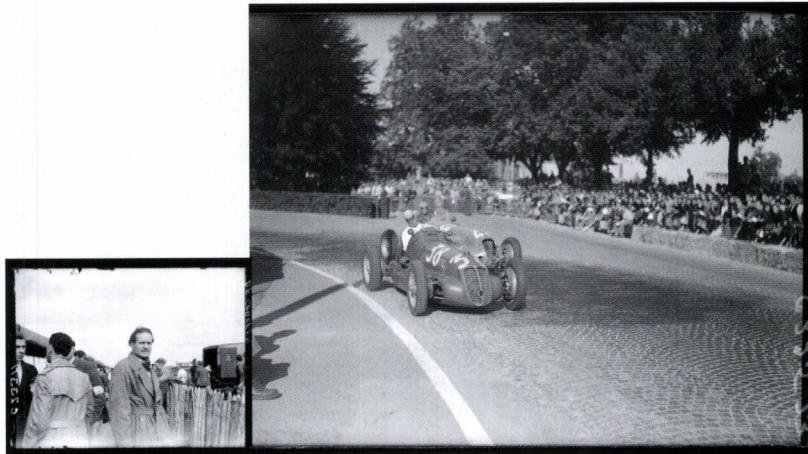


Streams of vehicles flowed along the admirably policed and sign-posted routes to the new Silverstone course. People mingled on the track with the mechanics preparing cars for the races – Motor Sport, November 1948



Clockwise from top left: Ascari in the middle of a field at Silverstone – he would go on to take second place; delightfully open drivers' meeting at start/finish area, between Abbey and Woodcote; Jean-Pierre Wimille was the star of 1948, and should have beaten Alain Prost to the title of France's first World Champion; Eugène Chaboud's Delahaye chases Piero Taruffi (Cisitalia) down to the seafront at Monaco – only Chaboud would finish, in seventh

Clockwise from below left: Baron Emmanuel de Graffenried was out of luck at Silverstone in 1948, but would return to win a year later; lovely shot from Swiss GP at Bremgarten with Giuseppe Farina showing the way to Argentinian Clemar Bucci, both in Maseratis; Louis Chiron grits his teeth against October weather at primitive Silverstone; Raymond Mays is just about to retire ERA R4D at Silverstone with a broken piston



Notes on Silverstone from *Motor Sport*, November 1948: The dense crowd which invaded the course rendered the prize-giving impossible; Did you encounter the Silverstone spiders?; Gerard's ERA did 4.77mpg for the race distance



LAT, provider of many of the superb archive shots in *Motor Sport*, has supplied the photography for a new book, 'Grand Prix! Rare Images of the First 100 Years'. Written by Quentin Spurring and published by David Bull Publishing, the 240-page offering will be available next month, price £29.99/\$49.95.



Powering Ahead



MOTORSPORT Founded in 1954

Sat over a beer, enthusiasts can spend many an evening debating what constitutes historic racing. When was the end of 'history', when does 'modern' begin? In the end the answer seldom matters, the fun is always in the debate. Historic racing continually reinvents itself. In truth the wonderful thing about historic racing today is the span of ages and types of cars you can find at good meetings. Back in April 1966 what is now the HSCC kicked off with a glorious mélange of D-types, Frazer-Nash, HRG and Allard cars. At its 40th Anniversary meeting at Silverstone on May 20/21 the HSCC is re-creating this original 'Griffiths Formula' race alongside a full programme of its many popular championships.

Two weeks later (June 3/4), on the Grand Prix circuit at Brands Hatch, the style of a Frazer Nash is replaced by the snorting power of racing and sports cars of the seventies and even eighties. It's a weekend of rumbling thunder as many thousands of horsepower winds its way around the glorious Kent circuit. On the menu is the Orwell Supersports Cup for pre-76 sports cars and prototypes. Big, up to 8 litre, V-8 engined CanAm McLarens and March will be stalked by packs of nimble 2 litre Chevron and Lola sports cars. Standing by the start at last year's race Sir Jack Brabham reflected that it felt good to be around cars that make the ground shake. More power is on offer from the Le Mans type cars of the Group C/GTP series. You can look forward to a grid of several Porsche

962, TWR Le Mans Jaguars and a spectacular Nissan R90. They look terrific cresting the brow at Paddock.

Fast single-seaters also feature. Last year Formula 5000 fan Frank Lyons helped bring ten New Zealand F5000 drivers and cars along to join the Derek Bell Trophy race at Brands. The result was possibly the biggest F5000 field ever seen in the British Isles. This year Frank is working to run the Derek Bell as re-creation of the Race of Champions. Famous as an early season non-championship F1 race, in later years the Race of Champions became a slugfest between F1 cars and more powerful but heavier F5000s. It made for great racing as the cornering speed of F1 cars was balanced against the raw acceleration of the 5000s. Formula 2 is also on the programme. In the late sixties and seventies this was the natural feeder class for Formula One. New for 2006 these cars have been brought together in a unified pre-1978 series. Running at Brands Hatch for the very first time the race is likely to be headed by near 300 bhp March 772 and Ralt RT1 cars chased by some extremely fast 1600cc March 712s.

... and then of course there are the supporting races one of which, the BRDC Sports Car Championship, will likely include some D-types just like back at Castle Combe in 1966.

If all this power resonates with you then why not come along to Brands or contact Grahame, Martin, Alan or Emma at the Club office on 01327 858400 or visit the website at: www.hsc.org.uk



www.classiccarshop.co.uk

Ayrton Senna

It was just as you'd expect: the first time the Brazilian sat in a sportscar he was right on the pace. He could have had a works Porsche drive, if he'd wanted...

Words: Gary Watkins. Photography: LAT



It's one of those eternal motorsport quiz questions: 'When and where did Ayrton Senna make his only appearance in a sportscar?' Most aficionados know the answer, but few are aware of the story behind the future F1 World Champion's drive aboard a Joest Racing Porsche 956 at the Nürburgring in July 1984.

Senna, then in his rookie season of F1 with Toleman, had already driven on the brand-new 2.82-mile Nürburgring, winning a one-make Mercedes tin-top race at the official opening of the circuit. Now he wanted to drive the track in a proper racing car ahead of the European GP in October.

Portuguese Domingos Piedade had been acting as European scout for Senna's manager Armando Teixeira since 1983. He also happened to be Joest's part-time team manager, which explains why the Brazilian ended up sharing a 956 with Stefan Johansson and Henri Pescarolo in the 'Ring 1000Km.

"Reinhold Joest asked me how much money this guy was going to bring," recalls Piedade, "but I told him he was going to pay Ayrton. I think he was paid \$10,000, plus expenses."

Senna approached the event with his usual professionalism and was surprised that he wouldn't require a seat fitting. "He was shocked when I told him that you could pull the seat forward and back just like a road car," says Piedade.

Johansson remembers the same Senna who he would get to know in F1. "What can you say? He was typically Ayrton," offers the Swede. "He was thorough and professional in

every way and, predictably, straight on the pace."


Pescarolo says he barely spoke to the Brazilian. "I didn't speak to him because he didn't speak to me," explains the four-time Le Mans winner. "I don't remember much about him, except when he got in the car he was incredibly fast."

Joest was particularly impressed, and not only by his guest driver's speed. "He was interested in every technical aspect of the car and was continually asking questions to the engineers," says Joest, who admits that Senna had a valuable input into the way he ran his Porsches in the future.

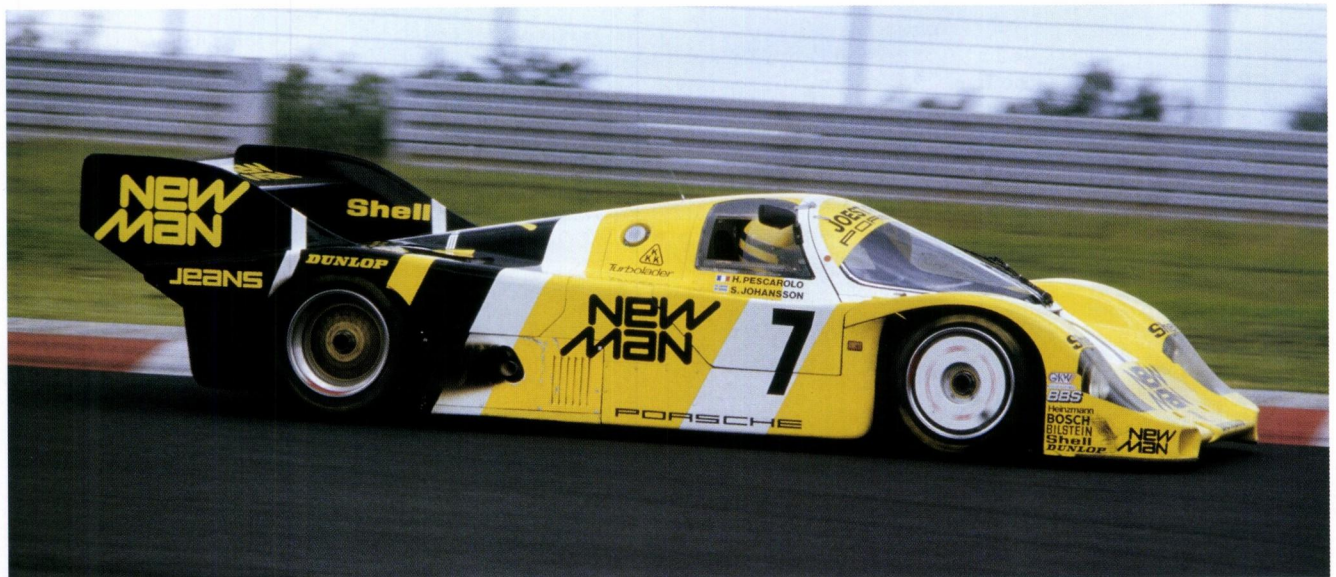
Senna dictated two pages of notes, and Joest was surprised by his understanding of the car after such a short spell in it. "They were good ideas and we did use some of them," says Joest. "The 956 and 962 always had understeer and some changes he suggested helped that." Senna's pace didn't give Joest a dream result: there were too many hitches. A puncture, a clutch change and an engine problem left the New Man-liveried car down in eighth place. But it did provoke some interest from Porsche, which wanted to know when this Senna guy would be available to try a factory car.

"I said to the Porsche guys, 'Never'," recalls Piedade. "You could offer him \$1m, but he's not interested."

Senna, in fact, had jumped straight out of a double stint in the Porsche for a mad dash to Cologne airport: he was testing his Toleman at Snetterton the following day.

The sportscar world had seen the last of Ayrton Senna. 

A roof over his head: Ayrton Senna under cover in Joest 956 Porsche during 1984 'Ring 1000Km. He was quick, but car had problems

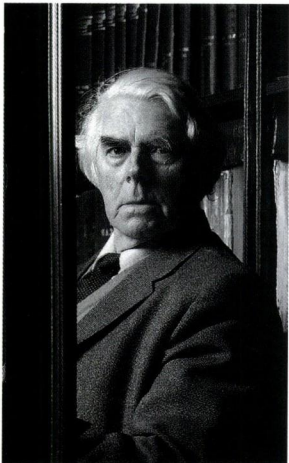


Reinhold Joest asked me how much money this guy was going to bring, but I told him he was going to pay Ayrton. I think he was paid \$10,000, plus expenses

Bill Boddy

THOSE OTHER ITALIANS

You didn't have to pay a 'fortune' for an Alfa when there were other Italian cars around



Italian cars have long been attractive to drivers who like fast cars which handle well and reflect the motor racing successes of a country where everyone seems to drive just that little bit faster.

Cars built in a mountainous land can hardly fail to have good hill-climbing qualities, effective rakes and small turning circles.

Thus in the late vintage years the favourite such car was the 15/85hp Alfa Romeo. However, these were expensive, with a price of £1175 in the late 1930s. British buyers unable to afford this might have turned to the OM, as the next-best Italian fast car, especially if they went to L C Rawlence and Co at 1, Lower Marsh in London for their overhead valve conversion head for the OM's sidevalve engine. But the desirable 2-litre sports 16/50 OM cost £760, or £960 in 15/75 form, and £1160 in the supercharged 15/85 version.

But all was not lost for those determined to enjoy an Italian sportscar. If he or she were unable to find £1175 for an Alfa Romeo (or £1275 for the special 1.7-litre 17/95hp model) there were less costly alternatives: an Ansaldo or a Bianchi or a Diatto for example.

The Ansaldo was made in Turin by one of the largest Italian engineering groups. In 1919, when its aero engine factory was idle, it was used to make cars designed by engineer Soria who used shaft-drive overhead camshafts on all his designs. The Alfa-bereft enthusiast might well have looked at the later Type 4H 2-litre 14/50hp Ansaldo, with its 1981cc engine, even though it had only a three-speed gearbox. It had a 9ft 10in wheelbase and 765x105 tyres. In open four-seater form it cost £625 in 1929, and its praised qualities of good handling and reliability had been endorsed by winning the 1921 and 1923 Coppa Ciano races.

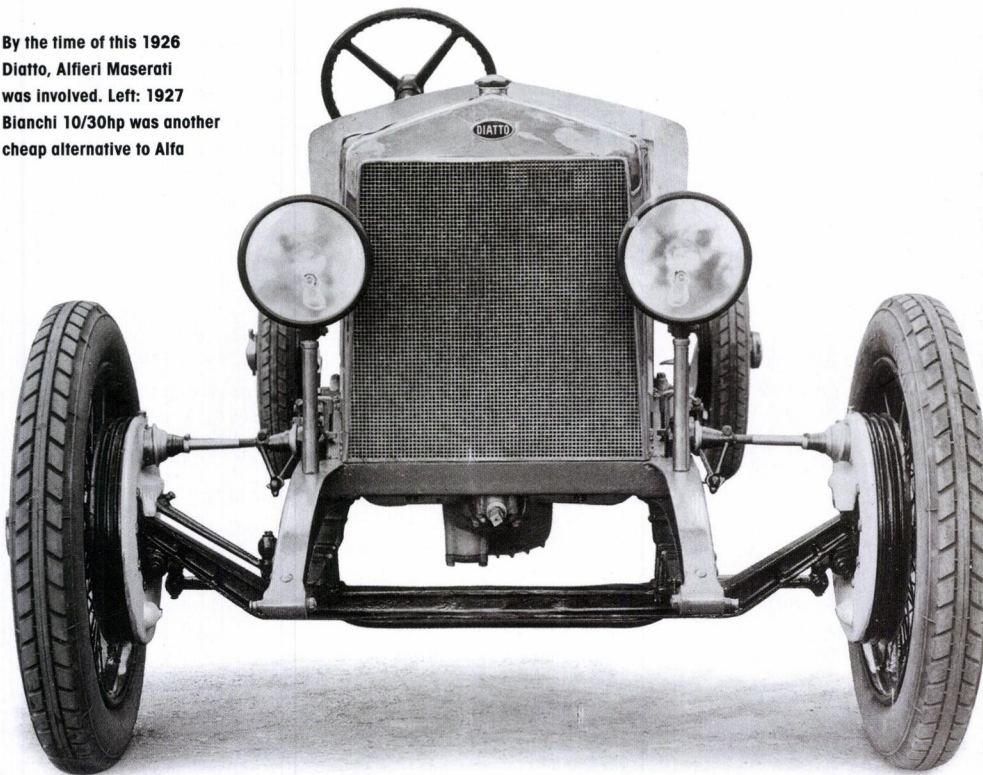
L C Rawlence also sold these cars here, although his notable racing successes were with OMs.

Another car which might have been considered was the Aurea, which in Type 4000 style was a good-looking sporting proposition. It had a four-cylinder 1497cc engine with a multi-disc clutch and torque tube transmission; the price was £400. The model to have would have been the 'Grand Prix' version with the wheelbase reduced from 9ft 6in to 7ft 8in and very racy styling. Those interested would have gone to the premises of Bortoletti & Co in London's Maida Vale to see whether the performance appealed to them.

A better proposition could have been the Bianchi. Bianchi began as a bicycle maker, and from 1898 produced de Dion-powered tricycles, with cars appearing by 1900. His vee radiator chain-drive 6.3-litre model with external exhaust pipes would have excited



By the time of this 1926 Diatto, Alfieri Maserati was involved. Left: 1927 Bianchi 10/30hp was another cheap alternative to Alfa



Edwardian fast drivers. In the 1920s the 15/60 type S5 was an attractive sportscar with a four-cylinder 2300cc engine with push-rod overhead valves having double valve springs and return springs on the push rods.

It was not a car to appeal to all owner-mechanics. To remove the oil pump and filter it was a case of getting down and under. There was no fuel gauge at all, not even on the 15-gallon rear tank.

The 15/65 Bianchi had a raised compression ratio and a hotter camshaft to give a claimed 75mph. The size of the balloon tyres was 775x105, the wheelbase 9ft 4in. Transmission was by torque tube from a single-plate clutch. The fabric-bodied four-seater cost £560, reduced to £465 by 1928. The agents were Burton, Osbourne and Taylor of Fitzroy Square, another top address.

However, in this pursuit for a modestly priced Italian sportscar the Diatto would not have been overlooked. Indeed its British concessionaire, Cyril Durlacher, who was located in Swallow Street off Piccadilly, raced a Type 30 Diatto, so it would be well-known to likely customers. Its durability was shown by a seventh place and a class win in the 1927 Essex MC Six Hour Race at Brooklands.

The Type 30 was another four-cylinder 2-litre car of 1995cc. Built by the former railway engineering company, it had a four-speed gearbox. The top gear ratio was 4.5 to 1, with 820x120 tyres. It cost £695 in 1928.

Those who owned Diattos by 1926 had the prestige of Maserati associated with their cars when Alfieri Maserati, the company development engineer, increased the power output from a modest

40bhp to 70bhp.

I have not forgotten the Lancia Lambda for which I have great admiration, but few were made in sports form. The ingenious six-cylinder 1995cc Type 65S short-chassis 2-litre Itala cost £940 in chassis form, its wide gears useful for towing a caravan over the Alps. The Isotta-Fraschini concessionaires in Kilburn were also the Itala agents, hoping to sell them to customers put off by the £2450 asked for an Isotta. But such impecunious customers could have gone off to see the Lambda-like Ceirano in Knightsbridge.

It did not have the Lancia independent front suspension, but the S150 model was an attractive 1½-litre OHV sportscar, sold here by Newton-Bennett for £425. But with a top speed of about 65mph, hardly fast enough to qualify as a substitute Alfa Romeo.

RUMBLINGS

This year's 68th Sunbeam MCC Epsom-Brighton Pioneer Run for pre-1915 motorcycles went off well. It was nice to see that four of the 297 riders were on pre-1900 machines and that there were only 18 non-finishers. The top award was won by Tony Batting (1913 Rudge Multi); the ladies' award went to Theresa Chaffield on a 1914 Rudge Multi.

The 84th Motor Cycle Club London-Land's End Trial had 354 entries of bikes and cars, the observed hills including such time-honoured ones as Beggars Roost, Darracot, Blue Hills 1 and 2, and Grabhurst, etc. The next fixture of the never-say-die MCC is its Summer Run on June 11.

The Alfa Romeo Register, which has its 50th anniversary this year, went independent of the VSCC last year for business reasons, as did the Frazer Nash Section. This will not affect these cars continuing to appear in VSCC events.

I enjoy the Bullnose Morris Club's bi-monthly magazine not because I was taught to drive in a flat-radiator Morris



but because of the content and pictures. The current issue has a colour shot of a flat-rad Morris which the late David Bick, amongst many other Morris owners he owned, had converted into a presentable sportscar with tuned engine.

Those who owned Diattos by 1926 had the prestige of **Maserati associated with their cars** when Alfieri Maserati increased the power output from a modest 40bhp to 70bhp

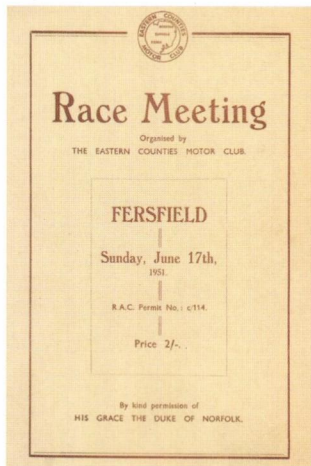
Bill Boddy

Forgotten race track

A RIVAL TO SNETTERTON CIRCUIT

Race circuits which have ceased to be used have historical fascination. A *Motor Sport* reader, Leigh Trevail, became interested in the one at Fersfield on the Norfolk-Sussex border. It has special interest as the circuit where Archie Scott Brown first raced. Mr Trevail's research has divulged that a group of enthusiasts of the Eastern Counties MC who met in the Hamlyn House public bar decided that a proper race circuit was needed in their area, to follow the speed trials held at the RAF Benwaters aerodrome.

What they found was the disused American airbase at Fersfield, farmed by a Mr Groom under the landowner, the Duke of Norfolk. It was from there during the war that Joseph Kennedy, older



brother of JFK, took off on the flight on which he was killed.

The club cleared debris to make a track with a lap of two miles, with a hairpin bend, two other corners and two long straights.

An opening race meeting, for club members only, took place on April 22 1951, followed by another on June 17 which included other clubs.

Unfortunately the RAC never approved of Fersfield's safety arrangements and suggested that £10,000 should be spent on improvements. The last race meeting was held on October 17. After that the RAC favoured the new Snetterton circuit.

Those who raced at Fersfield are remembered as BBC commentator Robin Richards with his RBW Ford Ten Special, Ken Roses's Lea-Francis, now in the NMM at Beaulieu, and various Connaughts. The place is now on private property, so should be respected as out of bounds. But other readers may recall this one-time circuit.

Motor Racing Archive

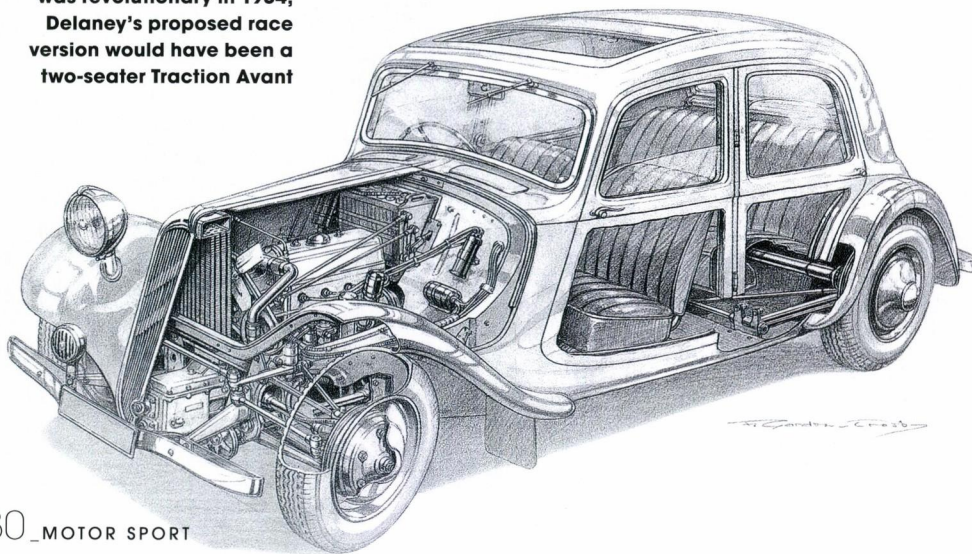
Sidelined:

CITROËN NON-STARTER

Front-wheel-drive layout was revolutionary in 1934; Delaney's proposed race version would have been a two-seater Traction Avant

A piece of untold motor racing history concerning Tom Delaney, who began racing a supercharged Lea-Francis at Brooklands in 1931 and still does aged over 90, *vide* his spirited drive at the recent VSCC Silverstone.

What is not well known is that after Citroën introduced its sensational front-wheel-drive car in 1934, Tom intended to run one at Brooklands in '35, expecting it to be competitive against the RWD entries. However, Citroën objected, so this interesting entry never ran. The Citroën was to have been run in two-seater form. A disappointment for Tom, but it did not erase his enthusiasm for FWD Citroëns, including the six-cylinders.



RUMBLINGS

More Citroëns. The Victoria Hotel at Siap Roake, Cambodia is using an 11.4 tourer and (below) a pre-war saloon.



The Brooklands Society's Reunion is on June 25. Among Brooklands' one-make days at the Museum are those for Mini, Bentley, Morris/Austin, MGs, Triumph, Aston Martin, Austin-Healey and Morgan (apart from the Society's three-wheeler and Invicta assemblies at the Reunion) and an Italian Car Day.

Tony Watson, who lives in Argentina and writes for us from time to time, has sent us this picture taken by his father at Brooklands. It shows the 8-litre Leyland-Thomas in the paddock. As it has front-wheel



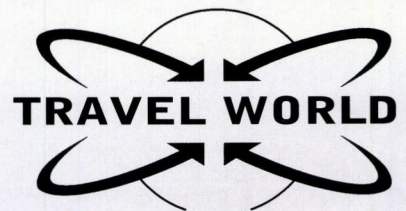
brakes the photo is after Parry Thomas's death in 1937, as then raced by Dudley Froy and Tommy and Elsie Wisdom.

The enjoyable magazine of the Vintage Austin Register notes that the small works in Alma St in Birmingham where Herbert Austin built his first Wolseley remains much as it was. The magazine suggests that it would be nice to see it restored and given a blue plaque.

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My month in racing

MARCUS PYE



VSCC SILVERSTONE

April 8th

Gillies takes double win with ERA R3B

VSCC kicks off 2006 racing season with traditional Spring Start opener at Silverstone

Trans-Atlantic racer Mark Gillies starred with a brace of race wins when the VSCC's 2006 race programme burst into life during the Spring Start meeting at a chilly Silverstone.

Just as he'd done a year earlier, Gillies guided Rodney Smith's ERA R3B to victory in the Patrick Lindsay & Amschel Rothschild Trophies race. Starting from pole, he proved far too fleet for the opposition.

Stuart Harper's Kurtis Indy Car gave vain chase, but the twists and turns of Silverstone are a far cry from the car's natural home and Harper spent a lot of time on opposite

lock when the Offenhauser power kicked in.

"Apart from the rev-counter packing-up mid-race, that was easy," reported Gillies, who completed his double when he took the curtain-closing Scratch race.

Tony Bianchi was a fortunate winner of the 1950s Sports Racing Car encounter, accepting that he would not have caught the Lister-Jaguar of Simon Ham. When the gear-lever housing of the Lister sheared off, Bianchi was able to power past in his Farrellac Allard. Barry Cannell bagged second with the Willment, having fought off a challenge from the

impudent and prodigiously fast Rejo of Jamie McIntyre.

With Julian Bronson's Riley Blue Streak missing from the grid, Fox & Nicholl Trophy honours fell to Neil Davies (BMW 315), who pounced when poor Simon Llewellyn lost vital momentum with a missed gear in his Bentley. Try as he might, Llewellyn could never quite get back, finally giving best by half a second.

Christopher Williams gave his all in his monstrous 24-litre Napier aero-engined Bentley, laying smokey rubber trails as he bravely fought to come between Julian Majzub and a fourth consecutive Itala &

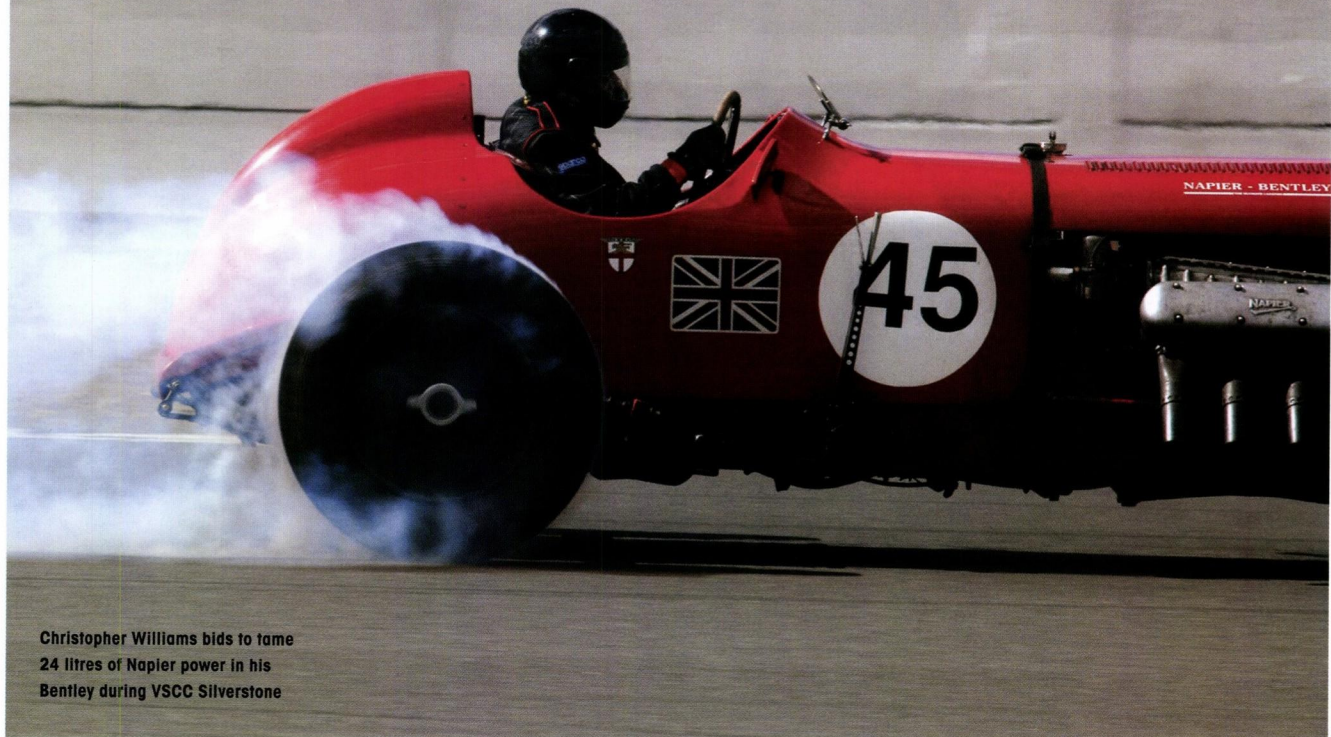
Lanchester Trophies race.

Majzub finally got the Pacey-Hassan ahead of the Napier a couple of laps from home and, as if in protest at the treatment they'd received, one of Williams's rear tyres exploded soon afterwards!

The Triple M register race produced a fine field of overhead-cam MGs, with pole man Charles Jones (L1 Sports) comfortably taking the spoils from Andrew Taylor and Robin Butler.

Mac Hulbert in ERA R4D and Michael Rudnig in his Bentley Jackson Special were victorious in the other scratch races on the programme.

'As if in protest at the treatment they'd received, one of Williams's rear tyres exploded'



Christopher Williams bids to tame 24 litres of Napier power in his Bentley during VSCC Silverstone

LURANI TROPHY & SEBRING SALUTE *April 15* BRANDS HATCH



Gary Hawkins

Robert Goodwin heads Michael Hibberd in exciting Lurani Trophy Brands opener

Lotus 27 driver Michael Hibberd won both legs of the opening round of the FIA Lurani Trophy series when Formula Junior topped the bill at Brands Hatch on Easter Saturday.

The first race was a cracker with Hibberd, Robert Goodwin and Marcus Mussa all having spells in front until Hibberd reasserted his authority. Conditions had deteriorated by the time the second leg was held, which ended with Hibberd just half a second up on the rare Caravelle of James Hicks. Early pacesetter Mussa fell to third.

The Top Hat Sebring Salute race promised rather more than it delivered, but that is not to take anything away from David Clark (Elva Mk 8) who won in some style. Charles Allison was second.

TOP HAT RACE DAY *April 17* CASTLE COMBE

David Clark may have topped the Sebring Salute race at Brands Hatch two days earlier, but at Castle Combe on Easter Monday Shaun Lynn powered his GT40 to victory in conditions that suited the Ford rather better than those at Brands.

Lynn had to press all the way in the Cloth Cap race as Simon Hadfield was in hot pursuit, having taken over Clark's Elva Mk8 mid-race.

Robert Hartley took his Ford Mustang to a debut win in the Top Hat race. By the close he had almost a minute in hand over the similar car of Jim Prentice, as Lynn guided his monstrous Ford Galaxie to third.

A splendid 40-car grid contested the Oldies but Goldies race, with victory going to Holly Mason and Charles Knill-Jones in their AC Ace. Best of the saloons was the Austin A35 of F1 racer Mike Wrigley.



Steve Jones

Beautiful Ford GT40 of Shaun Lynn heads the way, as Hadfield chases in Elva Mk8

HERITAGE GT CAR CHALLENGE *April 17* OULTON PARK



Jakob Ebrey

Has anyone raced more miles of Oulton Park than Heritage GT winner Yates?

A thoroughly entertaining 40-minute race got the Heritage GT season off to a good start at Oulton Park, with victory going to David Yates and Graham Scarborough in their Ford Mustang. For much of the race Yates had to use every ounce of his four decades of local knowledge to contain the Morgan of youngster Oli Bryant, before the Plus 8 was slowed by a second pitstop to fix a flapping door. In pursuit was the Camaro of Roger Bennington/Boysie Thurtle, while Roy and Spencer McCarthy fired Roy's MGB GT V8 through to third.

CLASSIC FF1600 AND FF2000 *April 22* SILVERSTONE

Rory Farrell Jnr took a fine win in the opening URS Classic Formula Ford 1600 race in his Crosslé 45F. He qualified fifth, but a demon start from the Northern Irishman put him into contention, and once he picked off poleman Oliver Robinson (Van Diemen RF81) he was unstoppable. Robinson faded to third mid-race, once Steve Hare's similar Van Diemen had powered past.

Mark Grant took a dominant win in the FF2000 race after getting the jump on polesitter James Ruskin. Ruskin shadowed Grant throughout but was never close enough to mount a proper challenge.



Mick Walker

Rory Farrell Jnr and his Crosslé out front at Silverstone on way to FF1600 laurels

CLASSIC TOURING CARS *April 23* MALLORY PARK



Mick Walker

David Hickton thrashes Opel Ascona's rubber in bid to stay in front of Howard

David Howard continued his impressive start to the Classic Touring Car Racing Club season by adding a win and a second at Mallory Park. Howard romped his potent Jaguar XJ12 to victory in the Classic Group One race, but was contained in the Post Historic thrash by the nimble Escort RS2000 of Stephen Primett.

French commuter Gérard Faber took his second win of the season in the Classic Thunder series, but his Chevrolet Camaro was one of just seven starters. Meanwhile, a horde of Production BMWs packed out the Pre-93 Touring Car race as Will McAteer won in his VW Scirocco.

RESULTS

SILVERSTONE, APRIL 8

1950s Sports Racing Cars

1 Tony Bianchi (Farrellac Allard); 2 Barry Cannell (Willment-Climax); 3 Jamie McIntyre (Rejo Mk4); 4 Mark Gillies (Maserati Tipo 61); 5 Stephen Gibson (Lister-Jaguar); 6 Michael Windsor-Price (Allard J2R). Fastest lap: Simon Ham (Lister-Jaguar) 1m09.05s (85.45mph).

Itala & Lanchester Trophies

1 Julian Majzub (Bentley Pacey-Hassan); 2 Jeff Stow (Bugatti Type 35B); 3 Michael Rudnig (Bentley Jackson Special); 4 Nick Mason (Bugatti Type 35B); 5 Stuart Fearnside (Bentley 3/8);

6 Duncan Wood (Morgan Super Aero). Fastest lap: Majzub 1m14.53s (79.17mph).

Patrick Lindsay & Amschel Rothschild Trophies

1 Mark Gillies (ERA R3B); 2 Stuart Harper (Kurtis Indy Roadster); 3 John Clark (Cooper T43); 4 Richard Pilkington (Cooper T43); 5 Anthony Ditheridge (Cooper T45); 6 Nick Mason (Maserati 250F). Fastest lap: Gillies 1m09.97s (84.33mph).

BRANDS HATCH, APRIL 15

Top Hat Sebring Salute

1 David Clark (Elva Mk8); 2 Charles Allison (Chevron B8); 3 Shaun Lynn (Ford GT40); 4 Jonathan Loader (Chevron B19); 5 John Young (Chevrolet Camaro); 6 Adam Simmonds (Ford Mustang). Fastest lap: Clark 2m01.440s (77.75mph).

FIA Lurani Trophy Formula Junior

Race One: 1 Michael Hibberd (Lotus 27); 2 Robert Goodwin (Lotus 22); 3 Marcus Mussa (Brabham BT2); 4 Tony Goodwin (Brabham BT6); 5 Erwin van Gelder (Lotus 20/22); 6 James Hicks (Caravelle 111). Fastest lap: Hibberd 1m43.642s (91.10mph).
Race Two: 1 Hibberd; 2 Hicks; 3 Mussa; 4 van Gelder; 5 T Goodwin; 6 Andrew Hibberd (Lotus 22). Fastest lap: Hicks 2m01.475s (77.72mph).

HSCC CADWELL PARK



No time to admire the scenery for Neil Fowler, as he takes Lola T200 to Formula Ford 1600 win

Jim Houlihan

April 23rd Watts makes it two out of two

Gearbox problems fail to prevent Classic Racing Cars win in ex-Watson Brabham

Taking time out from fettling F1 cars ahead of the Monaco Historic GP, Matthew Watts made it two wins from two starts in the Classic Racing Car Championship this season as the HSCC went east to Lincolnshire.

The annual foray to the three-dimensional Cadwell Park circuit should have given Watts a fairly straightforward romp to victory in his ex-John Watson Brabham BT16, but gearbox gremlins made life far from easy for the man from Retro Track and Air.

Making the best of the gears still available to him, Watts recovered from a slow start to edge ahead of Frank Lyons. The

ex-pat Irishman was out in his Merlyn Mk10 rather than one of his F5000s, as the Cadwell track licence prohibits over-2-litre racing cars, so the Derek Bell Trophy pack had a weekend off.

Ian Gray made it a one-two for the Retro squad by pushing his ex-Watson BT30 through to second, while racing surgeon John Monson lost out on a possible podium by spinning his Crosslé 19F.

The latest instalment in the Fowler v Rowe Historic FF1600 battle went to Neil Fowler's Lola T200, but only in the face of a typically gritty challenge from the West Country vet. After a tense opening salvo, Fowler gained a

little breathing space when Rowe had a grassy moment.

Matthew Bannister backed up his Donington win by bagging another 70s Road Sports victory in his Datsun 240Z. His cause was aided by Charles Barter spinning his 240Z and son Julian coming through the field in his TVR after qualifying dramas.

Simon Hadfield romped to Classic Sports honours in David Clark's Elva Mk8S, while Adam Ormandy stepped back from Classic F3 to his faithful Lotus Elan to win the Historic Road Sports. Other winners were Les Ely (Historic Saloons), Mark Woodhouse (Formula Junior) and Nigel Webb (Jaguar XKs).

RESULTS

CADWELL PARK, April 23

70s Road Sports

1 Matthew Bannister (Datsun 240Z); 2 Rory Stockbridge (Lotus Europa); 3 Chris Holland (Lotus 7); 4 Howard Bentham (Europa). Fastest lap: Charles Barter (240Z) 1m46.936s (73.15mph).

Classic Racing Cars

1 Matthew Watts (Brabham BT16); 2 Ian Gray (Brabham BT30); 3 Frank Lyons (Merlyn Mk10); 4 John Monson (Crosslé 19F). Fastest lap: Watts 1m37.358s (80.35mph).

Classic Sports Cars

1 Simon Hadfield (Elva Mk8); 2 Phillip Nelson (Marcos 1800GT); 3 Jamie Boot (TVR Griffith); 4 Les Ely (Jaguar E-type). Fastest lap: Hadfield 1m49.703s (71.30mph).

Historic Road Sports

1 Adam Ormandy (Lotus Elan); 2 David Randall (Gineff G4); 3 Andy Shepherd (Lotus 7); 4 Malcolm Sanders (Elan). Fastest lap: Ormandy 1m46.141s (73.70mph).

Historic Formula Junior

1 Mark Woodhouse (Lotus 20); 2 Paul Smeeth (Lotus 22); 3 Steve Smith (Cooper T59); 4 Barry Westmoreland (Lotus 22).

Fastest lap: Woodhouse

1m43.251s (75.76mph).

Historic Racing Saloons

1 Les Ely (BMW 2000); 2 Jonathan Gomm (Ford Lotus Cortina); 3 Tony Fielding (Ford Anglia 105E); 4 Roger Ebdon (Morris Mini Cooper). Fastest lap: Gomm 1m49.387s (71.51mph).

Historic FF1600

1 Neil Fowler (Lola T200); 2 Nelson Rowe (Crosslé 20F); 3 Nigel Bancroft (Crosslé 20F); 4 Westie Mitchell (Merlyn Mk20). Fastest lap: Fowler 1m34.476s (82.80mph).

Jaguar XKs

1 Nigel Webb; 2 John Chisholm; 3 Brian Arculus. Fastest lap: Chisholm 1m50.183s (70.99mph).

'The latest instalment in the Fowler v Rowe battle went to Fowler's Lola T200'

JIM CLARK MEETING, HOCKENHEIM



Piper chases Hoffmann in McLaren match; Voyazides aims his GT40 towards GT triumph; cubic inches tell as Harper bests Stretton

April 29th/30th Loud and proud at Hockenheim

Gläsel boosts TGP title defence as Piper and Hoffmann split Supersports glory

Defending champion Christian Gläsel's FIA Thoroughbred Grand Prix victory gave German historic racing fans plenty to cheer at the second Jim Clark meeting, on Hockenheim's challenging F1 circuit on April 29/30.

Driving his ex-Patrese Brabham BT49D, polesitter Gläsel shook off the Williams duo of Richard Eyre (FW08) and inspired Arrows graduate Peter Sowerby (FW07C) to bag maximum points.

Having dominated Saturday's disc-braked Shell Ferrari Historic Challenge opener in his 512 Berlinetta Boxer Le Mans car, Dutch ace John Bosch drove his ex-Gilles Villeneuve 312T3 like the wind to beat strong DFV opposition for a TGP Pre-76 class

win the following day.

Best of the drum-braked set were Max Werner and David Franklin in Maserati 300Ss. They took a race apiece, although Gary Pearson rode a prancing horse superbly, chasing Franklin all the way in Carlos Monteverde's Ferrari 250 Testa Rossa on Sunday after leader Werner's differential failed.

Two thunderous Anglo-German Orwell Supersports Cup battles between the 850bhp McLaren M8Fs of Richard Piper and Peter Hoffmann and Marches of Peter Schleifer and Frank Bradley were redolent of the glory days of Interserie. Top honours were deservedly shared by defending champion Piper and Hoffmann.

Formula Two action was

particularly poignant in the 1600cc class, with Martin Stretton (March 712) and Bob Juggins (Lola T240) flashing past the resited Clark Memorial ahead of Philip Harper's 2-litre Ralt-BMW RT1, until power told.

There were few surprises in the FIA GT and Touring Car races, with victories for Leo Voyazides (Ford GT40), Chevrolet Corvette tamers Hans-Jürgen Malsbenden and Patrick Gerling. Reinhold Gropper rumbled his Ford Mustang to TC65 honours after poleman Dieter Karl Anton spun his screaming Alfa Romeo GTA.

Demos by Ferrari's F1 Clienti in their GP cars, fashion shows and a cavalcade of no fewer than 633 classic cars added to the flavour of this friendly event. **M**

'Dutch ace John Bosch drove his ex-Villeneuve Ferrari 312T like the wind to beat strong DFV opposition'



Rod Laws/auto-press.com

RESULTS

HOCKENHEIM, APRIL 29/30

Thoroughbred Grand Prix

1 Christian Gläsel (Brabham BT49D); 2 Richard Eyre (Williams FW08); 3 Peter Sowerby (Williams FW07C); 4 Janine Payne (Arrows A5); 5 Nico Bindels (Lotus 87B); 6 John Bosch (Ferrari 312T3).
Fastest lap: Gläsel 1m37.770s (104.650mph).

Lurani Trophy Formula Junior

1 Urs Eberhardt (Lotus 27); 2 Emanuele Benedini (Lotus 22); 3 Bruno Schaffner (Lotus 20); 4 Mark Woodhouse (Lotus 20).
Fastest lap: Eberhardt 2m01.357s (84.31mph).

FIA GT Pre-65

Race One: 1 Leo Voyazides (Ford GT40); 2 Hans-Jürgen Malsbenden (Corvette); 3 Bo Warmenius (Lotus Elan).
Fastest lap: Voyazides 2m03.795s (82.65mph).
Race Two:

1 Malsbenden; 2 Warmenius; 3 Wolfgang Schachinger (Corvette).
Fastest lap: Rolf Nilsson (Elan) 2m04.682s (82.06mph).

FIA Touring Cars Pre-65

1 Reinhold Gropper (Ford Mustang); 2 Dieter Karl Anton (Alfa Romeo GTA); 3 Dirk Waaijenberg (Mustang).
Fastest lap: Gropper 2m10.145s (78.61mph).

Orwell Supersports Cup

Race One: 1 Richard Piper (McLaren M8F); 2 Peter Hoffmann (M8F); 3 Peter Schleifer (March 707); 4 Frank Bradley (March 717).
Fastest lap: Hoffmann 1m40.731s (101.57mph).
Race Two:

1 Hoffmann; 2 Piper; 3 Schleifer; 4 Silvio Kalb (March 76S).
Fastest lap: Piper 1m41.175s (101.12mph).

European Formula Two Club

Race One: 1 Philip Harper (Ralt RT1); 2 Martin Stretton (March 712); 3 Bob Juggins (Lola T240); 4 Walter Hoffmann (March 712).
Fastest lap: Harper 2m11.669s (75.60mph).
Race Two: 1 Harper; 2 Stretton; 3 Christian Million (Ralt RT1); 4 Juggins.
Fastest lap: Harper 1m43.530s (98.82mph).

Himalaya Classic Rally 2007

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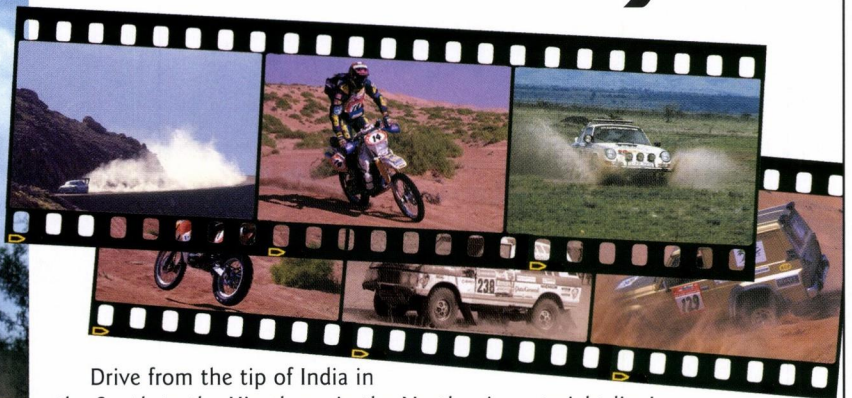


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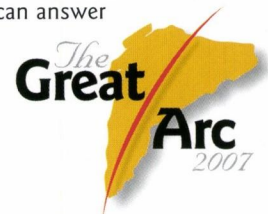


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Challenge Yourself

* Classic cars take a road route.



James Watt Automotive

After finding success as a driver, James Watt turned his attention to race preparation. He hasn't looked back since. Motor Sport pays him a visit

Words: Richard Heseltine. Photography: Phil Starling

As ambitions go, it's a big 'un. "We have a team of guys who are young and motivated," says an evidently enthusiastic James Watt. "A bold statement, perhaps, but we look to Prodrive as our model. We want to participate at the highest level in contemporary and historic motorsport and have the competitive desire to do so."

We're not about to argue. Since its formation in 1998, James Watt Automotive has quietly established itself as a major player in historic racing, with several high-profile restorations under its belt in addition to its rising reputation as a player in international GT racing.

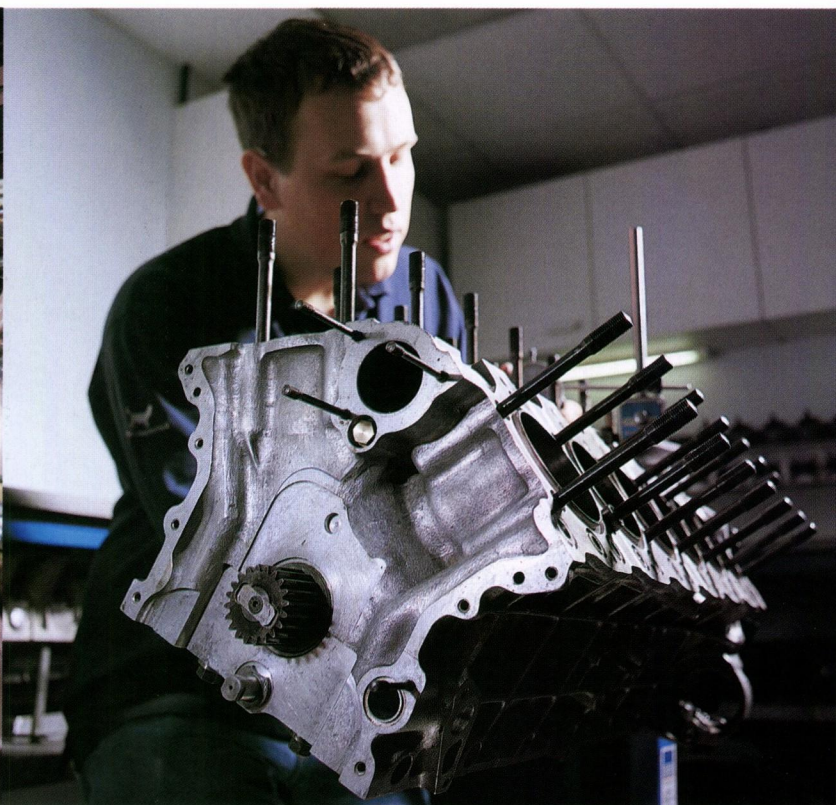
A talented driver in his own right, Watt's future was determined at an early age: "I was born on a Tuesday and I was at Oulton Park the following Saturday and Cadwell Park a day later. My mum and dad were mad keen on motorsport and my formative years were spent watching racing before I could compete myself. I went on to drive for quite a few years [culminating with the '92 RJB Group Six

title], and spent six years at McLaren watching and learning the trade before setting up on my own."

Since then, the Staffordshire-based concern has broadened its outlook, encompassing several distinct strands. Most recently, it's taken on a raft of highly specialist projects, not least the restoration of the one-off McLaren M25 F5000 car: "It was a full-blown effort as the car had been converted to M23 F1 spec at some point and we had to return it to its original configuration. We were reliant on other people's memories. Bob Evans [the car's original driver], among others, was able to shed some light."

JWA has found some level of fame for its Matra sports-prototype rebuilds on behalf of a South American client: "We've discovered that we can only confidently keep control of the timeline and quality by doing work in-house. Therefore, we have at our disposal as complete a range of skills as we can bring together. For example, we employ a former aircraft fabricator who is accomplished in the use of exotic metals, and a time-served machinist with

Staffordshire-based firm has many strands, including race preparation, updates for classic Jaguars and the manufacture of bespoke parts for historic cars



tool-making capabilities to drive our CNC four-axis mill. We also have a graduate engineer with CAD skills, which has particularly helped us with the Matras. Some of the safety factors on these cars can be bettered in the modern era with the improvement of friction coefficients in brake systems and tyres. As we replicate critical components, we need to stress-analyse and, in a surprising number of instances, we have had to increase the specification of materials and methods while remaining faithful to the original design concepts.

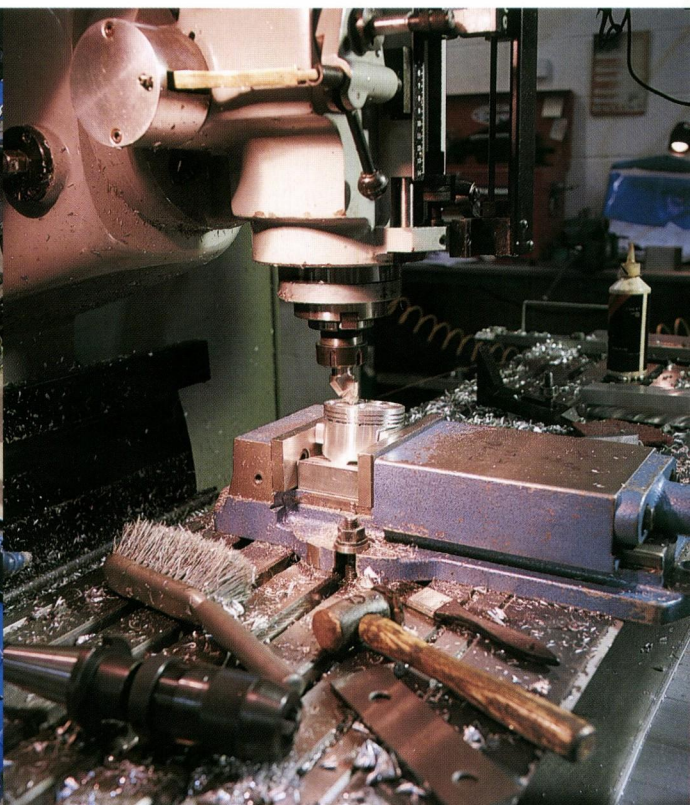
“I’m proud of our Matra engine build work. The looks on the faces when we start these cars is a great reward [latest project being the rebuild of a Matra-powered Ligier JS17]. To occasionally drive them is a fantastic privilege too. It’s also the most challenging thing I have been involved in: restoration of these cars has very nearly broken the resolve of our organisation but we are now an ace away from success, touch wood. The Matra chassis have been relatively straightforward; time-consuming and quirky, but fathomable. However, the engines which arrived with us in a disassembled state have proved a massive challenge. With the assistance of EPAF, an organisation set up to provide access to the Matra archive, we should see the fruits of our labours running reliably in competition this year. Or, alternatively, me shaking uncontrollably in a corner.”

Broadening its scope with re-engineered classics – “we’ve been commissioned by Mill Lane Engineering to do all of its restoration work” – JWA is also set to emulate the other team with these famous initials (“the Gulf Porsche 917 is still my favourite car”) with an attack on modern endurance events.

“In 2001 we rented out a TGP car to Paul Daniels, who was tired of receiving poor value from hire-drive deals in contemporary sportscar racing and wanted to put together his own team: he asked us to supply back-up and knowhow. That was in 2005. We campaigned a Porsche 911 GT3-RS in four Le Mans Series rounds, earning the first world championship points for the team and harassing the works-assisted Porsche teams, with Dane Allan Simonsen sharing the car. We were totally in awe of the established teams at the beginning of the season, but once we’d taken a few scalps we were quite happy on the world stage. We’ve upgraded to a GT3-RSR for ’06 and were disappointed not to have our Le Mans 24 Hours entry accepted. I hope that our LMS activities this year will help towards the ACO making a more favourable decision for ’07. I’ve dreamed of Le Mans since I was five years old. I decided early on that I wasn’t going to visit until I was either driving in the 24 Hours or running a car, so a ‘JWA Porsche’ racing at the Circuit de la Sarthe will be the culmination of a dream!” **M**

JWA has latterly become a virtual Matra production line. Fabulous Ligier JS17 (26) is destined for TGP, the series won by Mike Wrigley in a JWA-prepared Tyrrell 012

|| I’m proud of our Matra work. The looks on the faces when we start these cars is a great reward. We should see the fruits of our labours running reliably in ’06. Or, alternatively, me shaking uncontrollably



Gregor Fisker

He claims to be a poor salesman, yet Gregor Fisker has built up a successful historic racing car business. It must be down to his enthusiasm and passion.

Words: Gavin Ireland. Photography: Duncan Kendall

If knowing your product is the key to successful salesmanship, then Gregor Fisker is particularly well-equipped for his career as one of the world's foremost historic car dealers. With countless races in a multitude of classic cars, Fisker has a unique insight into the examples that pass through his eponymous company. "I've had the opportunity to drive some of the greatest vintage sportscars – many pre-war grand prix cars, many 1950s grand prix cars and probably all the great 1960s GTs," says the London-based Scot, who also maintains a small family collection of carefully chosen classics.

This collection recently gained an ex-Ecurie Ford France GT40 with a history including class wins in the Nürburgring 1000Km and the Targa Florio. The way he describes the exhilaration of finding this car makes it clear that such experience is no mere sales pitch. Fisker claims to be a poor salesman, but the sheer passion he shows for classic cars is infectious and must account for some of his success.

Having started a mechanical apprenticeship at the age of 17 with Bunty Scott-Moncrieff, a renowned restorer and dealer of pre-war cars, Fisker quickly began competing in autocross and special-stage rallying near the family home in Perthshire, encouraged all the while by the Scott-Moncrieff family. Rallying an ex-works twin-cam Toyota Celica was combined with fettling vintage Bentleys and Bugattis.

With such a broad experience of classic race cars, you expect indecision from Fisker on enquiring about his personal favourite. But he still sounds awestruck as he tells of the discreet sale of a 1939 Auto Union Type D – "a car with the most extraordinary aura" – prior to which the car

sharply with the modern sports-racers he also loves driving: "I once tried making the comparison between skiing and snowboarding, but it goes way further than that. At lower speeds, where mechanical grip dominates, there is a similarity, but the aerodynamics and braking of modern cars are absolutely breathtaking. It means you're going against all your natural instincts, whereas in an old car you're driving it by using those instincts."

Given the recent attention paid to safety in historic motorsport, is this a consideration for someone switching between modern and historic cars? Fisker agrees that it's a valid concern: "It's beguiling because historic racing is all about the social scene and driving and handling some beautiful cars, but you can't ignore the possible consequences of an accident." The camaraderie and mutual respect of the scene perhaps contributes to some degree of safety: "At Spa last year we had a grid of about 70 cars, from Lotus Elites to Porsche 904s and Ferrari 250 SWBs. We had drivers of all abilities from professional to beginner and by the end of the race there were no instances of body contact whatsoever."

Fisker also appreciates that some will modify historic cars to provide a greater measure of safety, but acknowledges that discretion must be applied when dealing with unique old cars: "I understand if somebody wants to put in modern seats or belts into an old car, or a well-installed roll cage in a closed car, but there are some cases where that's simply not appropriate, simply not applicable."

This gives some indication that Fisker's business isn't simply a sales service but acts almost as a custodian of the very finest old race and road cars, some of which have


||| To be trusted to drive a 250 GTO is amazing, but to be trusted to drive the ex-Graham Hill TT winner and told to 'get out there and have a good time'... It doesn't get any better than that

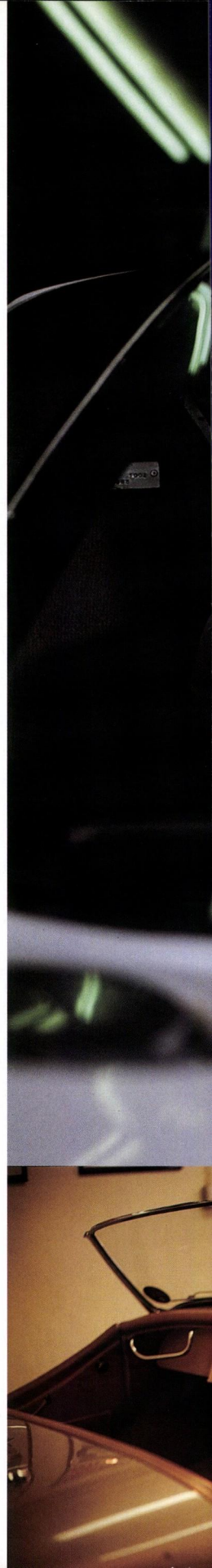
was stored in the showroom below his then-residence. "I used to go down and sit in it at night," he relates.

As for a favourite race car driven in competition, there is scarcely a moment's hesitation: "The 1964 Ferrari 250 GTO has to be the one. Driving the ex-Maranello Concessionaires example of Sir Anthony Bamford was extraordinary. To be trusted to drive a GTO is amazing, but to be trusted to drive that car [the ex-Graham Hill TT winner] and told to 'get out there and have a good time'... It doesn't get any better than that. With the GTO you can get away with the most amazing four-wheel drifts and the more you drive it the better it gets."

There are few circuits better matched to this style than Goodwood, where Fisker has fond memories of winning the TT Celebration with Emanuele Pirro in 2001. The lithe Lightweight E-type pedalled to Goodwood glory contrasts

passed through his Kensington Mews showrooms several times over recent years. In keeping with emerging demands in motorsport, Gregor Fisker (the business) provides comprehensive support to its clients, ranging from providing pre-sale advice on suitable events to enter with a particular car, all the way to an 'arrive and drive' arrangement.

With packed grids for historic races worldwide, it's likely that Gregor Fisker will have plenty of business for years to come. No matter how busy he is, it seems inconceivable that he would sacrifice racing, as it adds such a unique aspect to his business: "Having raced all these cars, I feel I'm more qualified to deal in historic motor cars than someone who hasn't had that experience." Even aside from the business benefits of racing, it's hard to see him ever giving it up. "It's a big drive in my life," he says. "It simply has to be done." 





Main pic: Fiske in Ford France GT40 seat occupied by Henri Greder and Jean-Michel Giorgi in 1967.

Bottom: Jaguar XK120 and 1936 Delahaye on show



MODERN HEART

The 2003 Sebring 12 Hours was Gregor Fiske's debut at the top level of international sportscar racing and he has since contested the Le Mans 24 Hours on two occasions, with plans to return to La Sarthe in 2006.

Fiske moved rapidly from a GT2 Porsche to driving an LMP2 Lola-AER and last year raced in the Nürburgring and Istanbul 1000Km (above) events in the LMP1 Team Jota Zytek 04/S.



The term 'gentleman driver' is increasingly used in a pejorative sense by some sections of the motorsport press alongside sneering references to 'pay drivers', but it would appear to describe Fiske rather well: successful in business, not a professional driver but very capable behind the wheel. He finished third in an attrition-hit LMP2 field at Sebring 2005, led LMP2 during the night at last year's Le Mans and won at Portland. "Ultimately it doesn't matter terribly where anyone comes in historic racing, but this is a wholly different matter. There have been moments at Sebring and Le Mans where I've stopped and thought, 'I can't believe I'm doing this.'"

Fiske believes that this is something of a golden age for sportscar racing, with a return to 1000km races, manufacturer support and a real chance for the privateer to compete. So don't be too surprised if in 30 years' time the Kensington Mews showroom displays an ex-works Audi R10, with excellent competition history and original patina...



1983 MERCEDES 280SE (W126) AUTO. Silver, with blue velour trim, aircon, PAS, alarm, ESR. One owner 80000 miles only with FSH. Sold by us to its last two owners (10 year period). Without question one of the nicest you will find. Stunning.....£8,950



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The School Garage

(MARTIN J DALY) Est 1979



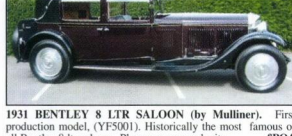
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get any better than this.....£15,950



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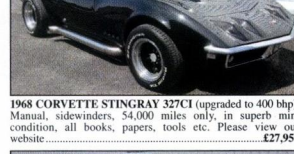
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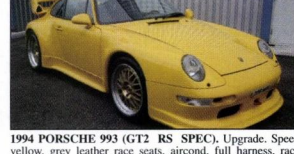
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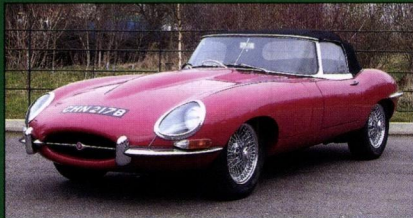
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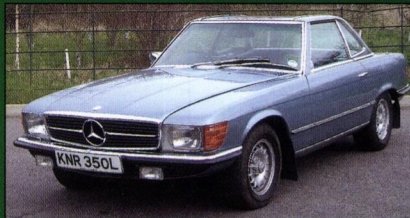
1965 JAGUAR C-TYPE 3.4 by Peter Jays in Dark BRG with Suede Green hide, triple webbers, drum brakes, harnesses, FIA papers, half and full tonneau covers, an exact copy of the original using many original parts, seriously beyond criticism, has competed in the retro Mille Miglia and is ideal for the drum braked series, simply sensational. RHD £125,000



1960 AUSTIN HEALEY 3000 MKI TO WORKS RALLY SPEC. Red with Black interior. Full FIA spec with FIA papers. Alloy body, raised boot, spot lamp pods, 4 wheel disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated eng & susp. Total re-build & upgrade to the highest standard by marque specialist, could not be replicated for twice this price; sensational. RHD £39,995



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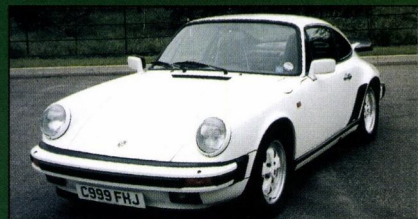
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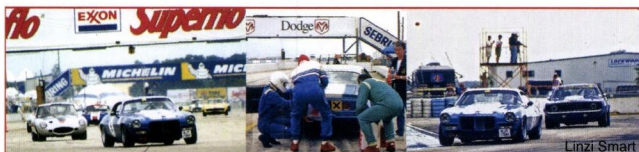
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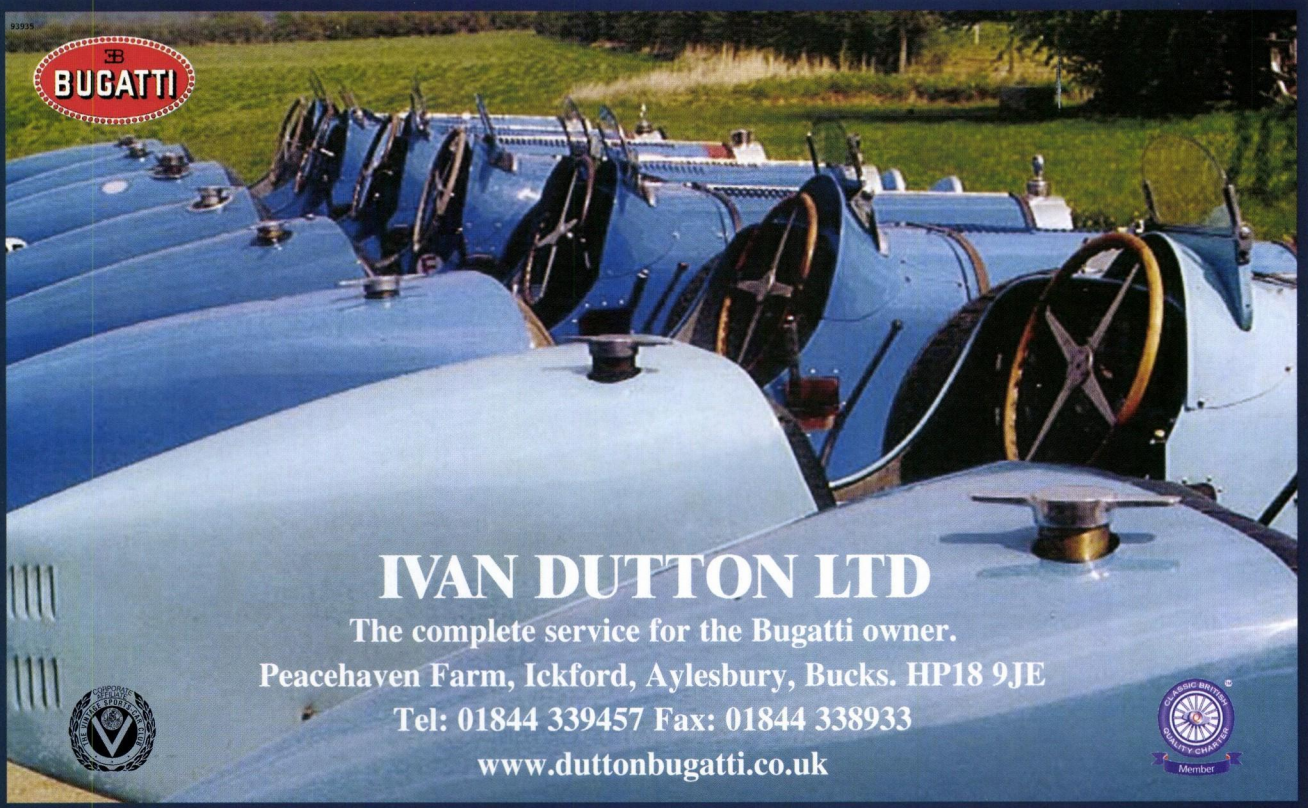
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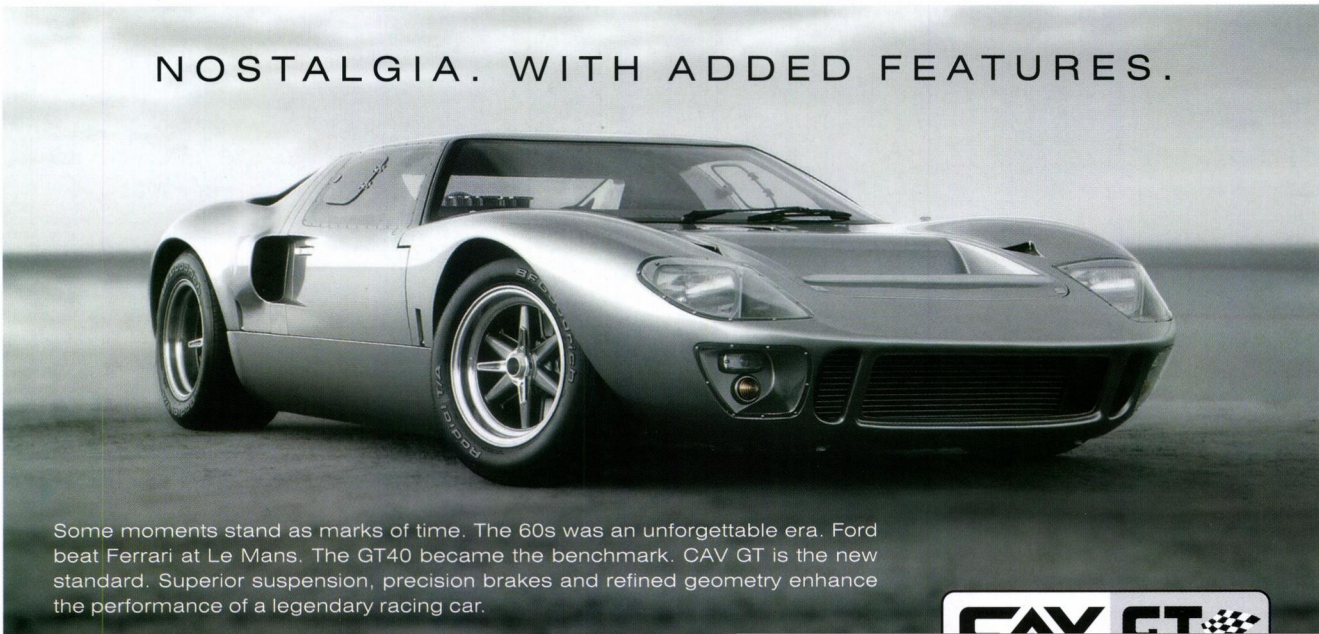
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1942 Bentley MKV standard saloon£18,750	1987 Mini 1000 Park Lane£7,875
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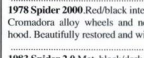
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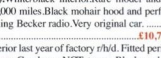
1983 Spider 2.0 Met. black/dark brown leather interior. LHD U.S. spec. car Texas. £3,000



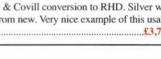
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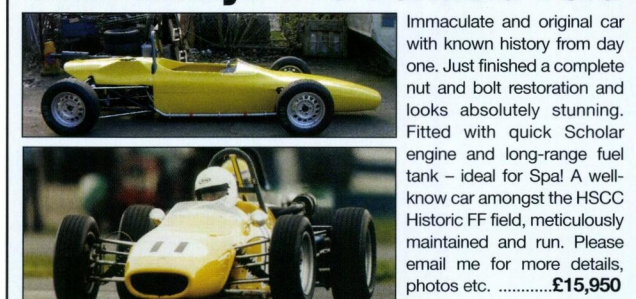
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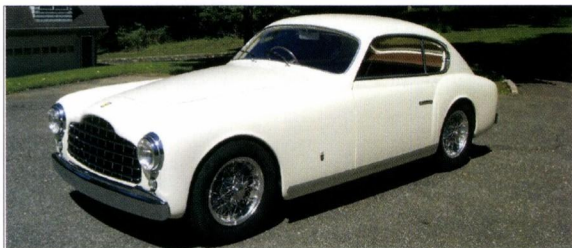
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Rauno Aaltonen

Pushing a Mini uphill to win the Euro Rally title and waking up inches from falling down a mountain. But restaurant owners beware: laminate your menus to stop suspension redesigns

As an engineer, did you enjoy using up every menu and then the tablecloth at a dinner with Alec Issigonis redesigning the Mini's front suspension?

Spike Barrett, Slough

Yes, it was after a Monte Carlo Rally and we were having lunch in the Hotel de Paris. I made some comment about the Mini suspension and Alec took out his gold pen and started drawing on the linen tablecloth. He was a super draughtsman – in just a few lines he could convey exactly what we were talking about. Then I took my pen and started putting my ideas. I don't think we set the world right but it was a privilege to be listening to a genius, a man who could drive a car well, was an engineer and also a philosopher. I would have taken the tablecloth with me but somehow I thought it would spoil my style to do so.

Was your class win on the 1962 Tulip Rally in an MGA your first drive for BMC?

Katie Campbell, Twickenham

No, my first drive with BMC came on the 1962 Monte Carlo Rally. I had rung Stuart Turner to ask for a drive and he put me with Geoff Mabbs, who had made an entry in his own name with a works-assisted Mini. Thus I was the co-driver who drove the stages. Our rally finished with that nasty crash on Peira Cava, where Geoff rescued me from being turned into toast. The Tulip was one of Stuart's ideas to spoil the fun of the Triumph team. He put me in an MGA in the same class as the TR4s. I took Gunnar Palm who I knew from my Saab days. We did no recce and borrowed pace notes from Pat Moss, which worked well until the Chamrousse where, when Gunnar called a hairpin left as a flat left, we realised that Pat had given us the notes for the test when it is done anti-clockwise. Anyway, we were sixth overall on scratch and won our class.

Why did you go rallying instead of racing? *Markku Similainen, Helsinki*

At the start of my career I was doing as much racing as rallying. I drove Formula Junior and other single-seaters. But as I did more of both, I found rallying more interesting. Racing is much more difficult to master but it doesn't require such a broad spectrum of skills. I found myself enjoying the broader challenge of rallying. But I didn't give up racing: I was second at the Spa 24 Hours with Hubert Hahne in a BMW 1800 Ti in 1964 and won at Bathurst in 1966 with a Mini Cooper.

How do you remember your 1965 RAC win in the Mini? *Bob Smith, Sydney*

The whole rally was a Finnish fight between Timo Mäkinen's Healey and I. But the critical moment came in the forests of North Wales. There was a long uphill bend on ice and halfway round I could see there was a car stopped. It was the Healey, which I didn't fancy pushing so, without hesitation, I aimed our car at the bank, shot up it and down the other side through a small amount of snow and back onto the road. But we had lost all momentum and we too came to a stop on the ice.

Tony Ambrose got out to push while I opened my door, put one foot outside and one foot on the accelerator. I heaved against the door pillar while also getting the wheels to turn. Like that, we got to the top of the hill, out of the stage, and won the rally and the European Championship. My shoulder still hurts at the memory!

Were there any team orders from Lancia when you finished second to Harry Källstrom on the 1969 San Remo Rally? *Archie Walsh, London*

Yes there were. This was an important rally for Lancia to win as the company was in a difficult financial situation and it was not clear that their rally programme would continue. Harry was leading me by some small amount when Cesare Fiorio said that he would like us to stop fighting and thus ensure that Lancia won. He was very nervous and made me an offer that he would pay me the same prize money for finishing second as for winning. How could I refuse?

What was the story about your Liège crash in 1963? *Rob Winkley, Hampton*

It was the end of the third day and we were tackling the cols in the Dolomites. Going up the Vivione, a narrow gravel track with just a single iron rail on one side and a rock face on the other, the drop arm from the Healey's steering box sheared. We first hit the rock face, then the rail and then the rock, and finally the Healey swerved left and went under the rail and was hanging there. I could not get out because my door was damaged so Tony got out first. He had immediately to put his weight on the rear of the car to balance it while I got out. Then we had to lift the rear of our car like a road barrier every time another rally car came and all the time it was only this single rail that was stopping it from going over. By now it was dark and when the cars had all gone by, we crawled onto a ledge under the car and slept. At dawn, I woke up and was immediately aware of the nice view down over about 500 metres to the valley below.

You lost your chance of a Gold Cup on the Alpine Rally in 1965 through a policeman and a diversion. How did that happen? *John Christie, York*

All the sections on the Alpine Rally were tight in the sense that you could not make a mistake even on the easy ones. We came to a place where a friendly *gendarme* was directing us away from the official route to avoid roadworks. Sadly, there were no more of his colleagues at the next junction and Tony could not find the local map. So he guessed and told me to turn left. It was then very quiet in the car. The road, instead of heading for the mountains and getting smaller, got bigger. Eventually he said to turn round. I went like a madman with the Mini Cooper at 8400rpm in top gear but we missed our minute at the control by 4sec, lost our chance to be unpenalised on the road sections, our Alpine Cup and, of course, our Gold Cup for three consecutive Alpines. **M**



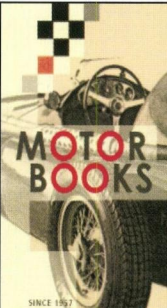
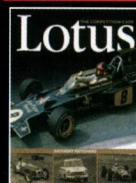
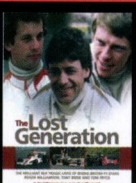

We borrowed pace notes from Pat Moss, which worked well until when Gunnar called a hairpin left as a flat left – we realised she'd given us the notes for the test when it is done anti-clockwise



Rauno Aaltonen,
one of the sport's
versatile heroes
of the 1960s. Far
left: winning the
1965 RAC Rally
with Mini Cooper

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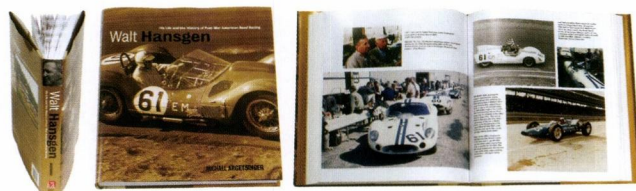
Reviews

Books

Michael Argetsinger
WALT HANSGEN

ISBN 1-893618-54-4

Published by David Bull, £29.99



Kudos to David Bull for publishing this thumping 400-page hardback. Hansgen may be largely forgotten in Europe, but this accomplished all-rounder drove for Cunningham, NART, Team Lotus (scoring World Championship F1 points) and Ford, winning 106 of his 244 race starts (162 times in the top three). And he was Mark Donohue's mentor.

Where this book really works is in relating the omnipresent conflict between Hansgen and race organisers during US sportscar racing's embryonic years. Participation was strictly along social (and ethnic) lines while sponsorship was frowned upon. You really do get a flavour for Hansgen's personality – never demonstrative but not one to shy away from expressing an honest opinion – and his unwavering loyalty to friends. Of particular enjoyment is the story behind his home-built Hansgen Special which in the early '50s cost roughly twice as much as the desired C-type option to construct and was, according to everyone else who drove it, utterly terrifying. Recommended. **RH**

So, a book about Ron Roycroft... Yes, I said 'who?' as well. But the foreword is by Chris Amon, who clearly rated this New Zealand driver who preceded him and who, like him, was arguably cheated by bad luck from deserved accolades. When Roycroft led the 1957 NZ Grand Prix it was the first signal that this distant country could raise talent to match the world.

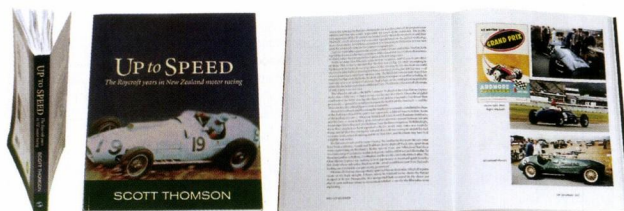
Though the book begins with Roycroft's autobiography, that peters out after a page and a half; thereafter this hard-to-classify book becomes a story of three generations of racing Roycrofts interwoven with the tale of early racing in NZ. Thanks to its isolation, motor racing there developed in a strange mixture of paths, but it's interesting to see the wacky modifications to Bugattis which would today be reverently restored, the arrival of the Thomas Special and 'Dutch Clog' A7 which Roycroft's team brought over, the home-built midgets and the Ferrari which brought him pole at the '57 race – not to mention the Nuvolari Alfa Tipo B which Roycroft Snr bought for £1250 when no-one else wanted it...

Rough and ready events and inventive specials abound in this illuminating, heavy softback, as much a portrait of national ingenuity as anything. Unexpectedly absorbing. **GC**

Scott Thomson
UP TO SPEED

ISBN 1-877338-71-0. Available from www.steeleroberts.co.nz

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Trevor Legate
100 YEARS OF GRAND PRIX

ISBN 0-9551020-1-4

Published by Touchstone Books, £30.00



Unless you've just returned from a 10-year mission to seek out new galaxies, you'll probably be aware that the centenary of the first grand prix, held in 1906, is being celebrated this summer. Here, then, is one of the new books marking that anniversary.

It uses the increasingly popular format of large pictures accompanied by extended caption text. The author is better known for writing about 1960s sportscar icons, but this is a perfectly acceptable effort and some of the photography is superb – I loved the start shot from the 1933 Grand Prix de Nice, and I always chuckle at the 1923 Bugatti Type 32 'Tank', which to me looks like the template for the early-90s 750 Formula Marrow. In other places, though, the images are fairly uninspiring. One other reservation: the book is fairly pricey for its small format, especially as there is plenty of competition in the market this year for GP centenary compendia. **MS**

Reviews

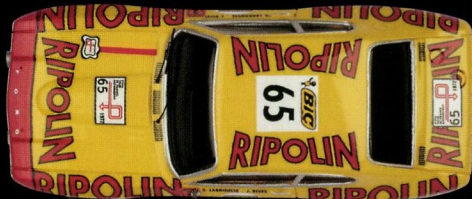
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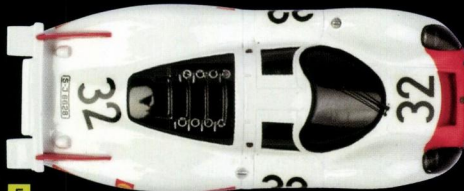
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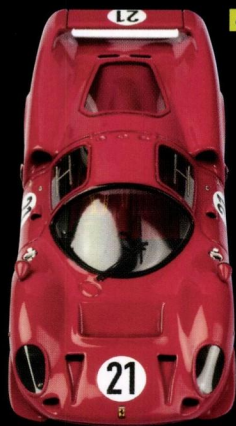
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SHOP TALK

Sir,

Once I knew that the May edition of *Motor Sport* was to contain an article on the Brabham-Repcos, I looked forward to the issue with greater than usual anticipation.

However, the real treat was the article by Mike Scarlett about the early Brabham team, and the photographs brought back many memories. Having worked at Brabham during the summer of 1963 I managed to persuade my father that my public school education would be better spent as a full-time employee at Brabham. Jack was at that time my schoolboy hero but my father reluctantly consented only when Ron Tauranac had agreed to give me an 'apprenticeship', and so I started work with Brabham in December 1963.

My harsh boarding school education prepared me for the very tough environment where an ex-public schoolboy was considered to be a waste of space (and I was), but thanks to the tolerance of Peter Wilkins, the pity of Mike Scarlett and David Mills and the many thick ears from Denny Hulme, Frank Gardner, Paul Hawkins *et al*, I developed a means of survival, and ultimately was allowed to attend many races as 'the boy'.

Although very austere compared to the luxury expected today, it was the best schooling a young man could have received, and my memories of the '60s, the great drivers and all the characters, together with the intense hard work, made that the best period in my 42 years in motorsport.

The other wonderful memory you provided came from the article about Tom Sneva. Having finally left Brabham in 1974 to

join Penske, I was a mechanic on Tom's car for most of the time he drove for us. In those days we only had two mechanics per car and we built the machine too, so when Tom hit the wall the night before qualifying Derrick Walker and I were the ones who worked all night to rebuild the chassis. It really was a complete reconstruction of the front frame, and Indianapolis Gasoline Alley was an eerie place during the early hours with no-one else about.

Tom had been the first person to record 200mph at Indy, so there was a huge expectation and over 300,000 turned up for the occasion. We finally finished the repair just prior to pre-qualifying practice, and with blue tape all over the front of the tub Tom recorded another 200mph lap within a few laps and the crowd went wild. After he qualified on pole, in a record time, a spectator ran out of the crowd and poured 200 silver dollars into the cockpit, and the engraved money clip Tom had made for

the crew remains one of my most precious possessions.

I had to smile at several of Tom's comments about racing for Team Penske as it demonstrated, clearly, that team members and drivers often have different recollections about the same events. Ever thus!

Wonderful news about the return to the green cover. Never mess with quality.

Nick Goozée, Penske Cars, Poole

ART ATTACK

Sir,

Since it's OK for Gordon Cruickshank to play art critic, I reckon that means it's all right for me to do the same. I recall those BMW Art Cars and thinking that it was a neat idea, and that the individual offerings were all really cool (that's a technical art critic term meaning "really cool"), with the exception of Andy Warhol's contribution. At the time I thought he'd recruited a 10-year-old ADD sufferer, given him a four-inch paint brush and

a couple of quarts of Sherwin/Williams house paint and said, 'Have at it, kid'. The fact that apparently Andy was the only one of the artists who rendered his scheme with his very own lily-white, yellow-gloved hands does not alter my opinion of the final result. To sum up, it was crap then, and it's still crap today.

Richard Henry, Prescott, USA
[Couldn't agree more! - GC]

WHEN FERRARI HAD IT ALL

Sir,

A nice article on Clay Regazzoni. I remember Niki Lauda and Clay walking very comfortably to their cars, side by side, all smiles and chatting, before the 1975 Belgian GP commenced. The outcome: an assured win for Lauda, Regazzoni coming back from behind, after a tyre stop early in the race, towards fifth, taking two points.

After the race we saw Lauda, sweating and drinking from a litre-bottle of water, walking towards the podium. Two weeks after he had delivered the Scuderia its first win with the brand new 312T Ferrari in Monaco, everybody now knew this wonderboy from Austria was aiming for the World Championship.

Cars by Mauro Forghieri, the leadership of Luca di Montezemolo for the *commendatore* Enzo Ferrari, two good drivers; Ferrari had it all.

In fact racing fans desperately wanted this newcomer Lauda to take what he deserved. After all, the year before Ferrari returned beautifully from the disaster of 1973, and a man named Clay Regazzoni only lost the title by a few points to Emerson Fittipaldi. And, of course, Lauda should have taken the '74 title, since he ►



Roger Penske oversees progress on Nick Goozée's man, Tom Sneva, during USAC event at Silverstone in 1978. Sneva won the championship, but no races that season

Letters

was fastest by a huge margin.

Regazzoni, too, could have been winner of the 1974 title if he had let Lauda pass him in Monaco and settled for second place. After all, Lauda later retired and it would have brought Clay first place.

Sadly 'Regga' made an error while being pushed to the limit by Lauda, and he had to fight back to finish fourth, while Peterson took the aged Lotus 72 to a win.

In Lauda's words, "The only thing that matters is winning the World Championship; it doesn't matter how you get there."

But I feel glad 'Regga' lived life to the full, not thinking about the championship at all.

And I am also glad I witnessed this epoch of motor racing. It was brilliant.

Gert van Gelder, Antwerp, Belgium

TWO INTO FOUR WILL GO

Sir,

I'd like to congratulate you on your news report on Valentino Rossi's F1 test in your April issue.

I've been surprised by the lack of interest by other car magazines in Rossi's performances in racing cars. His achievements in motorcycle racing are unprecedented, showing a talent that is regarded by some as out of this world. You reported that Rossi was only 0.6sec slower than Michael Schumacher in a comparable car. In my opinion this is nothing short of sensational.

But Rossi has shown talent on four wheels on other occasions too. Earlier this year he beat Colin McRae during the Monza rally. Later he tested a kart during the Bologna Motor Show and, even though he had never raced a geared kart before, Rossi was only a few tenths slower than the Italian World Champion to whom the kart belonged. And when he tried an Italian GT Championship Maserati MC12 he got to the same times as the car's regular drivers in little more than 10 laps. If this doesn't show incredible talent, no-one in car

racing ever had any.

I was also surprised by Fernando Alonso, who told the press that he saw Rossi as only capable of a fifth place, maybe an occasional podium in F1, and said that he too, given some testing, could achieve podiums on a MotoGP bike. Rossi responded in his usual flamboyant style, challenging Alonso to a race in an F1 car, a WRC rally car and a MotoGP bike. Alonso reacted by saying he'd rather focus on his F1 season. As a side story, Michael Schumacher, a keen motorcyclist, tested a Ducati MotoGP bike at Mugello and he was some 16 seconds slower than Rossi's times at the same track.

I regard Alonso very highly, but in the whole of car racing history I can't think of a single car racer ever delivering the goods in a motorcycle race. Mike 'The Bike' Hailwood's return to bikes after his time in F1 doesn't count, as Hailwood was already a multiple champion on bikes before he switched to cars.

Bike racers switching to cars with success are plenty: Tazio Nuvolari, 'Schorsch' Meier, Piero Taruffi, John Surtees, Mike

Hailwood and Johnny Cecotto to name a few.

I hope the world of car racing will start to appreciate just what sort of talent and person Rossi is once he makes the switch to cars.

Pieter Ryckaert, Vollezele, Belgium

[Let's hope Rossi gets on better than Giacomo Agostini did – Ed]

PICTORIAL EVIDENCE

Sir,

In the March issue of *Motor Sport* Nigel Roebuck discusses the Monza 1960 F1 race and the rear-engined GP Ferraris.

He states about the 246P that Ginther raced in Monaco: "Neither Hill nor Wolfgang von Trips so much as tried the new car, which finished sixth in the race and never raced again."

Although I have no quarrel with this statement as such, I still own a photograph that I took at the Zandvoort practice the following week, where the car is run as a 'T-car', with (as far as I can determine) von Trips driving.

Another remark on the same theme. You suggest that Mr Ferrari may have copied the 246P to a significant degree from the Centro-Sud Cooper-Maserati.

Was making a Squalo engine available for use in the Scuderia Castellotti Cooper his way to 'undercover testdrive' a Cooper?
Rudolf Rijkeboer, Voorburg, NL

OPEL ROUTES

Sir,

It was pleasing to see p85 of April's *Motor Sport* dedicated to advice for readers thinking of participating. This page is headed 'Get Involved in Historic Racing'. Unfortunately, vehicles eligible for Historic Racing tend to be expensive. The prefix 'Historic' represents a doubling or tripling of the cost of a FF1600 or Sports 2000. Laws of supply and demand raise their value.

However, you had the answer on p76-79. Follow in the footsteps of Häkkinen, Barrichello, Coulthard *et al* into Formula Opel Lotus.

These 2-litre cars are seriously fast and tough, being designed for a one-make series, and are still competitive in the Monoposto Mono2000 championship. A good car is available for about 35 per cent of the cost of a Historic FF1600.

In 2003, when we raced at the Top Hat meeting at Donington Park, the Mono2000 cars would have fitted easily into the Force Classic GP car grid on lap times. I am not quite sure how to designate the 'Opel Cadets'. But if they can appear in the pages of *Motor Sport* their era has achieved recognition.

Patrick Huston, Boston, Lines

GREEN LIGHT

Sir,

The birds are singing, the buds are bursting forth at last, we're running at Brands and for once the brakes are holding up, HM the Queen (and Sir Jack) are still going strong at 80, and *Motor Sport* is going back to green. Good that some things are right with the world!

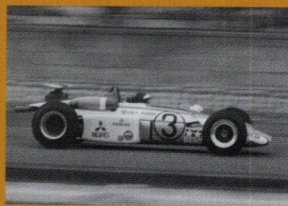
Keith Martin, St Leonards, Bucks
[We're working on a cure for Bird Flu next – Ed]

MYSTERY CAR COMPETITION



This month: all responses on this month's mystery machine by May 18 to the addresses on page 9.

Last month's answer: Brabham BT28-inspired Colt F2000 (right), as driven by Kuniomi Nagamatsu at Fuji Speedway. Well done to the winner, Taiju Kobayashi



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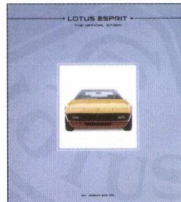


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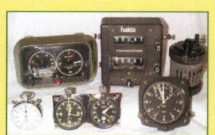
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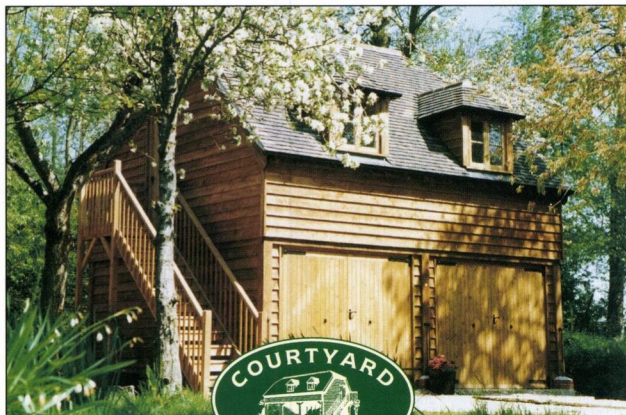
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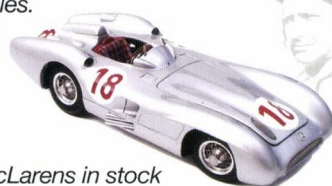
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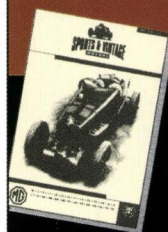
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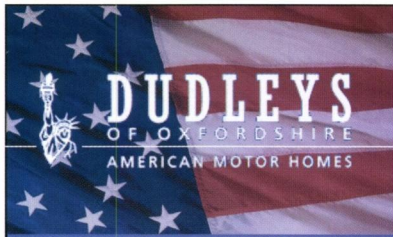
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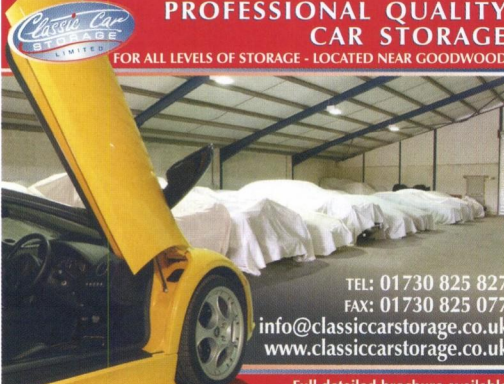
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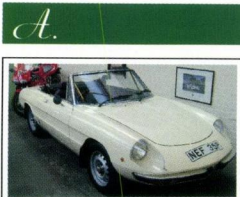
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Alvis TD 21 1963. Dark blue with grey leather, unused since restoration in 1991, now in need of mechanical work and cosmetics. No history or documents. Euros: 13,500. Car located in Paris France. Tel **00 33 6742 82156**.

Aston Martin DB7 Volante. Future Classic - 1 of only 90 made, 3.2 Supercharged Manual, 2 owners - 29,000 miles. Offers over £40,000. Telephone **07860 293744**.

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Austin Healey 3000 MK 3 LHD. Complete dismantled, rolling chassis / engine / shroud, the rest in boxes. Best offer £8,500-£9,500. Tel: **07949 992663**, Worcestershire.

ARROWS A17 Formula 1 car. See main advert of page 103



1 Bugatti T 55 (reproduction) 1932.1 Bugatti T 35 (reproduction). 1 Bugatti motor for 151 and T 55 Reproduction. 1 Delahaye 135 c rebodied, 1936. Tel: **+49 (0) 89 649 489 0**. Fax: **+49 (0) 89 649 489 20**. Website www.south-trading.com or Email: info@south-trading.com

BENTLEY Mk VI SPECIAL 1952. Open tourer 4 sts weather equip. £17,750. **01273 731406**



Daimler SP 250 1960 'A' Spec. Totally rebuilt 1990, concours 1992. Black. £12,750. Tel **(02392) 421363**.

De Tomaso Pantera, GT5 S 1990. Black, magnolia Sports interior Last RHD, 6500 miles, original and unmolested, owned since 1994. Always dry stored, perfect £57,500 may p/x. Tel: **07737 174200** or **01564 703400**



JAGUAR XK120 Roadster 1954. Silver, restored original panels, new red interior, new top, never seen rain since restoration 1000 miles ago, RHD converted from Lhd, £39,950 Tel: **01747 871001** (S.Wilts).

Jaguar E Type S3 Roadster, Signal red, black trim, wire wheels, manual, 1974. Fabulous original car with only 25,000 miles since new. Major mechanical reff in 2004, drives very well. Hard top. Price £42,000. Email: ps@philipsmith.com or Tel: **07802 647676 / 01843 847662**

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Jaguar XJR-5.3 V12, 1989. LOW Mileage! 38k, one owner from new! Red with Magnolia Hide and Red piping show room condition! As New! steering wheel not marked, garaged all its life. Air con, Alloys, electric windows, PAS, immobiliser. Supplied with 12 months MOT and full service. £8,995.00. Tel: **0117 9567144** or Email: lozh@supanet.com or visit www.allsportscars.co.uk

Jaguar XJS 4.0 Auto. Dark Green Aug 1994. MOT Oct 2006. All Old MOT's. 60K miles. Leather Interior. Air Con.. Service History. Nice Car. £5,500.00. Tel: **01939 200254** or **07774 819249**

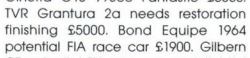
Jaguar E Type 1969 4.2, 2+2. Signal red with black interior. UK original. 50,620 genuine miles. 3 Owners. S/S exhaust, Bare metal respray by Alan Procter. Probably the soundest on the market. Well shod, tax exempt, superb inside & out, looks like new, documented, owned from 1989, never been in the rain whilst in my ownership. £17,000. Good reason for sale. Tel **0114 236 5790**.

Jaguar E Type S3 Roadster. Signal red, black trim, wire wheels, manual, 1974. Fabulous original car with only 25,000 miles since new. Major mechanical reff in 2004, drives very well. Hard top. Price £42,000. Email: ps@philipsmith.net or Tel: **07802 647676 / 01843 847662**

Jaguar XK 120 Aluminium Roadster. Chassis N° 670043. Engine W10887. Its in a advance state of restoration in England. Good racing history. Price EUR95000. Tel: **00 34 661 715 999**

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Lagonda 1929 3 Litre Tourer. Body fitted in 1930s. £1000s spent last 2000 miles. Bills with car. Good looker / runner. £42,500. Tel **(01792) 425745** Swansea.

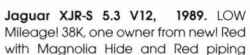
Lamborghini Urraco 250 S. 1975 RHD. Gleaming black, black/grey interior, 2 owners, last since 1997, recent marque specialist check over, rare and can only increase in value. £14,995, also P300 Lhd 21000 miles. **01564 70340** or **07737 174200**



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LIGIER JS41 Formula 1 car. See main advert on page 103



Mercedes 280SL 1971. 2 owners from new. Total restoration incl. engine, g/box, axles rebuild etc by Merc specialists. S.S exhaust. Extensive history. Immaculate throughout. Drives superb. Very reliable. L.H.D. Reluctant sale £22,950.00. **00 44 1254 825248**.

Mercedes Benz SL280 Automatic 1997R. Finished in Brilliant silver with full grey leather electric heated seats, climate, cruise, rear seats, wooden steering wheel, hard top, as new black power soft top, Tracker, 3 owners, only 29,000 miles full Mercedes main dealer service history. Truly outstanding spec/condition. £16995 **01323 423002**

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MG Midget convertible 1979 - MOT - November 2006, good condition, stereo and mechanically sound. £1100 ono. **07984 132561**. Oxford.

MG Midgets Wanted Wanted. Properly restored Midgets. Urgently required. Contact Mike Authers Classic Midgets, Abingdon. Tel: 01235 834664.

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Porsche 911 (964) 3.6 Carrera 4 Convertible 1991, 60,000 miles, Metallic Blue, light tan leather interior, \$22,995.00. Tel: 0117 9567144 or Email: lozh@supanet.com or visit www.allspportscars.co.uk



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by R-R, and many more. Owner is member of RREC, Derby Phantom Register, The Sir Henry Royce Memorial Foundation, Rolls-Royce Owners Club, and Phantom 11 Society. Offered at \$275,000. Shipping assistance arranged by qualified freight forwarder, with free delivery to Northern California ports. Enquiries: Leon Garoyan (owner) at mracon@davis.com; Telephone (530) 756-2489 (PST). Car is located in Northern California.

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1980 Aston Martin V8 Oscar India in Chichester Blue with Beige hide. For the last four years, this car has been the property of an enthusiastic AMOC member and has been fastidiously kept. There are recent servicing accounts with the car totalling around £4,000 and a considerable file detailing previous works. The car is in very fine order. £32,950



2003 Aston Martin DB7 Vantage in Stronsay Silver with Pacific Blue and Light Grey hide. 19,000 miles, fitted with automatic transmission, Tracker and new tyres, 19" wheels, Red callipers and standard exhaust. Factory extra warranty cover, full service history £56,950



1979 Aston Martin V8 in Agaean Blue with Magnolia hide. Beautiful 3 owner car with automatic transmission and fitted with Ronal wheels, Vantage spoiler and Vantage grille. The car has a superb and comprehensive service history and has just had a full service. Sensibly priced at £32,950



1954 Aston Martin DB 2/4 in Dark Blue with Black hide. This car has had only 2 owners since 1991 and is on the market due to bereavement. Comes with comprehensive history file listing considerable work carried out by Four Ashes Garage in the mid 1990s. The car comes complete with tools and handbook, drives beautifully and is ready to use. .EPOA



1995 Mercedes SL320 in Red with Beige hide. Fitted with all usual refinements including electric windows, electric seats, alloy wheels, radio/cassette, cruise control, hard and soft tops. Extremely good condition and excellent service history. 78,000 miles £10,950



1974 Aston Martin V8 Series III in Ermine White with Black hide. 35,000 miles with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new, excellent condition throughout. Sensibly priced at . £34,950



1999 Aston Martin DB7 Volante in British Racing Green with Tan hide. This is a truly beautiful one owner example having only covered 14,000 miles from new and is fitted with 5 speed Manual transmission. Total Aston Martin service history, i.e. 12 services. (similar to photo) £38,950



1995 Aston Martin DB7 in Mendip Blue with Magnolia hide piped Blue. Fitted with automatic transmission, alarm, central locking, alloy wheels, cruise control, air conditioning, power steering, ABS, electric windows, CD player and factory fitted phone. Two owners with full franchise service history. 50,000 miles (similar to photo) £31,950



1995 Aston Martin DB7 in Chiltern Green with Forest and Parchment hide. This is an excellent example fitted with automatic transmission, air conditioning, electric mirrors, alloy wheels and new tyres. Comes with full service history and has covered 71,000 miles. It is faultless. £29,950 (similar to photo)



1980 Aston Martin V8 Volante in Stormway Silver with Oxblood hide and walnut cappings. This car during the past six years has been the subject of a virtual rebuild in that it has been re-trimmed, re-painted and the engine has had an unleaded conversion. Its hood has also been replaced in dark blue mohair and the car performs faultlessly. £39,950



1999 Porsche Boxster 2.5 in Guards Red with Grey leather. 75,000 miles, beautiful throughout and fitted with Manual transmission, electric hood, electric windows, alloy wheels and CD player. Full Porsche service history £13,995



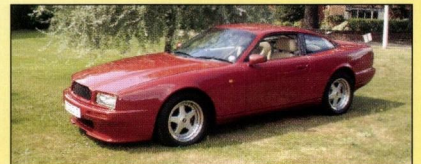
1973 Aston Martin V8 in deep Royal Blue with Tan hide. Fitted with the very desirable Manual gearbox, Walnut trim and centre armrest. Mechanically sound but very little service history, hence realistically priced at £19,995



1977 Aston Martin V8 Series III in Suffolk Red with Black hide. Fitted with rare manual transmission and Pirelli P7 tyres, this car is a fine example of the marque with a full service history file. A bargain at £24,950



1964 Lotus Cortina Mk 1 Pre Airflow Model with FIA HISTORIC TECHNICAL PASSPORE. This car is equipped with a brand new engine and currently produces 170bhp. Other new or fully refurbished parts include Weber carburettors, exhaust, exhaust manifold, 40 litre aluminium tank, FIA roll cage, close ratio gearbox and fire extinguisher. The car has been prepared to a very high standard and comes with a complete file and photographic record of all works carried out. £23,950



1992 Aston Martin Virage in Cleveland Red with Tan hide. Fitted with automatic transmission and all usual refinements including OZ alloy wheels and sports suspension. 37,000 miles with full service history with HWM and it is perfect throughout £26,950



1965 Aston Martin DB6 in Silver with Black hide. Fitted with new chrome wire wheels, this is a beautiful example with a 4.2 fast road engine built to unleaded specification and producing 320bhp. Fitted with 5 speed ZF Manual gearbox and beautifully detailed engine bay. (similar to photo) £59,950



1969 Aston Martin DB6 Mark 1 in Fiesta Red with Magnolia hide and fitted with red carpets, chrome wire wheels, Manual 5 speed gearbox and has a fairly comprehensive history file dating back 14 years. In 1991 the car had a complete restoration when the body was removed from the chassis and a complete rebuild carried out. This is a very attractive example and is sensibly priced at £49,950



1964 Aston Martin DB5 in Dark Blue with Pale Grey hide and Dark Blue carpets. This is a beautiful example of this rare and highly desirable model. This car was the subject of an in-depth restoration in the 90's and had little use since. It therefore remains in excellent condition throughout. £89,950

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