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LANDMARK NEW ISSUE

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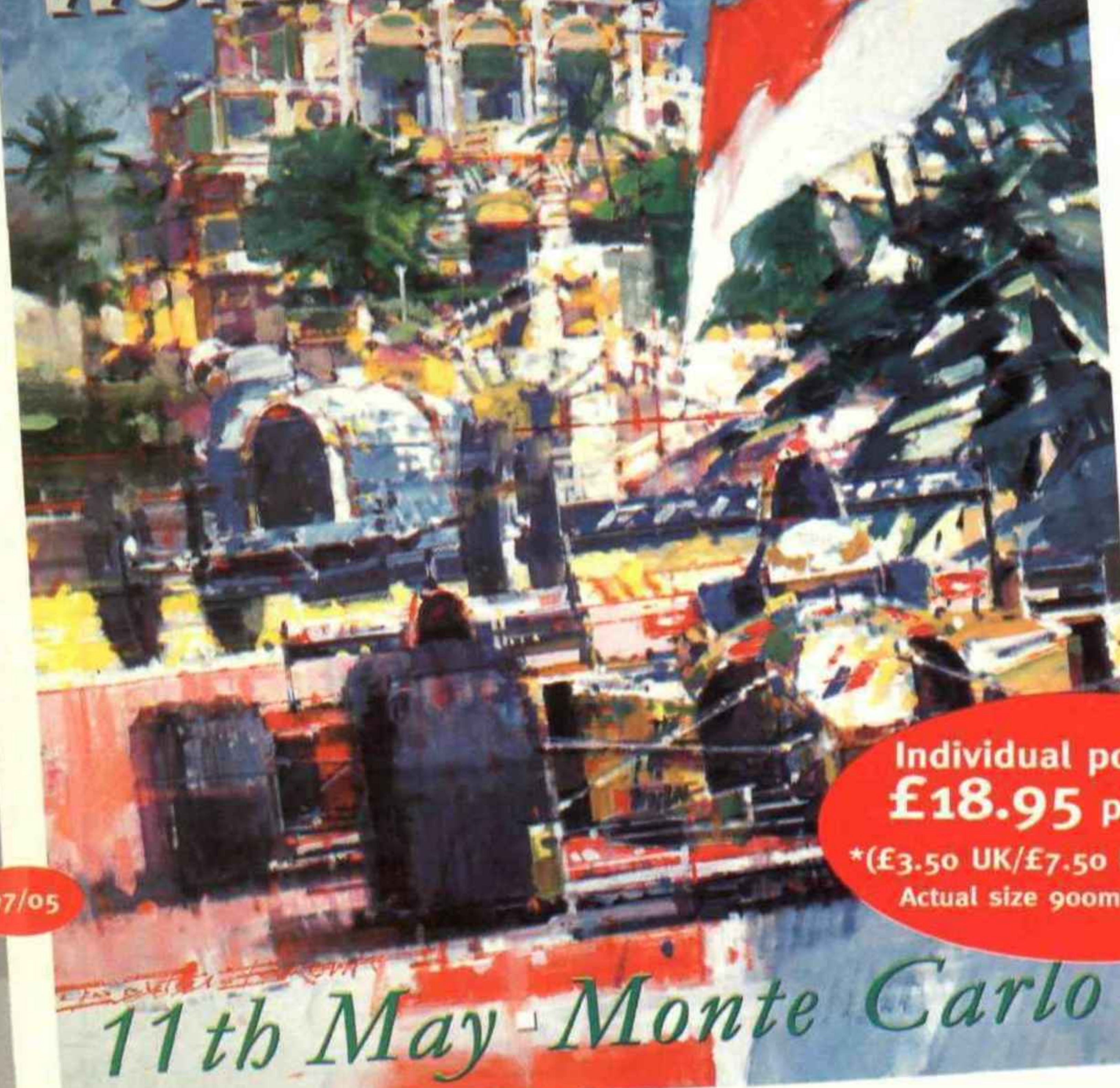
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SEVENTY-THIRD YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



COVER: RICHARD ATTWOOD DRIVES THE FERRARI P3/4, 13 FEBRUARY 1997 PHOTOGRAPHED BY ANDREW YEADON

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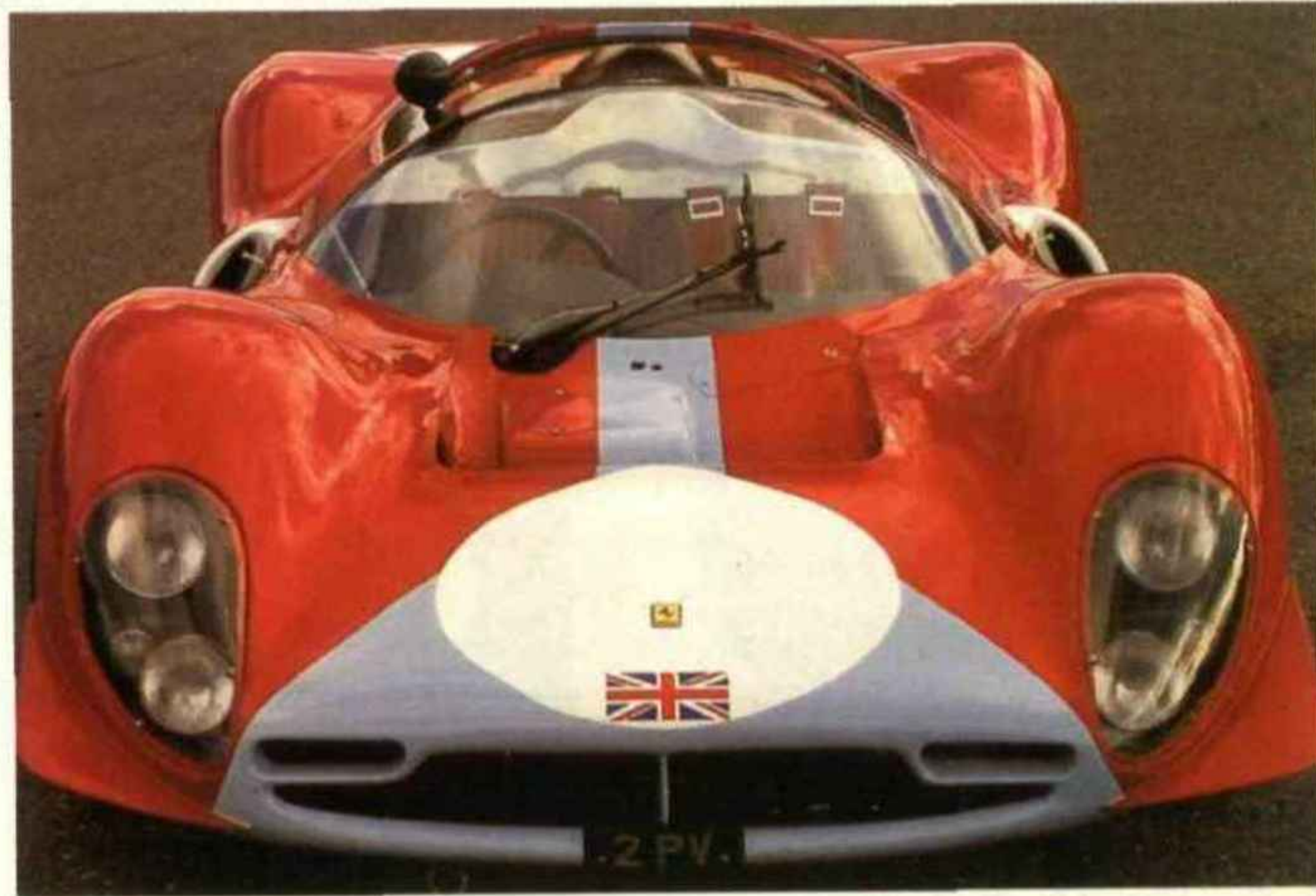
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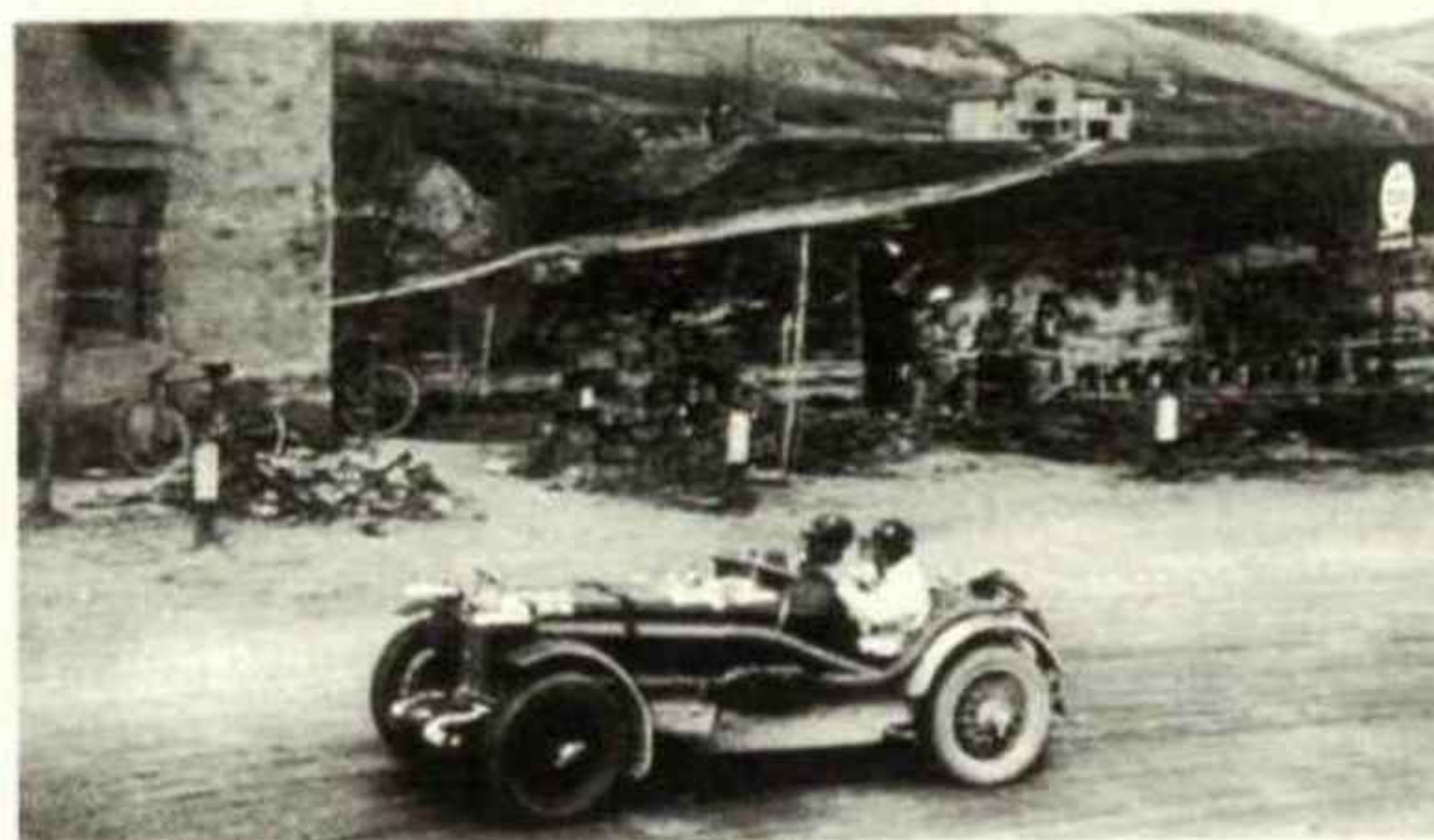
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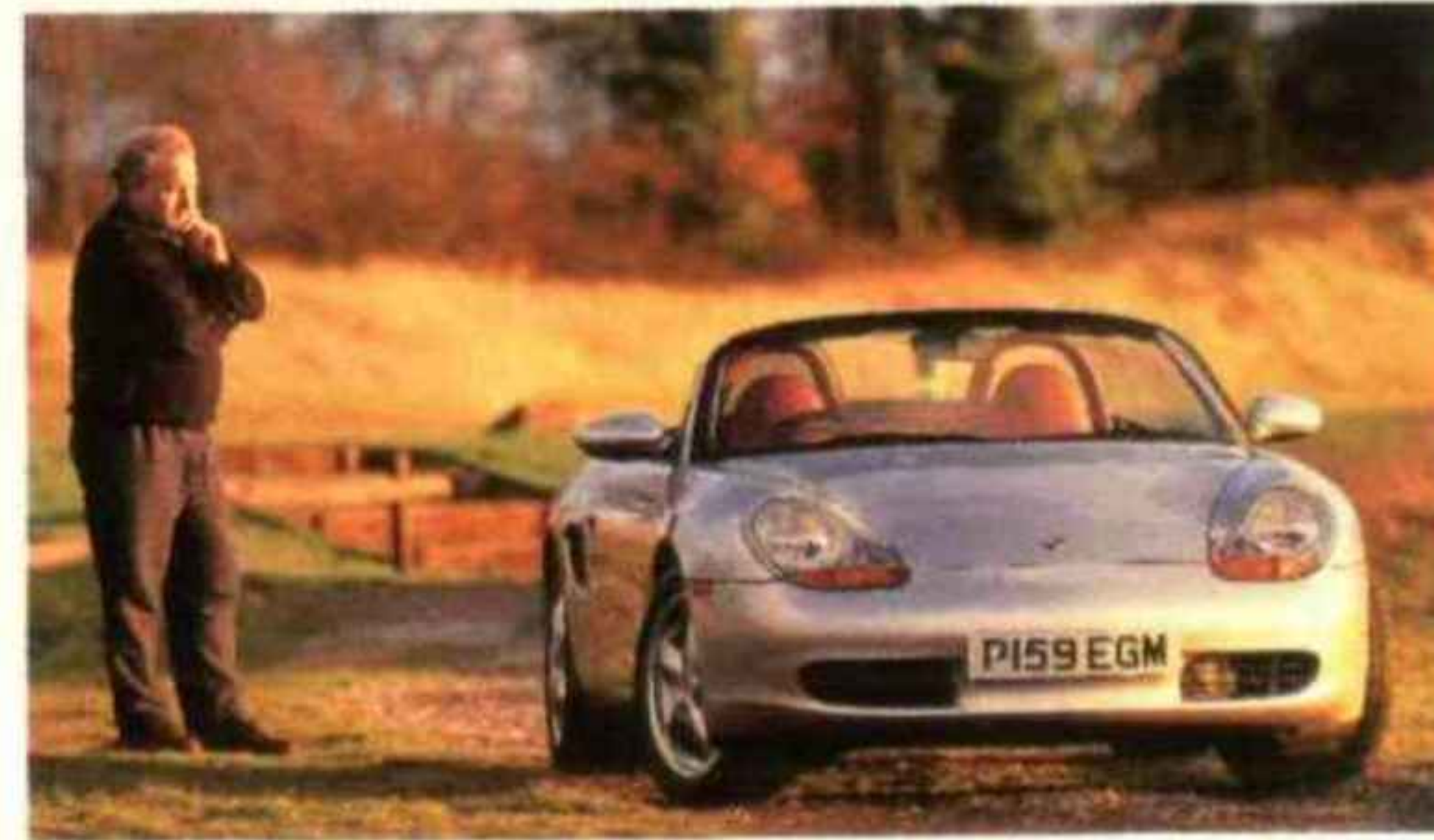
**50 YEARS OF FERRARI** From Lauda on the 312T to Attwood in a 412P, we have it all. Road cars, race cars, drivers and rivals come together to celebrate half a century of the world's most exciting marque. It starts on page 38



**MG on the Mille Miglia** How three untried K3s triumphed in 1932. Page 86

**Innes Ireland** Nigel Roebuck on one of our greatest lost treasures. Page 10

**Porsche Boxster** meets top 911-racer, Nick Faure. Scared? It should be. Page 92



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Adrian Hamilton and Andrew Frankel with (from left to right) Jaguar XJR-6, Aston Martin AMR-1 and XJR-5

## Group C cars set to race again!

EUROPEAN RACE TRACKS WILL ONCE more resound to the thunder of fabulous Group C sports-racers. This year, the MOTOR SPORT Historic Group C Series will bring back this classic era of sports prototype racing with the patronage of five-time Le Mans 24 Hours winner Derek Bell.

Pioneered by historic racing car purveyor Adrian Hamilton, whose enthusiasm was fired by his late

father Duncan's victory at Le Mans in 1953, the series is backed by MOTOR SPORT. "These cars should be racing, not gathering dust," said editor Andrew Frankel. "Our exciting new series will give owners, drivers and spectators a racing spectacle that's been absent for too long."

The series will be run for FIA-authenticated Group C and IMSA cars built between January 1, 1982

and December 31, 1990. The cut-off period will include many Porsche 962 derivatives, but exclude the 3.5-litre Formula One-engined 'fighter planes'.

A two-class format has been adopted, for Group C1/IMSA GTP and C2/Camel Lights cars in original specification. All must conform to minimum weights for their build year, with a 30mm ground clearance. Engines must use pump petrol.



Derek Bell: patron of the new series



Ludovic Lindsay smokes the tyres of ERA 'Remus' at VSCC Silverstone

## Vintage season of racing shapes up

THE VINTAGE SPORTS CAR CLUB'S unique race meetings are attracting a greater following each season. It's easy to understand why spectators of all ages are drawn to these splendid nostalgic tableaux, which evoke memories for older race-goers and create them for younger ones.

The sight, sound and smell of the wonderful array of old cars – from tiny Austins to fearsome aero-engined monsters – is stirring stuff.

Silverstone hosts the traditional VSCC season opener on Saturday,

April 12, with a packed programme built around the Patrick Lindsay and Peter Collins Trophy Races for Pre- and Post-War Racing Cars, with ERAs, Lotuses and Maseratis to the fore. A superb show is similarly guaranteed from the '50s sportscars.

A word of warning, though. If you go to Silverstone as a rookie VSCC spectator, expect to leave more days free for trips to Donington, Mallory Park, Oulton Park and a return visit to Silverstone this summer. Call 01635 44411 for a full fixture list.

"We took the view that there are so many of these fabulous cars lying dormant, with nowhere to race," said Hamilton. "It was a necessity to give their owners a prestigious series in which to enjoy their investments. To me there is no finer form of racing."

Two meetings are planned this season, at Donington Park on July 5/6 (supporting the FIA Global GTs), and Spa on September 6/7 (the Six Hours of Francorchamps historic spectacular), with a view to staging a full season's racing in 1998.

Races will be of at least 15 laps duration, with double-headers where practicable, allowing owners the chance to share cars with stars, a plan which has proved popular in SVRA endurance races in the USA.

Le Mans veterans Nick Mason and Steve O'Rourke are interested parties, while Tom Walkinshaw – whose Jaguars won the great race in 1988 and 1990 – has intimated that he may run cars, as has Kremer Racing.

Full details from Steve Lydon on 01285 650444 (telephone) or 01285 659444 (fax).





Then-Formula 3 star Senna's first taste of F1 power at Donington in 1983

## Senna's first Formula One car goes on the market for £185,000

THE NUMBING MEMORY OF THE GREAT Ayrton Senna's fatal accident at Imola imprints May 1, 1994 indelibly on the minds of Grand Prix fans everywhere but fewer people remember that the three-time World Champion's first taste of Formula One power also came in the back of a Williams car.

Back in July 1983, when (as Ayrton Senna da Silva) the abnormally gifted Brazilian was locked in combat with Martin Brundle for the British Formula 3 crown, he was tested by the TAG Williams Racing Team in chassis FW08C-09 at Donington Park.

Senna impressed team boss Frank Williams, making the jump from 160bhp to 500bhp with consummate ease – as expected – and recording competitive lap times in the course of an 83-lap session. Senna worked his way down to 60.90s on the short circuit, his impeccably smooth style and consistency belying his pace.

Although Williams viewed the trial as a “long-term investment”, rivals Toleman, Lotus and McLaren snapped up Senna's services in turn, and Frank was unable to gain Senna's autograph until that fateful year.

The Cosworth DFV-powered FW08C-9, which defending World Champion Keke Rosberg and Jacques Laffite raced in 1983, has gone on to further success in the FIA Thoroughbred Grand Prix series with John Wilson.

Now, following a change of plan, this piece of history is for sale. Fettle by ex-F1 personnel, and raced once since a rebuild, Ayrton Senna's first F1 car is available for about £185,000.

*Ayrton Senna's ability started in FW08C-09*



## editorial

THE CALL CAME ABOUT A MONTH AGO. A friend who works in the industry had heard that I was to become the seventh editor of MOTOR SPORT. The words were not of congratulation; they were of warning.

“Do you realise,” he said, “the awesome responsibility that rests on your shoulders and how long the queue to call you names will be if you mess it up?” The words allowed no time for a response. “MOTOR SPORT is no mere magazine, it is a priceless institution and we will all be carefully watching to see what you do with it.”

He did not elaborate on who else “we” might include and nor did he really need to; if I had not received the message by then, I certainly had now.

So this is the new MOTOR SPORT and, on its merits, we will carry three-quarters of a century's heritage into the new millenium. Like the man said, the responsibility is awesome. Redesigning from cover to cover with pages that are both more plentiful and larger too, it is the result of many months' careful planning and just a few hours of the mad panic without which no magazine can ever truly call itself relaunched. But its content, however thoughtfully arranged, comes one hundred per cent from the hearts of the staff and contributors.

I have worked for many motoring magazines over the years and have learned that some readers can become fired up about the subject matters within their title. Of them all, though, it is MOTOR SPORT's readers who are most passionate about what has appeared between these covers for the past three generations.

This is interesting and certainly reassuring but it's not really the point. What I am learning is the passion which you have for the subjects within this magazine is rivalled only by the passion you feel for the magazine itself. This makes you unique. Incredibly, these last months have shown that even those who no longer read MOTOR SPORT ache for a reason to do so again. If you count yourself among their number, I hope that reason is now in your hands. And if you have never seen past the famous green cover before, I take heart from the fact that we have, at least, got you this far.

Either way, please let us know what you think. If MOTOR SPORT is the magazine you have been waiting for, we will be truly delighted to hear from you; if it is not, I may not be so pleased when your letter lands on my desk but I will be just as grateful. There is no dividing line between this magazine and its readers and, without your spirited input to our output, we might as well all go home.

\* \* \* \*

THE PRICE OF MOTOR SPORT HAS RISEN TO £2.75 AND I DON'T KNOW QUITE know how to feel about it. On the one hand I am arrogant enough to believe the product justifies absolutely the rise while, on the other, I acknowledge entirely that it will come as something of a kick to those used to the old price. All I can suggest is that you head straight for the subscriptions offer on page 20 which will deliver the next 12 copies to your door for just £2.20 each. Then again, if you are used to the prices charged by the opposition, our new price will come as something of a relief. We're not just cheaper; we're better value too.



Andrew Frankel  
EDITOR

## HOLY SMOKE, THE BATMOBILE'S BACK

Dramatic battles of the early '70s between the Bayerische Motoren Werke's CSL 'Batmobiles' (Tim Busby's is seen below) and Ford's Cologne Capris, with a rumbling Chevrolet Camaro or two for good measure, will be re-enacted in the Classic Saloon Car Club's Dunlop-backed series for FIA Group 5 and Group 2 Touring Cars this year. Catch up with the sound and the fury at Oulton Park (May 17), Mallory Park (August 3), Snetterton (October 18) and Donington Park (November 1/2).





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# April Sale

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Maserati A6G2000 Allemano Coupe, no.'2185'  
Maserati A6G2000 Allemano Coupe, no.'2170

### FORTHCOMING OVERSEAS SALES MARCH - MAY

12 March  
The Geneva Salon, Switzerland

22-23 March  
Sydney, Australia

19 April  
The Mercedes-Benz Museum,  
Stuttgart, Germany

5 May  
The Historic Grand Prix,  
Monte Carlo, Monaco



# Auto-Unions for Goodwood Festival – plus Schumacher?

THE SIGHT AND SOUND OF AUTO-UNION Grand Prix cars, experienced by so few since they were built in the '30s, is to provide an extraordinary centrepiece to the fifth Goodwood Festival of Speed on June 20-22.

Only the boldest drivers, such as the incomparably brave Bernd Rosemeyer and Hans von Stuck, could tame the 200mph monsters, and it is possible that von Stuck's son Hans – ex-Audi racer, former Grand Prix driver and twice Le Mans winner – could pilot one at Goodwood.

And fellow German, twice World champion Michael Schumacher, may also be there to celebrate Ferrari's 50th anniversary, if on-going talks with event organiser the Earl of March bear fruit.



Schumacher: discussions in progress

At least two of the remarkable Silver Arrows – Types C and D – are expected to grace the event courtesy of Audi, which amalgamated with the DKW, Horch and Wanderer marques to form Auto-Union in 1932.

The availability of a 'works' car as well as the 1938 chassis owned by Americans Paul and Barbara Karassik, will have a magnetic attraction to

spectators because the early bullet-like machines designed by Ferdinand Porsche have a presence and an almost mythical aura to them.

Although they were not the first rear or, more correctly, mid-engined single-seaters to race – Professor Rumpler's far-sighted mid-engined Benz design was raced in 1924 – the Auto-Unions contrasted starkly with the pre-war Mercedes-Benz GP cars.

Apart from carrying their drivers way forward and very low, the innovative chassis – which were noted for their devilish handling – featured large diameter tubular sidemembers, with independent suspension at each corner, and swing-axles at the rear.

Their Eberan von Eberhorst-designed supercharged engines – a massive V16 in the Type C for the 750kg formula, and a 3-litre V12 in the later model – developed a staggering 520bhp (in ultimate 6-litre form) and 400bhp respectively.

Full Festival of Speed preview, page 22

MOTOR SPORT's legendary correspondent Denis Jenkinson, who died last November, will be remembered in a tribute at the Goodwood Festival of Speed. 'Jenks', who won the World Sidecar Championship with Eric Oliver in 1949, and the Mille Miglia with Stirling Moss in 1955, adored the event. In 1995, Moss drove him up the Goodwood hill, to rapturous applause, in the Mercedes-Benz 300SLR. "People keep asking if this brings back memories," he said on that glorious day. "I say no, I never lost them!"



Hear the Auto-Unions, June 20-22

## miscellany



THE EARL OF MARCH (above) established the inaugural lap record for Peugeot 306 saloon cars at Silverstone's new National circuit on March 1. Charles March, who races a Lola MkI in Historic sports car events, is following in the wheeltracks of his grandfather Freddie, who ran hillclimbs in the grounds of Goodwood House in the '30s, and won the 500-mile race at Brooklands in 1930 (see feature, p78).

\* \* \* \*

THE 500 OWNERS Association's annual Speed Hillclimb takes place in the glorious setting of Wiscombe Park, near Honiton in Devon, on Saturday, May 10. The season's largest turnout of Historic 500cc F3 cars is promised. Watch for local ace Harry Foster's progress in his Joe Potts Special and Pete Wright's Cooper-JAP MkVIII among the pacesetters.

## Grand Prix cars celebrate DFV's 30th

ARROWS, BRABHAM, ENSIGN, LIGIER, LOTUS, March, McLaren, Penske, RAM, Surtees, Tyrrell and Williams cars will be celebrating 30 years of the Cosworth DFV Formula One engine – in this year's third FIA Thoroughbred Grand Prix Championship.

The Ford-funded V8, which stormed to victory on its debut at Zandvoort in 1967 and had won 155 World Championship rounds by 1982, powers the majority of the field. Ferrari and BRM rivals will also be in the eight-race series.

Both champions to date have come from the earlier classes. Martin Stretton won in

1995 with the ex-Jackie Stewart Tyrrell 005, and Michael Schryver triumphed last year in his ex-John Miles/Reine Wisell Lotus 72-3.

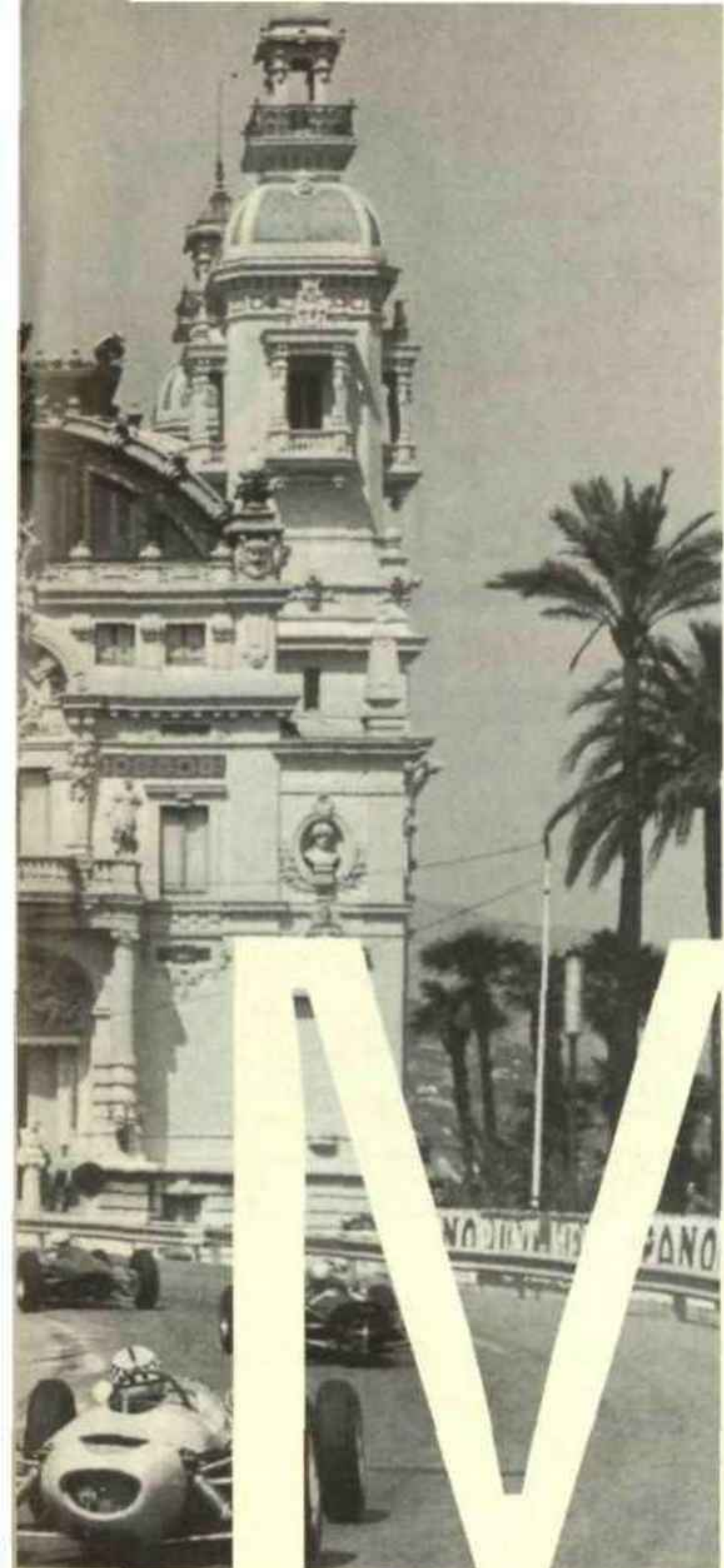
Combos to beat this year include Bob Berridge (RAM), Ian Giles (Brabham BT49), Richard Eyre (Tyrrell 011) and Mike Littlewood (ex-Gilles Villeneuve Ferrari 312T5).

Recapture the spirit and atmosphere of modern F1's most entertaining era at Silverstone (May 4/5), Monza (May 18/19), Donington Park (May 31/June 1 and October 18/19), the Nürburgring (July 12/13 and August 9/10), Zolder (August 2/3) and Brno (September 12/13).



Thoroughbred Grand Prix cars at last year's finale at Brno





# Monaco



## Les Grandes Marques à Monaco 5 May 1997

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This year the pilgrimage of enthusiasts from around the world to Monaco will be greater than ever. The inaugural Historic Grand Prix Weekend in combination with the Principality's 700th anniversary celebrations promises an atmosphere to be remembered. In the midst of these exciting surroundings Brooks Europe will present a selection of outstanding collectors motor cars to match the calibre of the occasion.

### Entries are invited and already include:

#### 1957 Ferrari 250GT Tour de France

An impeccable example of Ferrari's classic *berlinetta*, this highly original yet impeccably presented motor car has an enviable racing history. Offered for the first time in 25 years, it is to be sold without reserve.

#### 1952 Ferrari 225S Vignale Spyder

The actual winner of the 1952 Monaco Grand Prix driven by Count Vittorio Marzotto and a challenger in the same year's Mille Miglia, this exceptional competition Ferrari is coming to the market after 20 years in obscurity.



### Other entries include:

- 1956 Maserati A6G/2000 Berlinetta by Zagato
- 1966 Competition (ex-Le Mans) Ford GT40
- 1954 Ferrari 500 Mondial Barchetta by Pinin Farina
- 1963 Ferrari 250GT Lusso
- 1983 Ferrari 126 C2B
- 1971 Matra MS 120B
- 1970 Lamborghini Miura S

For further information or to enter a car for sale,  
please telephone Simon Kidston on +41-22-300 3160

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*Gustavsson, Hallre and Karlan made history with their second Monte win*

## Merc steals a Monte Carlo double

MERCEDES-BENZ TRIUMPHED ON THE Monte Carlo Challenge when Ake Gustavsson, Tørnhild Hallre and Monty Karlan became the first back-to-back winners in its eight-year history.

But while the Norwegians' 220SE 'Fintail' automatic revelled in last year's snows, dry weather this year gave the Volvo Amazons the advantage.

A navigational slip in the final hour of the 1800-mile adventure cost Volvo crew Stuart Collins and Peter Rushforth victory, but a similar car crewed by Dutchmen Eddy van den Hoorn and Rene Smeets was second.

The Porsche 356 of Briton Neil Wilson and American John Buffum was third, as last year.

## Pomeroy Trophy won by BMW

KNOWN FOR SPEED AS THE "POM", this off-season bash gives the children something to do with their toys during the winter when any sensible player would leave them in the cupboard. Instituted in 1948 by his son to commemorate Vauxhall designer Lawrence Pomeroy, and to detect the ideal touring car by comparative testing, the event has become a pre-season attempt to enjoy a day at Silverstone in whatever you bring, provided you don't bring it on a trailer.

There are four high-speed driving tests, plus a 40-minute session on the track in which each car has to put in a number of laps appropriate to its age and capacity. This year's crop ranged from Simon Diffey's 1913 Humber tourer (with a target of 15 laps) via 14 Frazer Nashes, six Porsches, five Aston Martins and three Big Healeys to Geoff Moore's 1993 5.7-litre Dodge Viper with 36 laps to do. Sam Stretton in his ergonomically hooded Westfield was the best scorer in the wiggle-wobble test, White's Bristol-engined Frazer Nash the best braker, and Steve Roberts' Chain-gang 'Nash the most nimble in the acceleration tests after various



*The Pom attracts an eclectic mix...*



*Stretton's Westfield flew, but failed*

factors (such as the state of the moon and the sea level at Newlyn) had been fed into the lap-top.

The ultimate computer-printed wisdom was that the Pomeroy Trophy had gone to James Diffey in his BMW 2002, the Densham trophy (second place) to Paul Bullett in his Chain-gang 'Nash, and the Edwardian Trophy to Richard Barnett in his 1911 7-litre Knox. **TJT**

## obituary

### Giuseppe Bertone

GIUSEPPE BERTONE, WHO HAS DIED AGED 82, WAS THE GODFATHER OF ITALIAN car styling, spending 50 years at the helm of one of Italy's most famous coachbuilders. Giuseppe, nicknamed "Nuccio", was born on 4 July 1914. His father Giovanni was a skilled metalworker who made body parts for cars. In 1921 Nuccio produced his first complete body, on a SPA chassis. With an accountancy diploma under his belt, he joined his father's firm in 1933, soon applying his sharp mind to expanding it. Nuccio was also a keen amateur racing driver.

After the Second World War, Nuccio landed a contract to design and make 500 Alfa Romeo Giulietta Sprints, special coupés to be given away in a state raffle. In the end, Bertone built more than 40,000, transforming the company from a craft-based organisation into an industrial one.

What also swung it for Bertone was the amazing design talent of his fiery styling chief Franco Scaglione. Bertone liked to describe himself as a designer "talent scout". When Scaglione left in 1959, he promoted the talented Giorgetto Giugiaro. When he departed in 1965, he nurtured a youthful Marcello Gandini.

Bertone expanded massively in the '50s and '60s, designing the Iso Grifo, Lamborghini Miura and Espada, Lancia Stratos, Alfa Romeo Montreal and Ferrari 308GTB4 among others. In 1971 Nuccio received an Italian knighthood for his services to industry, though the '70s and '80s were times of fluctuating fortunes for his company. However, it bounced back by turning family cars like the Vauxhall Astra and Fiat Punto into smart convertibles.

Nuccio Bertone always oozed urbane affluence, a short, foxy-faced man with a penchant for sharp tailoring and sunglasses. He is survived by his wife and two daughters who work for the company. **GILES CHAPMAN**



### Dudley Gahagan

IT CAME AS A GREAT SHOCK TO LEARN THAT CHEERFUL DUDLEY GAHAGAN had died on February 1; he seemed the sort who would 'go on for ever'. Born in Kensington in 1920, he joined in helping his brother George working on the cars of the Conan Doyle brothers, and was soon hooked on the Track. Starting a motorcycle business, he first bought a T35 Bugatti, then in 1940 a T37, which he kept for the rest of his life. I had several rides in it, ending one so covered in mud that only my eyes were visible.

After serving with the REME, Dudley ran motor businesses in Church Crookham and Aldershot, in Hampshire, unperturbed about renting cars to soldiers because the Police would always find any unreturned cars! In 1960 Dudley bought the ex-Arthur Dobson ERA R7B, and later a T57 drophead Bugatti. They typified Dudley's passions, and after I had founded the Brooklands Society, Dudley somehow always managed to drive highest of all up the banking at reunions. An efficient marshal and chauffeur of VIPs in the T57, and a fine companion when we went to search out Brooklands cars and personalities, he served on the Society committee for 30 years and ran its film shows.

I will miss this dedicated enthusiast with his ready humour. No one was more stimulated by the magic of the Weybridge Track than he - when he pointed his ERA out of any Paddock gate I feel sure the view he saw before him was always that of pre-war Brooklands. **WB**





HE WAS CALLED CARLOS, AND SOME said he was from Brazil, others Spain. All I know about him is that his bidding number was 712 and his presence rather dominated the auction of motor racing memorabilia held by Sotheby's on February 26. His spending for the day must have been into six figures, and anyone bidding against him had about as much hope as a boiled egg taking on a steamroller. As soon as the auctioneer's head inclined to the left of the front row, it was as well to withdraw. Whatever Carlos wanted, Carlos was going to have. It didn't surprise me that anything to do with Ayrton Senna was at the top of his agenda. That much was logical; he was also deeply into memorabilia connected with other stars of the recent past. The second half of the auction, though, was given over to the late Innes Ireland's personal collection, and I hoped devoutly that at that point Carlos would take his leave.

No such luck. He continued to bid like a semaphore man on speed, buying items such as trophies won by Ireland in his club racing days. While I rejoiced for Innes's family that his memorabilia raised such a handsome sum, for those of us of more conventional financial means, the afternoon was rendered a touch frustrating.

For all that, I was determined not to leave empty-handed, for Innes had been a good friend for a long time, and I wanted a memento of him, however trivial. Fortunately, when Lot 288 – "A collection of Ireland ephemera from the late 1960s" – came up, our Latin friend showed no interest, and I managed to acquire it.

A mixed bag is the best way to describe Lot 288, but I was very well pleased with my buy, for it included Innes's last FIA competition licence, as well as several programmes, one of which was for the 1967 Daytona 500, the final race of his career.

Ireland was feisty and tough, yet essentially a gentleman and as kind an individual as I have known. A character is what Innes was. Ye gods, yes. As a driver, he was among the very fastest of his generation. I have never forgotten the Oulton Park Gold Cup of 1960, for example, in which his Lotus 18 simply left the rest behind, 'the rest' including Rob Walker's similar car, driven by one Stirling Moss. In the right mood, Innes could hack it with anyone, but invariably his luck

was poor, and that day was typical in that the car eventually broke.

There was always a strong element of fatalism in Ireland, and it is fact that his career was signposted by huge accidents. He had no illusions about the Lotuses of the time, accepting, if unwillingly, that if Colin Chapman's radical cars were blindingly fast, they were also fragile. "Setting off on a lap of Spa in one of those things, lad, it was best to put your imagination on a very low light. Something would break, and you'd come in, and they'd Sellotape it together, or whatever, and send you out again..."

Lot 296 was a harsh reminder of those perilous days, being a pair of his overalls. The catalogue described them thus: "The blue cotton two-piece racing suit worn by Innes Ireland during practice for the Monaco Grand Prix of 1961, both trousers and top with accident damage and cuts made by first-aiders."

Ireland told it this way: "We had this new wrong-way-round gearbox on the Lotus, and in the heat of the moment I got second instead of fourth, locked the back wheels solid, and that was that. Came out of the tunnel without the car..."

Compounding the problems of his shunts was Innes's medical inability to tolerate any analgesics. His silver identity bracelet, another lot in the Sotheby's catalogue, bears the legend, "Innes Ireland – A Rh Pos – Allergic to morphia". To whisky, however, Innes had no such adverse reaction, and he always asserted that "Scottish wine" was a pain-killer beyond compare.

To see his overalls, and a pair of Stirling Moss's, in the auction room, was a salutary experience. Nearby were other race suits from the modern era, all festooned with patches. The light blue cotton suits of Innes's era were supplied by Dunlop, and carried the company's logo, but the only other badge displayed by Ireland and Moss was that of the BRDC. The suit of Mr Rubens Barrichello, whose first Formula One victory

awaits, bore no fewer than 14 patches.

Even in the late '60s, Innes had come to hate the growing commercialism of a sport he considered a romantic vocation. "The decision to give up racing," he wrote in his memorable autobiography, *All Arms And Elbows*, "has been the most difficult thing I have ever done. Perhaps, if I had not lived with the belief that motor racing was the 'Sport of Gentlemen', the decision would have been easier. The political intrigues make it impossible for me to continue in racing with my outlook on life. I have never been able to equate money to motor racing."

His book, one of the classics of motor racing literature, contains all manner of anecdotes from an immensely colourful career, but Innes often told me that it was very much a pasteurised version of his original manuscript. "Would have ruffled too many feathers, I suppose," he said. "Anyway, that's what the sodding libel lawyers thought..."

Having spent many a boozy evening with him, I probably know most of the scurrilous stuff which was struck out, but I was still intrigued to note that Lot 263 promised the final manuscript, and with "Corrections, letters relating to the publication of the book, original handwritten ideas, and legal notes". That, I thought, would be worth going after, but it was withdrawn at the last minute.

In an era in which Michael Schumacher's 'manager' has a private jet, it is hard to take in that once drivers, at rather greater risk than now, raced Formula One cars for shekels, and thought themselves fortunate to be paid at all for doing something they adored. "Even so," Innes would murmur, "I must be one of few Grand Prix drivers who left the sport with less money than when I arrived..."

He had absolute contempt for the avarice of contemporary Formula One. In the autumn of 1992, after the Italian Grand Prix, I was fortunate to attend the 30th anniversary

**Overalls from '61 Monaco GP with some usual Ireland wear and tear**





"I got second instead of fourth, locked the back wheels and that was that. Came out of the tunnel without the car"



*Ireland instilling Lotus's first Grand Prix win with the due sense of gravitas the occasion deserved. The grinning Chapman (centre) fired him within weeks*

celebration of the Club International des Anciens Pilotes de Grand Prix in Venice. About 40 ex-drivers were present, including I Ireland, and all had all been to Monza, where the story of the weekend was of Mansell's near-hysterical announcement that he would not be at Williams for 1993.

"To say that I've been badly treated is a gross understatement," Mansell had said, commenting on Frank's refusal to go the extra million. Innes, like most of his buddies on the Venice trip, already had his enthusiasm for Nigel fairly well under control, but this exhibition of public moaning and

raw greed made him first apoplectic, then quietly sad about his beloved 'sport'. "Always thought he was a twerp," he muttered, "but how can anyone walk out on the best team for the sake of money? How many millions can one man spend, for Christ's sake?"

Innes was on fine form on that trip. A few of us knew of the cancer which would eventually claim him, but he never complained. For all his sundry undignified scrapes in the course of a wonderfully colourful life, his innate dignity was never threatened.

Many of the Ireland's accoutrements

came under the hammer at Sotheby's, and while it saddened me that a lot of them were leaving the country, so also I was pleased by the absence of what dealers would call, 'The good stuff', which has presumably been retained by his family. Many trophies were on offer, but, for example, there was nothing commemorating his victory in the 1961 American Grand Prix, the first ever for Team Lotus.

Within weeks of this success, Innes had been brusquely dropped from the team by Chapman, and a part of him, I believe, never quite got over that. He saw it as a betrayal of his loyalty, and

his subsequent correspondence with the hard-nosed Lotus chief amply reflected his disappointment. That, too, did not appear in the auction.

The last time I saw Innes was at the Memorial Service to James Hunt, another charmingly anarchic character of the kind for which Formula One cries out in this politically correct age. It was a moving occasion but most poignant of all was that the Lesson was read by Ireland, whose own time was near. The afternoon at Sotheby's revived memories of a man of whom I was extremely fond. Those, at least, were beyond Carlos's reach. ■



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# Tony Merrick

**ONE OF OUR LEADING RESTORERS OF RARE AND HISTORIC SINGLE-SEATER RACING CARS, AND A SKILLED RACER**

IF YOU MAKE IT TO THE MONACO HISTORIC RACES IN May, you will see two particularly rare cars. One is a Maserati 8CL taking its first bow since 1948, the other a Ferrari, the unloved and unsuccessful Super Squalo of 1955. And the man who has revived them both is Tony Merrick.

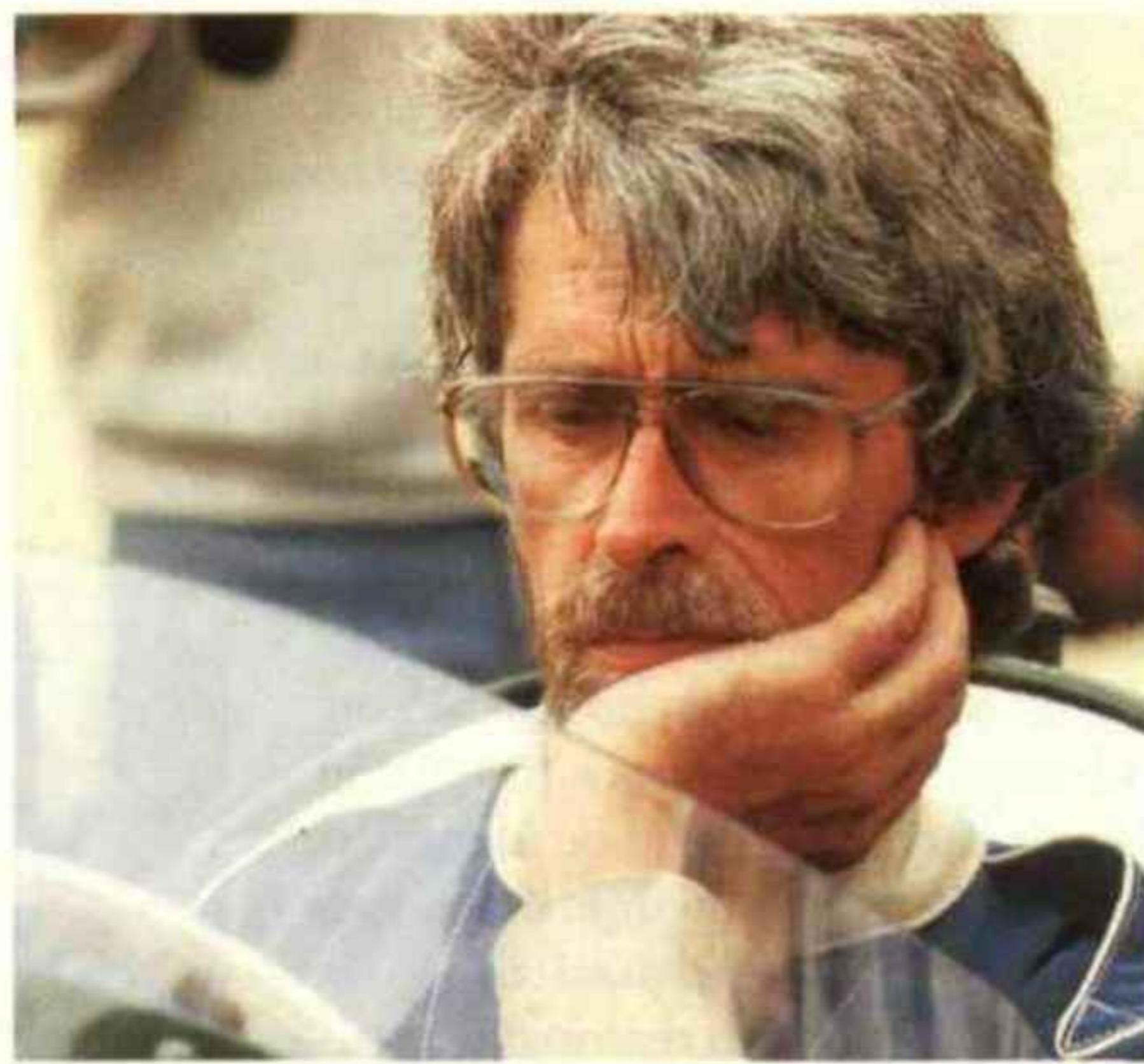
It's hard to say whether Merrick is a restorer who races, or a racer who restores. He looks more like an academic, with his scholarly glasses and neat, grey-flecked dark beard. Yet since 1958 he has been involved solely with historic racing cars. Having restored a 1923 Vauxhall 23/60 during his auto-engineering course, he went Vintage Sports Car Club racing with a J3 MG single-seater, which he prepared himself.

In 1960 he met Sandy Murray and began to look after his ERA, R1A, and before long was driving it in VSCC races. It was the beginning of an association which continues to this day.

In about 1966 Tom Wheatcroft, who used to come to all the VSCC meetings, invited him to look after his 15 or so single-seaters, the germ of today's museum. While Merrick was thus engaged the Tec-Mec Maserati 250F came along and he spent a season in that.

Here the second formative character in the Tony Merrick story appeared. Neil Corner already had an extensive collection of very special machines, including the Aston Martin GP car, the DBR4, and needed a full-time race engineer, so Merrick moved up to County Durham, still with the ERA which he took with him. It was a busy posting - at one stage they went motor racing for 12 weekends on the trot. But, he says, "the Corners are extremely generous people - wherever they went, I went".

A short spell in Scotland failed to wean him off racing cars - Doune and Ingliston were too close. A London-based Lotus 16 owner who wanted help with its rebuild sealed his fate; he moved back



*Tony Merrick ponders in Robin Lodge's 250F...*



*and stretching the R1 Maserati's V8 engine*

South, setting up on his own in 1972.

Tony Merrick Racing is now in a range of handsome converted barns. There is no billboard outside; in these rarified circles, recommendations are word of mouth. And 'rarified' means such machines as 2900 Alfas, including last year's Villa d'Este concours winner, Terry Cohn's gorgeous convertible, and Doug Marr's V8RI Maserati. The five-man team also built from scratch a replica of the sports car version of Albert Obrist's 6C34 Grand Prix Maserati. And it's not just private clients: Merrick rebuilt the two 300SLR coupés and a 1902 Simplex for the Mercedes museum.

These are, however, straightforward compared to some jobs. "It was a good day when we started to work on V16 BRMs", says Tony, having revived the famous V16 shriek of Wheatcroft's MkI and Nick Mason's MkII.

It is a useful plus that Merrick is a serious vintage racer whom owners can trust to exercise their cars. Now Chairman of the Historic Grand Prix Drivers Association, he has been racing and winning for over 30 years, though he prefers

to recall good battles than trophies; for example, beating John Harper's Cooper by a few feet during a rainy race at Dijon in the Ferrari Dino. But even more memorable was a Donington race with the Vanwall VW10 in 1986, when it caught fire. "I decided that as the flames were now heading for the fuel tank I perhaps ought not to be there," he recalls in his laconic way. In leaping out he broke a wrist, as well as being badly burned around the face and ankles; now he won't drive without all the protective gear. Nevertheless, he says, "the lads got it fixed and I was back in it with a strapped wrist eight weeks later at Silverstone". That's about the nearest thing to a boast you'll hear from this diffident man, for whose team the races at Monaco will be a double scoop.

Maserati built only two of the straight eight 430bhp 8CLs, in 1940. Merrick's often serious face smiles at this. "It amuses me that when the rest of the world is at war, the Italians are still building racing cars!" Both raced at Indy in 1946, but there is a debate about which is which, and being the purist you ought to be in this business, Merrick won't paint this one until he is sure which colour it should carry. Remember, this is the man who, possessing enough genuine spare parts to build most of an ERA, took the honest route and titled the assembled car AJM1, rather than appropriate a defunct ERA chassis plate.

The Maser will be demonstrated in Monaco but the Super Squalo will race, and we will thus soon hear a contemporary verdict on the unpleasant reputation of the machine Ferrari was relieved to replace with the Lancia D50 in 1956. This one has a bizarre history: taken to New Zealand by Peter Whitehead, it later raced in saloon events, chopped and Chevy-powered, under a Morris Minor body. Reunited with the correct four-cylinder engine, it has been in the shop for three years; and if it turns out to handle after all, it's more likely a fine tribute to the high standards of today's top restorers than proof of an historical injustice.

Few in the crowd will know of Merrick's part in resuscitating these snarling machines and publicity is not high on his agenda. The people who matter know what his small team does, and he is truly grateful to Sandy Murray and to the Corners for the early exposure they gave him to vintage racing folk. But though his clients today are often millionaires, and he can look across his gleaming workshop at a Lottery jackpot's-worth of metal, Tony remains mindful of the dedicated spectators who have for years shivered in the Silverstone winds watching him race at VSCC events. "You have to be aware of them and not disappoint them," he says. The words of a proper racer. **GC**



*Unloved Super Squalo - Mike Hawthorn aboard, 1955*



# LETTERS FROM READERS

## ECONOMICAL WITH THE RULES?

SIR,

Re "The Italian Job" – Stuart Turner is reported as saying "you know, we have slaved to trim every gramme of weight out of this Mini".

Were not the Monte Minis required to be, and advertised to be, bog-standard production cars?

I AM, YOURS, ETC,

JOHN HINCHLIFFE, IVYCHURCH, ROMNEY MARSH.

\* \* \* \*

## BETTER AND BETTER

SIR,

I have been an avid reader of MOTOR SPORT for over 50 years, and I think I have just read the best edition ever (February). I never thought you could pack so many interesting articles in one magazine.

Now one suggestion: since the sad departure of Jenks to 'Motoring Unlimited', how about repeating *Letter to Readers* and other DSJ articles in chronological order, and/or compiling a collection of his stories in a book?

Thank you once again for the best magazine of all.

I AM, YOURS, ETC,

PHILIP HENMAN, NEW MALDEN, SURREY.

*(Some of DSJ's writing will indeed be reappearing in MOTOR SPORT in the future. Look in the next issue and you'll see what I mean. GC)*

\* \* \* \*

## IN PRAISE OF WB

SIR,

I was encouraged to read the editorial in the last issue of MOTOR SPORT. I have felt for many years that the greatest drivers, cars and races have been and gone, to be replaced by vegetarian, teetotal robots driving mobile computers and think it is high time someone produced a decent looking historic magazine which acknowledges that life exists beyond the Morris Minor.

However, I really do feel I must seek your further assurances that the presence of the redoubtable Bill Boddy continue to be felt throughout the pages of the magazine. For long-time readers of the magazine, WB simply is MOTOR SPORT and it would be unthinkable for him to leave the magazine that he and DSJ turned into the greatest title of all.

I am aware that when any organ comes under new management there is a knee-jerk reaction to install young bloods who think they know it all. I am not in the least opposed to the proper promotion of young talent but, in this case, it is hard to imagine any with the smallest fraction of the knowledge and experience of your 'Founder Editor'.

Finally, and on that note, I know that WB was effectively editing the magazine in 1939 but, as the journal

was first published in 1924, surely the founder editor was the late Mr Hutchins?

I AM, YOURS, ETC,

MORTIMER BINNEY, CHELSEA, LONDON.

*(Happily, Mr Binney, we couldn't agree more. WB is as integral a part of this magazine as its green cover and, while I remain editor, that is the way I intend it to stay. He is called 'Founder Editor' as he was the originator of all those MOTOR SPORT values you and I hold so dear AF)*

\* \* \* \*

## CONSTRUCTIVE CRITICISM

SIR,

I have just taken out a new subscription to MOTOR SPORT, having bought almost every issue since 1949. The list of journalists who will be contributing to future issues is promising. I hope each article will be identified, preferably by a full name, but at least by the old-fashioned initials.

I look forward to reasonable quality pictures, not like the appalling black and white examples on pages 203 and 261 of the March issue. Accurate captions too, please; not getting Farina and Villorosi in the wrong cars.

That picture certainly captured the atmosphere of Silverstone in the good old days - spectators near the action behind a single rope! It cost just 15 shillings to take a car load of spectators in to that 1949 meeting, in contrast to today's ridiculous admission charges.

Please do not continue with the irritating habit of publishing ahead of time; I would like the May issue to come out as near as possible to May 1.

I hope MOTOR SPORT will become once again the best of its kind.

I AM, YOURS, ETC,

STEVIE MUIR, STUDHAM, DUNSTABLE.

*(Our apologies for several picture problems in March, which have now been solved. I hope the quality of the images in this magazine speak for themselves and the*

*direction in which we are heading. Nostra culpa on the caption. As far as putting the magazine on sale before the month on its cover, it's a necessary evil of the publishing world I'm afraid. We don't like it any more than you. GC)*

\* \* \* \*

## FAG CASH

SIR,

I enjoyed David McKinney's feature on the Tasman series, but I must take issue with him on one point. When he writes that the colours of Jim Clark's 1968 car were "changed from the traditional

Team Lotus green and gold (sic) to the red, white and gold of Gold Leaf and a new era in international racing was born", I assume he believes this to be the first sponsorship of a racing car by a tobacco company.

In fact 1950s New Zealand speedway star Bruce Abernethy produced a Rothmans-sponsored Cooper in the appropriate blue and white livery for the 1965 Tasman series of races in his homeland.

This car was actually based on a 1963-type T66 F1 chassis, which had apparently been destroyed in a fiery accident in the 1964 Austrian GP at Zeltweg which effectively marked the nadir of Phil Hill's career. The twisted wreck was rebuilt in five days by Racing Preparations of Wembley who

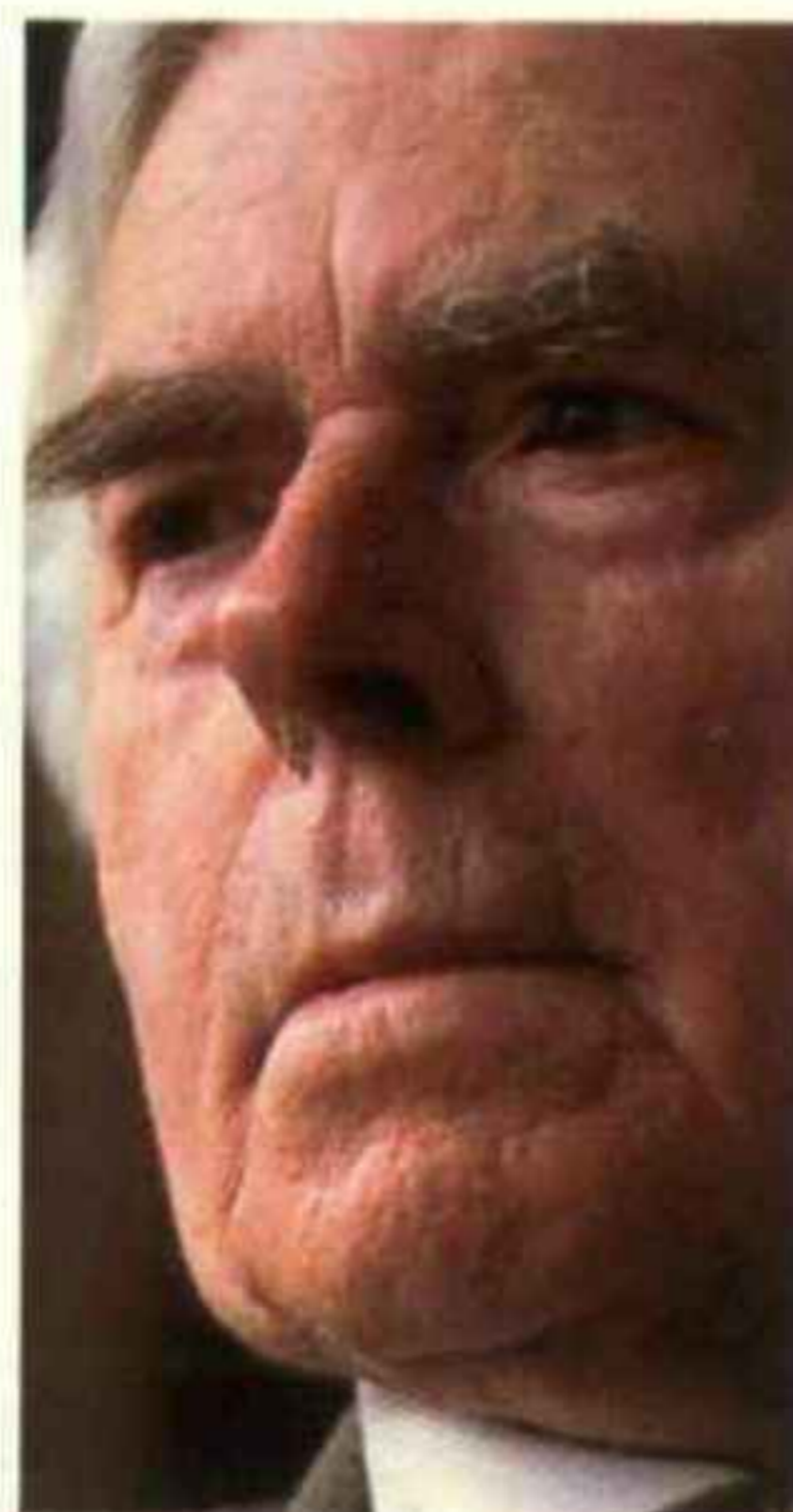
also converted it to take a 2½-litre engine and larger gearbox, and it duly arrived in New Zealand to suitable puns about it rising Phoenix-like from the ashes.

Alas Abernethy was not successful on four wheels, and the Rothmans Cooper was driven by Dennis Harwood in the 1966-67 season.

Nor was Gold Leaf Team Lotus the first F1 team to race in the name and colours of a cigarette manufacturer. Team Gunston was formed for local events in southern Africa in late 1967, initially with John Love driving a Brabham-Repco BT20 and Sam Tingle in an LDS. Love had already won the non-championship Rhodesian GP before both cars appeared in the South African GP run on New Year's Day 1968. This was, of course, the last *Grande Epreuve* before the Gold Leaf deal was announced...

Also, why was the Australian GP dropped from the Tasman series? In 1970, the race date was changed from February to November and was to have been the final round of the World Championship according to the provisional calendar. Plans had to change when sufficient money failed to materialise, and the race (which was held at Warwick Farm) was run instead for F5000 cars.

So it was that Jack Brabham's Grand Prix career finished not with the first



**WB: de facto editor in '39 and still writing today. Is this a record?**



**Gold Leaf's Lotus deal was not the first tobacco sponsorship in F1**



World Championship event on his home ground but in faraway Mexico City four weeks early.

I AM, YOURS, ETC,  
DAVID COLE, BARROWDEN, LEICS.

\* \* \* \*

#### DUFF AT THE TOP

SIR,

I sat up all night in breathless anticipation to watch the Australian Grand Prix and was rewarded by a good race (by today's overtaking-free standards at least), a timely win for McLaren, the suggestion that Ferrari may not be as far off the pace as we'd feared and no points at all for Williams which, through its brilliance, is easily the most likely source of late season tedium.

Yet it is none of the above that most keenly occupies my mind. It is Jim Rosenthal. I was pleasantly surprised by the bulk of ITV's coverage: Murray on fine form, Brundle unexpectedly brilliant, the studio punditry informed and interesting, but all was overshadowed by the grinning vacancy of Mr Rosenthal. Steve Ryder may not be the most scintillating host but at least he cared about Formula One and spoke with the benefit of knowledge and, on occasion, even passion.

Rosenthal appeared to me to be out of touch, unable to pull the programme around him and helplessly reliant on Simon Taylor and Tony Jardine to provide vital authority.

ITV should have thought more carefully before surrounding its captain with a platoon of abler lieutenants. If it wanted to present F1 to the lowest common denominator, hiring such professionals as Walker, Brundle and Taylor was a grave error. I submit that Rosenthal would have been at rather greater ease with Eamonn Holmes in the studio and Ulrika Jonsson in the pit lane. And he would have looked merely bland, not blethering.

I AM, YOURS, ETC,  
GILES NEWTON, LLANISHEN, MONMOUTHSHIRE

\* \* \* \*

#### EURO-THREAT

SIR,

I was puzzled to read in this month's Boddy Language that an arbitrary date was to set before which no car in Europe would be allowed on public roads. He mentioned 1985.

There is no logic in fixing such a date - any date. Whilst the aim to raise emission standards and road safety is most praiseworthy, any attempt to define by age is patently absurd.

We have in this area, as an example, an Edwardian Renault whose emission test was so low as to defy belief. Well maintained and carefully driven, as such cars always are, their threat to the environment is non-existent.

The suitability of any car to conform to high standards of safety and emissions has no relevance whatsoever to its date of manufacture.

I AM, YOURS, ETC,  
COLIN BUCKMASTER, BRETENHAM, IPSWICH.

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"Unexpectedly brilliant" Martin Brundle; not so all his ITV colleagues

The Editor is not bound to agree with opinions expressed, and reserves the right to edit all letters



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1958 Mercedes-Benz 300SL Roadster. Long considered one of the most accomplished sports cars of all time, this particular 300SL has recently come to the UK from Switzerland, where it has been restored and maintained to an extraordinarily high standard. Finished in the traditional colours of DB180 Silver with a red interior

### CARS IN STOCK

1964 Alfa Romeo TZI  
1952 Allard J2  
1955 Aston Martin DB3S Coupe  
1955 Aston Martin DB3S Roadster  
1964 Aston Martin DB4GT Competition Spec. FIA papers  
1979 Aston Martin V8 Volante, 21,000 miles, manual  
1921 Bentley 3 litre short chassis long wing tourer  
1929 Bentley 4 1/2 litre supercharged, The famous Russ Turner, UU44  
1930 Bentley 4 1/2 litre supercharged short chassis, 'Birkin' team car spec  
1930 Bentley Speed Six Le Mans tourer  
1934 Bentley 3 1/2 litre DHC by Park Ward  
1935 Bentley 3 1/2 litre Cutaway door Tourer by Vanden Plas  
1937 Bentley 4 1/2 litre H.R. Owen Sedan Coupe by J Gurney Nutting  
1954 Bentley R-Type Continental Fastback by Mulliner  
1955 Bentley S1 Continental DHC by Park Ward, (power steering)  
1935 Bugatti Type 57 Ventoux  
1935 Bugatti Type 57 Stelvio Drop Head Coupe  
1958 Cooper T43  
1932 Delage D6 Faux Cabriolet

1922 Duesenberg Model A, Ex Harrah Collection  
1959 Ferrari 250 GT Tour de France  
1964 Ferrari 250 LM  
1966 Ferrari 275 GTB 2 cam Long Nose, 6 carb, RHD  
1968 Ferrari 330 GTC, LHD  
1974 Ferrari Daytona 38,000 miles from new, RHD  
1954 Frazer-Nash Targa Florio MkII  
1937 Jaguar SS100  
1953 Jaguar C-Type  
1958 Lotus 16 Grand Prix Ex Innes Ireland  
1961 Lotus 18 Grand Prix Ex Bonnier/Trintignant  
1965 Lola T70  
1955 Mercedes-Benz 300SL Gullwing  
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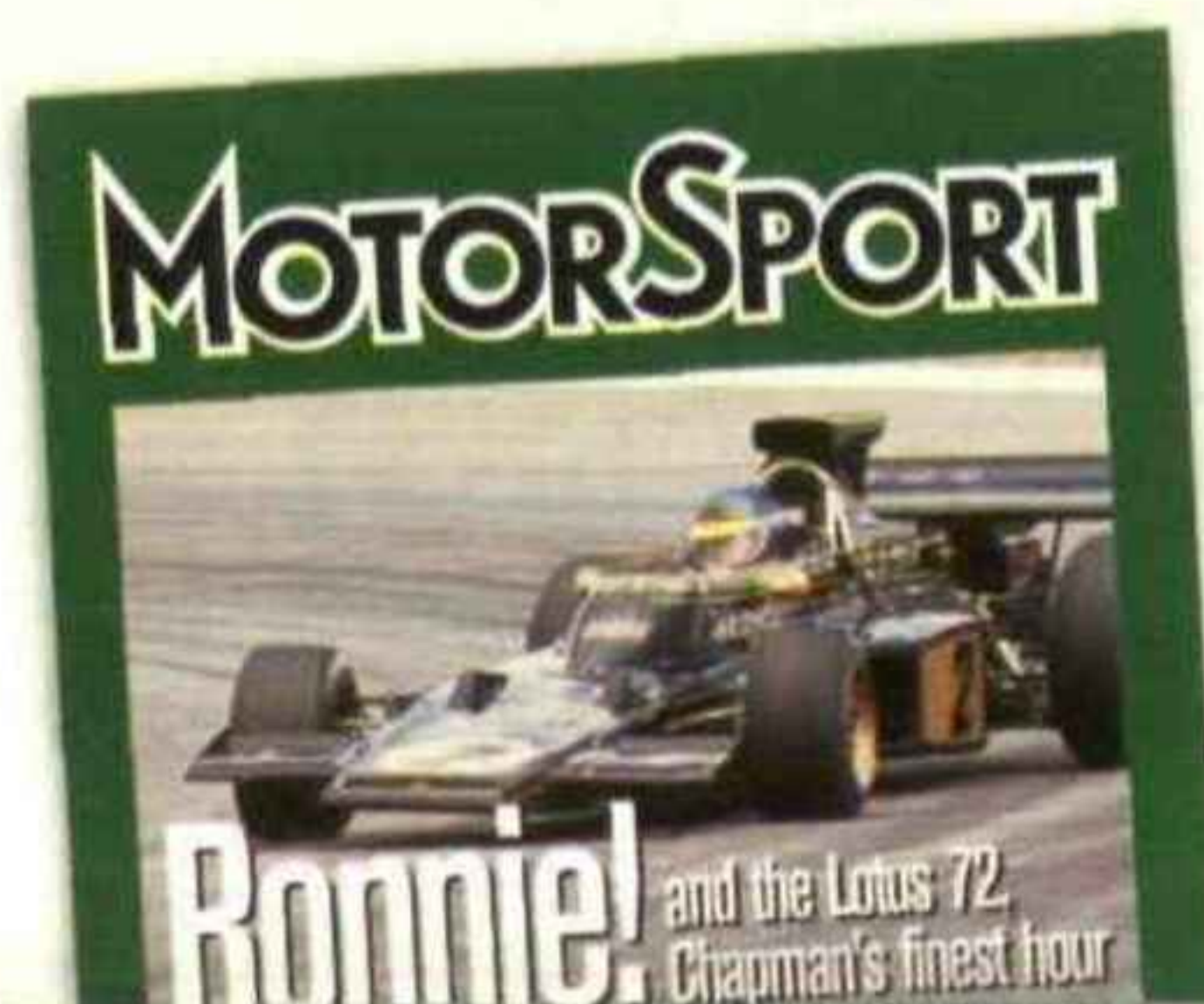
NEXT MONTH



# THE GREATEST MOTOR-RACING ARTICLE EVER WRITTEN

DENIS JENKINSON'S '55 Mille Miglia report republished

RONNIE PETERSON: The man who made the Lotus 72 dance



WORLD CHAMPIONS: Who do you think would have won had today's rules applied? Plus: BILLY BODDY, NIGEL ROEBUCK and MARTIN BRUNDLE'S greatest race

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# How I won the Grand Prix d'Europe

BY ANTONIO ASCARI

IT HAS BEEN SAID THAT THIS YEAR'S RACE AT SPA WAS an easy affair for the P2 Alfa-Romeos but just because my compatriot Giuseppe Campari and I happened to be the only two drivers to finish, one should not imagine the race was what you might call a "walk-over". No, indeed; it was a very severe test of endurance, both for the racing cars and for their drivers.

My P2, as well as those of Campari and Count Brilli Perri, has been improved a little since last year's race. It is an ideal machine for very fast racing. The eight-cylinder engine (61mm by 85mm; 1987cc) has overhead valves per cylinder driven by two separate camshafts and is supercharged which helps to give the enormous engine speed. During the race my revolution counter frequently registered 7000rpm and at this speed the engine develops nearly 175hp. The engine, clutch and gearbox are combined in a single unit and there are four forward speeds, the transmission having an enclosed shaft in a torque tube. All these cars were designed by Signor Vittorio Jano, who was formerly with the Fiat Company.

When testing my car before the race I was astounded at the wonderful improvement made in the engine and the feeling when at the wheel was that I was being propelled through the air by some indescribable power which at one moment would drive me through space at an incredible speed and the next become submissive to my will, or, to be correct, to the power of the braking system so necessary for safety in road racing.

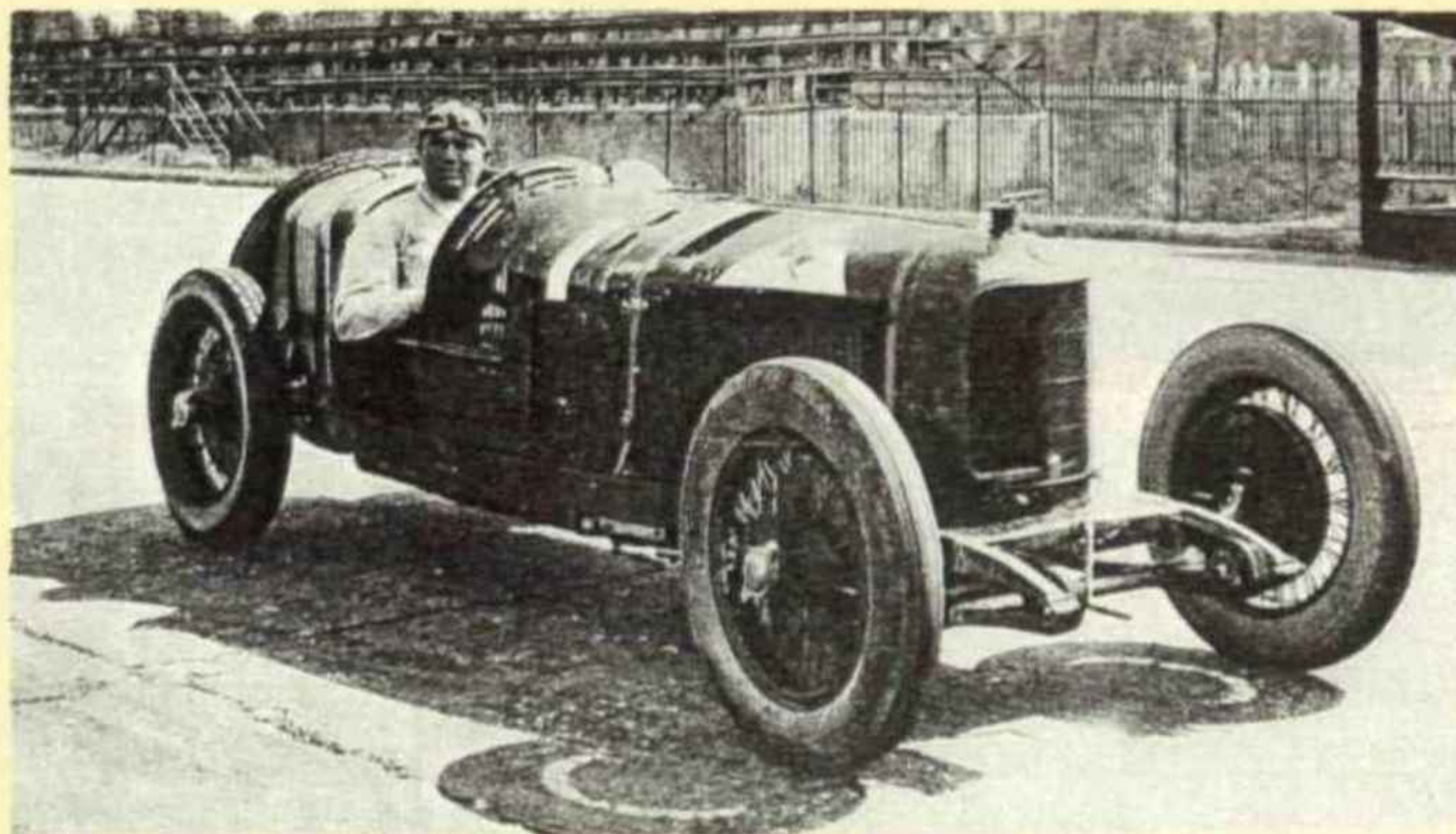
After a couple of days spent testing in my car, it seemed as if we had grown up together and I went to the starting line full with every confidence of success. During the days of long preparation, my car had been the centre of great attention from the Alfa Romeo engineers and Signor Memini, who had made the special carburetors, was in constant attendance to give final adjustments.

At last we were ready to start and the wonderful scenery of Spa was a fitting stage for the great race [54 laps of the 8.4-mile circuit]. It was a disappointment when we heard that your Sunbeam cars would not start so we had to be content with a contest with the French Delage cars which, we had heard, were very fast indeed. Our plan as a team was to go as fast as possible

and it appears our campaign was right, though the Alfa-Romeos were much faster, had rather more acceleration and better brakes.

The course, covering almost 500 miles over hilly and tortuous roads, had been well prepared but even so it was a very hard one for such speeds as the modern racing car is capable.

At the start, Campari and I took the lead with a very fast speed and my first lap was covered in 7min



Ascari in the blown Alfa Romeo P2, the dominant racing force of its era

20sec. This showed that the Alfa-Romeo was able to hold its own even though the maximum engine revolutions had not been reached. Without a mechanic it was difficult to know the progress of other competitors so, finding my engine respond to my call for more speed, I tried for a faster lap on the next circuit.

On the second lap I saw a Delage in trouble and learned later that it was Benoist with a leaky tank. His car's frame had twisted and strained the tank beyond any hope of repair. Then, on the fourth lap, I saw another Delage in the pits with the engine

running fitfully, so it seemed that the Frenchmen were just very unlucky.

Faster and faster we went until one lap was covered at over 80 mph, five mph faster than the best lap last year. One of the greatest helps in winning the race was the speed at which the corners could be taken; and, of course, the effect of supercharging on the lower gears gave a simply astounding amount of acceleration.

Lap after lap we thundered and screamed around the course, the eight cylinders giving out a rhythmic song which sang "Victory, Victory, Victory!" On, on we went with never a miss and, by this time, the changes at the corners and hills seemed almost monotonous in their regularity. I had singled out a landmark at each point where a change of gear had to be made and, but for the rush of wind past my ears and the stones which flew up when cornering, I might have been at the wheel of a fast touring car.

A little way past Francorchamps, Thomas's car is spotted overturned and in flames — truly a bad day for the Delage team. I flash past, signalling my condolences and speed onwards without slackening the pace at all. At about the 18th lap I grow anxious about my tyres so, having the race well in hand, pull in to the pits for a new set. It was only just in time, too, for the rubber treads had nearly worn down through to the canvas and in another lap or two I might have been hurled off the track with a burst tyre.

The pit attendants then tell me what has been happening. All the French Delages are out of the race, my team-mate Brilli Perri has retired and so Campari and I are the sole survivors. The day is ours and — having driven our rivals out of the race by mechanical durability — we take no further risks in the race and continue driving the course in a rather less hair-raising fashion.

I shall never forget the ovation when we finally reached the finishing post for, even though we Italians are said to be an emotional race, my victory was most enthusiastically applauded by English, French and Italians alike. Cheers, bouquets, handshakes and even kisses were our welcome and I am proud to have again driven the Alfa-Romeo P2, that great masterpiece of Italian engineering, to victory in this great international event.



## ASCARI AND SON

Antonio Ascari (pictured here with his son Alberto, then six, after winning the 1924 Italian GP), was killed soon after writing this report. In the next event, the French Grand Prix at Montlhéry, his rivalry with Campari erupted into the open and the two lunged into a neck-and-neck duel. Ascari ran off the track and died instantly. His son took up the mantle and was World Champion in 1952 and '53. He survived being plunged into the harbour during the 1955 Monaco Grand Prix but was killed during testing at Monza just weeks later.





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When you've been right through this bigger, thicker, redesigned issue of MOTOR SPORT we hope you'll agree that the magazine is substantially improved.

Behind the changes lie considerable investment. Our aim is to ensure that MOTOR SPORT is unquestionably the world's best historic motorsports magazine.

From now on every issue will have at least 32 pages extra. And we will celebrate great events, like the Goodwood Festival of Speed and the Coys Historic Festival, by adding more pages still.

We've spent more money on better paper and wider pages because that allows the extraordinary photographs in our archive to be published to best advantage, along with new pictures like

those of this Ferrari P3/4 starting on page 40 of this issue.

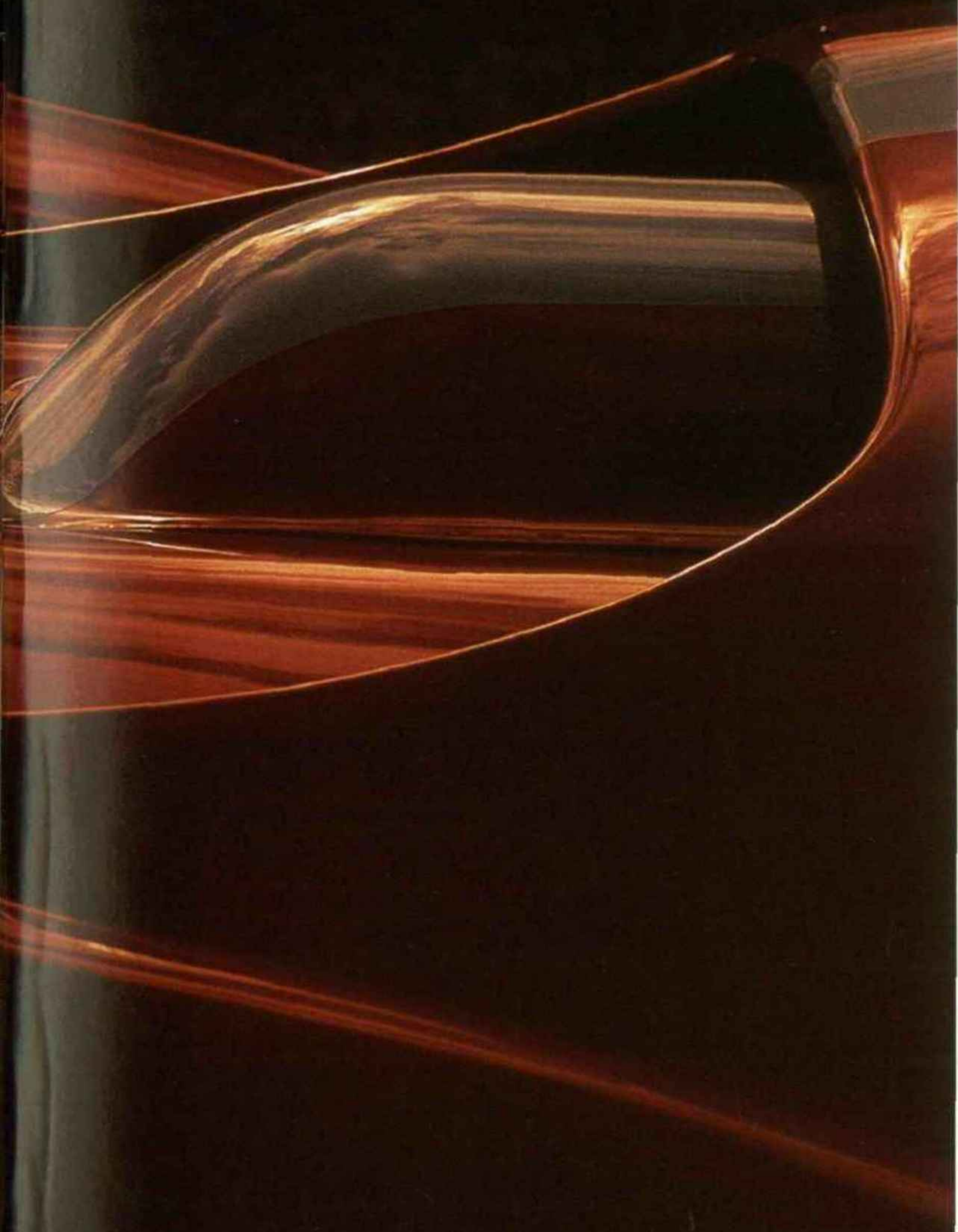
What about the content? We know, as well as you do, that it's all about the right journalists, and the right articles. So we are assembling a team of the very finest internationally recognised writers and photographers.

Among others joining Bill Boddy will be Alan Henry, David Tremayne, Simon Taylor, Nigel Roebuck, Marcus Pye, Doug Nye, Andrew Frankel, Steve Cropley, Mel Nichols, and Peter Robinson.

Each has special areas of knowledge and expertise spanning the vast breadth and history of this wonderful sport; all will be striving to present you with the most stimulating articles and carefully researched photographs — on race and rally cars and



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# 1997

## THE ESSENTIAL GUIDE TO THE SEASON

*A SUPERB HISTORIC SEASON IS IN PROSPECT AND WE'LL BE FOLLOWING IT EVERY STEP OF THE WAY. HERE, MARCUS PYE SELECTS THE BEST EVENTS OF 1997. MISS THEM AT YOUR PERIL*

THIS IS AN EXCEPTIONAL YEAR FOR historic motor sport. From humble domestic gatherings to Goodwood's magnificent international Festival of Speed, there's something for historic car owners to compete in and enthusiasts to enjoy virtually every weekend. Anniversaries being celebrated this year include 30 years of the Cosworth DFV Formula One engine, 50 years of Ferrari, 70 years of the awesome Nürburgring circuit and 90 years of Brooklands. Over the next eight pages we will outline just a few of the best highlights on the calendar, first on the domestic scene, then internationally. Detailed information and contact numbers are printed on page 25 (domestic) and page 29 (international).

### DOMESTIC EVENTS

#### **EUROPEAN HISTORIC FESTIVAL, May 30/June 1**

Donington Park's FIA European Championship round is headed by rounds of the booming Thoroughbred Grand Prix Car Championship and the superb trophy series for the screaming 1600cc Formula 2 cars built up to 1971. The promised Targa Sprint event for thumping '60s sports prototypes is off, though, big money having lured the competitors to the Nürburgring instead.

The meeting also showcases the FIA's Historic Touring Car and GT series and the Johnny Lurani Trophy Formula Junior promotion, in which local hero Tony Thompson defends his title in his superb cigar-like monocoque Lotus 27 of 1963.

#### **SHELSELY WALSH 'GOLDEN 50', June 7/8**

A very special event commemorating the 50th anniversary of the inaugural

RAC British Hillclimb Championship in 1947, to which all surviving champions and cars are invited. Many – including maestro David Boshier-Jones and the incredible David Good – will be reunited with never to be forgotten machinery for runs which will delight all aficionados of this quintessentially British sport at its spiritual home.

Actually, the very first round was at Bo'ness, near Linlithgow, Scotland, but the venue no longer exists. Shelsley Walsh, which has hosted events on the same 1000-yard course since 1905, staged the second round on June 21. Raymond Mays won in a time of 41.50sec in ERA R4D. Hopefully the grand old car will be back, perhaps driven by John Harper.

Among those expected to take part in the competition proper – a round of the 1997 Liqui-Moly Championship – are the evergreen Tony Marsh, who scored hat-tricks of titles, a decade apart, in 1955-1957 and 1965-1967. The former Grand Prix and Le Mans driver now has a 600bhp Roman V8, but will doubtless give his ingenious four-wheel-drive March-Buick a blast for old times' sake. Don't miss this one...

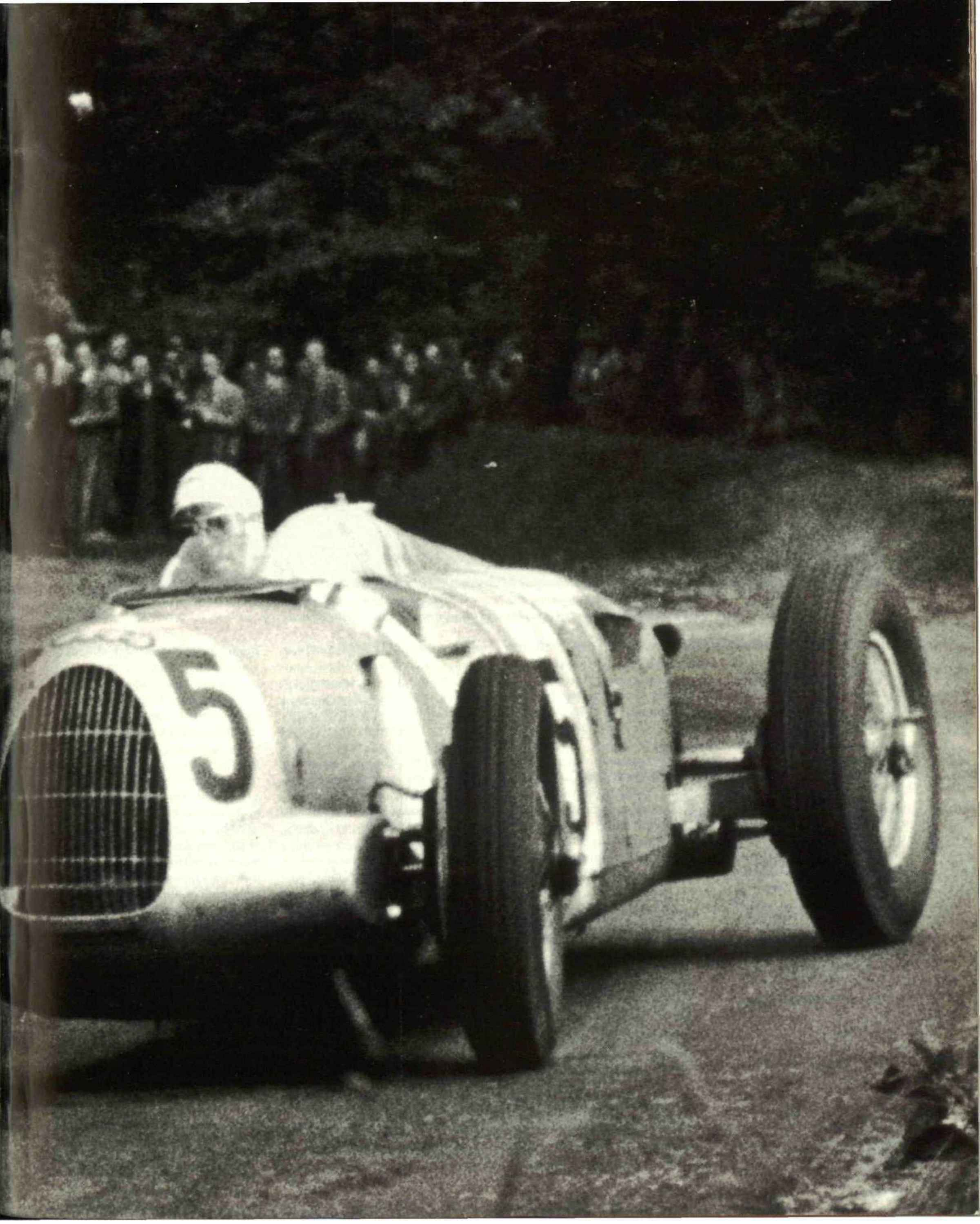
#### **GOODWOOD FESTIVAL OF SPEED, June 20-22**

So many superlatives have been used to describe the Earl of March's four previous extravaganzas that it is a little difficult to imagine how his organisers will find yet more amazing vehicles to top their extraordinary content this June. They, and we, are confident, however, that the challenge has been met.

Without doubt the greatest assembly of racing cars anywhere in the world this year should be topped by the appearance of one or more ➔

*Donington, 1937: Rosemeyer hangs out the tail of his C-type. Auto-Unions return to Britain for Goodwood Festival of Speed*









*Goodwood has always been the venue for the most exciting and rare racers. A Ferrari spectacular is planned to celebrate the marque's 50 years*

Auto-Union Grand Prix cars from the '30s on the hillclimb course. Mercedes-Benz's 'Silver Arrows' are already great favourites at Goodwood, but rarely – if ever – since their heyday have the rear-engined Auto-Unions run with them. Goodwood has both.

Ninety years of Brooklands, the world's first purpose-built racetrack, is celebrated in another central theme at Goodwood. It has already attracted more than a dozen of the cars – leviathans and minnows – that hurtled round the banking of Locking's giant concrete speedbowl before and after the Great War.

Fifty Ferraris will trace the history of the Prancing Horse in its Golden Jubilee year, with 1961 World Champion and twice Le Mans winner Phil Hill back in Sussex to delight the crowds. Former Ferrari Grand Prix driver Chris Amon is also coming from New Zealand to make his long-overdue festival debut.

Thirty years of the remarkable 3-litre Ford Cosworth DFV (Double Four Valve) Formula One engine, which won no fewer than 155 Grands Prix between its debut in Jimmy Clark's Lotus 49 at the 1967 Dutch GP and the early '80s, is reflected in a superb range of cars. Three-time

World Champion Jackie Stewart is expected to demonstrate one of his successful Tyrrells in the class.

Modern Grand Prix cars have not been overlooked. Hill record holder Jonathan Palmer graduates to one of last year's Williams FW18s, and the team also plans to run the 1990 Ferrari 641/2 it acquired amid driver negotiations the following year. Entries are also in from McLaren, and the new Stewart Ford Grand Prix contender is also expected.

As if this was not enough, The American Dream brings together

some of the world's fastest and most innovative cars. Double World Champion Emerson Fittipaldi is entered in one of last year's Penske Indycars and Jim Hall is bringing three Chaparral sportscars – including the wonderful winged 2F which won at Brands Hatch in 1967, and the 2J Can-Am 'sucker car' never before seen outside the USA. The mighty NASCAR stock cars are also on the agenda.

Motorcycle enthusiasts can see long-time festival supporter John Surtees ride MV Agustas as well as drive cars, and another World Cham-

pion, Barry Sheene, back aboard a Grand Prix Suzuki.

Glorious Goodwood is motorsport's event of the year, a garden party in the true sense of the phrase, for it runs in Lord March's garden. A social gathering at which you can talk to the greatest exponents of the racing art, and are encouraged to take a close look at the machinery.

If you don't like vast crowds, it may be worth going on Friday. Whichever day you choose – many will go for all three since there is so much to take in – remember your autograph books. Miss the Festival of Speed and you'll regret it.

#### **COYS INTERNATIONAL FESTIVAL, July 25-27**

Now in its sixth year, and back in the original July slot, the British Racing Drivers Club's Coys International Festival is regarded as Europe's finest historic race meeting.

Ferrari is the central theme, and a mouth-watering collection of cars is being assembled to trace its illustrious 50-year history. As marque founder Enzo Ferrari would have wished, many will take part in the extensive racing programme.

Among the Ferraris expected to



*Coys International Festival: best historic race meeting in Europe*





*The revised Silverstone circuit will provide even more spectacular racing at the Coys weekend. Plenty of action away from the track, too*

appear are the Super Squalo that carried Paul Frere to fourth place in the 1955 Belgian Grand Prix, a 250 Testa Rossa that Phil Hill and Cliff Allison drove in the 1959 and 1960 World Sportscar Championships, a 1967 P3/4, the ex-Derek Bell/Chris Amon Tasman single-seater and a Williams GP Engineering F1 car.

Grand Prix cars and sports racers from the '30s to the '60s are in their element on a revised version of the full Silverstone circuit (which replaces the dreadful 'stop-start' Club corner with a rising, flowing curve through which the art of four-wheel-drifting can be fully appreciated).

But the festival is not about racing alone. Far from it. Great drivers demonstrate the cars of yore, and there are parades, marque displays, art shows, jazz bands, a major Coys auction, flypasts by historic aircraft, hot air balloon fly-outs and owners club events aplenty to make it a splendid weekend out for every member of the family. A must.

#### PHOENIX PARK

##### ROAD RACES, August 16-17

Europe's largest public park, in Dublin, boasts a motorsport history that dates back to the Irish Grands

Prix of the '20s. In recent years its annual road races have reflected this rich heritage to the pleasure of an enormous audience.

This year, the Group 6 sportscars from the Historic Sports Car Club's superb RJB Mining Championship top the bill at the Rothmans-sponsored free-for-all. The sight and sound of the 150mph 2-litre Chevrons, Lolas and Osellas – and the odd Can-Am monster – charging through the park will live on, for sports racers have not been there for 15 years.

#### RAC VETERAN CAR RUN, November 2

The big event on the world veteran calendar celebrates the Emancipation Run in which pioneer motorists drove from London to Brighton, 50 miles away on the south coast, on November 14, 1896, following the Act of Parliament that raised Britain's speed limits to 12mph.

Last year's centenary running attracted 625 cars that were built before January 1, 1905, including three which ran in the very first event. All were among the 541 finishers, which speaks volumes for the quality of early engineering and doubtless some skilled preparation too. ➔

#### VSCC SPECTATOR EVENTS

Apr 12 ...	SILVERSTONE
May 5 ...	WISCOMBE PARK
May 26 ...	DONINGTON PARK
Jun 7 ...	SILVERSTONE
Jun 28 ...	OULTON PARK
Jul 5 ...	SHELSLEY WALSH
Jul 20 ...	MALLORY PARK
Aug 2/3 ...	PRESCOTT
Aug 31 ...	CADWELL PARK
Sep 27/28	LOTON PARK

#### HSCC RACE MEETINGS

May 4/5 ...	SILVERSTONE
May 31/ Jun 1	DONINGTON PARK
Jun 15 ...	MALLORY PARK
Jul 6 ...	BRANDS HATCH
Sep 6 ...	SILVERSTONE
Oct 5 ...	SNETTERTON

#### SAFETY DEVICES

##### HISTORIC CHALLENGE

Mar 29 ...	CORONATION RALLY
Apr 19/20	WELSH RALLY RETRO
May 3/4 ...	EAST ANGLIAN CLASSIC
May 18 ...	MID WALES STAGES
Jul 5 ...	MIRA STAGES
Jul 19/20...	ROAD RALLY
Aug 16/17	TYNESIDE STAGES
Sep 27/28	RALLYE BRISTOWE
Oct 25/26	ILLUMINATIONS RALLY

#### EUROPEAN HISTORIC FESTIVAL

Two-Four Sports, Castle Donington, Derbyshire. TEL: 01332 810048

#### GOODWOOD FESTIVAL OF SPEED

Goodwood Motor Sport, Chichester, West Sussex. Tel: 01243 774107  
Fax: 01243 774313. Advance bookings: TEL: 01243 787766

#### COYS FESTIVAL, SILVERSTONE

Silverstone Circuits Ltd, Northants. TEL: 01327 857271 FAX: 01327 857663

#### PHOENIX PARK ROAD RACES

Ireland, August 16-17  
Info: 00353 16772210

#### RAC VETERAN CAR RUN

RAC MSA, Slough, Berks. TEL: 01753 681736 FAX: 01753 682938

#### SHELSLEY WALSH GOLDEN 50

Midland Automobile Club, Upper Sapey, Worcester. TEL: 01886 853411 FAX: 01886 853650

#### HISTORIC SPORTS CAR CLUB

TEL: 01327 858400  
FAX: 01327 858500

#### VINTAGE SPORTS CAR CLUB

TEL: 01635 44411  
FAX: 01635 580612

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Nowhere else will you be able to witness such a moving pageant of the motor industry's earliest days, and all for free.

**HISTORIC RAC RALLY,  
November 22-23**

Run concurrently with the RAC Rally, Britain's round of the World Rally Championship, this event transports competitors and spectators alike back to the '50s and '60s, when rally cars resembled their roadgoing sisters much more closely.

Porsche 911s are the class of the entry, with drivers of the calibre of five-time British Rally Champion Jimmy McRae and Norwegian Monty Karan setting the standards to which the amateurs aspire.

Volvo PV544s evoke memories of Tom Trana's RAC Rally double in the early '60s, and Lancia Fulvias equal memories of fellow Swede Harry Kallstrom's wins in later years. Mini Cooper Ss and Ford Lotus Cortinas comprise much of the field. This year's event starts from Cheltenham.

**OTHER EVENTS**

Apart from the showpiece events above, there is more than ever for the historic motorsport fan to enjoy on

the thriving British domestic scene, from the Motor Cycle Club's 76th Lands End Trial over the Easter weekend, to BRDC chaplain Canon Lionel Webber's Motoring and Family Day in Basildon – which celebrates the 75th Anniversary of the original Hillclimb at Laindon – on July 5.

The Vintage Sports Car Club's tremendous season of race meetings kicks off at Silverstone on April 12, where the annual Patrick Lindsay Trophy race traditionally draws the season's largest gathering of ERAs. The spectacle of flame-belching aero-



*RAC Veteran Car Run:  
541 cars finished last year*

engined leviathans doing battle with three-wheeled Morgans is just one of many unforgettable sights at VSCC meetings, and the old-stagers are back at Silverstone in June for the Mike Hawthorn Trophy meeting. MOTOR SPORT is supporting both of these wonderful events so we will look forward to seeing you there.

Four speed hillclimbs are also on the VSCC's agenda, with Prescott the highlight in August. Loton Park's fixture has a new slot, and is now the season-closer in September.

This season MOTOR SPORT is also sponsoring the Historic Rally Car Register's Safety Devices Historic Challenge, special stage and navigational rallies, mainly for cars built before 1968 but with a section for cars built up to and including 1979.

Finally, the first round of the FIA Thoroughbred Grand Prix Car Championship opens the Historic Sports Car Club season on home soil at Silverstone on Monday, May 5 - which is going to involve a mass dash back from Monaco's Grand Prix Historique for the likes of competitor Martin Stretton and a host of organisers.

Add to this owner's club events too numerous to mention and it's clear we're set for a vintage season.

**INTERNATIONAL EVENTS**

**TOUR DE FRANCE AUTO,  
April 23-26**

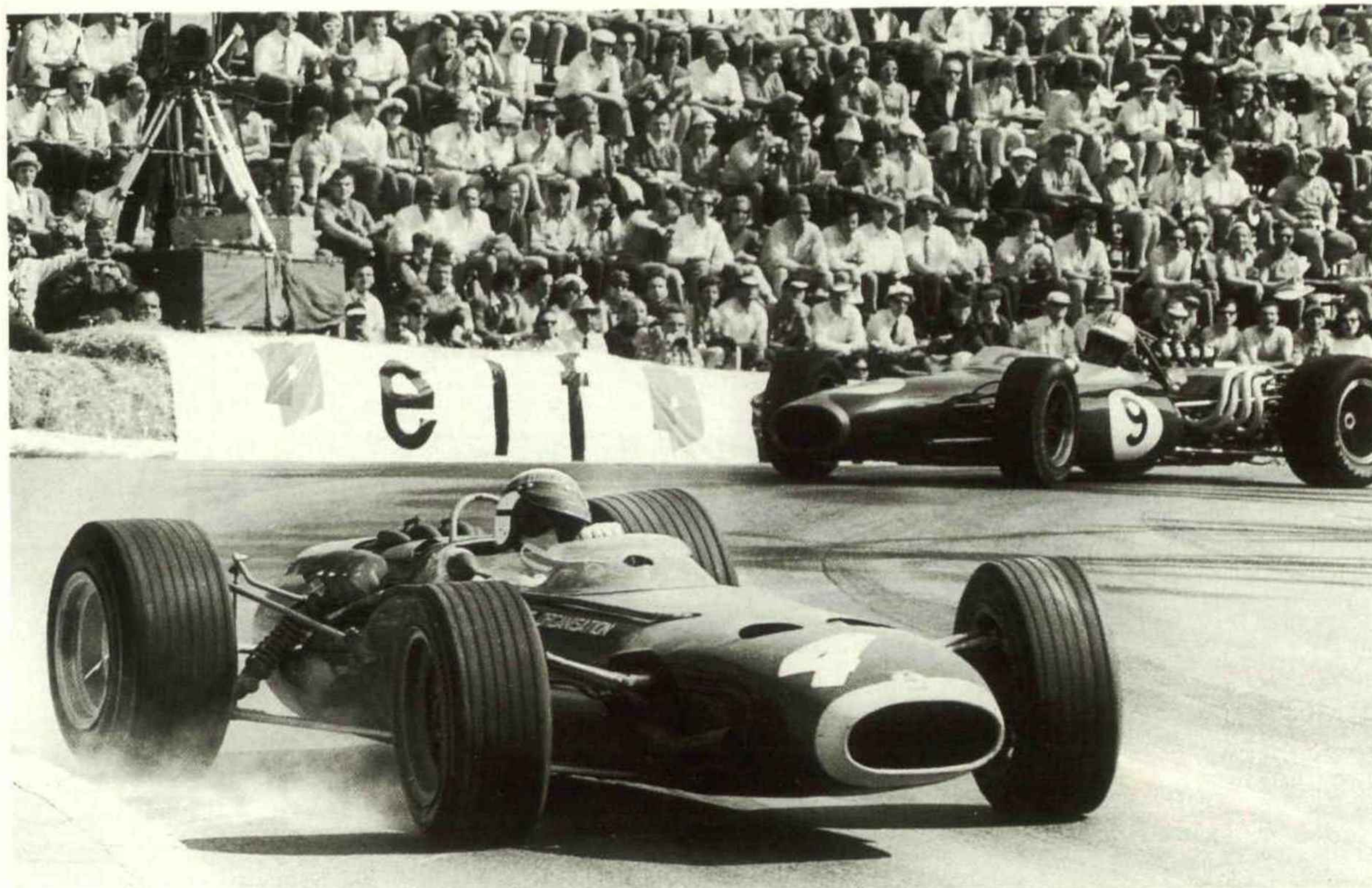
The 56th running of the classic automobile tour – a unique combination of rally and circuit racing disciplines, sensational cars and *joie de vivre* – takes competitors on a high-speed four-day adventure from Paris to Biarritz.

Phil Hill (Ferrari GTO), Stirling Moss (Alfa Romeo TZ1) and Henri Pescarolo (AC Cobra) are among the star names on the 225-strong provisional entry, which features two Porsche 910 prototypes, a number of Porsche 904s and 906s, four Ford GT40s and Brandon Wang's wailing Ferrari 250LM.

The competition embraces 'races' on the banked circuit at Monthéry (just outside Paris), Val de Vienne (near Poitiers), Albi and Nogaro. There are also some new special stages – gentler than last year's, say the organisers – at Chenevelles, Le Pont du Dognon (near Limoges), Cotes de Garonne (Bordeaux) and Villardonnell (Carcassonne).

Some of France's most historic places, including Mereville, Chambord, Saint-Aignan, le Grand Pressigny, Chalus, Brie and Bour-





*If you like what you see here (Stewart, BRM, 1967 Monaco GP), then be in Monte Carlo on May 3/4 for the Monaco GP Historique*

deilles, are included on the route of this unforgettable show, which makes not only for a great motoring experience, but also some wonderful photographic opportunities.

#### **MILLE MIGLIA, May 1-4**

A recreation of the classic 1000-mile road race, run in its pukka form from 1927 to 1957, it is as always centred on Brescia in northern Italy. This still popular retro still engenders quite frightening passion among natives of Europe's most car-mad country.

Many of the tortuous roads are little different from the days when the likes of Tazio Nuvolari and Moss triumphed and the huge variety of cars, the crews of which cheerily acknowledge the waves of fellow motorists with flashing spotlights and blaring horns, adds to the thrill of the occasion. Install yourself in a good position overlooking the route and enjoy one of motoring's greatest cavalcades.

#### **MONACO GP HISTORIQUE, May 3-4**

Three-time Monaco Grand Prix winner Stirling Moss heads the entry list for this showpiece, which commemorates the 700th anniversary of

Monte Carlo's ruling Grimaldi dynasty. The Grand Prix Historique takes place a week before the Formula One race, on the same circuit.

A fine selection of the cars that have raced in Monaco since 1929 will come together for seven races – for pre-1934 two-seaters, pre-1952, pre-1960 and pre-1968 Grand Prix cars; pre-1960 sportscars, 1959-1963 Formula Junior and pre-1959 Ferrari sportscars.

From a 1924 Bugatti T35 to a pair of 1967 Lotus 49s, this event will be one of the most memorable of 1997, for the historic race that supported

1979 Grand Prix, won by Martin Morris in ERA R11B, remains fresh in the minds of those who were there almost 20 years ago.

Moss in BRM P25 and Maserati Birdcage, Phil Hill (Ferrari Testa Rossa), Martin Stretton (Maserati 4CM and BRM P48), Rob Hall in Tom Wheatcroft's Lotus 18, and Frank Sytner in John Coombs's Jaguar D will be among the many making the news. If you pass on the 'beautiful people' at the F1 Grand Prix, but cannot live without beautiful motor cars, make a date for this instead.

#### **GRAND PRIX D'EUROPE, May 18-19**

The city of Luxembourg is expecting 250 cars from all over Europe to descend for a new retro to celebrate the Duchy's races, from 1939 to 1957, on a 3km street circuit in the European Centre at Kirchberg.

The varied programme, which embraces all manner of racers from the Edwardian period, through post-war single-seaters to the Interserie sportscars of the '70s, will include real races and demonstrations.

#### **NÜRBURGRING, May 28-June 1**

Seventy years of the Nürburgring will mean a great party and many of motorsport's all-time greats are expected to participate in the five-day festival at the ADAC 1000km event.

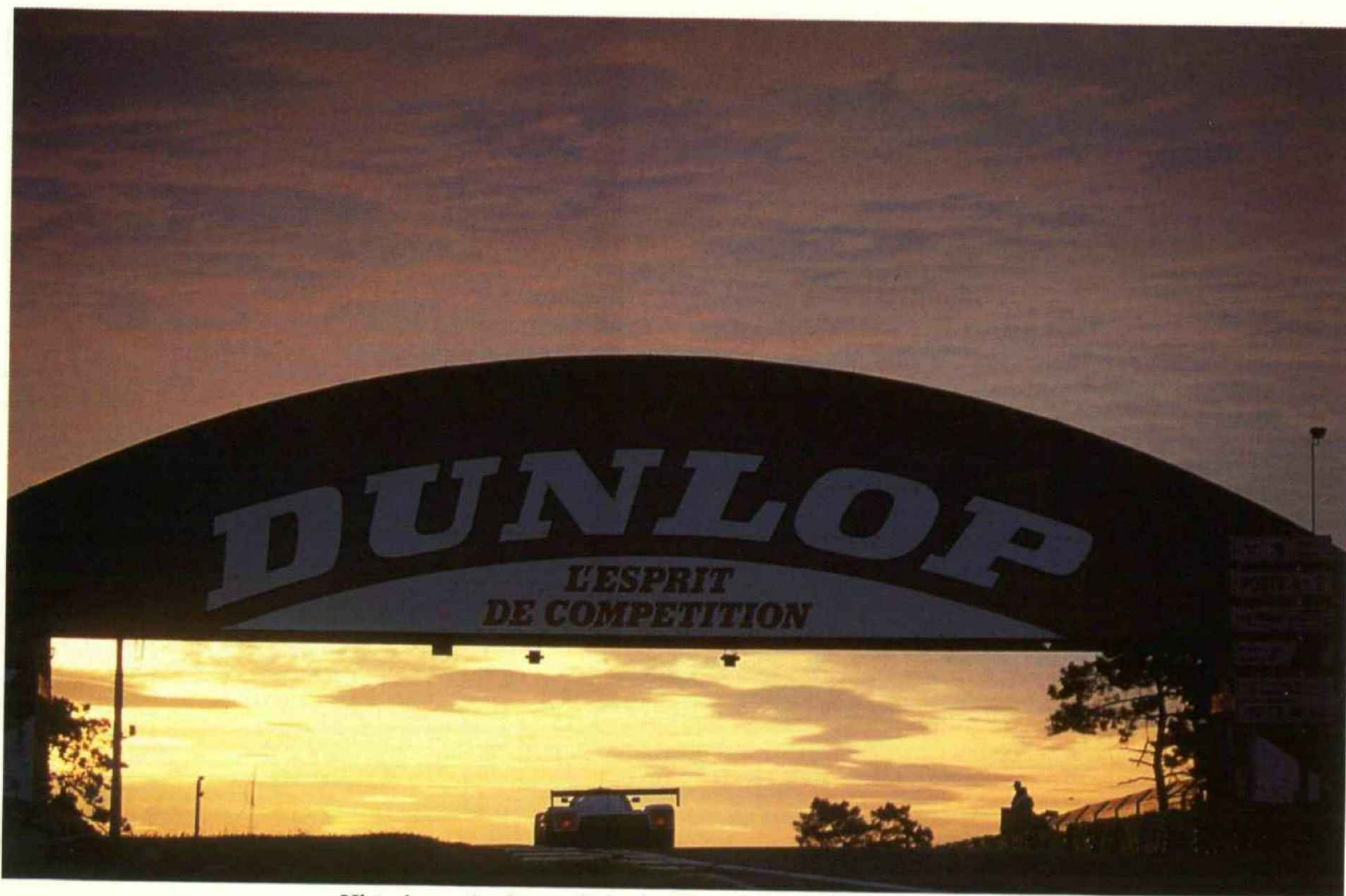
The 14-mile Nordschleife circuit will be used for the endurance race, but historic Formula One, sports, GT and touring car events are scheduled to take place on the current Grand Prix track. A sensational grid of sports prototypes tops the bill.

Many will be back, with the FIA Thoroughbred Grand Prix Car Championship and International Super-sports Cup, for the Oldtimer Grand Prix festival on August 9/10. ➤



*Mille Miglia: from an SSKL or street corner, there's nothing like it*





*Historic cavalcades recall the Le Mans of 1927, 1957, 1977 and 1987. Indications are that Le Mans 1997 will be one to remember, too*

**LE MANS 24 HOURS, June 14-15**

No apology for including the Automobile Club de l'Ouest's contemporary event. The electric atmosphere and the drama of the race – in which the fastest cars top 200mph on the public road which forms the Mulsanne Straight, despite the insertion of chicanes – attracts tens of thousands of British spectators.

Historic cavalcades are part of the pomp and ceremony. This year, SCH Davis and Dudley Benjafield's victory in the crash-ridden 1927 race, Ivor Bueb and Ron Flockhart's Ecurie Ecosse Jaguar triumph of 1957, the Porsche wins of 1977 (Jacky Ickx's third successive title) and 1987 (Derek Bell's fifth win) will be specially remembered.

**REIMS 12 HOURS, July 5-6**

This is a one-off spectacular aimed at recapturing the spirit of the fear-somely fast road circuit, which hosted such events as the French GP, the GPs of Marne, Reims and the ACF as well as the 12 Heures de Reims between 1925 and its closure in 1969.

Slipstreaming was *de rigueur* at flamboyant Raymond 'Toto' Roche's circuit – on which the late Piers Courage's Formula 2 lap record of

225.4km/h (140.1mph) will stand forever – and there were some breathtakingly close finishes throughout its history. Tazio Nuvolari won the venue's first French GP in 1932, and Jack Brabham its last in 1966.

The authorities are closing the Routes Nationale 31 and 27, which formed the final 5.1-mile triangular track, and many of its exceptional facilities will be reopened to recreate the sights, sounds and smells of yesteryear's wonderful race meetings in the capital of champagne country.

Demonstration races for F1 (pre-

and post-war), F2, F3 and sports prototypes will be the highlight of this very special event, for which priority is given to cars with Reims history. Situated one-and-a-half hours south of Paris, the circuit is well placed for many British enthusiasts.

**SPA-FRANCORCHAMPS SIX HOURS, September 6/7**

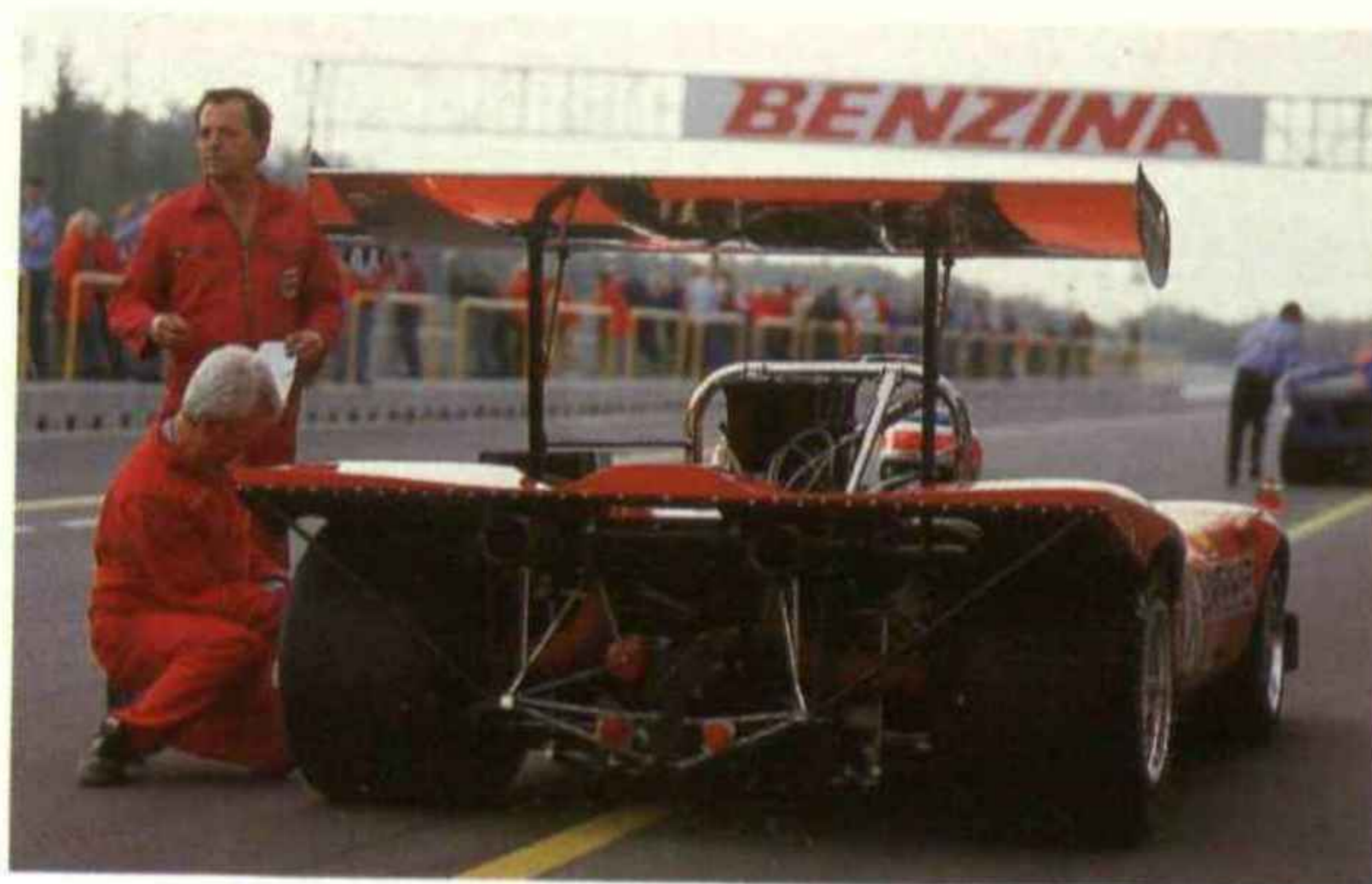
Belgium's Motor Classic organiser, famed for its Liege-Rome-Liege and Liege-Sofia-Liege rallies, is also active in the racing world through its very popular Six Hour endurance race on

the Grand Prix circuit. For the past two years it has been won by Britons Joe Ward and Chris Conoley in a rumbling TVR Griffith.

The 4.3-mile Spa track, which wends its way through the country's forested and relatively mountainous Ardennes region, is arguably Europe's finest in regular use. Although it is a shadow of the downright scary Francorchamps road circuit of old, with its Masta Kink, the truncated version is still revered by everybody privileged to have raced on it.

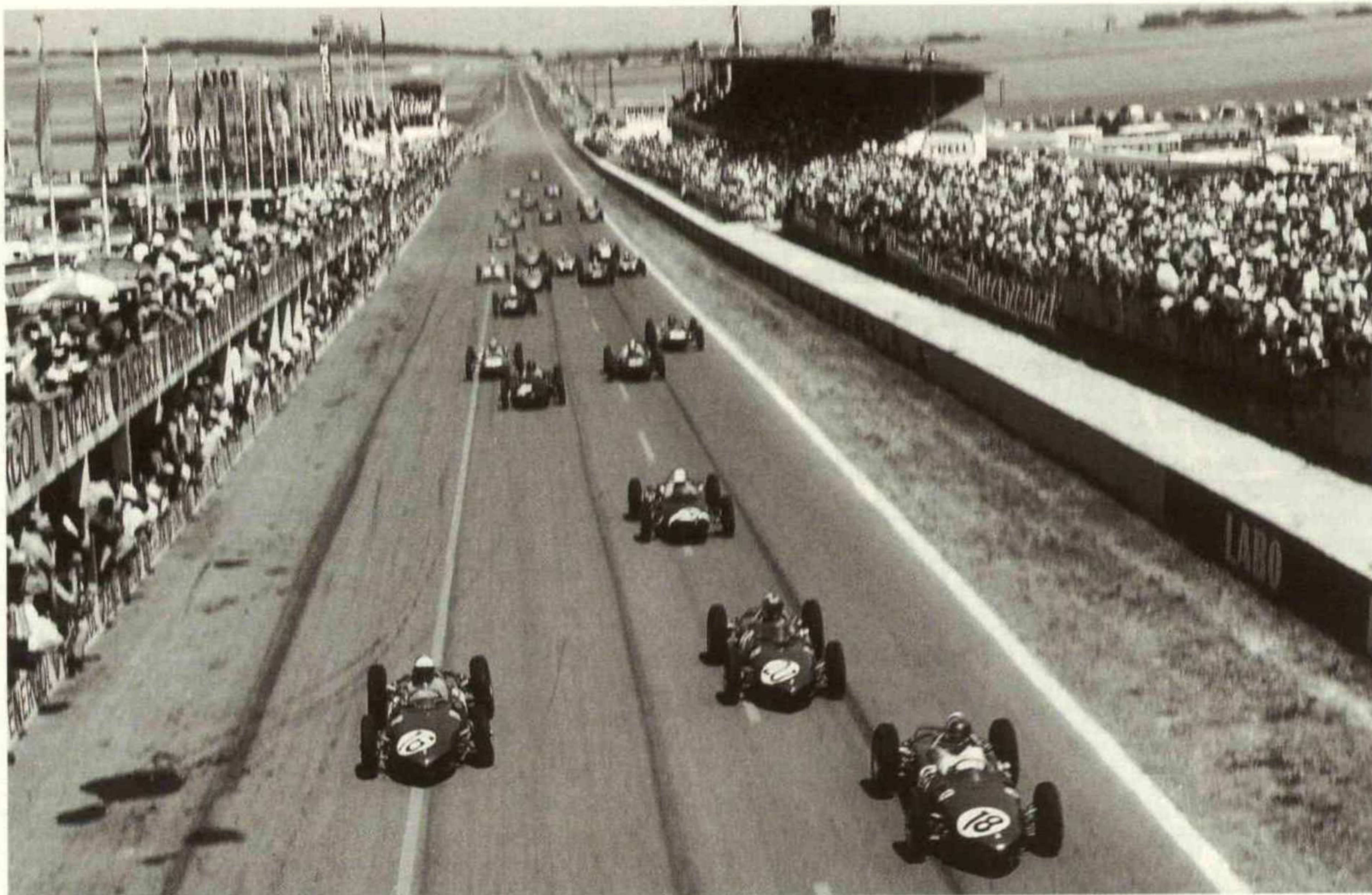
For sheer driving pleasure, and value, the Six Hours just cannot be matched. Battles normally rage throughout the race, which puts the spotlight on mechanical preparation, strategy and team management skills. The back-room boys certainly play as great a role as the competitors tackling the challenging circuit.

About 70 sports, GT, and saloon cars from the '60s start the big race, which is supported by less gruelling events for sports prototypes and saloon cars of later eras. There's also a thrilling race in prospect of Group C sportscars, which took part in the World Championship Spa 1000km. The race is part of a series backed by MOTOR SPORT (see page 4).



*Europe's best kept motorsport secret: Brno in the Czech Republic*





*Roads will be closed on July 5/6 to revive the heroically fast circuit for the Reims 12 Hours and demonstration races including Formula One cars*

**BRNO, BOHEMO GRAND PRIX, September 13-14**

The former Czechoslovakia boasts a motorsports tradition which goes back to the '30s; indeed, Auto-Union ace Bernd Rosemeyer scored his first Grand Prix victory on the terrifying 18-mile road circuit at Brno in 1935, and the European touring car circus paid an annual visit to a shortened 6.8-mile version until 1986.

In a bid to gain a Formula One Grand Prix in what is now the Czech Republic, a purpose-built racetrack was constructed in the rolling hills above the bustling industrial town of Brno a decade ago, yet it was denied its goal by the politics which surround world motorsport's multi-billion dollar flagship. F1's loss is indubitably historic racing's gain, for the majestic 5.4km Masaryk circuit has the dramatic swoops, turns and scenery of Spa-Francorchamps – indeed all of the classic Belgian venue's qualities bar the all-pervading aroma of *frites* and mayonnaise.

For the past two years, British promoters have been working in conjunction with local enthusiasts to present the Bohemo Grand Prix meeting on the new track, featuring rounds of the FIA Thoroughbred

Grand Prix Car Championship and the International Supersports Cup. This season, the supporting cast is far stronger than before.

Friendly, enthusiastic people, relatively inexpensive hotels and superb cuisine (even at the circuit's restaurant, a novelty to travelling Britons) also make this an annual pilgrimage you won't want to miss. It's worth every kilometre of the long trip to discover Europe's best kept motorsport secret, and a fascinating country too.

**CARRERA PANAMERICANA, October 24-30**

The wild flat-out blast through the desert roads of Mexico, won by Piero Taruffi, Karl King and Juan Manuel Fangio in the '50s, continues in retro form. Perilous drops are among myriad natural hazards, and the buzz keeps competitors coming back year after year to retrace the wheeltracks of motorsport's greats.

Not for the faint hearted, it attracts all kinds of enthusiasts, aboard everything from spartan out-and-out sports racers to lumbering great American sedans fitted with outrageously powerful engines. Merely reaching the finish is a worthy achievement. **M**

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FAX: (00 33) 1 42 59 48 28.

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**MONACO GP HISTORIQUE**  
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FAX: (00 352) 29 89 30.

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FAX: 0171 938 4983.









# COMPOUND FRACTURES

**THE TYRE BATTLE IN 1997 IS BUT THE LATEST OF A WAR THAT'S BEEN RAGING SINCE THE '50s. NIGEL ROEBUCK LOOKS AT THE BALD FACTS**

\*\*\*\*\*

AT THE 1977 JAPANESE GRAND PRIX, ONE KAZUYOSHI Hoshino qualified 11th. There is no particular reason why this fact should detain us, save that Hoshino's car, a locally built Kojima with Cosworth DFV power, was running on Bridgestone tyres. It was a one-off event for the Japanese tyre company, but now, 20 years later, Bridgestone is back in Grand Prix racing, and this time it is a full-scale onslaught on Goodyear's longtime domination. Formula One has itself a tyre war again.

By and large, it cannot be said that the sport welcomes such a thing. Olivier Panis, his Ligier-Mugen Honda apparently transformed by Bridgestones from midfield runner to pacesetter, may well feel differently about it, of course, as also will Damon Hill, as and when his Arrows-Yamaha comes on song, but the general feeling in the paddock has always been that tyre wars muddy the overall picture, remove one of the rare common factors, and make car and driver evaluation even more difficult.

What inevitably happens in these circumstances is that tyre development becomes intense, and cornering speeds sharply escalate, obliging the FIA to introduce compensatory rule changes to reduce downforce, or whatever. Changes to the cars are expensive, and therefore unpopular with those who build them.

However, Formula One is a free market (it says here),

and Bridgestone wishes to compete in it. On the strength of testing results, it is more than ready, and its presence – in 1997, at least – will add a welcome wild card to the proceedings, for none of the major teams is contracted to it. That being so, we may well see cars in unusual places on the grid.

Tyre wars are nothing new in Grand Prix racing – far from it. Goodyear may have had a virtual monopoly for more than a decade now, but often there has been more than one tyre company's trucks in a Formula One paddock. In the early '50s, Pirelli held sway, but in 1955 Enzo Ferrari, always a man with a keen eye for a dollar, was persuaded to run his cars on Belgian Englebert tyres.

Alberto Ascari crashed to his death while testing a Ferrari sports car at Monza in May that year, and Mike Hawthorn always ascribed the apparently unaccountable accident to the Engleberts' tendency to 'tuck under' during hard cornering, letting the wheel rim dig into the track surface.

"They had cotton carcasses, those Engleberts," Phil Hill recalls, "and they were pretty pliant. Used

to get a lot of punctures. They were great in the rain, to the point that you could more or less forget about weather changes, but it always struck me that something great in the wet had to be doing something wrong in the dry..."

That was very much apparent at the Italian Grand Prix of 1956, run on Monza's combined road and banked →

**Jack Brabham, salesman: tyre sales are the whole reason for racing**







# GRAND PRIX SPORTIQUE PRESENTS



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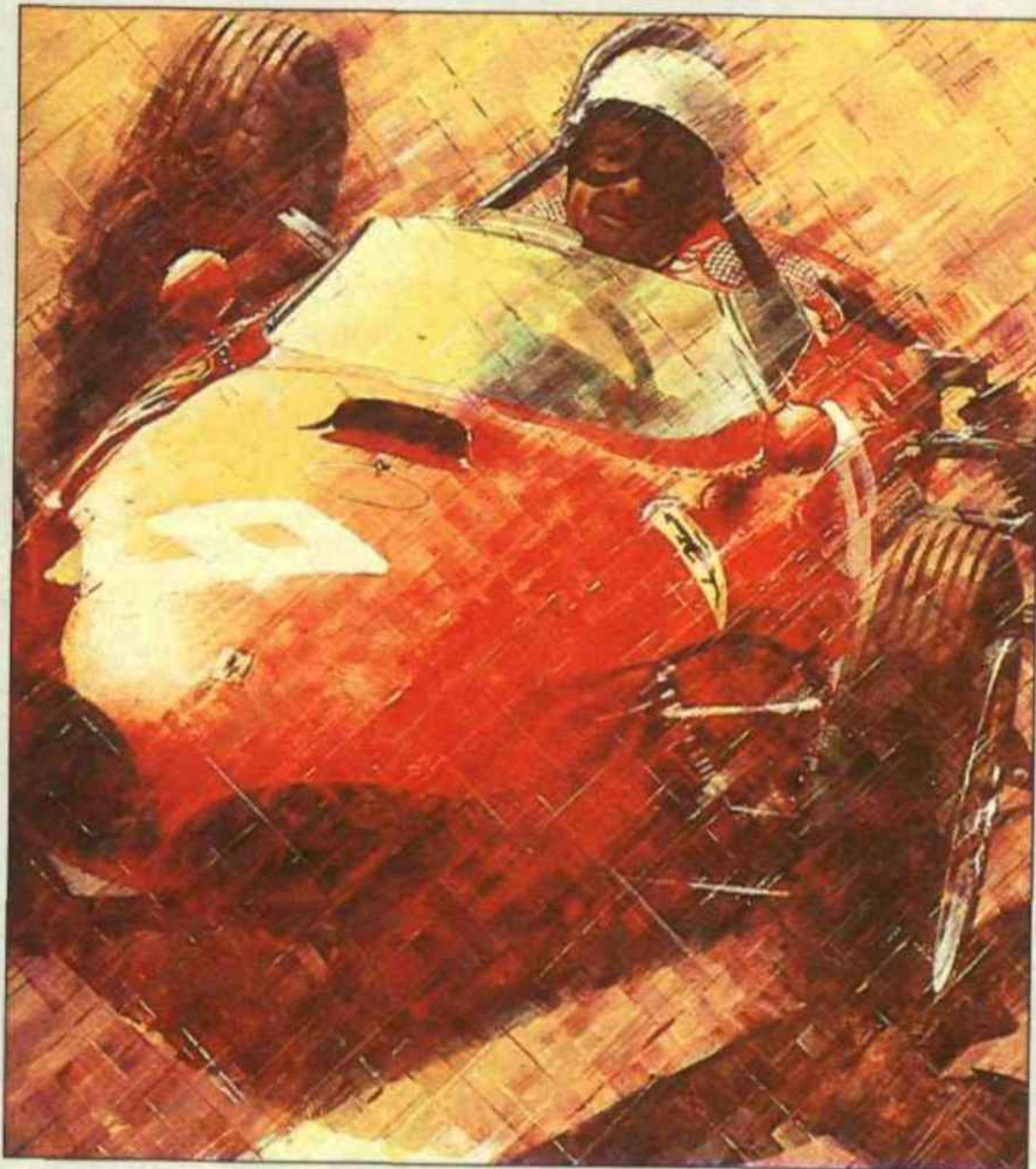
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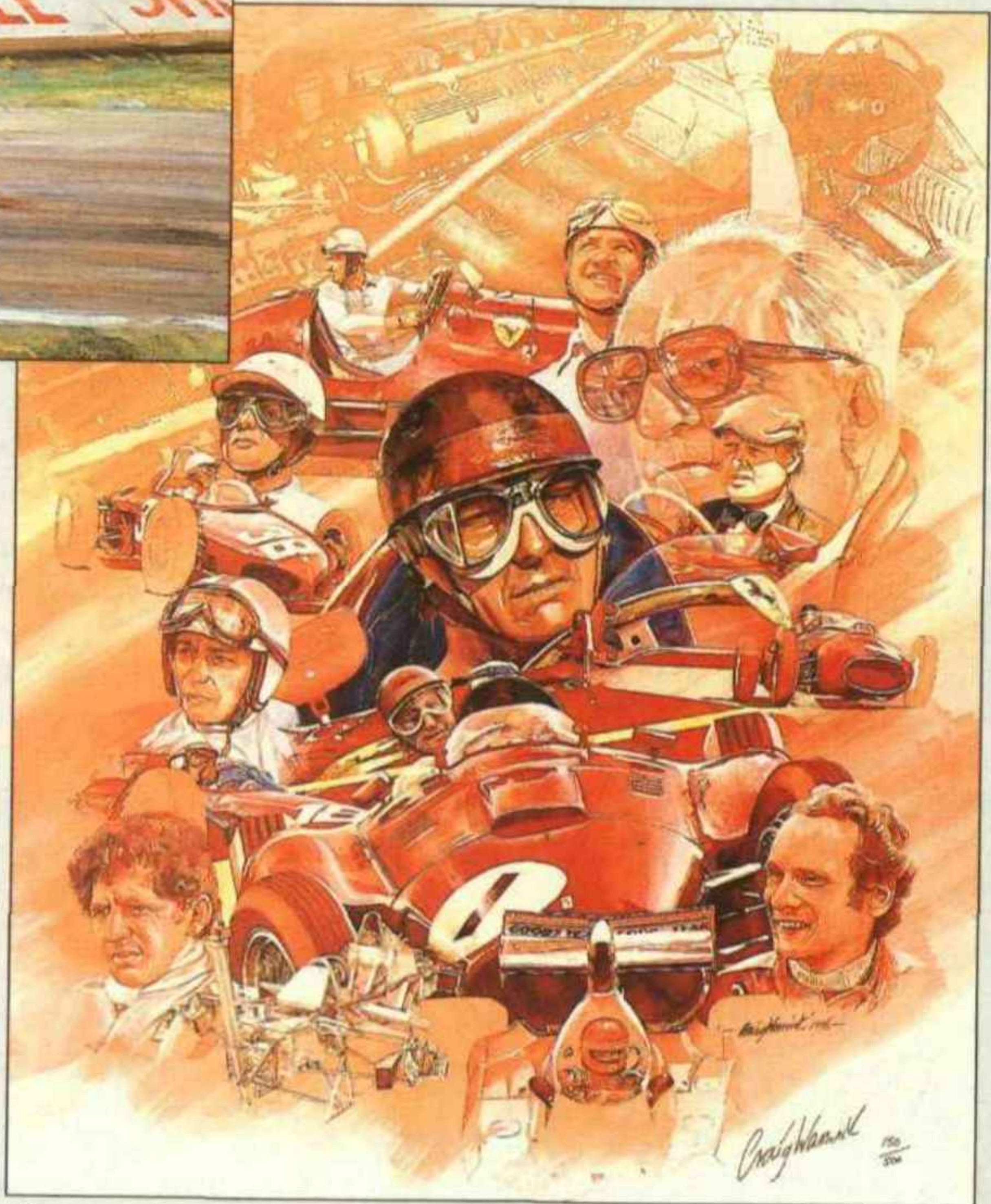
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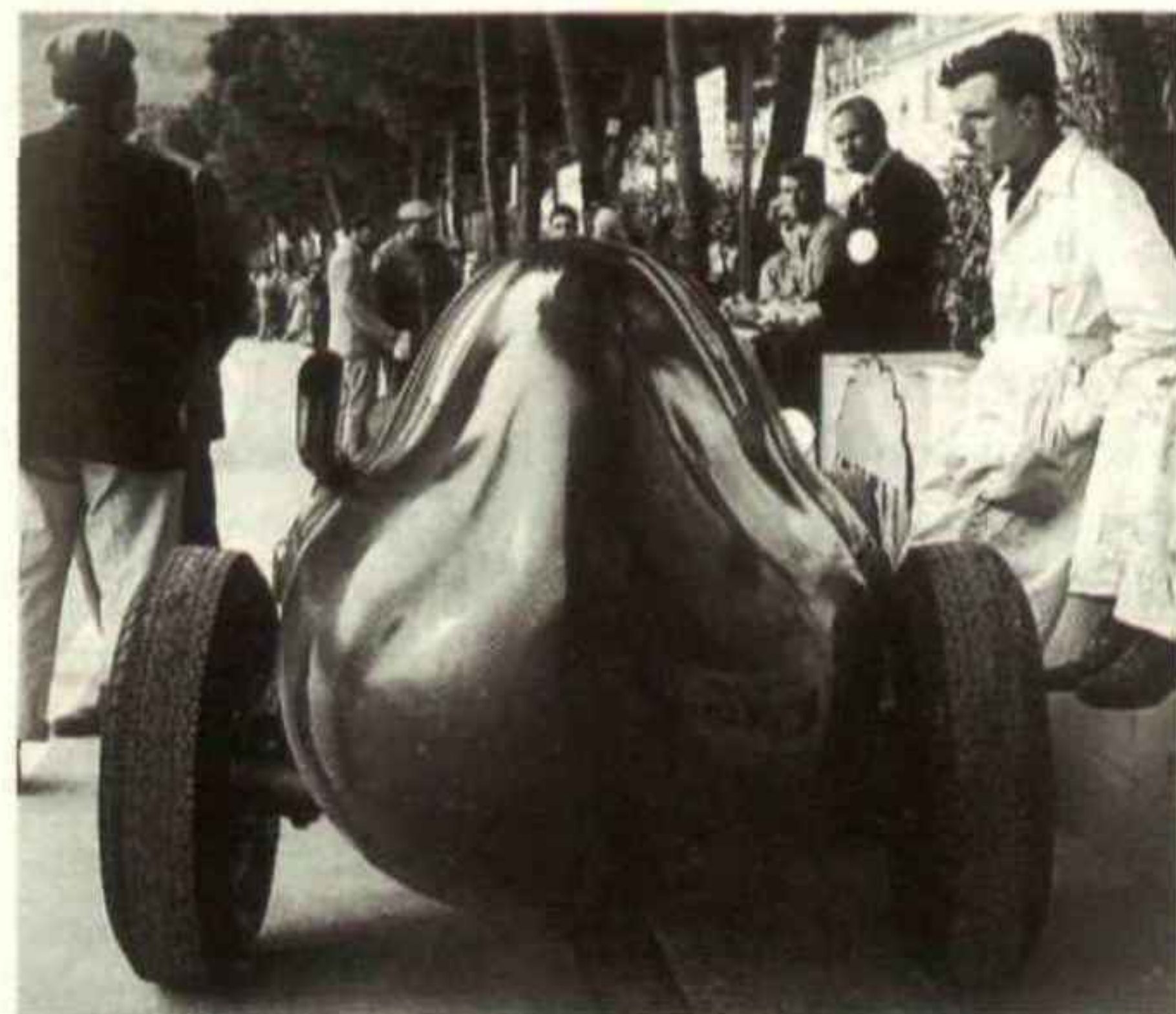
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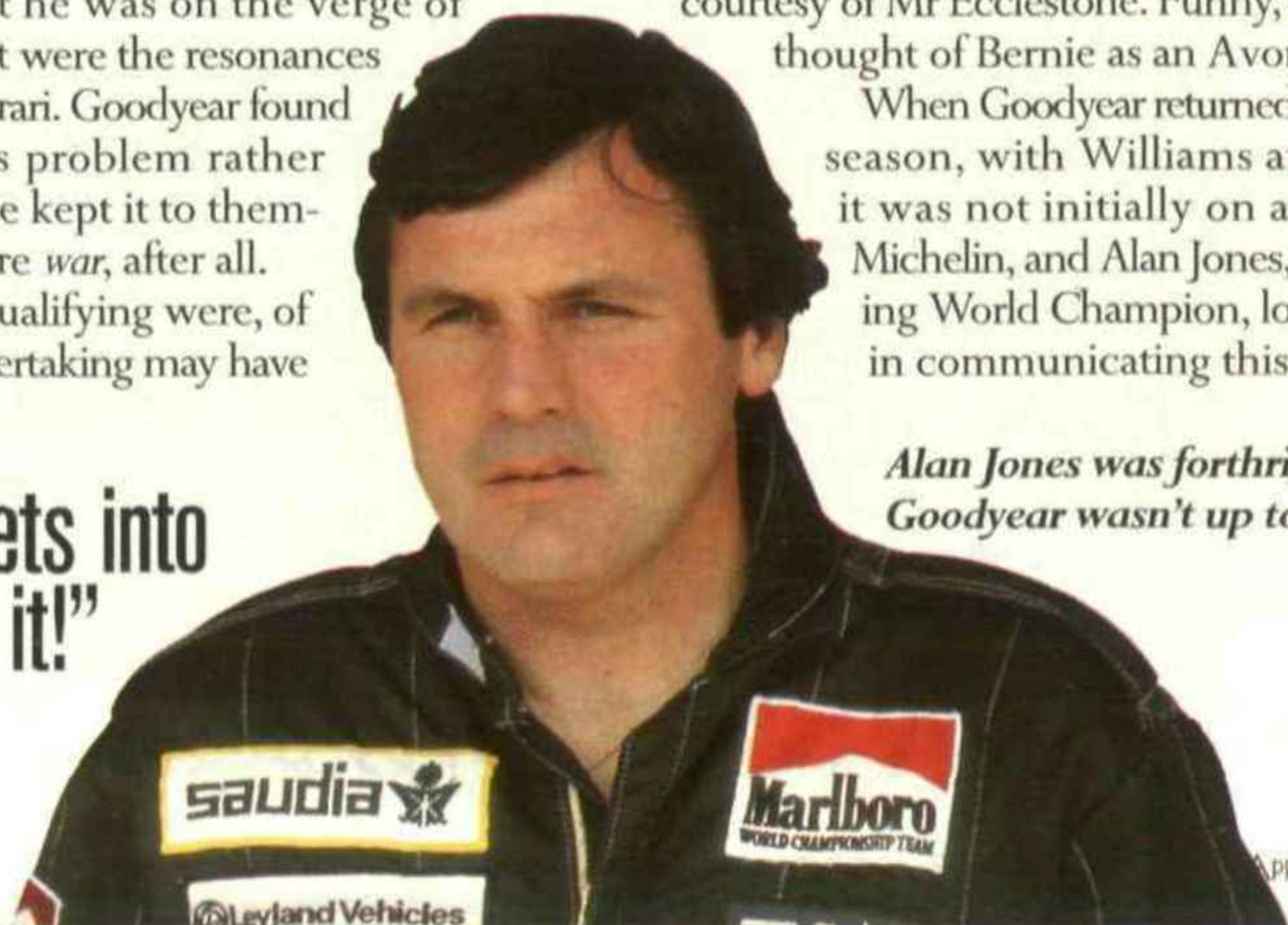
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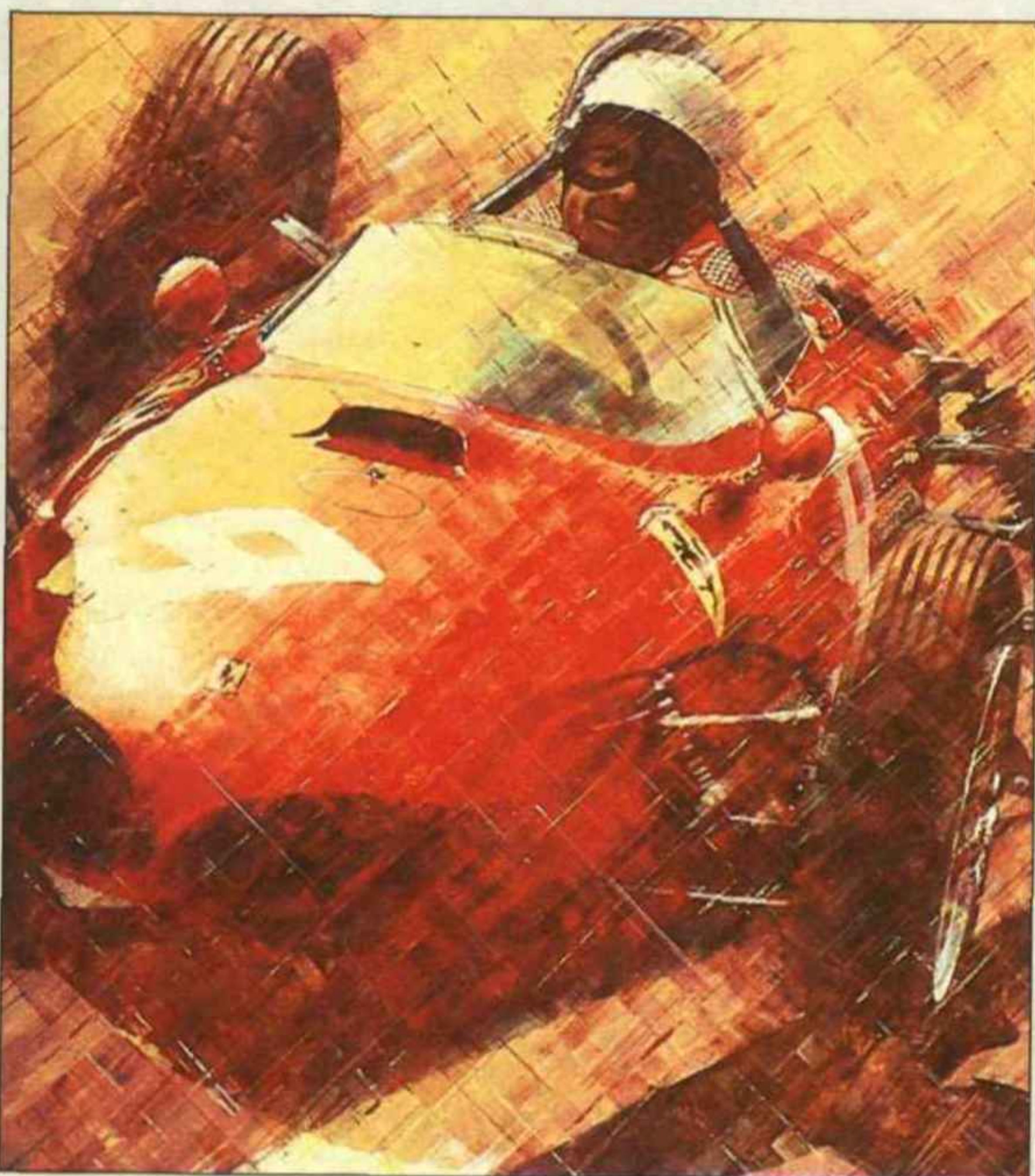
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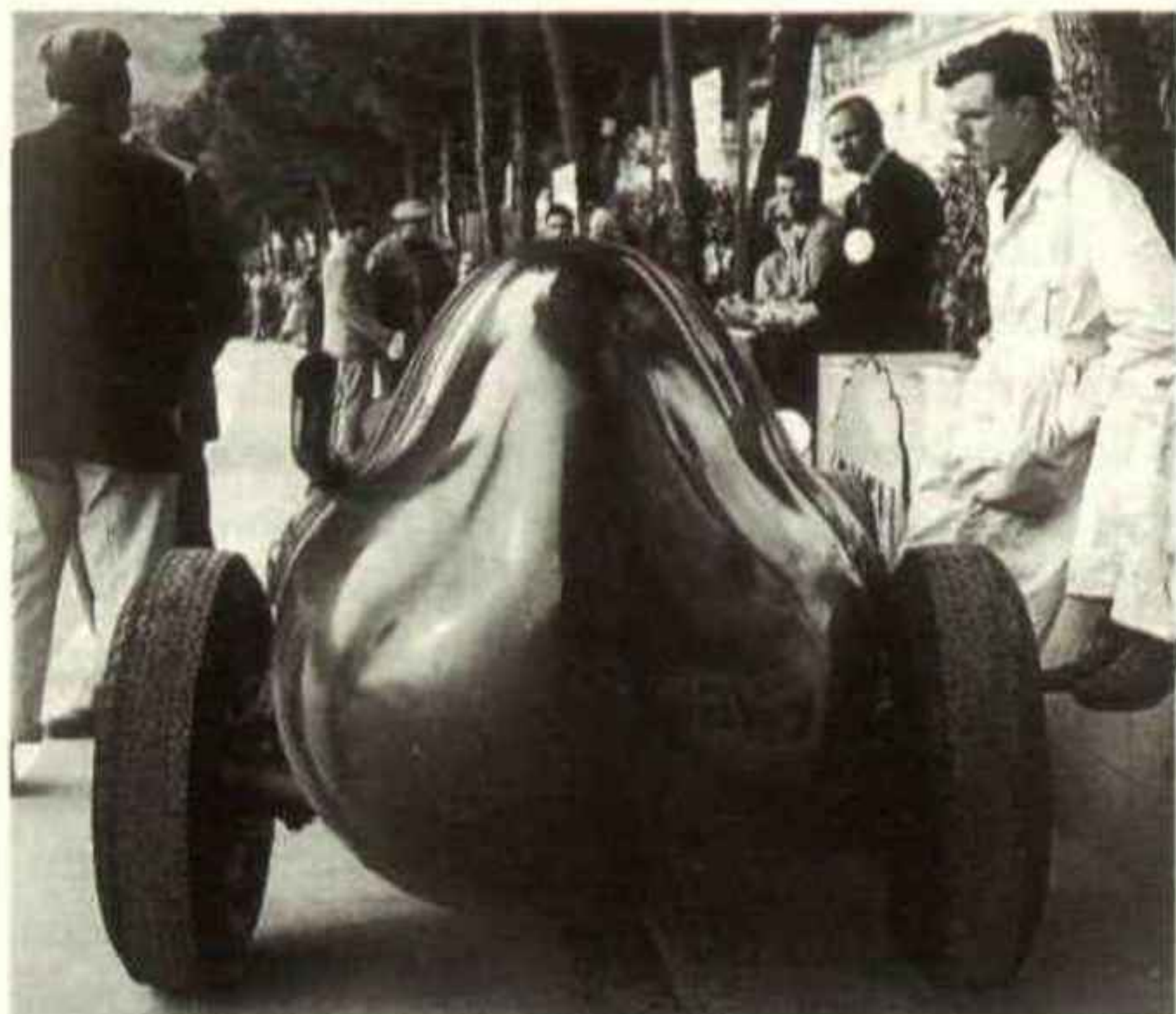
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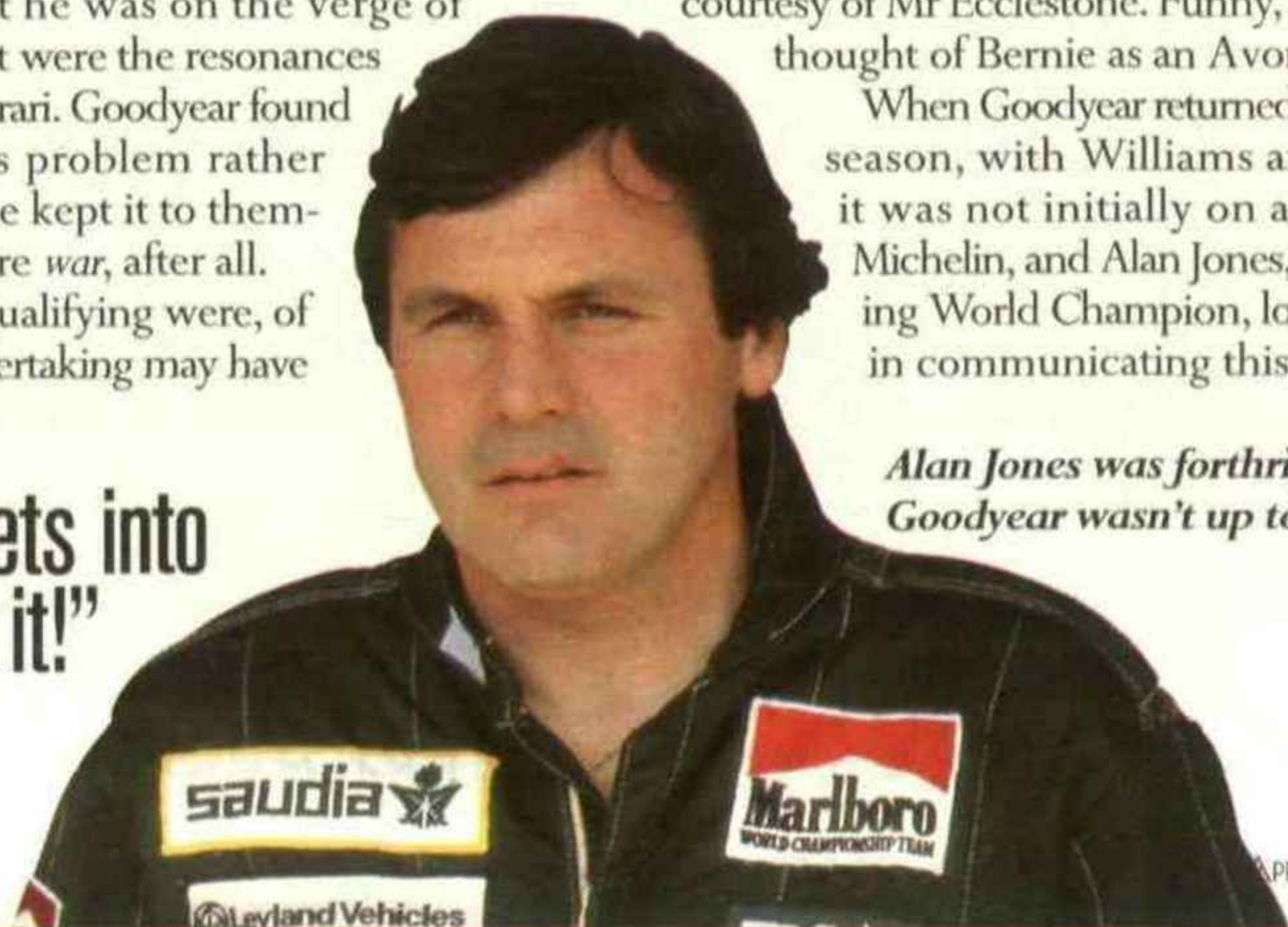
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## COMPOUND FRACTURES



Stewart unparalleled at a soaking Nürburgring in 1968 – Dunlop's forte



Goodyear plays catch-up, 1981



Reggazoni suffers on Firestones; Ferrari 312, British GP 1971



Long Beach 1983: unexpected defeat for Prost's turbo Renault



Daly's March on Avons, Austria '81



Gerhard Berger's 1986 Rio win on Pirellis was a rare shock for Goodyear

at the Österreichring. As he did so, Frank Williams pleaded with him to say no more, then with me not to print Alan's remarks. "No, bloody write it!" yelled Jones. "If it gets into print, something might get done about it!" Ah, those halcyon days before political correctness infected Formula One.

The most curious 'tyre race' of the period was the Long Beach GP of 1983. By this time many of the major teams had turbo engines, and the primary aim of the tyre companies was to create tyres suited to their needs. At Michelin, the priority was Renault, and this did not suit McLaren, which still had Cosworth V8 power, insufficient to generate enough heat to get the tyres up to their intended working temperature.

At Long Beach, John Watson and Niki Lauda qualified 22nd and 23rd, but in the race – on a warmer day – they did rather better. After 28 of the 75 laps, they were up to third and fourth, and by lap 45 ran one-two, where they remained to the flag, having lapped as much as two seconds faster than in qualifying. "Don't ask me to explain it," beamed Watson afterwards, "because I can't..."

Qualifying remained the abiding problem of the McLaren-Cosworths that year, however. At Monte Carlo, the next street race on the agenda, Watson and Lauda might perhaps have duplicated their feat at Long Beach, had they had the chance. Once again, they set 22nd and 23rd times in qualifying – but at Monaco only the fastest 20 made the grid.

Michelin called it a day after 1984, since when the only intrusion into Goodyear's game has come, spasmodically, from Pirelli. The dominant suppliers of Grand Prix tyres in the '50s it may have been, but its later ventures into Formula One were generally lacklustre, at best.

Responding, as Ferrari had done with Englebert, to an offer he couldn't refuse, Bernie Ecclestone put his Brabhams on Pirellis in 1985, which did not sit well with team leader Nelson Piquet. The Brabham-BMW won a single race, in France, but my abiding memory of Piquet that year is from Estoril, where it rained. By lap 29, Piquet called it a day, but not before changing tyres six times! Such was his sense of urgency that during one of the stops he alighted from the Brabham, and retired to his pit to change overalls...

Pirellis were on the victorious Benettons of Gerhard Berger, in Mexico in 1986, and Piquet, at Montreal in 1992. Those wins apart, Goodyear's run of success has been unbroken. Perhaps now, though, Bridgestone is set to break the mould. No one is betting against it. M



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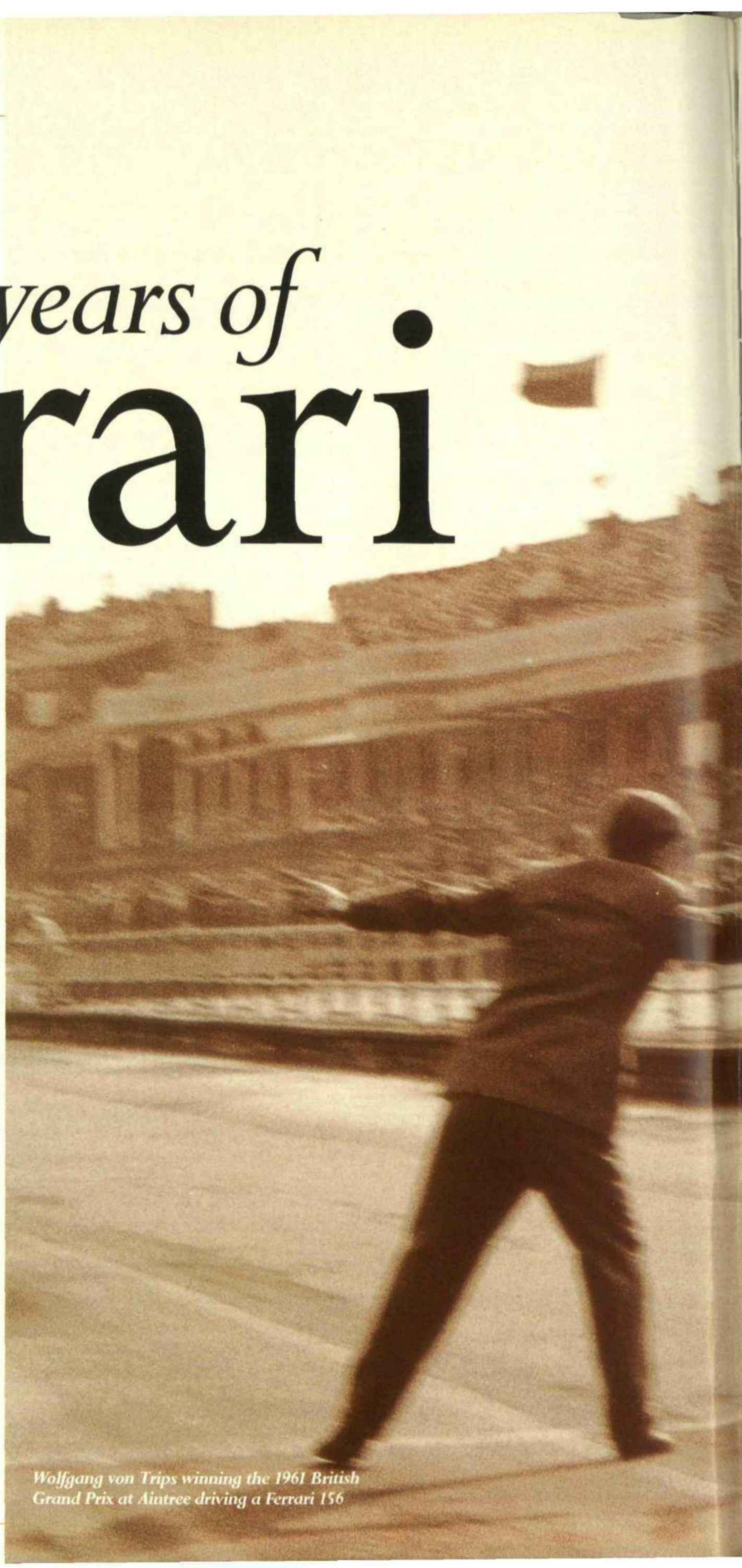


# F 50 *years of* Ferrari

A QUESTION. WHAT DOES 'FERRARI' MEAN TO you? We presumed the answer to be simple until we started thinking about it and asking around. We learned that Ferrari is neither merely car nor man. To some it embodies the spirit of a nation, to others it is the key to a unique feeling. All you can say for sure about Ferrari is that no two people feel the same about it. Turn to page 74, read the words of, among others, Nigel Mansell and Stirling Moss and you will see what we mean.

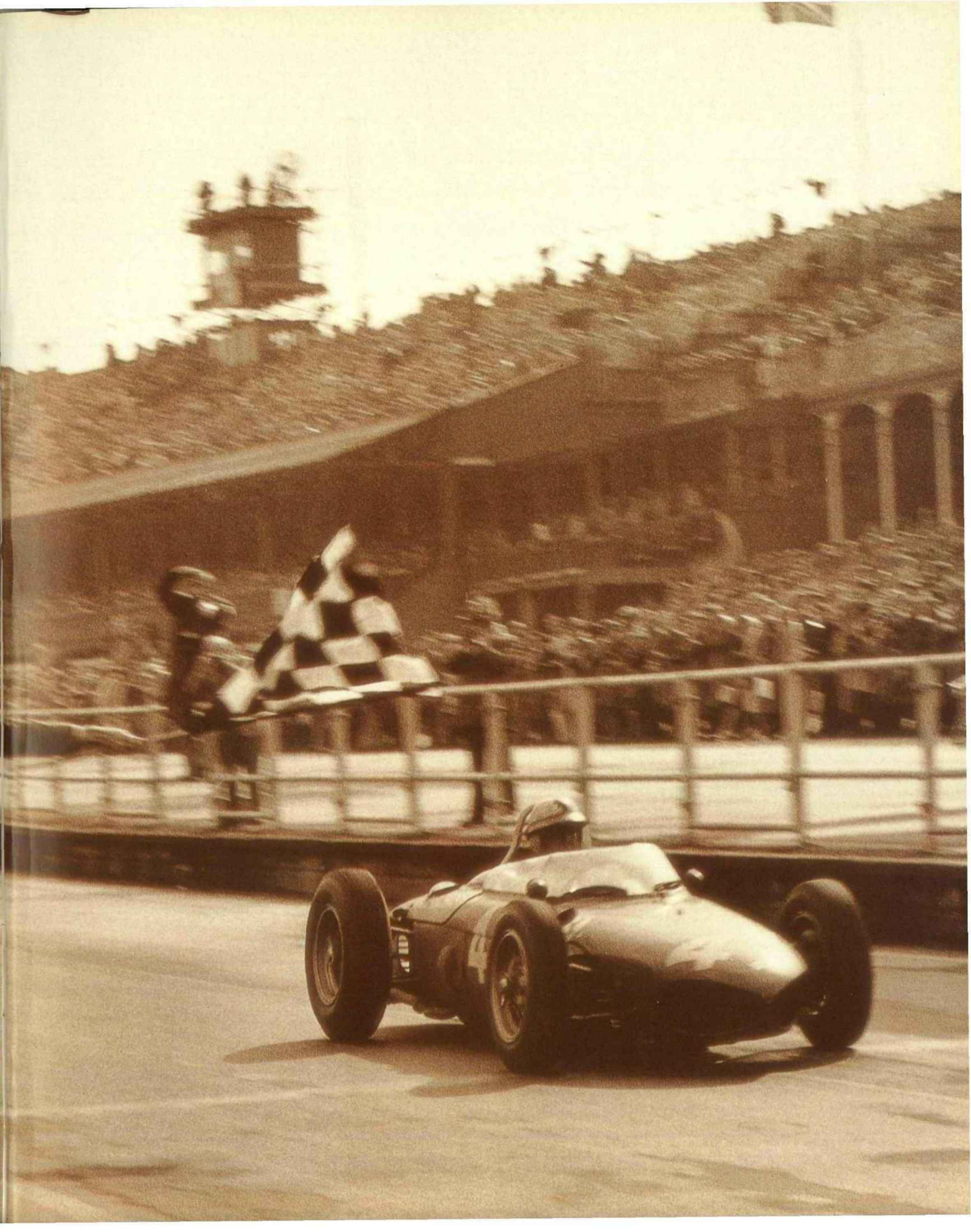
It is in an attempt to provide our own answer to the question that we have produced the following 36 pages. We decided to steer clear of the predictable: If you were hoping to see another 250GTO eulogy, we will disappoint you. If, however, you'd like a lingering flavour of those elements which, over the past fifty years, have made up this incomparable marque, from the sports, F1 and road cars to the man himself and those who drove for him, we feel we may have something for you.

Ferrari is an enigma, a subject that's as easy to appreciate as it is difficult to understand. In five hundred years, our descendants will look at the marque and wonder why it was different in the same way Shakespeare and Mozart seem different to us now. And they will wonder, too, whether those who were around in Ferrari's heyday realised how lucky they were. And the truth is, we haven't got a clue.



*Wolfgang von Trips winning the 1961 British Grand Prix at Aintree driving a Ferrari 156*











# Unforgettable

*FERRARI'S P3/4 IS SIMPLY ASTONISHING,  
BOTH TO LOOK AT AND TO DRIVE. DICKIE  
ATTWOOD RELIVES HIS EPIC RACE AT SPA,  
THEN HANDS OVER TO ANDREW FRANKEL*

photography by Andrew Yeadon



**T**ake yourself back thirty years to Spa, May 1, 1967. It's a little before 1.00pm and the 1000 kilometres of Francorchamps is about to begin. Dickie Attwood, sitting on the third row of the grid in the Maranello Concessionaires Ferrari, is not happy.

His career is going nowhere. He'd quit Formula One at the end of 1965 after three colossal accidents from which he'd had little right to walk away. Two had been caused by suspension breakages but it was the third which really preyed on his mind. Unlike the others, it had been his fault. Driving a Lotus-BRM faster than it cared to go, the car had flown off the track at just a fraction less than its maximum speed and disintegrated around him. It was at one of the most dangerous points, the Masta kink, on one of the most dangerous circuits in the world, the same Spa-Francorchamps at which he now finds himself sitting in the red Ferrari P3/4, chassis number 0854, with its distinctive pale blue nose, wheels and rear panel, the inimitable colour scheme of Colonel Ronnie Hoare's racing team.

The weather piles on the misery. Over the years Spa has proven quite lethal in the kindest of conditions and now graphite skies pour relentlessly onto the Ardennes circuit.

And, as he sits there blipping distractedly at the throttle, he has not even the crumb of comfort that, if the car runs perfectly throughout for himself and team-mate Lucien Bianchi, there is a chance of victory. There is none whatsoever. Ferrari had worked away at its answer to the Ford GT40 and produced the 330P4 for itself. However, the P3/4s it supplied to its privateer teams – Maranello Concessionaires, the North American Racing Team, Scuderia Filipinetti and Equipe National Belge – were updates of last year's car, the P3, but they lacked, crucially, the fuel injected, three-valves-per-cylinder engine used by the all-new P4.

So while it is just about impossible to tell a P3/4 from a P4 by looking at it, the 420bhp at 8000rpm developed by the Weber-fed, quad-cam, twin-spark, 4-litre V12 of the earlier car compares poorly with the 450bhp at 8200rpm that the Lucas fuel-injection P4 can draw upon. This is not the only problem. Up ahead lies not only the works P4 of Mike Parkes and Ludovico Scarfiotti but also the Mirage-Ford of Jacky Ickx, the Chaparral of Phil Hill and, most galling of all, the Belgian P3/4, its drivers making the most of the home advantage. Even if the race runs exactly to plan, a place on the podium seems remote.

And then, a split second before the flag falls, the Ferrari stalls. The field disappears over the crest of Eau Rouge and away. The P3/4, or 412P to give it the official factory name, trickles pathetically down the hill propelled by no more than gravity. Pointing downhill on the grid, all the fuel has drained away from the pick-up and the twin-choke Webers are dry. Right then, Attwood doesn't need another reason to want fuel injection. Eventually, as the ground evens out at the bottom, the pumps start to pick up fuel and the V12 belches into life.



Frankel's turn. Attwood explains how best to enjoy a car worth £4 million





*Reunited, Attwood opens up the P3/4 he took from a lap behind to a podium finish at Spa*

The entire procedure has taken just under three minutes, losing Attwood the thick end of a lap over the entire field.

Spool forward 30 years and Attwood is back in the P3/4, recalling what happened next. "I think we were quite lucky. Lucien was perhaps the best co-driver I ever had and Firestone had just produced this wet weather tyre which worked brilliantly in the rain." This in itself, however, fails to explain how the flying P3/4 managed not only to recoup all the time it had lost but had also shot through the entire field to finish third, with just Jo Siffert's Porsche and the Ickx Mirage ahead. It was a particularly sweet result, for the local P3/4 been driven so hard in its drivers' efforts to keep Attwood and Bianchi at bay that it had

eventually slid off the road. Even more satisfying, they had also beaten the works P4 in a technically obsolete car.

"It was a good race, for sure, but it was not the right time to be racing for the Colonel. The glory days of Maranello Concessionaires were over and Ronnie had been on the receiving end of some pretty shabby treatment by the factory, which supplied cars which, in normal circumstances, had no chance of winning the big races."

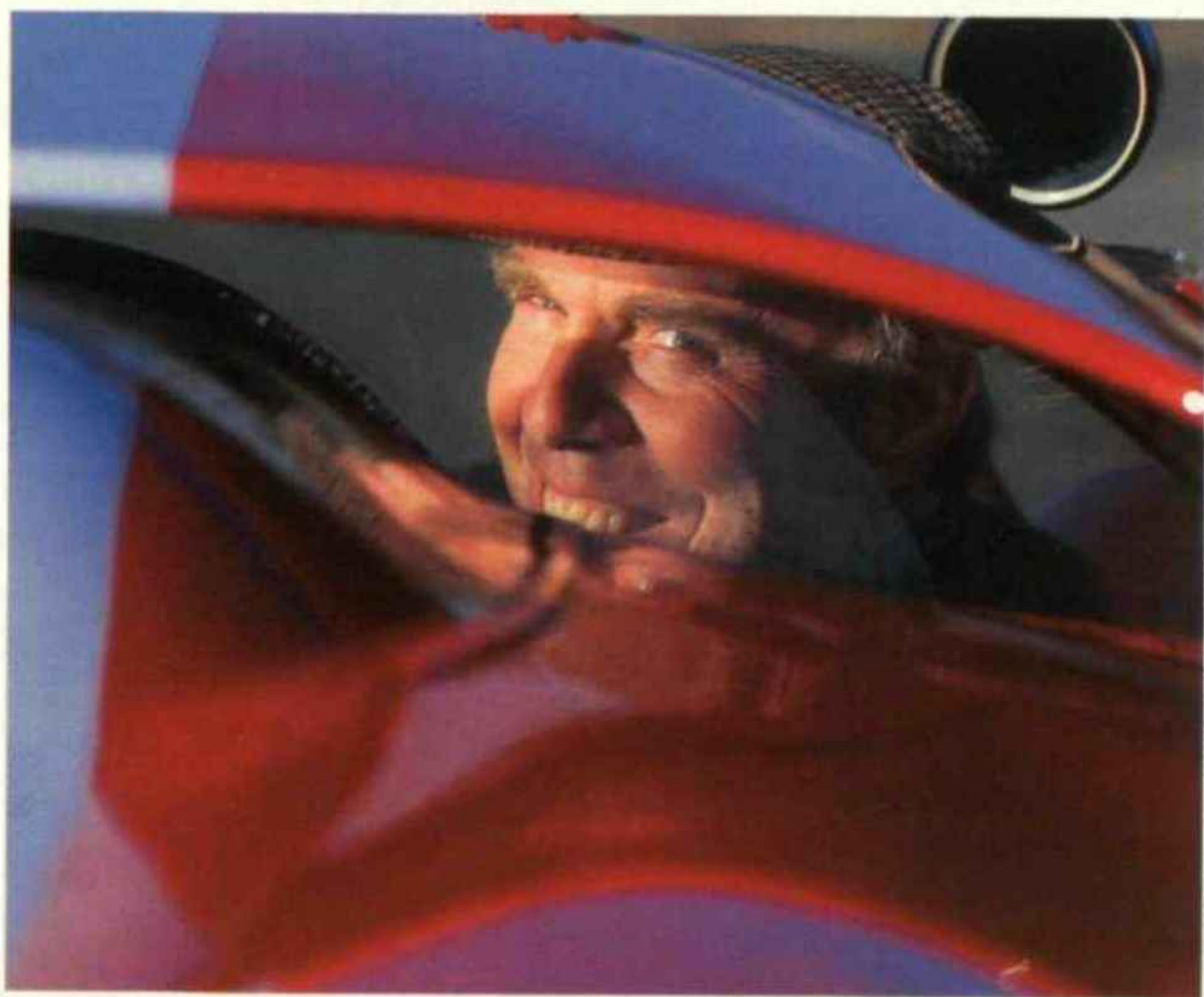
It is true, the P3/4 will not be remembered as one of Ferrari's most successful racing cars but, a generation on, sitting in a rare pool of February sunlight, this seems not to matter at all.

For this, to my eyes at least, is the most beautiful car that has ever been built for use on road,

track or anywhere else. The visual novelty of every car I have ever spent any time with – even the Ferrari 250GTO, perhaps most commonly credited with looking better than any other – starts to wear off after a day poring over the smallest details. This, emphatically, does not happen with the P3/4. Spend three hours looking at it, driving it, exploring its every angle, look away for an instant and then return your gaze and the re-introduction is quite startling. Be so fickle as to abandon it for an hour in favour of lunch and, when you see it again, alone on a vast expanse of tarmac, the surprise is that of having never seen it before. In this respect, it is unique.

Even Attwood, who has seen more of this P3/4 and its like than most, was moved to say it was ➤➤

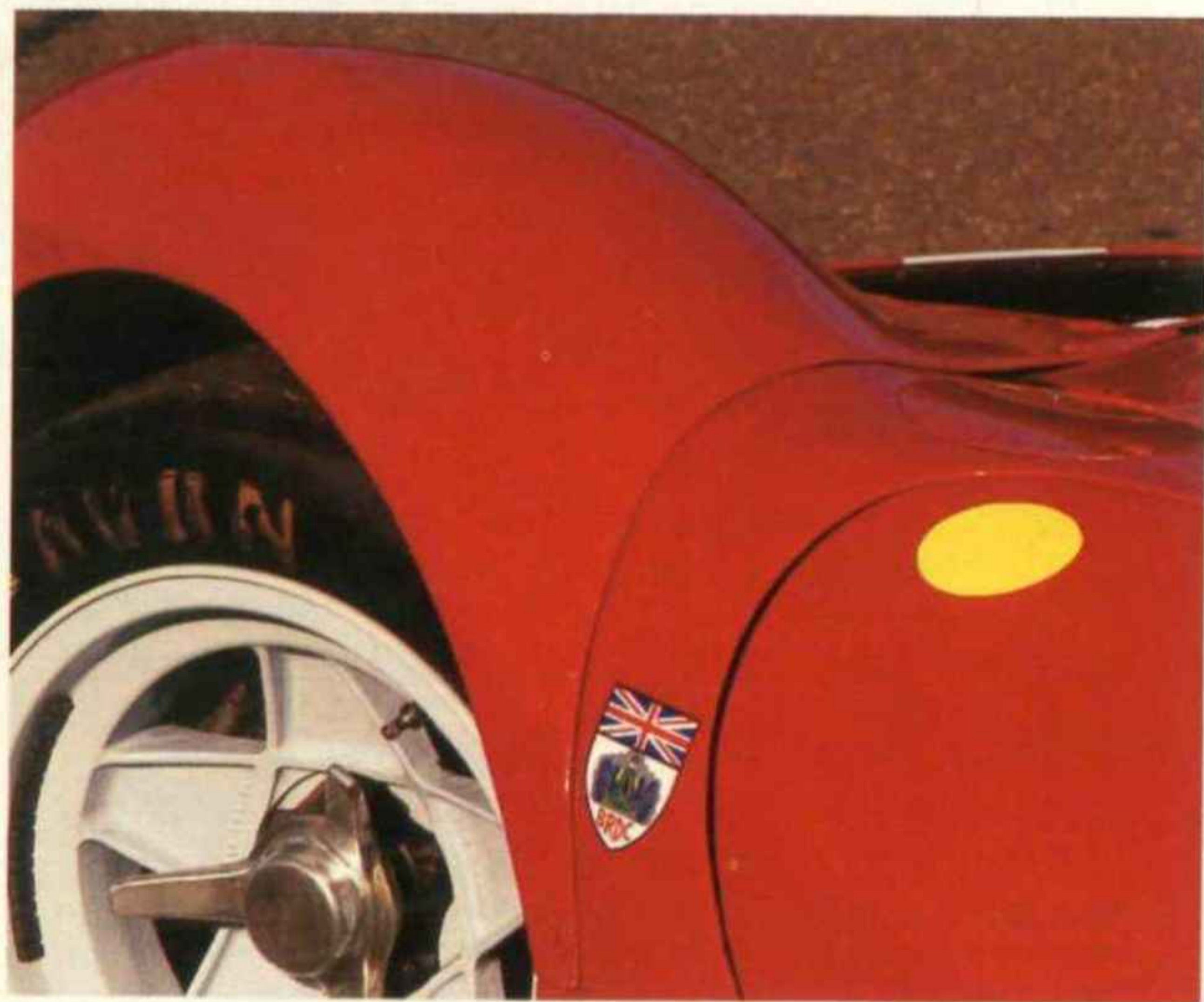




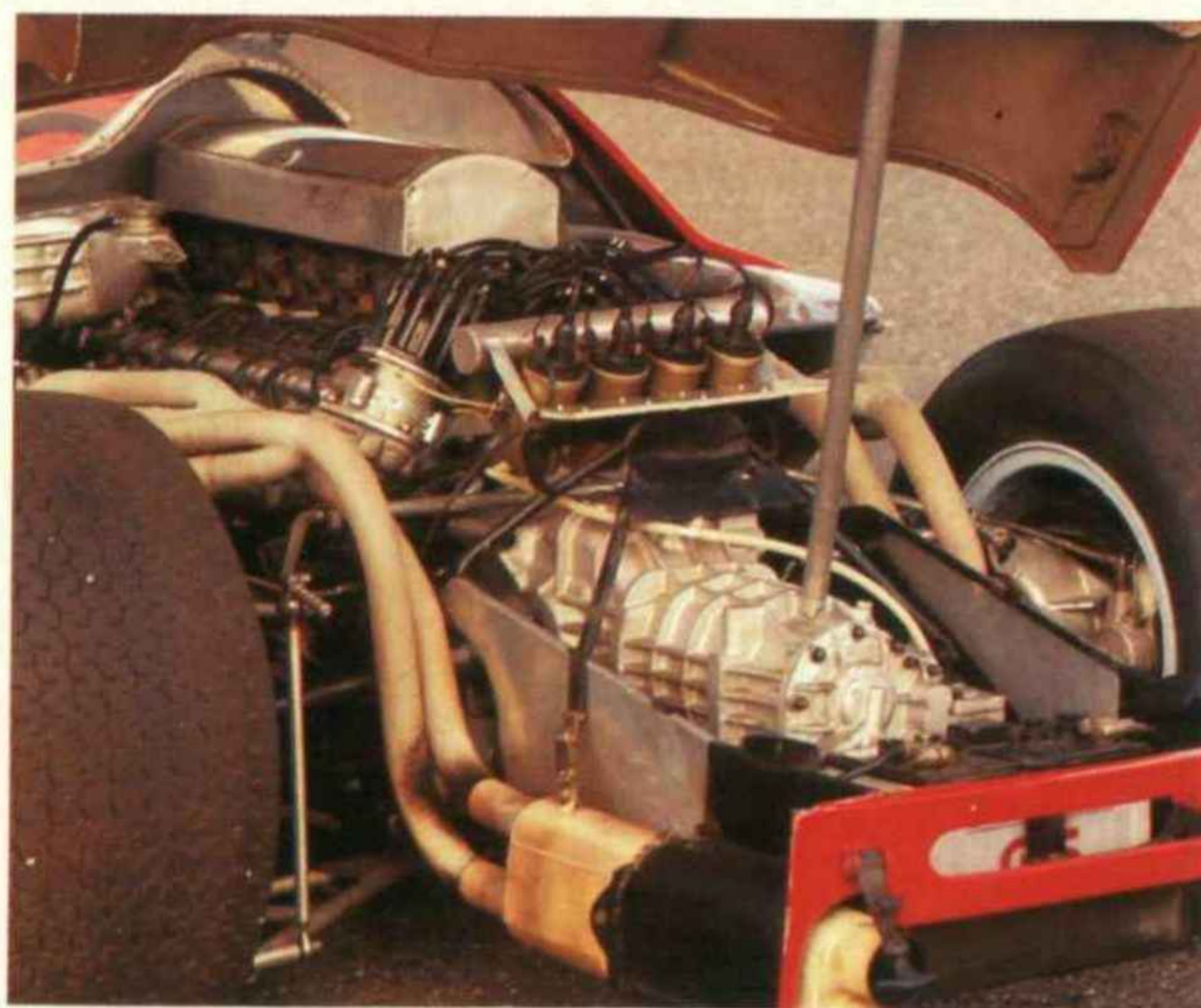
*P3/4 chassis number 0854 brings a smile to Attwood's face: "It was one of those lovely cars that just didn't have any vices"*



*Without the high-mounted wings that were to become de rigueur, P3/4s were unable to stay with the Chaparrals*



*Hand-cut Avon slicks now sit where there were originally Firestones. BRDC shield re-affirms this car's British heritage*



*The P3/4's V12 uses six Webers in place of the P4's fuel injection to give 420bhp at 8000rpm. Instant response is guaranteed*

quite, quite beautiful, in a way that the Porsches he went on to drive with considerably more success would never have understood.

And so it is. But the styling of such cars paid scant attention to form or line, owing rather more to the considerations of aerodynamics and the legislative hard-points laid down in the prevailing rule book of the time. Add a bit of Italian passion if you must but the simple truth is that these finest of lines just happened.

Which is how it should be for a car such as this, a car that was never intended to be looked at for any longer than the driver, sprinting across the track for yet another Le Mans start, needed to identify it as his own.

Remarkably, it is not at all intimidating to climb

aboard, fire up and move off. Though it started life as a coupé, the Spider bodywork means that clambering over the preposterously wide sill is easy. There's a large chassis tube running across the floor which you stand on before dropping your feet into the narrow channel that leads down to the pedals and, bracing yourself on the sill, lowering your body down into the car.

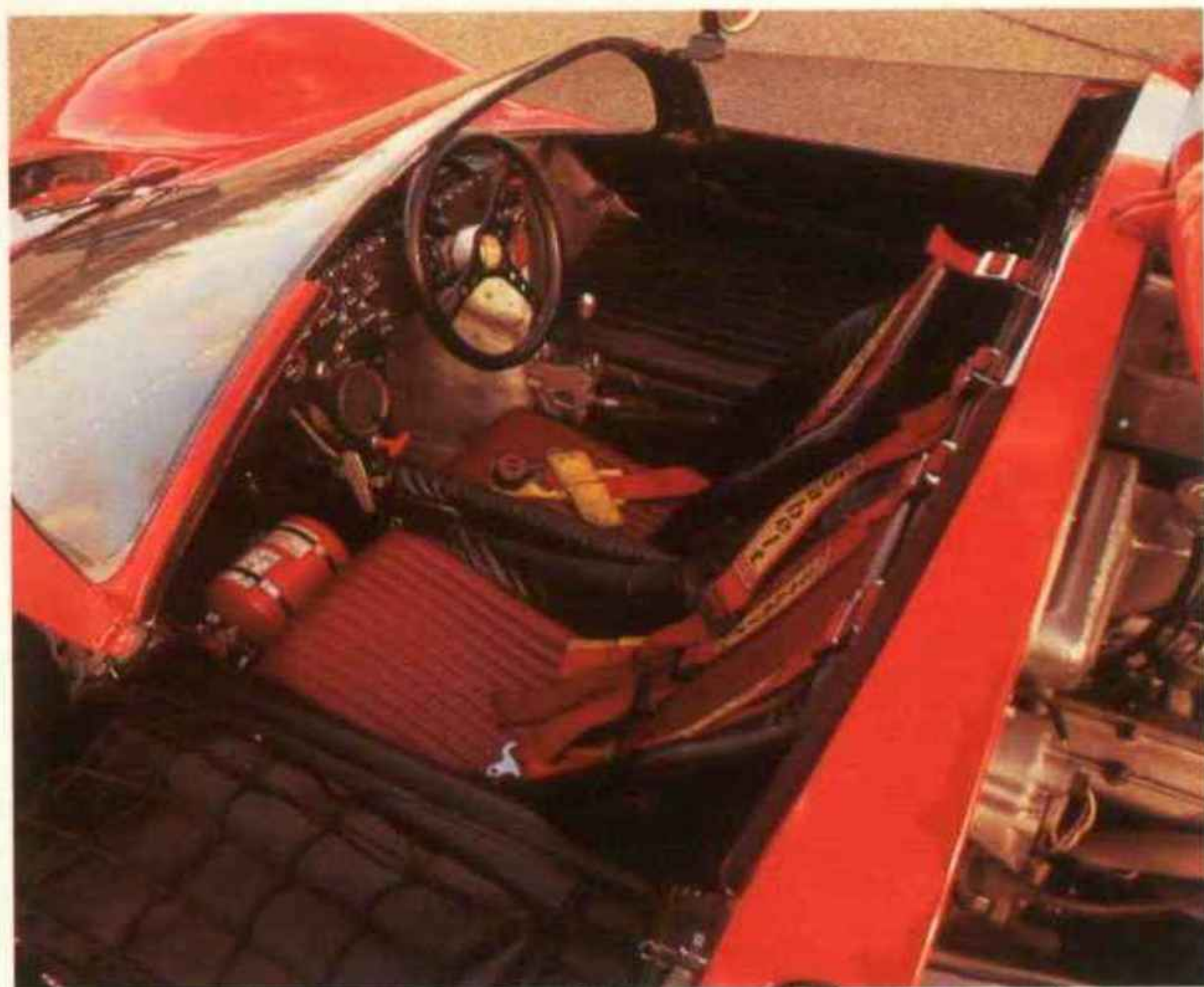
The driving position is fine though the rev-counter, oil pressure and water temperature gauges, shrouded from the sun deep in the area beyond the wheel, are dimly calibrated. Like so many purpose-built racing cars of the day, it has right-hand drive "simply," says Attwood, "because most circuits ran clockwise". Even in 1967 the rules said sports racers needed such road-going niceties as

a handbrake, indicators, horn and even a luggage area and these it has, complete with essential silencing and road-sensible brake and clutch pads to fit 0854's current brief to be a car for the road as well as the track.

Firing up the V12, even when cold, is no more difficult than a road-going Ferrari of a similar vintage. Turn the key once to activate the ignition and fuel pumps, prime the Webers with the appropriate amount of four star, push the ignition key forward and the mighty V12 will cough and die. Two or three more attempts and it will catch and hold a whirring, mellifluous idle for 10 minutes while it heats up its oil and water to something approaching working temperature.

That, however, is where comparisons with the

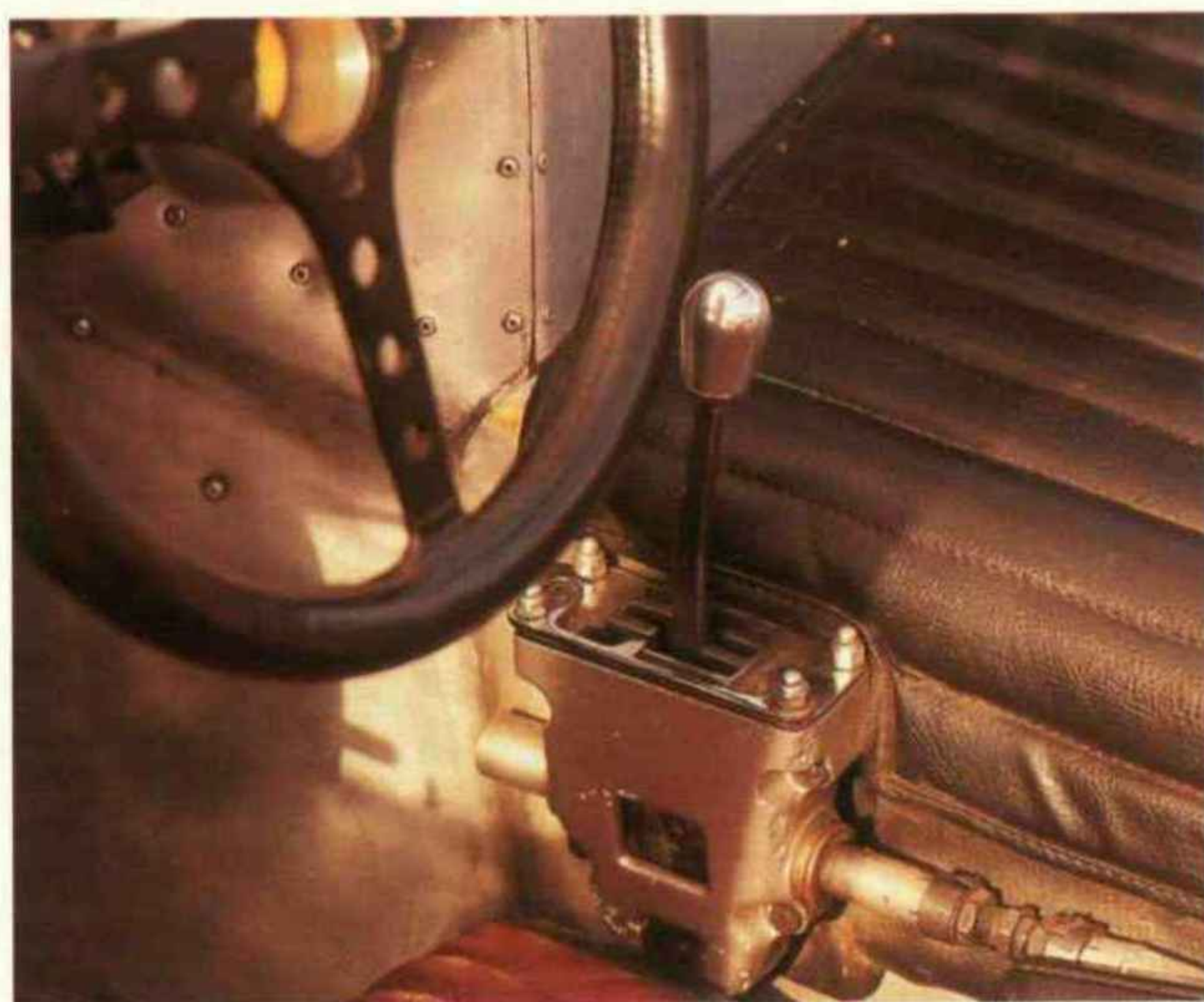




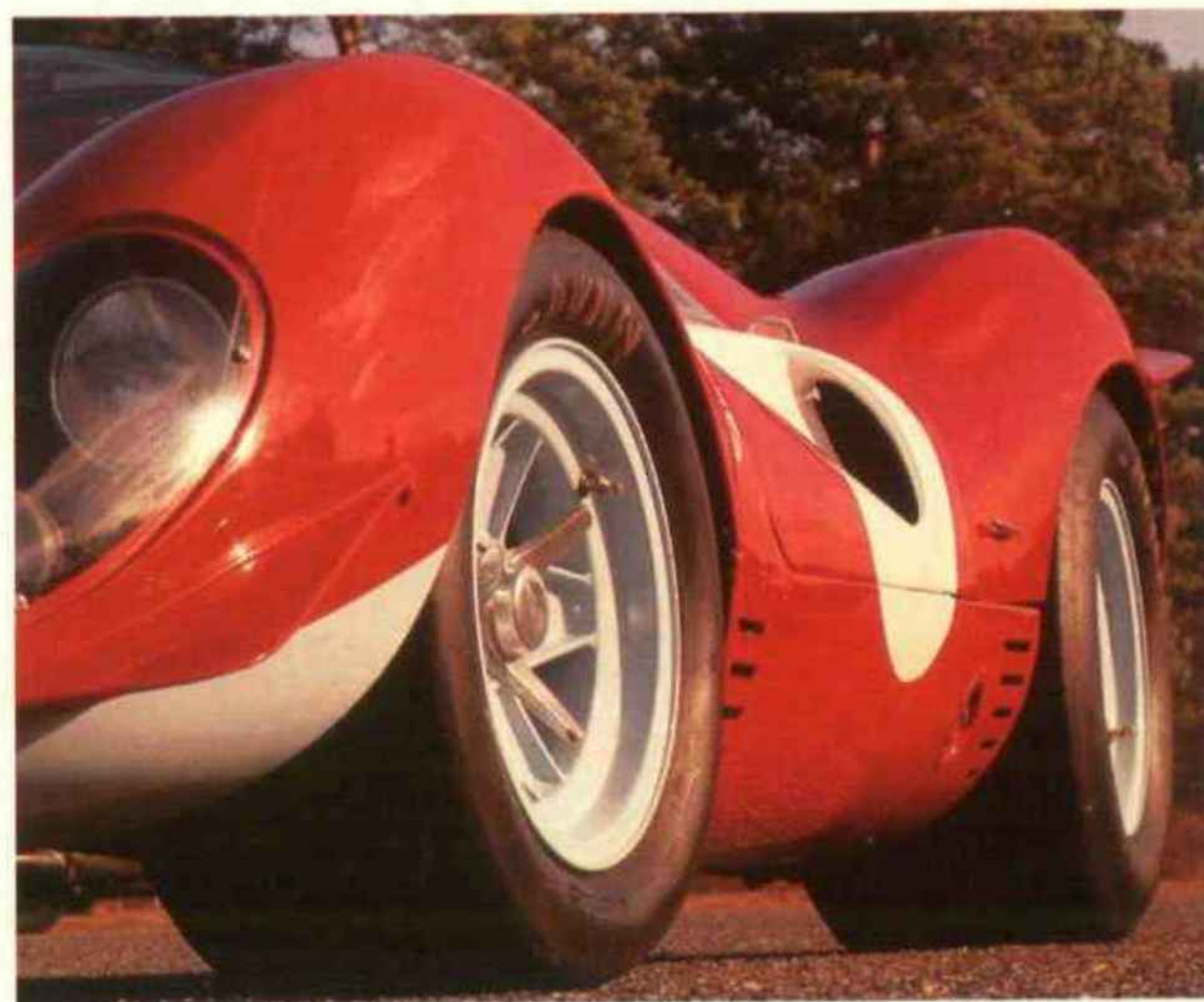
*Climbing across the wide sill into the driver's seat is easier than it looks. Predominantly clockwise circuits led to right-hand drive*



*The P3/4's appearance was motivated by function rather than form, though you'd never guess. Beautiful details abound*



*First is on a dogleg in the exposed gate. There's an interlock system but you must still shift with a firm yet sensitive movement*



*Behind the alloys are double wishbones at the front with lower wishbone, upper link and trailing arm at the rear*

experiences you might derive from any road car, even a Ferrari, end. Although the clutch is progressive by most racing car standards, it still requires care if the engine, with a flywheel that's barely worth a mention, is not to die. The gears, too, are not to be fooled with. As you would expect the P3/4 has a straight-cut dog 'box, laid out in the traditional Ferrari exposed gate with first out on its own. There is no spring loading at all and changing gear requires a firm yet sensitive hand if the lever is not to kick back at you, risking damage to the gear teeth. Mercifully, it also possesses an interlock system that makes it impossible to move any more than one plane to the right or left.

My first laps of the private test track were not

encouraging. It seemed not so much a difficult car to drive as rather just not a very pleasant one. With oil still under too much pressure and with insufficient temperature for hard work, I drove trying to instill a little heat into the hand-cut Avon slicks and Koni shock absorbers to stop the car wandering around the track. The engine, while happy enough to run at 4000rpm, refused to pull cleanly in response to my gentle prods at the throttle. It took perhaps three laps before all of 0854's components, including its driver, were up to temperature. Then, in an instant, it all made sense.

There is a certain commitment that the P3/4 requires from its driver before it will behave. You have to be precise and drive it with authority

if it is to show you its secrets. Pussyfoot around with the throttle and the message will confuse the big old racing V12. It is not a language it was ever designed to understand. Squeeze the accelerator swiftly but progressively all the way to the floor and it will not even pause to think: in one indescribably rich explosion of sound it rockets the Ferrari forward, roaring, howling, screaming and shrieking the glories of Maranello from different parts of the motor.

It is surprisingly quick only until you calculate that, with a weight of about 885kg, its power-to-weight ratio is around 475bhp per tonne giving, with Le Mans gearing, a top speed in the region of 195mph. So even if respect and prudence means you impose a 7000rpm limit on yourself, it will ➤



## THE MARANELLO CONCESSIONAIRES RACING TEAM

At the 1958 London Motor Show newly crowned world champion driver Mike Hawthorn tried to launch his Tourist Trophy Garage business in Farnham, Surrey, as Ferrari's UK importer, selling two cars, one a heather-grey 250GT to Tommy Sopwith.

Both Sopwith and his friend, Colonel R J 'Ronnie' Hoare, ran Ford main dealerships and both used Mercedes-Benz 300SLs. The Colonel's roadster was a horror and Sopwith suggested: "Why don't you take my bloody Ferrari - it's never run on twelve cylinders since the day I bought it!"

The Colonel spotted the high-tension lead tracking which had been the Ferrari's problem and from then on simply adored the car. In 1959 he coveted another "but couldn't really afford it" so he conceived a cunning plan.

Poor Hawthorn had died that January and Hoare approached Enzo Ferrari about starting a British concession. His new company,

Maranello Concessionaires Ltd, was founded in July 1960 and the Colonel decided to race Ferraris in his home market.

Coincidentally, Tommy Sopwith had just founded Equipe Endeavour to run Jaguar 3.8 saloons through 1961 for Michael Parkes and Jack Sears. Since most meetings would include a GT event, the Colonel provided a Ferrari 250GT short-wheelbase Berlinetta for Parkes, initially the ex-Moss 1960 TT winner '2119GT' then the replacement '61 Competizione model '2417GT'. The new team won four of its seven GT races and took a fine second in the major Goodwood Tourist Trophy.

This liaison continued into 1962, the epochal 250GTO emerged and, for the Guards Trophy at Brands Hatch, Enzo Ferrari lent Colonel Hoare a works Dino 246GT sports-prototype in which Parkes won brilliantly. The team's first overseas entry then brought John Surtees and Mike Parkes



Colonel Ronnie Hoare: the man behind the British Ferrari team

second in the Montlhéry 1000km, sharing 250GTO '3647GT'.

In 1963, Ferrari persuaded the Colonel to enter Le Mans, fielding the 4-litre 330LMB '4725GT' for Jack Sears and Michael Salmon to nurse the troubled car home a creditable fifth overall.

Graham Hill won the Goodwood TT in Ronnie's latest GTO '4399GT' and for 1964 sports-prototypes beckoned. Hill and Jo Bonnier were a tremendous long distance duo and in the Colonel's 330P '0818' they finished second at Le Mans and then won the Paris 1000km at Montlhéry. Graham won his second successive Goodwood TT solo in '0818'. Afterwards, the Colonel asked him how the race had gone. "Oh fine," replied Graham. "And the car?" insisted the Colonel. "The car? Oh, just like an effing tractor," grunted his top driver.

Meanwhile, 250LMs entered by Maranello Concessionaires won the Reims 12 Hours (Hill and Bonnier again) with the 250GTO '4399' in third place driven by Parkes and Ludovico Scarfiotti. Scarfiotti drove the 330P to win the Ettore Betteja Trophy at Monza and the team ran sports-prototype and GT Ferraris on through the 1965-66 season, with Roy Pike and Piers Courage posting the best result: GT category winners at Le Mans in 1966 with a 275GTB/C '9035GT'.

Just one more victory remained for the team, the GT-supporting race to the '67 British GP, which was won by Dickie Attwood in the 250LM '6167GT'.

By 1968 there were no suitable Ferraris for the Colonel to run and Maranello Concessionaires did not reappear as an entrant until 1972, when Peter Westbury and John Hine co-drove their Daytona Competizione at Le Mans. They did not reach the finish.

Doug Nye

## Ferrari 412P (P3/4), chassis number 0854: race history

## 1967

May	...	Spa 1000km	...	...	Attwood/Bianchi	...	3rd
June	...	Le Mans 24 Hours	...	...	Attwood/Courage	...	DNF
Aug	...	BOAC 500	...	...	Attwood/Piper	...	7th
Oct	...	Paris 1000km	...	...	Siffert/Piper	...	5th
Nov	...	Rand 9 Hours	...	...	Attwood/Piper	...	5th
Nov	...	Cape 3 Hours	...	...	Piper	...	2nd

## 1968

June	...	Tourist Trophy	...	...	Attwood/Piper	...	2nd
July	...	Norising 200 miles	...	...	Piper	...	1st
Aug	...	Hockenheim Solitudrennen	...	...	Piper	...	1st
Aug	...	Swedish Karlskoga	...	...	Piper	...	1st
Sept	...	Hockenheim	...	...	Piper	...	2nd
Nov	...	Kyalami 9 Hours	...	...	Attwood/Piper	...	DNF
Nov	...	Cape 3 Hours	...	...	Piper	...	3rd

## 1969

Jan	...	PieterMaritzburg	...	...	Piper	...	3rd
Jan	...	East London 500km	...	...	Piper	...	DNF
June	...	Nuremberg 200 Miles	...	...	Piper	...	8th
July	...	Hockenheim	...	...	Piper	...	DNF



Attwood keeps 0854 right on the limit at the 1967 Le Mans 24 Hours



still accelerate about as fast as a Ferrari F50. Use the full 8000rpm and Ferrari's flagship wouldn't stand a chance in hell.

Inevitably, that engine is the P3/4's finest part but this does not mean, as it does with some Ferraris, that the chassis requires any kind of apology. Using double wishbones at the front with a lower wishbone, upper link and a trailing arm at the back, it feels never less than inextricably planted to the bitumen, even when flashing through curves at well into three figure speeds. The brakes are mighty ventilated discs at each corner, clamped by four-pot aluminium calipers and, thanks to the road-car pads, work well from cold, shedding speed with alacrity and reassuring stability.





*Commitment brings out the best in the P3/4. Use all 8000rpm and it will out-accelerate an F50*

The real feel for the car, though, comes through that fine, three-spoked alloy steering wheel. Compared to a modern sports racing car such as a McLaren F1 GTR, it feels rather vintage, with a degree or two's lost motion about the straight ahead before the rack takes up the slack. It's extremely light and quick either side of centre but waits until a little more lock (and preferably considerable suspension loading, too) has arrived before that real, racing car feel comes flooding through the rim. Once there, it's just one more joy that comes from getting to know the P3/4.

What's it like right on the edge? I couldn't tell you; there were just four P3/4s built and this one is valued at somewhere between £3 million and £4 million. Under such circumstances, sling-

ing it flat-out around a tree-lined track didn't really seem like much of an option.

Dickie Attwood, however, remembers it with fondness. "It was one of those lovely cars that just didn't have any vices, no nasty surprises up it sleeve. When I raced it, it wasn't the quickest car around but it gave you the edge of confidence you needed to really press on without the fear of being slung off the track.

"It only really shows its limitations when you start comparing it to the likes of the Porsche 908, which was a quicker and better car – one you could really chuck around for hours on end knowing pretty much that it wouldn't break. The Ferrari never really had that feel, though to be fair the P3/4 was based on a 1966 car while the 908 was

brand new in '68, and in those two years the game really had moved on."

It is probably true that the P3/4 basks in the reflected glory of the triumphant P4 but, away from the heat of the competition, the only real difference between the two cars today is a paltry 30bhp. What matters rather more is that this most beautiful of racing cars is as good to drive as it is to look at. A fabulously successful racing car it may not have been but, cranked over in another 100mph curve with that peerless V12 hurling you away from the apex, the steering alive, your thoughts are not of such matters: they are of the rare and inestimable privilege that even a few hours in the company of one such as this affords. M



FROM THE MOMENT NIKI LAUDA FIRST tried Maranello's 312 'trasversale' in late 1974 it was clear to the young Austrian that his new car might well be the class of the field in the following year's World Championship.

So it proved. Powered by the brilliant 3-litre 180-degree V12 which had been the cornerstone of Ferrari's technical armoury since the start of 1970, the 312T added a transverse gearbox to the package to produce one of the most consistent, neutral F1 cars of its generation. It was also superbly rugged, reliable and powerful enough for its derivatives to keep Ferrari in play as a leading light through to the end of 1979.

For Lauda, the 312T was the making of his reputation. For Ferrari, it won a Constructors' Championship hat trick between 1975 and '77 with 16 Grand Prix victories. But just how good was the 312T family set against its opposition?

Niki Lauda joined the Ferrari team at the start of 1974 and won two Grands Prix with the original Mauro Forghieri-designed 312B3. This had a conventional, longitudinal gearbox and, Lauda remembers, was always prone to a touch of understeer. But when Forghieri took the wraps off the new 312T immediately after the '74 United States GP, Lauda admits that he was a worried man.

Forghieri's avowed intention was to pursue the lowest possible polar moment of inertia by packaging as much of the car as possible between the front and rear wheels. The new five-speed transmission cluster was positioned across the car ahead of the rear axle line with the

shafts lying at right-angles to the centre-line of the car and the drive taken via bevel gears on the input side of the gearbox. "When Mauro Forghieri first showed me the drawings of the 312T," recalls Lauda, "I felt indifferent about the whole project. I didn't really appreciate the advantages that it would offer because it seemed to be such a very big change away from a chassis about which we knew everything."

"But then, when I got to drive it around Fiorano, Ferrari's test track, I quickly appreciated that it was a much more competitive proposition. It was clear that it was in a different class. The problem with the B3 had been its inclination towards understeer. No matter how you tried to tune the chassis, it always understeered very slightly. We had also used up all its potential, so we just *had* to switch to the new car. There was simply no choice."

However, Lauda firmly believes that the 312T enjoyed only a slight power advantage over the rival Cosworth Ford DFV-powered machines from McLaren, Lotus, Shadow and Tyrrell. What it did provide, along with its totally neutral handling, was a wide torque curve from the superbly flexible flat 12 engine. Driveability, Lauda says, was the key.

"Those suggestions we used to hear alleging that we had a 30bhp advantage over the Cosworths really used to infuriate me," Lauda says, "although I did try to push them to the back of my mind at the time. If I had really enjoyed as



*Right: Regazzoni presses on in the 1976 312T2 at the 'Ring, site of Lauda's appalling accident*



# Victory Ts

**THE REVOLUTIONARY 312T BEGAN A GOLDEN PERIOD FOR FERRARI. NIKI LAUDA AND ITS CREATOR, MAURO FORGHIERI, TELL ALAN HENRY WHY IT WAS SO GOOD**





much as an effective 30 horsepower advantage over the others, I'm certain I would have been walking away with the races using only one hand. The 312T chassis was so good that any power benefit of that nature would have left me with an enormous advantage. The chassis was just perfect; it was totally neutral and progressive."

In 1975, Lauda won five Grands Prix to take his first World Championship crown. The following year he won the Brazilian and Argentine races with the 312T, then Clay Regazzoni won at Long Beach, and the



Lauda soon saw Forghieri's vision

evolutionary 312T2 emerged victorious in Belgium and Monaco. Then came a spate of engine failures caused by a machining error which produced infinitesimal cracks at the point where a flange taking the drive to the ignition was pressed into the end of the crankshaft.

This problem was rectified sufficiently quickly for Lauda to take a distant second place to James Hunt's McLaren in the British GP at Brands Hatch. This was subsequently translated into a victory on appeal to the FIA after Hunt was excluded from the results for a rule infringement

following a first lap shunt which resulted in the race being red-flagged to a halt. Then Lauda almost lost his life in a fiery accident on the second lap of the German GP at Nürburgring. This disaster handed Hunt a priceless opportunity to have a tilt at the championship, the Englishman squeezing home by a single point after Lauda – who had made a fantastic recovery to return to the cockpit by Monza – pulled out of the final rain-soaked race at Japan's Mount Fuji circuit.

The hard fact of the matter was that Ferrari's chassis development ➤➤



**'The chassis was perfect; it was totally neutral and progressive.'** NIKI LAUDA

*Forghieri's flat 12 was getting old but still produced the most power on the grid as well as helping to lower the centre of gravity*

*Transverse 'box was the only real innovation in an otherwise conventional car. Helped weight distribution*

*Rear brakes were massive ventilated discs, mounted inboard to keep unsprung weight to a minimum*

### AMON SPURNS FORGHIERI'S GEM

"For three years I had been driving cars with super chassis that handled well but just couldn't hold a candle to their rivals when it came to power. Then, suddenly, here was the 312B1 with its flat 12 engine. The moment I tested it for the first time I knew this was a completely different proposition. But three times I drove it at Modena, and three times it blew apart, always something drastic like breaking its crankshaft. I thought, God, I can't stand another season of this."

Those words were spoken by Ferrari driver Chris Amon at the end of the 1969 season. In his view, Mauro Forghieri had produced a gem. But despite his faith in Ferrari's extrovert, volatile and forceful chief engineer, Amon decided to leave the team. It was a decision he regrets to this day.

Talking about the engine that would take Amon's successors to so many wins, Forghieri recalls: "I decided on the 180-degree

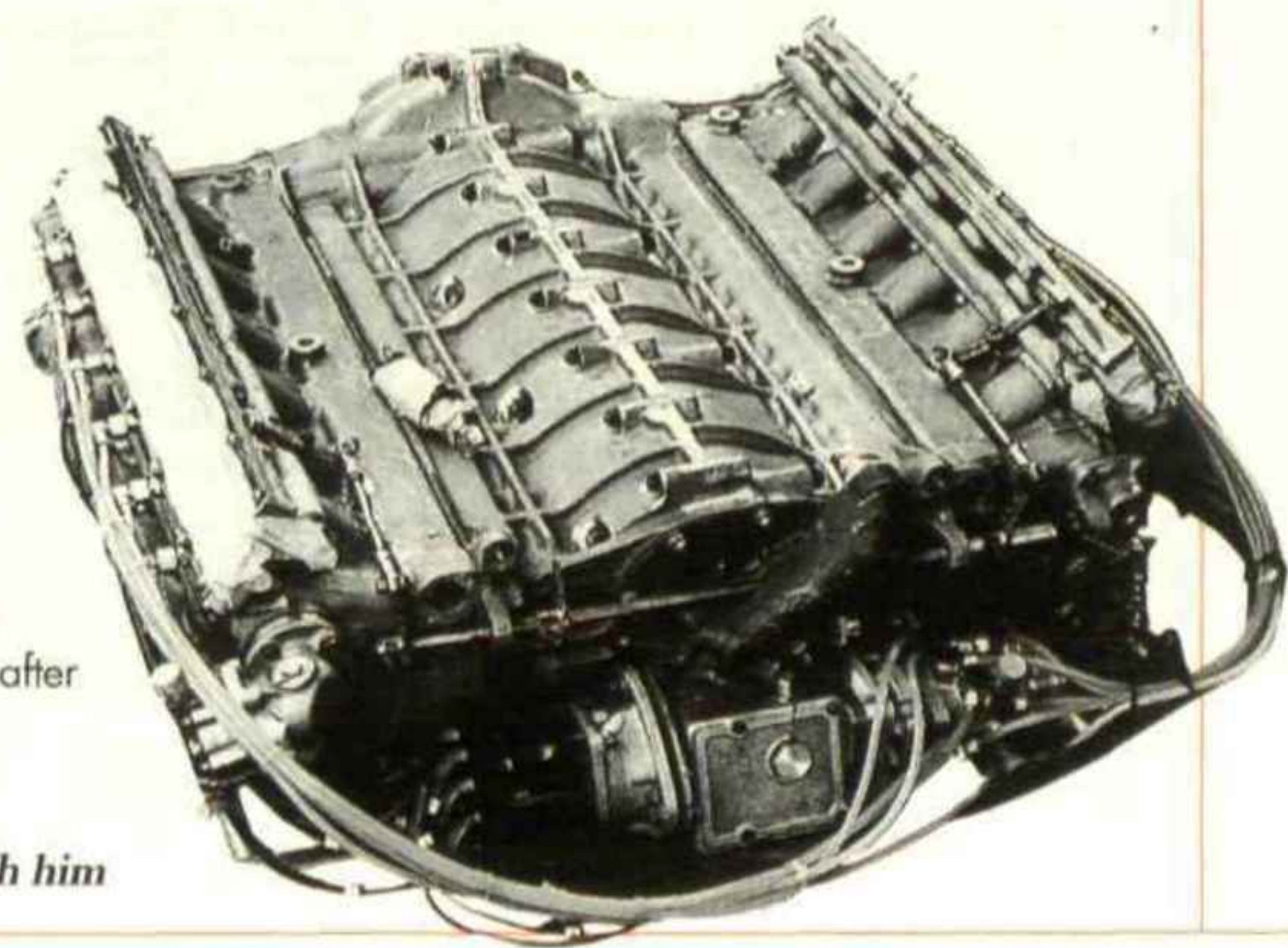
engine configuration for two reasons. There was a slight weight saving compared with the earlier V12s and the centre of gravity would be significantly lower in the chassis. There was the added benefit of a smooth upper surface to the rear bodywork, and we decided to hang the 'boxer' from a rearward extension of the monocoque which could also be used to carry extra fuel.

"The 312 engine had four main bearings, the crankshaft was machined from a special alloy billet imported from the USA and it had four chain-driven overhead camshafts running on needle rollers. To cure those early crankshaft failures, we had a specially developed coupling between the crankshaft and flywheel, the purpose being to transfer flexing stresses along the length of the crankshaft."

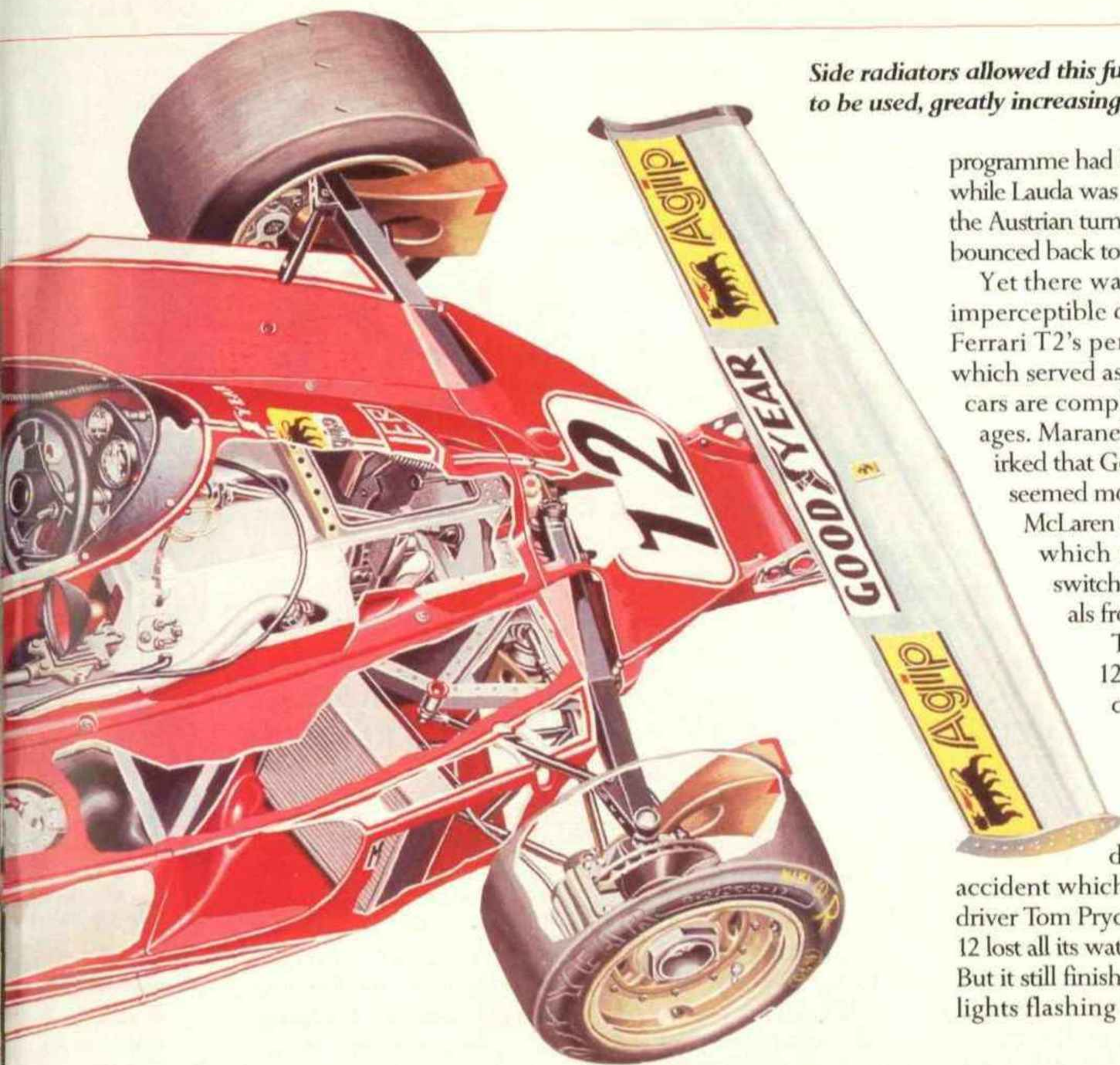
Forghieri had developed the engine during the 1969 spell when he had been 'banished' to Maranello's special projects department. "I began to think of the 'boxer' configuration at the end of 1968 after a year of pole positions, leading races and then disappointing retirements with Chris Amon."

*Mauro Forghieri, dubbed a genius by Lauda despite the difficulty of working with him*

Of course, Forghieri's flat 12 also powered the 3-litre Ferrari 312PBs which contested the Sports Car Championships in 1972 and '73. The first year they won every race they entered, but the rival Matras got the edge the following year. Forghieri remembers them as F1 two-seaters while Mario Andretti, a member of the high-profile Maranello driving team in 1971 and '72, put it all in perspective when he remarked: "Man, those were racing cars you could really grow an affection for."







*Side radiators allowed this full front wing to be used, greatly increasing downforce*

programme had been allowed to drift while Lauda was in hospital. For 1977, the Austrian turned things round and bounced back to take his second title.

Yet there was a gradual, almost imperceptible deterioration in the Ferrari T2's performance in 1977 which served as a reminder that F1 cars are complex technical packages. Maranello was also slightly irked that Goodyear's latest tyres seemed more suited to the rival McLaren M26, a development which resulted in Ferrari switching to Michelin radials from the start of 1978.

That incredible flat 12 engine's reliability continued to underpin Lauda's 1977 efforts. In the South African GP, his T2 ran over debris from the tragic accident which killed the Shadow driver Tom Pryce and the mighty flat 12 lost all its water and most of its oil. But it still finished, cockpit warning lights flashing alarmingly, to post

yet another well-deserved victory.

At the end of 1977, Lauda quit and joined Bernie Ecclestone at Brabham. But the flat-12s kept winning through 1978, with Carlos Reutemann and Gilles Villeneuve notching up five more victories. Then, in 1979, Jody Scheckter won the championship (the last to go to Maranello) with the 312T4, winning three races, a tally matched by Villeneuve. But that, effectively, was the end of the story.

At Lotus, Chapman's ambitious work on under-car aerodynamics had ushered in the ground effect era and Mario Andretti surged to the World Championship in 1978. Then Williams picked up the challenge, refining Chapman's concept to a brilliantly competitive pitch in time for 1980. Ferrari was being left behind.

The 1980 Ferrari 312T5 was a hopeless waste of time. Forghieri desperately tried to engineer in some ground effect credibility, but the wide flat 12 engine precluded any serious attempt at harnessing the airflow beneath the cars. Add to that a succession of engine failures and Maranello was relegated from champ to chump in a single season.

It was time for the turbo era. **M**



**1977 312T2** (Villeneuve, Mount Fuji) Greater track, wheelbase and power



**1978 312T3** (Reutemann, Monaco) Longer, wider, more bhp but weight up



**1979 312T4** (Scheckter, Jarama) Major shape and aerodynamic changes



**1980 312T5** (Villeneuve, Zandvoort) More of a "wing car" but not enough



# de Portago

**FEW PLAYBOYS LIVED AS HARD AS SPANISH MARQUIS 'FON' DE PORTAGO – OR DROVE AS FAST. DOUG NYE ON HOW FERRARI'S MOST DASHING DRIVER EARNED ENZO'S RESPECT**

FOR ANY WHO ADMIRE THE DAYS WHEN drivers were fat and tyres were skinny, the name 'Fon' de Portago will have particular resonance. Not because he was tubby – another Fangio or Gonzalez; far from it – but because his name stands tall among those who burnished that special charisma which is Ferrari's.



Born on October 11, 1928, Alfonso Antonio Vicente Blas Angel Francisco Borjia Cabeza de Vaca y Leighton, Grandee of Spain, Count of Mejorada, Count of Pernia, Marquis de Moratalla, Marquis de Portago and Duke of Alagon became one of Ferrari's most celebrated racing drivers of the 1950s.

He was educated in Britain, France, Spain and the USA but hated academe and loved sport. He won his pilot's licence at 17 and lost it almost immediately by flying under a narrow bridge to win a \$500 bet.

He played a ferocious game of Jai-Alai (Pelota), swam competitively, won a tennis title and took up top-level polo,

yachting and shooting. He was a tremendous, fearless, horseman, winning three successive French amateur titles. He rode twice in the Grand National, in 1950 and '52, but spun off both times. He lived at a frantic pace, rode in as many as 150 races a year and in one week at Pau was said to have saddled 32 winners from 36 rides.

A born gambler, he was renowned at roulette – playing several tables at once. Like James Hunt later, he flouted all dress codes. Where Hunt preferred T-shirt and jeans, 'Fon' was seldom without his favourite grubby leather jacket, thick black hair habitually uncut, dark-shaven, a cigarette pasted to his lower lip.

Raffish, insouciant wealth was underlined by his home address in 'Millionaire's Row': 40 Avenue Foch, Paris. Yet he was also virtually teetotal

and would obsessively play pinball in a favourite cafe, his ambition to win free games and play all day, buckshee.

Some friends maintain he also sharpened his reflexes by having them throw knives at him. He'd catch them all by the handle. Don't try this at home kiddies; de Portago was formidably well coordinated. One party piece was to juggle raw eggs, another was sleight-of-hand.

One former girl-friend frankly described to me his spectacular sex life as "fully aerobic". It was certainly very complicated, but he married a wealthy American girl named MacDaniel and they had two children.

Winter sports became a particular forte.

The Cresta Run at St Moritz led to strong friendship with established 'bobber' Edmund Gurner Nelson – a quiet American from Honolulu, 12 years his senior. I'm told "they hunted as a pair".

As 'Fon' grew too heavy for the turf, Nelson suggested dirt-track racing amongst the peasantry, in Paris, Strasbourg and Metz. 'Fon' shone, loved it and moved up-market, into road racing.

At the 1953 New York Motor Show, Ferrari importer Luigi Chinetti invited him to the Mexican Carrera PanAmericana. 'Fon' recalled: "That involved sitting next to him while he drove – I was terrified!" Their Ferrari 340MM failed on day two – but de Portago was utterly hooked.

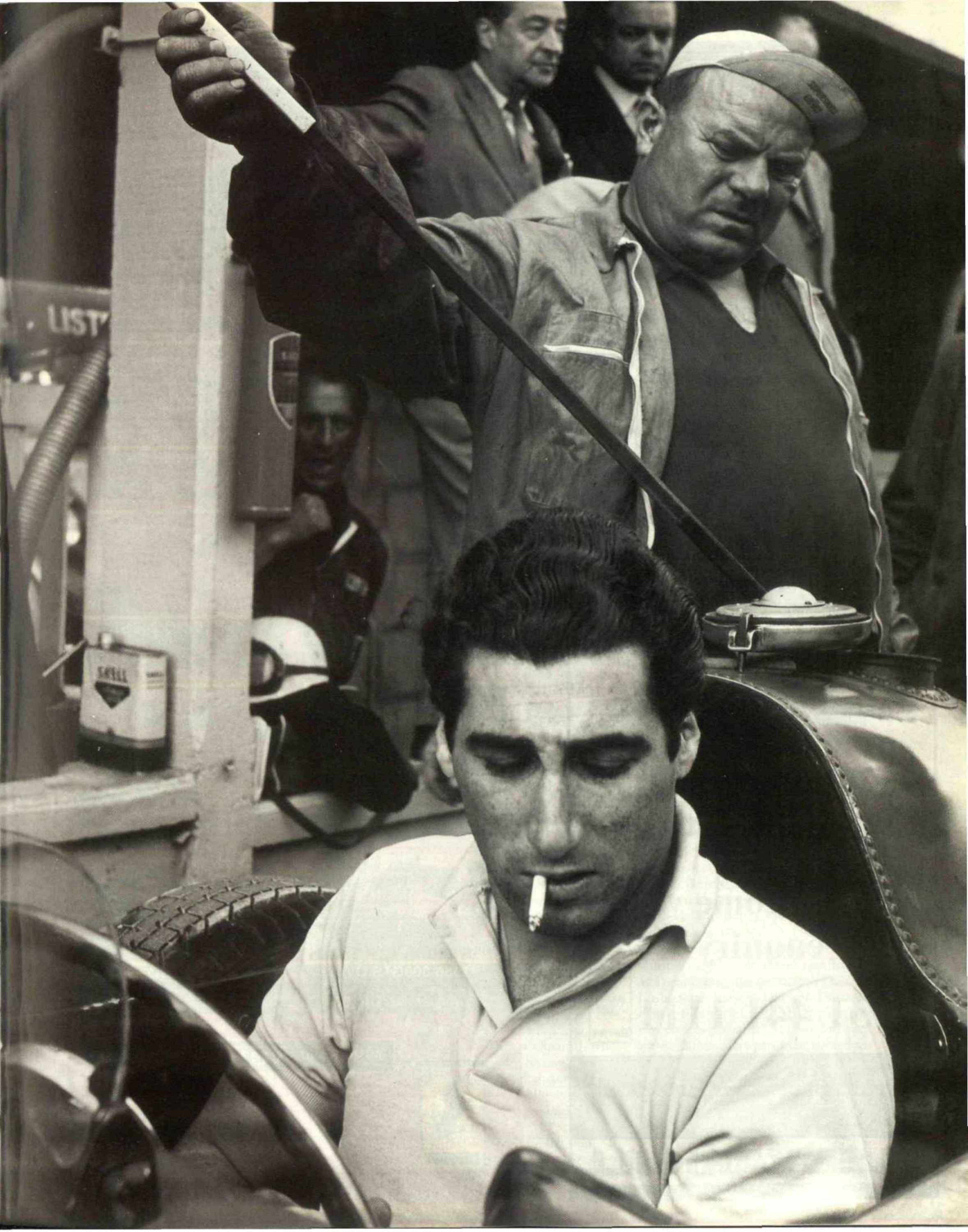
Established Franco-American driver Harry Schell latched on. 'Fon' bought a second-hand Ferrari 250MM which they co-drove in the '54 Buenos Aires 1000km and Sebring 12-Hours. A new Maserati A6GCS/53 followed and factory tester Guerrino Bertocchi spent time tutoring 'Fon' on how to drive it. He was enthralled, privy now to the art of heel-and-toe. At Le Mans he led the 2-litre class before retirement and then scored his first road-racing win at Metz.

His mother subsequently bought him a sports OSCA which he took to the German GP meeting at Nürburgring, where in practice Maserati's driver Onofre Marimon crashed fatally. De Portago had counted him as a friend. Badly shaken, 'Fon' still raced next day but crashed, ➤

*Right: 'Fon' de Portago went from novice to Ferrari grand prix driver in three years. Here, at Reims 1956, the ubiquitous cigarette remains glued to his lips despite the open fuel tank.*

*Left: At Bari, also in 1956, in more familiar Ferrari sports car territory with the 860 Monza*







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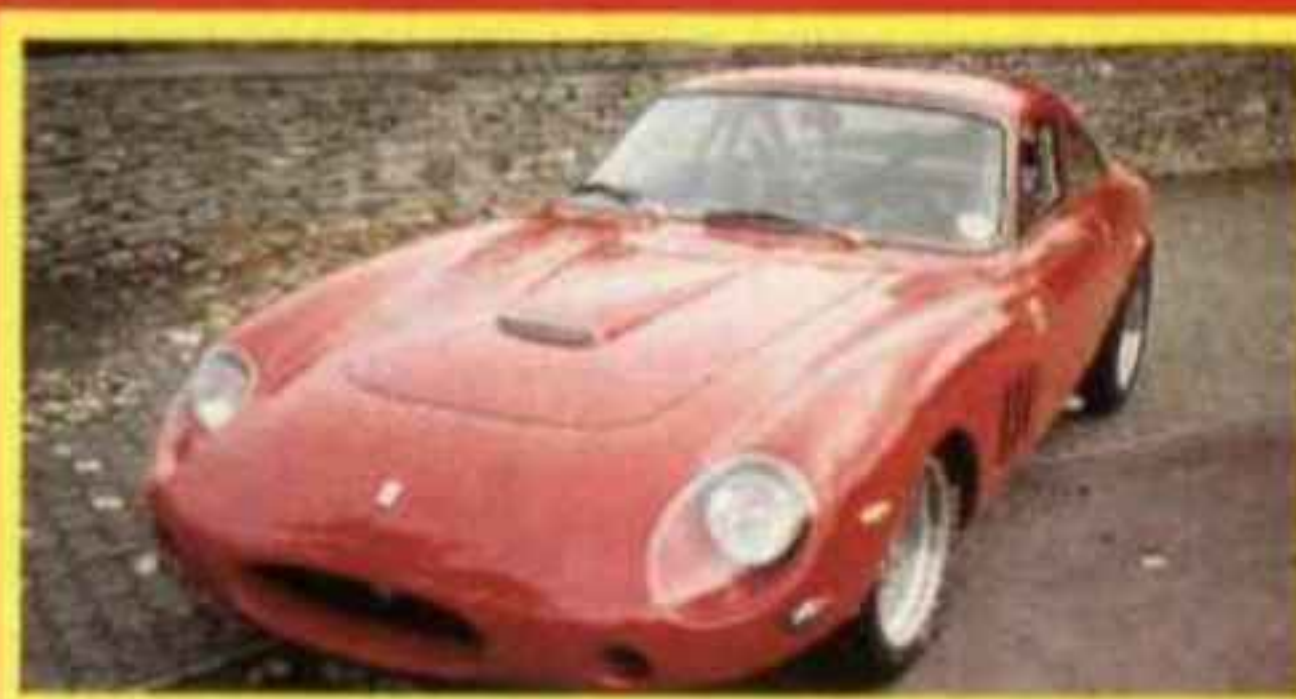
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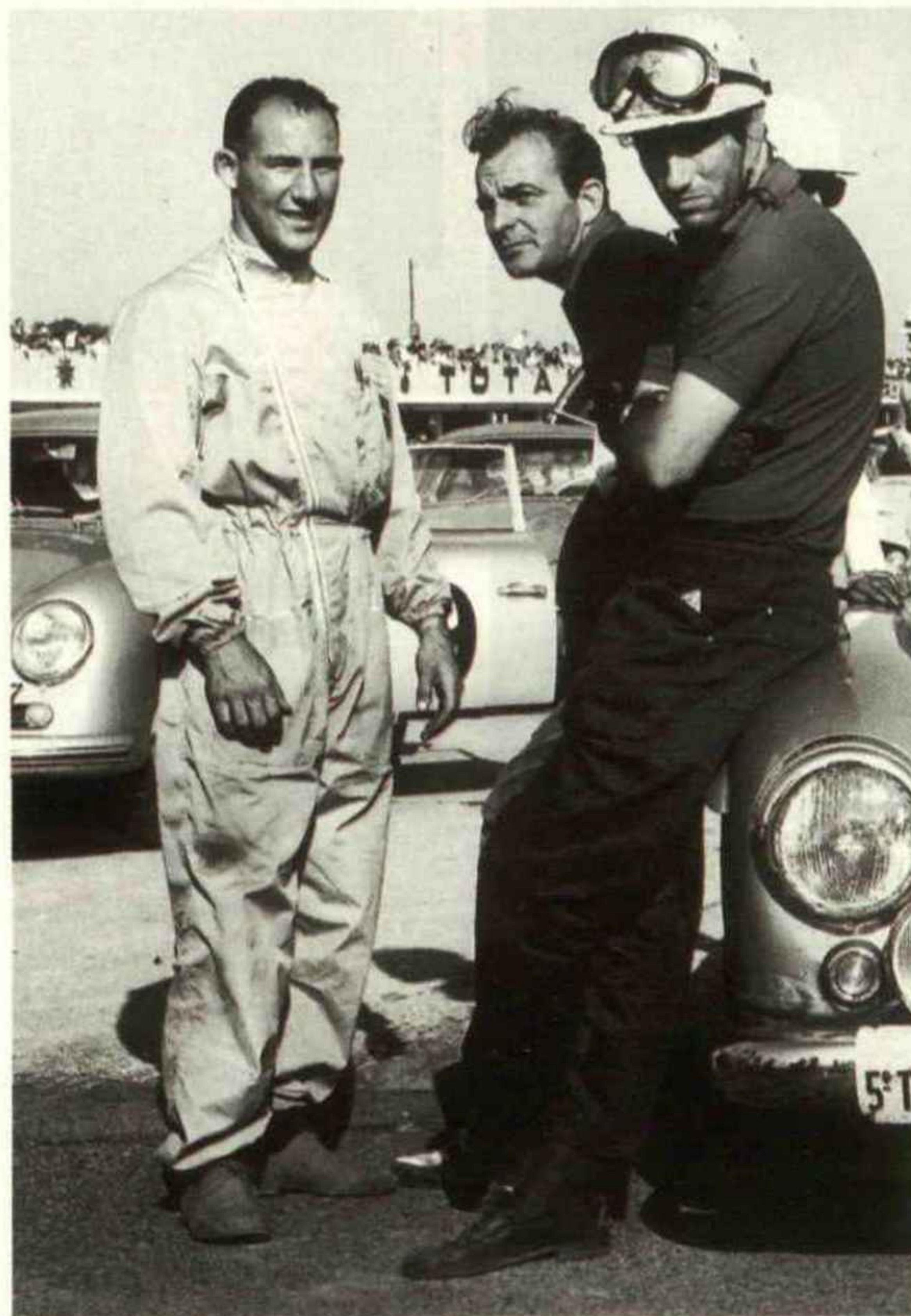
and was scooped into an ambulance. 'Fon' objected, thumped the driver, dumped him in the back, and drove back to the paddock with the seat hanging out of his trousers. His crash? "The Porsches were bumping me in the corners. Of course I bumped them back. It worked very well until I got behind Herrmann the leader... that's how I went off." Typically, that night found him in the casino at Bad Neuenahr, his bruises developing nicely. He won \$10,000 which he invested in a new sports-racing Ferrari Monza, which was promptly shipped to Mexico for the Carrera.

There, bad fuel burned pistons. At Nassau in the Bahamas Speed Week he then won two races and placed second in a third. Enzo Ferrari paid extra attention – this client could drive. He was duly "permitted" to order a Ferrari 625A F1 car for the 1955 season and earned a quasi-works drive at Sebring. But in wet practice for the Silverstone May meeting, the 625A understeered into the bank and he broke a leg. That sidelined him until September when he co-drove a Monza with Mike Hawthorn in the Goodwood 9-Hours. It was a chastening experience: "Hawthorn is five seconds a lap faster!" But Mike liked him, coached him, and drank and womanized with him. 'Fon's lap times improved.

At Caracas, Venezuela, he was second behind Fangio. And then, back at Nassau, he won again by way of introducing the first Ferrari 250GT Berlinetta, solidly founding that fantastic bloodline.

At winter sports time, de Portago created a Spanish bob team for the Winter Olympics – trained by Ed Nelson – and missed the two-man bobsleigh bronze by just 0.014sec. In the following Swiss Championships he finished second in the four-man bob, third in the two-man. So he missed the Argentine races in '56 but was given works-backed drives at Sebring, and in Germany, France, Sweden and Italy. Mid-season, Enzo Ferrari offered him a works F1 ride to keep the team's spare Lancia-Ferrari D50A in the hunt during the French GP at Reims.

In the British GP he was called in to



Tour de France '56: Moss, Schell and 'Fon' with SM's 300SL

hand over to Peter Collins, then limped Castellotti's ruined D50A to the finish. In Germany he was again called in, but didn't object: "One day someone will be asked to hand over to me". Ferrari valued the gentlemanly side of 'Fon' "which always managed to emerge from the crude appearance he cultivated".

**'If I'd  
lived 600  
years ago  
I'd have  
been  
killing  
dragons'**

But he really shone in his 250GT, winning at Oporto and Castelfusano (Rome), then winning the Tour de France, where, navigated by Nelson, he was able to beat Stirling Moss/Houel's Mercedes SL 'Gullwing' and earn the Ferrari its 'Tour de France' title.

He won in it again at Monthéry, where two friends – the Swiss Benôit Musy and French veteran Louis Rosier – both crashed fatally. Rosier had asked 'Fon' to drive his car, but changed his mind at the last moment. The Marquis took Musy's Spanish wife to the hospital and what he saw horrified him. He emerged harder, matured, tempered: "Every driver believes it can't happen to him. Inside I just know that it won't happen to me."

His third visit to Nassau then added a second and third to his record, but no victory, then it was back to the Alps for

the winter sports season. On the Cresta Run the record from The Stream to the finish had stood for 25 years. 'Fon' broke it, then went to Argentina where, with Gonzalez, he shared fifth in the Grand Prix and, with Collins and Castellotti, third in the 1000km.

In February at Havana, Cuba, he led Fangio fair and square in his 860 Monza until a fuel line failed. He hurt himself at St Moritz before the Bobsleigh World Championships, but recovered to share seventh at Sebring with Luigi Musso.

By this time he was an international celebrity, plastered as much across the social columns and tabloid front pages as he was in the sports sections. His marriage failing, he was linked with movie actress Linda Christian, former wife of Tyrone Power. He revelled in his lurid image, declaring: "If I'd lived 600 years ago I'd have been killing dragons or helping maidens in distress, but nowadays the only man who can help a maiden in distress is a doctor."

He was 28. 'Ed' Nelson was 40, and they now prepared to run the trusty 250GT in their first Mille Miglia. But 'Fon' bent it in reconnaissance. Ferrari then called him into his office and entrusted him with the most powerful works car he'd ever driven – a 4.1-litre four-cam V12-engined 335S.

He drove it well. He lay fourth at the Rome control, then inherited third. Enzo Ferrari was at the Bologna depot to see his boys blast through – veteran Piero Taruffi (who would win), Wolfgang von Trips second, De Portago/Nelson third, Olivier Gendebien/Jacques Wascher fourth in their special 250GT. Ferrari recalled: "The difficult parts were over, the game was played."

But 'Fon' and his soulmate did not finish. After 975 miles, near Guidizzolo and near maximum speed, their Ferrari's left-front tyre burst and they died instantly in the ensuing crash which claimed hapless spectators, too. Five of the dead were children. The paparazzi rushed to the scene, and let rip. On May 14 all car and motor-cycle races on public roads were suspended in Italy and the mighty Mille Miglia was dead.

Next day 'Fon' de Portago was interred at San Isidoro, Madrid, in the vault of the related Linares family. The vault of the adventurous de Portagos was full. ■





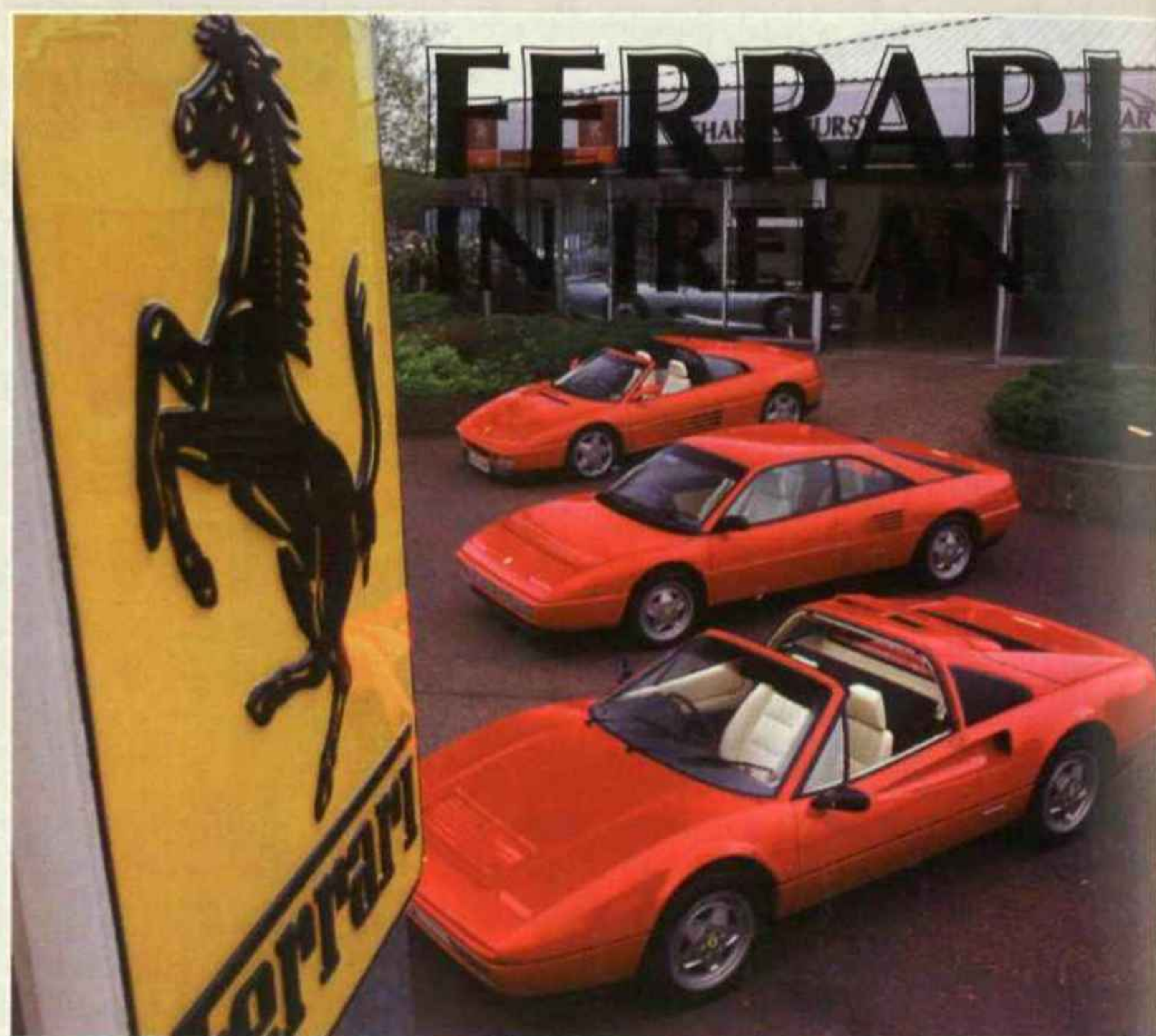
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# The Good, the Mad & the Ugly

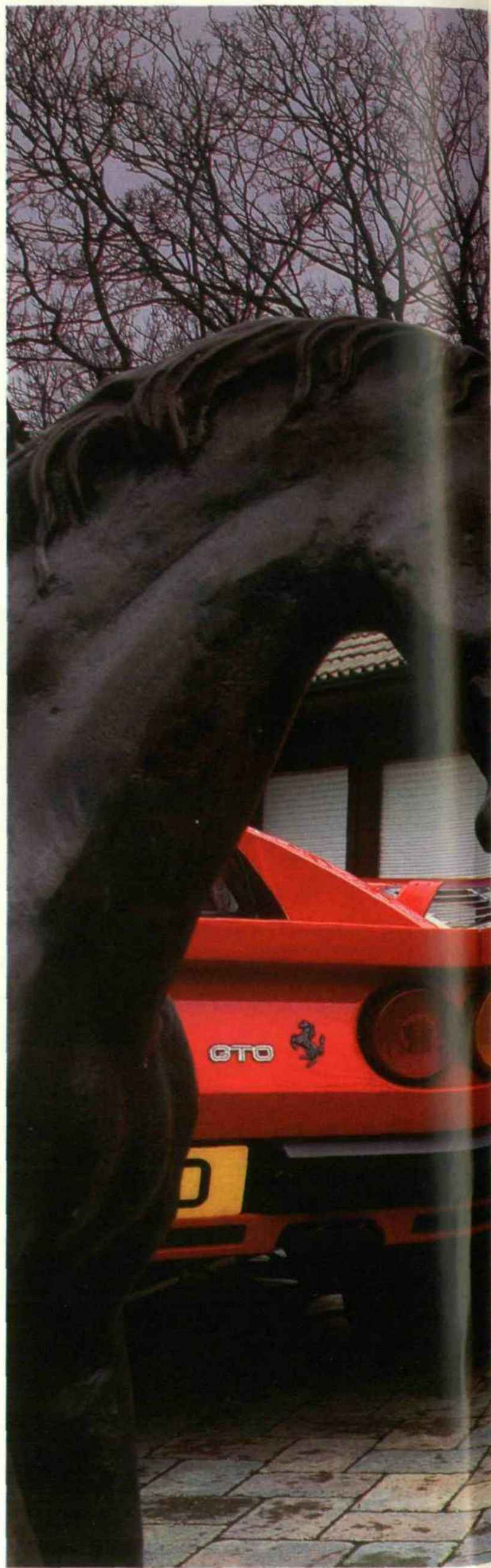
**THESE ARE THE THREE FASTEST ROAD FERRARIS EVER MADE. EACH IS INCREDIBLE BUT, SAYS ANDREW FRANKEL, ONE IS GREATEST OF ALL**

photography by Stan Papior

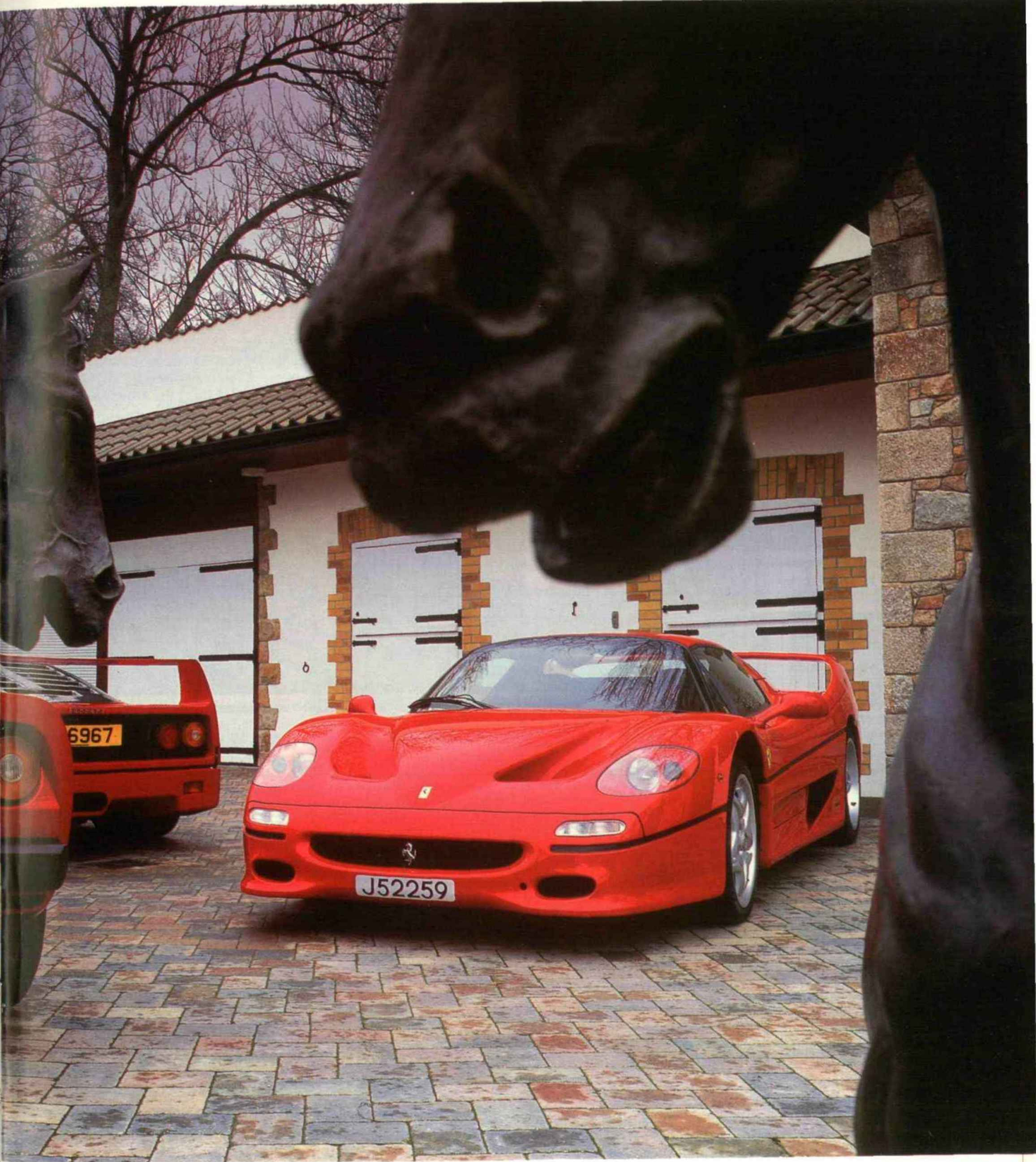
WE CAME ACROSS A CURVE, ARCING UPHILL TO THE right. The brakes were not needed. I watched the F40 as it turned in. There was no squat as it hit the compression before the hill nor discernable roll as it shrieked ahead and away. Cocooned in the GTO, turbochargers whistling gently, I felt the nose dip and the Goodyears squirm just a little before it, too, turned and settled into the corner. Happy the car was once more balanced, I squeezed open the throttle and felt again that thud as 366lb ft of torque rocketed the GTO up the hill and over the crest. It seemed quick to me, in isolation as quick as a road car could go. But the mirror had turned red. Having lost time to the unwanted attentions of other road users, the F50 was back and I, driving a Ferrari GTO, was holding it up.

It was one of those moments that, of all accrued during a day on the road in three such as these, lasted past the sublime warmth and comfort that came with journey's end and lives on in that part of your brain reserved for those memories not to fade. At the time, I didn't know why but I do now: in those few seconds the essential differences between these, the three fastest road cars Ferrari has ever built, became clear.

The island of Jersey, where these three live, has more Ferraris for each of its 45 square miles than most places have post boxes but, with a 40mph speed limit enforced by police and parish officials not noted for their leniency, it's a lousy place to drive such machinery. If you want really to find out what cars such as these can do, it's a good ➤









idea to derive your driving impressions somewhere you cannot break the national speed limit within three seconds of pulling away. This we did.

Freed from the shackles of such legislation, it seems natural at first to treat the GTO and F40 differently from the F50. Indeed, the temptation is to treat the F40 merely as a still-faster GTO. The F40's twin-turbo, 32-valve, quad-cam engine is, after all, no more than a 478bhp evolution of the 400bhp unit fitted to the GTO and both are, in turn, derived from the same V8 motor first fitted to the 308GT4 in 1974. Conversely, the pedigree of the F50's 513bhp, 4.7-litre, 60-valve engine comes from the track, the 65deg V12 having started life in the back of Alain Prost's 1990 Formula One car. As we shall see, these three do not sub-divide with anything like such cosy convenience.

The first surprise is that it is the F50, despite its radical carbon fibre construction, race-derived engine and highest power output of the three, is by far the easiest to drive fast. Cars capable of genuinely doing 200mph, from the McLaren F1 and Jaguar XJ220 to the Lamborghini Diablo, are not devices even the unusually skilled can simply climb aboard and drive both quickly and safely. Each requires considerable experience and understanding if the potentially dire consequences of not knowing their natures are to be avoided. To date, the F50 is the sole exception to this rule. It is a car so sweet-natured that a sane and skilled driver will find, within an hour or so on the right road, that the engine will be howling up to its 8500rpm redline, the tail being prodded a shade out of line on the route away from a second gear corner.

It grips stupendously, enough for a three-seconds-a-lap advantage over the F40 around Ferrari's Fiorano test track despite being clearly slower in a straight line. Yet so predictable is the engine's flow of torque and so progressively does it slide once the 335/30ZR18 rear Goodyears have lost purchase on the surface that even the low-g geared steering provides no problem when rounding it up. Driving it in such a manner is an uncannily stress-free experience.

Further joy lies just where you do not expect it. It is wonderful even when driven slowly, thanks to Ferrari's finest gearchange and a remarkably sensible driving position. The engine, once the bellowing monster, is now a smooth sophisticate keen to show, if you needed telling, that 12 normally aspirated cylinders always have been and always will be the configuration of ideal choice.

**'Ten years ago the F40 provided the biggest buzz of all. To date it remains unrivalled'**

And yet the F50 remains a curious device, one that's unsure of its purpose. On the one hand, it is the most accessible of its sort ever built, one where ease of driving has been as high on the agenda as performance; yet it has been designed with next to no luggage space let alone anywhere to stow the roof when the sun shines. And if you leave the roof in place and you're much over six foot, the F50 is driveable only in extreme discomfort.

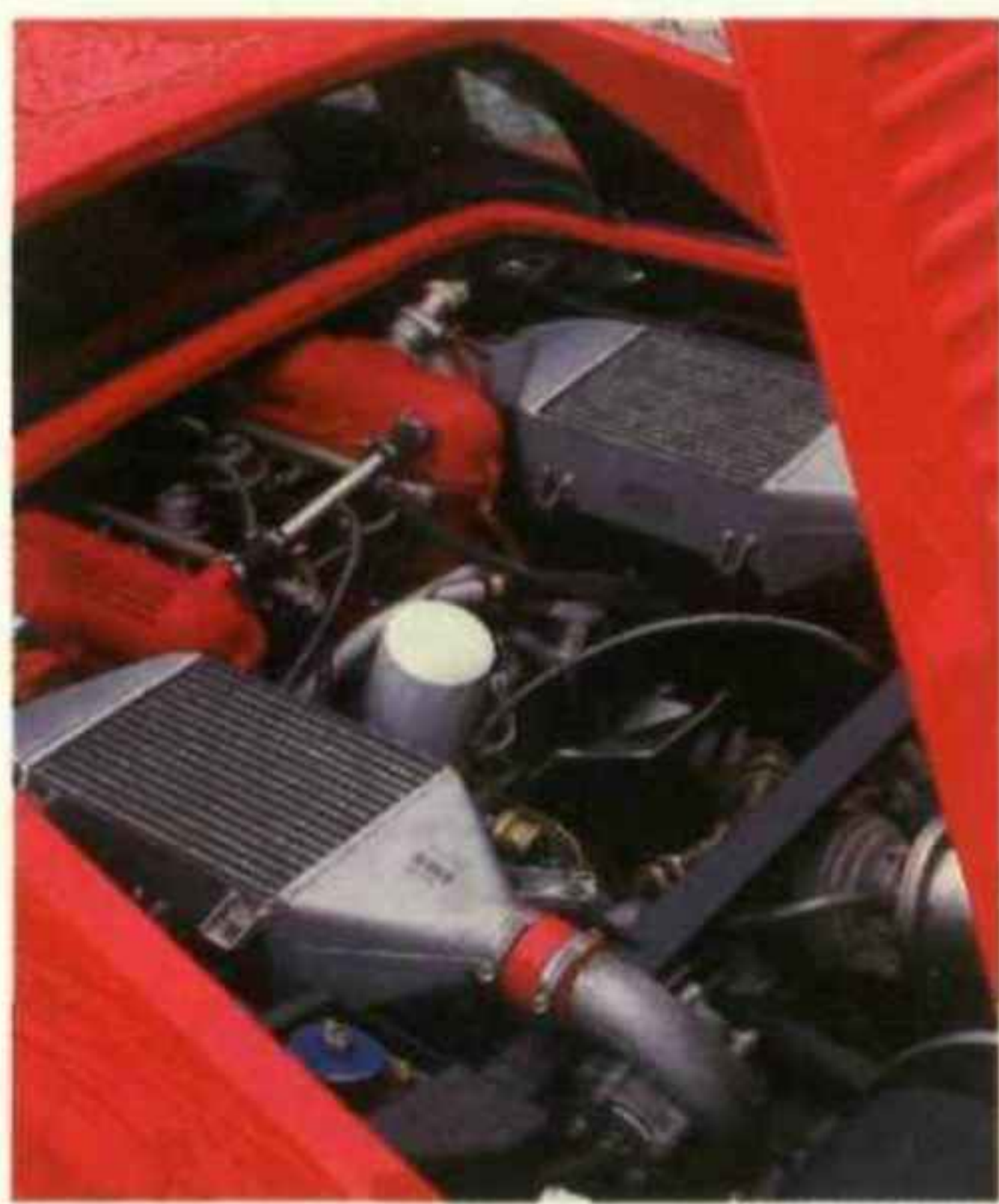
The F40 has no such identity crisis. Ten years ago it provided the biggest buzz the automotive world has ever offered and, in my experience to date, it remains unrivalled. Even the McLaren F1, so much faster though it is, is less likely to make you hyperventilate. It may be only clad in carbon fibre but, make no mistake, the F40 is the real racing car here.

Oddly, the fact that it is more accelerative than the F50 plays no real part here. Pure power to weight mathematics will tell you that, traction and gear ratios willing, if the F50 will reach 60mph in

under 4sec, which it will with contemptuous ease, then the F40 will go a tenth or two quicker. Both need less than 8sec to reach 100mph and, unlike the GTO, both feel rather faster than sense tells you should be right for the public road.

The difference lies in the F40's engine manners. It has none. Recalcitrant, sulky and indifferent to the ear below 4000rpm, when the kick comes from those two IHI turbos, your first instinct is often to lift off the throttle at the same time. Usually you will be right to do so for the F40 will take you to the realm of suicidal lunacy before most fast cars reach the speed limit. Sometimes though, and you pick your moments with care in an F40, the conditions will be right and you will let it run, throwing gear after gear at the engine to see them devoured in an insatiable feeding frenzy. This is a uniquely addictive experience, more savage and concentrated by far than that provided by the urbane F50.

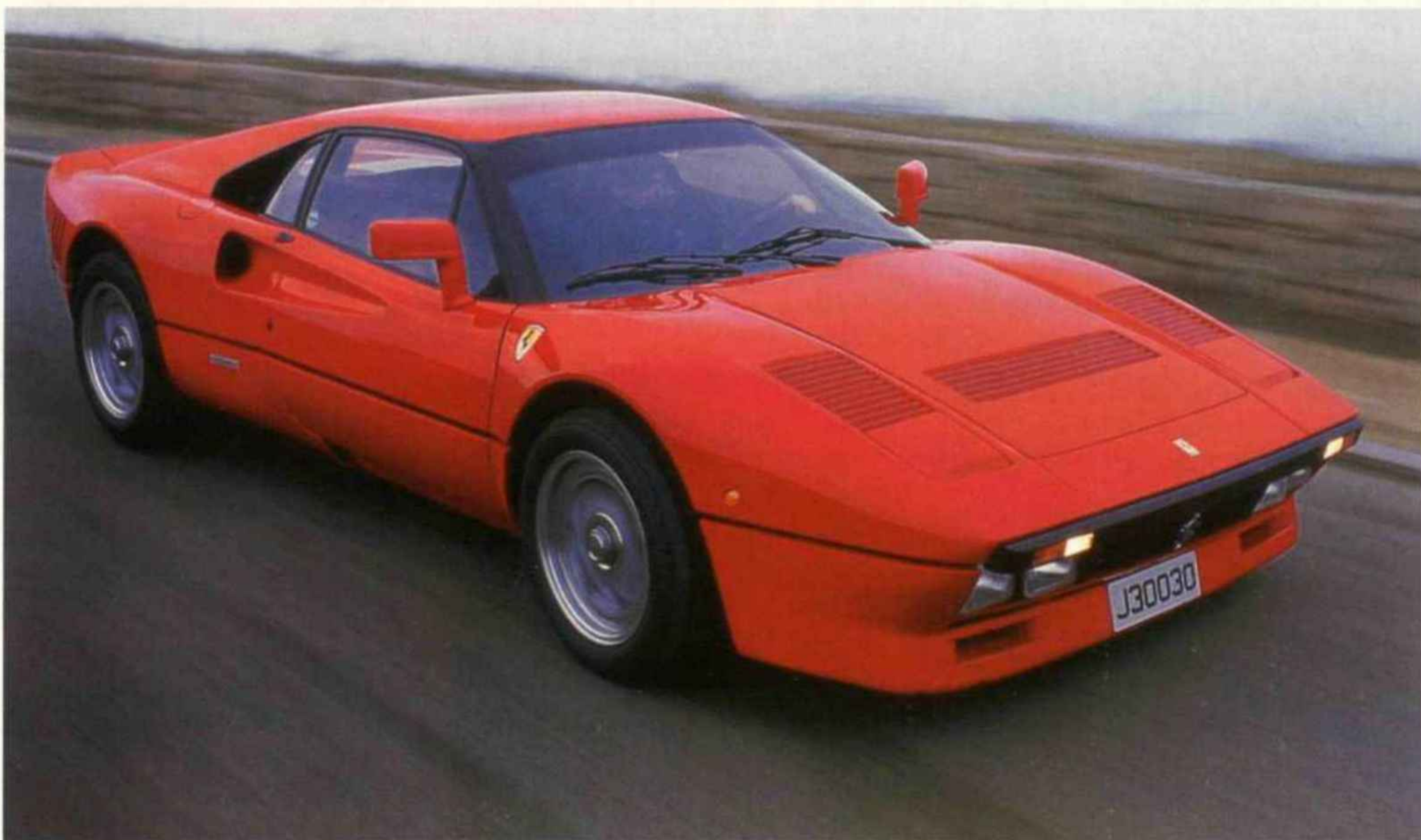
The surprise, then, is the chassis. Remember that is a car from the era where its two-seat stablemates were the Testarossa and 328, both cars that subscribed to the hoary old Ferrari tenet about



*Huge heat exchangers hide engine*



*Classic Ferrari interior features leather seats, electric windows, great wheel*



*Brilliant styling pumps up the 308 look to precisely the right degree. Note bulging arches and quad driving lamps*





*F40 shape is perhaps the most purposeful ever to hit the public road. It means it, too. During its development, one averaged 187mph for 48 hours flat*

buying the engine and the rest coming free: both did strange things on the limit. The F40 does not. No, it won't cuddle you quite like the F50 and, yes, if you abuse the privilege it affords your God had indeed better be a good one; but play it straight and the F40 will not bite. Drench the rear 335/35 Pirelli Zeros with torque in a tight turn and they will kick sideways at considerable speed, but the ensuing catch is easier to judge and execute than you'd credit. In faster curves the wishbone suspension, common to these three and every Ferrari of the modern era, is tuned to make it understeer just a touch while the steering, sublime in both feel and precision, keeps you in lucid touch with conditions underfoot.

Like the F50, the F40 is utterly impractical but at least it doesn't pretend to be anything else. Though it changes gear well and the driving position is suitable for the all-in wrestling often required for driving it fast, the ride is so harsh and the cabin so noisy that it's almost a relief to discover the absence of luggage space, meaning that long distance travel is out of the question.

Remarkably, given its comparatively sober suit, it is the GTO that is the real enigma of this trio. The first thing you should know about the GTO is that, in its own way, it is as captivating as the other two, despite the fact that it would need as much as another second to reach 60mph and a



*Cabin defines the spartan approach but air conditioning is an option*



*Motor can produce 680bhp if asked*

further two to crack 100mph. This has nothing to do with its rarity, though just 272 were built, compared with 349 F50s and perhaps 1100 F40s. It is also, in one respect, very much better than either F-car and, in another, considerably worse.

Climb aboard and the cabin wraps around you like a favourite coat. Where, in the F40 and F50, all you see is bare carbon fibre, the GTO has leather, carpets and even electric windows. Under the bonnet there is space for specially tailored Ferrari luggage. In this respect, it resembles fully the 308 upon which it seems based.

In fact, the GTO has little to do with the 308: only its doors are common to both. It's longer in the wheelbase, wider in the beam and points its engine longitudinally along the bay, not

transversely across it. And unlike the latterly steel 308, the GTO was built using the most advanced composite materials of the day, such as carbon fibre and Kevlar, meaning it was lighter too, by 114kg. It's a special car, at first the most appealing to the eye (though, with familiarity, the F40 will eclipse it) and, you'd suspect, the easiest to drive.

This is not so. The GTO is a car which needs watching, in a way that the F50 and even the F40 do not. Most obviously, it puts a lot less rubber on the road, its 255/50 Goodyear Eagles looking thin compared to the covers boasted by its descendants. That this means less grip and inferior braking is true but not the point. What matters more is that the rear-end breakaway is less predictable despite the inevitably lower speeds at which it occurs. ➤➤



## 50 YEARS OF FERRARI



250LM won Le Mans in '65 yet is technically road legal

### THE ORIGINAL ROAD RACERS

Until these three came along, the greatest era for Ferrari road racers was the early '60s, when the 250GT Berlinetta "Short Wheelbase", the 250GTO and the 250LM hit the road. All were loved by factory drivers and privateers alike; all were used as road cars.

The SWB was closely related to the '58 250GT and had a Pininfarina body built in both aluminium and steel. According to Hans Tanner "perhaps more than any Ferrari before or since, here was a car equally at home on a race track or a boulevard."

In the SWB, the four-speed gearbox was shorn of its overdrive and its 3-litre V12 engine, fed by three double-choke Webers, was boosted from the GT's 220-240bhp to more like 290.

Drive one now and you'll discover what the racers of 25 years ago knew well: the car is sweet-handling, and fast. Its mechanicals were essentially simple.

Suspension was by double wishbones in front and at the rear the car used a live axle on semi-elliptic springs. Brakes weren't brilliant at first but, from 1960, discs became standard.



250SWB started it all with 290bhp

The success of the SWB led to the car which, for many, is the greatest front-engined Ferrari, the 250GTO. The model was aimed at GT racing, and was contentious to say the least.



Essentially, a Testa Rossa with a roof, Ferrari "sold" it to the FIA as an improved Short Wheelbase including items like a five-speed 'box and a dry-sump engine.

No two are identical in shape or specification, yet the GTO has a singularity that's unusual even for a Ferrari. It's a raucous racer with instant responses, a rock-hard ride, the most blood-curdling engine note imaginable and no concessions to road use beyond headlights and a passenger's seat. For many it is the most beautiful Ferrari ever: for me, its lines are the most achingly beautiful ever to clothe a front-engined V12.

The layout of the 250LM, Ferrari's first mid-engined GT, was entirely different. But in its beauty, speed and use of Maranello's Colombo-designed V12 it was in every way the 250GTO's successor.

To drive, it's awesome, still more road-unfriendly than the GTO. More noise and vibration, and the 'box is a pure-race five-speeder. All controls are heavy but there's no problem getting close to the wheel. It's as if they've taken the cockpit from a cramped road Ferrari, trimmed everything in vibrating black tin, moved the engine bulkhead forward a foot, then squeezed the driver under the dash. But when you drive it hard, it comes alive, drifting neatly through the fast stuff as cars did in the mid '60s. Ferrari has produced so many great cars it seems fatuous to sort them into a pecking order. But as racers that could cope on the road, this trio will always be at the top of the pile.

Steve Cropley

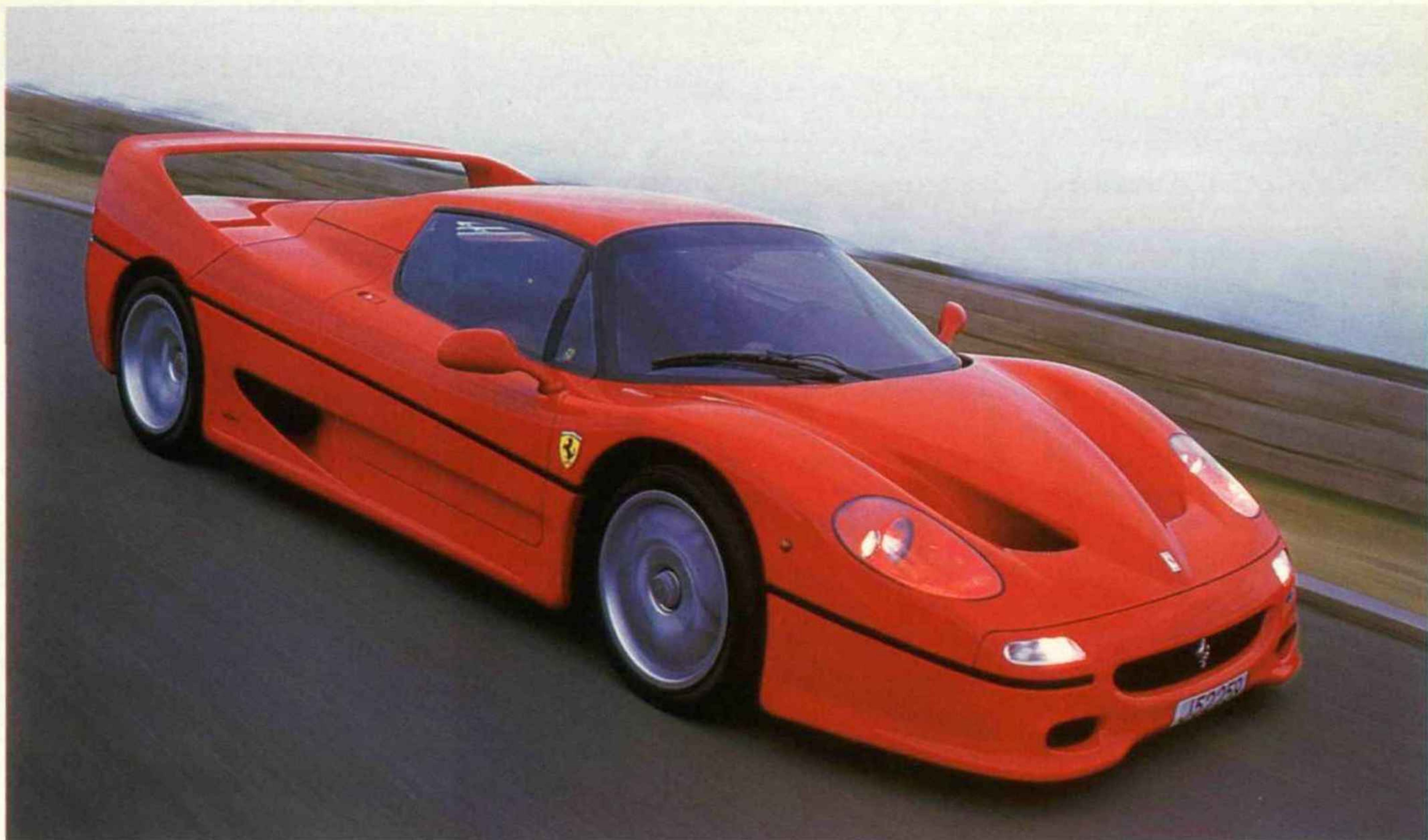
### SPECIFICATIONS

	GTO	F40	F50
<b>Number built</b>	272	1100	349
<b>ENGINE</b>			
<b>Type</b> ... ..	90deg V8, all aluminium, dohc, 4 valves per cylinder ...	90deg V8, all aluminium, dohc, 4 valves per cylinder ...	65deg V12, all aluminium dohc, 5 valves per cylinder ...
<b>Bore/stroke</b> ...	80 x 71mm, 2855cc ...	82 x 70mm, 2936cc ...	85 x 69mm, 4698cc
<b>Fuel injection</b> ...	Weber-Marelli, two IHI turbochargers ...	Weber-Marelli, two IHI turbochargers ...	Bosch Motronic 2.7 engine management
<b>Compression ratio</b>	7.6:1 ...	8.0:1 ...	11.3:1
<b>Max power</b> ...	400bhp at 7000rpm ...	478bhp at 7000rpm ...	513bhp at 8000rpm
<b>Max torque</b> ...	366lb ft at 3800rpm ...	425lb ft at 4000rpm ...	347lb ft at 6500rpm
<b>Specific output</b>	140bhp/litre ...	163bhp/litre ...	109bhp/litre
<b>Power to weight</b>	345bhp/tonne ...	435bhp/tonne ...	417bhp/tonne
<b>Transmission</b> ...	Five-speed, manual ...	Five-speed, manual ...	Six-speed, manual
<b>CHASSIS</b>			
<b>Steering</b> ...	Unassisted rack and pinion ...	Unassisted rack and pinion ...	Unassisted rack and pinion
<b>Brakes</b> ...	Ventilated discs all round ...	Ventilated discs all round ...	Ventilated discs all round
<b>Front suspension</b>	Double unequal length wishbones, coils, anti-roll bar ...	Double unequal length wishbones, coils, anti-roll bar ...	Double unequal length wishbones, coils, anti-roll bar
<b>Rear suspension</b>	Double unequal length wishbones, coils, anti-roll bar ...	Double unequal length wishbones, coils, anti-roll bar ...	Double unequal length wishbones, coils, anti-roll bar
<b>Wheels</b> ...	8 x 16 (f), 10 x 16 (r) ...	8 x 17 (f), 13 x 17 (r) ...	8.5 x 18 (f), 13 x 18 (r)
<b>Tyres</b> ...	225/55VR16 (f), 255/50VR16 (r) ...	245/45ZR17 (f), 335/35ZR17 (r) ...	245/35ZR18 (f), 335/30ZR18 (r)
<b>DIMENSIONS</b>			
<b>Length</b> ...	168.9in ...	174.4in ...	176.4in
<b>Width</b> ...	75.4in ...	78.0in ...	78.2in
<b>Height</b> ...	44.1in ...	44.5in ...	44.1in
<b>Wheelbase</b> ...	96.5in (f) ...	96.5in ...	101.6in
<b>Track (f/r)</b> ...	61.4in/61.5in ...	62.8in/63.2in ...	63.8in/63.1in
<b>Kerb weight</b> ...	2555lb ...	2420lb ...	2712lb
<b>PERFORMANCE</b>			
<b>0-60mph</b>	4.7sec ...	3.6sec ...	3.7sec
<b>Top Speed</b> ...	189mph ...	201mph ...	202mph
<b>KEY ENGINEERING POINTS</b>			
	Engine derived from 308 but has more in common with Lancia LC2 sports racer. Twin turbos blow at 0.8bar through twin Behr heat exchangers. Tubular spaceframe chassis was covered with a body styled by Pininfarina but carbon fibre and Kevlar panels were supervised by Dr Harvey Postlethwaite on secondment from Formula One team.	Engine is enlarged GTO unit, using increased 1.1bar boost pressure in standard form. Larger turbos and minor modifications to the electronics give an instant 680bhp for racing. Structure still based on the GTO with identical wheelbase but with much greater use of carbon fibre which effectively clads the entire structure. The body panels are made from Kevlar.	Engine derived from the 1990 Formula One 640 as driven by Prost and Mansell. As in F1, the motor is fully stressed and, uniquely among road cars, is bolted rigidly to the rear bulkhead. Suspension also uses a race-derived system of pushrods upon which the wishbones act, providing near-horizontal shock absorbers.
<b>IN ONE SENTENCE</b>			
	Exquisite looks, extremely usable and quicker than a 550 Maranello.	In the art of deftly controlled savagery, the F40 knows no peers.	Proves at last that race technology can work on the road.



Maranello's quickest road cars meet for the first time ever on the pages of a magazine. Combined value is in excess of £750,000





*Far from Pininfarina's best effort. Nose is ugly, the tail too heavy but at least the shape has real Ferrari purpose. Engineering, at least, is beautiful*

What might be an amusing shrug in the F50 or a joyously self-contained slide in the F40 has the potential to prove a serious moment in the GTO.

All this means is that you treat the GTO with more caution and make sure everything is pointing in the right direction before letting it rip up to its 7700rpm redline. Driven thus, it is a ceaseless pleasure and, thanks to its ability to transport its occupants in comfort, one which is likely to last longer on each occasion than either F40 or F50.

It is a fair measure of these cars to note that Ferrari's fastest new flagship, the 550 Maranello, lacks the power to weight ratio of the slowest car here, the 13-year-old GTO. Even among Ferraris, these three are as special as Ferraris among Fords.

Choice says you would, of course, have all three.

For while they were never contemporaries, none represents a merely updated version of another. You'd have the GTO for flashing down the South of France, an F40 for that short-duration kick, as likely on the track as anywhere else, and an F50 for sublime day trips on the finest roads in the land.

Deciding which is best is therefore not an issue. Depending on your purpose, one will inevitably prove more suitable. Technically, however, I admire the F50 most. Visually it's not a patch on the older cars but its aim to provide 200mph performance in an unfailingly user-friendly package is not just worthy but also executed with stunning success. In addition, the use of that V12 motor lends it a pedigree no other contemporary can match.

After such an experience, it would be easy to

sound patronising about the GTO, dynamically inferior in every way to its successors as it is. Yet even in this company, it makes a fine case for itself as a beautiful, usable supercar with performance, lest we forget, which would still leave almost any conventional supercar made today choking in its dust. Flawed it may be, utterly desirable it is too.

Which leaves the F40, least rare and, in today's market, cheapest by far. It is also the quickest and, by an unlikely factor, the most exciting. This is important. When you look at these three fastest Ferraris, it is clear each has a different agenda. So, in the end, you resort rightly to your own agenda and judge what is the most important commodity that such cars should provide. It is a personal thing but, as I asked myself the question time

after time, excitement came back as the answer. And it is in its ability to generate such excitement yet leave behind the fear which so often follows that makes it unique, not simply among such stablemates but also among all road cars.

Enzo Ferrari always used to say that the finest Ferrari was the one he had not yet made. It is fitting therefore that, among all the wondrous road cars he built, there is none finer than the F40. It was the last one he saw. ■ Our sincere thanks to the staff of Melbourne Garage (01534 862709), sole importer of Ferraris into the Channel Islands, for helping to make this feature possible.



*Great interior, shame about the headroom. Gearchange among the best*



*4.7-litre V12 has 60 valves, 513bhp*







# Red Lions

**ENZO FERRARI WAS THE LEAST SENTIMENTAL MAN IN RACING. EVEN SO, SAYS SHAUN CAMPBELL, HE HAD A CURIOUS AFFECTION FOR BRITISH DRIVERS**

ENZO FERRARI'S RELATIONSHIPS WITH THE MEN WHO drove his cars were often difficult to follow, let alone fathom. Like much about the man, it is surrounded in a haze of self-induced mystery and enigma. But while it remains far from clear precisely what the Old Man did in terms of the day-to-day running of the racing team, one thing is known for certain: he chose the drivers.

Ferrari expected certain things of the men who drove his cars. Winning races was high on the list, never criticising the machinery came close. Ferrari liked brave drivers... but uncomplaining ones. Publically, as far as nationality was concerned, he seemed not to give a fig. The marque's first World Championship Grand Prix winner was Froilan Gonzalez of Argentina. Its last World Champion was a South African – Jody Scheckter. Between and since, the *tifosi* have cheered on drivers from all over the world: Gilles Villeneuve from Canada, Phil Hill and Mario Andretti from the USA, Chris Amon from New Zealand, Niki Lauda from Austria.

But even given Ferrari's predilection for the pragmatic over the patriotic, it's curious to see how many Britons were among the chosen. For much of the post-war period, grand prix racing was taken seriously only by Britain and Italy – they were direct, sometimes bitter rivals – yet this most Italian of teams often looked to Britain for drivers. Could it be that the Old Man actually harboured a sneaking affection for Britons? So many of his appointments seem to have been made by a man with no room for anything but business in his head. But just a few, such as those which follow, seem to have come from the heart.

Ferrari's first British winner was the great Peter Whitehead. Although generally remembered more for his 1951 victory at Le Mans – Jaguar's first – he drove a privately entered Ferrari 125 to victory in the 1949 Czech Grand Prix at Brno. It was hardly the most important or prestigious race of the season, but Whitehead had come within a whisker of upholding Ferrari's honour in the rather more celebrated Grand Prix de France just two months earlier. He was leading when he started the last lap but the gearbox jammed in fourth and he lost two places, handing victory to the 50-year-old Louis Chiron and his rumbling Lago-Talbot.

But it was Mike Hawthorn who really set the trend. It's hard to imagine how such a man would have fared in today's scene until you realise that he almost certainly wouldn't have got very far. The PR men wouldn't have allowed it.

The bow-tie-wearing 23-year-old came to Ferrari's attention in 1952 when his antics in a nitro-methane-boosted Cooper-Bristol were indeed hard to ignore. After watching Hawthorn ➤

*Enzo Ferrari did not respond well to criticism of his cars – oddly, however, the flamboyant and temperamental Mike Hawthorn got away with it*

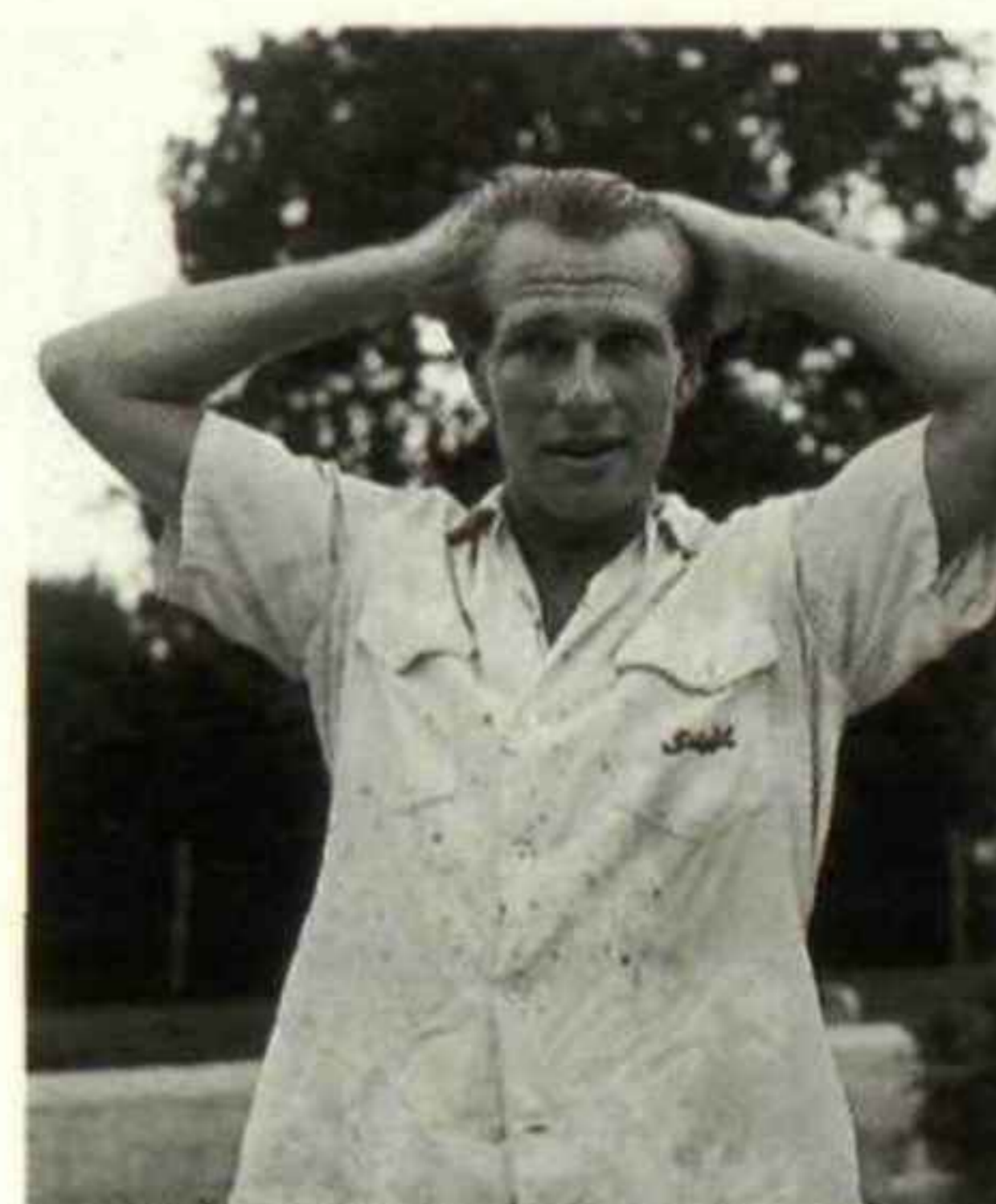




**PETER WHITEHEAD**  
 Ferrari's first British grand prix driver  
 Won 1949 Czech Grand Prix



**MIKE HAWTHORN**  
 World Champion, 1958  
 Beat Moss by a single point



**PETER COLLINS**  
 Gave up '56 Championship  
 Died during '58 German GP

provide practically the only thing that could call itself opposition that year, Ferrari offered him a works drive for 1953. Hawthorn took it and responded with an epic victory in the French Grand Prix at Reims, beating Fangio's Maserati after a race-long slipstreaming and out-braking battle.

Ferrari liked and even indulged Hawthorn, accepting him back in the team after a two-year sabbatical with BRM and Vanwall, and, quite incredibly, replying meekly to some distinctly crabby letters about the state of the machinery.

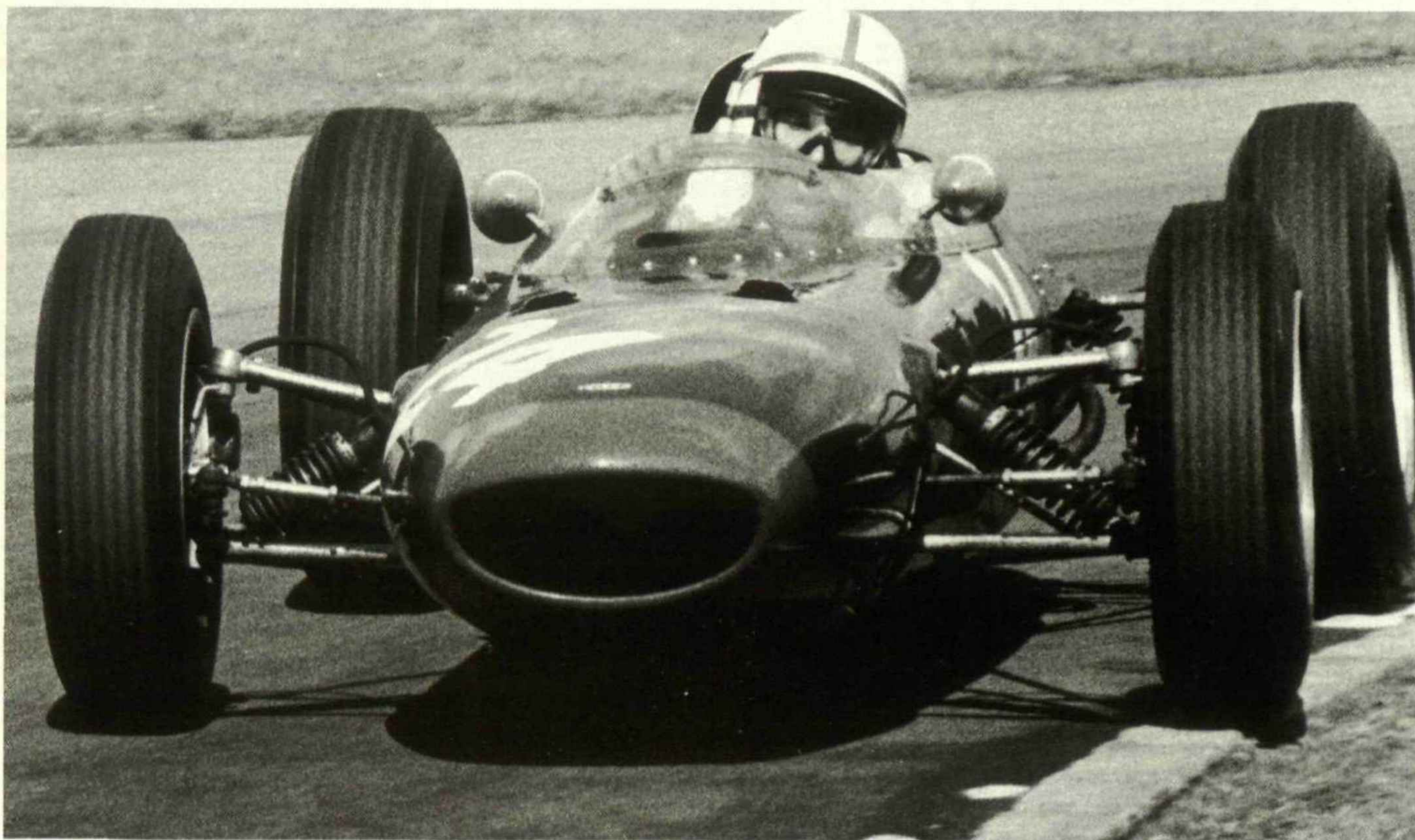
And yet Hawthorn was a marketing man's nightmare. He was a practical joker and not one unduly

worried about what others thought of him. Also, he was dragged into a 1950s' equivalent of a trial by tabloid when it was revealed that a kidney complaint made him unfit for National Service, a decision many found hard to reconcile with his ability to race. And for a foreign team.

What mattered to Ferrari, though, was that Hawthorn could deliver the goods on the track. He was notoriously hard on his equipment and had the occasional off-day but, most of the time, he could be depended upon to turn up, get in the car and give it everything. Hawthorn, certainly at the start, had an uncomplicated attitude towards

driving for Ferrari and this demeanour made him much favoured as a result.

Peter Collins was next in line, joining Ferrari in 1956 partly through the recommendation of his friend. A less forceful, though perhaps more forgiving, driver than Hawthorn, Collins had the good fortune to strike up a friendly relationship with Mrs Laura Ferrari. That, plus the fact that he had quickly proved a race winner, must have helped when he handed over his car to Juan Manuel Fangio in the Italian Grand Prix that year. Ferrari's own relationship with Fangio was brittle and Collins's decision to support the team's top



*John Surtees at first refused Ferrari's overtures in '61, eventually signing the following year. Power-games led the ex-bike champion to jump ship in '66*





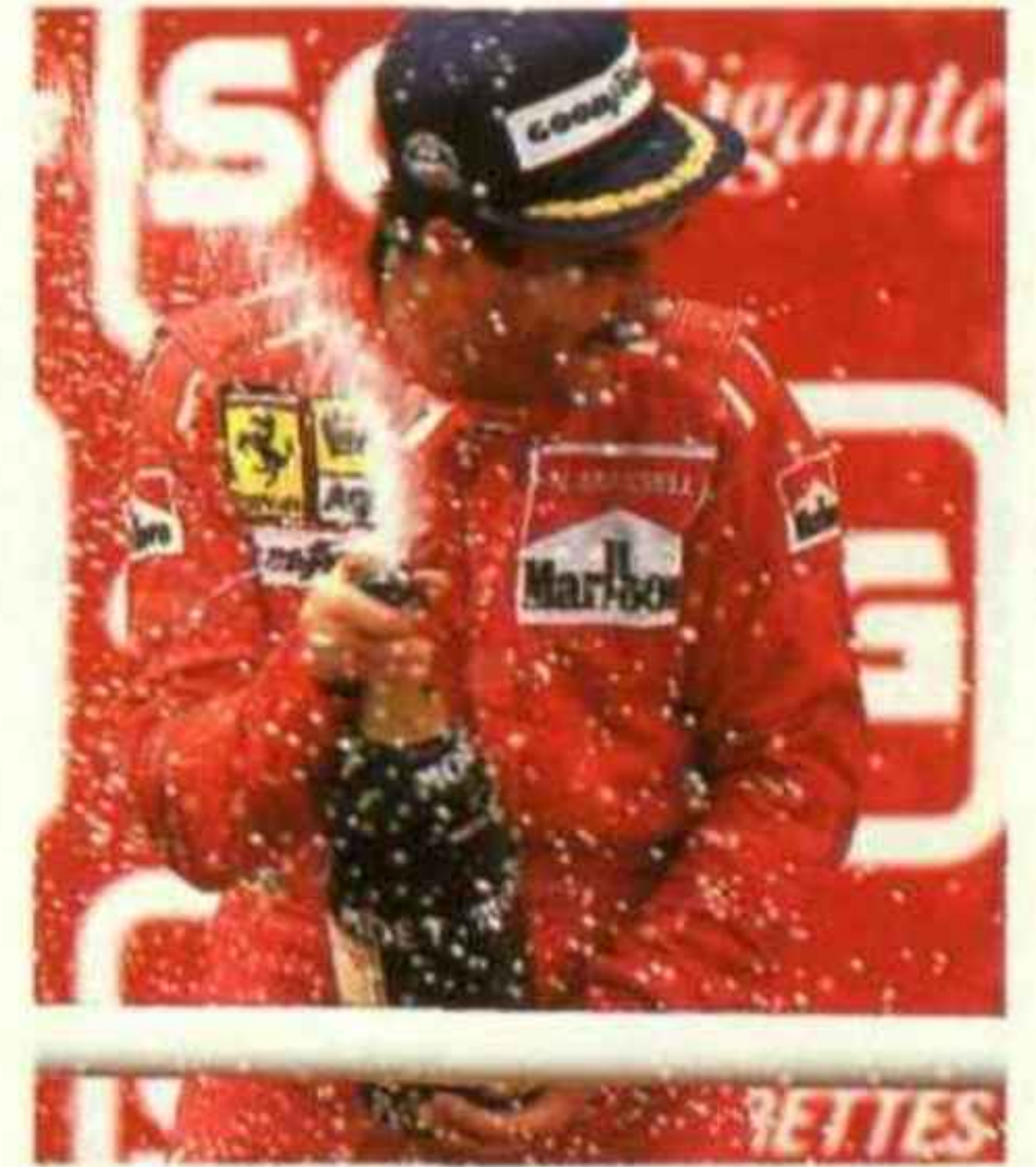
**TONY BROOKS**  
Challenged hard for '59 title  
The most underrated of all



**JOHN SURTEES**  
World Champion in 1964  
Walked out after four seasons



**MIKE PARKES**  
Second in 1966 French GP  
F1 career ended at Spa, '68



**NIGEL MANSELL**  
Works driver, 1989-90  
The last driver Enzo hired

driver at the expense of his own chances of winning the championship was not necessarily the right one as far as Enzo Ferrari was concerned. What *really* mattered to Ferrari was that one of his cars won, not who was driving it. The only true number one at Ferrari was Ferrari himself.

The Hawthorn-Collins affair with Ferrari ended catastrophically. In 1958, when the Scuderia was fighting tooth and nail with Vanwall, Ferrari began to put a little pressure on Collins. There was the suggestion that he was more interested in his new wife, Louise, than in racing.

Before the French Grand Prix the team manager, Romulo Tavoni, told Collins that he would only be driving in the Formula Two support race that weekend. Collins made it clear that he wasn't having any of it, Hawthorn backed him to the hilt and Tavoni changed his decision. Hawthorn won that race and two weeks later Collins should have dispelled any doubts about his commitment with a convincing win in the British Grand Prix. But, in the next race, the German Grand Prix at the Nürburgring, Collins made a mistake trying to hold back Tony Brooks's Vanwall, lost control and was killed. Hawthorn became World Champion but quit the sport at the end of the season, much to Ferrari's disappointment. Within a few months, he too, was dead.

It ended in tragedy but, again, it was to Britain that Enzo Ferrari turned for driving talent in 1959. Tony Brooks won races for the team and put up a tough battle for the championship in a car that was being made rapidly obsolete by the mid-engined Coopers. But Brooks never really fitted in. In the year that he drove for the team he met Enzo Ferrari personally just two or three times and formed the impression only of a figure who was too remote to be truly effective.

John Surtees was another driver who found the politics of Ferrari more than he could tolerate, although he enjoyed the most successful years of his racing career with the team. He was first approached in 1961, his first full year of racing cars after switching from motorbikes. The original call came from an intermediary – an accessory manufacturer with whom Surtees did business. Sufficiently intrigued, Surtees flew to Milan where

he was met by an acquaintance from his motorcycling days, Dr Fabietti of the Shell Italian company. The following day, Surtees met Enzo Ferrari at his Modena office, which he remembers in his autobiography as a mellow, almost musty, room full of historical trophies and photographs. It was the only time he saw Ferrari in that office; generally they met at Maranello.

On this occasion there were no formalities, just a cursory greeting and a statement delivered through an interpreter. "I would like you to drive for us next year: Formula One, sports cars and anything else we might decide to race. Here's the contract."



### THE OTHER BRITISH F1 DRIVERS

**Reg Parnell** was not strictly a works driver but raced Tony Vandervell's Ferrari 375 'Thinwall Special' to fourth place in the 1951 French Grand Prix.

**Roy Salvadori** made a one-off appearance for Ferrari when he finished eighth in the 1952 British GP.

**Cliff Allison** joined the Ferrari grand prix team in 1959 with Tony Brooks but with little success. In 1960 he finished second in Argentina but crashed out of practice and his Ferrari career at Monaco.

**Jonathan Williams** was drafted into the team for the 1967 Mexican GP. He finished eighth describing the experience as "a bit of a waste of time".

**Derek Bell** (above) made his grand prix debut at Monza in 1968, retiring after five laps. Drove again at Watkins Glen but again failed to finish.

**The ones that got away** included Stirling Moss, who Ferrari so wanted in his team that he was prepared to let him race in 1962 under Rob Walker colours. The plan, along with Moss's career, ended at Goodwood. Innes Ireland was considered that year too, but was contracted to BP while Ferrari used Shell. Both drivers won Tourist Trophy races in Ferraris though, Moss in 1960-1 in a 250SWB, Ireland in '62 in a 250GTO.

Surtees wanted time to think and, when he had thought about it, said no. He reckoned he did not have sufficient experience to cope with Ferrari at that stage in his career, that they were complacent about the opposition they would face from British teams in 1962 and that they had far too many drivers on their books already.

It was a spot-on judgement. Ferrari, World Champions in 1961, were also-rans in the following year and the team was split when chief engineer Carlo Chiti and several of the technical staff walked out to form a (disastrous) breakaway team. Ferrari, in a rather more humble mood, approached Surtees again at the end of 1962 and this time he agreed. Few men indeed had turned down a Ferrari contract and then been asked again.

Surtees was finally driven to distraction by team manager Eugenio Dragoni, who he felt favoured the Italian driver, Lorenzo Bandini. A bust-up became inevitable early in 1966 when Surtees found that Ferrari's new 3.0-litre V12 bore little resemblance to the one he was reading about in the Italian press. The papers were saying his car had 360bhp and that he would walk the championship, Surtees reckoned that it was more like 270 and that they had real problem. He was, of course, right, but it seems that no one wanted to hear it. Frustrated, Surtees quit the team.

"Certain things were discussed during that meeting [with Enzo Ferrari] which to my mind showed that he felt very hemmed in by the whole situation." And that is the only clue from Surtees as to what was discussed that day. However, he also says that, shortly before his death, Ferrari conceded that it was an opportunity lost.

Enzo Ferrari didn't live to see his last British driver, Nigel Mansell, race his cars, but his time followed a familiar pattern: honeymoon followed by disenchantment. Mansell had the qualities Ferrari looked for (courage, passion, a fighting spirit behind the wheel) and those Ferrari liked least (a propensity to criticise the equipment and the desire for number one status). Much more in the true Enzo Ferrari style is Ulsterman Eddie Irvine. Here's a driver as close to the Hawthorn mould as the '90s will permit. It's good to know that some things don't change. ■





*May 11th, 1947, Piacenza: Ferrari's race debut in the hands of Franco Cortese. It won in Rome on its next outing*





# In the beginning...

**THERE WAS ENZO, AND ENZO CREATED THE 125 AND THE WORLD WAS MADE GOOD. PETER ROBINSON DRIVES THE FIRST FERRARI**

PERHAPS IT'S EXPECTING TOO MUCH to hope that the 125 looks like a Ferrari. Truth is, apart from the small black-and-yellow badge above the smaller of its two grilles, the first Ferrari is visually indistinguishable from many of the sportscars introduced in that first flush of creativity after the fighting stopped in Europe.

The visual link with the pre-war designs is obvious: the front guards still sweep back from the front wheels and — like the headlights protruding from the body on either side of a simple yet heavy-handed grille — have yet to be merged into the flanks. Felice Bianchi's "Superleggera" design for Touring of Milan is uncomplicated: it lacks bumpers, has but one door (for the passenger; the driver climbs over a lowered panel), and a tiny flyscreen.

The 125 is more aerodynamic but perhaps rather less pretty than the Auto Avio Costruzione 815, the car built by Scuderia Ferrari in 1940 for the Mille Miglia but not badged Ferrari because of a contractual obligation to Alfa Romeo, Enzo's former employers.

But the family resemblance ends when you open the bonnet. Where the 815 was powered by a 1.5-litre straight eight Ferrari created using as many Fiat bits as possible, in the 125's engine bay you gaze upon a powerplant profoundly different in all except capacity. But then Enzo Ferrari perfectly understood the makings of a legend.

"I have always loved V12 twin-six engines, ever since I saw photographs of the first V12 Packard at Indianapolis back in 1914," he would explain in his autobiography *My Terrible Joys*. "I have always loved the song of the 12 and I must confess that it was the fact that, at the time, only one company in the whole world made V12 engines ➤➤





# Graypaul



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One of only eight built by D.K.Engineering in the 1980's. This vehicle is in perfect condition. £95,000

## FERRARI

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94L 456 GT	.....9T	£117,000
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84A 512 BBi	.....22T	£65,000
62 TESTAROSSA	.....73T	£95,000
91H TESTAROSSA	.....4T	£66,500
89F TESTAROSSA	.....10T	£58,000
89G TESTAROSSA	.....19T	£56,000
89F TESTAROSSA	.....13T	£55,000
95M F355 BERLINETTA	.....4T	£88,000
95M F355 BERLINETTA LHD	.....9 KMS	£67,000
95N F355 GTS	.....3T	£94,000
97P F355 SPIDER	.....DEL	£105,000
96N F355 SPIDER	.....2T	£99,000
NEW 348 SPIDER LHD	.....DEL	£58,000

94M 348 SPIDER	.....5T	£71,000
94L 348 SPIDER	.....11T	£68,500
91H 348TS	.....5T	£55,000
91H 348TB	.....2T	£55,000
90H 348TS	.....15T	£50,000
89F 328 GTS LHD	.....11 KMS	£40,000
84B 308 GTS	.....25T	£35,000
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## 50 YEARS OF FERRARI

that drove me to imitate them.”

These are not the words of a modest man. Nor should they be taken as accurate. Yes, Packard did build V12s but of far greater importance to Ferrari's decision were the various V12s that Vittorio Jano designed for Alfa's Scuderia Ferrari racing team during the '30s.

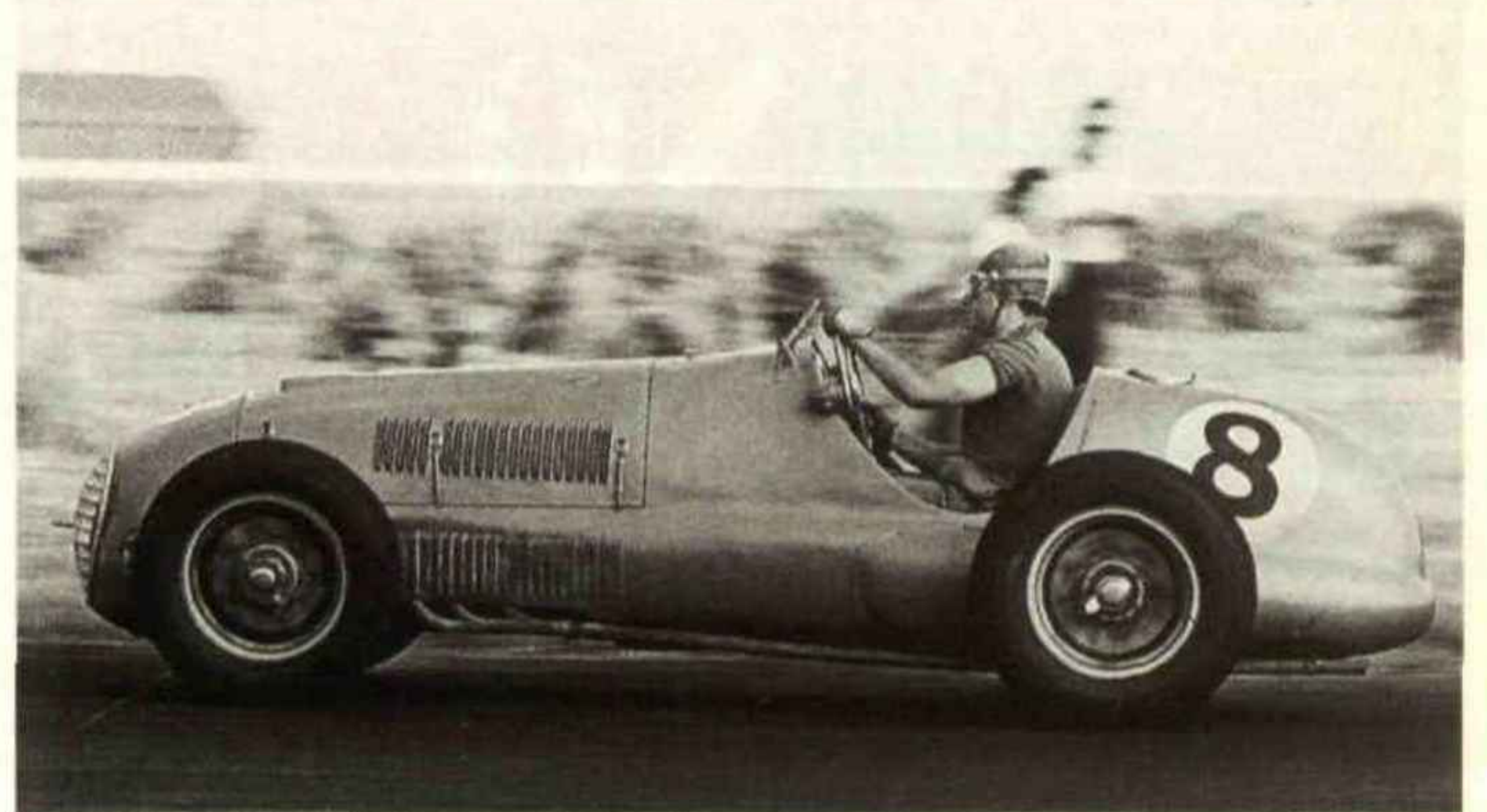
Whatever the motivation, Ferrari determined that his first car would use a small-capacity V12. He engaged Gioachino Colombo, the designer of the Alfetta 158, to create the sports car, though ultimately it was Aurelio Lampredi who must be

credited with developing Colombo's basic design into the progenitor of the entire Ferrari V12 family.

Ferrari's simple brochure for the 125, entitled *Programma di fabbricazione*, for 1946/47 lists three versions of the 125: Sport, Grand Prix and Competition.

Ferrari's priorities were already clearly defined. Indeed, the first 125s actually came with racing cycleguards. Nor did these early cars bother with a speedo.

The 125 I drove is a replica of the original, faithfully, lovingly created from the original engineering draw-



125 GP car used supercharged, 280bhp motor. Ascari won 1949 Italian GP



Cabin has vintage feel. Five-speed gearbox behaves well, clutch is savage

ings by the apprentices at Ferrari Engineering in the late '80s. When it's not living in the Galleria Ferrari museum, in via Dino Ferrari, midway between the Maranello factory and Ferrari's nearby Fiorano test circuit, the 125 is occasionally pulled out and driven, mostly at Fiorano.

True to its heritage, Ferrari chose to duplicate the competition engine of the first 125s for the replica (engine number 01/88), so the tiny 60deg V12 with a single overhead camshaft per cylinder bank – and featuring a then unusual oversquare bore of 55mm against its 52.5mm

stroke – is fed by three Weber 28DCF carburetors to give 118bhp at 6800rpm on a 9.5:1 compression ratio. The Sport had a single 30DCF carb and developed just 72bhp at 5400rpm, and the Gran Premio an unspecified output at 8000rpm.

In 1947, 79bhp per litre from a normally aspirated V12 was an astonishing achievement and, combined with a weight of just 750kg, it promised serious performance. Yet today the 125 also feels tractable and remarkably smooth too, perhaps because the replica enjoys the benefits of modern metallurgical skills. ➤



The recreated 125 trying hard around the Fiorano test track. The V12 engine is remarkably strong and willing but the chassis is crude. Sound familiar?



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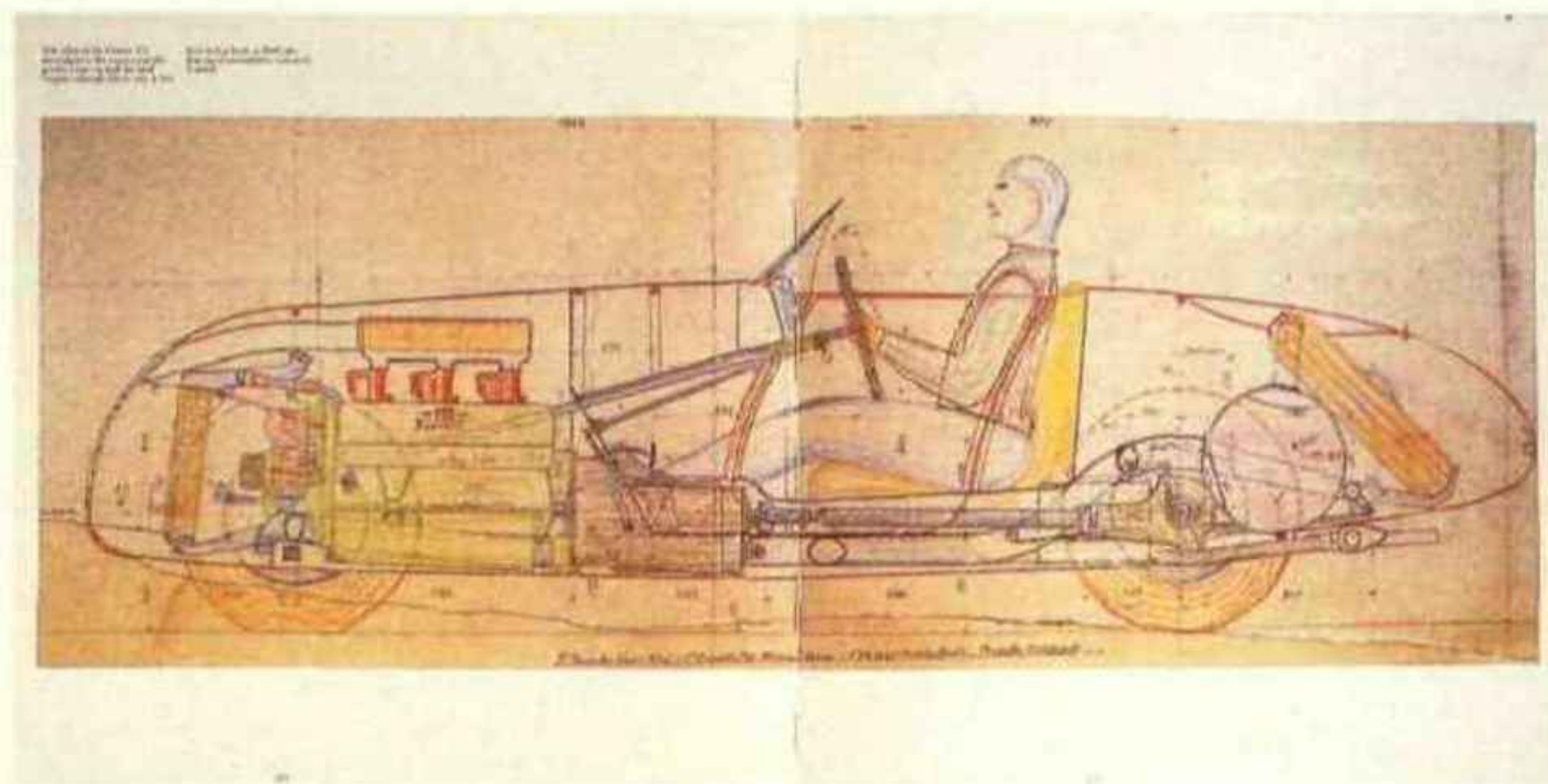
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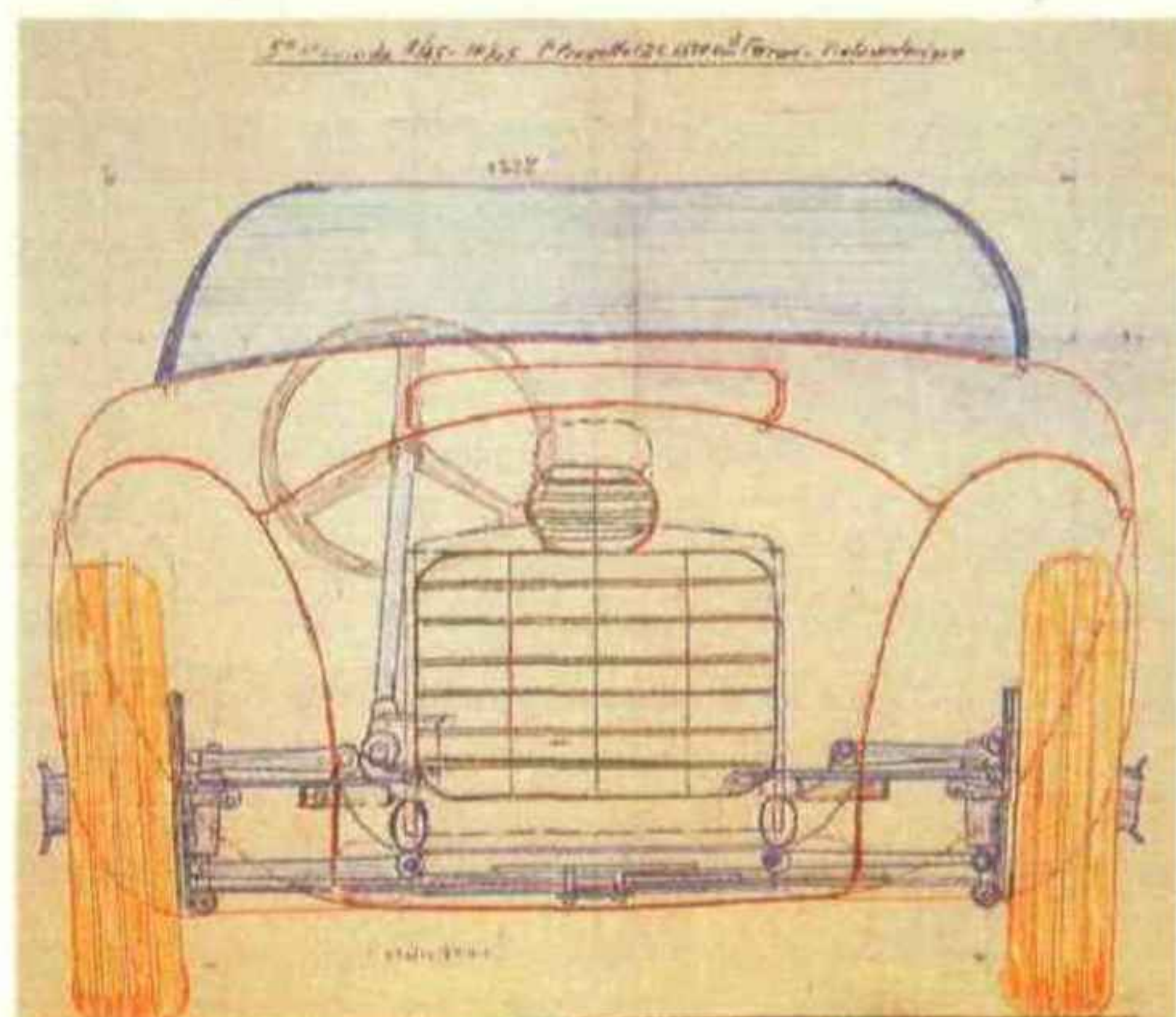
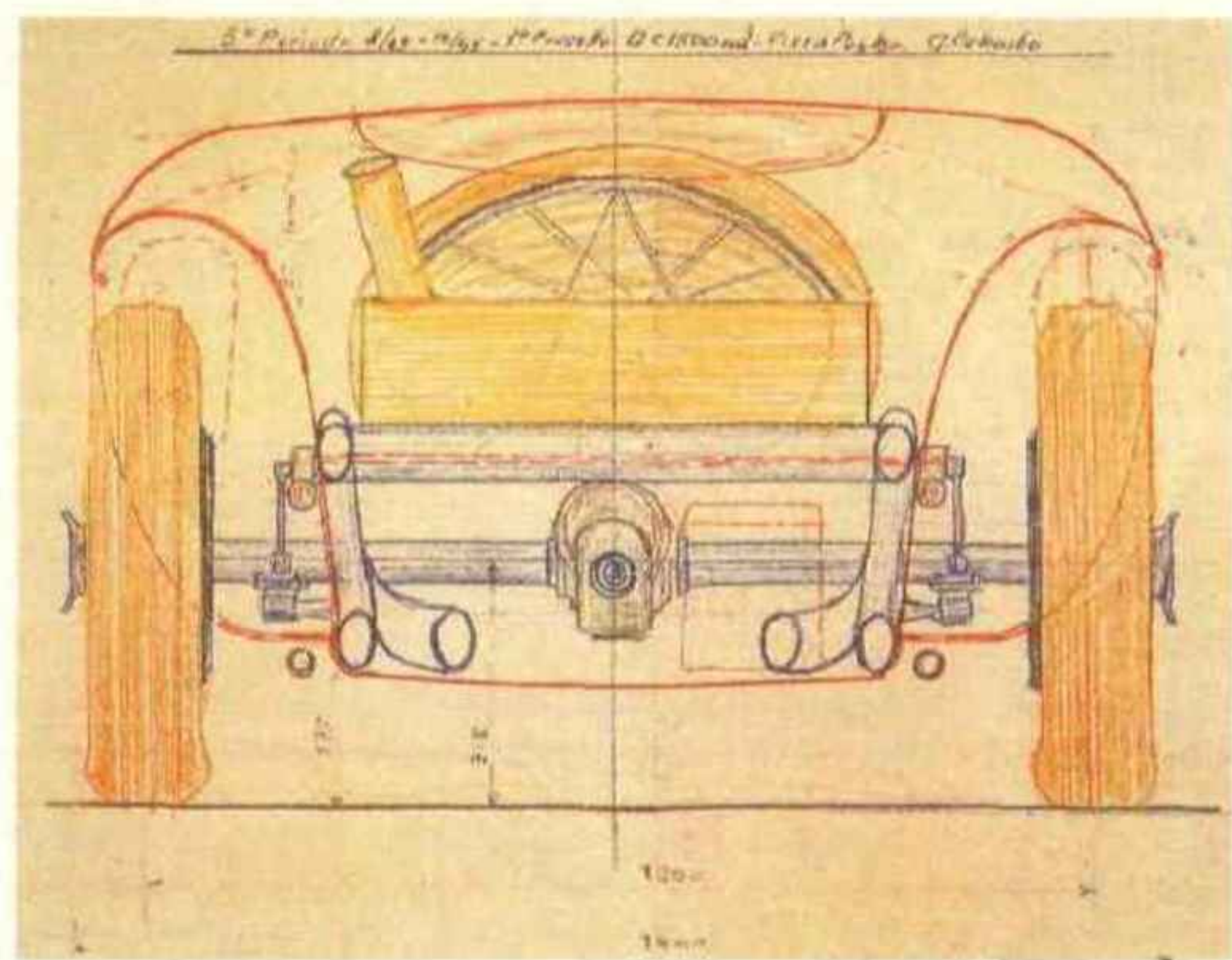
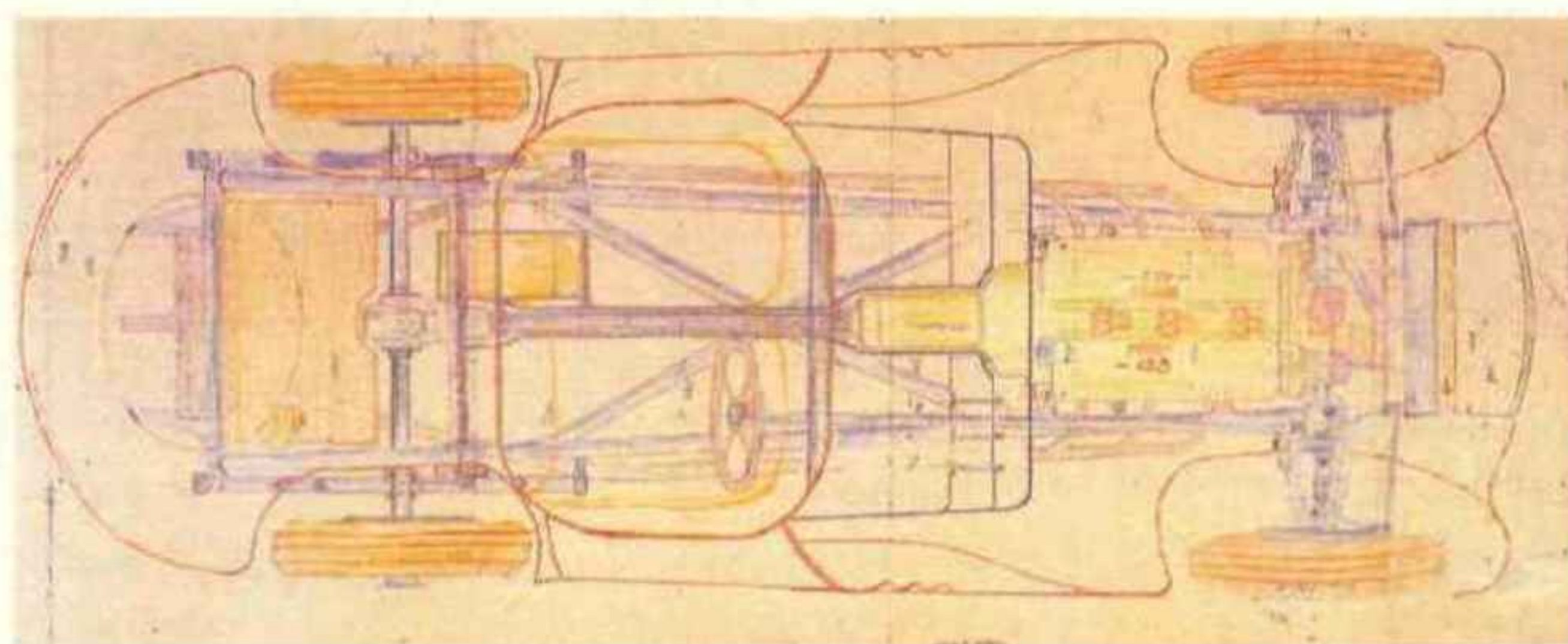
WANTED

WANTED





*These are Gioachino Colombo's original drawings of the 125, penned in the summer of 1945. The car they show is, like many that followed, an essentially simple device. Note (above) the engine and gearbox occupying over half the wheelbase and the simplicity of the double wishbone front suspension and live rear axle in the plan view (below)*



Clutch aside, there is nothing complicated about driving the first Ferrari. The clutch is finicky as befits Ferrari's reputation through the first decades of its existence – its travel is about as short as the reputed life of the clutch plate. Inevitably, it's spring-loaded and, therefore, either in or out with no margin for error. I reckon even Schumacher would be troubled persuading the 125 to move off smoothly, first time out. I'll admit to stalling three times before the 125 finally stumbled out on to Fiorano.

The mechanically driven rev counter needle fluctuates around 850rpm when idling and then jerks around the dial in 500rpm segments. Feed the power in progressively and the engine pulls willingly; too much accelerator and it hiccups. Nor does it feel especially strong, at least until the revs pass 2500rpm. Only then does the energy and character of the engine justify Ferrari's faith in the daring concept of a V12.

From 2500rpm to my self-imposed 6000rpm limit – Ferrari says the 125 regularly goes to 7000rpm – the engine is eager and the performance spirited, stirring, surely, by the standards of 1947. More than the power, though, it is the V12's instant throttle responses that make the 125 such a joy to drive. It's obvious, and not just from the benefit of hindsight, that there is rather more development in the engine than the chassis.

Gear changing isn't helped by the awkward angle of the clutch and brake pedals that protrude up through the floor while the throttle hangs from above, making heel and toe changes all but impossible. Still, the long gear lever, linked to a five-speed 'box with synchro on the top four ratios, shifts positively as it moves up the gears. Coming down a cog is less easy and demands trial



*Tiny Colombo V12 puts out 118bhp*

and error before you can co-ordinate engine, clutch and gears to prevent the new ratio arriving with a bang and a chirp from the rear wheels.

Lovely though the three-spoke alloy and wood-rimmed steering wheel is to the eye, it's connected to the front wheels via a simple worm and peg system. Unsurprisingly, the steering is direct but it also loads up as the front wheels generate lateral forces and suffers from excessive friction, so that it sticks if any position is held for more than a second or two. Nor do the brakes feel especially powerful or consistent.

The crude suspension – unequal length A-arms at the front with a transverse spring, and semi-elliptical leafs at the back with an anti-roll bar running across the frame through one of its tubes – doesn't cope well with bumps. Nor do the 5.50-15 Pirelli tyres generate much adhesion, even on a smooth surface. It's the rear boots that let go first, progressively and with plenty of warning. On a wet circuit... well, those early Ferrari drivers were brave men.

Like many later models, the 125 illustrates Ferrari's ingrained, unspoken philosophy of a great engine in search of a chassis of equal ability. ■



*The 125 is no beauty but, from this angle, its shape is not without appeal*



ANYONE WILL TELL YOU THAT FERRARI IS SPECIAL. SOME ARE MORE QUALIFIED THAN OTHERS TO COMMENT

# The F-philes



STIRLING MOSS

A difficult bastard, for whom I have great respect. I don't think any of his cars ever caused a driver's death, but they gave pleasure to many of us who raced them. He has contributed as much to our sport as any man; may the name live and be admired forever.

\* \* \* \*



KEN TYRRELL

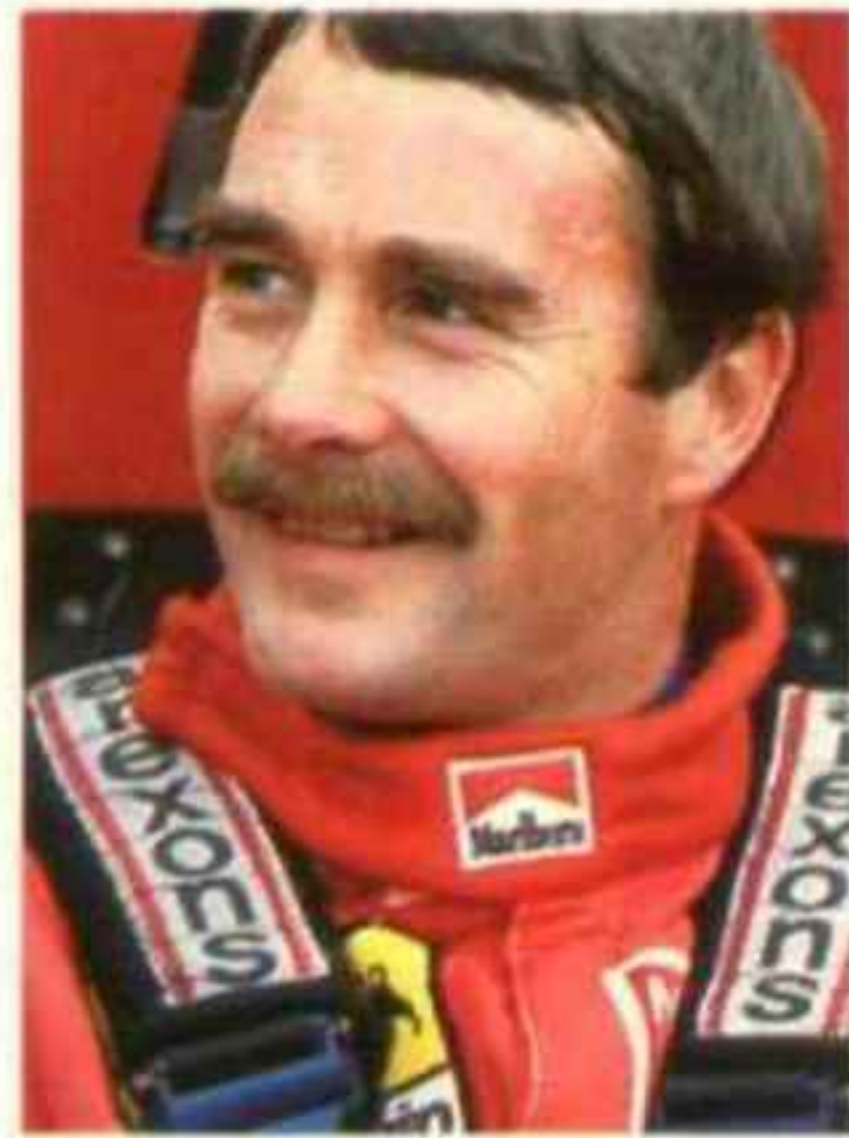
Ferrari is Red; Ferrari is the Italian motor industry; Ferrari is Italy.

\* \* \* \*



TOM WHEATCROFT

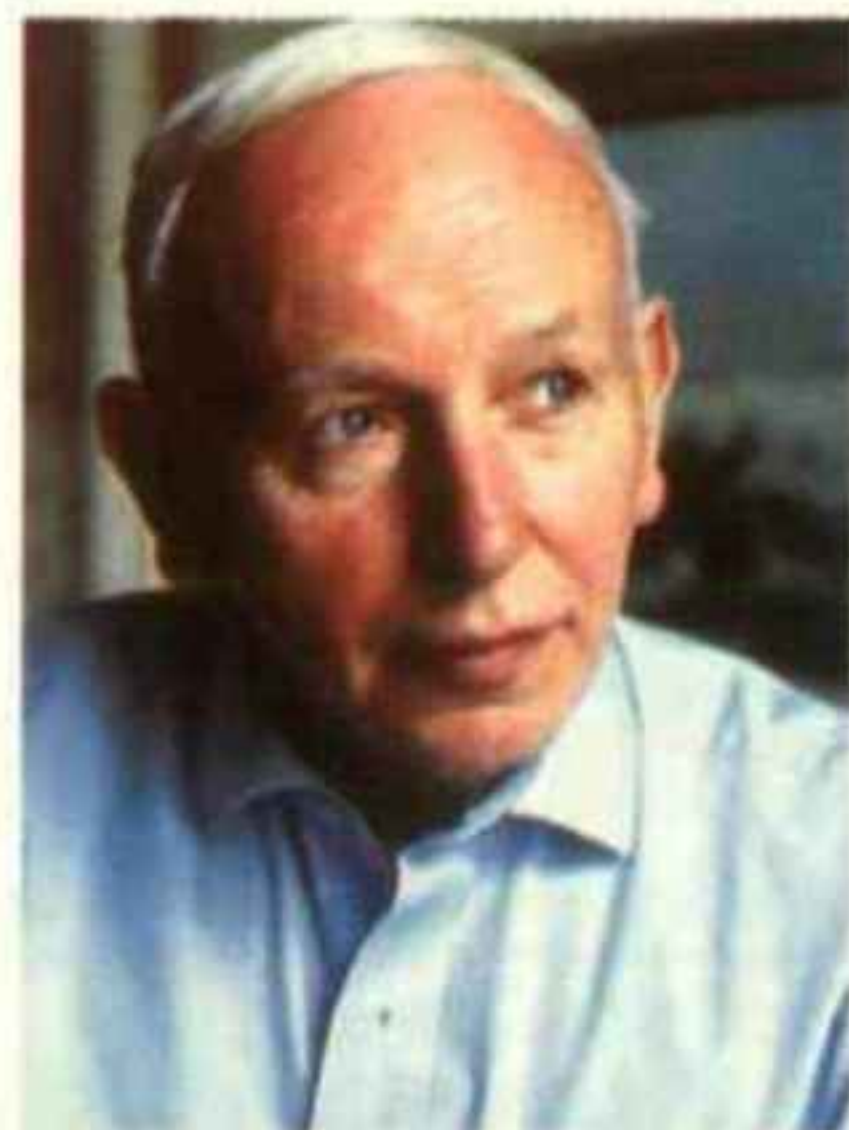
I can only look at a Ferrari through Grands Prix. I am not a lover of a Ferrari as a motor car, but a Grand Prix is just not a Grand Prix unless a Ferrari is in it. It is like the mother of all cars.



NIGEL MANSELL, OBE

I think if you are a motorsport follower, to drive for the Ferrari racing team is a boyhood dream of any racing driver. For me it was a very special period of time in my career when I raced for them – not least because I was the last driver to be signed by the late, great legend Enzo Ferrari. To then go on and win my first ever race for Ferrari in Rio, Brazil, in 1989 was a very special feat. Of all the teams I have driven for there is no question that there is a special mystique about Ferrari, and the Italians certainly go motor racing in a different way. This is their great strength at times.

\* \* \* \*



JOHN SURTEES

Ferrari means to me a period of success but also frustration at the loss of opportunities for building on it due to the political intrigue that Mr Ferrari loved to create and preside over. It also meant to me, however, that despite the above I loved being part of the team and having a good but frank relationship with Enzo Ferrari and living and working in the rather special environment that was Modena and Maranello.



CHRIS REA

Wolfgang von Trips' speech to Jo Maldine in the film "La Passione":

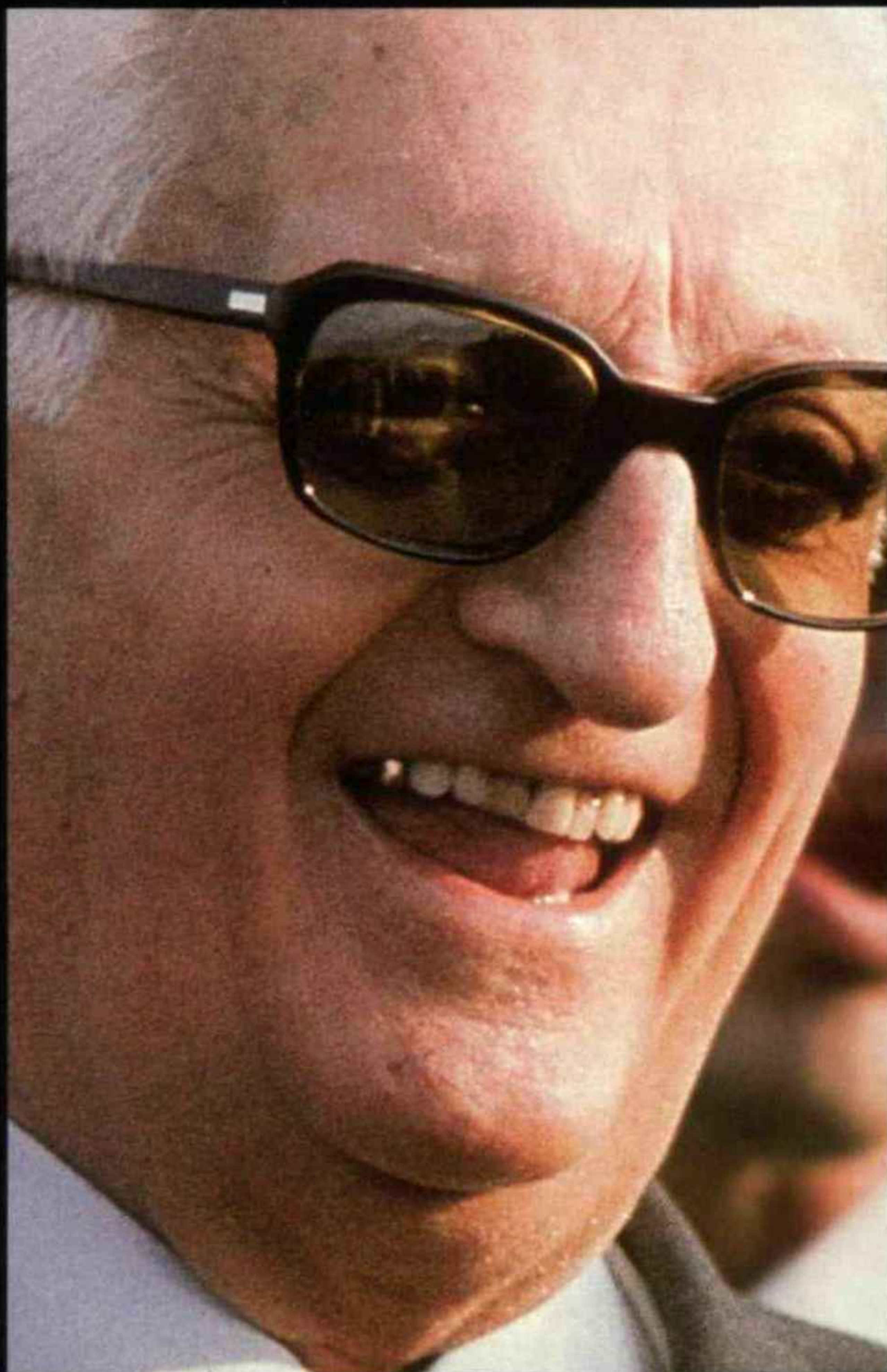
*When it hurts with cold, Jo  
When the heart and soul aches with despair  
When you have nothing, no past, no future  
You will always have the red cars  
And those who try to make them win  
Those who try to make them beautiful  
They do it for their own reasons  
But tell yourself something which is also true  
They do it for you  
When they win, there is no despair  
There is a smile  
And when they lose, it gives a shared meaning  
to your own frustration  
When they make them great to look at  
They are great to see.  
I know two words of a foreign tongue:  
'La Passione'  
And this, my Jo... is all yours  
Enjoy it, love it  
Let it keep you from the hurting wind  
Let it blind you from what you  
can't bear to see  
Let it be in a world otherwise empty  
A reason...  
A reason... to... be.*

\* \* \* \*

DOUG NYE

Ferrari is without doubt the most significant marque in the entire history of motor racing. Its own story's complexity and many mysteries provide an abiding fascination, a source of perpetual surprise, perplexity and often great amusement. Its mix of personality, politics, brilliant engines and often lousy chassis and racecraft remain enduringly rivetting.





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# "A straightaway race for genuine racing cars"

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\*\*\*\*\*

THE BRITISH RACING DRIVERS' CLUB IS ONE OF THE most influential organisations in the world of motor racing. It owns the Silverstone circuit, where it holds some of the most important British races, and looks after the interests of 833 racing driver members. Lord Hesketh is president of this exclusive club, John Fitzpatrick its secretary.

How did it come about? It arose from dinners given by Dr JD Benjafield, a well known Bentley driver who had also raced a Salmson, De Dion Bouton and a Panhard-Levassor, to his friends around 1926/27. At one of these such a club was suggested for those who knew what racing was about. At about the same time, at a dinner given to speed Malcolm Campbell on his way to Daytona, AV Ebbelwhite, the indefatigable Brooklands time-keeper and handicapper, suggested much the same thing. From these ideas, the BRDC was formed. Originally, those elected had to have taken part in a road race, been placed not lower than third in a BARC race at Brooklands or have 'proved their mettle' in other racing events. Membership by achievement, not invitation!

This also applied to the committee, and after Earl Howe had been elected president, succeeding 'Ebbby', the BRDC grew rapidly in stature. SCH Davis was an ardent supporter and Head, his colleague at *The Autocar*, designed the club badge, depicting a car in British racing green on a silver shield with the Union flag.

The first committee consisted of Kaye Don, Frank Clement, SCH Davis, Captain A Frazer Nash, Captain GET Eyston, Vernon Balls, Jack Dunfee, LG Callingham, Captain AG Miller, and JP Turner, with Dr Benjafield as treasurer and Harry



Edwards its honorary secretary. The club's objects were to promote motorsport, hold dinners for outstanding performances, extend hospitality to overseas drivers and look after the interests of BRDC members racing abroad. These aims remain today with a 12-strong board of directors, all ex-racing drivers, in control, administering 10 national championships.

The club formed, the question arose as to what kind of event it should hold. Donington and Crystal Palace were in the future so the venue had to be Brooklands. What better than an outer-circuit race of 500 miles? This was brave, for 500 miles was a long way... The BRDC pointed out that as its '500' would be held at the close of the season it would matter little if cars "blew up".

Earl Howe explained that there was a growing tendency towards races for touring cars (he was thinking of Le Mans and the TT). Pure speed was no longer the principal objective. But stripped out racing cars built round a powerful engine, rather than beneath a cumbersome body, still existed and so did the drivers to handle them. That, postulated His Lordship, was why the BRDC race would be for *all* racing cars. He was later delighted when a 35-strong entry was received for that first '500', including some of the fastest ever built for track work.

It was to become a highly respected fixture in the calendar, faster than the Indianapolis 500-mile race, which didn't catch up until 1947. More, the BRDC race was typically British, inasmuch as instead of fields of Millers with Duesenberg engines and vice versa, and cars with sponsors' names instead of the maker's designations, ➡



A Riley dwarfed by Cobb's Napier-Railton in the last and fastest '500'



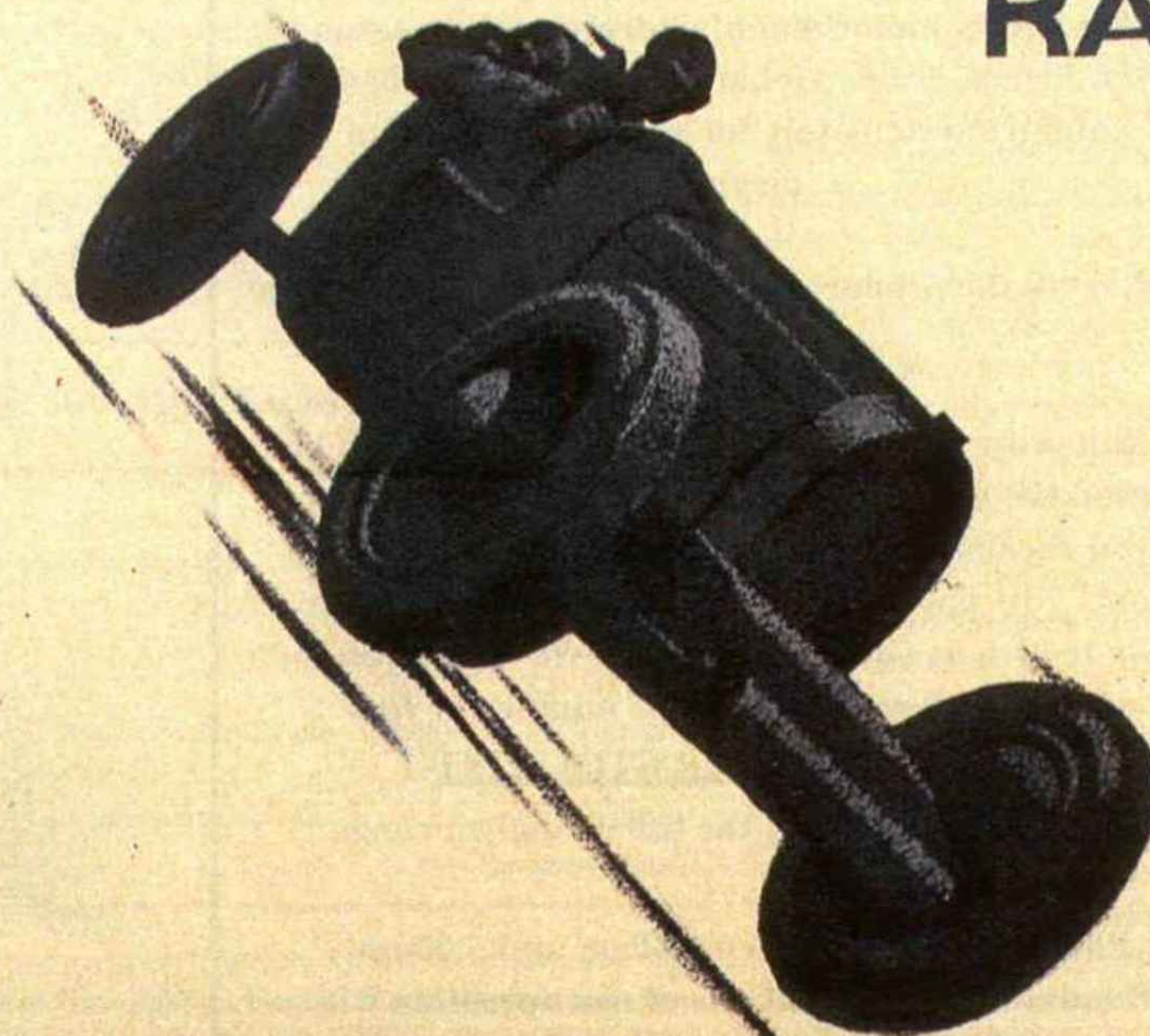
# BROOKLANDS



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6th INTERNATIONAL

# 500

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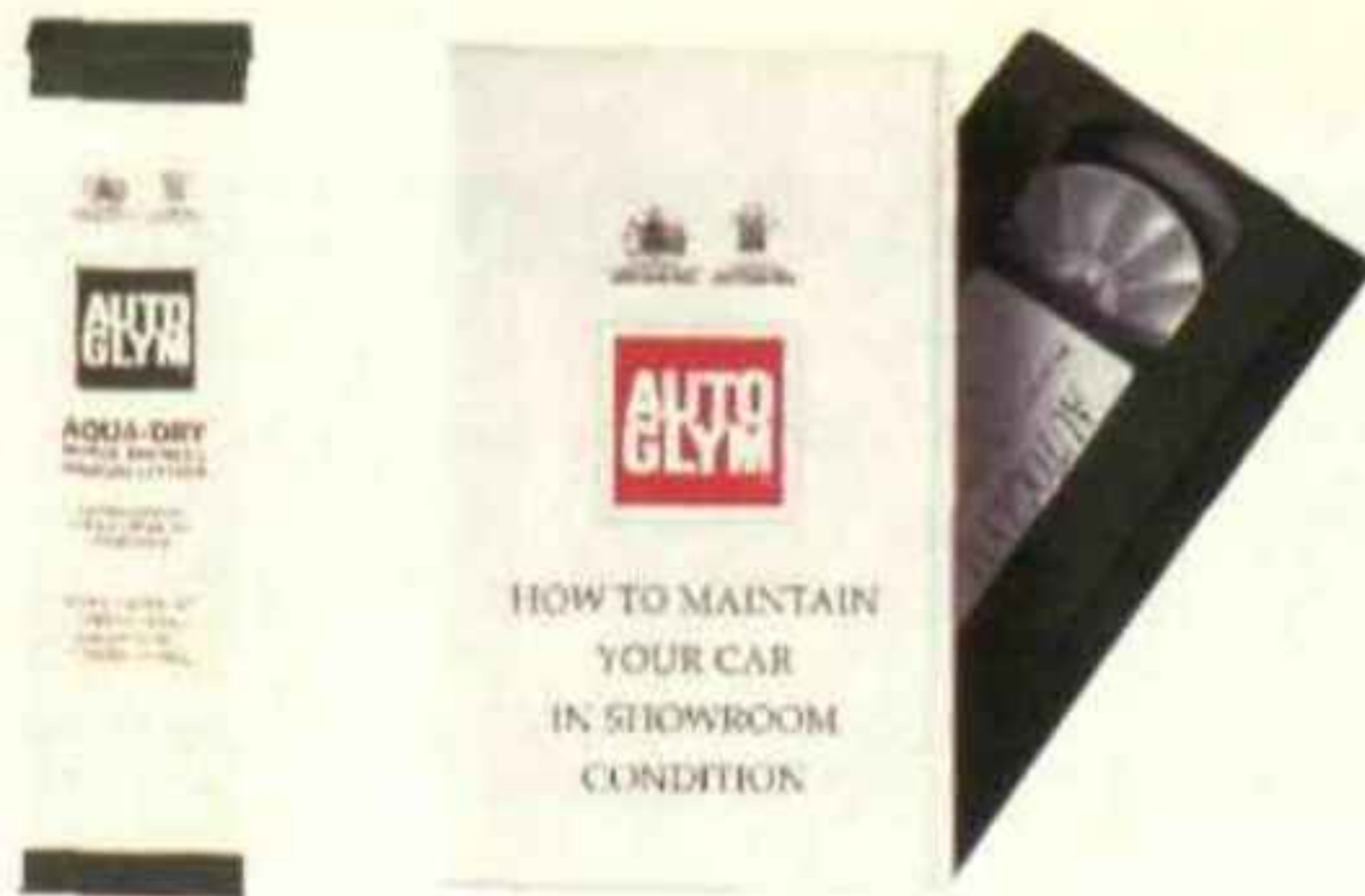
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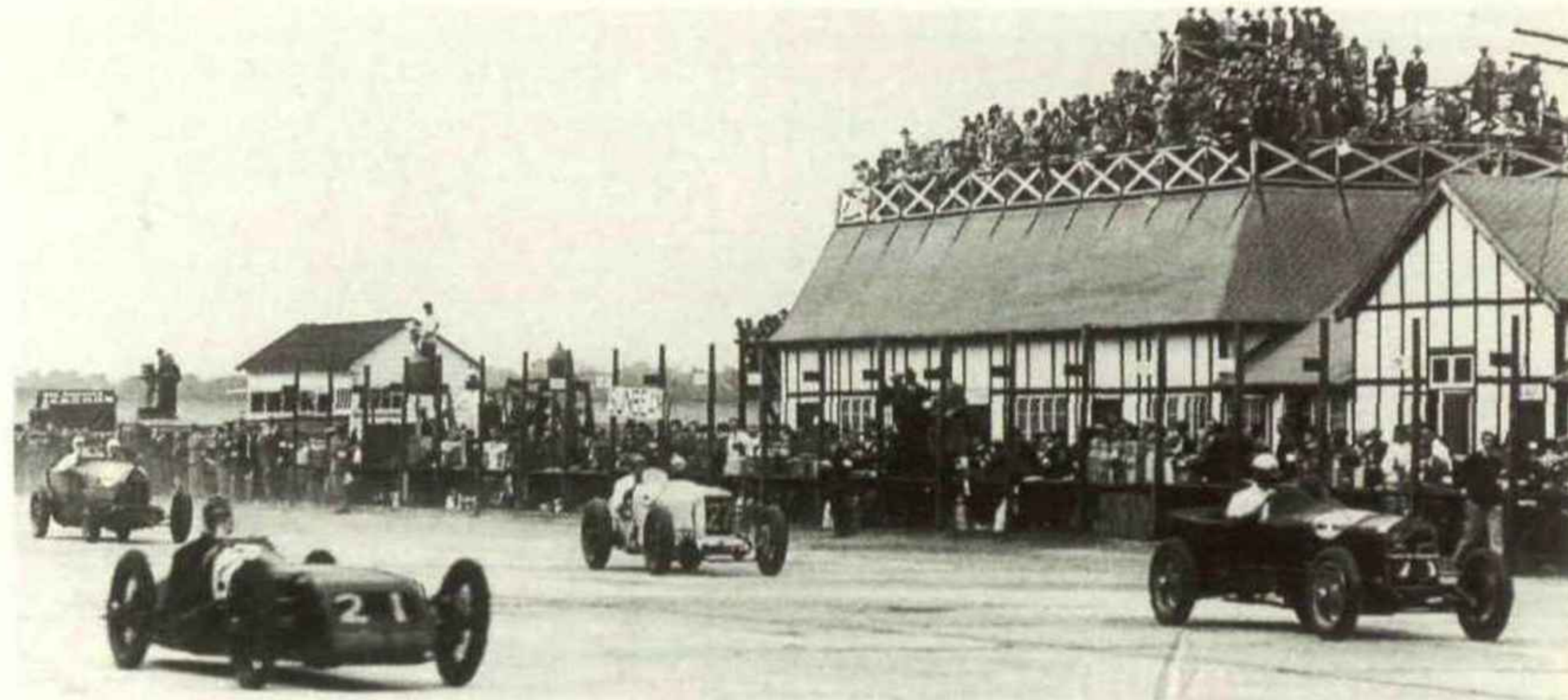
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## A STRAIGHTAWAY RACE FOR GENUINE RACING CARS



The big cars start the 1929 '500': left to right, Birkin's Blower which caught fire, the two 4-litre Sunbeams and the winning Bentley 4½ of Barclay and Clement



Crowds massed on the Fork stand watch the Thomas Special of E M Thomas (no21, running sans supercharger) and George Eyston in Don's GP Sunbeam (27) catching the 1750 Alfa Romeo of Headlam/Callingham. Jack Fields' T43 Bugatti pursues

the home "500" was noted for its remarkable variety, ancient track cars competing with sports cars and racing-bodied specials. It was all very exciting, and continued annually for eight years. After that, economy decreed the distance be reduced to 500km, a race won by John Cobb and barrister Oliver Bertram in the 24-litre Napier Railton at a rousing average speed of 127.05mph...

Back to 1929, and the first 500-mile race. The handicapping was hard on the 750cc entries, as they were classed with the 1100cc cars. Nor did unblown engines have any advantage over

and Cobb in the GP Delage, both "Flatiron" Thomas Specials, a team of three TT Lea Francis, one driven by Tom Delaney (who is still driving them), and Archie Frazer Nash in a supercharged Nash. Of the faster stuff, Kaye Don put in a Sunbeam threesome of "The Cub" shared with Eyston, and Froy and Cyril Paul in the 4-litre "Tiger" and "Tigress". Bouts had his aged 4.9 Sunbeam and Sir Henry Birkin a blown 4½ Bentley, backed up by normal 4½s; Jack Barclay planned to drive all the way on his long-tailed car. The top class would be a contest between Barnato's Speed Six Bentley and the unbelievable ex-Zborowski 16½-litre aero-engined Mercedes of the two RAF officers, John Noel and John Pole. What other race than the BRDC '500' could encompass such an entry? When Barnato did not turn up to drive with Clive Dunfee, Sammy Davis bravely took over at short notice, as he describes so splendidly in his book.

On the day, this testing race went well. Soon after the 1100cc group had been released, the drivers of the big cars facing a one-hour wait before their turn came, Vernon Balls was lapping very fast in his Amilcar Six to build up a good lead over the A7s, of which Spero's, with an oddly streamlined body, was by no means outclassed. Of the 1500s, the straight-eight GP Delage was hotly chased by the Frazer Nash and a great battle ensued between Birkin and Don driving one of the V12 4-litre blown Sunbeams. Birkin's blower Bentley was later to become his famous lap record track car, but in 1929 it had a fabric two-seater body which the exhaust eventually set on fire, causing his retirement.

There was ample excitement. Sammy Davis, who had never driven the Speed Six before, took the lead when the Birkin Bentley stopped for a clean-up, as it was now spraying oil over everything in the cockpit. Before that, Birkin had been lapping at 121mph, but the smaller cars were still ahead on handicap, after 72 of the

181 laps, the Amilcar leading two A7s and the Speed Model Riley. But the pace was taking its toll. After Balls had a valve break, George Eyston in the Sunbeam "Cub" took the lead at 108 laps. However, the impetuous Jack Barclay was not to be denied, and in spite of a lurid skid down the Member's banking, which necessitated a wheel change, the Bentley went off again and gained the lead.

Kaye Don and Dudley Froy with the Sunbeam stopped when a back spring broke, the GP Delage went out, and Paul toured round after the 4-litre Sunbeam ➤

### WINNERS OF THE BRDC 500-MILE RACES

1929	...	J BARCLAY/F CLEMENT (4½-litre Bentley)	...	...	107.32mph
1930	...	SCH DAVIS/EARL OF MARCH (s/c 750cc Austin 7)	...	...	83.42mph
1931	...	J DUNFEE/C PAUL (6½-litre Bentley)	...	...	118.39mph
1932	...	R HORTON/J BARTLETT (s/c 750cc MG)	...	...	96.29mph
1933	...	ER HALL (s/c 1100cc MG)	...	...	106.53mph
1934	...	FW DIXON (2-litre Riley)	...	...	104.80mph
1935	...	J COBB/T ROSE-RICHARDS (24-litre Napier-Railton)	...	...	121.28mph
1936	...	FW DIXON/C MARTIN (2-litre Riley)	...	...	116.86mph
1937*	...	J COBB/O BERTRAM (24-litre Napier Railton)	...	...	127.05mph

\* Race run over 500km

supercharged ones – maybe to ensure a faster race? The date fixed was October 12 at "Brooklands, England" and the stewards were Sir Henry Segrave, A Percy Bradley and Major Oates, OBE. With boy scouts of the 1st Weybridge group manning the scoreboards, the scene was set.

The first group of up-to-1100cc cars were flagged away at 10am, the last, of over 5 litres, at 11.08am. A minimum lap speed of 80mph was imposed and the course stayed open for 30 minutes after the third finisher had crossed the line, or 5pm, whichever was earlier. Prizes were generous. The winner had 250 sovereigns and the Wakefield Trophy, second home 100 sovereigns, while the BARC gave a cup for the fastest lap.

Those who arrived early at Brooklands would have seen the cars being pushed from the finishing straight to the Fork to await Ebby's start signal. Among the varied entry were five A7s, a lone supercharged Riley 9, a strong team of Type 37 Bugattis, Scott



Tyre consumption was a major element of the '500'





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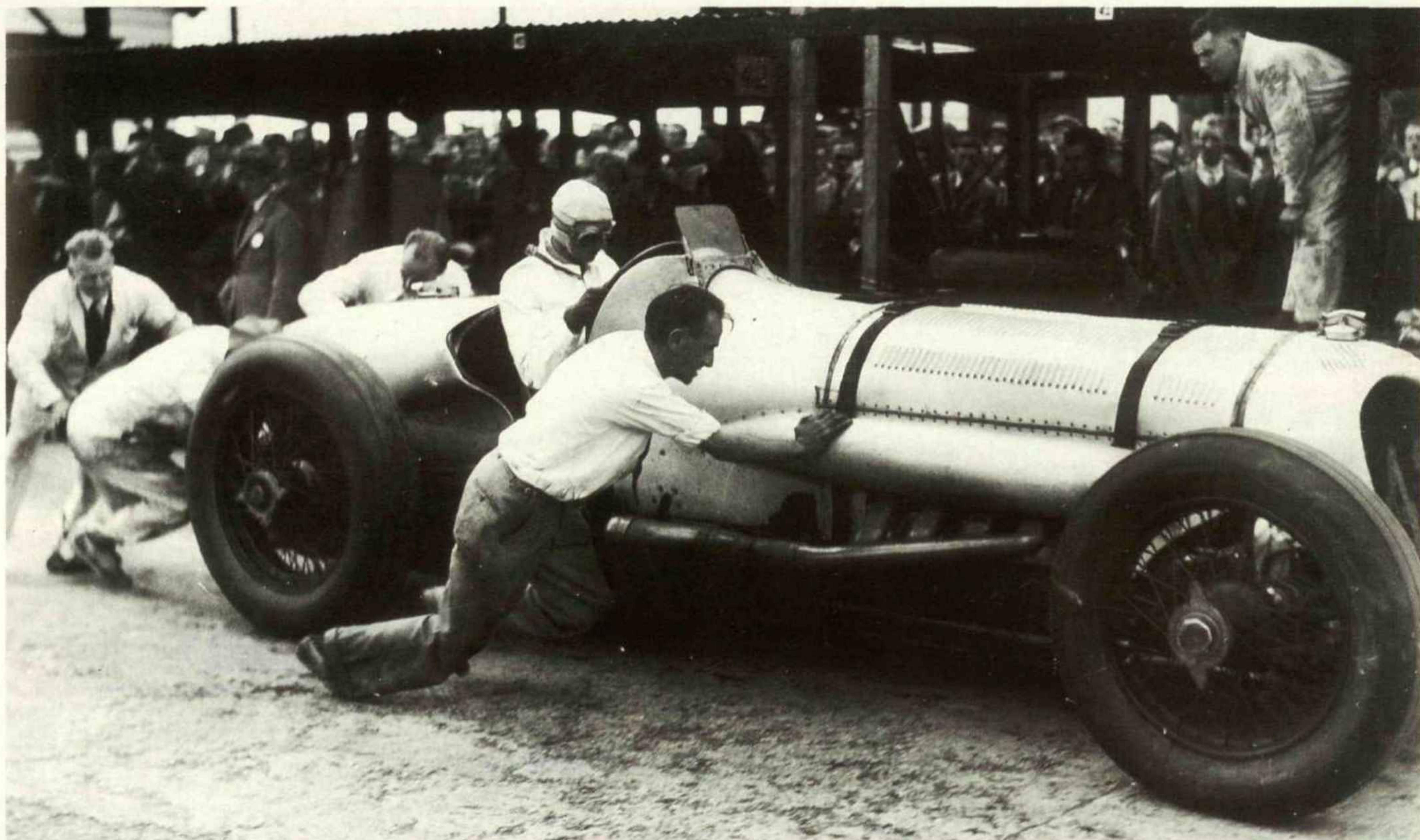
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## A STRAIGHTAWAY RACE FOR GENUINE RACING CARS



The archetypal Outer Circuit racer, John Cobb's 24-litre aero-engined Napier-Railton won two '500's. Here, Rose-Richards restarts in 1935

he shared with Cobb cracked its chassis, while "The Cub's" run ended when it, too, had a spring break. Jack Dunfee's Sunbeam was another casualty. Frank Clement finally took Barclay's Bentley over the finishing line to win this first BRDC 500-mile race, at an average of 107.32mph. The Speed Six had given Clive Dunfee and Davis a memorable race and brought them home in second place with the highest speed of all, 109.40mph, and also lapping fastest, at 126.09mph. The Paul/Cobb 4-litre Sunbeam managed third, at 102.48mph.

Of the rest who survived, nine out of 22 starters, the 1750 Alfa Romeo of Headlam and Callingham was fourth at 96.74mph, looking out of place as a stripped four-seater sports car among the racers. The Fiennes/Brian Lewis 4½-litre Bentley came fifth at 98.80mph, an A7 shared by Holbrook and Gunner Poppe was sixth, having averaged a 80.55mph and these were followed by the Pellow/Margets blown Lea-Francis (89.19mph), the Martin/Stapleford Riley 9 (80.12mph) and Earl Howe and Sir Ronald Gunter with the Lea-Francis (88.38mph, class handicapping explaining the varied speeds). The ancient Mercedes had been flagged off after 178 of the 181 laps, so it's clear how close it had come to an honourable place. This monster had been held to a 100mph lap speed at Dunlop's suggestion, as its tyre wear was unknown. Its drivers must have wondered whether they could otherwise have finished in the money.

This adventurous race had been a great success, even if it left "Bummer" Scott regretting that his Delage insisted on boiling its engine dry, as did Wilkinson's 1½-litre OM, and Capt Frazer Nash had a too-new piston break up. Jack Dunfee, driving Richard Norton's 4½-litre Bentley, experienced the destruction of the engine, and the "Flatiron" Thomas Special caught fire.

So the BRDC had a unique race. It was fast, it was testing. It was always won by a British car, from the wonderful 750cc Austin and MG Midget to the 24-litre Napier-Railton. The last named was the star turn, winning one '500' and the fast 500km edition of it. John Cobb, I thought, was brave. He had to lap at over 130mph to beat his handicap, and the effort of taking the heavy car on and off the bankings must have been great. And as the car had only rear-wheel brakes, what chance had he if a slower car moved into his path, short of lifting off and hoping for the best? He had to endure these dangers for more than four hours. After 1937 this

race became extinct but it had been a great spectacle, if an inveterate car-breaker...

The experiment of 1929 was entirely worthwhile. Lack of space precludes me from telling the full story; perhaps there should be a book on the '500's (any offers, BRDC?). I find them unforgettable – many were the times I would sit in an unoccupied pit, feet inside the counter, and speculate whether any car would finish! Great days indeed, and all part of the unique Brooklands scene. ☐



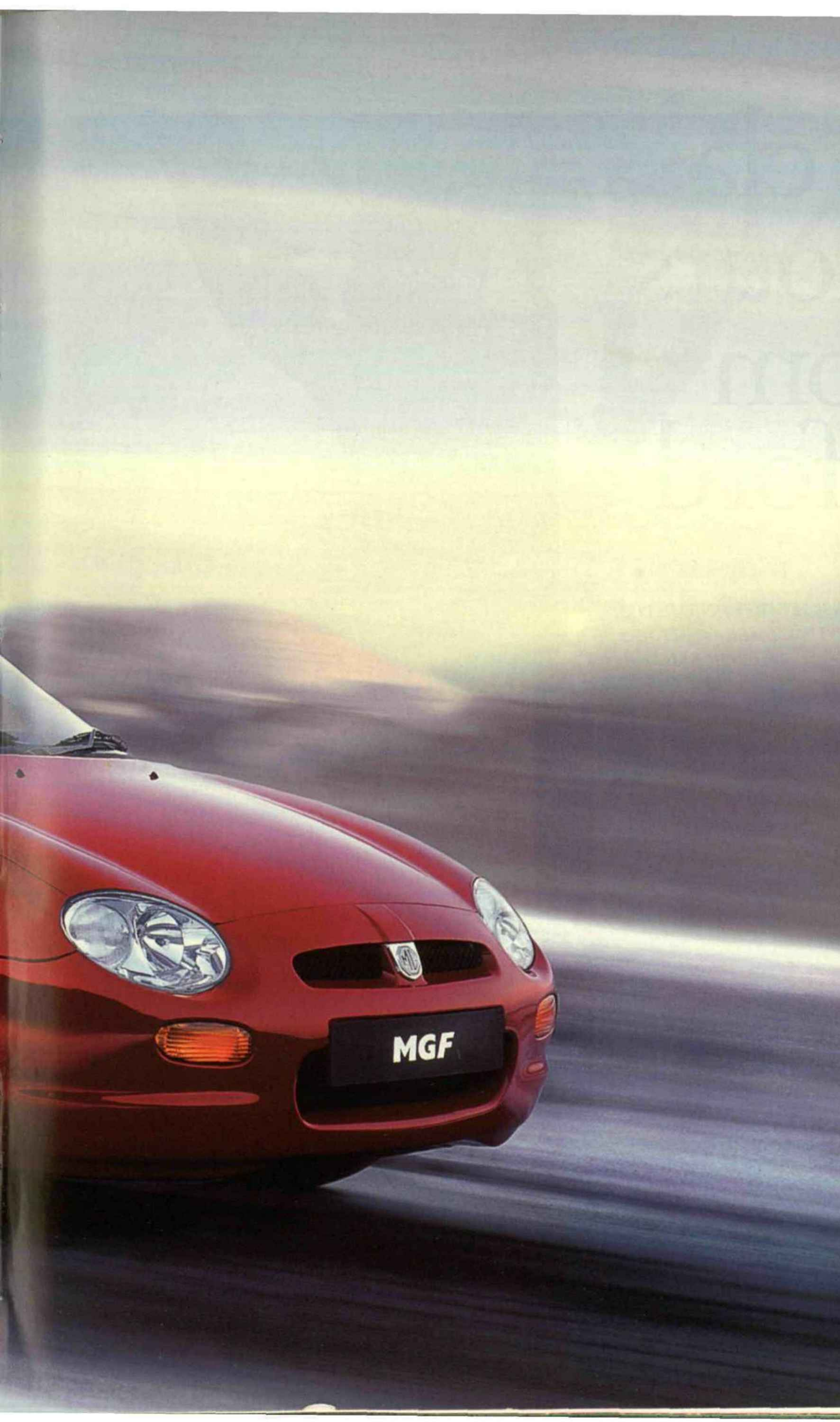
Below the Members' Hill tea-rooms, looking over the Test Hill



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Had it not been for the enthusiasm of Earl Howe, that most dedicated of amateur racers in the early '30s, MG might never have sent an entry to the Italian classic. Cecil Kimber was interested, for sure, but the expense would have been enormous. Howe, though, was very wealthy, and the topic of the race had often predominated during visits to Count Johnny Lurani's Milan home. He wanted deeply to contest this high-profile race, but though he had a stable of continental racing cars himself, he felt that a British entry must involve a British car. Inspired by the remarkable performance in 1932 of Lord de Clifford's supercharged 750cc MG, until its cam-drive sheared, he persuaded Sir William Morris to make available three of the new Magnettes, pledging to fund the exercise himself.

The car could hardly have been less proven: the Magnette was a new model, the supercharged K3 version was experimental, and its preselector gearbox was a novelty. But the strong single overhead cam six, stiff chassis, underslung springs and large brakes made for a strong machine, while knock-off hubs, Elektron alloy parts and 23-gallon fuel tank confirmed its racing intent.

Abingdon had built only one example, with a dramatically sloped nose, when Howe set out for Milan on January 19 1933, ready for a snow-harrassed reconnaissance trip. His lordship ➤



*Surprising Maserati, George Eyston and "Johnny" Lurani point their MG K3 towards team and class victory*









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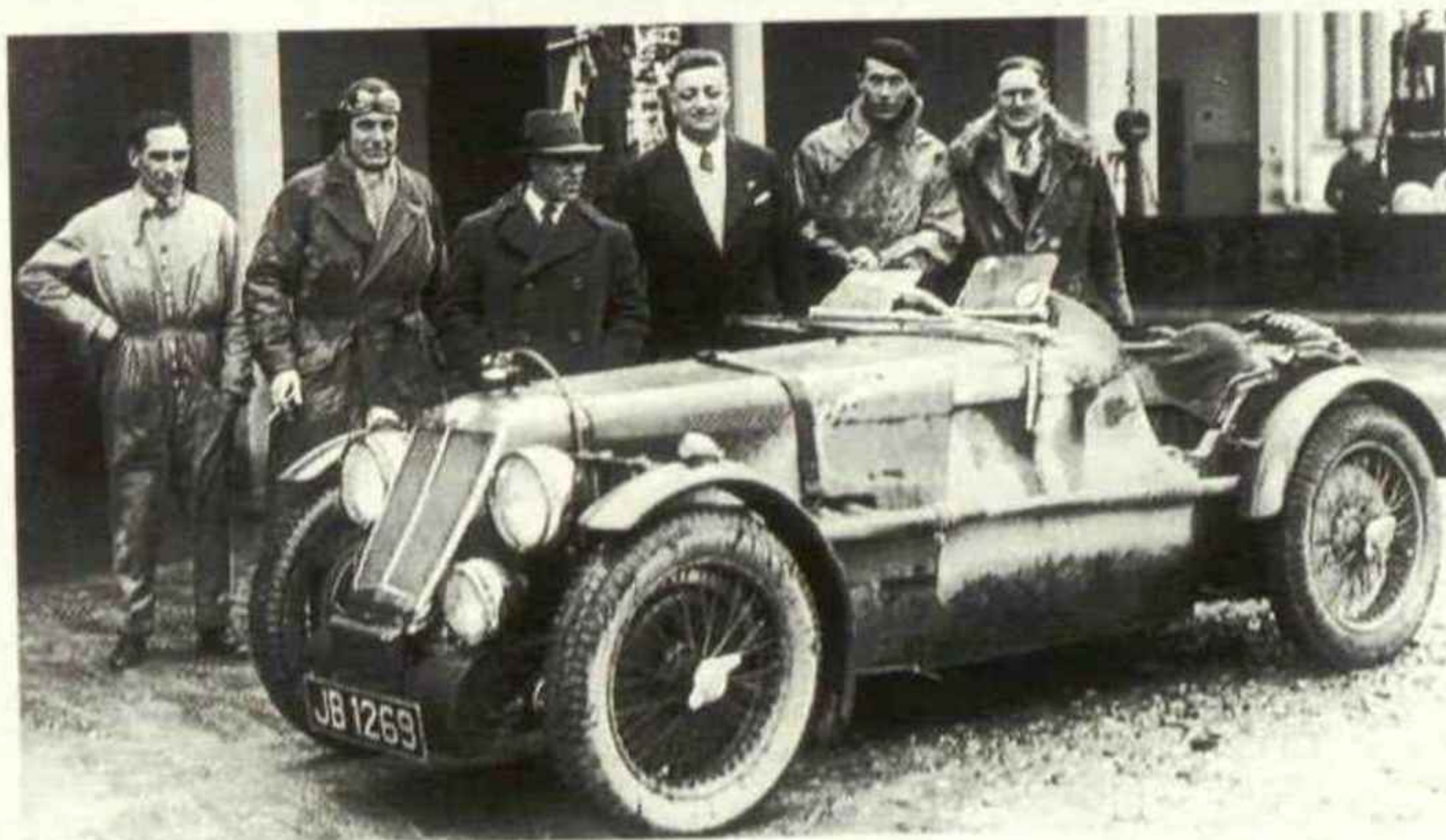
provided the back-up vehicles as well; his 2.3 Alfa Romeo – the same in which he had won Le Mans two years earlier – and his Mercedes SS, a TT winner in the hands of Caracciola. These two priceless “hacks” met up at Dieppe with the tight new racer, and Howe, his mechanic “Tommy” Thomas and MG race mechanic “Jacko” Jackson pointed the three cars south. By the time the party reached Lucerne the little MG had loosened enough to reach 98mph.

In Milan Howe's team assembled. His reputation as well as his charm meant that he could call on the cream of amateur drivers, in an era when ‘amateur’ was an indicator of position, not skill. Howe's co-pilot, gentleman racer Hugh Hamilton, was unable to attend the winter recce but soon Sir Henry Birkin and Bernard Ruben arrived, Le Mans winners both, to be joined by Capt George Eyston and Count Lurani. Eyston's mild appearance and round glasses belied much experience, including speed records with the “Magic Midget” MG, while Lurani, though young, was already an Italian racing hero. It was a glamorous group, guaranteeing publicity with its society presence and indisputable racing credentials.

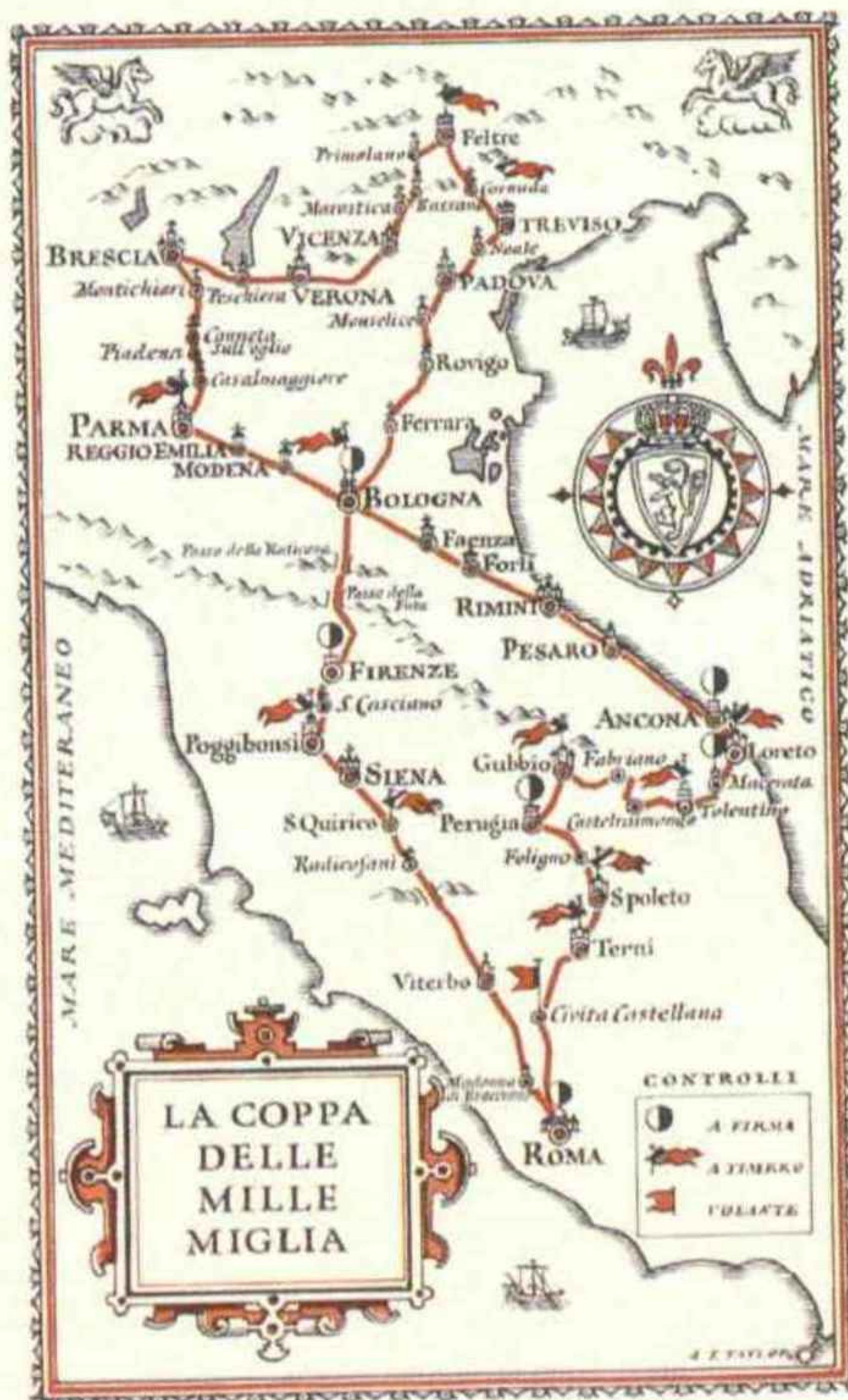
Lurani brought his own closed Alfa Romeo to augment the exploratory fleet and, in three-and-a-half couples, they began their recce. Howe's plan was to tackle the entire route, but snow on the Raticosa Pass caused them to return to Bologna. Even so, they were learning about their experimental mount; although the MG was overheating and oiling up, with the rear wheels showing signs of stress, Eyston was able to outpace Howe's much larger Alfa on the sinuous Radicofani Pass.

Having taken an alternative route to Rome, the aristocratic party, whose progress was being followed in the press, enjoyed a social interlude when they met the King of Italy and an up-and-coming political figure, Benito Mussolini. They had also passed the time of day with Enzo Ferrari and his Alfa Romeo team. With the weather still bad, the team abandoned the last section of the eponymous 1000 miles and set course for Monte Carlo. Arriving here just after the rally, they found C Penn-Hughes, disconsolate after blowing up his rally entry and eager to be involved with Howe's bold proposal. The result was equally bold: Howe would enter his huge Mercedes as a competitor in the race instead of a mere tender, and Penn-Hughes would drive it – the same principle so popular in today's long-distance raids like the Paris-Dakar.

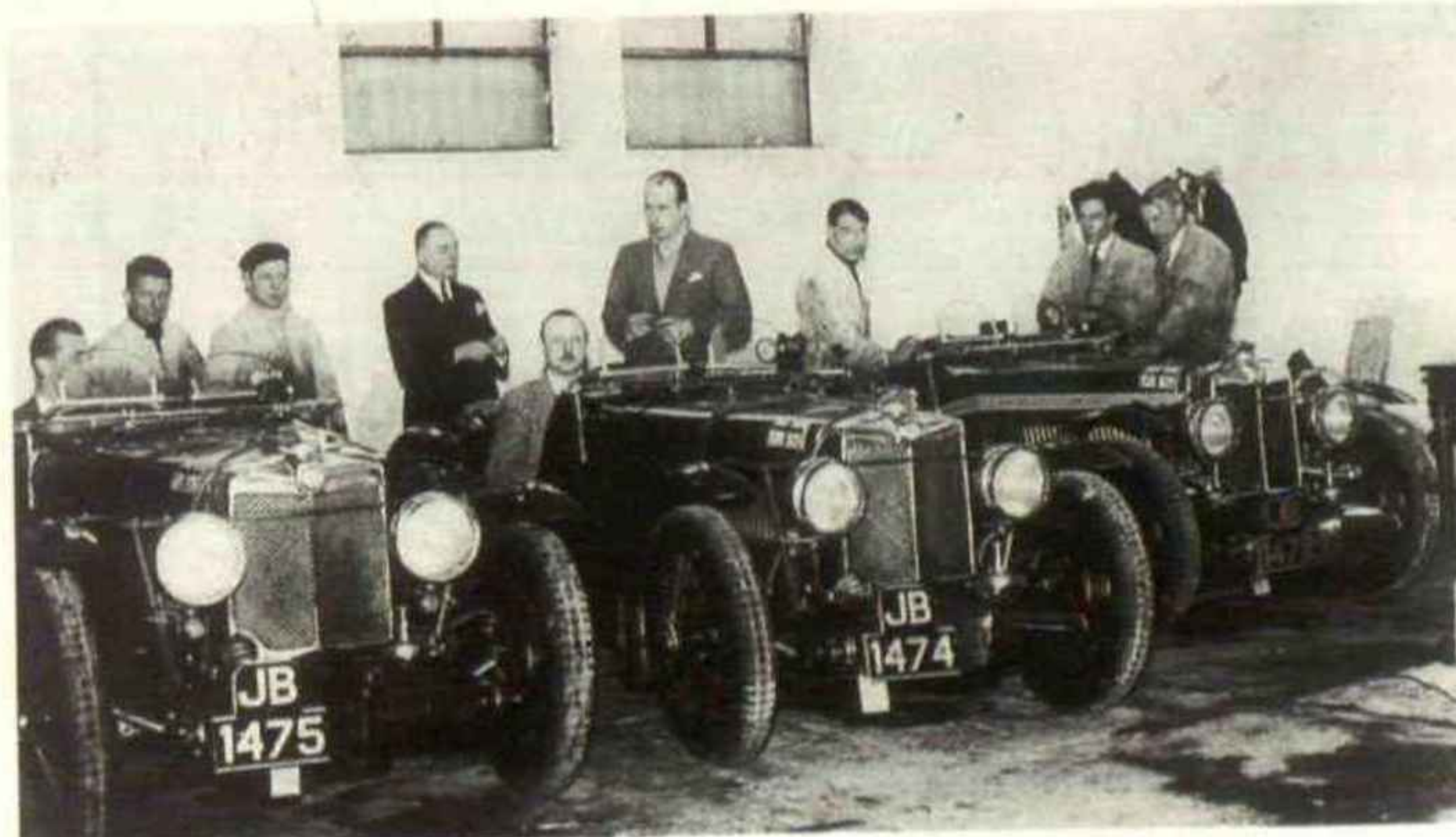
Back at Abingdon, the practice lessons were fed into the controlled panic of building three team cars in just six weeks. Mechanical improvements centred on better cooling (by removing the streamlined radiator cowling), stronger supercharger mounts and stainless head-gaskets, while the chassis gained enlarged fuel



K3 at Scuderia Ferrari during the recce trip with Enzo (centre) looking on



MM routes varied, but almost always crossed the Apennines by the same legendary passes (map reproduced from the booklet 'Mille Miglia', reprinted by the MMM Register)



Hamilton (left) and Birkin pose at the wheels of their team K3 Magnettes

tanks, a higher second gear, and more lock. For the crew's comfort there was a higher scuttle and body sides, and improved instruments.

It was an act of faith to dispatch the little two-seaters, all green except for a stripe on Howe's carrying his silver and blue race colours, with almost no testing. In the shop the blown sixes were showing 76bhp, but there was only time for the briefest of trials before the unsilenced trio sprinted for Fowey, Cornwall, to be winched on board the only ship which would reach Genoa in time.

Once again the team assembled in Milan, ensconced in the Hotel

Continental in time for pre-event practice. It was a life-saving move. During the winter testing, the brakes of the rapid K3s had been used only gently; now trials at Monza and on the Brescia autostrada showed cracking of the iron-lined drums. Worse, as the teams repeatedly drove over the road sections, the cornering of the new cars proved to be unpredictable, and it took Birkin, the handsome engineering baronet with his trademark blue polka-dotted scarf, to reroute the brake-torque cables which were compromising front axle movement. New drums sent out from Abingdon sorted out the brake worry but it then transpired that silenced exhausts were, in fact, mandatory; so the straight-through systems were cut and dainty little silencers welded in.

Thus the privately run team approached the off. They intended three replenishment stops, at Siena, Perugia and Bologna, the cross-over in the figure-of-eight route, and “Tommy” Thomas set off to prepare these in Howe's Commer lorry. This was one of the first dedicated race-car transporters, and was the idea of Thomas, who had it fitted up with workshop facilities and room for one of Howe's Bugatti, Alfa or Delage racing cars, plus a tow-bar for one more on a trailer. With His Lordship's name discreetly painted on its side, this machine, combined with the Mercedes SS, surely the most exotic tender ever, elevated the Howe *équipe* far above the usual scruffy trailer or truck.

And prestige counted at Brescia, the medieval city which was, and remains, the traditional home of the Mille Miglia, the pivot from which the 1000 miles sprang. National prestige hung on the event, dominated by Alfa Romeo in five of its seven years so far. The Italians expected to win, especially with the dashing Tazio Nuvolari driving an 8C 2.3 Alfa from the Scuderia Ferrari but they applauded the little *vetture inglese* which had made the long trip to join in their yearly frenzy of motoring passion.

Howe's sights, though, were set more realistically on victory in the 1100cc class. To achieve this the green MGs, proudly bearing Union flags on their scuttles (plus an Italian *tricolore* on Lurani's machine) would have to defeat the rapid 1100cc





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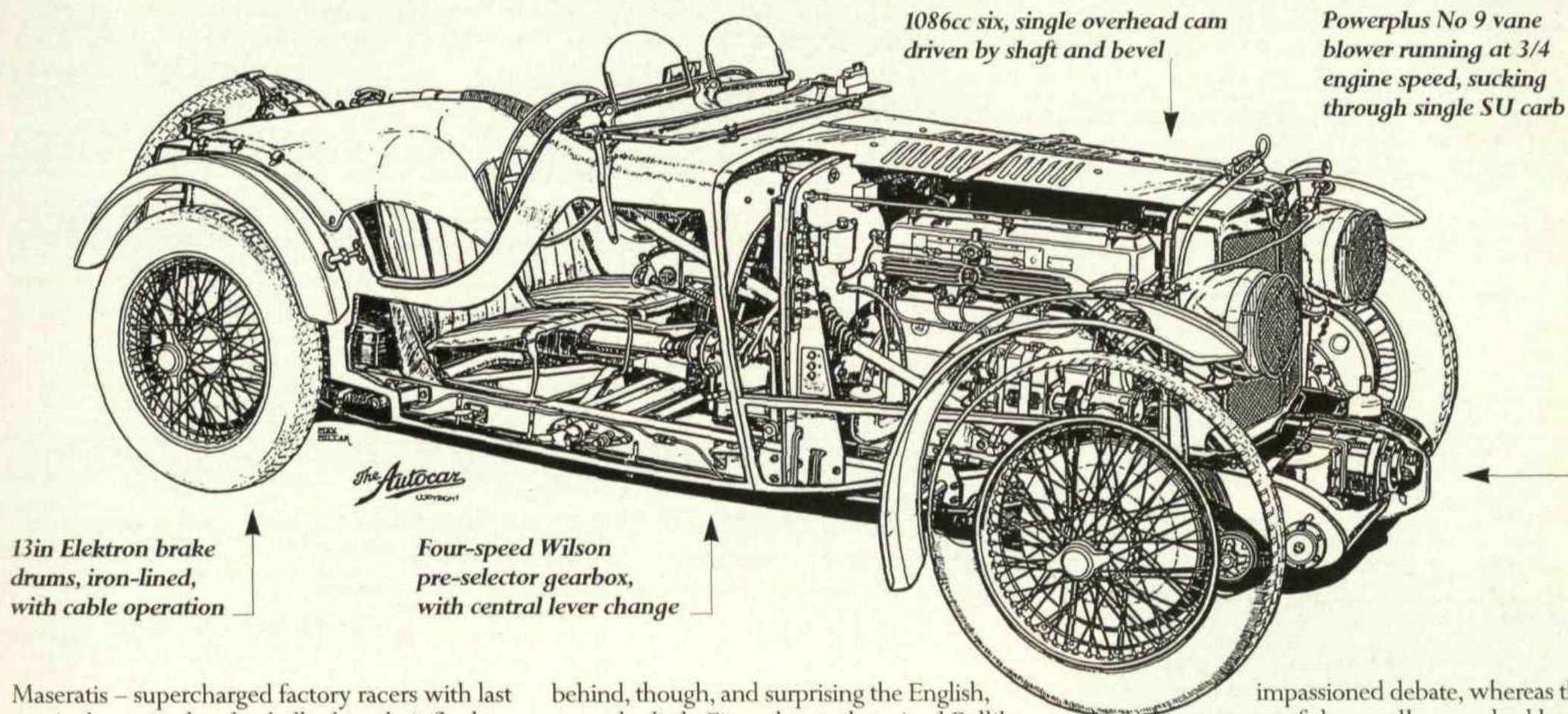
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## FIRST CLASS HONOURS FROM OXFORD



Maseratis – supercharged factory racers with last year's class win already chalked on their flanks.

As always, the smaller-engined cars were flagged off first, streaking at minute intervals through the corridor of cheering fans, controlled by black-shirted Fascist officials, under the tall chestnut trees flanking the Verona road. Then came the unlimited class – the popular heroes fighting for victory: Nuvolari (reported as embracing his mascot, a hunchback, for luck), Borzacchini, the previous year's winner, and von Brauchitsch, aiming to repeat Mercedes' victory of 1931.

Over the early, long, flat roads Borzacchini in the leading Alfa averaged 100mph, not far short of the flat-out pace of the MGs but at Bologna Birkin was leading the 1100 class; and as he cracked on over the relentless twists of the Raticosa Pass he was over-stressing the fastest of the Maseratis. The Italian car's gearbox broke soon after on the Futa Pass. Birkin's machine lasted little longer, a broken valve side-lining him at Siena, but he had already negated the Maserati threat, the second car running well back after a crash.

At Rome, 380 miles in and the southern tip of the route, Howe trailed Eyston and Lurani by some 20 minutes; but as the race turned north again to cross the Apennines a second time gremlins began to close the gap.

Birkin's sacrifice had left the Eyston/Lurani and Howe/Hamilton MGs ahead of the class, but not without opposition, or problems.

Eyston's dynamo failed on the descent to the Adriatic coast, from where the fastest sections led back to Bologna, and to preserve spark-power he was reduced to switching off one headlamp on the straights. Inevitably this took the edge off his pace and threatened his class lead, but luckily the main threat was from Howe, whose performance had first worsened and then recovered with intermittent plug troubles. Not so far

behind, though, and surprising the English, were the little Fiats, the pocket-sized Ballilas. These dainty two-seaters with their elegant tails and sweeping wings were averaging highly improbable speeds for unblown side-valve fours.

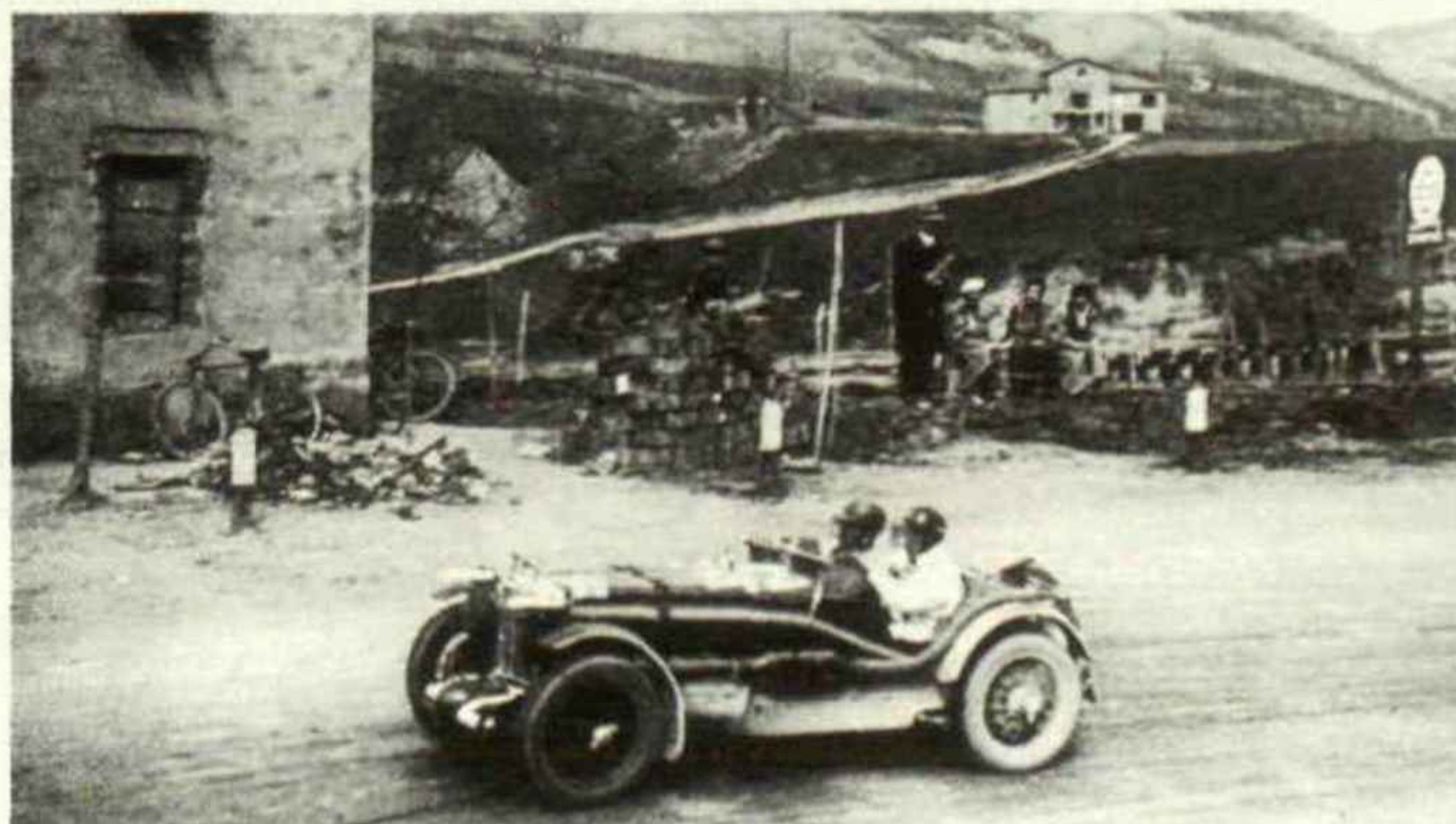
At Bologna the MGs pulled up in a chaos of mid-evening crowds determined to be part of the pit-stop. The crew gave Eyston a new battery and fixed Howe's flapping headlamp with parts from the practice car, and the four weary men set off for Ferrara, 12 minutes apart. With minimal lighting, the last hills around Feltre must have been a terrible drain on Eyston, loose-surfaced, twisting, and like the rest of the course, only nominally closed to other traffic. Worse, Italian enthusiasts had, then as now, an alarming tendency to get as close as possible; yet this too proved a blessing when Eyston's car stopped with a puncture. Willing hands lifted the MG bodily as Lurani hammered the spare onto the hub; then they streaked off down to the last flat miles over the Veneto plain.

As the first cars approached Brescia to finish the gruelling competition, it was almost two in the morning. Since the long line of machines had departed the previous morning, the excited crowds waiting under the street-lamps had enjoyed a relaxing lunch and a convivial evening of wine and

impassioned debate, whereas the crews of the smaller cars had been driving solidly for nearly 18 hours, snatching a gulp of water and a mouthful of food at controls and fuel stops. Telegraphed bulletins meant that the crowd knew Nuvolari was well ahead of the field; Borzacchini's Alfa had retired with a cracked cylinder head at Rome, and the only foreign rival, Von Brauchitsch's Mercedes SS, had torn up so many racing tyres that he too was out. The tension lay in the identity of the first car to reach Brescia, and in the dark all the crowd could see was the glare of its headlamps. Suddenly they recognised the MG of Eyston and Lurani, joined 90 seconds later by Howe and Hamilton to enjoy the cheers and confirm the team prize. Penn-Hughes and Thomas finished without undue drama in the great blue Mercedes loaded with tyres and spares, and not so far behind, even though gasket trouble prevented them from using the blower.

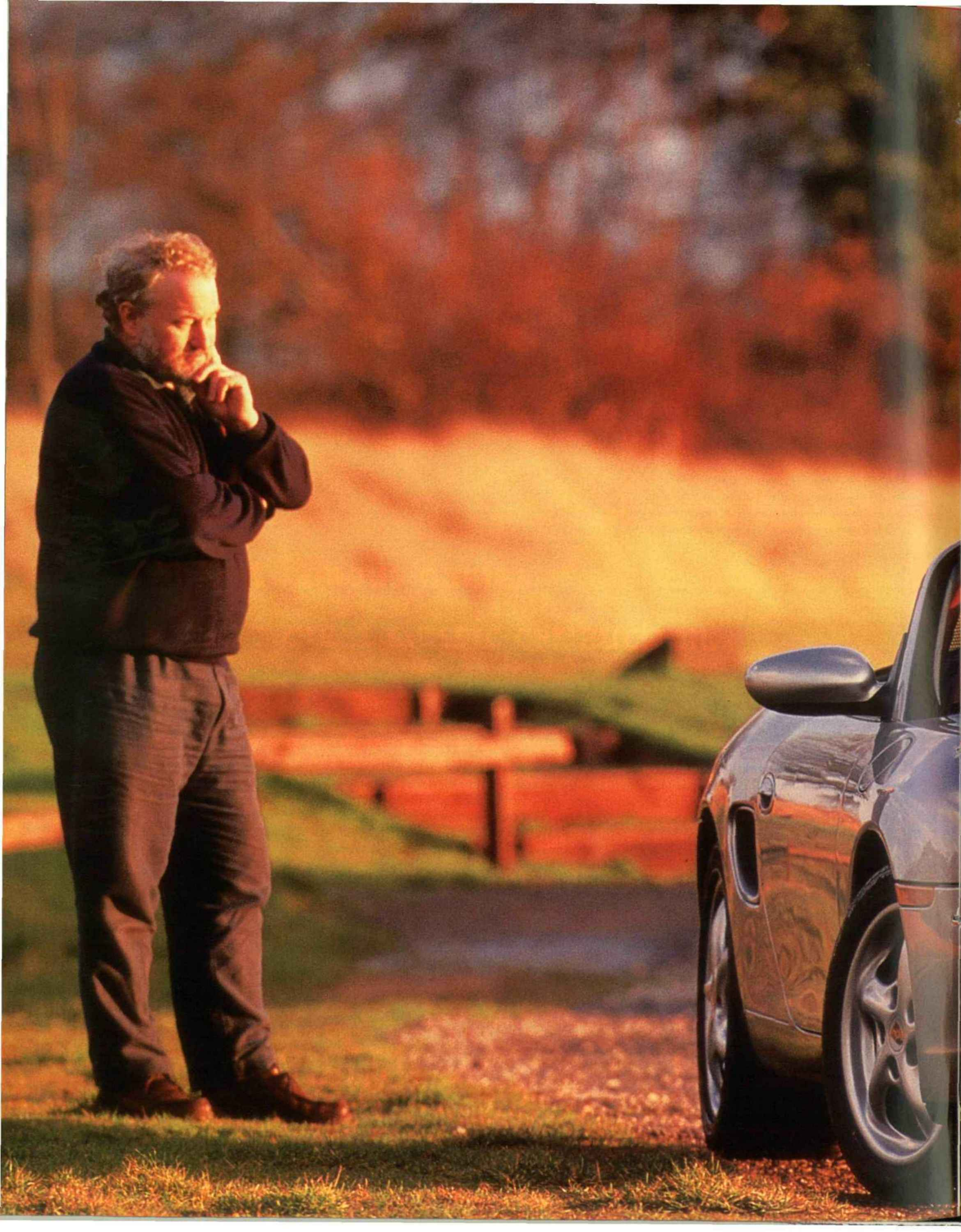
Alfa Romeos had utterly dominated, taking the first nine places overall, as well as the saloon and 1500cc awards, but the untried British cars had performed superbly in an event with no parallel at home, averaging over 56mph for the 1000 miles where Nuvolari had managed 67.45mph. Without the many stops to change plugs the

gap would have been smaller still; but to the excitable British press such details mattered little, nor did Nuvolari. Headlines shouting "Tiny MGs Beat Giants of Three Nations!" and "First Home in Big Race" may have been over-egging the pudding a little but they were understandable at a time when, despite speed records and Le Mans feats, Britain lacked a top-level presence in international motor-racing events. MG was never going to frighten Alfa Romeo, but the team's Mille Miglia achievement was a sterling one, and it conferred a gutsy reputation on the eager, willing little cars from Abingdon. M



Howe drifts through a Raticosa bend, his colours on the MG's coachline







# SIDEWAYS GLANCE

*NICK FAURE IS BRITAIN'S MOST FAMOUS, AND SPECTACULAR, 911 DRIVER. WHAT THEN WOULD HE MAKE OF THE RATHER TAMER BOXSTER? ROGER BELL DOES THE INTRODUCTIONS*

photography by Ian Dawson





## SIDEWAYS GLANCE

**I**f Porsche is pinning its future on the Boxster, I think it has got it wrong." It was the trader in Nick Faure who spoke first, not the driver. "Ask people what a Porsche is and they'll say 911."

The veteran of some 600 races, 11 Le Mans and more deals in 911s than you've had visits to Tesco's, was expressing his doubts about the new Boxster. "Once the hype is over, will people really buy a two-seater Porsche? My customers want rear seats. There aren't enough buyers around who can afford to be that impractical."

People certainly want the Boxster right now. What's more, they have the money.

Silly money. Seated at a big, paper-strewn table that serves as his desk, Nick Faure – a burly, bearded, 54-year-old with a ready laugh and an artist's eye – tells us of the punter who had just paid £52,000 elsewhere for one. Loaded with extras, it retailed at £45,000 (up from a basic £33,950) and the rest was premium.

"I cannot understand the mentality of people who get into the overs market for the sake of a few months' wait," says Nick. Not that Nick Faure, car dealer, is complaining. "I have just sold a £21,000 Lotus Elise in the trade for £24,000. And it was left-hand drive, at that."

Here we go again, I thought. The market is on the verge of madness. The world is awash with new sports cars and, for the moment, everyone seems to want them. Me included. My first drive in a Boxster had been so bewitching that I considered ways of raising the cash to run one for a year or so before selling it on without suffering any loss. Singing through the gears over the South Downs en route to Nick's place in Milford, Surrey, – he works from home beside a golf course – I wish I had, even though my order would have been at least a year too late.

I was hooked, no question. But then I don't make a living trading in used Porsches. What would Nick Faure, Britain's best-known exponent of Germany's rear-engined icon, think of the new 'affordable' Porsche? As it happened, Nick had just returned from Germany in a current 911 which left him waxing lyrical about a car that everyone agrees just gets better and better. Surely the less powerful Boxster – which Nick had yet to drive – would prove something of an anti-climax.

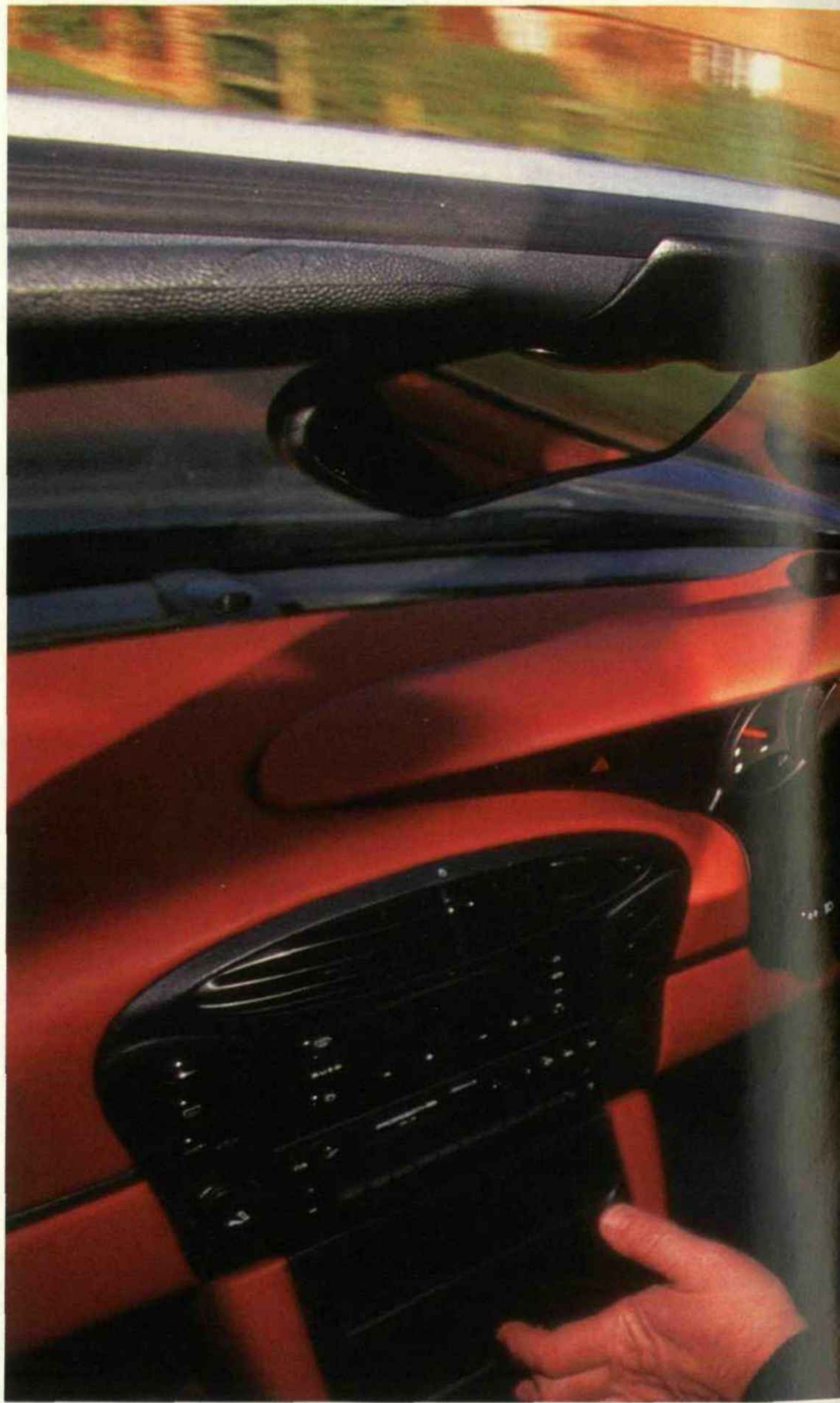
"I cannot see why Porsche is even thinking about killing this 911 which is both roomier and smaller than the Boxster. In Germany, they're already saying that the 996 (the 911's replacement, based on the Boxster's floorpan and powertrain) is a disaster... It's a modern 928, and look what happened to the old one. It never sold that well. People have very short memories."

Nick is puzzled by talk of the Carrera 4S being retained, against expectations, as a third-string model alongside the Boxster and 996. "Why the expensive 4S? It's never been that desirable," he says. The no-frills 3.2-litre 911 Classic Nick would love Porsche to build for Boxster money would make far more sense. Amen to that.

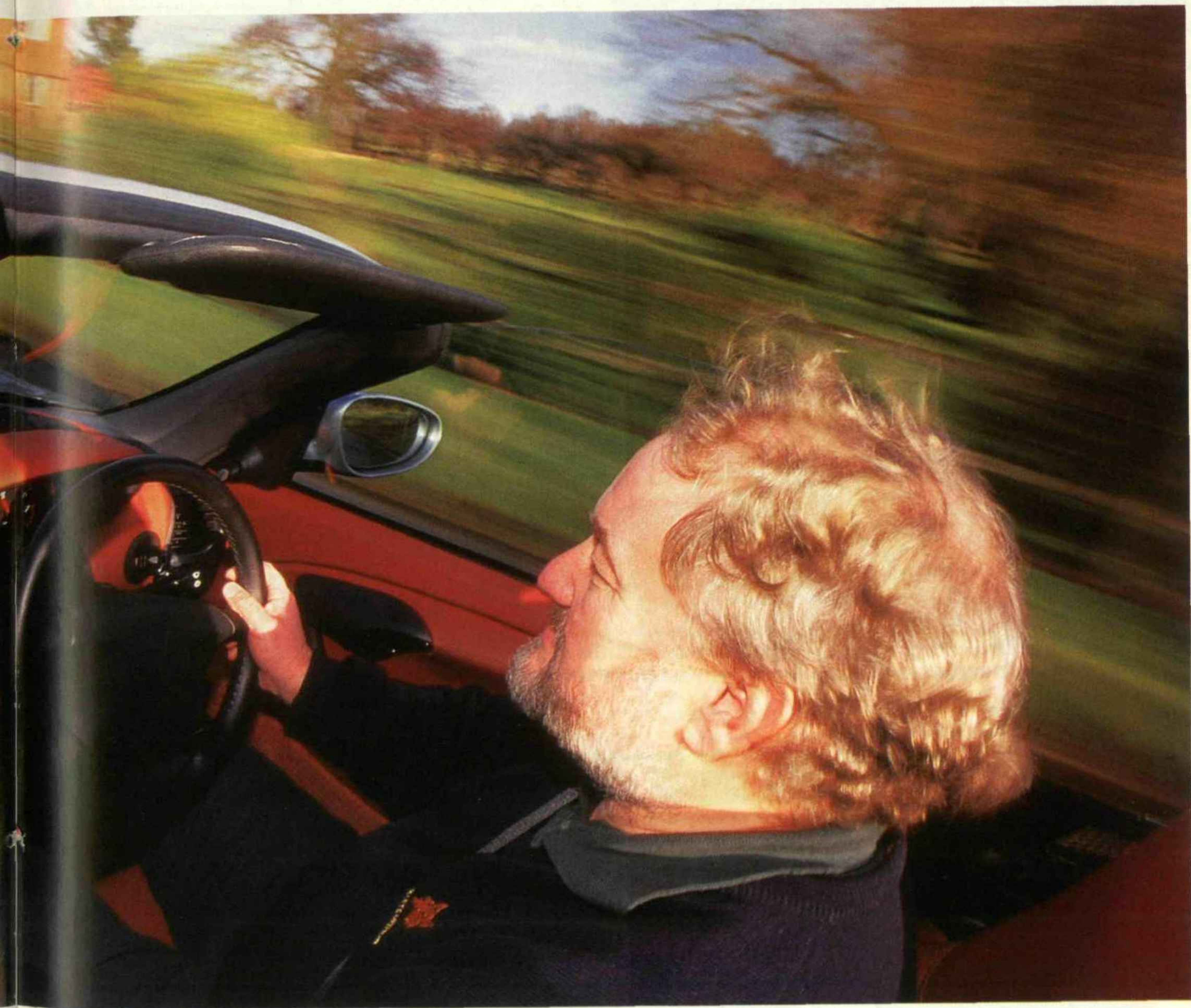
Commercially, the 914 and 914/6 – the Boxster's mid-engined precursors – never made much

*Nick's impressions of the Boxster were largely positive, although he found the steering a little vague. Sensation, though, was of an easy familiarity: 'It feels like I've been driving it for 20 years.'*

*Faure proved not just quick in race 911s but also rather good to watch (below)*







## 'Nick pulls the wheel as close to his chest as possible: "I always drove at Le Mans like this"'

impact, either. "They had diabolical handling," Nick recalls. "You needed to spend a lot of money to make them safe. The standard set-up was quite dangerous, with terrible understeer..."

I'd never considered the 914/6 *that* bad, so was my admiration for the Boxster misplaced? Nick was about to pass judgement. The first thing he does when settling into the hot seat is to pull the wheel right out, as close to his chest as possible. "I always drove at Le Mans like this. It's much less tiring." No long-armed, boy-racer stuff for this old pro. "I feel wonderfully comfortable. The seat's built for big Germans, so it suits me fine."

Within seconds of departing, Nick is enthusing about the pedals – hangers in the Boxster, not floor-hinged like the 911's. "They're the best Porsche has done." He shifts quickly and smoothly, spotting the absence of clutch lag, praising the sharp responses. Nick is surprised there aren't six gears (he later concedes that five are sufficient), but seems pleased Porsche has returned to a shift pattern that places reverse on the other side of the gate from first – not dangerously adjacent to it, as on late-model 911s. "Novices have been known to move off smartly backwards at the lights." He enthuses about the instruments and the traditional

dominant central tacho – which I always dismissed as pretentious nonsense, even with a supplementary digital speedo. Why bother with the analogue one at all? Nick also comments favourably on the view ahead. "It's part of Porsche tradition to have wing pointers you drive between."

First impressions? Very good. "I'm reminded of my first go in a 356." And it was the 356 that gave Nick his taste for Porsches. He started racing 911s in 1967, after a '65 debut in a Mini. In '73 he won the British Production Sports Car Championship in the importer's Carrera RS 2.7, with 16 victories. As the most successful sports car of the year, ➤





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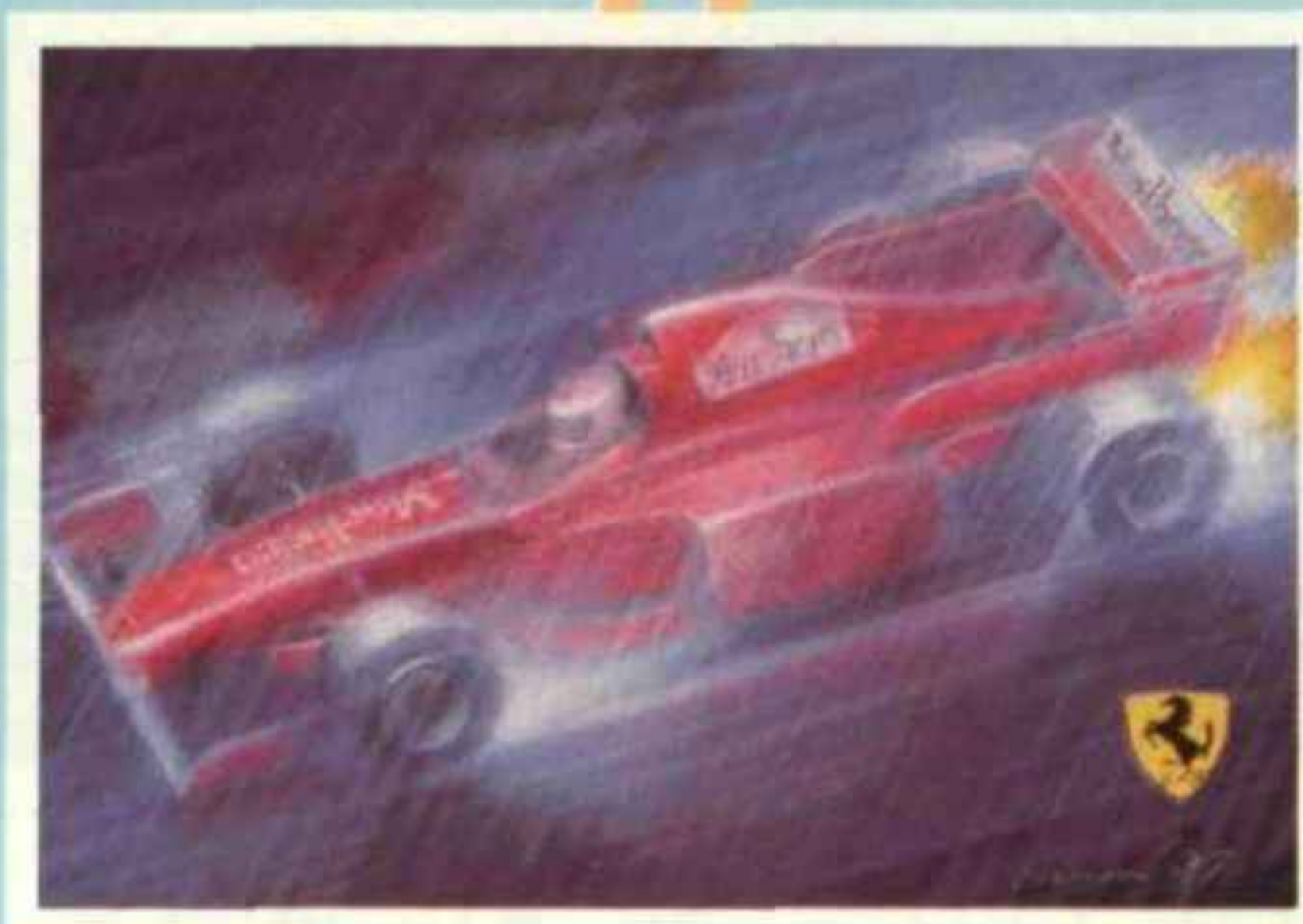
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Sliding the tail of the Boxster wide is easy if either the road is wet or you know how to provoke it like Faure. Mere mortals are more likely just to find grip

### SPECIFICATIONS

#### ENGINE

Type ... ..	flat-six, all aluminium, dohc, 4 valves per cylinder
Bore/stroke ...	86 x 72mm, 2480cc
Fuel injection	Bosch Motronic 5.2
Compression ratio	11.0:1
Max power ...	204bhp at 6000rpm
Max torque ...	181lb ft at 4500rpm
Specific output	82bhp/litre
Transmission ...	Five-speed, 21.5mph/1000rpm

#### SUSPENSION

Front ... ..	Struts, coils, anti-roll bar
Rear ... ..	Struts, coils, anti-roll bar
Tyres ... ..	205/50ZR17 (f), 245/40ZR17 (r)

#### DIMENSIONS

L/W/H ... ..	169.9in/76.0in/50.8in
Wheelbase/track	95.1in/57.3in (f), 59.4in (r)
Kerb weight ...	2736lb, 46/54 per cent (f/r)
Cd ... ..	0.31

#### PERFORMANCE

0-30/60/100mph	2.2sec/6.5sec/18.0sec
50-70mph in top	10.7sec
Top Speed ...	139mph

#### KEY ENGINEERING POINTS

... ..	Platform forms basis for next 911; Flat-six engine is all new and water cooled for the first time; Double wishbone suspension discarded in favour of easier to package struts
--------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

#### IN ONE LINE

Has potential to succeed the 911 but yet to realise it

his 911 appeared alongside Jackie Stewart's Tyrrell at the Scottish Show.

Nick is immediately at home in the Boxster. "It seems to wipe the road," he says, remembering how the late Denis Jenkinson once described the 356's progress in MOTOR SPORT. "It gives you great confidence immediately, there's no learning curve at all. Anyone could get in and drive it." Not like a 911, then? Nick will hear little ill spoken of the current 911 which is very well sorted (and not, it should be said before time), though he concedes that earlier models are not so user-friendly.

At first, he describes the Boxster's steering as incredible, even though it lacks the outright feel of an unassisted 911's. "No modern car could have that much feel," he observes. Pushing hard along wet country roads, Nick then concludes that the steering seems a bit detached, that it's not as positive as he'd like. "A 911 isn't like this. The Boxster seems to float over small undulations, as though the dampers aren't doing their job properly. Didn't you find that?"

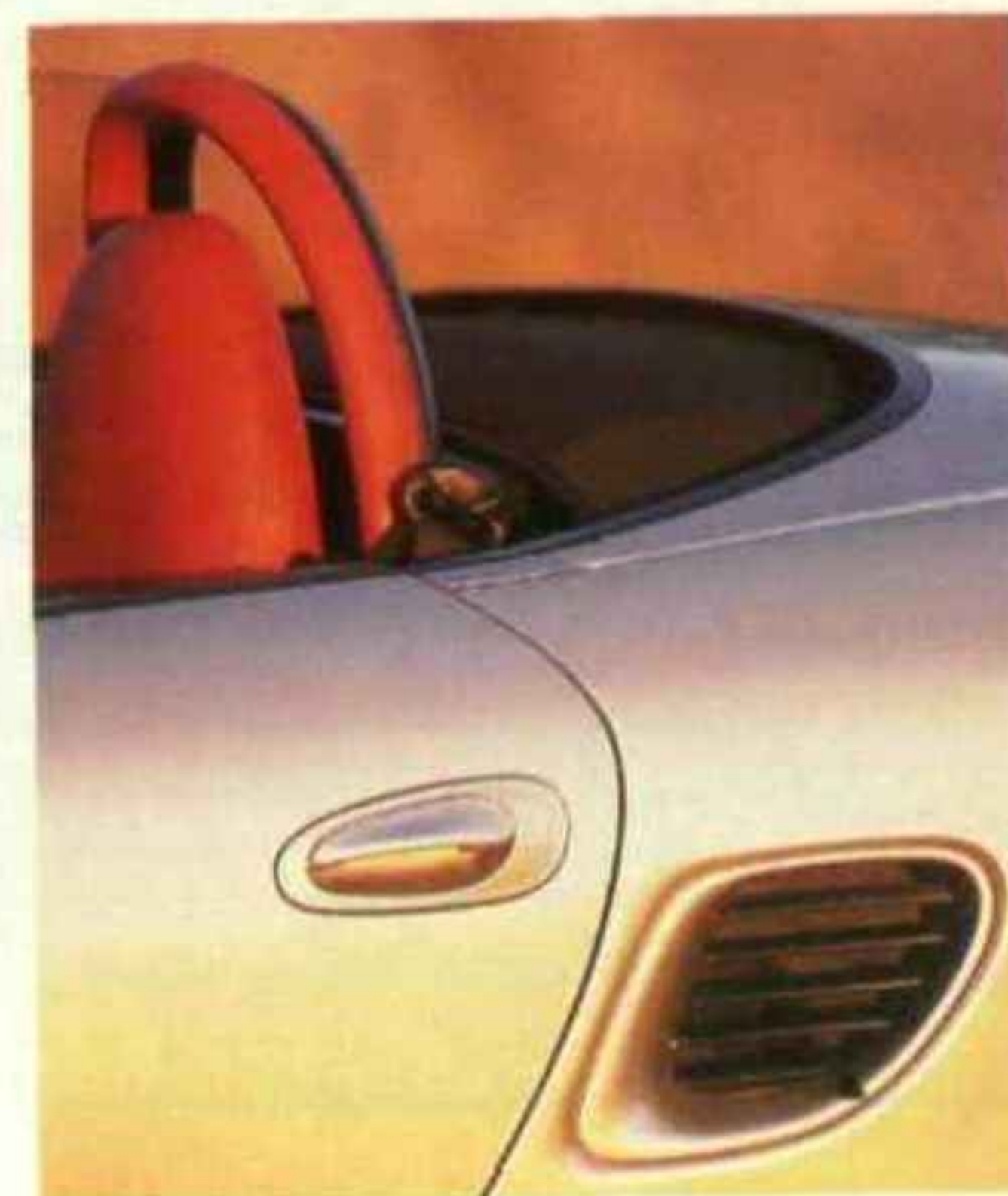
Can't say I did, Nick. But then again, with my reputation to uphold as the world's worst passenger, my mind is by

now only half devoted to NF's pearls of wisdom. The other half is concerned with the speed with which waterlogged tarmac and muddy verges flash towards us, then swish beneath. We come to an open right-hander. Nick blips down to second under braking (he really is enjoying those hanging pedals) and buries the throttle. The inside rear tyre scrabbles harmlessly. What, no limited-slip differential? "It doesn't want to throw the back out. It's as though the car was designed to sit there and just spin the power away."

Nevertheless, Mr Faure is clearly enjoying the Boxster. "How could I not? I feel as though I've been driving it for 20 years. Clearly, it's built by people who understand what the feel of a car should be... the brakes are fantastic." ➔



Central tachometer a direct 911 rip-off



Boxster beauty lies in the details



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At home with Mr 911: Nick has high praise for the Boxster but maintains it will never achieve the commercial success of the more practical, enduring 911

Anyone who's seen Nick racing will know that opposite-lock power slides are a speciality, particularly in 911s. He soon has the Boxster's beyond-the-limit habits logged and tamed. "You have to be quite aggressive to make it slide. Break-away and recovery are far sharper than a 911's." That's as it should be, given the newcomer's mid-engined layout and light ends. "But breakaway is not so progressive. There's no slow pendulum swing, which is what's so splendid about the 911."

Splendid eh? I wonder at this point whether Nick doesn't underestimate his own skill at the wheel of a 911. What to him is characterful play is to lesser mortals a tricky sting in the tail. My own feeling is that the Boxster is the safer, more friendly car by quite a margin. Its limits are so high

that no ordinary punter is likely to breach them unintentionally. As Nick found, simply backing off – the natural reaction to getting out of shape – is normally sufficient to restore the equilibrium. Brilliant though it is, the current-model 911 that gives Nick so much confidence seems to me a trickier animal than its young sibling.

Nick regrets you can't see the Boxster's lovely 24-valve engine hidden amidships. "Buyers like to be able to see the engine on a forecourt, not on a ramp," he grumbles. To restrain performance to sub-911 levels, the Boxster has 2.5 litres and 204bhp though there's a more powerful 3.0-litre variant on the horizon. Water-cooling jackets soften the flat-six's raspy edge but, vocally, the Boxster is still classic Porsche. "It's a lovely noise," Nick says.

"The thing about Porsches is they always sound great to the driver." So what about performance?

Nick zings the honey-smooth engine up to its modest six-five limit. "You don't need anything faster than this for the road." I had expected criticism of the engine's modest low-rev muscle, if not about its upper virulence. Not a bit of it.

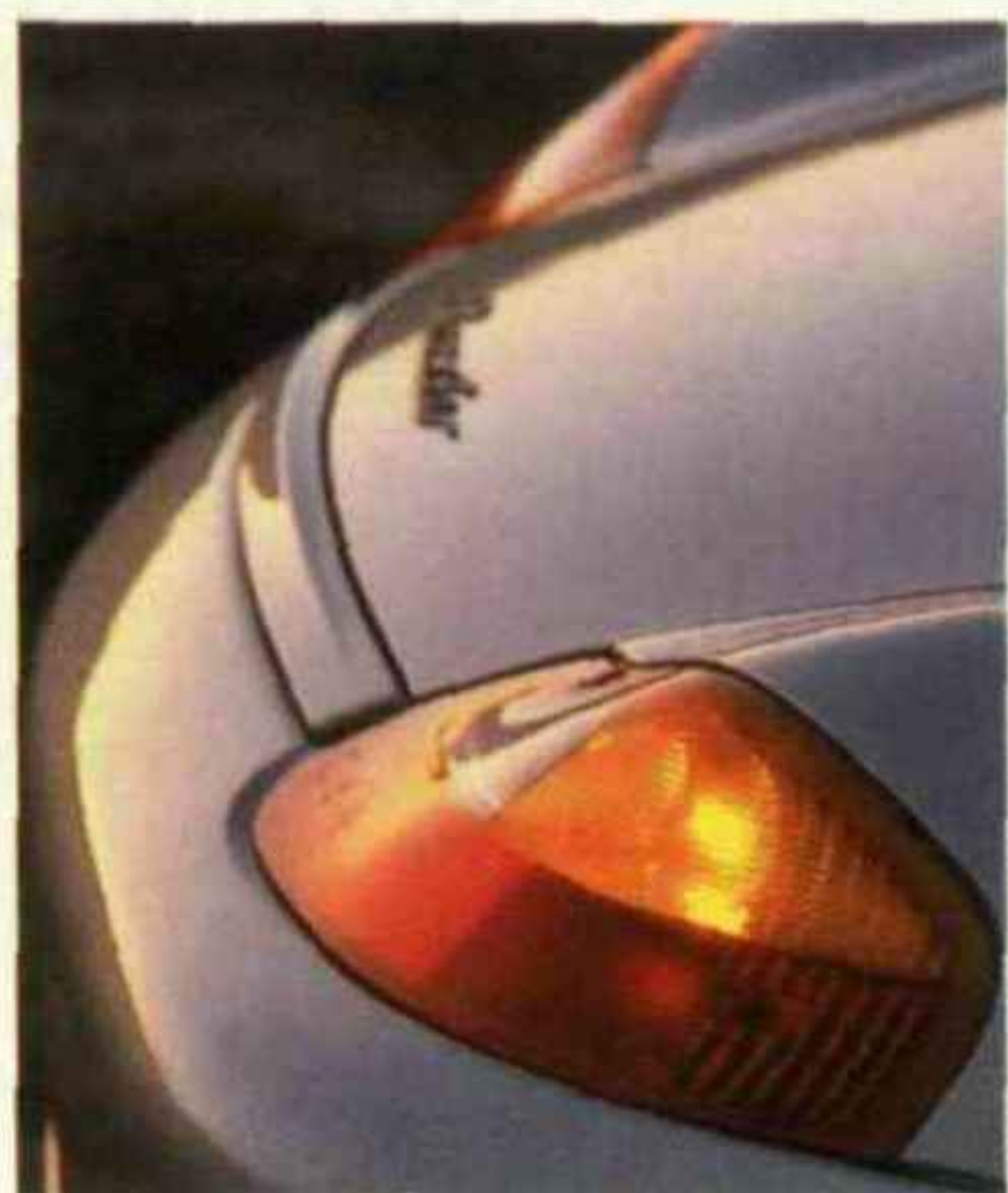
"Driving a sports car is about using the gearbox," says Nick, who praised the engine's flexibility. Like me, Nick would not want the alternative Tiptronic auto. Why pay £2600 more for less fun? Why deny yourself the added involvement of a good manual box? And that of the Boxster is very good, provided you're fleet of hand and foot.

Nick Faure, driver, sees the Boxster differently from Nick Faure, trader. "The more I drive it, the more I want it. Its appeal is immense. It's the concept that's limited." What about structural integrity? "Brilliant. It feels far stiffer than a 911 cabriolet."

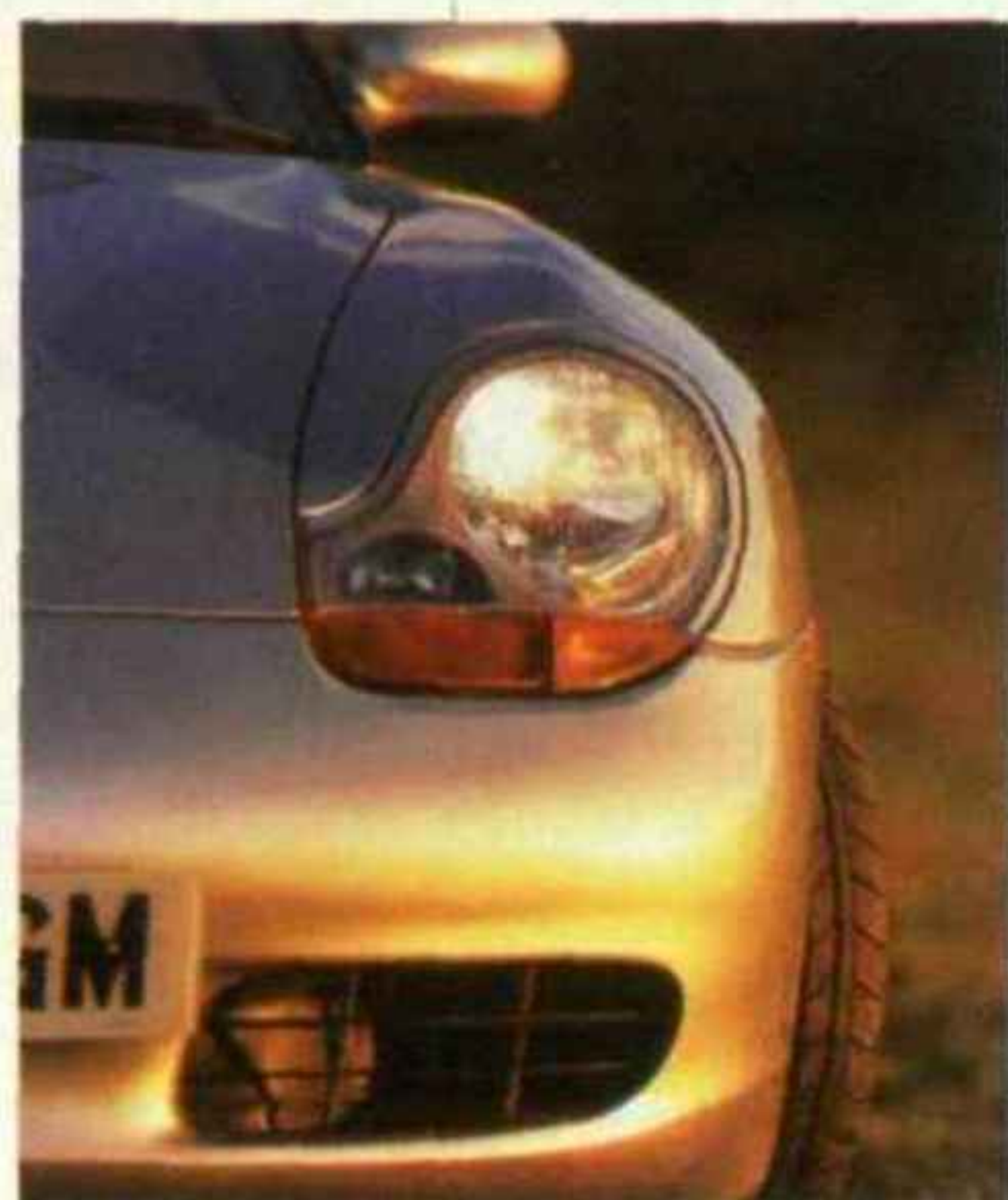
I'd add to that a 911 Targa too. For an open car, the Boxster is uncannily taut. Given the shallow sidewalls and width of its low-profile tyres, it also rides well. Two-seaters don't come much more comfortable than this, not even Merc's SLK.

High praise, then, from Mr 911 for the upstart Boxster's feel, sound, looks, safety, performance, brakes, hood, seats – at the end of the day he's even playing down criticism of that front-end float.

"It's all right for the road." However, he still has misgivings about the car's commercial role. "I don't think that the Boxster will ever achieve as much as the 911. It'll be a flash in the pan... but it would be nice to be proved wrong." □



Less aggressive lines than the 911's



Broken-egg lamps not to all tastes

**'Anyone who has seen Nick race knows that opposite-lock slides are a speciality, particularly in 911s'**



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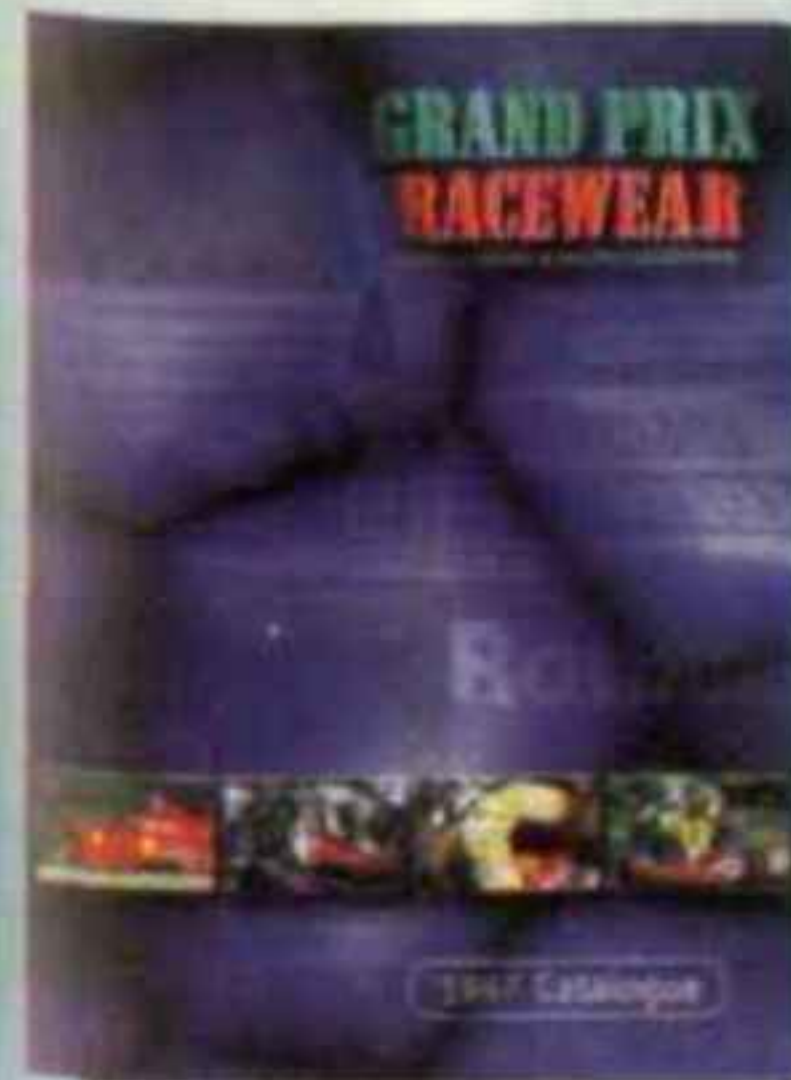


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*Bristow takes a typically ebullient approach to the hairpin at Monaco, keeping Bruce McLaren at bay*

# TWO YOUNG TO DIE

***CHRIS BRISTOW AND ALAN STACEY WERE TWO OF BRITAIN'S BRIGHTEST F1 HOPES UNTIL THEY DIED IN THE SAME RACE. DAVID TREMAYNE REMEMBERS THEM***

\*\*\*\*\*

THE RECORD BOOKS HOLD FEW ENTRIES for him yet Chris Bristow is now remembered by some who knew him as "a Michael Schumacher of his day". A meteor in the true sense, his career took off in dramatic style only to plunge spectacularly.

Nor do the books remember the overshadowed Alan Stacey, a valiant soldier plugging on gamely against mounting odds that militated against a man with a disability progressing much further in his chosen sport.

Only the newspapers, on Monday, June 20 1960, accorded them full measure as they related how, on a

black Sunday at Spa-Francorchamps, Fate had made no distinction between their respective abilities and prospects, and reached out for them both. That Belgian GP capped a weekend of trauma the like of which F1 would mercifully be spared until Imola, 1994.

Bristow, the son of a south London car hire operator, began racing an MG Special in 1956 but sprang to international prominence in the John Davy Trophy F2 race at Brands Hatch on August Bank Holiday 1959, when he beat established stars Roy Salvadori and Jack Brabham by six seconds in the first heat, then settled sensibly ➤





*Bristow during that final drive at Spa. Remember him this way*

for third, close enough behind them in the second, to take the overall win. Four years later, a similar feat at Crystal Palace would catapult Jochen Rindt into the limelight. Porsche offered Bristow a drive in the Goodwood 9 Hours and there, before crashing after a tangle (ironically) with Stacey, he harried Cliff Allison in the works Ferrari Testa Rossa.

British Racing Partnership chief mechanic Tony Robinson had pointed Bristow out to team boss Ken Gregory, who recalled: "Tony had seen him racing at Crystal Palace. We gave him a trial in our F2 Cooper

at Brands Hatch, and signed him immediately. In 1958 we had run George Wickens and Ivor Bueb, and when poor old Ivor cooked it at Clermont-Ferrand in 1959, we replaced him with Chris."

When Bristow made his pukka GP debut in an F1 car at Monaco in 1960 he was mighty, qualifying a sensational joint-third fastest with Yeoman Credit team-mate Tony

Brooks and Jo Bonnier. Gregory was worried about Bristow's inexperience and thus nominated Brooks to start on the front row alongside Moss and Brabham. "That was my judgement, and a mistake, in hindsight," he admits 37 years later. Bristow's transmission failed early on.

Photos reveal his character: head down, bulling the car at Goodwood and Spa; two-wheeling at Monaco;

tail out at Zandvoort, exuding the will to win. "He was a master of the four-wheel drift," Gregory confirms. "I wasn't his manager and didn't want to be, but I regarded him as a protégé and he knew that. We were preparing him for what would have been great things."

Meanwhile, three years of club racing had taken Stacey to works driver status with Team Lotus by 1958, when he made his F1 debut in the British GP. He was eighth in the same race a year later, but promotion to Innes Ireland's number two for 1960 brought only frustration, with

**'Bristow was a master of the four-wheel drift. We were preparing him for great things'**





*Stacey, here at the 1960 Dutch GP, was a trier and "a lovely bloke"*

retirements in Argentina, Monaco and Holland, where he had run third before the transmission broke. Going to Spa he had only fourth place in the International Trophy at Silverstone by way of consolation.

Journalist Jabby Crombac knew Stacey well, both professionally and socially. "He had an artificial leg," Crombac recalls. "His right leg was cut just under the knee, and in order to double-declutch he had a motorcycle throttle on the gearlever. His mechanic was Bill Bossom, who had a missing arm. So there was this weird combination of a guy with one leg

and a mechanic with one hand!"

Ireland, Stacey's great friend and team-mate, took delight in kidding a disbelieving Jim Clark, during their early relationship as Colin Chapman's drivers, that Stacey indeed had a false limb. "At Rouen one year," Crombac recalls, "Alan had to pass a medical. Team Lotus was like most British teams at that time - very scared of the bureaucracy of French organisers. So I was sent to go with him. Well, there is that test where the doctor touches your knee with a rubber hammer, to check the reflex. So Alan showed his proper leg for the first

test, then I distracted the doctor's attention and Alan quickly made sure that he tested the same leg again!"

Friends speak of both men with great affection. Tony Tobias was "a minion with the BRSCC, racing an Austin A35," when he first came across Bristow. "BRP was based in Lots Road, Chelsea, near where we lived," he says, "and I remember Chris driving down the King's Road in a Jaguar XK140, standing on the seat and only bending down to steer. He liked doing that! He was a cavalier person. He'd duck and dive, selling sports cars. I saw him do his

party piece once at Silverstone too, driving along, standing on the seat. But he was a total racer. If you talk of him today, you'd talk of him being like Rindt."

Many years after Stacey's death, writer Eoin Young was embarrassed to note that while speaking of him one day, Ireland was movingly close to tears. "Alan was a very nice bloke; cheerful, not complicated," Crombac confirms. "A lovely bloke. A really nice chap." Publisher John Blunsden recalls him as "a fairly quiet sort. Not one to make a vivid impression."

Bristow's and Stacey's careers ➤➤

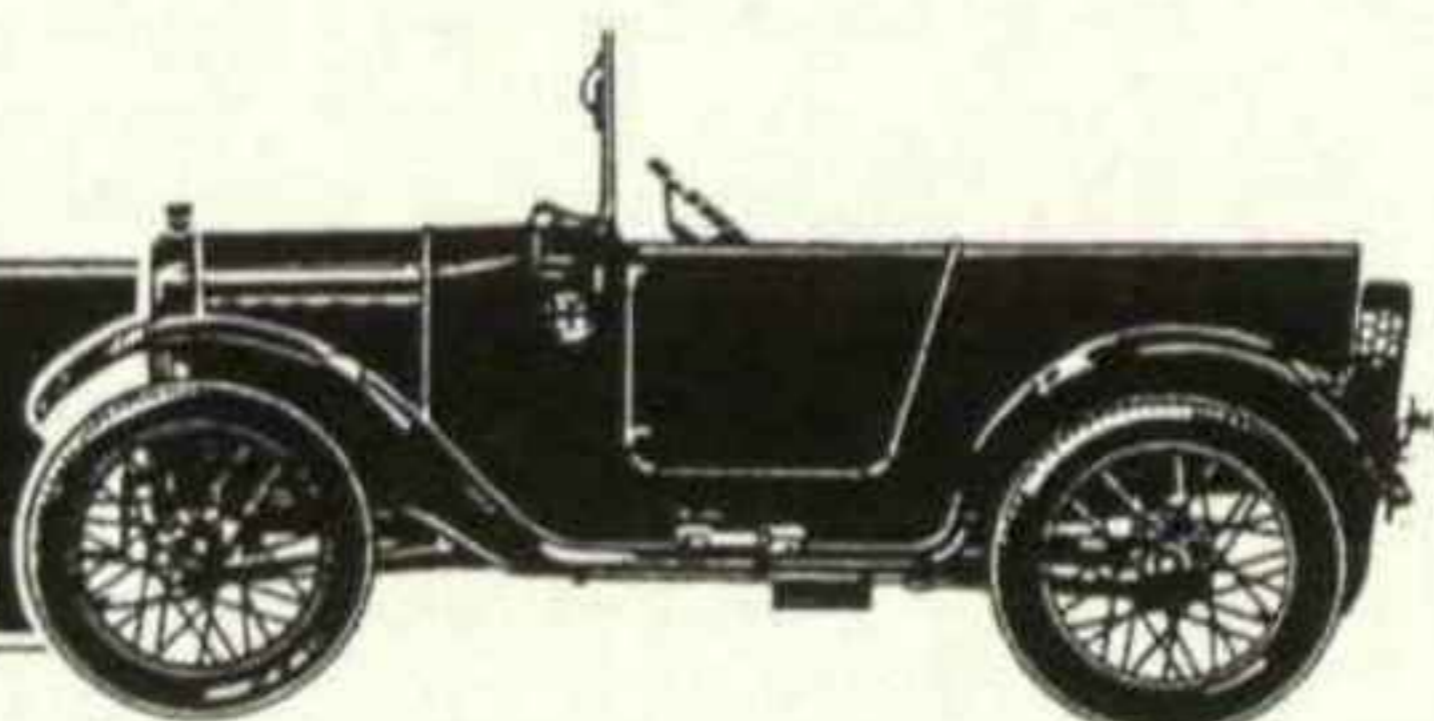


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*"In Formula Junior and the Lotus XI Stacey was terrific" - Crombac*

### BRITONS WHO COULD HAVE BEEN CHAMPIONS HAD THEY LIVED

The contemplation of champion promise unfulfilled is always painful. Two years before Bristow and Stacey fell at Spa, the talented Stuart Lewis-Evans succumbed to burns received in the Moroccan GP.

In 1968 Mike Spence, who stood in for the late Jim Clark at Indianapolis, got out of the groove entering Turn One. The BRM team leader struck the outer wall at a gentle angle but, in a tragic foretelling of Ayrton Senna's accident, the right front wheel came back into the cockpit and inflicted fatal head injuries. Spence was on a final shakedown run in the car of inexperienced team-mate Greg Weld.

Two years later, Piers Courage lost control of his de Tomaso during the Dutch GP at Zandvoort. Three years later Zandvoort sank into infamy

when upcoming Roger Williamson was left to die in his burning upturned March as craven marshals refused to assist fellow race-driver David Purley's valiant rescue efforts.

Like Williamson, both Tony Brise and Tom Pryce were tipped as future champions. But after showing brilliance with Graham Hill's team in 1975, Brise was killed along with the former champion in an air crash that November. In March 1977 Pryce was the hapless victim in South Africa when a teenage marshal ran across the track directly in front of him.

There, but for fortune, went Britain's future champions. Men whom close observers believed possessed every bit as much talent and promise as those upon whom Fate chose instead to smile.

seemed to offer different futures as they lined up on the 18-car grid that day at Spa: Bristow ninth, Stacey 17th. Stacey had probably gone as far as he could. Blunsden felt he might mature into a steady points scorer, in a decent car. Crombac felt that his F1 career was about to stall. "In Formula Junior and the Lotus XI he was terrific," Crombac says. "But when it came to Formula One he didn't enjoy the proper throttle control which he needed. That was really his shortcoming. I think the cars were getting too much for him. When he wanted to put the throttle down, he had to shift his hips."

By contrast, Bristow had the potential to go all the way. "In those days you had to get the car sliding," says Blunsden. "The sense of balance and co-ordination was typified by Stirling. In those who had it, it shone so clearly. In those who didn't, it didn't half show. Chris had it. Undoubtedly he could have been something. He was bloody quick. Another couple of years and people would have seen just how great he was. There were quite a few who didn't get over that fearlessness threshold in time, and were killed. But Chris was so quick that even in his short time his talent was all too obvious. He was incredibly quick but relatively inexperienced, and for a such driver that was the most dangerous period of all."

"If he had survived," says Gregory, "almost certainly he would have been a potential world champion. He was the early Schumacher of his day." But Gregory rejects the 'fearless' tag. "I don't agree with that. I think he knew fear. A driver who doesn't know fear wouldn't have lasted more than a couple of races. With the greatest respect to those who believe Chris was fearless, if a driver is fearless he is going to find situations he doesn't expect or can't cope with. It is the capacity to get as near as possible to the line of disaster, with confidence, that enables the good drivers to go as fast as they do. If they are fearless, they would get up to that and beyond it, and wouldn't survive long. So I don't think fearless was the right word for Chris, at all."

Gregory's recollection of Bristow's off-track character also cuts across the Cockney, Jack-the-Lad image others saw. "He was a relatively quiet young man, not boisterous at all. He didn't have an outgoing personality. He kept fairly well to himself and was extremely fond of his sister, Sonia. He was always extremely ➤➤





# The Vintage Sports-Car Club

The Vintage Sports-Car Club was founded in 1934. It is dedicated to 'The Preservation and Competition of Vintage Sports Cars built pre-1931, and selected Post Vintage Thoroughbred (PVT) Sports Cars prior to 1941'.

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4th May	Curborough Speed Trails	nr. Lichfield, Staffs	20th July	Mallory Park Race Meeting*	nr. Leicester
11th May	Wiscombe Park Hill Climb	nr. Honiton, Devon	2nd/3rd August	Prescott Hill Climb	nr. Cheltenham, Gloucs
26th May	Donington Park Race Meeting*	nr. Donington, Derbyshire	31st August	Cadwell Park Race Meeting*	nr. Louth, Lincs
7th June	'Racing Green' Silverstone Meeting*	nr. Towcester, Northants	27th/28th Sept	Loton Park Hill Climb	nr. Shrewsbury
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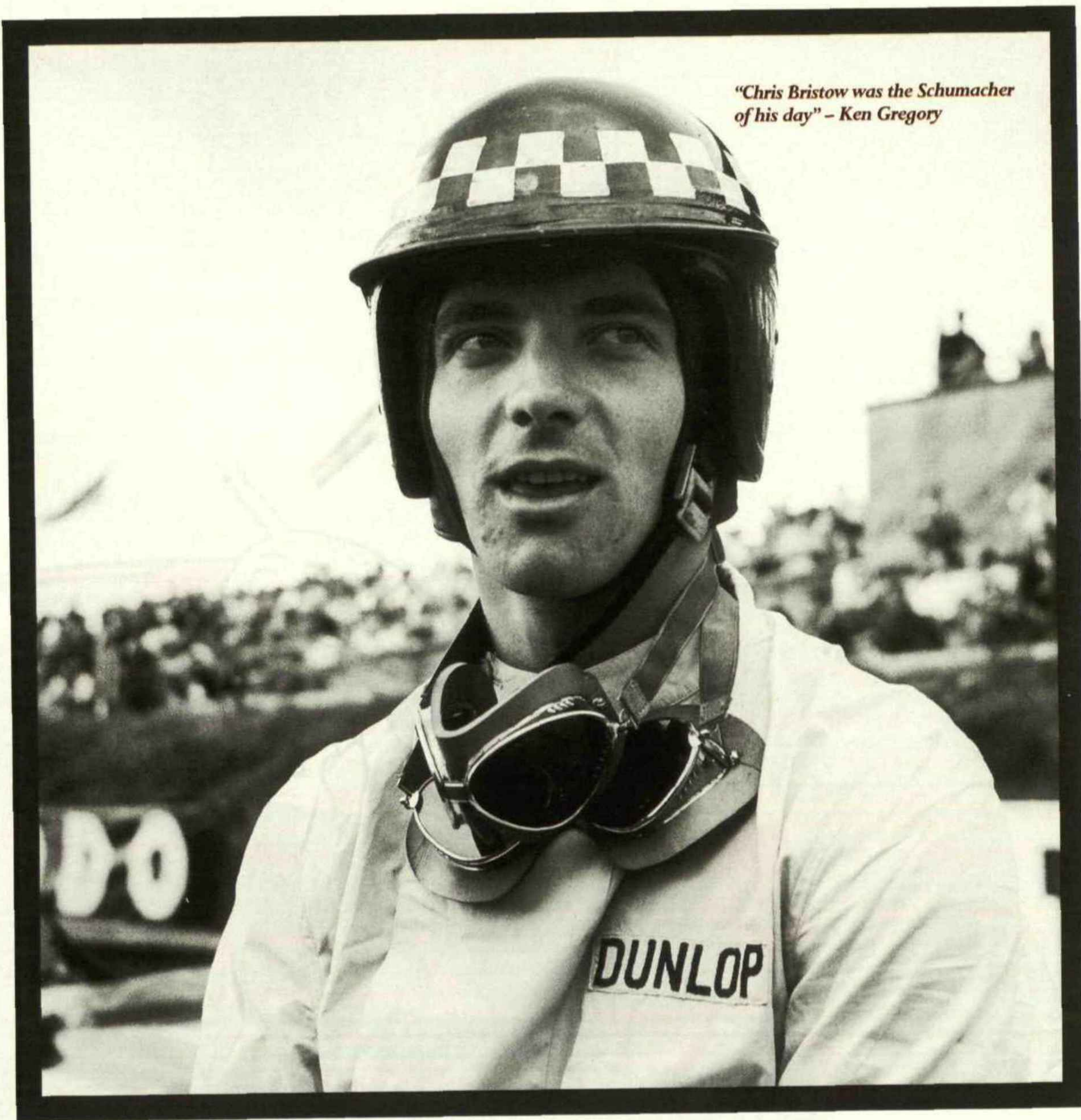
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*"Chris Bristow was the Schumacher of his day" - Ken Gregory*

neat, very punctual and utterly committed. An ideal team member."

Stirling Moss agrees with his former manager's character assessment, but puts Bristow's level of ability into a different perspective. "I quite liked him. He was easy to get along with, liked the crumpet, you know. A light-hearted, regular guy. He was an energetic person, but I don't recall him being wild on the track. He was quicker than most. But a Schumacher? Absolutely not! I don't agree with that at all. I think dear old Ken's being extremely over-generous! But he was probably like a Jean Alesi, if as quick."

That fated weekend Spa was at its malignant worst, for in practice Moss himself shunted heavily, sustaining a broken nose and legs, when his Lotus lost a wheel at Burnenville, just beyond the spot where Bristow would crash. Many drivers stopped at the scene, and it was some time before people in the pits realised that the missing Mike Taylor was not one of them, but had had his own alarming accident near Stavelot. His Lotus had plunged into the trees after its steering column sheared. A dark cloud descended, but worse was to come.

Bristow was embroiled in an

aggressive dice for sixth place with the Ferraris of Wolfgang von Trips and wild Willy Mairesse when, on the 20th lap, he made what appeared to be an unforced error at Burnenville. The apple green Cooper rolled over several times, decapitating him in the process. Clark, in his first season of F1 for Lotus, nearly struck his body where it lay. This horrific experience, coupled with the death of Archie Scott-Brown two years earlier, lay at the root of the peerless Scot's absolute detestation of Spa.

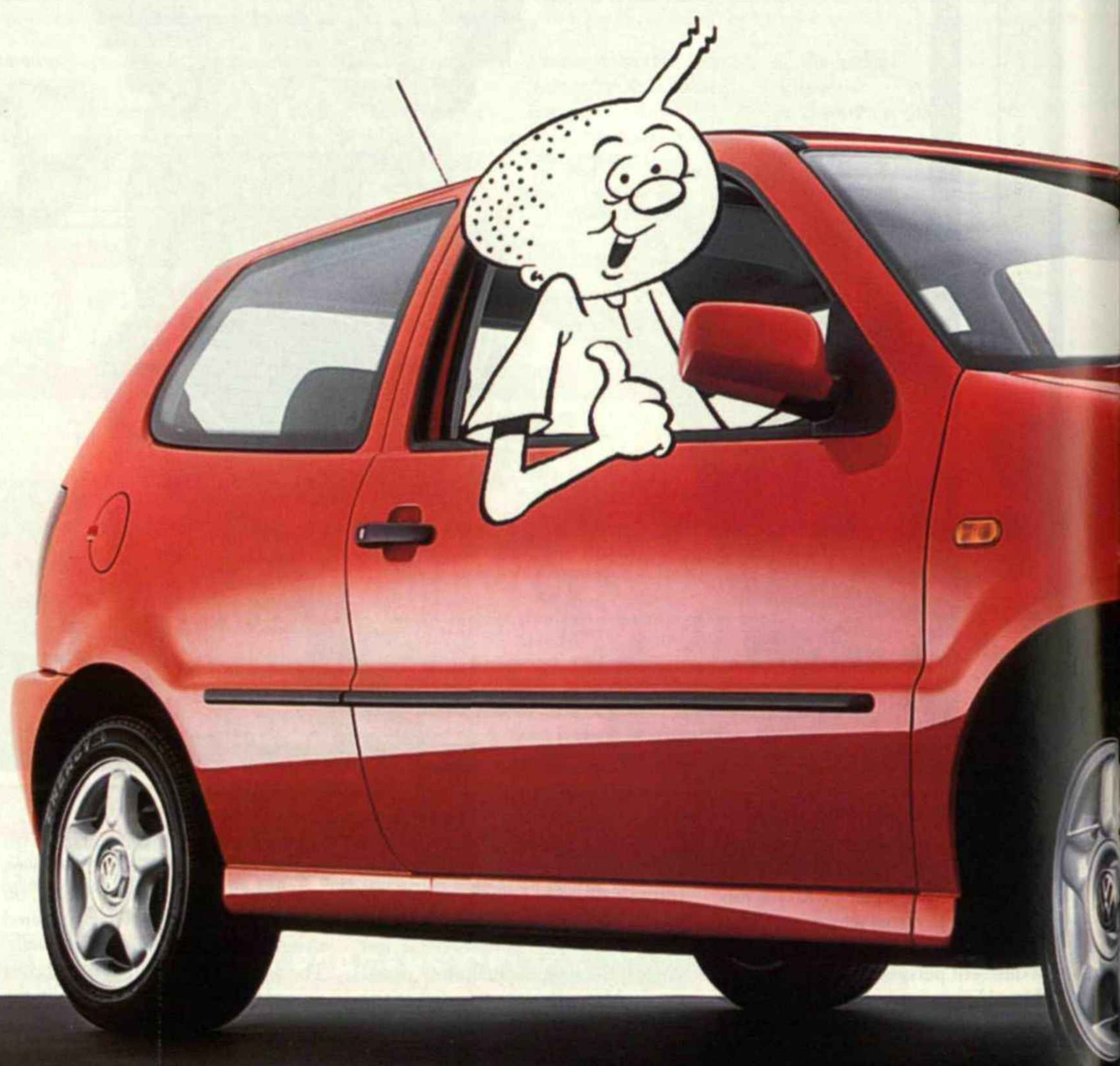
Two laps later Stacey, lying seventh, crashed at 140mph. Though

his Lotus burned, there was sufficient evidence to convince his mechanics that he had been struck in the face by a bird. It was a silent Formula One fraternity that acknowledged Jack Brabham's victory that day.

Two young lives, cut viciously short. Bristow, 22, the streaking star on the verge of potential greatness; Stacey, 26, the quiet trier peaking in his F1 career. Motor racing, too often the fatal sport in that unforgiving era, nurtured each one for a while, toyed cruelly with their emotions and their hopes but, ultimately, would play them no fanfares. M



THE YOUNG TO DIE









photography by Ryan Baptiste



*Escort Cosworth looks great and has been a quick contender on rally stages. A shame then that it proves considerably less convincing on the road*



**TOO MANY CARS HAVE GAINED UNDESERVED REPUTATIONS. SOME ARE OVER-HYPED, OTHERS UNDERRATED. IN THE FIRST OF A SERIES THAT EXPLODES THESE MYTHS, ANDREW FRANKEL LOOKS AT A GREAT PRETENDER**

# FORD ESCORT RS COSWORTH

IT IS REMARKABLE HOW RARE IT IS TODAY THAT A CAR receives a reputation it actually deserves. Because so many factors cloud the process which have little to do with the product — prejudice, precedent and a depressing predilection among too many writers to be kinder than they should, to name but three — rather indifferent motors now bear implausibly grand names on their decidedly skinny shoulders. Of course, it works the other way around too and, as the odd gem does get buried, we will be taking a look at a few of these too over the months to come.

Now though, it is Ford's Escort RS Cosworth that stands accused of being a less than brilliant road car.

The Escort Cosworth was born, back in 1992, with two crucial factors in its favour: First, it looked right; there is no doubting that those mad, pumped up hatch-from-hell lines struck the right note for its target audience. Second, and as importantly, people wanted it to be right. They willed it with every fibre to be as great a car as that it purported to replace, the largely wonderful Sierra Cosworth. "New Cosworth in not-quite-as-good-as-the-old-one shock" was not a headline anyone wanted to read.

In fairness, the Escort was not a bad car, merely a disappointing one. After the lessons of six years of Sierra Cosworth production, the expectations of the new car were sky high and, in just about every important area, it failed to meet them.

Part of the problem was the fact that, underneath that fancy body, it wasn't sufficiently different to the Sierra. Indeed, the simple truth is that it was a Sierra, running on a modified platform. If you don't believe me, peer under the bonnet. When did a '90s Escort ever have a longitudinal engine? On its own, this reflects merely Ford's desire to keep the Cosworth line alive long after it could no longer sell the Sierra. The Escort case only starts to look rickety when direct comparisons are made to its parent.

First, there is the engine, the 2-litre 16-valve turbo

four that was common to both. Back in 1986 it was noted more for its ability to extract 100bhp from each of its litres than the ill-tempered manner in which it was achieved. Modifications to bring that output up to the 227bhp boasted by the Escort did little to improve its distinctly crabby disposition.

Even this might have mattered little if the Escort had gone quicker than the Sierra but, as *Autocar's* tests showed, this was not a claim it could make. Despite the good offices of four-wheel drive, it could only match the 6.2sec 0-60mph sprint achieved by the original Sierra and not touch its 145mph top speed, its bluff shape halting progress at 138mph.

Some might say such on-paper posturing counts for little in the real world but even they would admit the coarse rattling's of the Cortina-blocked engine gave little cause to commend itself when compared to the silken song of the Lancia Delta Integrale Evolution's similarly configured powerplant.

It doesn't end there. The Escort could have been forgiven if its chassis had proven to be some sublime vehicle for the talents of its drivers. As it was, it could not hold candle-light to that of the car it replaced.

It had a lot of grip, I grant you, and I don't doubt it could drive around the outside of a Sierra in any corner you care to name. This is not the point. Grip should only be one small slice of chassis ability but, in the Escort, it was near enough the entire pie. Fine,



the Sierra Cosworth was not the finest riding carriage around either but, in two vital respects, it was the old dog that knew the best tricks.

First, any Sierra Cosworth, from a two-wheel drive hatch to the four-wheel drive saloon, is better balanced than the Escort. Early ones were tricky, thanks to suspension that carried almost no rubber and Dunlop D40 tyres that lacked grip in the wet but, as the model evolved, they became beautifully controlled. The best was the rear-drive saloon which was not just devilishly quick point-to-point with butter-wouldn't-melt looks but would also boot its tail as far out of line as you wished. And even when this game was ended by four-wheel drive, the Sierra Cosworth remained delightfully neutral, able to be manoeuvred on the throttle to your unending delight.

The Escort Cosworth is not like this. Unless you know some advanced rally driving techniques that should not be used on public roads whatever your surname, all it will do is grip and then understeer. And understeer some more. I remember passing a day with one at Goodwood and wondering what had gone wrong. Lap times might have said it was quick but pulse times definitely said it was dull.

Dismiss this as irrelevant to real life on the public road if you like. What is less easy to forgive, however, is the steering which is peculiar to say the least. It not only lacks the feel of the Sierra system, it has aggressive off-centre response, removing linearity. This is not a problem which spoils your fun at only race track speed; it's there all the time.

In essence, the Escort Cosworth's body wrote a cheque the car was unable to cash. In later life, a smaller turbo helped engine response but it never seemed likely to eclipse the car it replaced. All that could be categorically stated in the Escort's favour over the Sierra was that extra security meant fewer were stolen. Perhaps the thieves took test drives too.

**VERDICT:** Rotten apple. M

**'Expectations were sky high and, in just about every area, it failed to meet them'**



# Brian Redman

1970 Trophée des Ardennes

**THE SCRIPT WOULD BE REJECTED AS IMPLAUSIBLE, YET IT HAPPENED. GORDON CRUICKSHANK REPORTS**

IF YOUR RACE CAREER SPANNED 36 years, you might expect choosing your greatest to be difficult. Brian Redman's victories embrace virtually all the major sportscar classics, including the BOAC 500 at Brands Hatch and the Spa 1000km, as well as a number of Grand Prix drives. But although a works driver for Porsche and Ferrari, and triple F5000 title-holder, in the US, he says without hesitation that his most exciting race was a 2-litre event, a knife-edge battle with a Hollywood climax which clinched a championship.

It was 1970. Two small British firms, Lola and Chevron, had their teeth into the European 2-litre Sportscar Championship and, with only one more round to go, the Trophée des Ardennes over 500km of Spa-Francorchamps' gruelling gradients, Lola's small lead could fall if Chevron won. It was unlikely; Lola's contender, the T210, was a lightweight spider which had upstaged the heavy Chevron B16 all season, and Chevron's answer, while rapid, emerged from its first race a charred wreck.

Redman recalls: "We were fairly horror stricken when we went to the first race at Paul-Ricard and saw Jo Bonnier there with the Lola 210, which was an open car, much lighter and in fact much faster. The only reason he didn't win that first race was because he had an electrical problem."

Redman saw the danger, and said to Chevron boss Derek Bennett: "We need an open car". It was August when Bennett began. "He took the body off a B16 and made a new one, beating the aluminium himself. At the time I was also driving for Porsche, so when he said 'we've no money for wind-tunnel testing', I said 'don't bother, Porsche have already done it. Copy the 908/3!' Which is what he did."

Its debut came at the penultimate race, the Nürburgring 500km. "The B16 S, for spider, was very quick," says Redman. "It was about 20sec a lap faster around the 'Ring — a huge difference." Redman was leading by two minutes when disaster struck the Cosworth FVC engine.

"It was at the 14km jump. I was in top gear; the car took off and, as I came down I opened the throttle and it just went 'bub-a-bub-a-bub'. I looked at the fuel gauge, which was flickering. I switched on the electric

pump and it immediately exploded. Just went 'BOOM'. I drove it perhaps a couple of hundred yards, burning fairly furiously, and stopped by a marshal who immediately departed the scene; just ran up the road. I grabbed an extinguisher and put the flames out, but it was badly burned."

There were 10 days before Spa, and Chevron's only hope of retrieving the title was a blackened hulk. It was totally rebuilt by the team, led by Paul Owens, and arrived in Belgium in time for Friday practice.

Leading the four Lolas opposing Redman was Jo Bonnier, Lola importer for Europe and President of the GP Drivers Association. The two qualified on the front row, 0.9sec apart; in the race that gap was never more than two or three seconds, even after pitstops and the lap-record fell lap after lap. "I held the Spa sportscar record in the Porsche 908 long-tail factory car, yet I went three seconds faster in that 1.8 Chevron."

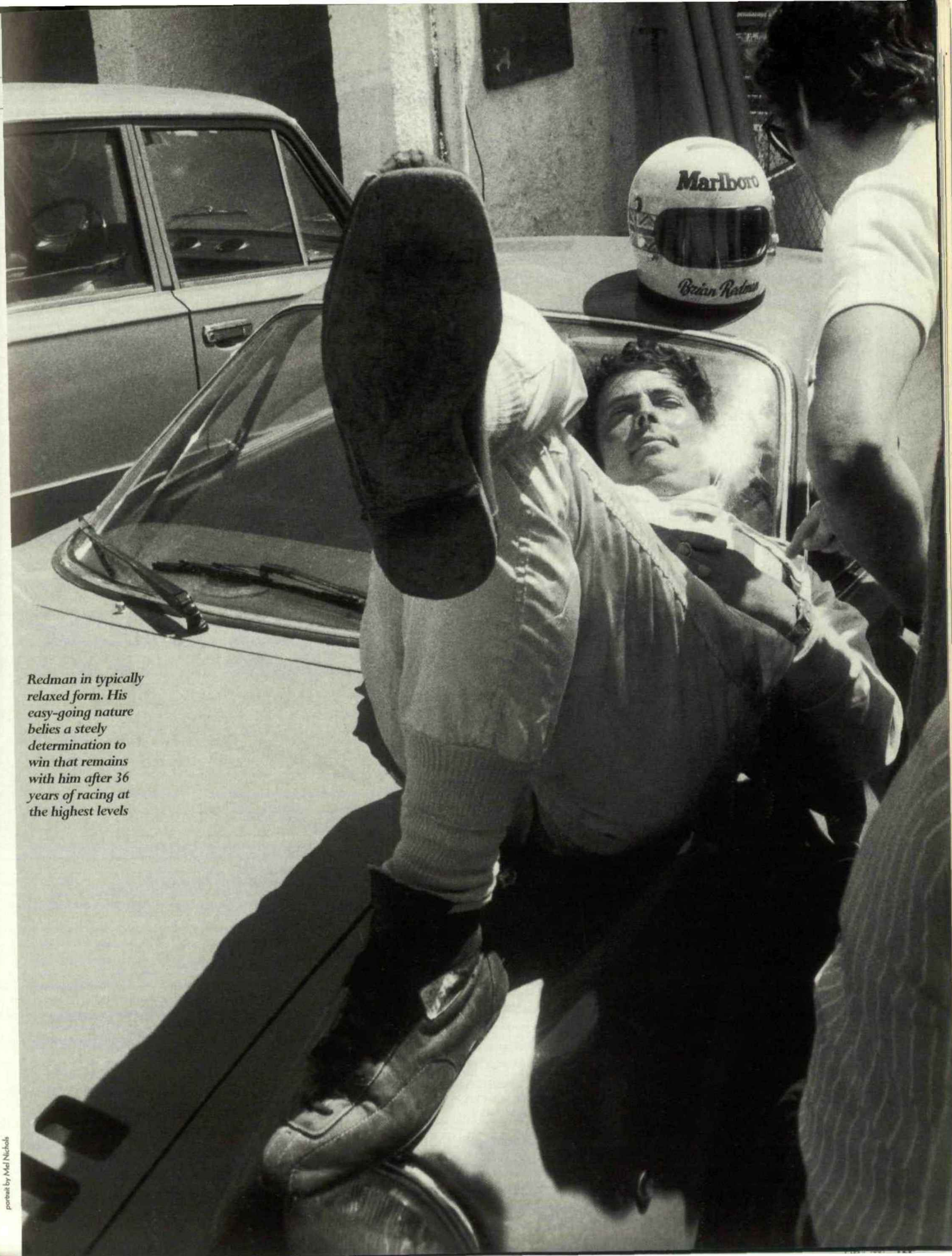
On the penultimate lap, Redman couldn't get first gear at the La Source hairpin. "Bonnier pulled out 200yds; with a big effort I caught and passed him, and set another new record; so on the last lap I thought 'this is it — we're really going to win'. But I looked in my mirror on the back straight and saw Jo catching me, and there was nothing I could do. He came past into the last corner, the La Source hairpin. He correctly took the inside line and we reached my latest brake point side-by-side and flat out. I'd been catching him there a little bit every lap under braking; so now we were both doing 150mph way past the last braking point. I didn't try to turn, all I tried to do was stop, and he disappeared. The wheels were locking as I came on and off the brakes. When I felt I could make a turn — and by now I was up the escape road — I turned, and there he was, sideways on. He'd spun! There was just room to get past before he got going, and we won, taking the Championship by one point. It was not a big race, but it was special."

Now living in Florida, Redman races a Chevron coupé and a 1973 F5000 Lola. "Actually it's frightening at the tracks like Road Atlanta," he says. "There's a blind right there followed by a dip, taken at 175mph, and I must say it crosses my mind to wonder if I should still be doing it."



Bonnier starts in front, Redman pursues. The gap would rarely be bigger





*Redman in typically relaxed form. His easy-going nature belies a steely determination to win that remains with him after 36 years of racing at the highest levels*



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- a micro-computer to control the system
- a liquid crystal display and voice synthesiser to convey directions

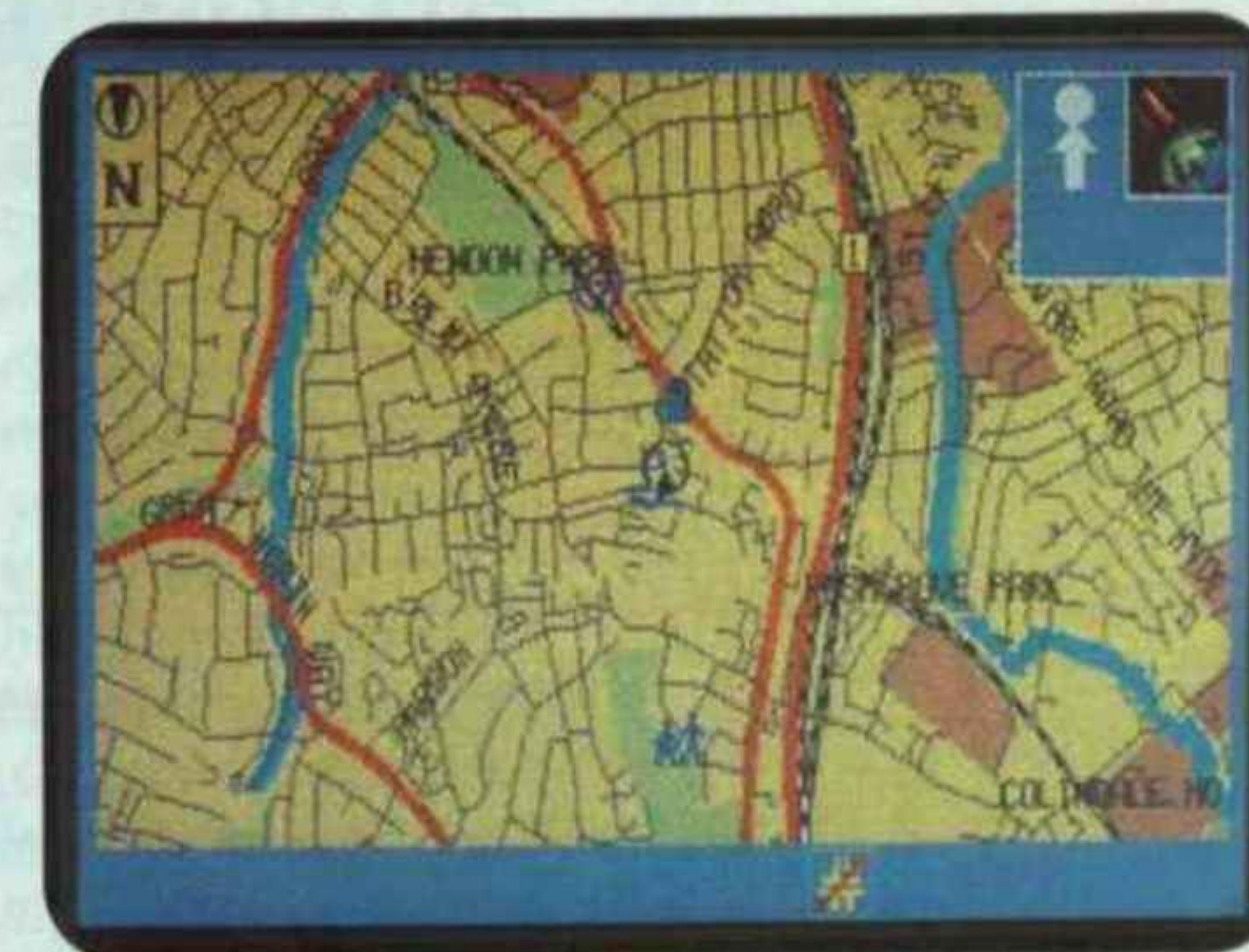
Once a destination is specified, the computer consults the digital map to

calculate the optimum route – a process that usually takes only a few seconds. It then relays step-by-step directions to the driver, continuously monitoring the car's position via the GPS receiver and on-board dead reckoning system. The system automatically accommodates wrong turns. If re-routing is not possible, CARIN instructs the driver to turn around.

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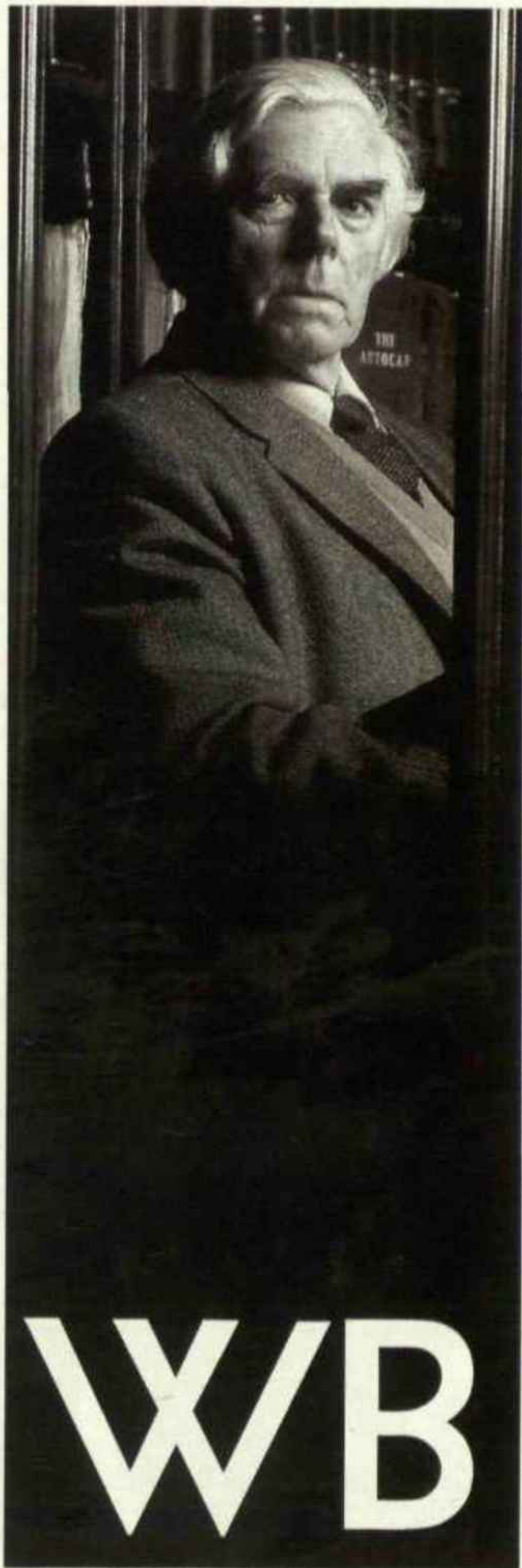
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## Kop – A famous hill

WE THINK OF SPEED HILL-CLIMBS TAKING PLACE AT SHELSLEY Walsh, Prescott, Wiscombe and other venues but many of the older hills used by racing cars are still extant and may be driven up without the realisation that they are becoming quite historic, having ceased to be used after 1925, due to the RAC banning such events on public roads. Locations like Spread Eagle, South Harting, and Caerphilly come readily to mind. Perhaps the most famous is Kop, near Princes Risborough in Buckinghamshire, because it was a mild accident there which resulted in the aforesaid ban – a spectator who had refused to move to a safer viewing point was hit when the inexperienced Given in a Bugatti momentarily left the road. Kop could not be blamed; the ever-growing interest and easy accessibility by car made such a ban inevitable.

Not all that long ago I drove the 1913 5-litre chain-drive Bugatti 'Black Bess' up this hill for the BBC, so am aware that it is still a public road. The first event up this straight loose macadam 1-in-5 gradient was in 1910. Kop looks much the same now, though better surfaced and wider, and the banks where onlookers stood too close to the speeding cars have largely gone, but the whiff of a famous place still surrounds it.

After the war, the place saw some famous drivers and cars, such as Malcolm Campbell, 'Archie' Frazer Nash, and Henry Segrave no less, in his Brescia Bugatti. Large numbers of Londoners drove out and lined the roads to watch celebrities like Count Zborowski, with his GP

Ballot, taking FTD in 26.8sec from a 50-yard flying start, Le Champion running the 20.5 litre aero-engined Isotta-Maybach, and Humphrey Cook, fastest of all in 1923 in his TT Vauxhall. Lots of Bentleys did well and Ivy Cummings was second in her class in 'Black Bess'. Later in 1923 there was an ACU meeting at which Cook did it again (27.8sec) beating Mays' smaller Bugatti and the big Bugatti with its girl driver. Cook's Vauxhall scored again when the Essex Club opened the hill in 1924. But the



J G Parry-Thomas' Marlborough-Thomas competing at Kop Hill in 1924

clouds were gathering, the storm breaking with that spectator's broken leg in 1925. Thereafter, The Ban stopped all such public-road fun. But Kop went out on a high note, with Segrave, famous after his Grand Prix victories, making FTD in a 2-litre GP Sunbeam in an exciting 28.8sec. If you happen to be in the vicinity you may perhaps like to trundle up this hill, thinking nostalgic thoughts.

## Atmospheric motor racing fiction

I see from Eoin Young's column in *Autocar* that he finds the new F1 novel, *Flat Out* by Colin Dryden a "cracking good read". He tells us how this latest motor racing story opens: "Alex Bastyan, GP driver, raised himself on one elbow and let his gaze wander over his team-owner's wife who was lying naked beside him in the best suite of the Hotel Hermitage in Monte Carlo". If that kind of thing turns you on I'm told that Edwina Currie and Jilly Cooper do it much better, or worse...

Real motor racing is so fascinating that I have found that fiction about it has little appeal. The only book of this kind which I have really enjoyed was *Speed Triumphant*, a translation of Pierre Fisson's masterful *Les Princes du Tumulte* (Putnam 1951). In it, Jean-Pierre L'Archange drives for Gordini's Simca team at Monaco, Aix and Berne, the rest of the "cast" real drivers. The

description of the races and a long haul to the circuit in one of the Gordini transporters is wonderfully done, the "atmosphere" marvellously captured, and he doesn't get killed, being content to dead-heat with Farina at Berne.



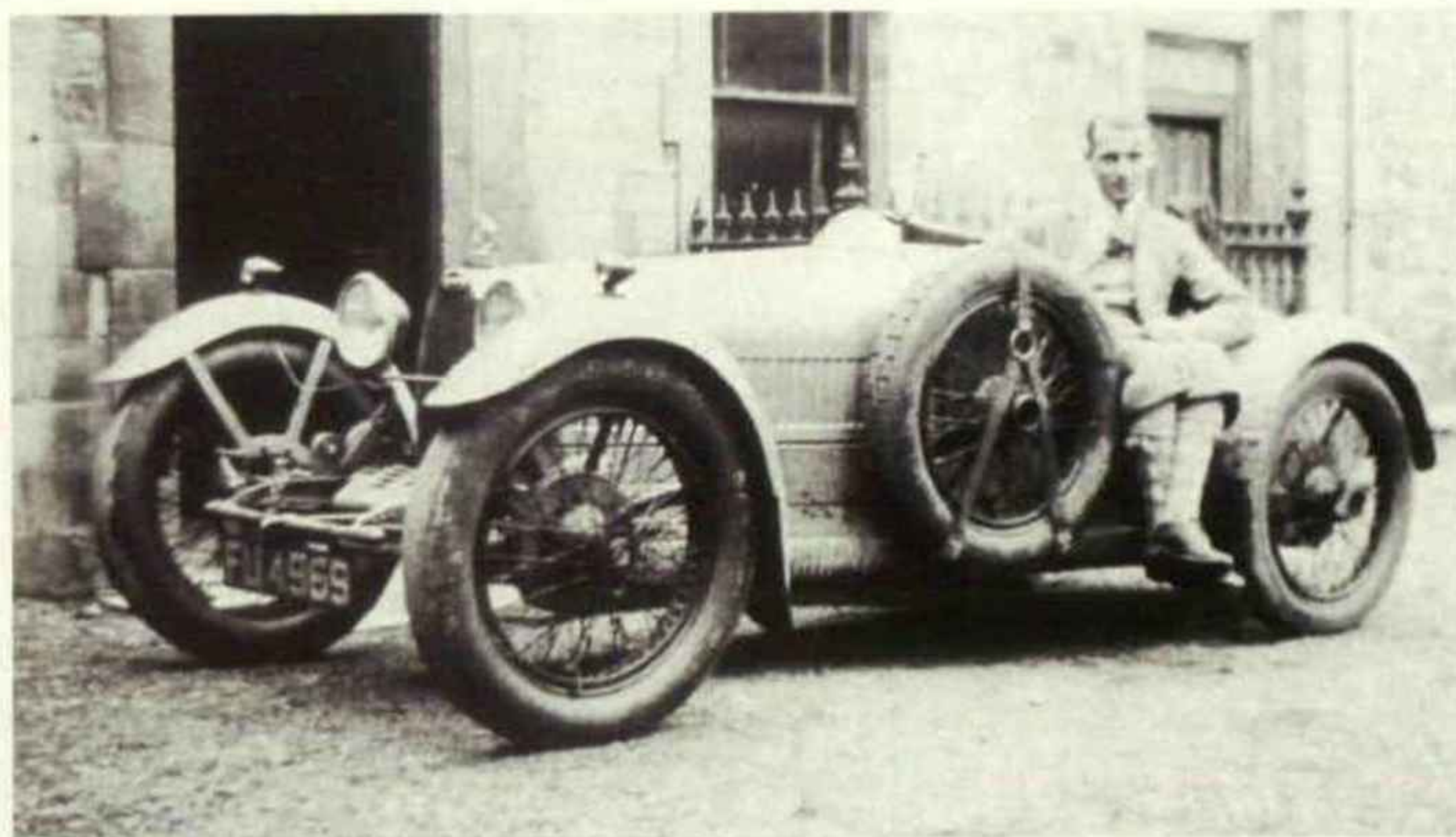
The Simca-Gordinis are wonderfully evoked in Fisson's marvellous book



## A Staniland postscript

AFTER THE ARTICLE ON CHRIS STANILAND, RACING driver, rider and test pilot, in the February issue of *MOTOR SPORT*, a query has been raised as to what caused his fatal accident in 1942. Due to the war, no official report was issued, but apparently Staniland was engaged in the high-speed testing of the second Fairey Firefly to have been built in the experimental shop at Hayes when the canopy blew off, damaging the tail and making the plane uncontrollable. It is thought that the pilot may have been knocked out, preventing him using his parachute.

Incidentally, Staniland's interest in motorcycles, which led to his successful racing career at Brooklands and elsewhere, began when he rode his brother's 1911 Douglas with suction inlet valves. He then had his own Rudge Multi, a sporting big single, followed by a Velocette two-stroke and a side-valve single-gear Norton, and three more Nortons. His competition debut was at the Abergele hillclimb in Wales. It was hardly surprising, therefore, that he joined the BMCRC and was soon racing to good purpose at Brooklands.



*Chris Staniland perched on one of his Bugattis. His fatal accident in a Fairey Firefly was one of six similar deaths, solved by altering the pilot's canopy fixings*

## VSCC HEREFORDSHIRE TRIAL

116 pre-war cars mustered at "The Verzons" in February sunshine, after which at Chalky's Conundrum, Hickling and his passengers ate meat-pasties cooked on the massive exhaust system of his 1917 Dodge. A procession of 46 Austin 7s went past, mainly Chummies and Ulsters but varied by specials like that of Mrs Wellock with an 803cc engine, and Michelmores long-tailed Boyd-Carpenter replica. Most had back-shelf "bouncers", but R Rouse was content with two spare wheels on his 1937 example. However, the long Morgan-JAP of A Abraham had someone in the stern. S Baxter's four-seater 1928 4-litre Chrysler was one of four entered. Miss Lemon headed the 30-98 contingent, against the only Bentley, D Reynolds' sporting 4½.



*Rolfe's 1924 MG/Riley Special queues for action*

## The Shuttleworth collection

THOSE WHO VISIT THE SHUTTLEWORTH COLLECTION at Old Warden Aerodrome at Biggleswade will see in the Richard Shuttleworth Memorial Hangar the Comper Swift G-ACTF which raced against his Swift in India, Richard's DH60X Moth he flew often to Brooklands, the Railton straight-eight in which his mother used to drive, and the first veteran car owned by Shuttleworth, the 1898 Panhard-Levassor which made the 1996 Centenary Brighton Run successfully. A Jowett has also been restored, as Shuttleworth used one of these cars as a hack at Brooklands to get from his shed on the Byfleet side to the Paddock, etc. Another car which has just been restored from derelict state is the Fiat

Topolino which Richard gave to his mother in 1937; rumour says that she was driven in this diminutive car by her chauffeur...

The Shuttleworth Veteran Aeroplane Society is separate from the Collection, existing to provide finance and assistance for the latter. Since 1994 it has looked after the Road Transport Workshop, which has kept 16 cars, 10 motorcycles, historic bicycles and some carriages in serviceable order. The annual VSCC Shuttleworth Vintage Transport Day will be held on August 17, while there will be sunset flying displays on May 17, June 14 and July 19, as well as air shows on Sunday May 4 and Sunday July 6. For full details, call 0891 323310.

## miscellany

WE HEAR THAT THE COMPLICATED TASK OF reconstructing a Tipo 806 1 1/2-litre twin-crankshaft 12-cylinder GP Fiat is under way, with the help of detailed original drawings in the Fiat archive in Turin. Another such project is that of making a new 28.3-litre engine, as used in the giant S76 Fiat racing car "The Beast of Turin", to be fitted in the original chassis, of which a few parts have been miraculously located.

More later, we hope.

\* \* \* \*



PETER COLLINS, FERRARI GRAND PRIX driver and Mike Hawthorn's *mon ami mate*, is buried at the small country church of St Mary's Stone, near Kidderminster, and is commemorated by what must be the only stained-glass window incorporating a chequered flag. The 1830 church is now in need of urgent repairs, a high cost for a congregation of 25 to find. It would be nice if motor-racing folk felt able to support this worthy cause. Donations should go to the Rev J A Cox, Stone Vicarage, Butts Lane, Kidderminster, Worcs DY10 4BH. Obviously any enthusiast wishing to see this unique window would be welcome.

\* \* \* \*

### BENTLEY AT LAGONDA

A misprint in the recent article about W O Bentley's last sports car made it appear that Bentley did not join Lagonda until 1947. In fact he was designing for them before the war, and *MOTOR SPORT* tested the V12 Lagonda in 1941, and in the 1950s the W O 2 1/2-litre and 3-litre Lagonda. Our informer, who reminds us that W O was Lagonda's Technical Director from 1937, has one of the two development 2.6-litre Lagondas built in 1949. He purchased it in 1965, mileage unknown, and has since added 100,000 miles or more. He describes LEL 282 as "a super car, superbly smooth, extremely comfortable and with good acceleration".

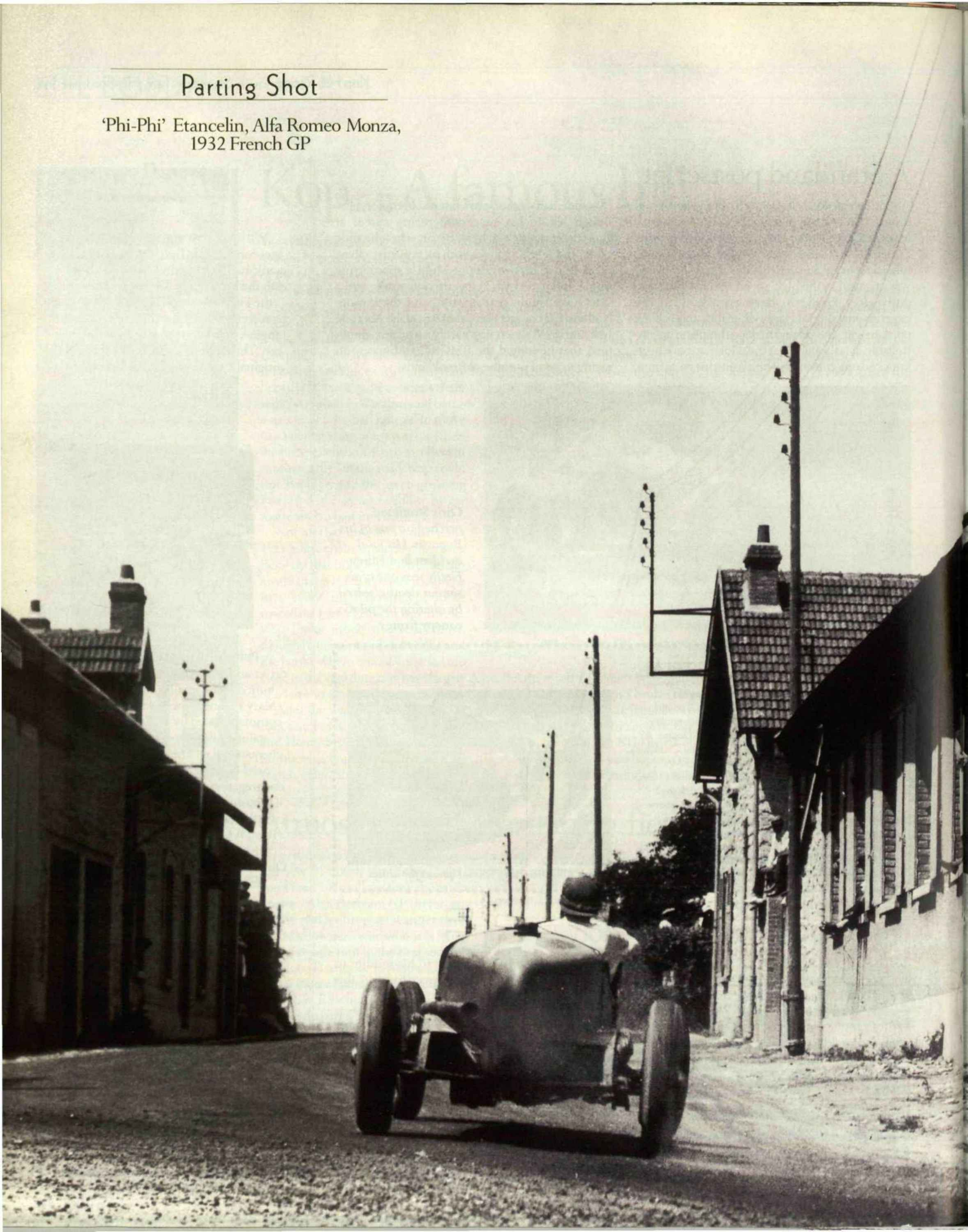


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## Parting Shot

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'Phi-Phi' Etancelin, Alfa Romeo Monza,  
1932 French GP







LE FAMILISTÈRE

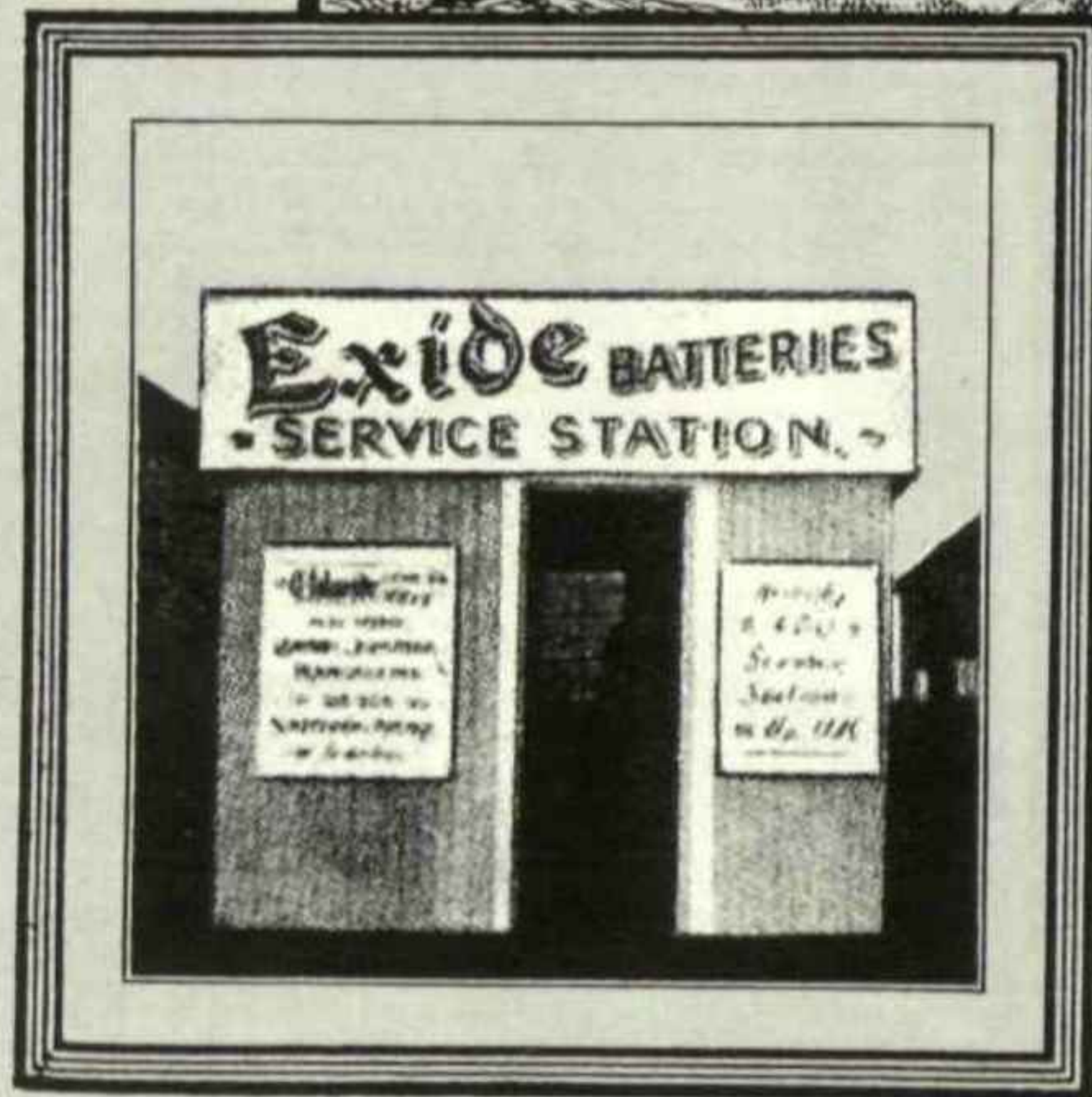
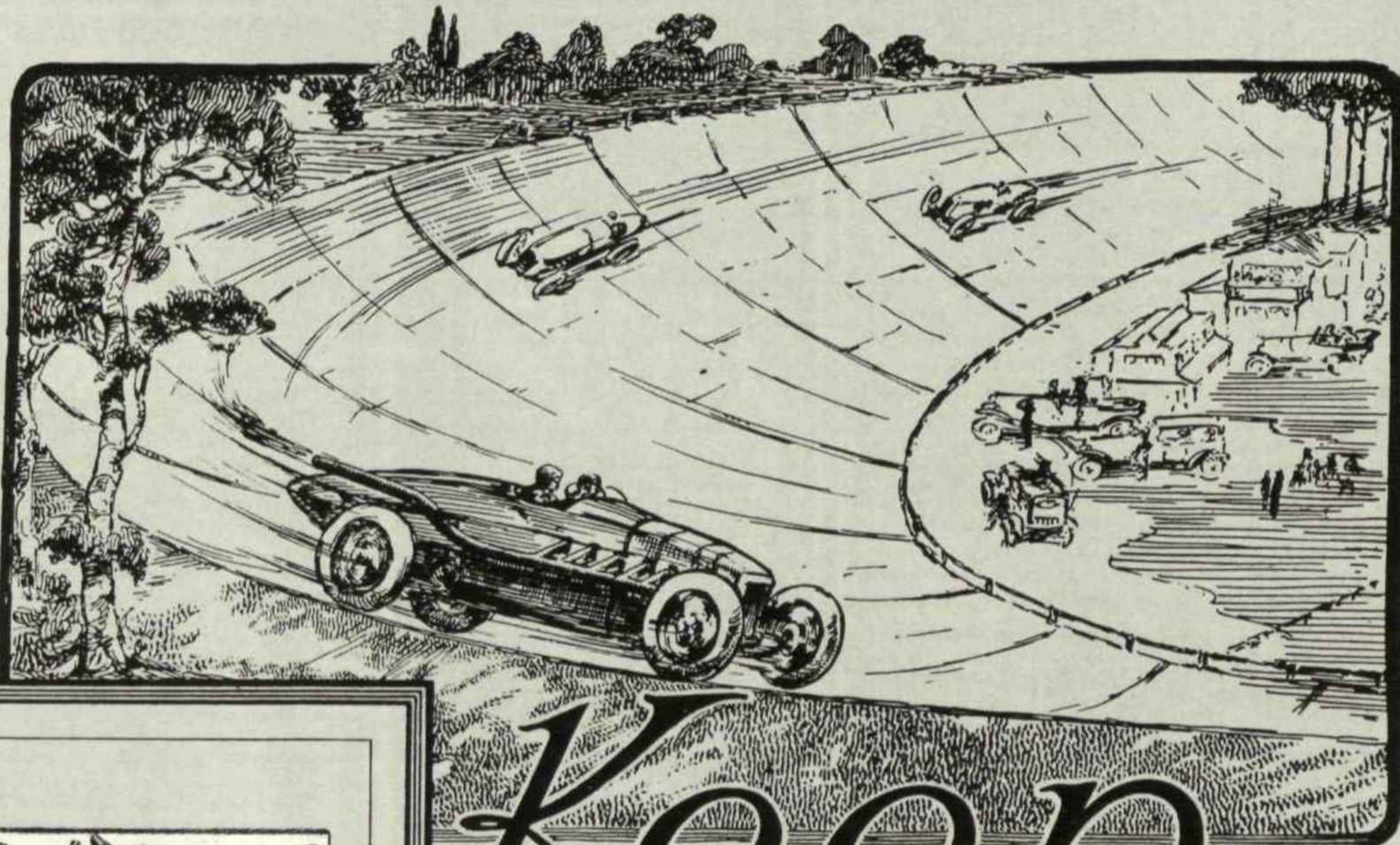
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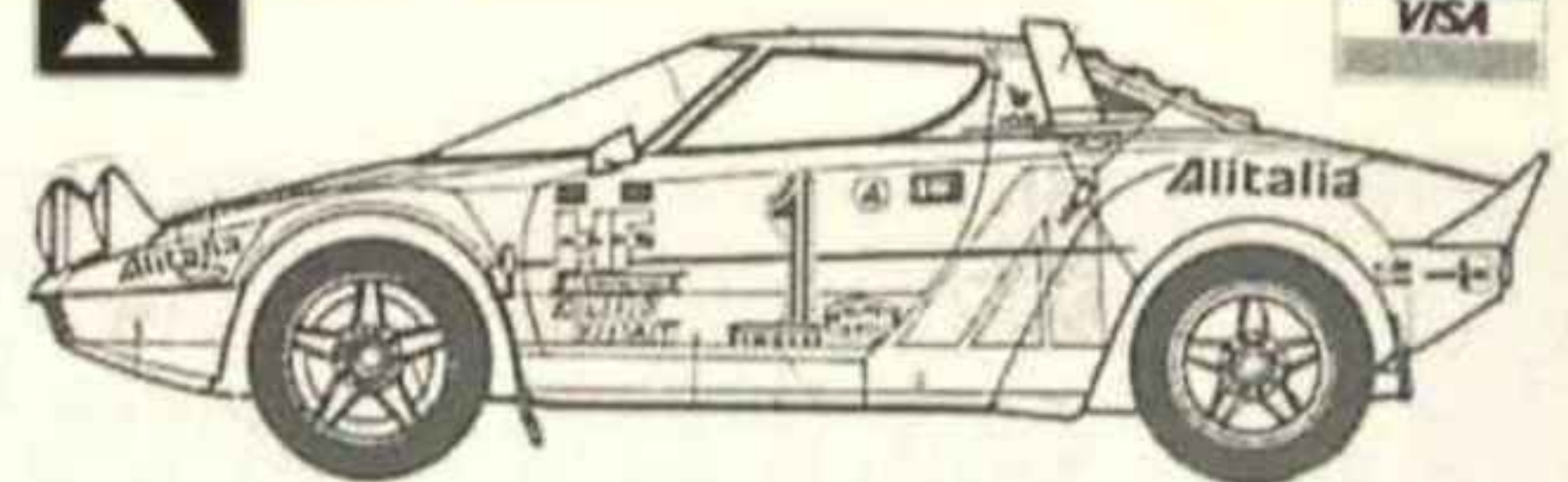
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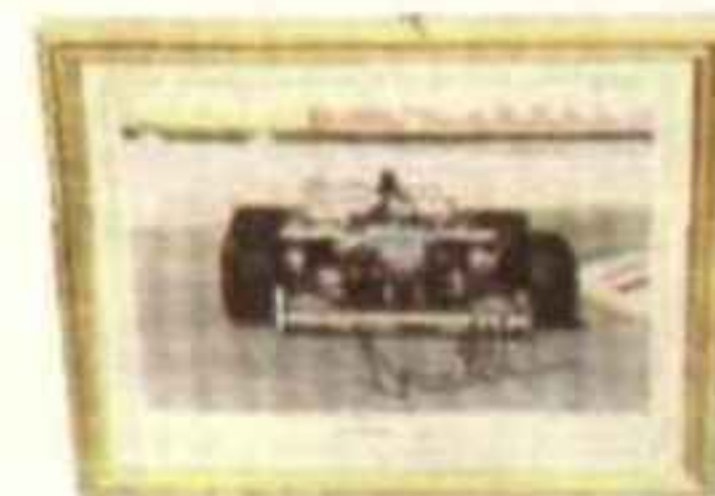
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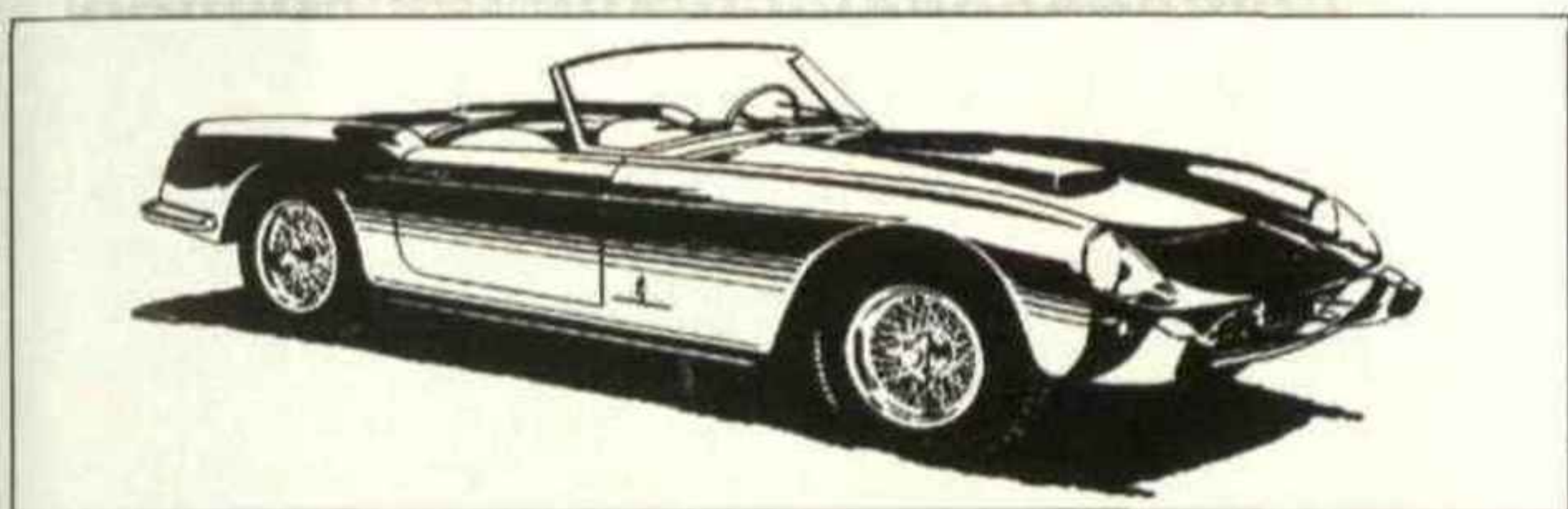


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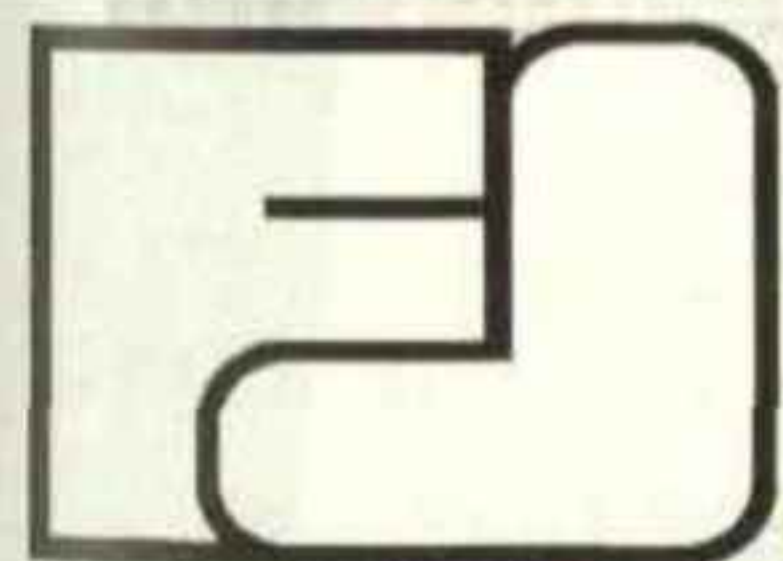
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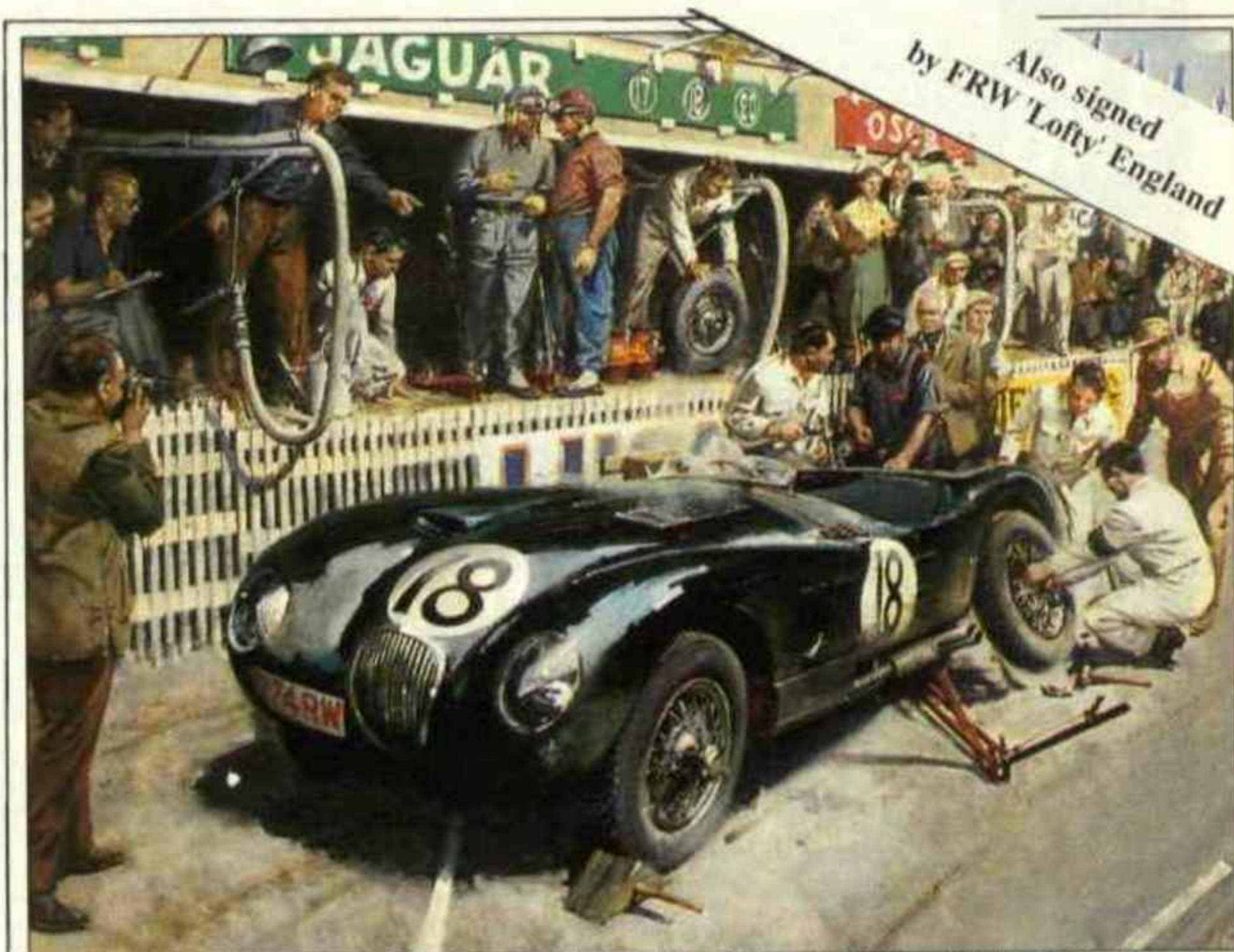
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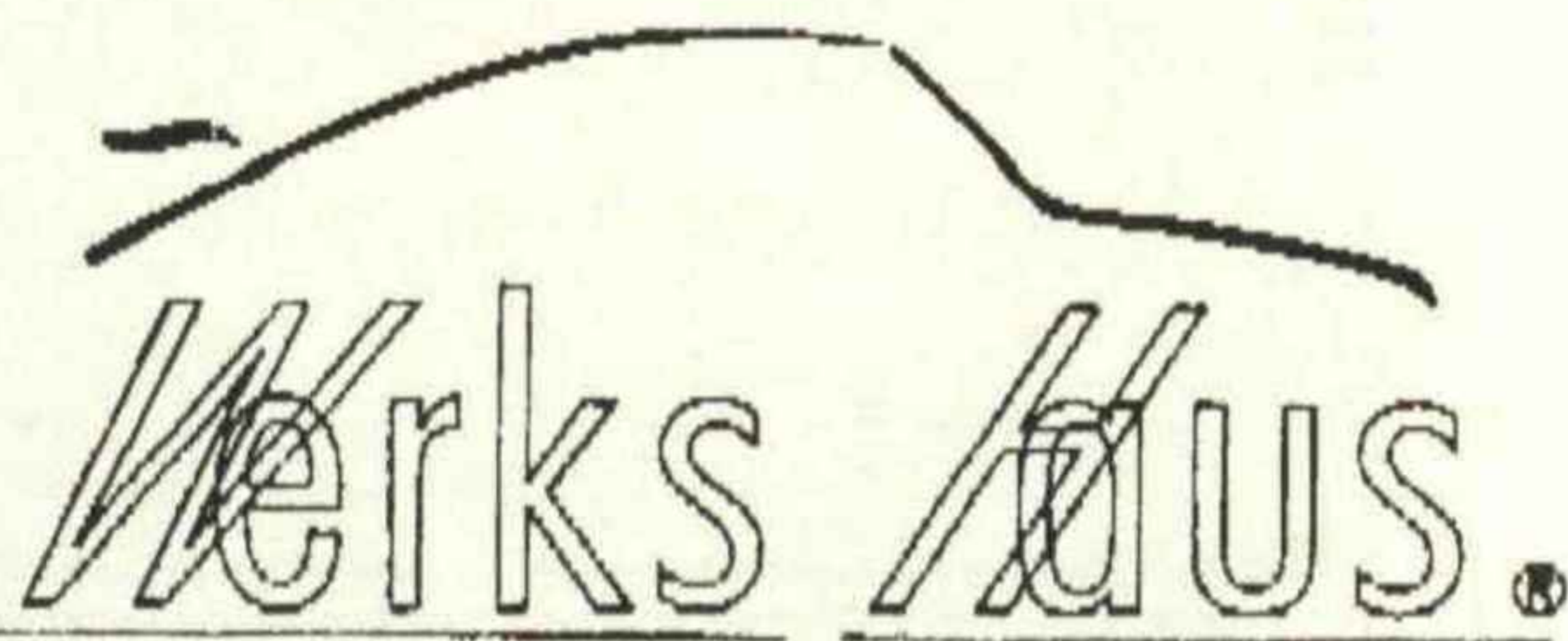
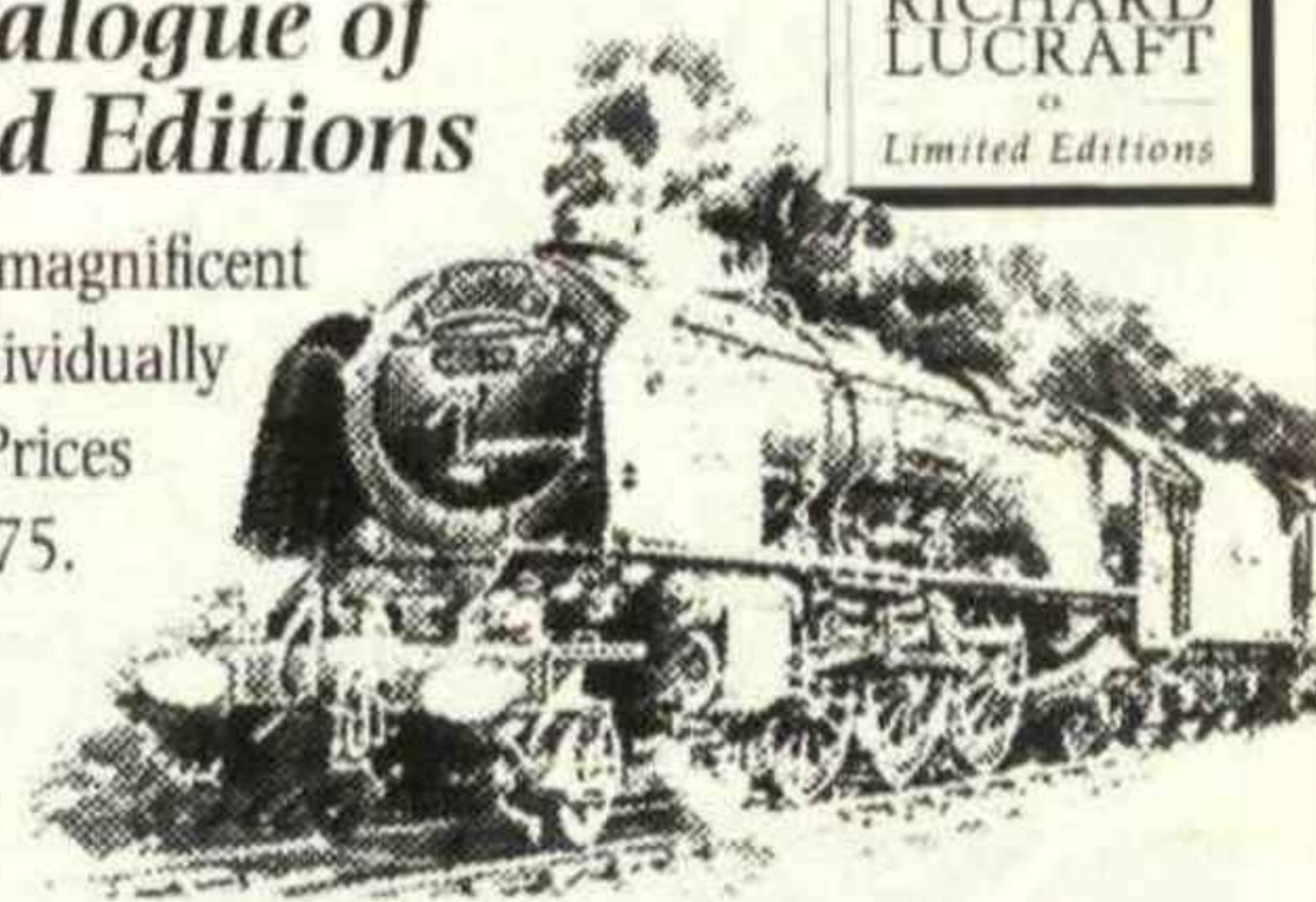
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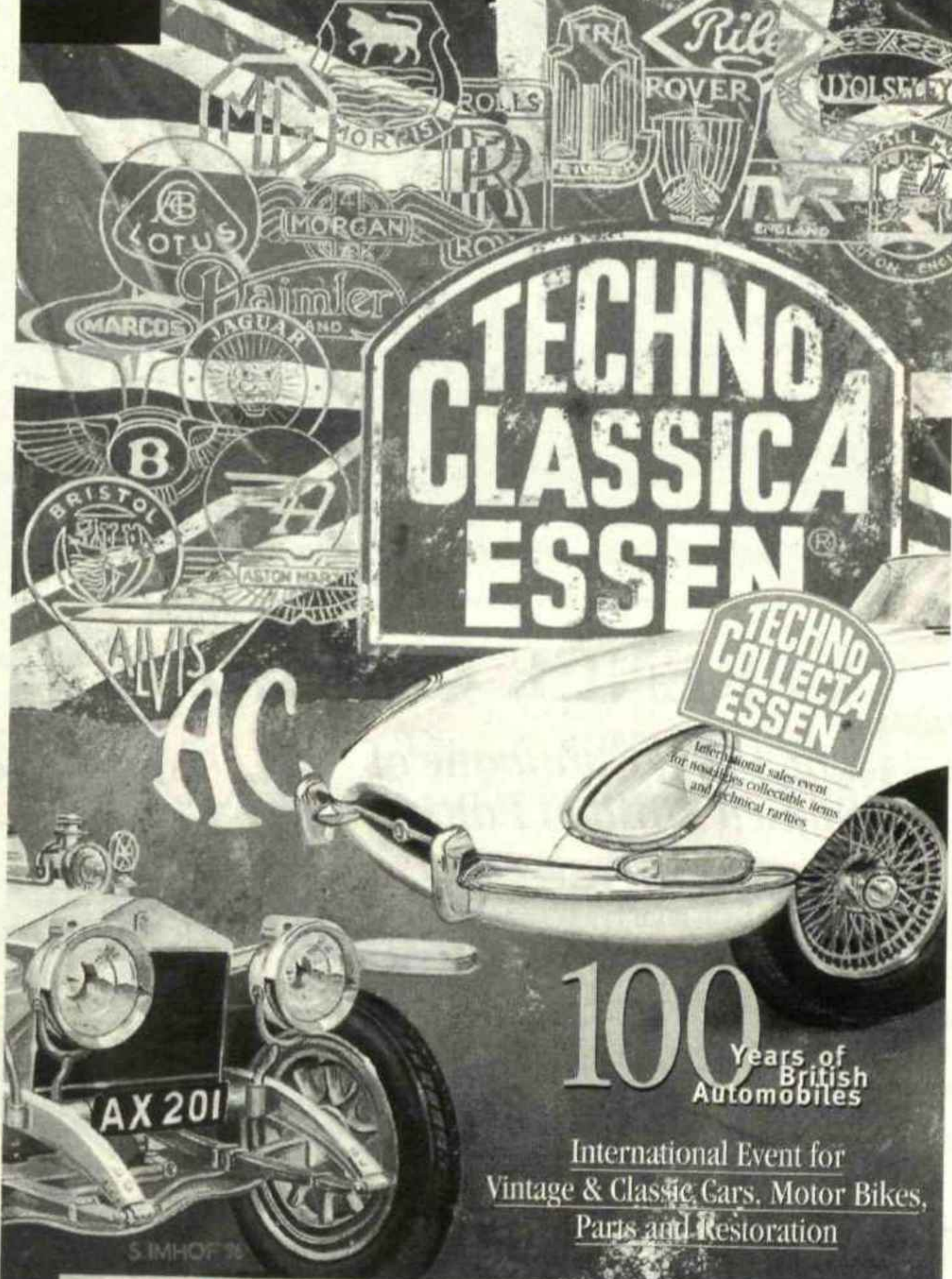
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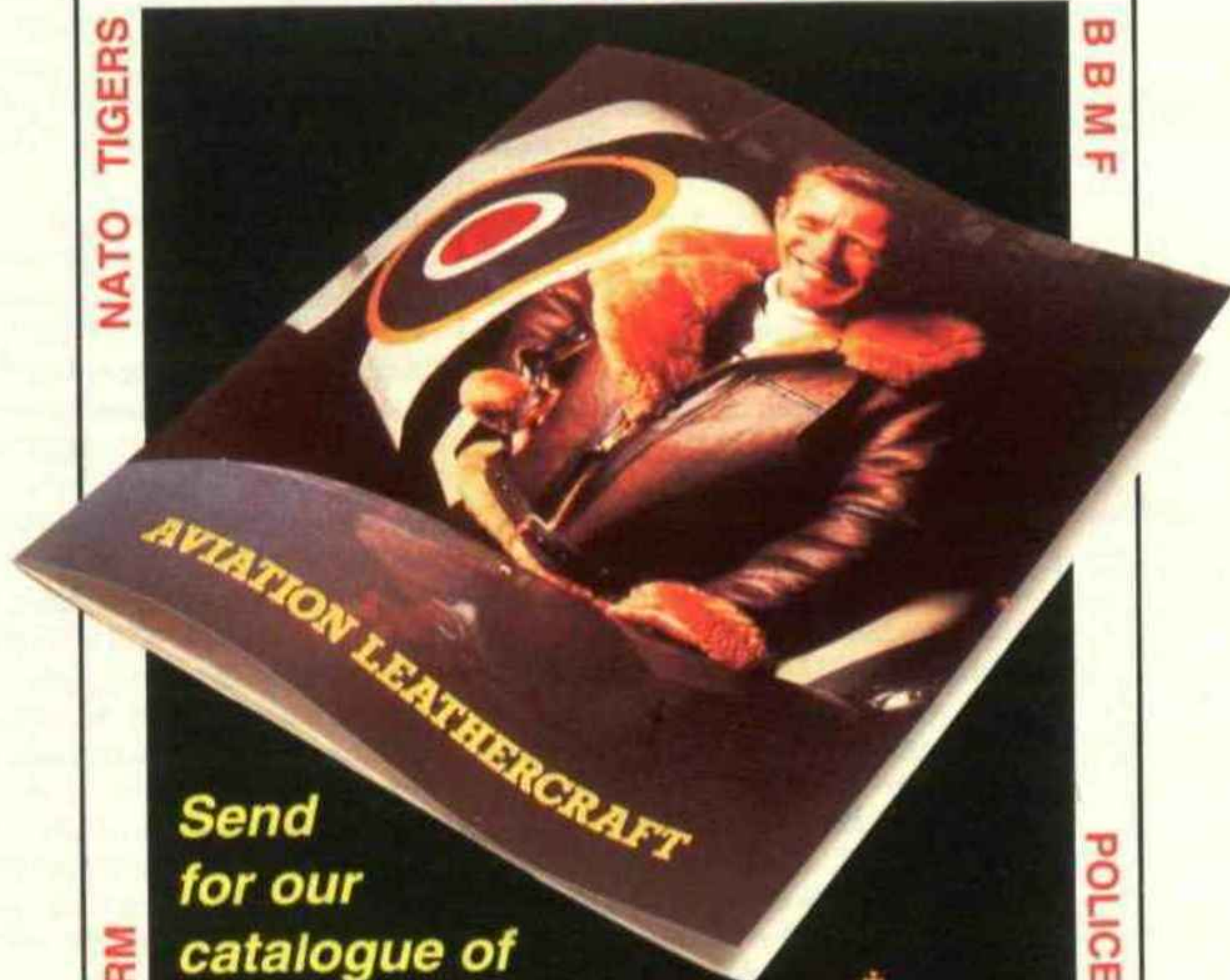
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# MOTORSPORT

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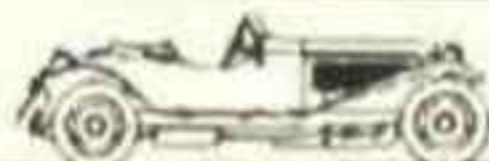
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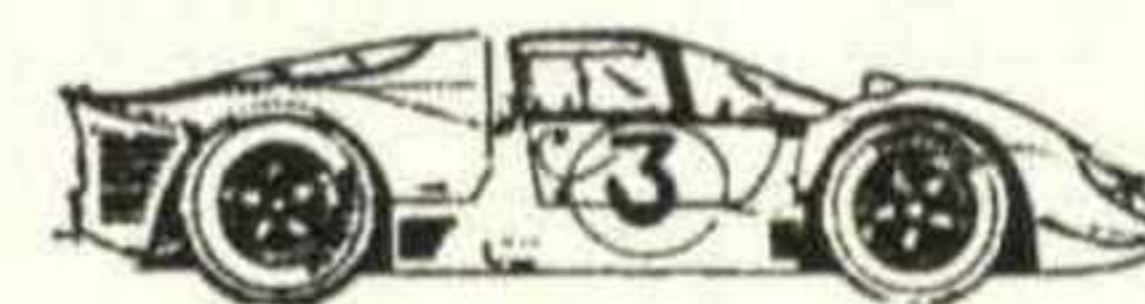
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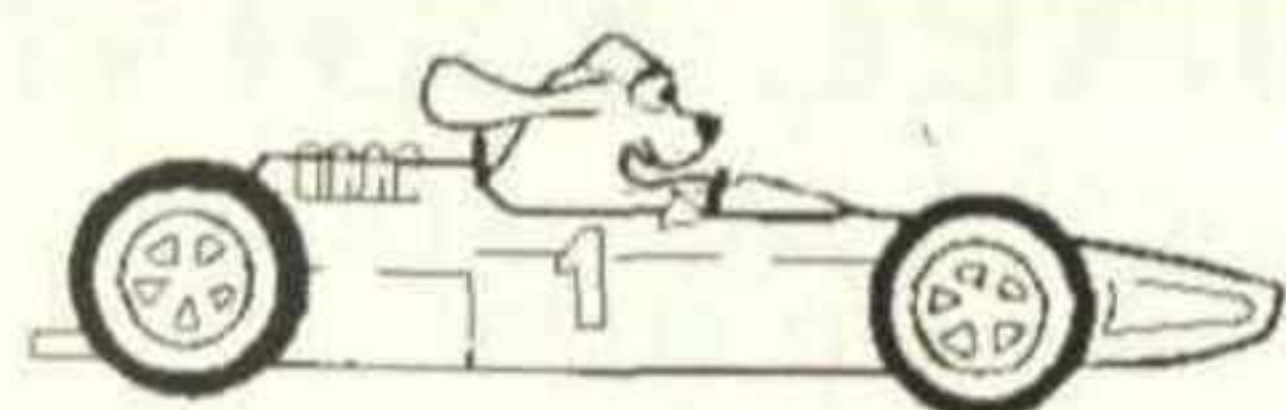
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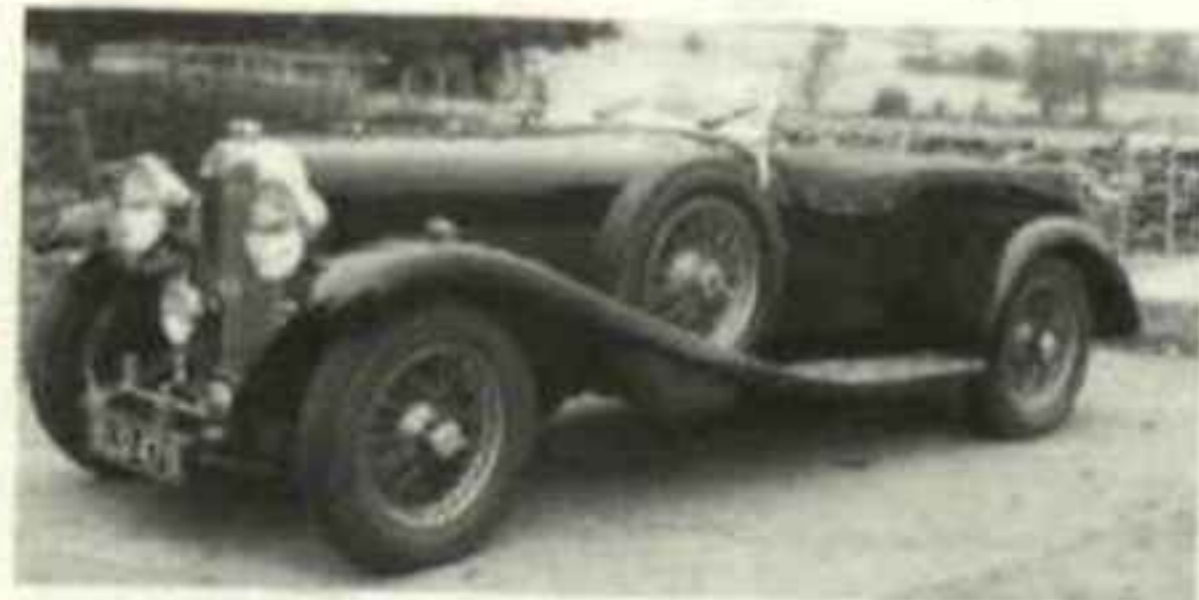
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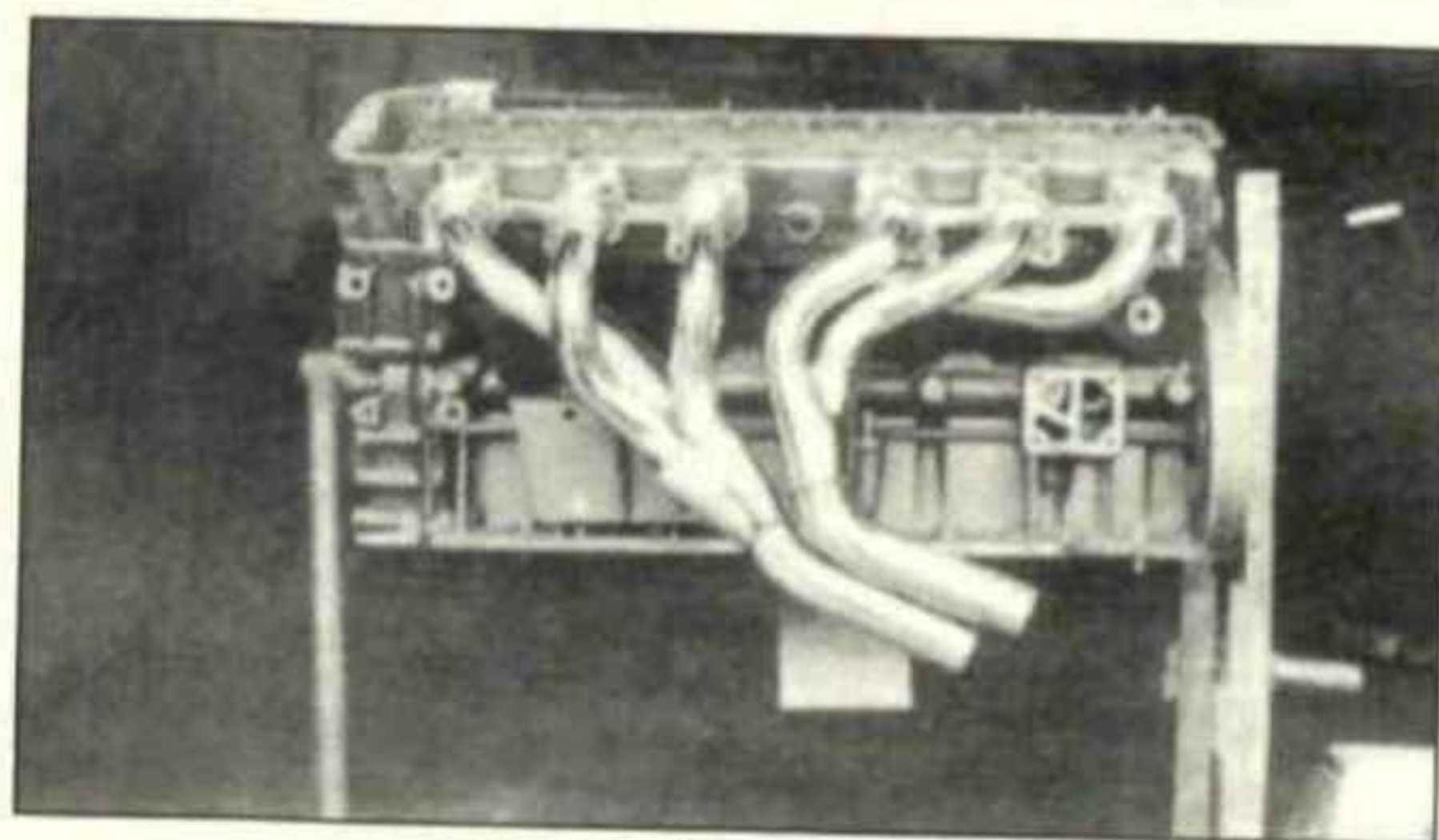
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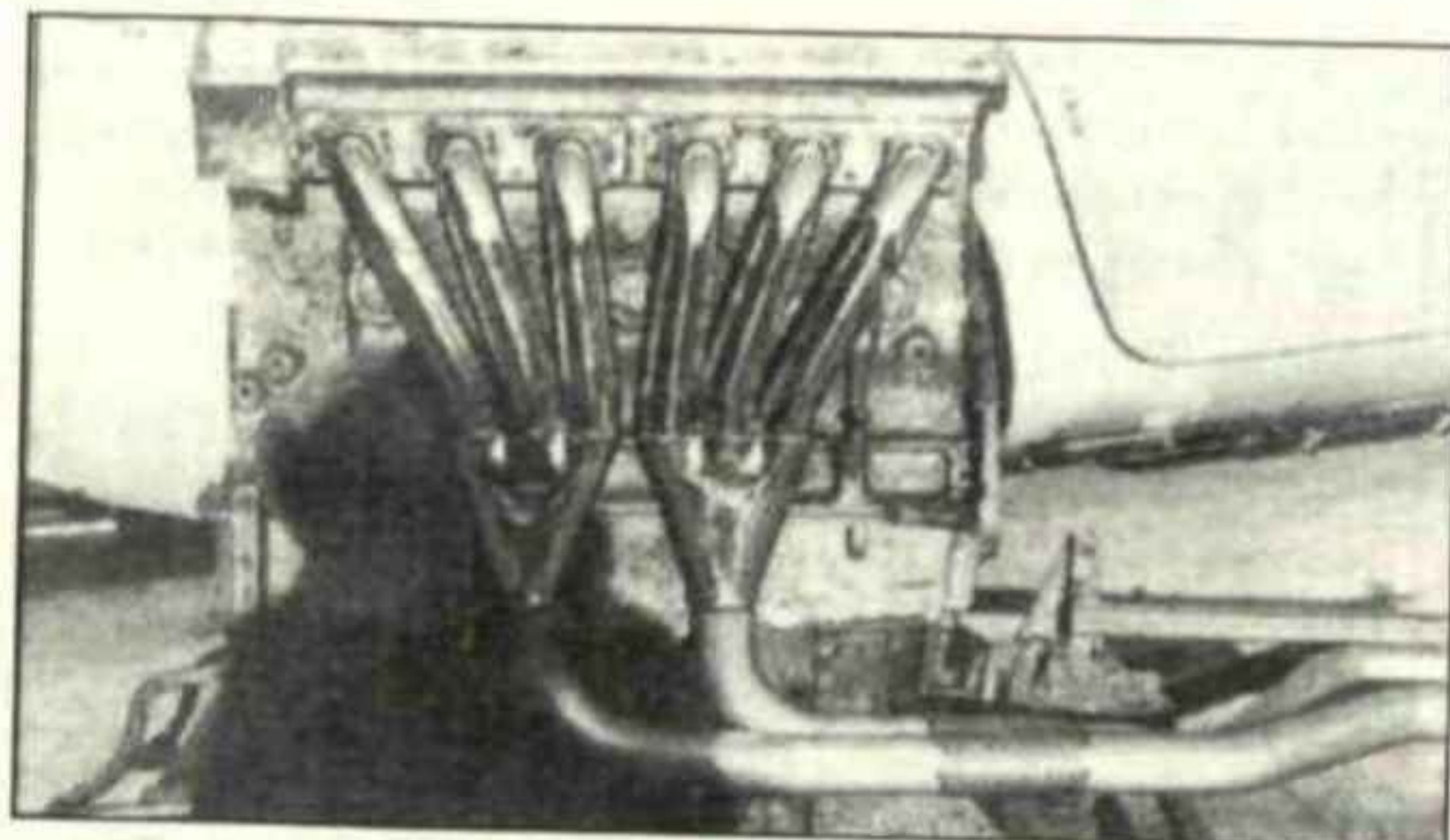


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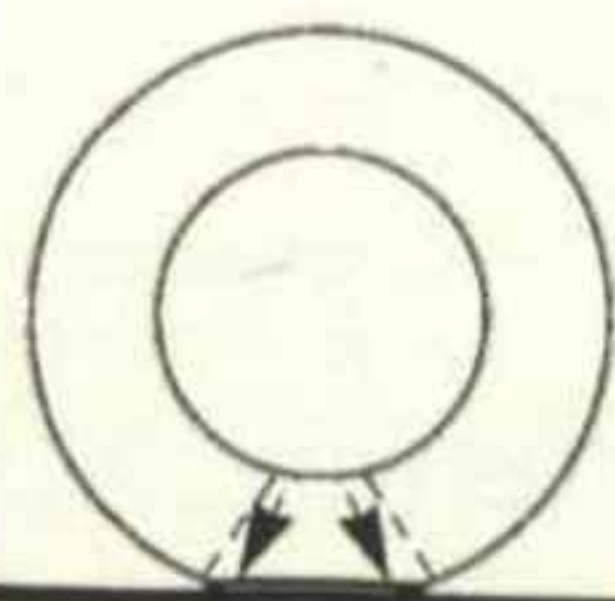
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R

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**V**

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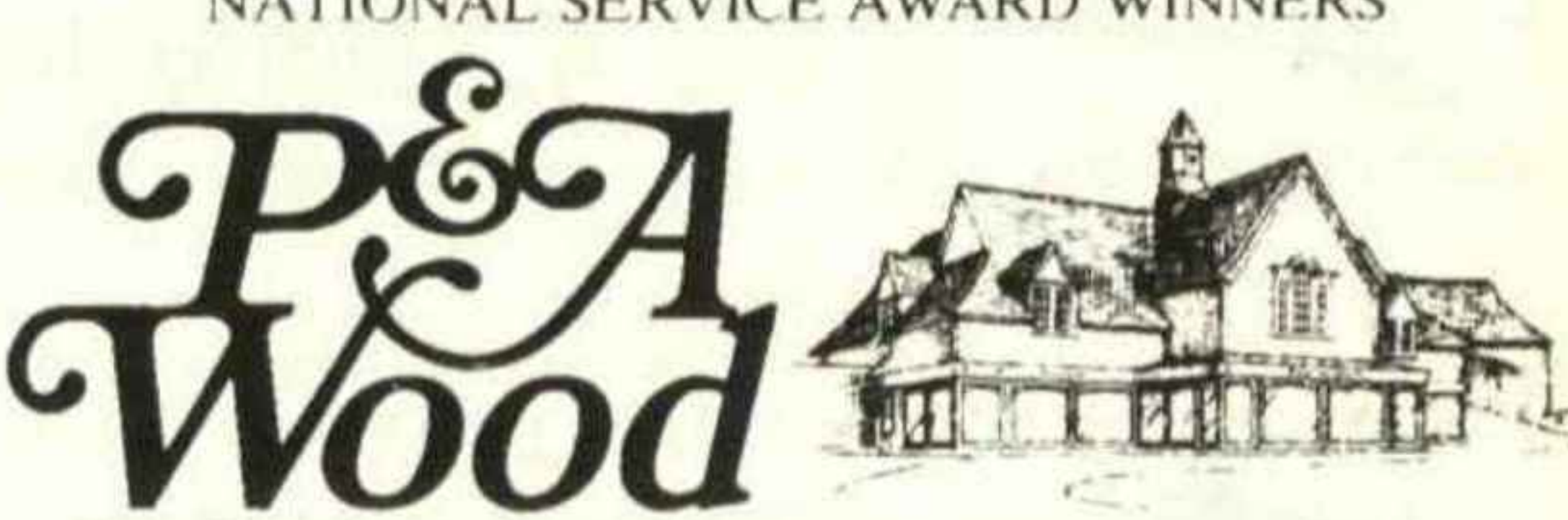



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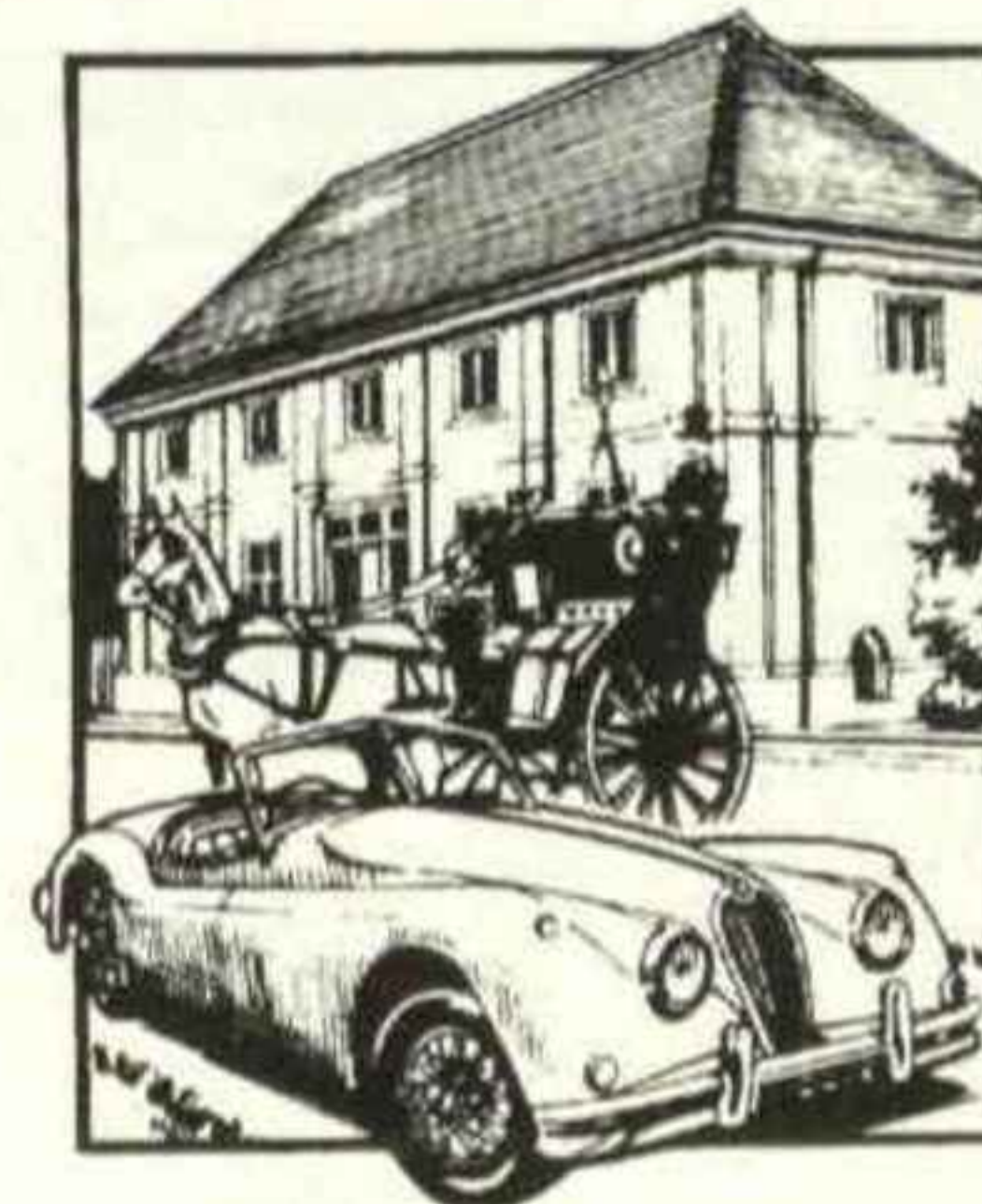
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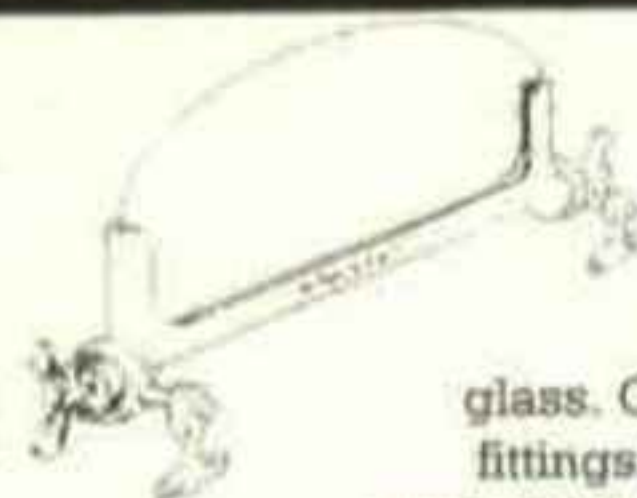


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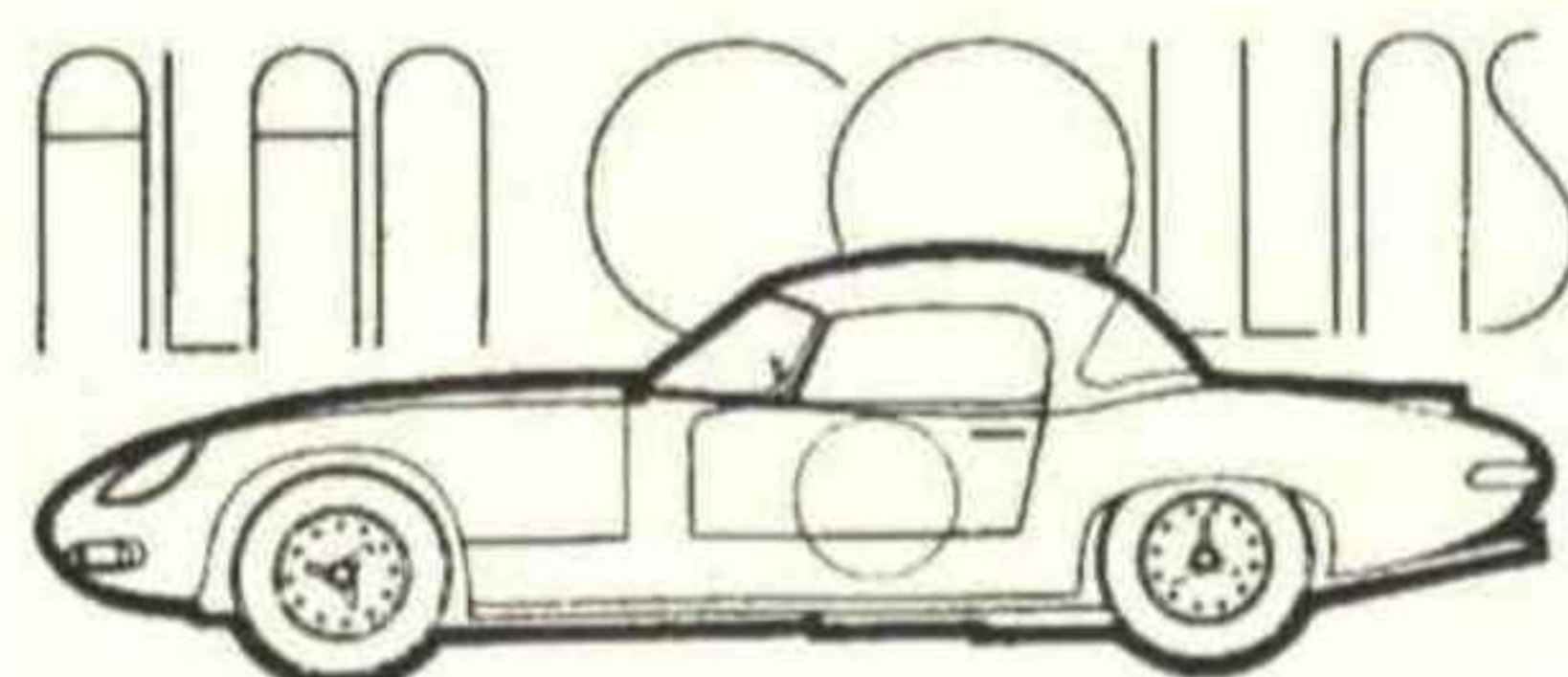
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1965 ROLLS ROYCE SILVER CLOUD III LONG WHEEL BASE WITH DIVISION. Originally supplied to a British company called Lansing Bagnell, the second owner obtained the car in 1972 and owned a company called Robert Fisher (packing and shipping) Ltd., a large international company with an office in London but based in America. The Rolls Royce was kept in England until 1976 when it was shipped by container to Miami for Mrs. Ruth Fisher's personal use. Mrs. Fisher kept the car until 1990 (We have all the service receipts of the work she had carried out) it was then shipped back to England. Finished in silver with black interior. This Rolls Royce is the best driving long wheel base Cloud I have ever driven. Very rare and sought after.....£27,500

1969 ROLLS ROYCE MULLINER PARK WARD TWO DOOR COUPE in coffee bean brown with beige leather interior, 68,000 miles only from new with history, fitted air conditioning and Sundym glass. This Rolls Royce is definitely the best and most original low mileage 2 door Mulliner Park Ward we have ever had the pleasure of owning, indeed the second owner who owned the car from 1985 until 1994 informed us that he had never driven the car in the rain. Very special and collectable.....£17,950

1976 ROLLS ROYCE SILVER SHADOW I in Walnut metallic with beige leather interior, fitted with air conditioning, automatic gearbox, power steering, electric windows and seats etc. This Rolls Royce has been serviced at the following mileages 2686, 4915, 7908, 11386, 16191, 21963, 26865, 34791, 40829, 43765, 44268, 48120, 53575, 57719, 60115, 66222, 81281, and 85942. Ex Rolls Royce enthusiasts club committee member's car who has now purchased pre-war.....£8,995

1976 DAIMLER 42 COUPE in Greensand with matching leather interior, fitted with electric windows, automatic gearbox, power steering etc. Sold with personalised registration number at a very reasonable price, bargain.....£4,999

1977 ROLLS ROYCE SILVER SHADOW II. This Rolls Royce, the rare pre-headlight wash Shadow II has been serviced at the following mileages, 6585, 15026, 25812, 28741, 35054, 39235, 40547, 41064, 46258 and 52185 miles. It is fitted with electric windows, automatic gearbox, power steering, central locking and air conditioning. It is sold with copies of various work which has been carried out on the car, together with the handbook, the service record and old MOT's in Caribbean blue with magnolia interior, possibly the nicest colour combination you will find on a four door Rolls Royce Shadow II. This superb driving car is very good value at.....£16,950

1978 ASTON MARTIN V8. Finished in special rich deep blue with magnolia leather interior. It is fitted with air conditioning, power steering, electric windows and an automatic gearbox to which has been fitted special equipment to enable quick sport type gear changes. In the ownership of its last owner since 1989 the car has been serviced 10 times and has had a complete re-spray, engine re-build and possibly more important a complete chassis checkover and repair by Aston Engineering. Not concours but just one of those correct driving cars which only appear now and again for sale.....£19,950

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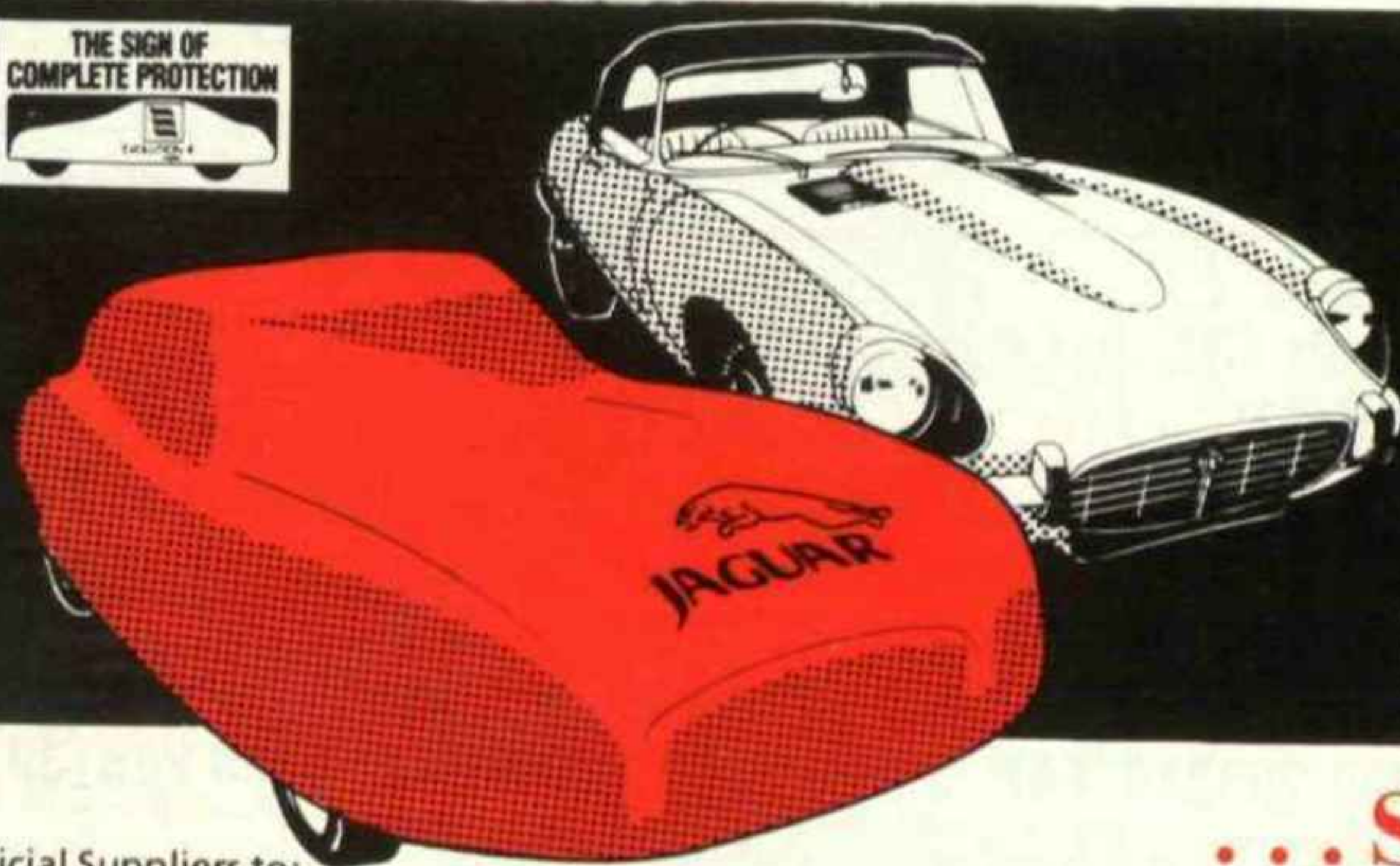
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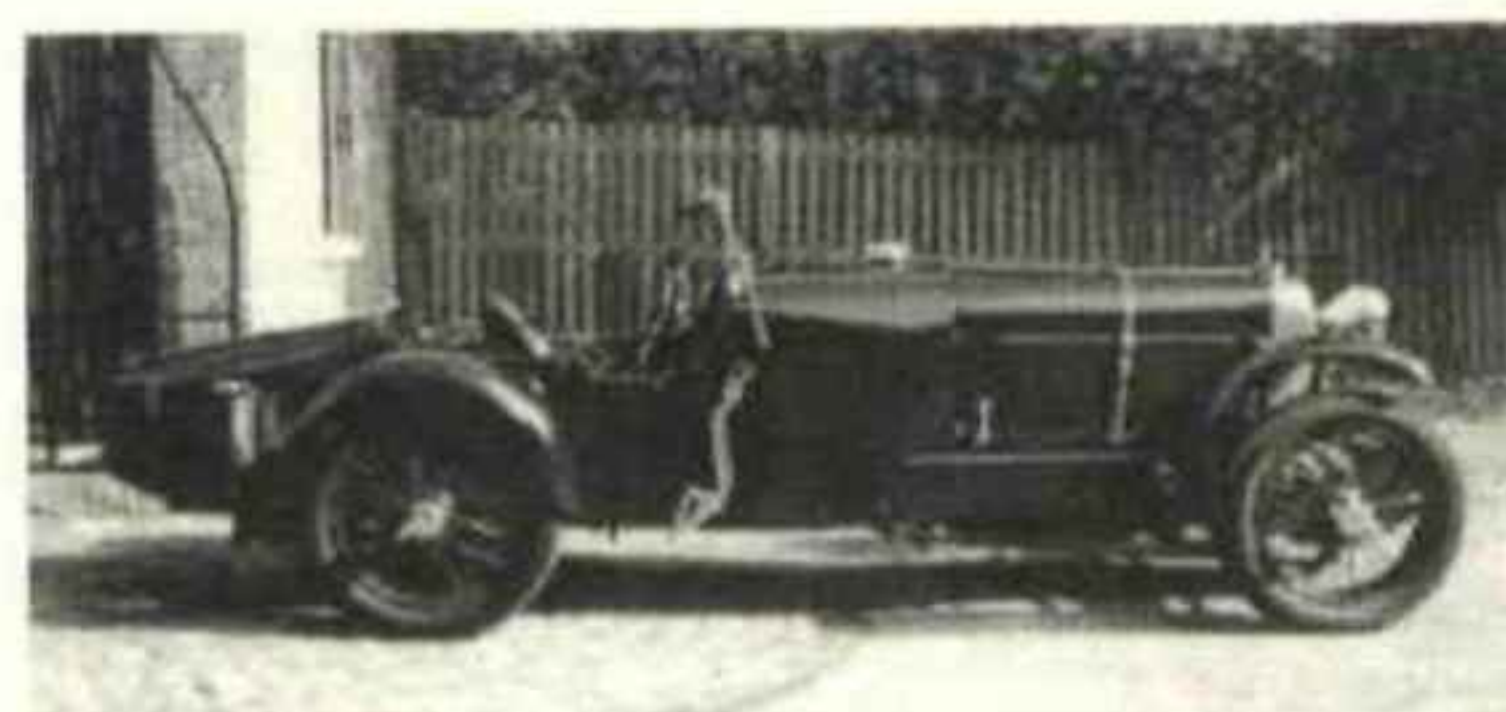
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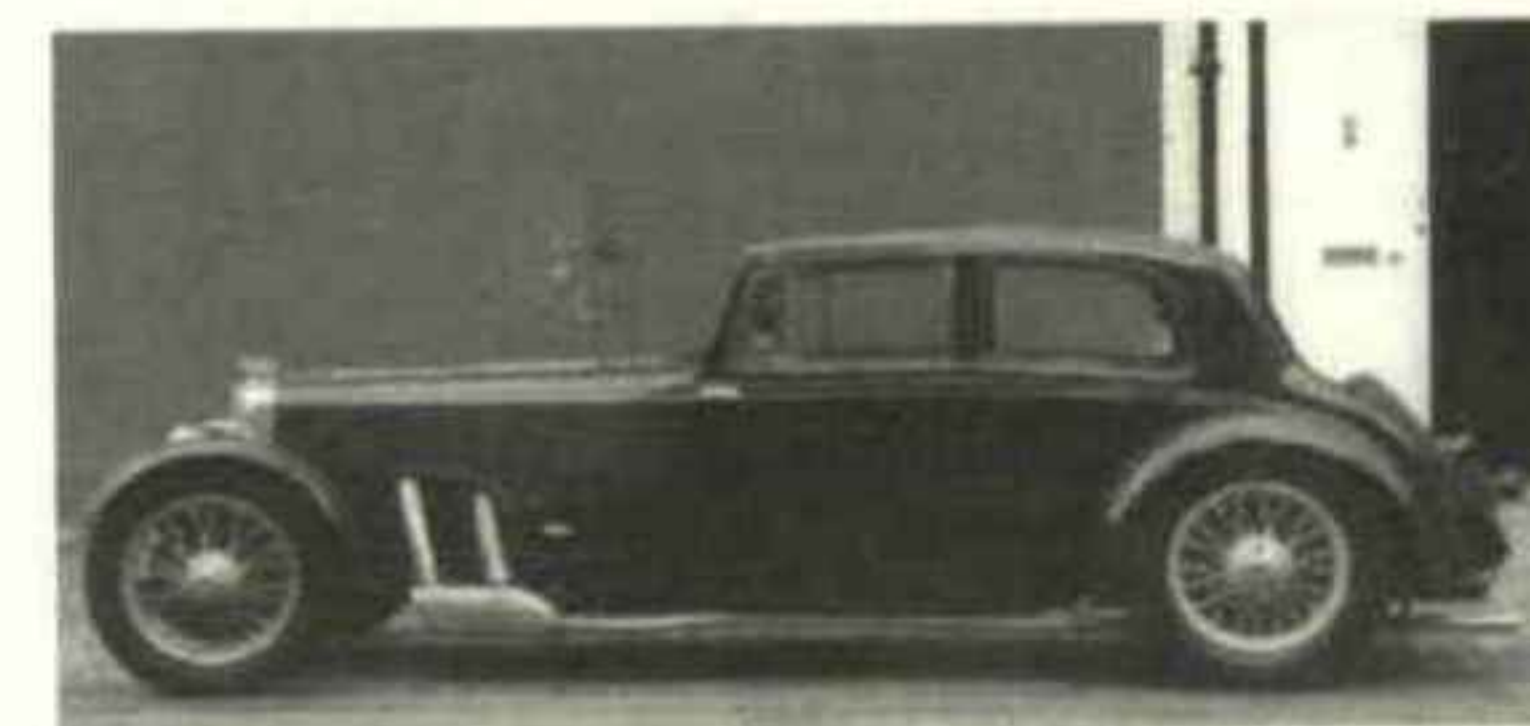
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**1928 Alvis 1 1/2 litre Supercharged FWD.** 'Le Mans' 2 seater.



**1935 Aston Martin Mark II Sports Saloon.** Full history.

**1959 Cooper Type 51.**  
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Engine race prepared.

**1922 Bentley 3 litre TT Replica.** Built on original short chassis.

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**1928 Bugatti Type 37 GP.** 2 seater, BC chassis no.

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 1988 328 GTS Black 29,000m  
 1972 DAYTONA 365 GTB/4 Giallo Fly 32,000m  
 1972 365 GTC4 Red 38,000m  
 1984 BOXER 512 BBi LHD Red, Kodig conversion 1 owner 5,000m  
 1977 BOXER 512 BB Red 22,000m  
 1974 BOXER 365 GTB4 Red 16,000m  
 1992 512TR Black 21,000m  
 1989 TESTAROSSA Red 800m  
 1989 412 AUTO Black 32,000m  
 1986 412 AUTO Silver 38,000m  
 1992 MONDIAL CABRIOLET 3.4 Red 14,000m  
 1991 MONDIAL CABRIOLET 3.4 Red 23,000m  
 1987 MONDIAL COUPE Metallic Grey 53,000m  
 1985 308 GTS OV Red 32,000m  
 1979 308 GTS Red 41,000m  
 1979 308 GTB Red 48,000m  
 1980 308 GT4 Red 35,000m  
 1972 DINO 246 GT Red 41,000m  
 1966 330 GT 2+2 MkII RHD, blue 37,000m  
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 1963 E-TYPE 3.8 ROADSTER Red, Concours 3,000m  
 1967 E-TYPE 4.2 ROADSTER SERIES 1½ White 59,000m  
 1970 E-TYPE 4.2 FHC Red 54,000m  
 1965 E-TYPE 4.2 FHC COMP SPEC Carmen Red 58,000m  
 1985 E-TYPE 4.2 FHC 1 owner, Old English White 30,000m  
 1973 V12 E-TYPE 2+2 Midnight 61,000m  
 1951 XK120 ROADSTER Black, Concours

## LAMBORGHINI

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 1989 911 TURBO TARGA Graphite 49,000m  
 1987 911 TURBO COUPE White 44,000m  
 1996 911 CARRERA 4S COUPE Midnight 3,000m  
 1994 911 CARRERA CABRIOLET Aventura Green 12,000m  
 1995 COUPE Speed Yellow 19,000m  
 1994 911 CARRERA COUPE Iris Blue 39,000m  
 1994 911 CARRERA COUPE Polar Silver 20,000m  
 1989 911 CARRERA SE COUPE White 41,000m  
 1993 911 CARRERA 4 Targa White 11,000m  
 1992 911 CARRERA 2 TARGA Red 52,000m

1990 911 CARRERA 4 CABRIOLET Blue 49,000m  
 1990 911 CARRERA 2 COUPE Black 41,000m  
 1989 911 CARRERA SE COUPE Red 65,000m  
 1989 911 CARRERA SE COUPE Red 61,000m  
 1989 911 CARRERA SE TARGA Black 41,000m  
 1987 911 CARRERA SE CABRIOLET Black 60,000m  
 1987 911 CARRERA SSE COUPE White 65,000m  
 1986 911 SSE CABRIOLET Silver 58,000m  
 1985 911 CARRERA SE TARGA Blue 75,000m  
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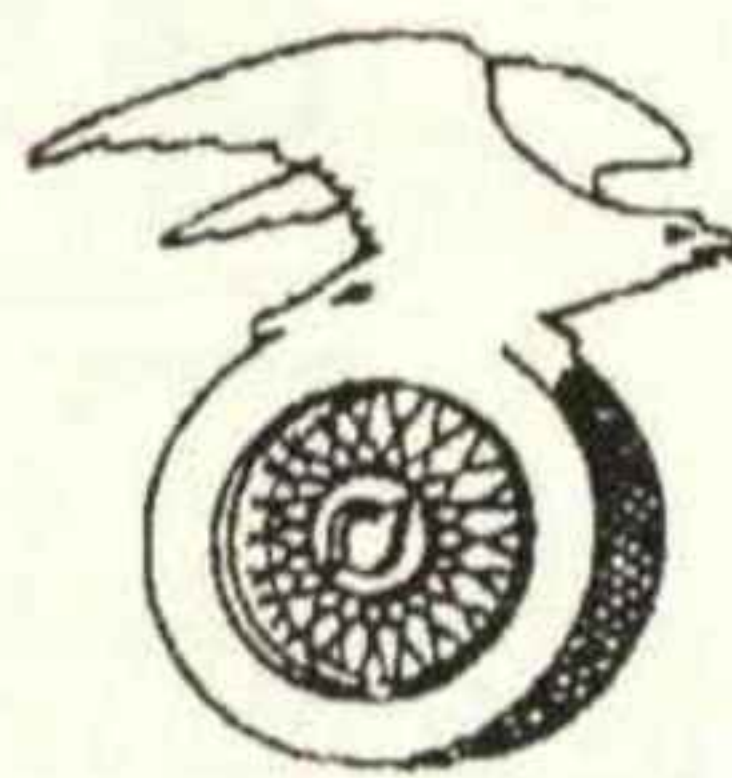
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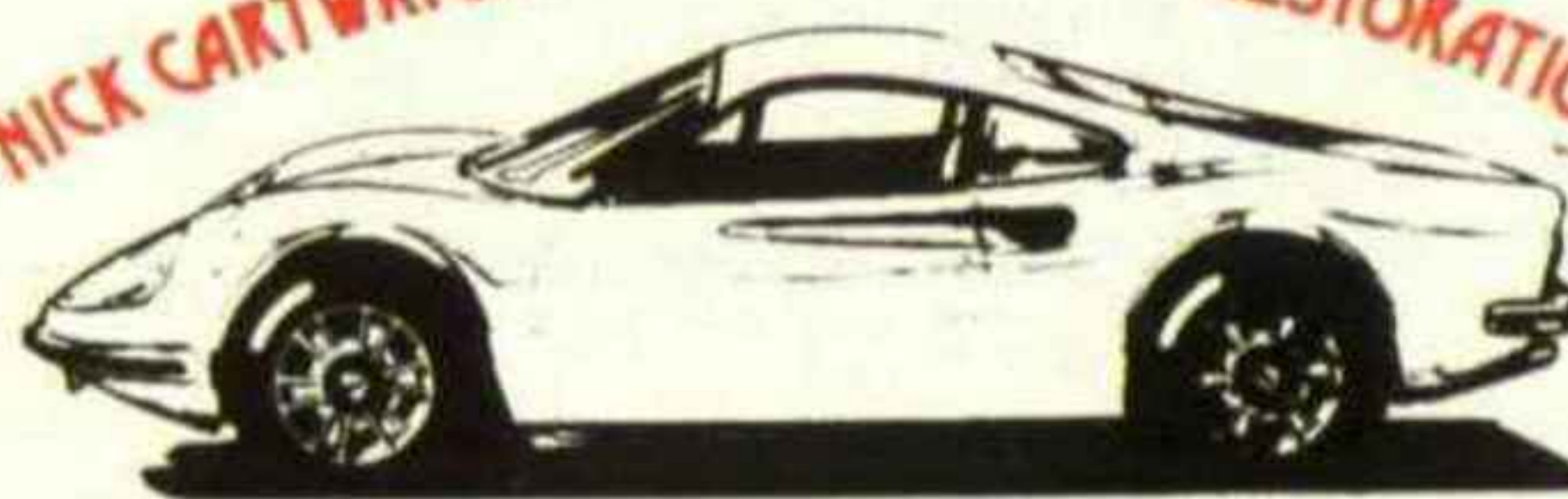
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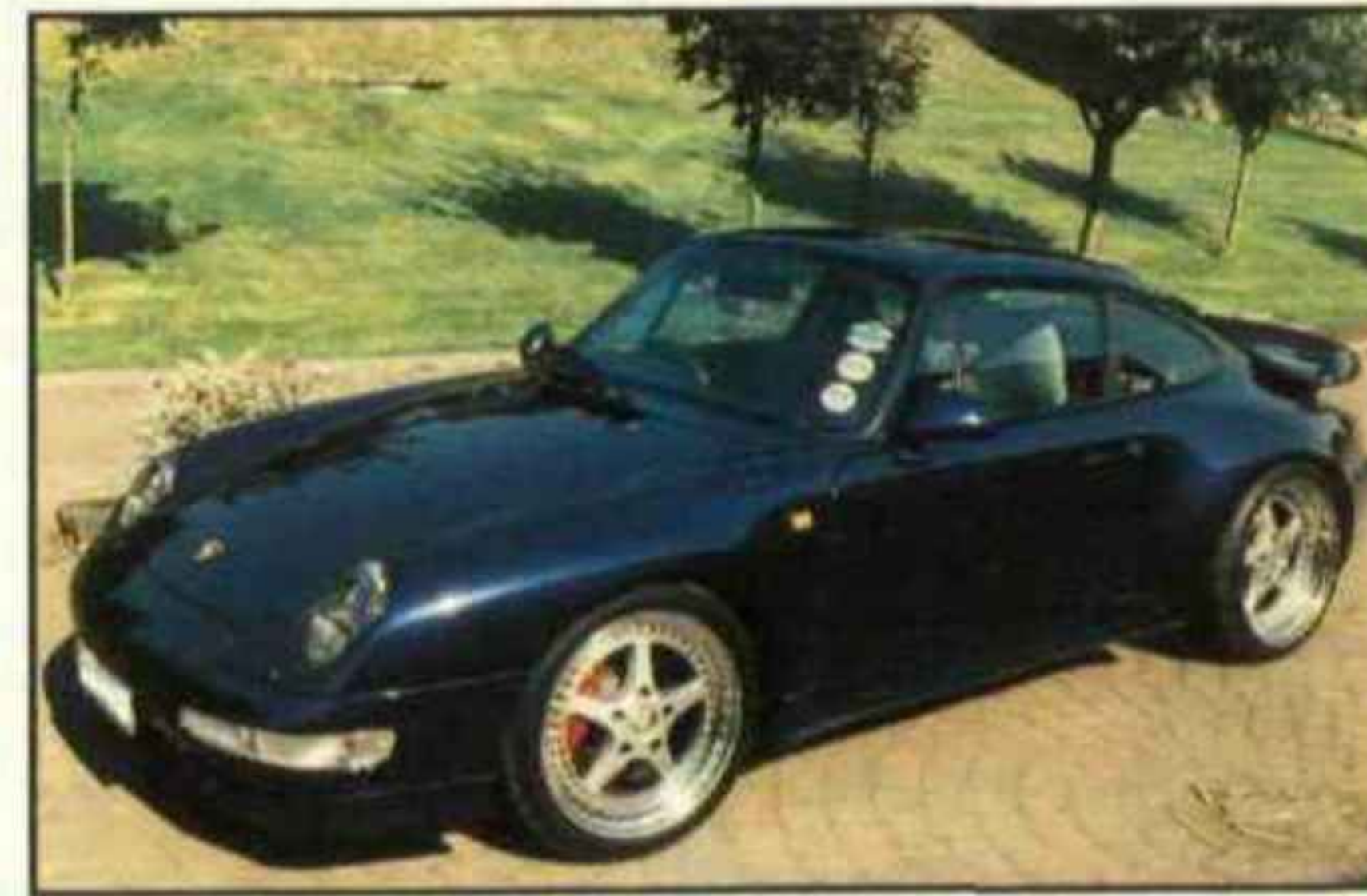
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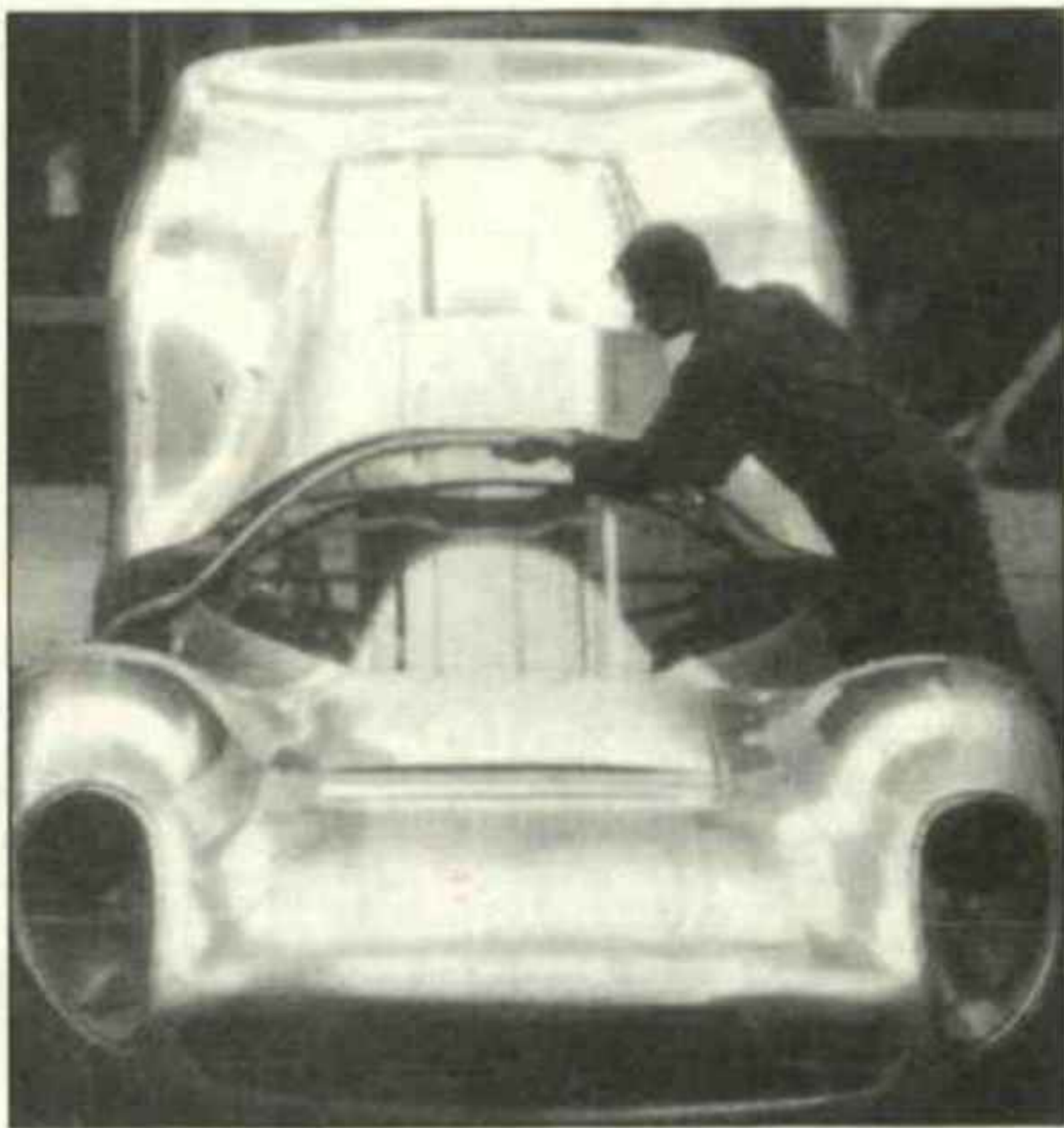
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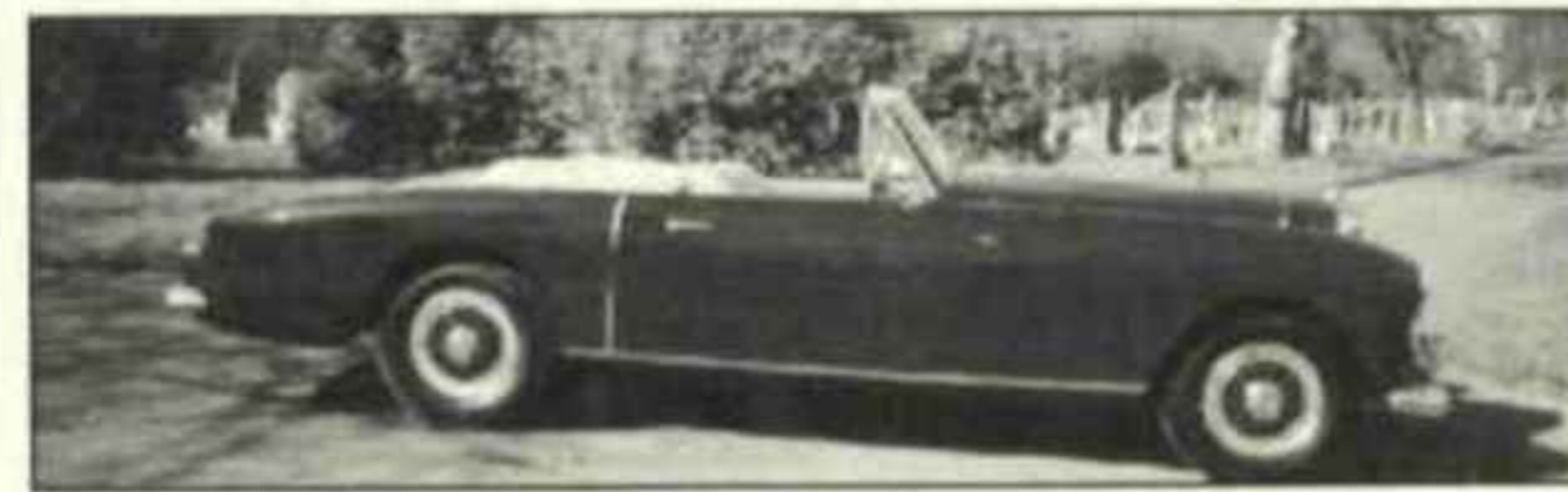
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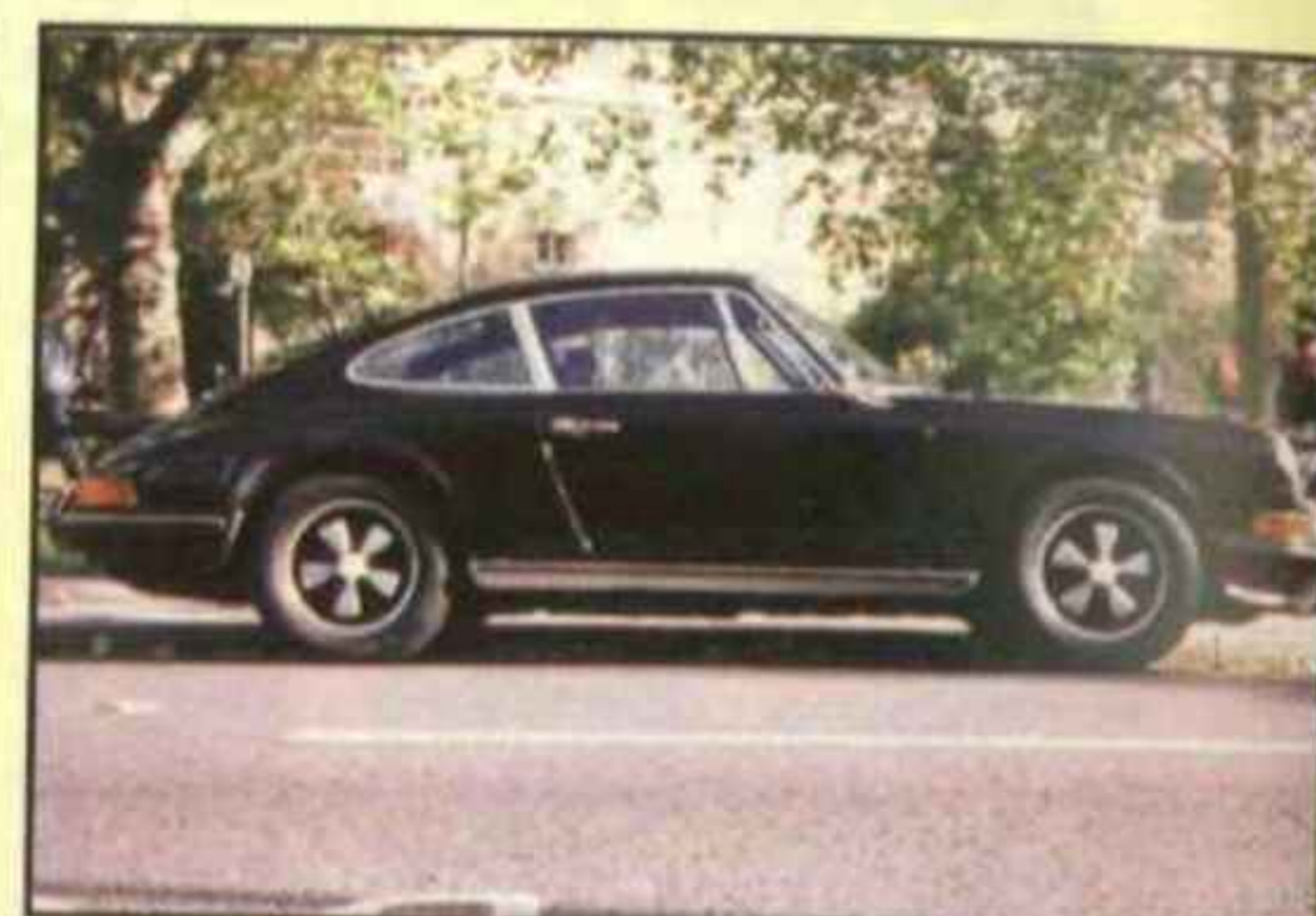
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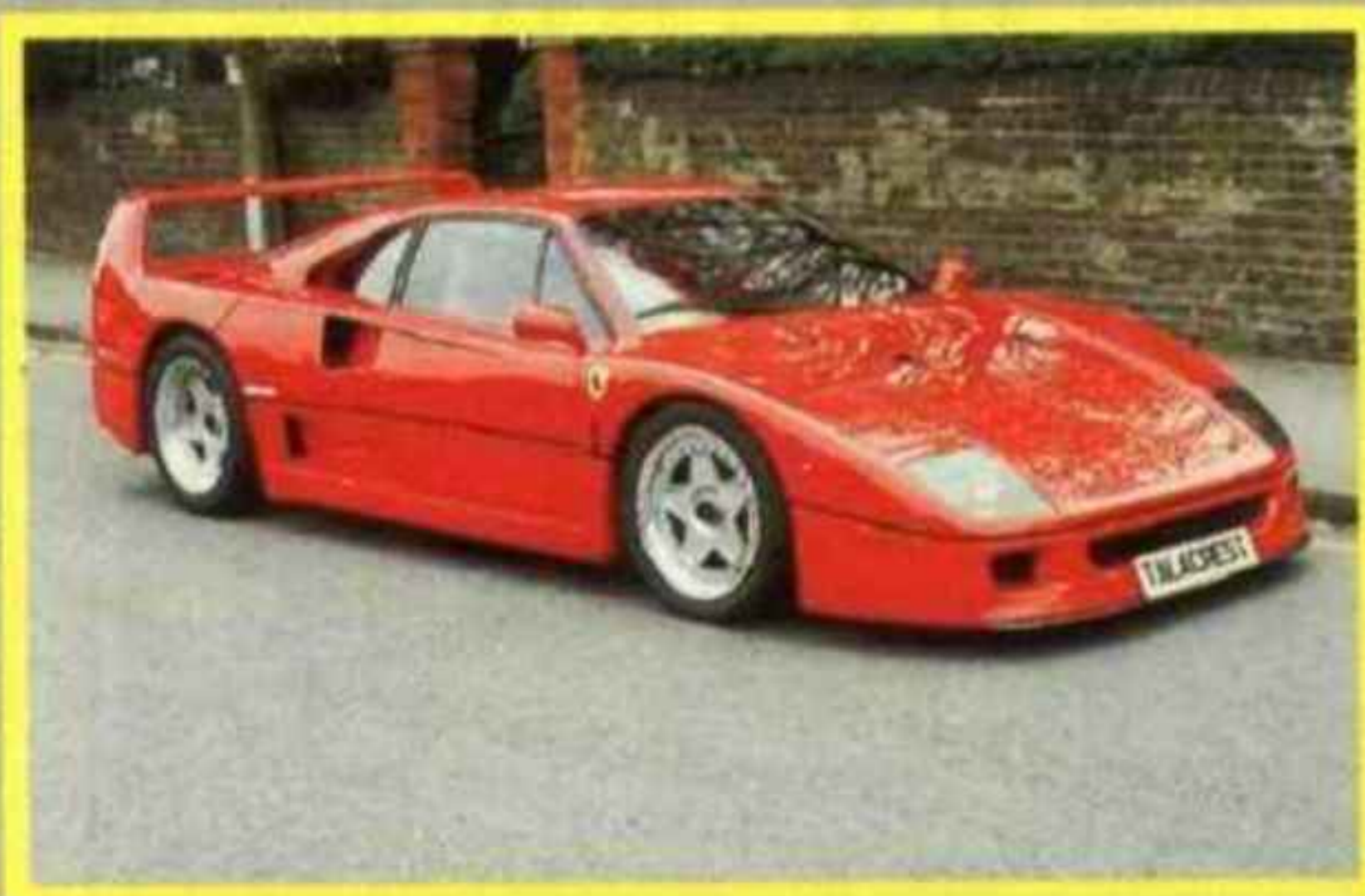
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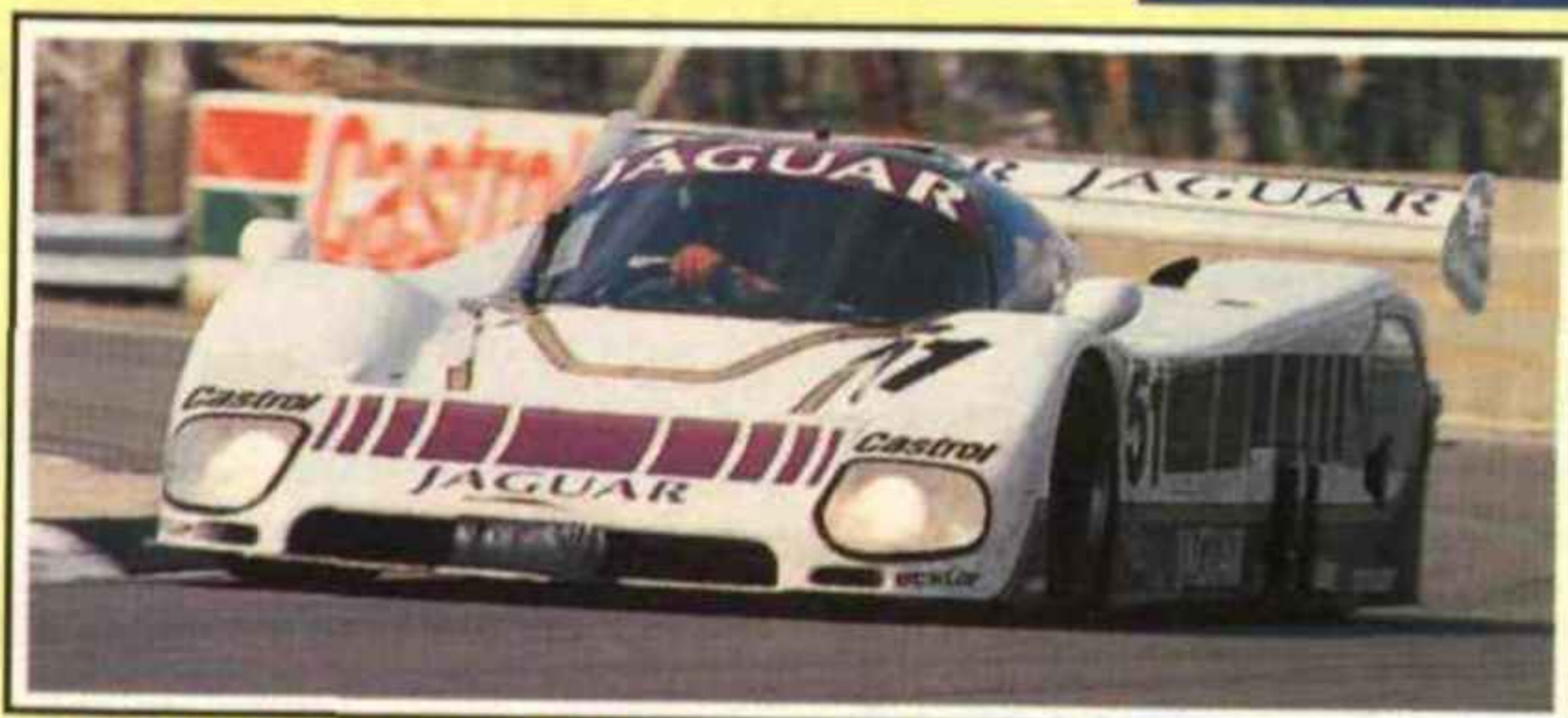
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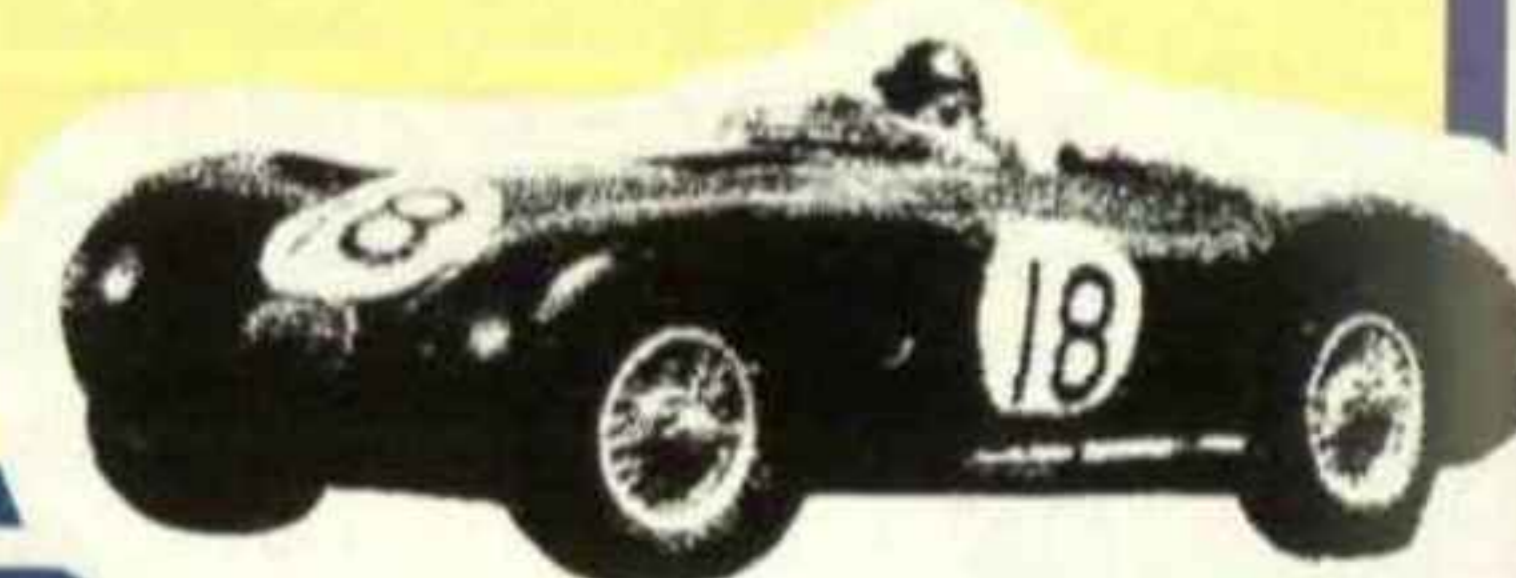
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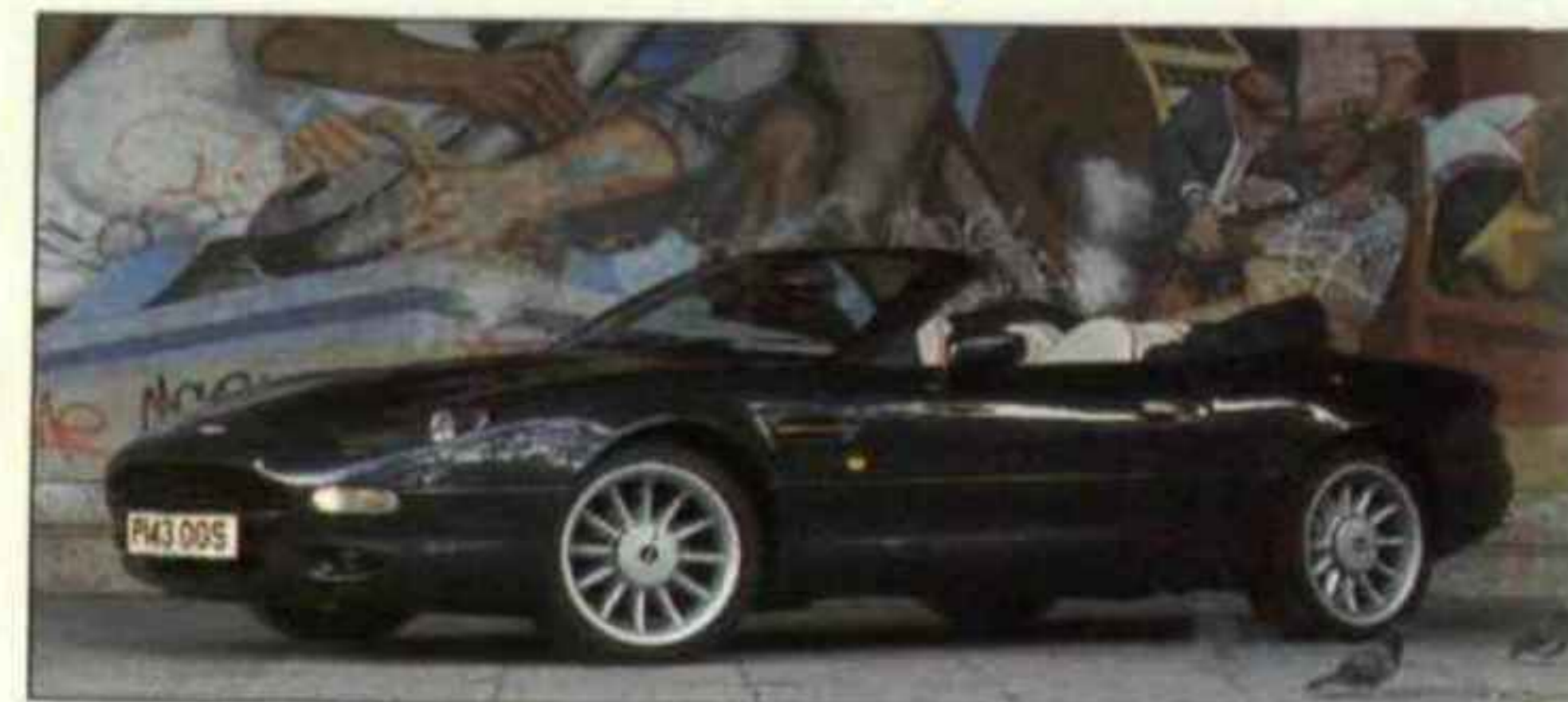
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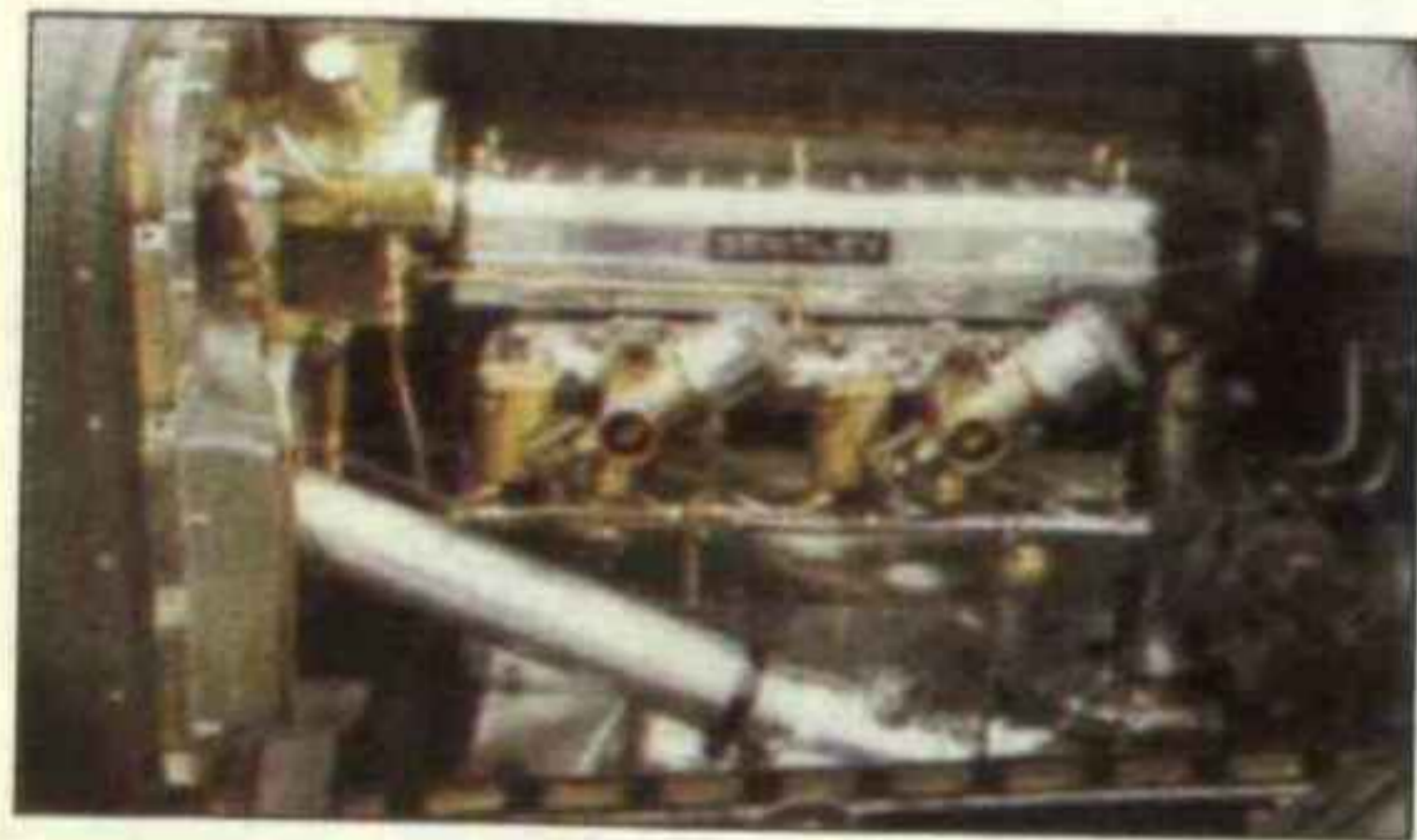


# 1928 BENTLEY 4½ LITRE LE MANS



## Chassis Number HF3191

This car had a complete mechanical rebuild ten years and seven thousand miles ago. This was carried out by Dick Moss who is acknowledged in Bentley circles to be "the best", and today would cost in the region of £100,000. He has said that when he carried out the rebuild he found it to be a very original car. It is one of those rare and special cars that is totally original mechanically and has all matching numbers. The Le Mans body was completed in 1989 by H&H Coach builders and upholstered by Geoff Huckle. The car has proved to be totally trouble free and reliable since its rebuild. It was valued at £180,000 in 1994 by the Bentley Drivers Club.



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Chassis No: XKD 561 - Registration No: MWS 303



March 1956

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Goodwood -	Ron Flockhart -	1st	Spa-Francorchamps -	Desmond Titterington -	3rd in Class
Oulton Park -	Ron Flockhart -	2nd	Silverstone -	Ron Flockhart -	3rd
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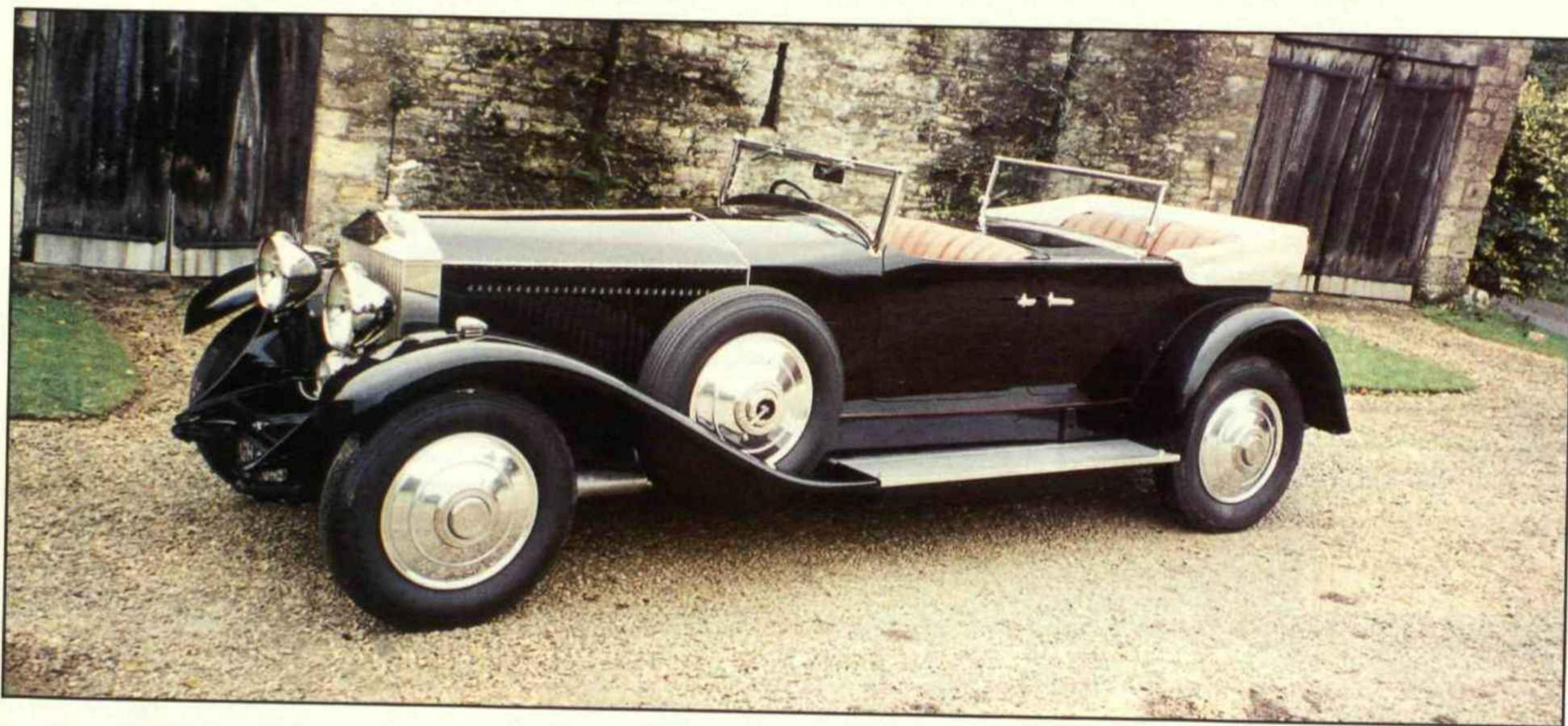
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## **1930 ROLLS-ROYCE PHANTOM 11 DUAL COWL TOURER BY HOOPER**

**Chassis No 62GY**

**Engine No JZ45**

**Body No 7478**

This unique example of a dual cowl tourer by Hooper on an early Phantom II chassis has had a most interesting history. 62GY was ordered from Conduit St. on the 14th June 1930. It is, in view of the very detailed order sheet, reasonable to assume that Mr HJ Starkie as his name has later been altered to in the company records, ordered the car personally. It is also most probable that Mr Starkie entered the showroom bearing a photograph of a car similar to that which he ordered. It is likely that this photograph was of a 1930 Packard 745 Dual Cowl Sport Phaeton. Although 62GY is by no means identical to this model, and indeed is much more impressive, there are enough similarities to make this the most likely assumption. The moulding at the top of the body is particularly reminiscent of that of the Packard as are the shape and proportions of the body.

At this stage research has not thrown much light on the mysterious Mr H J Starkie although there may be a clue in the list of purchasers of Springfield Rolls-Royce to be found in John de Campi's admirable book, 'Rolls-Royce in America'. Would it be too fanciful to imagine that our Mr HJ Starkie was in fact Mr HJL Stark of Orange, Texas who took delivery of a Silver Ghost Limousine on 21st February 1923? We also note that a Canterbury Limousine on a Springfield Silver Ghost chassis was delivered to Mrs WH Stark of Orange, Texas on December 21st 1925. A Texas style Christmas present perhaps?

Mr HJL Stark was back in a Rolls-Royce buying mood in October 1928 when he bought a U.S built Lonsdale Phantom1. We can imagine that Mr Stark was disappointed to discover that Rolls-Royce of America had no plans to manufacture the newly introduced Phantom 11 and went post haste to England armed with, what was to be, a costly introduction to Rolls-Royce Ltd. from Rolls-Royce of America Inc. who received nearly \$3000 as 20% commission on the final purchase price of £2,871. 7s 3d. it is interesting to consider that had Mr Starkie bought a 745 Packard it would have cost only about half as much again as the commission he paid on the P11.

It is possible that Mr Stark added an embellishment to his name when he made his trip to Europe? Perhaps he found the name Stark simply to Stark. Mr Starkie was impatient — demanding, and getting, delivery within 12 weeks of his signing the order on the 14th of June. Hooper's drawing were revised on the 16th. and the body order confirmed on the 19th. One imagines much shuttling between Mr Starkie's London address at 1 Eaton Gate S W 1 and Hooper's showrooms at the top of St James's — sadly now a Nissan showroom. He visited Conduit St again on the 25th August to collect his Instruction Book and the car was delivered to him on the 12th September. He paid £4 0s 8d in Road Tax Licence Duty for the month of September — that is about £1,600 per year in today's money — we would pay £145 Road Tax annually today for a new convertible Rolls-Royce — not all taxes go up!

Very few Rolls-Royce cars have as comprehensive an order form as this one. It would appear that only those cars ordered for export from the company showroom in Conduit St have every detail of the body recorded. 62 GY has just over a full range of neatly written extras. They range from a 28 gallon tank, in place of the 20 gallon standard tank, at the horrific extra cost of £42 which is about £2,000 at 1996 prices, to extra lighting to the instrument board for night map reading at 15 shillings. The car was finished in black with red coach line and natural pigskin upholstery and Reddaws Camel waterproof double sheeting for the top. The radiator shutters were ordered in matt finish nickel. We have tried to keep to the original specification throughout.

On the 1st October 1930 Mr Starkie and car were on the way to New York on the SS Majestic. In New York his address was the Hotel Berkshire



which perhaps reinforces the suspicion that he was Mr H J Stark of Orange, Texas.

On the 20th May 1931 62 GY was back in Cricklewood for a decoke (described as an Engine clean) and other mirror repairs and by the 13th August it was in Paris for the fitting of a louvred bonnet. Mr Starkie was perhaps somewhat heavy footed as he made the Grand Tour and suffered a little overheating on a mountain passes or possibly he simply forgot to open the manually operated radiator shutters. That is the last we know of 62GY until it appears in an advertisement in The Flying Lady (Journal of The Rolls-Royce Owners Club of America) in the late fifties.

The early Phantom 11 was more costly to construct than the later versions. The separate sub frame for the body is beautifully constructed and ensures a better quality 'body-off' bare chassis restoration which this car has had, at a cost excess of £100,000, at award winning restorer would have been conduits that carry the wiring through the chassis are extremely complicated and a less conscientious restorer would have been tempted to discard them and use the later, cheaper system of clamps.

Between 1929 and 1935 Rolls-Royce produced 1672 Phantom 11 Chassis of which only about 60, or about 3.6%, were originally bodied with, the now very desirable, Open Touring Coachwork. Open tourers have had a lower survival rate than other body styles due to their unsuitability for conversion to ambulances, hearses following cars or the hackney trade.

The Open Tourer which, by correct definition, is a 4 more passenger car with a lightweight hood or top, no wind-up windows and detachable side curtains, offers many advantages over the more common Cabriolet or Allweather. It is much lighter, and thus more lively, less likely to rattle and gives much better all round visibility both for driver and passengers, particularly with the top down. The Cabriolet body suffers from deterioration to the wooden framework caused both by the additional weight of the top mechanism and ingress of water into the doors through faulty window seals. 62GY has the rare advantage of exceptionally good rigid side curtains which give nearly as good protection as wind up windows, although they take more time to put in place. The even rarer combination of a rear screen and a canopy gives superb protection from the wind for the rear passengers. The car is equipped with the correct and much sought after 'Bulls Eye' P100 Headlamps.

Mr Starkie specified black painted wheel trims with a red line. We think the polished alloy ones give a better appearance but the car is supplied by us with both alloy and painted discs.

This car is certainly among the best of the very few surviving P11 Tourers and it is a good looking with the top up as down. With its riveted bonnet, shallow windscreen and low rake steering it is the very epitome of the best period of the Open Touring Rolls-Royce. The elegant black lacquer finish to the instrument panel provides a perfect setting for the contemporary Cartier Silver Gilt, Coral and Black Oynx St Christopher Plaque.

The steering is light and accurate with no hint of the 'notchiness' that can be suffered due to excess wear. The responsive 7.7 litre engine is capable of giving both exhilarating performance and remarkable top gear flexibility. The powerful servo assisted brakes and excellent suspension make driving a joy even on poor roads.

62GY is a perfect car for touring or rallies and, is elegant enough and well restored enough, to be a welcome contestant in any of the great International Concours d' Elegance.

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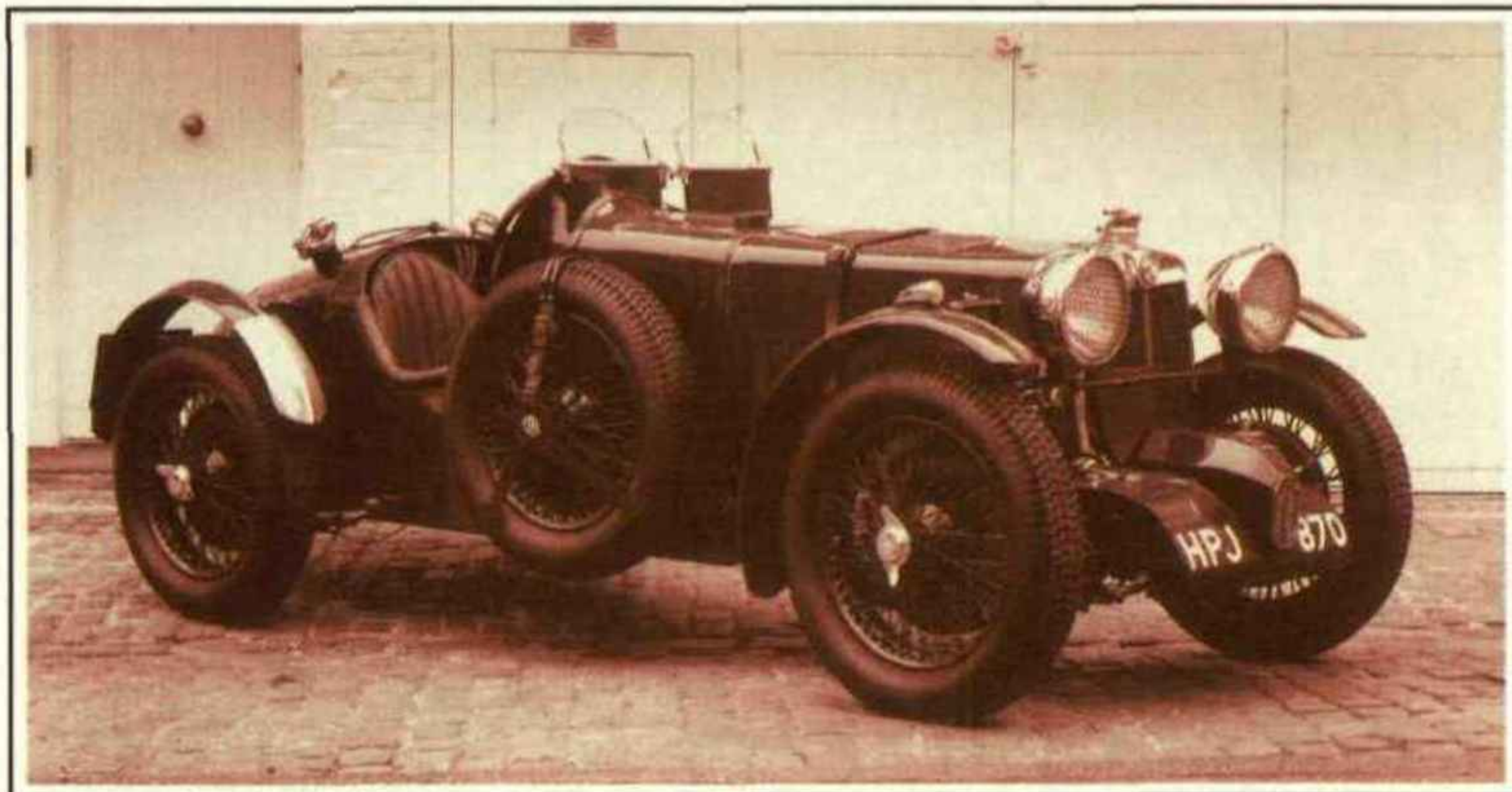


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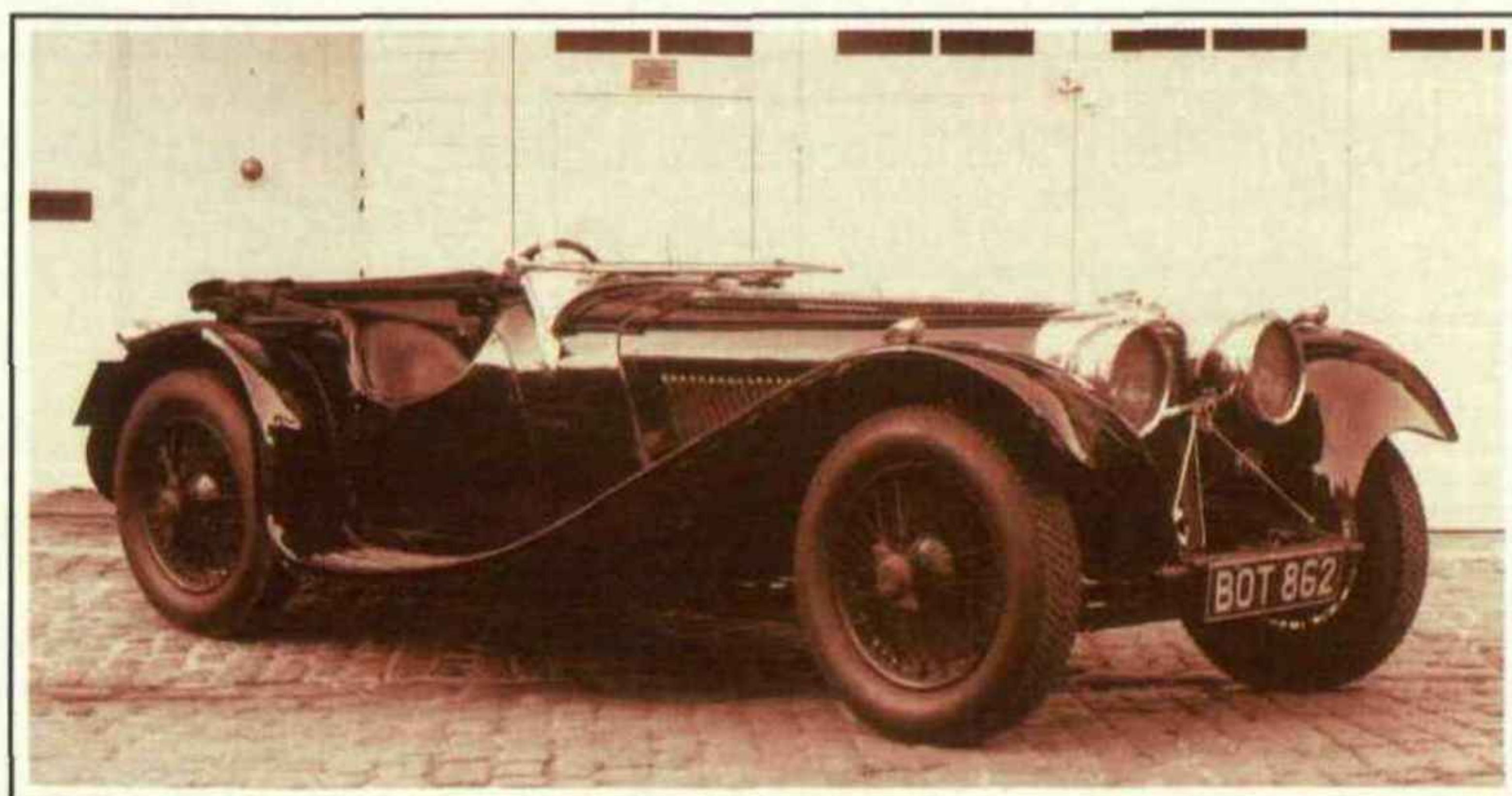
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1961 Ferrari 250 GT Short Wheelbase

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1954 Frazer Nash Le Mans Replica

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"Dubonnet Tulipwood"

1925 Isotta Fraschini Type 8A Open Tourer

1936 Jaguar SS 100

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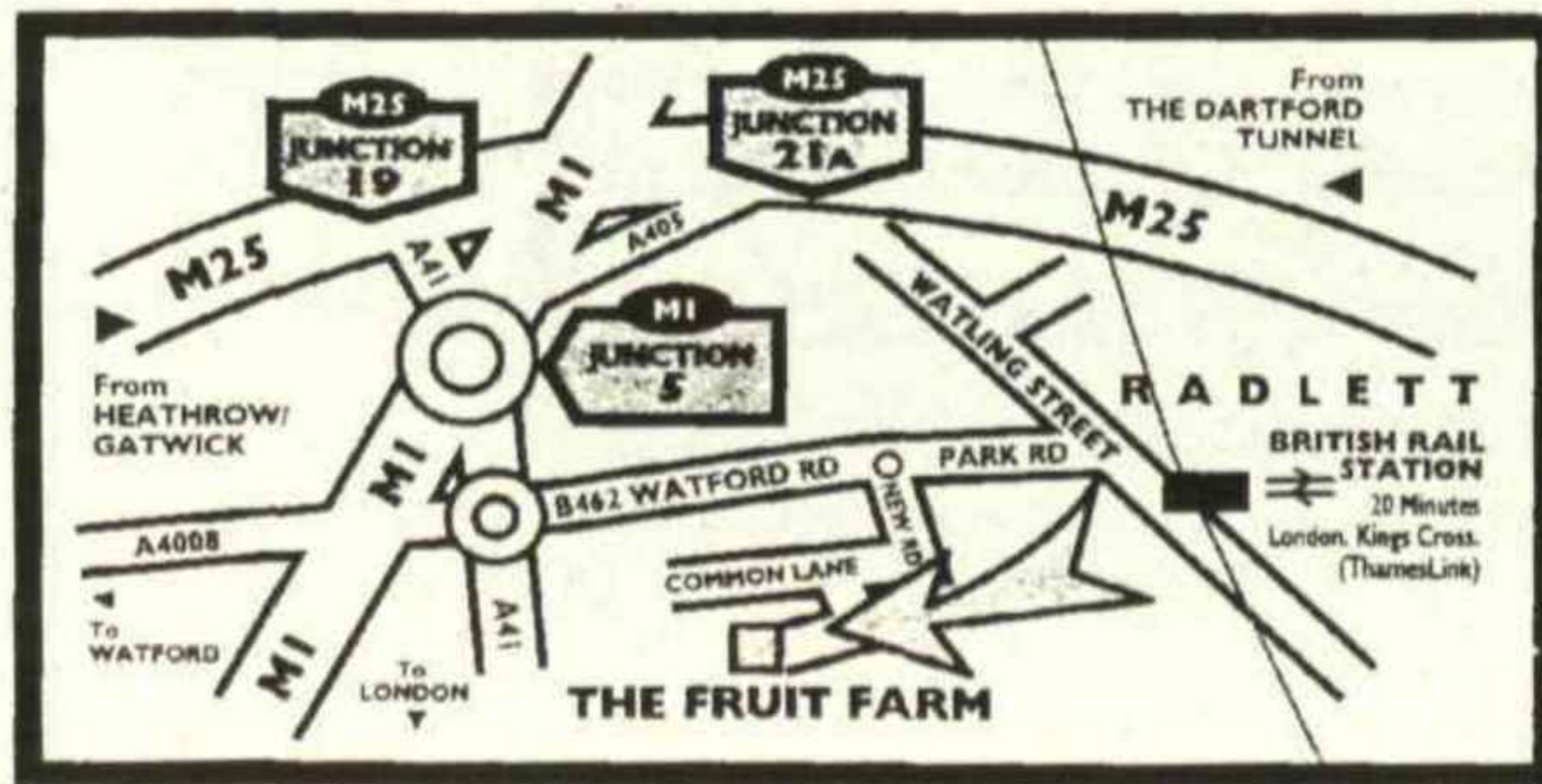


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