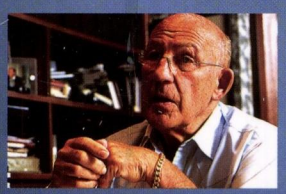
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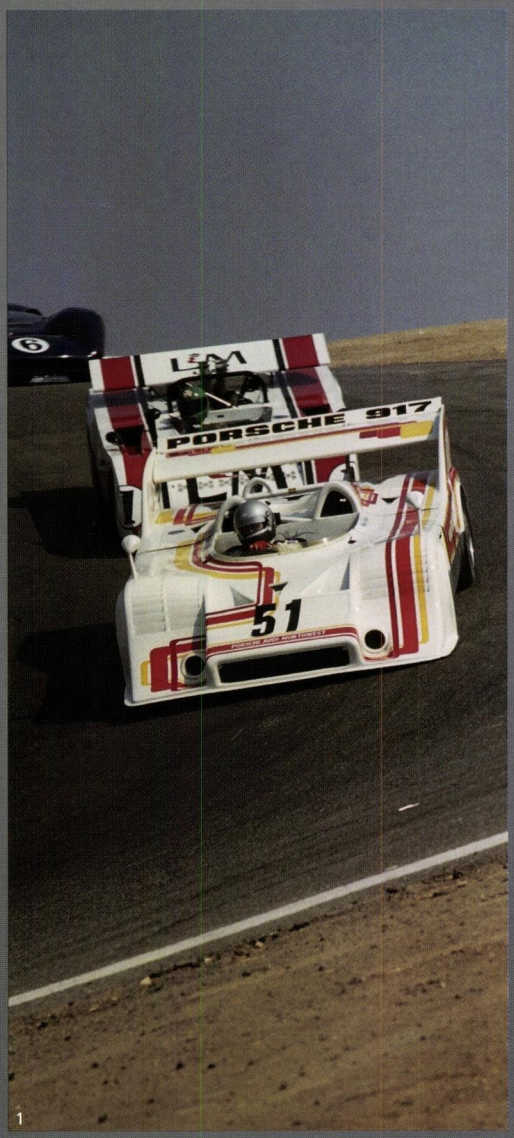
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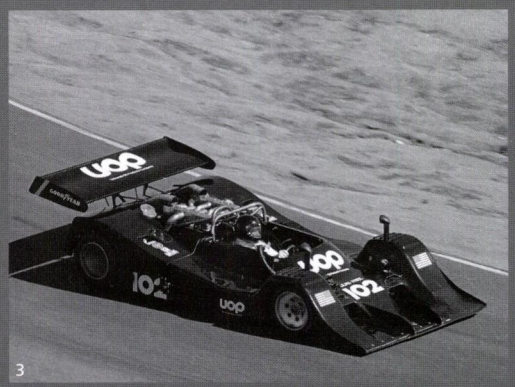
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1 *The ex-Willi Kauhsen, Monte Shelton*
1973 Porsche 917/10 Turbo CanAm/ Interserie Sports-Racing Two-Seater
Chassis no. 917/10-015
'Photo Courtesy of Bob Dunsmore'

2 **1974 AVS Shadow-Chevrolet DN4 CanAm Sports-Racing Roadster**
'Photo Courtesy of Ben Williams/UOP'

3 **1973 AVS Shadow-Chevrolet DN2 CanAm Turbo Sports-Racing Roadster**
'Photo Courtesy of Pete Lyons'

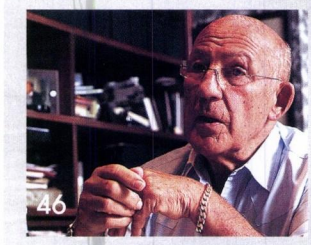
4 *The ex-Terry Drury, Ron Fry*
1968 Ford GT40 Mark I
Chassis no. GT40 P1073

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August 2006

The Original Motor Racing Magazine

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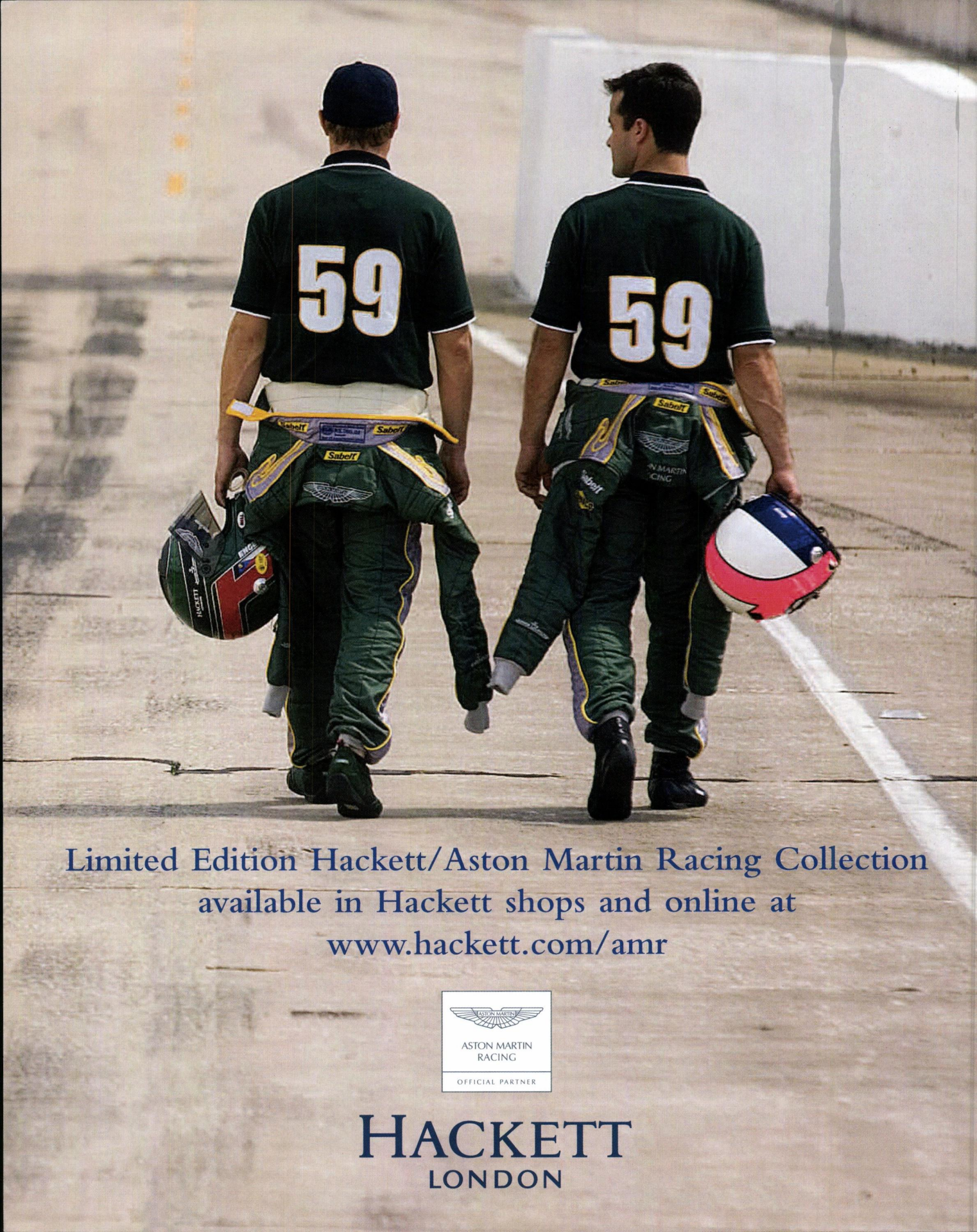
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> JERRY GRANT AND CHRIS AMON ON FORD'S 1-2-3

Cover photography: Alex P. James Mitchell. This page: Ford, James Mitchell, Alex P, LAT



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Eighty-third year of publication

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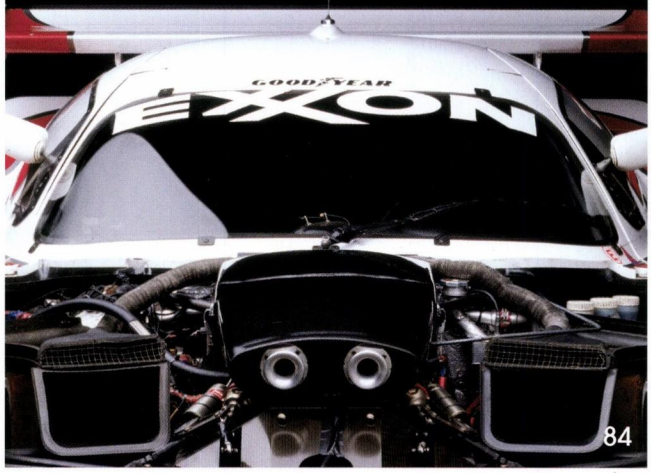
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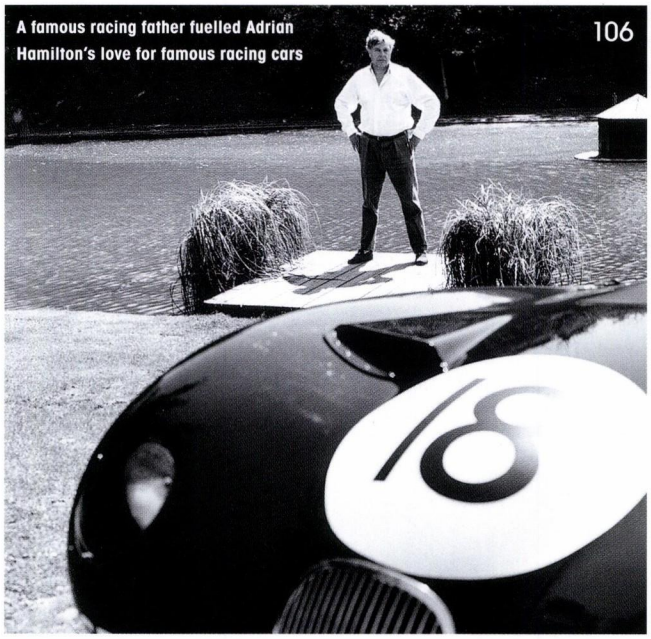
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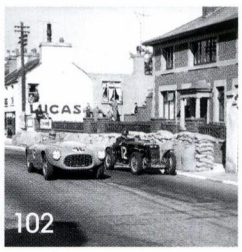
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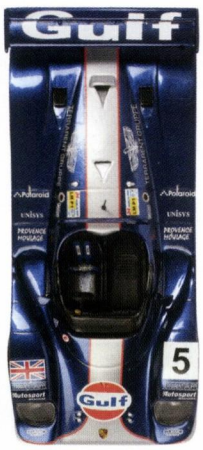
David Baxter sent in a few gems for You Were There



Hans Ruesch: best-selling novelist, animal rights campaigner, racer



Great models this month, including Kremer K8: p20



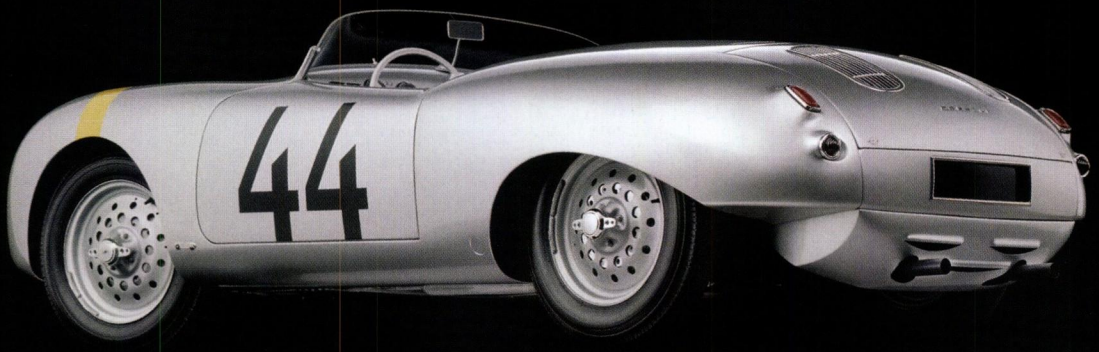
James Mitchell, James Mann, David Baxter, Michael Furman, LAT

1952 Glocker-Porsche coachwork by Weidenhousen Chassis no. 10447





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Significant Origins



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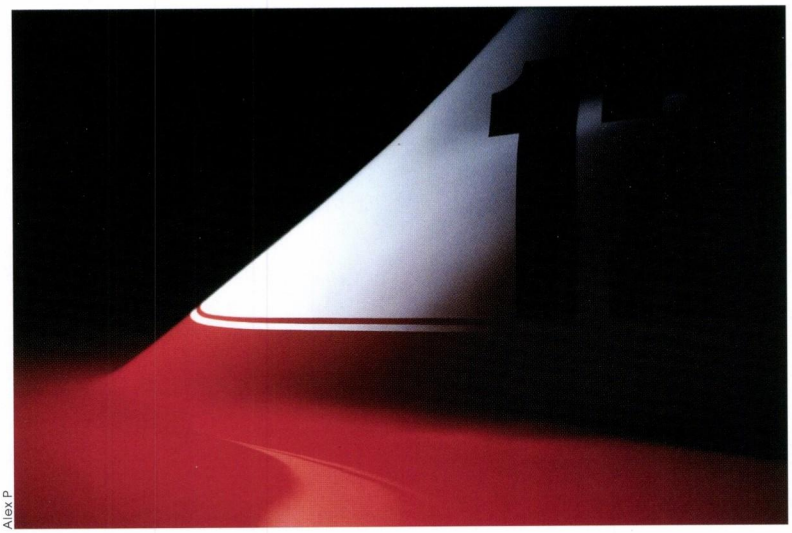
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Alex P

The hot seat

This is my first issue as editor of *Motor Sport*. I feel privileged to work with Bill Boddy (who will still play a key role in the magazine) and sit in the editor's chair of such a respected title; a magazine I have read since... well, since I could read. I've joined at a great time, as the magazine moves towards its 84th year of publication with a fresh design and renewed vigour.

And what an issue to start with. My first day on the job had a real highlight – I had the opportunity to squeeze into Gilles Villeneuve's Ferrari 312T3, whilst we were photographing it for this issue. It's the car in which he won the 1978 Canadian Grand Prix, and the car that put him firmly in the league of legends. The feature (see page 65) starts our new studio-shoot series, and we've got some stunning cars lined up for the unique fold-out section in the months to come.

Our cover feature focuses on the 1966 Le Mans 24 Hours, when Ford's MkII dominated. You know the tale of the USA 1-2-3, so we've delved deeper. Turn to p34 to find out more...

Elsewhere in the issue Simon Taylor shares sandwiches with Sir Stirling Moss, who is on top form (p46), and we tell the story of an equally dapper but very different racing figure, that suave Monegasque Louis Chiron (p76).

We think it's a great issue; let me know if you agree.

Richard Robinson, Editor

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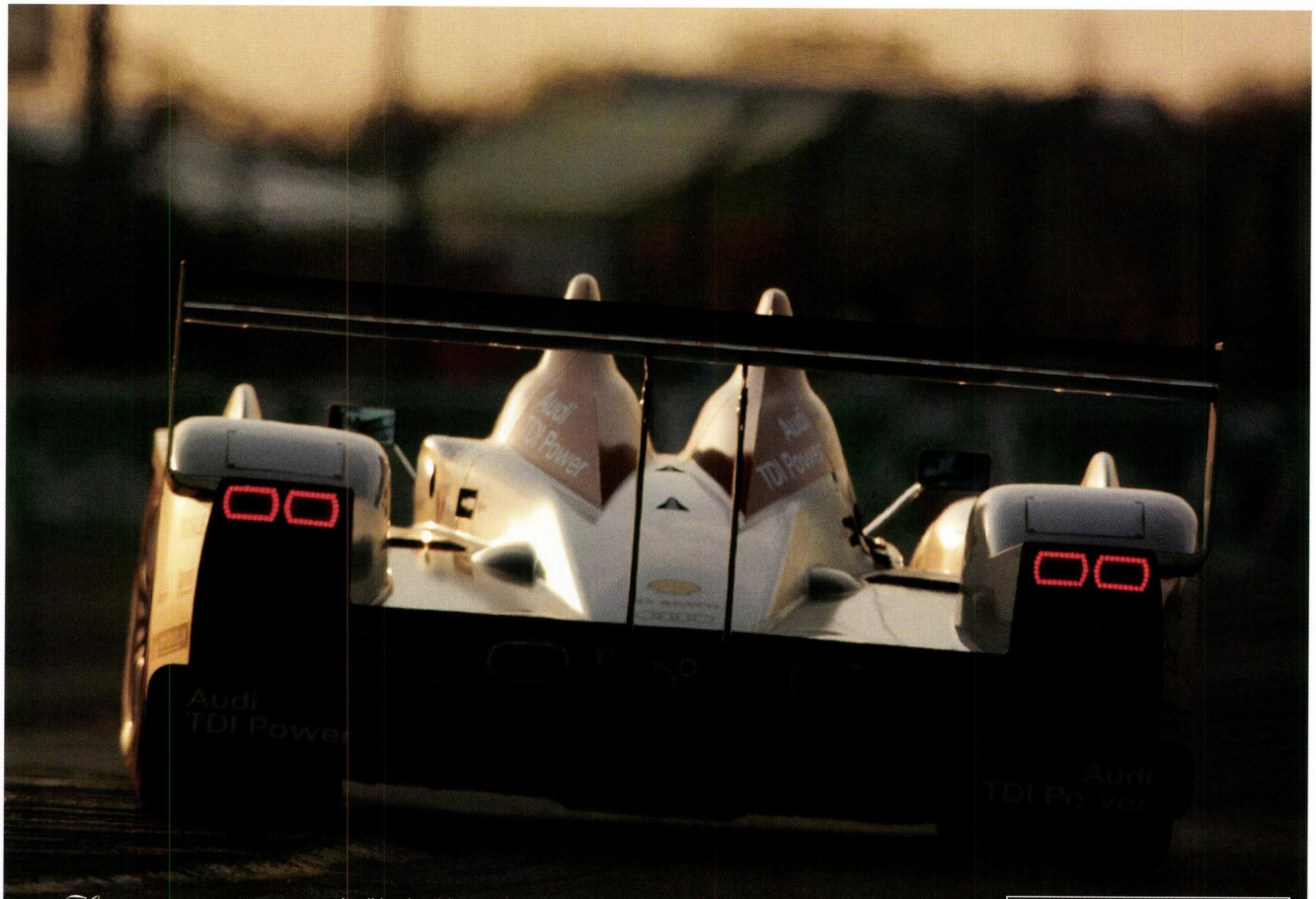
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News, views & comment

Matters of Moment

NEWS



Historic victory

AUDI R10 DIESEL WINS LE MANS 24 HOURS

Pirro, Biela and Werner take the chequered flag first

Audi took a historic first diesel win in the Le Mans 24 Hours, on the R10 TDI's debut in the Sarthe classic.

Victory went to the car driven by Emanuele Pirro, Frank Biela and Marco Werner, while its sister car, driven by six-time winner Tom Kristensen, Allan McNish and Rinaldo Capello was third, three laps behind, after the car ran into a series of problems, including losing around 25 minutes when fuel injectors had to be changed in the fourth hour.

The German firm has now won all but one edition of France's great race since 1999 – the exception being 2003, when the Bentley EXP Speed 8, which relied heavily on Audi technology, triumphed.

Audi is expected to confirm in October (when its motorsport budget is due to be signed off) that it will return to try to win the race again with its 5.5-litre 90 degree, DOHC V12 -powered prototype. Then, though, it will face serious opposition from Peugeot's new diesel project (see right).

PEUGEOT DIESEL CONFIRMED

Peugeot will contest the 2007 Le Mans 24 Hours with a new car, named 908, powered by a 5.5-litre 100 degree V12 diesel engine. Testing is to start in December, with Eric Hélary, a Le Mans winner with Peugeot in the 905 in 1993, at the wheel.

LAT



Eric Sawyer

Chimay in jeopardy

LICENCE PULLED ON SAFETY GROUNDS

Just weeks before the meeting planned to mark the 80th anniversary of racing at Chimay, the Belgian track has lost its licence to hold car races.

Promoters at the street circuit, which was first used in 1926, have had to cancel the Historycar Festival scheduled for 22/23 July because the track licence has suddenly been withdrawn by the RAC of Belgium.

Although permits have been granted for motorcycle racing, the RACB has refused the car permit on safety grounds and the organisers have cancelled the event, which relied heavily on the Top Hat Racing movement for feature races.

Top Hat boss Julius Thurgood has pledged to fight for the future of racing at Chimay.

Mallory Park unveiling

MOSS HONOURED WITH BRONZE STATUE

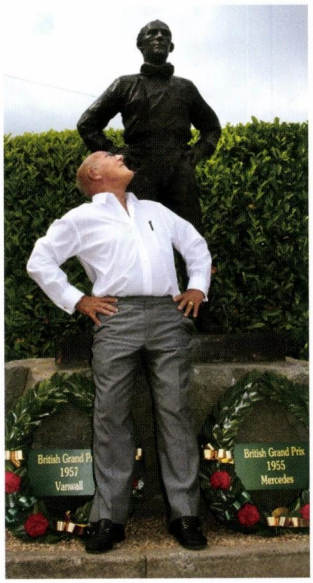
Leicestershire track adds to its collection of racing-related art

A life-sized bronze statue of Sir Stirling Moss OBE has been unveiled at Mallory Park to join the circuit's growing collection of tributes to the greats of British motor racing. John Surtees and Colin Chapman are already similarly honoured at the Leicestershire track.

Among those paying tribute to Sir Stirling at the unveiling were John Surtees MBE, Raymond Baxter OBE, Charles Morgan, Chris Meek and Tim Parnell.

Also present were 20 racing cars from Moss's career including his first, a 2.5-litre Cooper Alta, and the Lotus 18 he took to victory at Monaco in 1961.

Moss said: "It is enormously honouring to have a statue in recognition of your career."





COLLINS RETURNS 21 TO COMPETITION

The Lotus 21 which scored Team Lotus's first grand prix win has returned to racing in the hands of new owner Dan Collins.

Two years on from its last race, Collins made his debut in the car at Oulton Park and now intends to race it regularly.

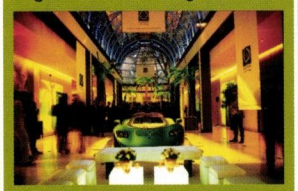
The chassis Collins has acquired is the one Innes Ireland drove to victory at Watkins Glen in 1961. It will be prepared by Classic Team Lotus.

"I'm a bit of a Lotus man, so I was delighted when it became available," says the regular TGP racer, who hopes to enter the car at Silverstone, Goodwood and Donington this summer.

NEWS IN BRIEF

Moss speaks

If after reading our Lunch with Stirling Moss feature (p46) you fancy hearing the man himself talk, he is the guest speaker at a glamorous evening at



London's Hurlingham Club on July 13. It is part of a series of events called Salon Privé, a display of supercars and luxury cars which runs from July 11-14.

Moss drives

Stirling Moss and Tony Dron drove a special edition CAV GT as pace car for the Le Mans Legends races at the 24 Hours. It is part of a 10-car run of the GT40 MkII re-creation built to celebrate the 40th anniversary of Ford's first Le Mans win.

You could be heroes

HERO will run a tour and competitive trial in celebration of the 1900 1000-Mile Trial from October 1. Pre-1982 cars will be eligible for the event which starts in London and follows the original route as far as current roads allow. www.hero.org.uk.

Goodwood Marina

The unique Rolls-Royce-powered 1963 Andrews Marina Special (below) is expected to race for the first time in 40 years at Goodwood, in the hands of new owner Simon Ashworth.



Jim Houlgrave



Pescarolo had a successful run in the recreation of the Matra MS640 that nearly killed him in 1969

DPPI

Recreation runs clean

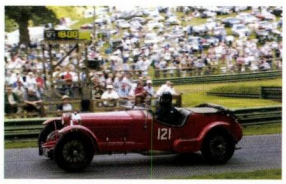
PESCAROLO PUSHES ON IN 640

Four-time Le Mans winner steps back in time to tame the car which nearly ended his career before his first triumph at La Sarthe

Thirty-seven years after nearly losing his life in the aborted Matra MS640, Henri Pescarolo drove the rebuilt version of the car he should have raced at Le Mans in 1969. In April that year, Pescarolo was testing the car on the Mulsanne Straight when it flipped over backwards, landed on its wheels and crashed into the trees. Pescarolo was lucky to escape before the car was burned out.

The cars were withdrawn from the race and the 640 project was canned. However, in recent years, Jean-Paul Humbert led a team that recreated the car from original drawings, and invited Pescarolo to try the car on a 3km runway, complete with revised aerodynamics and suspension.

"It doesn't fly quite as high as it used to," joked Pescarolo after reaching 177mph on the test run.



Eric Sawyer

PACKED PRESCOTT FOR VSCC CLIMB

The Vintage Sports Car Club is expecting a capacity entry of 250 cars for its annual Prescott hillclimb on August 5/6, making the event the biggest classic hillclimb of the British season.

Practice at the Gloucestershire venue, home of the Bugatti Owners' Club, will be on Saturday with timed runs on Sunday.

James Baxter will be striving to beat the ERAs and repeat his 2005 FTD in the Frazer Nash single-seater. A pre-war car parking area in the Orchard will draw many enthusiasts.

Silverstone return after 25 years

HOWELLS REVIVES DE UDY PORSCHE 906

Targa Florio veteran takes to track again at British Grand Prix

The Porsche 906 raced by Mike de Udy in 1966 returned to racing for the first time in more than 25 years when new owner Paul Howells raced it during the historic sports and GT races at the British Grand Prix at Silverstone in June.

De Udy raced the car and rented it out to others for three seasons, and it also competed in the Targa Florio and the Springbok Series in South Africa before being sold to the US at the end of 1969.



LAT



Jim Houlgrave

LONGES TO ROUND OFF TOUR IN PARK

Australian racer Richard Longes recently completed a three-race European tour with his ex-Bib Stilwell Cooper T51 and aims to round off his season by racing the car at the See Red meeting at Donington Park in September.

Longes shipped the car to Europe for races at Monaco, Pau and Oulton Park. However, he failed to start at Pau after clipping a barrier in qualifying.

"It's my first time in Europe with this car," said Longes. In period, Stilwell loaned the car to Jack Brabham to race at Bathurst.

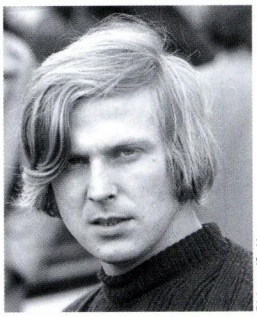
OBITUARIES

Johnny Servoz-Gavin (1942-2006)

Handsome, athletic and tressed to thrill, this carefree man from Grenoble appeared destined for F1 greatness when he grabbed the lead of the 1968 Monaco GP. Replacing the injured Jackie Stewart in Ken Tyrrell's Matra MS10, a bravura qualifying performance had put him on the outside of the front row for his first race in an F1 car. And now he was pulling away from no less than Graham Hill.

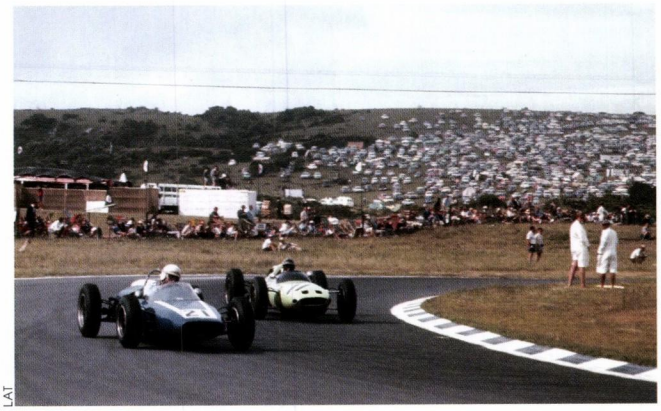
This was, however, to be a starburst moment. He clipped a barrier on lap three and broke a driveshaft, though there would be other keynote Matra successes for him: a battling second in that year's Monza GP slipstreamer, the 1969 European F2 title, and the only point for a four-wheel-drive F1 car (sixth at Mosport in '69).

Not that Johnny seemed to mind. After his sudden retirement in 1970 – following his failure to qualify a Tyrrell-run March 701 at Monaco – he opined that this would allow him more time for his women. The official reason for his decision was an eye injury. Chances are, however, that for a man to whom most things came remarkably easily and brilliantly, F1 suddenly seemed too much like hard work.



Phipps/Sutton

Johnny – real name Georges-François – was a throwback who marched to the beat of his own drum. The cover of his autobiography, *My Excesses of Speed,* features a horse-drawn caravan. His other preferred transport for his post-race gipsy lifestyle was a sailboat. Quick – and cool.



LAT

Doug Serrurier (1920-2006)

This South African engineer raced a self-built F1 car three times – 1962, '63 and '65 – in his home grand prix at East London.

The LDS (Louis Doug Serrurier) – which utilised Alfa four-pot power, a Porsche gearbox and Brabham thinking – was constructed to a surprisingly high standard in a backyard workshop near Johannesburg, and managed a best finish of 11th in '63, seven laps behind. It followed a Climax Special which he built and raced in the late 1950s. Serrurier later raced a Lola T70 sportscar with success, and also competed in rallying and powerboating.

DIARY
WHAT'S ON THIS MONTH

JULY 15/16 MAGNY-COURS (F)
Grand Prix Centenary race supporting the French Grand Prix.
www.grandprixmasters.org

JULY 15/16 SPA-FRANCORCHAMPS (B)
Historic GP featuring Thoroughbred Grand Prix, Supersports, Group C/GTP and Lurani Trophy.
www.spa-francorchamps.be

JULY 15/16 CROIX-EN-TERNOIS (F)
HSCC race meeting.
www.hscc.org.uk

JULY 22/23 KNOCKHILL
Classic Speed Fair, including BRDC Historic Sportscar Championship.
Tickets: £12
www.knockhill.com

JULY 23 MALLORY PARK
VSCC race meeting, including a major Edwardian race.
Tickets: £12
www.mallorypark.co.uk

JULY 28-30 SILVERSTONE
Silverstone Classic
See preview page 74
Tickets: £20
Tel: 01327 857271
www.silverstone-circuit.co.uk
www.silverstoneclassic.com

AUG 3-5 ISLE OF MAN
Manx Historic Rally, a round of the British Historic Rally Championship.
www.mir.co.im

AUG 5 CASTLE COMBE
HSCC race meeting.
Tickets: £12
Tel: 01249 782417
www.castlecombecircuit.co.uk

AUG 5/6 PRESCOTT
VSCC hillclimb.
Tickets: £25
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www.vscc.co.uk



Eric Sawyer

AUG 5/6 SPA-FRANCORCHAMPS (B)
Euro F2 Trophy.
www.spa-francorchamps.be

AUG 11-13 NURBURGRING (D)
AvD Oldtimer Grand Prix, including Grand Prix Masters, HGPCA and Orwell Supersports.
www.nuerburgring.de

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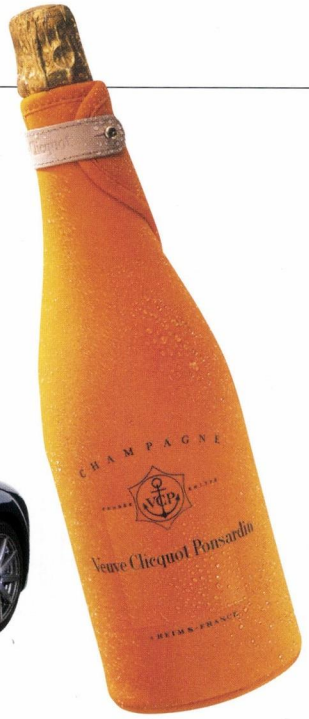


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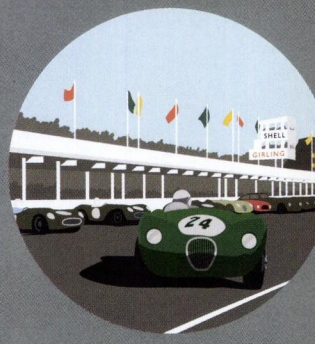
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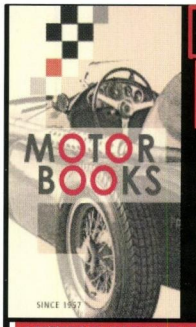
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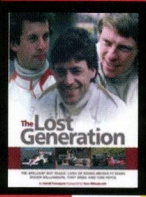
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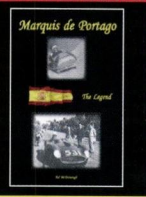
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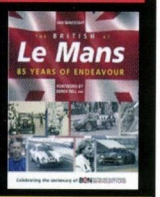


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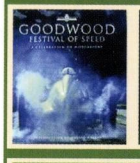
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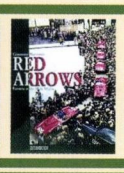
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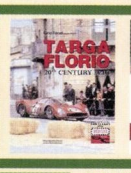
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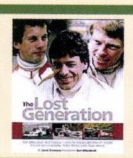
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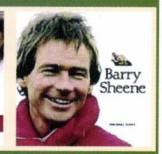
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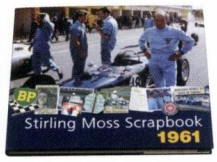
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BOOKS

STIRLING MOSS SCRAPBOOK 1961
Stirling Moss and Philip Porter





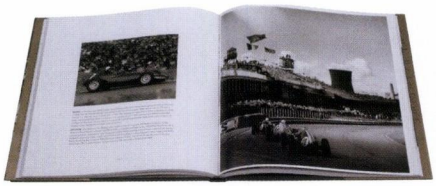
The second of Porter's Moss scrapbooks, this follows Moss's 1961 month by month, expanding on his diary entries and setting the context with newspaper reports, photos, adverts, and asides on girls, shops, nightclubs and circuits. A respite from the purely racing histories, it gives a picture of just how big a news story Moss was – forever in the papers, being photographed at parties and featuring in gossip columns with yet another pretty girl. Little drop-in interview-ettes allow Moss to explain some of the stories, and while some of the clippings can be hard to read, the scrapbook format makes every spread look enticing. Porter's commentary ties it together, but it's the interplay between Moss's diary and the news stories that fascinates. **GC**

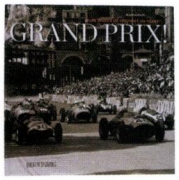
Published by Porter Press, £34.95. ISBN 0 9550068 2 1

GRAND PRIX! RARE IMAGES OF THE FIRST 100 YEARS
Quentin Spurring

One of our frustrations at *Motor Sport* is weeding down an article's photo choice to a mere six or seven. It makes me jealous of Spurring who has been able to include hundreds of great pictures in this expansive large-format book. The more so as all the images, many not previously published, are from our archive LAT. *Autosport* veteran Spurring splits his century into the various grand prix formulae, a useful way to bracket things, and gives a succinct precis of each era before the next group of pictures, each accompanied by descriptive captions. For me it's the black and white shots which are most captivating – the Alfa team refuelling Alfettas, Hermann Lang tearing up the Reims straight, a wonderful study of Caracciola in his SSKL on a rainy 'Ring, Jenatzy obscured by exhaust clouds on his Mercedes. Repro quality is superb; there's even a Monaco angle I hadn't seen before. **GC**

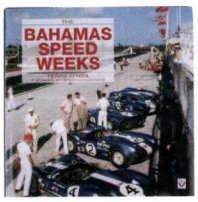
Published by David Bull Publishing, £29.99. ISBN 1 893618 67 6





THE BAHAMAS SPEED WEEKS
Terry O'Neill





For one glorious week per year in the Fifties and Sixties, some of the world's top drivers met on a sunny island in the West Indies for car races where fun came first. Speed Week brought big names from both sides of the pond, and while the parties were non-stop, the races were tough. So was the organiser 'Red' Crise, a self-styled 'one-man committee' who over-ruled the sanctioning body when it suited him. Terry O'Neil, in the first book on the event, is as well informed on island politics as on the racing. He charts the event's rise, augmenting plentiful pictures with badges, programmes and party invitations, and its fall, killed by costs, safety concerns and a new government which refused to spend money on an elite beano. Considering they destroyed all the records, O'Neil has done a great job reassembling the facts, down to full results. An entertaining picture of an event where a DNF was trivial compared to not being invited to Lady Oakes's 'At Home'... **GC**

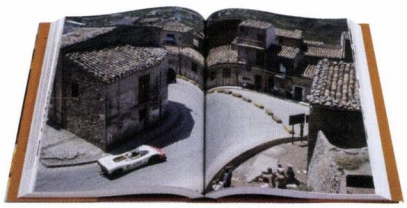
Published by Veloce, £55. ISBN 1 84584 018 6

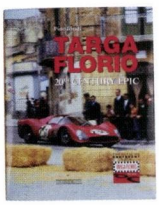
TARGA FLORIO – 20TH CENTURY EPIC
Pino Fondi

This is the official book celebrating the centenary of Sicily's incredible road race, and covers everything within its 480 pages: from its fantastic *bas relief* trophies (the first the work of René Lalique), super-stylish Art Nouveau promotional posters and programmes, paintings, original correspondence, access passes and organiser Vincenzo Florio's megaphone, to a comprehensive (150 pages!) results section. It does not lack for detail.

What it does lack – surprising for perhaps the most scenic motorsport event of all – is beautiful, jaw-dropping images. Get beyond the 1920s and too often the photos are ho-hum, tightly cropped head-on or front-three-quarter shots. A more ruthless edit would have allowed the better photos room to breathe. As for the words, a literal in the first sentence prepares you for a somewhat tortured translation. Giorgio Nada has produced some fantastic books; this one is 'merely' good, especially given the price. **PF**

Published by Giorgio Nada Editore, £75. ISBN 88-7911-270-8





Photography James Mann

Matters of Moment

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Bentley 4½ Le Mans Tourer

HB 3415 was originally purchased by an A.S.G. Buckmaster in July 1929. This superb Le Mans style four seat tourer, with its fabric covered coachwork, Le Mans tank and instruments is an excellent vintage touring car which evokes all the style and charisma associated with the Bentley boys and their racing triumphs of the twenties and early thirties.

In later years this vintage Bentley was supplied by P & A Wood and resided in the private collection of the late Derek Anderson, a well known and highly respected Scottish collector whose collection consisted mainly of important pre-war Rolls Royce and Bentley motorcars.

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Offered today in resplendent order, finished as one would expect in British Racing Green with a Black hood and tonneau cover.



BMW 328 Roadster

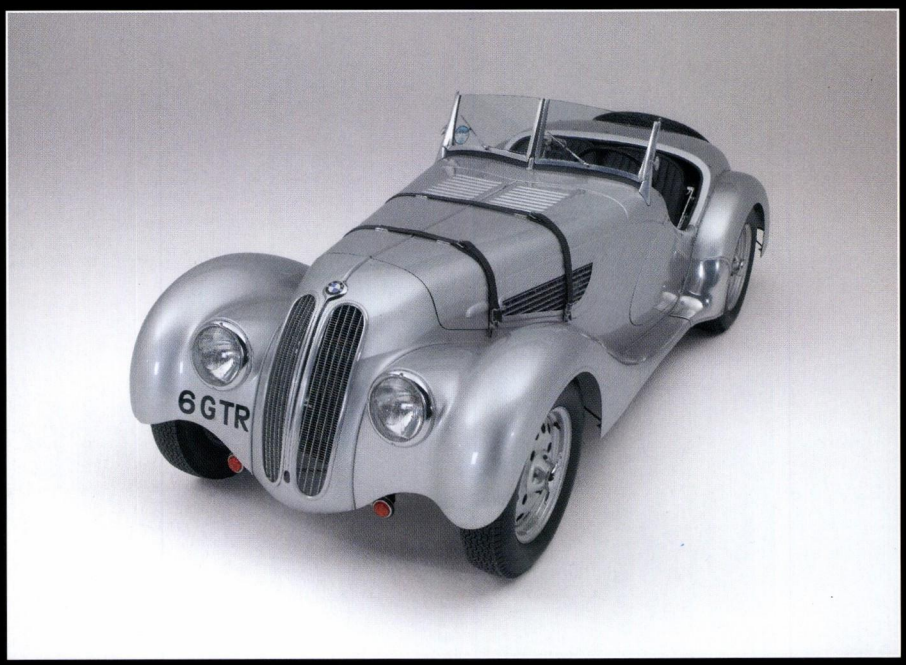
In the 328 Roadster, BMW produced a car that became a legend of sports car and racing history. This compact two-seater with leather straps across the bonnet came to dominate the racing scene in Germany and around the world in the second half of the thirties.

The bodywork of the 328, with remarkably clean and sleek styling for its time and integrated headlamps, set a trend that was to survive well into the fifties. The handful of 328 models with streamlined aluminium bodies even became a styling model for an entire generation of road sports cars in the postwar era.

In the late 1970's, it was purchased in its pure and original condition by a British collector – who is still the owner today. Upon the cars arrival in the UK it was restored by official BMW agents in association with BMW in Germany themselves and has been a regular feature in historic circles ever since.

This roadster also boasts an early racing history from Argentina with period archive photos still in existence, performing recent achievements such as a 2nd fastest vintage time of the day at VSCC Prescott – 1998.

An exception example



For a private view or further information please contact Coys Showroom Specialists: Christopher Routledge, Dylan Miles

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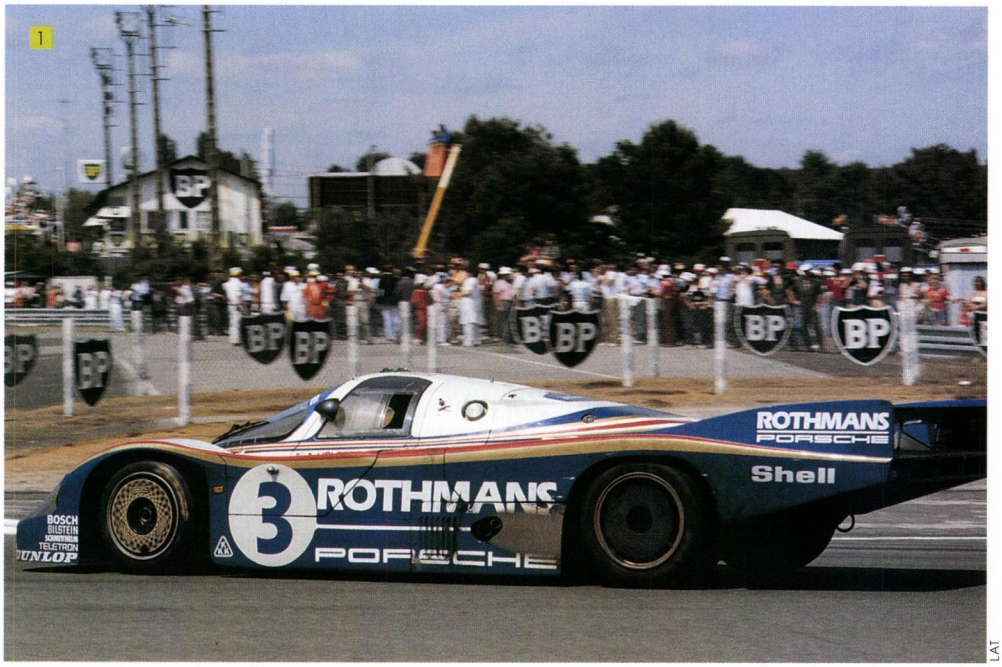
AUCTIONS

This month's lots...
Sporting opportunities

Pebble Beach weekend highlights a packed month for the sales houses

So you've decided to go sportscar racing. What to choose – the most successful sports-racer ever, Porsche's 956, or the most iconic, a Ford GT40? Or a left-field choice: the Shadow which gave Jackie Oliver the '74 Can-Am title? Bonhams is selling part of the late lamented Rosso Bianco collection, too. Luckily, if you can't play in the big league, there's also a superb collection of handbuilt car models coming up to help you keep on dreaming...

1



LAT

1 PORSCHE 956
Price guide: £4-500,000
Even if your bid for this iconic sports-racer at Coys' Eynsham Hall sale in August is topped by someone else, you'll have another chance to inspect it – we have photographed it specially as September's offering in our unique series of fold-out profiles.

2



2 500 MODEL CARS
Price guide: no estimate
This fine Cunningham CR4 is one of 500 handbuilt model cars collected over 20 years by Bill Mulhearn, to be sold by RM at Meadow Brook Hall. Including models by masters Carlo Brianza and Michele Conti, the collection is all of the highest quality.

3



3 H&H LAGONDA V12
Price guide: £40-50,000
An early entry for H&H's July sale at Buxton, UK is a remarkably original 'barn find' 1939 Lagonda V12 Drophead Coupé. *H&H: 01925 730630*







LAT



LAT

4 STUTTGART SELECTION
Price guide: US$2.6-3.3m
Eight prototype Porsches is a ready-made collection for someone. Included are a 1960 356 Carrera GTL Carrera Abarth, a superlight 911R, and a restored, works 1971 911 S/T Safari rally car.
Christies: 001 212 636 2680

5 HEAVY METAL AT THE LODGE
Price guide: GT40 $7-900,000
Big bangers at Quail Lodge include '1073', the ex-Drury Ford GT40 with BOAC 500 and Targa history, and the 1974 Shadow-Chevrolet DN4-2A Can-Am Championship winner.
Bonhams: 020 7468 5801

DIARY

July 21-23 2006
Coys offer Bugattis and other sporting marques in the appropriate setting of Prescott
July 22 2006
Cars and automobilia at Coys' Nürburgring auction
July 25/26 2006
Two Lagondas add pre-war interest to H&H's midsummer sale at its regular Buxton venue
August 5 2006
Mulhearn model car collection comes up at RM, Meadow Brook Hall, Rochester, Michigan; plus full-size vintage cars!
August 17 2006
First event on Pebble Beach weekend, Christies' sale of exceptional motor cars is at Monterey Jet Centre, 7pm
August 18/19 2006
Bonhams & Butterfields at Quail Lodge have an amazing teardrop Talbot-Lago – a possible $4m car
August 26 2006
RM's turn at Monterey Jet Centre
August 18/19 2006
Coys' 'Excellence of Porsche' sale at Eynsham Hall, Oxon

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LETTERS

AUTOGRAPH HUNTING

Sir,

I read with interest Nigel Roebuck's article on Giuseppe Farina, and especially about how he never liked signing autographs. At the 1951 Goodwood Whitsun meeting I got him to sign his autograph, and again at the British Grand Prix the next year.

The first time was quite amusing as my friend who accompanied me to the meeting was part-Maltese and his father spoke Italian. He told me to say "uno momento, Nino", to attract his attention. This I did, and Farina looked round with a smile, thinking it was a friend. When he saw that it wasn't his face changed entirely. However, I got the autograph, as did six other people, and he used my old broken piece of orange pencil to write them.

With the passage of time I have lost the first autograph and the pencil, but still have the other one, complete with all the Ferrari team and others from Silverstone in 1952.

G H Bell, Emsworth, Hants

LE MANS – NOT THE FIRST?

Sir,

I am somewhat confused as to why the 1906 Grand Prix at Le Mans Connerré is considered to be the first grand prix, particularly following the advert for Renault on pages 74-81 of your July 2006 magazine.

As the advert says, the first race to carry the name 'grand prix' was in Pau in 1901. Consider also that in 1904, the first WK Vanderbilt Cup race was held in Long Island, USA, with 21 entrants for 11 manufacturers, the manufacturers included Panhard, Clément-Bayard, Pope Toledo, Packard, Mercedes, FIAT, de Dietrich, Royal, White and Renault.

There was no limit on the number of cars per manufacturer, as there was in the Gordon Bennett races – there were five Mercedes entered. The race was 458km long over 10 laps. Except for the fact that the designation of the race doesn't carry the term 'grand prix', what really distinguishes this race from the 1906 French race? Why is it not considered to be a grand prix?

While we are on the subject of 'firsts', I would also like to take issue with the frequent citing of the 1908 Prinz-Heinrich Fahrt as being the first of what became rallies. This event featured measured distances between towns, with speed trials and hillclimbs. However, the First Annual Endurance Contest of the National Association of Automobile Manufacturers was held between New York and Pittsburgh in 1903, with the same measured distances between towns, and points awarded for hill-climbing ability. Or there is also the 1905 Glidden Tour, which went around a 1000-mile route from New York to Mount Washington and back, with a timed climb on Mount Washington. The Mount Washington climb was eight miles long, and was climbed by Charles Soules in a Pope-Toledo in 20min 37.4sec.

When it comes to early racing and 'firsts', too much of the coverage is Euro-centric and blinkered, as this is where most of the research has been done and about which most of the books have been written. There is a lot more out there...

Darren Galpin, Stoke Gifford, Bristol

MEMORIES FROM 1948

Sir,

Your photo feature in the June issue about the British Grand Prix in 1948 jogged my memory about my first visit to Silverstone, with my father in his (rather tired) 1934 Hillman Minx. We queued to get in from the London side of Buckingham (at least seven miles), arriving to see the end of the 500cc race (won by Spike Rhiando, in a Cooper).

The circuit, never used again in quite the same form, took in a substantial part of the two runways, with some pretty tight turns so lap speeds were not very high. The grand prix lasted for about three hours, as required by the rules.

After the race Villoresi, the winner, and Ascari, in second place, were surrounded by autograph hunters. Third-place man Bob Gerard, after a well-planned race in his meticulously prepared B/C-type ERA, was sitting alone on his pit counter enjoying a well-earned cup of tea and a sandwich.

Petrol was severely rationed at the time to enough for 90 miles a month, unless you were entitled to extra for essential use, so most cars were being pushed by their passengers to the exit, which we reached, I recall, nearly four hours after the race finished. We arrived home around 11pm, to the great relief of my anxious mother – no mobile phones in those days.

T A Wells, Winchmore Hill, London

PHOTOS FROM 1982 NEEDED

Sir,

Did you take any photos at grands prix in 1982?

As part of a future publishing project, Haynes would like to hear from anyone who took pictures at any of the grands prix in 1982 and wants to see them in print. All pictures will be considered, prints as well as negatives.

Please write to the Editorial Director, Haynes, Sparkford, near Yeovil, Somerset BA22 7JJ, UK or e-mail hilbton@yahoo.co.uk. All pictures will be returned.

Mark Hughes, Sparkford, Somerset

MORE ON MCLAREN PLEASE

Sir,

I greatly enjoyed Paul Fearnley's article on McLaren after Bruce, and the fascinating memories from insiders therein.

The only problem was that I was left wanting more.

Thus I would like to politely request that you find space for a detailed piece on McLaren himself. I would also be interested in finding out more about the Can-Am, Formula 5000, Formula 2 and Formula 3 cars.

Philip Jones, Reigate, Surrey

MYSTERY CAR COMPETITION



Do you recognise this month's mystery machine? Then reply to the address on page 11 by July 21. Last month's answer: Baufer-Chevy, or Pink Panther, which DNF'd in 1971 Buenos Aires 1000km. Winner Hedley Thomas gets a year's sub.



Matters of Moment

YOU WERE THERE





Left: Bruce McLaren at ease in his Cooper, British GP 1960. Right: fuelling the front tank on de Beaufort's Porsche, Aintree 1962





Left: that laid-back Yank Masten Gregory at Silverstone in 1960. Right: von Trips will place sixth in the Dino at the same GP





Left: Dan Gurney was Porsche's star in the 718 – Aintree, 1961. Right: a relaxed Lorenzo Bandini in between races at Silverstone

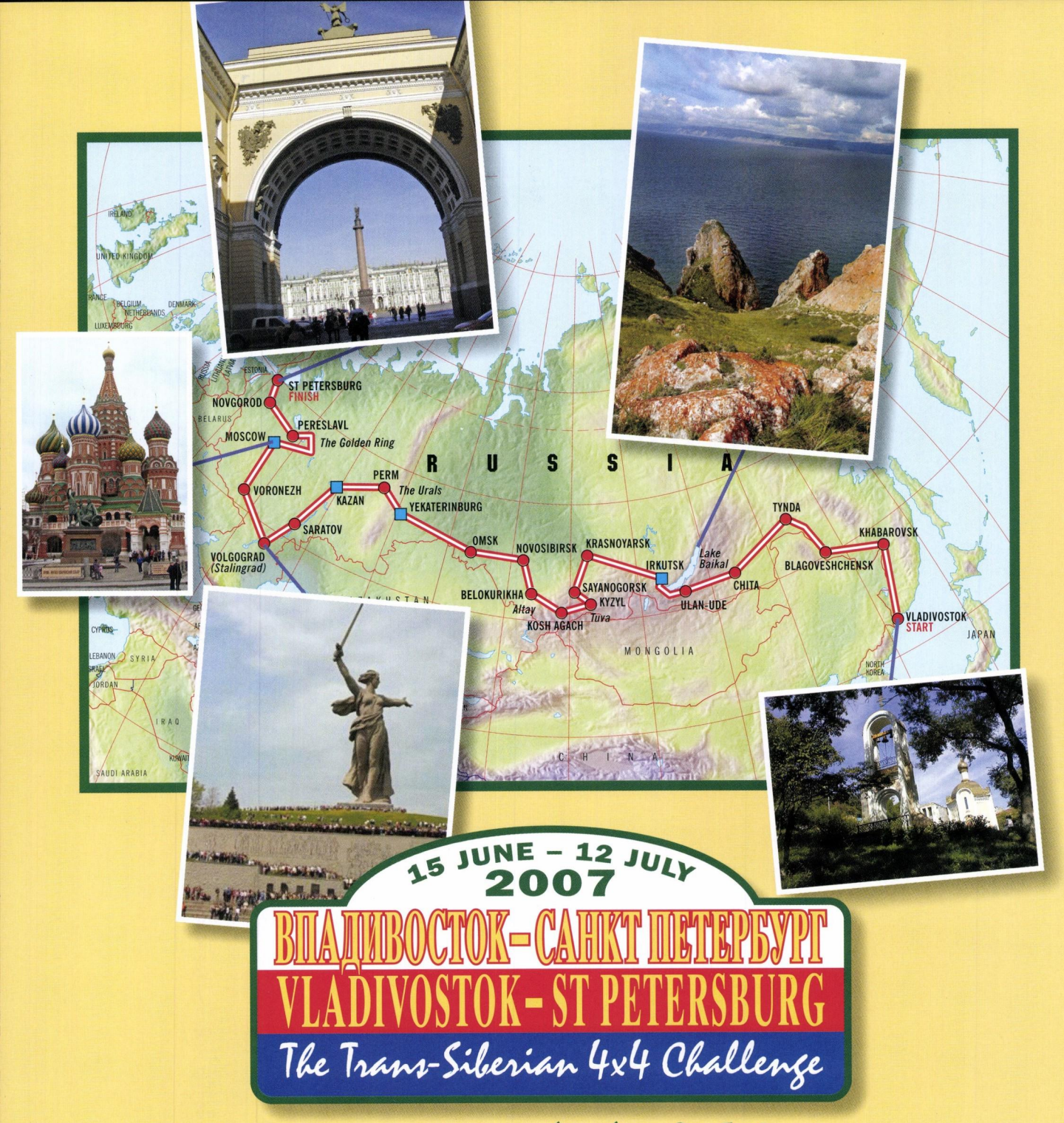
When David Baxter took these pictures, attending each race was a trek: he lived in Edinburgh and had no car. Getting to Brands Hatch by public transport was an expedition. His enthusiasm was fired way back in 1953: "My first meeting was at Charterhall where I saw Ken Wharton win in the BRM. I also remember seeing the British GP on television in 1954, with Raymond Baxter doing the commentary. The great thing in the old days was that you could see big names at small meetings: John Surtees in his Lola, F2 races at the Crystal Palace... And the grand prix drivers did other races too, like the Goodwood 9 Hours.

"Now I live in France I only go to the Pau and Angoulème historic meetings – haven't been to a grand prix since Monaco in '83."

Mr Baxter still has the Canon camera which took these shots, though lately he has switched to digital. "But it's not the same – I liked waiting two days to see the results!"

WE NEED YOUR PHOTOGRAPHS

We always love to receive readers' photos, from famous grands prix via national touring car races at German airfields to long-forgotten clubbies at Rufforth. If you feel you have some gems, and interesting anecdotes to share, we'd like you to send them in to the address on page 11. We suggest that where possible you keep the negatives and send prints to us, though slides are also welcome. We will return your photos safely after use.



15 JUNE – 12 JULY
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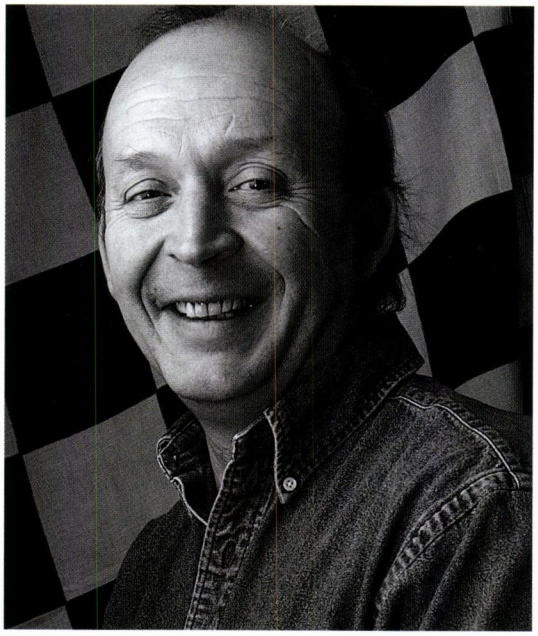
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NIGEL ROEBUCK'S

Legends

THE SAD THING IS, WINNING INDY – THE DRIVING PART OF IT – IS OUT OF ALL PROPORTION TO THE FAME AND FORTUNE

America's most famous racing family has scored just one victory at America's most famous race. Mario Andretti explains how he, his son Michael and now his teenaged grandson Marco refuse to cry over spilt milk

The last time I went to the Indianapolis 500, in 1993, there was a particularly popular T-shirt in evidence. Relatively plain on the front, the legend on the back read, 'And Mario's slowing down'.

Spectators at the Speedway had heard veteran track announcer Tom Carnegie say those words many times. On countless occasions Andretti led the 500 in the late stages, only to have something fail on his car: in 1987, for example, he dominated the whole month of May, and with 20 laps to go had everyone covered, a full lap ahead – when the engine let go. "No warning, nothing," Mario says. "Everything was perfect – and then everything was finished."

Andretti's relationship with the Indianapolis Motor Speedway had started well. In 1965 he finished third behind Jimmy Clark and Parnelli Jones and was named 'Rookie of the Year', but the following year was a more accurate pointer towards the luck Mario – and his progeny – would 'enjoy' at The Brickyard: after starting from pole, he was soon out, piston holed; in '67 he was on pole again, and this time lost a wheel; in '68, another piston, only two laps in.

The breakthrough came in 1969 – and at a moment when few expected it. Andretti had been down to race a new four-wheel-drive Lotus for Andy Granatelli. He loved the car from the outset, setting record times in practice and establishing himself – yet again – as the clear favourite for the race. "Shoulda remembered it was a Lotus..." Mario laconically recalls.

A couple of days before the first qualifying weekend he was out in the car, running hard, when a hub sheared in Turn Four and the right-rear wheel flew away. The Lotus hit the wall hard and erupted into flames.

"Thank God I wasn't stunned by the impact," Andretti says. "We were all wearing open-face helmets back then; I covered my face with one hand and popped the belts with the other. I was quickly out of the car – before it came to rest, in fact – but the heat around my face was almost unbearable. Art Pollard, who had been running behind me, came over, and I asked him how my face was. 'Not too bad,' he says. 'It's starting to blister, so that's a good sign. I'd say first degree, maybe second in some places.' It was pretty painful, but somehow I wasn't even shaken up – not really."

Once Andretti had been checked over at the infield hospital, he got straight into the debate about a back-up car. "Colin Chapman offered us Jochen Rindt's car. We thought it over, but I was inclined to pass – after all, I'd just been bitten by a Lotus."

Thus his crew set to work on the team's spare car, the Hawk raced by Mario in the regular USAC races. Amazingly, he qualified second, and when AJ Foyt was delayed, and Lloyd Ruby retired, Andretti was left with a 100-lap cruise to victory. "It was the easiest 500 I ever had," he says, "and the only one I ever won." In 29 attempts.

"Winning Indianapolis was always a major goal. But in some ways Indy is very overrated. To me, the guy who wins there is no better than the guy who wins at any other big oval. But there is a certain mystique about Indy. Believe me, you'd go a long way in a single day to achieve more satisfaction than you do when you cross its line first.

"The sad thing is, winning Indy – the driving part of it – is out of all proportion to the fame and fortune. It needs no more ability than any



Mario won in 1969 in his faithful Hawk, having set the testing pace in a 4WD Lotus 64 until it failed and put him in the wall

LAT

other place, and certainly less than, say, Pocono. It's just a matter of everything hanging together on a particular day. I can't say that my win at Indy was one of my brilliant races. It was a consistent race, but I can't pat myself on the back that I did a real heart-stopping drive.

"In terms of the record, though, it was always so important in the States. Just like everyone in Europe remembers Stirling Moss as the guy who never won the world championship, so there are guys in America who never got their name on the Borg Warner Trophy: Ted Horn, Tony Bettenhausen, Lloyd Ruby… you sure as hell can't say they weren't capable of putting it away. And what about Michael?"

Same surname, same luck. In 1991 he seemed to have finally done it. As usual, his father had led for a while, but the younger Andretti was in front for most of the way. After a late yellow he found himself behind Rick Mears, but as soon as they got the green he passed Mears at Turn One – on the outside. Exactly a lap later the brilliant Mears put the same move on Michael. The dream was over for another year.

If ever the Andretti family had an *annus horribilis* at Indy, though, it was surely 1992, when the weather was untypically cool and the race was pockmarked by accidents. Someone would hit the wall, the field would trail round behind the pace car, tyres would go cold – and on the restart someone else would go off. Mario himself hit the wall and broke a foot – but much worse was to follow. Shortly after half-distance, his younger son Jeff had a hub failure and speared almost head-on into the wall, suffering dreadful leg injuries.

While two Andrettis lay in the track hospital, the third, concerned for his relatives, albeit reassured that their lives were not in danger, pressed on. Michael had dominated the race, but with only 11 laps to the flag his fuel pressure disappeared. The day of misery was complete.

"If he'd won, it would have given us something to smile about," says Mario, "but, as it was, I didn't want to talk to anyone, just wanted to be on my own. God, that was a bad time."

Michael himself retired from driving a few years ago and became a team owner. This May, though, he made a one-race comeback to help shepherd one of his drivers, a rookie, through the Indy experience. They used to say of Michael that the apple hadn't fallen far from the tree, and clearly that is also the case with his son Marco, just 19. With a couple of laps remaining he calmly went by his father into the lead. He was still in front as they came out of Turn Four on the last lap, but from somewhere Sam Hornish Jnr found the speed to pip him.

So the Andrettis finished 2-3, and their Indy bad luck story continues, 37 years after the family's one and only victory in a total of 54 starts.

"What do you do?" asks Mario. "You keep coming back, that's what you do."

One hopes they never make 'And Marco's slowing down' T-shirts.





THE TRIALS

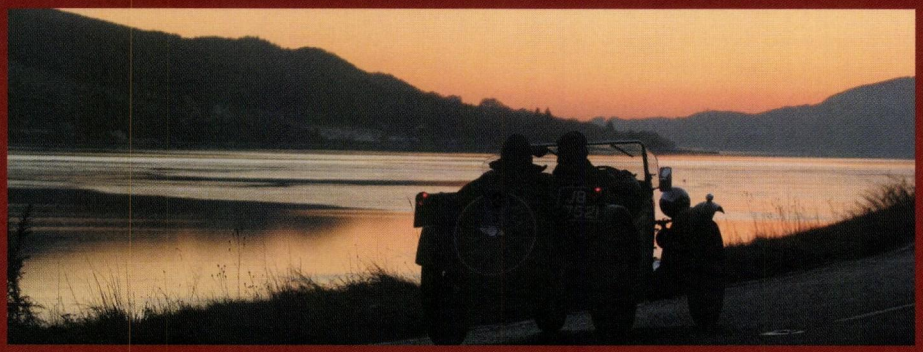
Regularity sections on minor roads where secret timing points determine how good you are at maintaining the average speed set for the section.





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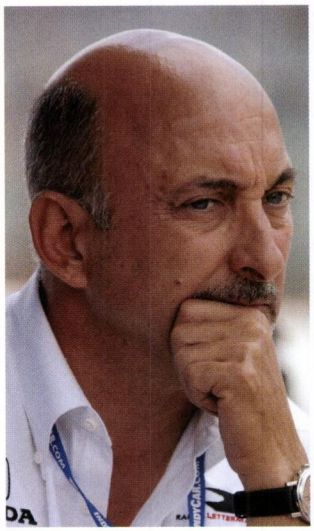
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GUEST COLUMN





Aside from mentoring his son, Rahal gets kicks from historic racing. In 2005 he shared Peter Hardman's 330LMB in Goodwood TT race

Bobby Rahal

The Champ Car legend, Indy 500 and Daytona 24 Hours winner – and F1 occasional – tells us why North American drivers need more support and why he loves historic racing

In the last five years we've increasingly seen the benefits of international-level karting in the US – it's produced good drivers like James Hinchcliffe (although he's Canadian), Alan Sciuto and my own son, Graham. They're all in this year's Champ Car Atlantic Championship, and the $2million prize for winning that series is a great initiative. It gets you halfway there.

But the ladder system for nurturing our young talent has some rungs missing. There is no equivalent, for example, of the McLaren/*Autosport* BRDC Young Driver of the Year Award. The talent exists here but there isn't the opportunity for it to shine, because there isn't enough support in this NASCAR-dominated country.

As a result, I think an American has to go to Europe and seek categories where the talent level is deep. Then he'll measure where he's really at. Which of course takes financial support… It's also a worthwhile move because F1 team owners have more respect for F3 drivers than for Atlantic stars. That's despite the fact that there are F3 stars in Atlantics who can't get a look-in for wins.

Graham's ambition is to go to Europe. F1 is his goal and I'd say he should probably do two years in GP2. He'll learn the circuits and, if he makes it into F1, then good. If he doesn't, he can come back and have a career in the US and he'll be a far better driver, and still only 20 years old.

For now, though, I'm impressed with the way in which he's gaining maturity. The more he drives, the more confidence he's gaining and that culminated in him dominating May's Atlantic race in Monterrey, Mexico.

I'd like to say I'm at the opposite end of my career, but actually I'm beyond even that. I have to get my kicks from historic racing. I'll admit we have to be pretty stupid to step back into these cars where their crash protection and safety levels are more a state of mind than an actuality, and that notion hits you hard, especially at Goodwood where the circuit is so fast. But you get caught up in the fun aspect, going fast and sideways, and suddenly your better judgement goes out the window.

Mentally, you have to be so far ahead of your car, so dealing with its behaviour *now* becomes second nature, while your brain focuses way down the track anticipating the car's reactions.

Of course the other thing you have to anticipate is the behaviour of other drivers. As a rule of thumb, you can't trust anyone in such a varied group. For some, the only qualification to be out there is the ability to buy a car. It upsets me if people with valuable machinery get too aggressive. What doesn't bother me is that the class structures can create a huge disparity in pace; I can deal with that. I've raced Porsche 935s and 962s at Sebring and Daytona sharing the track with Chevy Camaros. So nothing puts me off.

It will be my pleasure to compete at Goodwood, of course. Just to race those old cars on that circuit in that ambience is awesome. Nothing comes close.

THE LADDER SYSTEM FOR NURTURING YOUNG TALENT IN THE US HAS SOME RUNGS MISSING. THE TALENT EXISTS BUT ISN'T ALLOWED THE CHANCE TO SHINE

Matters of Moment

ANDREW FRANKEL





Autocar

The figures all add up for the Corvette Z-06, but the sum of the parts doesn't: too-hard ride and variable handling balance disappoint

Corvette Z-06

The power of the new Corvette stuns when it's powering down the Mistrale straight, but disappoints when you have to turn a corner

Years ago, while my backside was enjoying the extreme good fortune of occupying the editor's chair of this magazine, I spent a couple of seasons racing a 1967 Chevy Camaro. Lack of time, money and, above all, driver talent meant it never realised its race-winning potential, but it did cement in my head a love for American muscle cars.

Which is why, earlier this year, I turned up at Paul Ricard for an encounter with the new Corvette Z-06 in a particularly jaunty frame of mind. Under its curving bonnet lay essentially the same small-block engine as had powered the Camaro nearly 30 years ago, albeit recast in aluminium and expanded from 5.7 to 7.0 litres. With 513bhp, 469lb ft of torque, a 200mph top speed and a 3.7sec 0-60mph time, it was going to disappear down the Mistrale straight like a rat down a sewer. And thanks to a light, composite body, it promised to be no less effective through Ricard's hideously technical complex of corners.

At first, all was well. Onto the straight for the first time and all the old feelings came back. There was predictably massive thrust accompanied by an inimitable small-block battle cry. It felt faster even than the Camaro – which never struggled for pace – and by the straight's end, I could have been convinced that this was a landmark American car. Except I was too busy preparing for Signes, a corner designed for those who think the likes of Copse and Eau Rouge are a trifle on the dull side.

Once there, and indeed around the rest of the track, this latest and allegedly greatest of all 'Vettes was something of a disappointment. Its grip was not in question, but its balance and feel undoubtedly were. It would understeer too much on the way into a corner and oversteer luridly at the exit, while the steering failed to keep you informed of conditions underfoot. On the road it compounded the felony with ride quality that really affected the car's handling on typical B-roads.

I drove it slowly back to the track. What had appeared at the start of the day to be a car with the statistical firepower to stand comparison with the latest Ferraris, yet at £59,850 cost around half as much, was little more than an epic engine sitting in an unworthy chassis.

I drove a standard Corvette back to the airport and loved it. It was softer and more honest, aspiring to little more than looking and sounding great, both of which it did just as well as the Z-06. It will still do 186mph, but costs just £46,595, at which price it looks really rather cheap. But by pricing the Z-06 at Porsche 911 money, Corvette is making a statement about its car that its execution simply cannot support. Of course the 'Vette would blow the Porsche away in a straight line and, for all I know, on track, too. The difference is that Porsche figured out long ago that it takes rather more than big numbers to make a milestone sportscar. It's time Chevrolet did the same.

WITH A 200MPH TOP SPEED AND A 3.7SEC 0-60MPH, THE Z-06 WAS GOING TO DISAPPEAR DOWN THE MISTRALE STRAIGHT LIKE A RAT DOWN A SEWER

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Fordissimo!

Ferrari had won Le Mans nine times since the Second World War. But now the Americans were over here and over the top: 1966 would be very different

Words: Gordon Cruickshank. Photography: Alex P

Right: Graham Hill in Alan Mann's MkII would lead the field away under the Dunlop Bridge

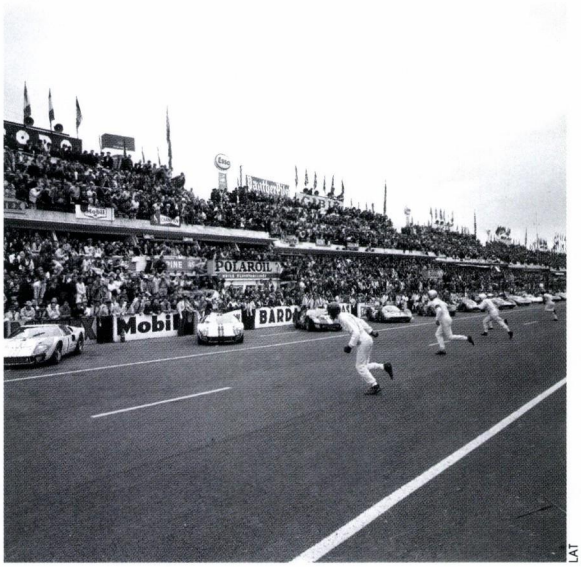
Below: the winning MkII steers clear of the sand that had swallowed up many cars over the years

You always remember your first time, they say, even a big boy like Ford Motor Company. Four straight wins at Le Mans, yes; but the opener, 1966, was special. Slapping Ferrari's face after the Scuderia's buyout rebuff in '63 and the Blue Oval washout of '65 added spice to its revenge.

Ferrari supporters will always claim that Maranello didn't send a serious team to Le Mans that year. But to the wider audience, Ford's 1-2-3 in the world's most prestigious (to European eyes) race looked like a crushing demonstration of motorsporting might. And it was. Racing people, however, know that even an 'easy win' only comes with immense effort, a hefty budget, plenty of talent and utter commitment.

The way-in seemed simple: a tough, mid-engined coupé with an uncomplicated engine – tugboat torque over wailing revs. GT40, which arrived in early 1964, looked perfect – as long as you didn't know about its scary aerodynamics, delicate Colotti transmission and head gasket weakness. That first season brought a 100 per cent record – of failure.

Project director Roy Lunn took action. Cars would continue to be constructed at Ford Advanced Vehicles (FAV) in Slough, but they would then be finished at a new Ford facility, Kar Kraft in Detroit. And they would be run by Shelby American, experienced hands at racing Cobras, allowing FAV to concentrate on the build programme. In 1965, after aero tweaks, gearbox mods and handling fixes, a GT40 finally won: the 2000km Daytona Continental on February 28. The Le Mans test weekend in April, however, would prick this balloon: the P2 Ferrari was substantially quicker, and the FAV GT40, fitted with a five-speed ZF, was faster than Shelby's. Now was time to rush Dearborn's big gun – all seven litres of it – into action.



LAT



LAT

Dave Friedman

Plans to fit a big-block motor went right back to 1964. Ford had tried various V8s in the GT40, though the race-proved 4.7-litre Cobra unit kept finding its way back in due to its winning credentials. Of the bigger engines in Ford's arsenal, the sohc was too bulky, so the job fell to the Galaxie unit. Successful in stock cars, it was a lumbering iron pushrod affair, a peasant of an engine compared to the patrician quad-cams it faced from Italy. But it was a broad-shouldered, muscular peasant, and it liked hard work. ▶

The job fell to the Galaxie's 7-litre unit. It was a lumbering iron pushrod affair, a peasant of an engine compared to the patrician V12s it would face from Italy. But it was a broad-shouldered, muscular peasant, and it liked hard work

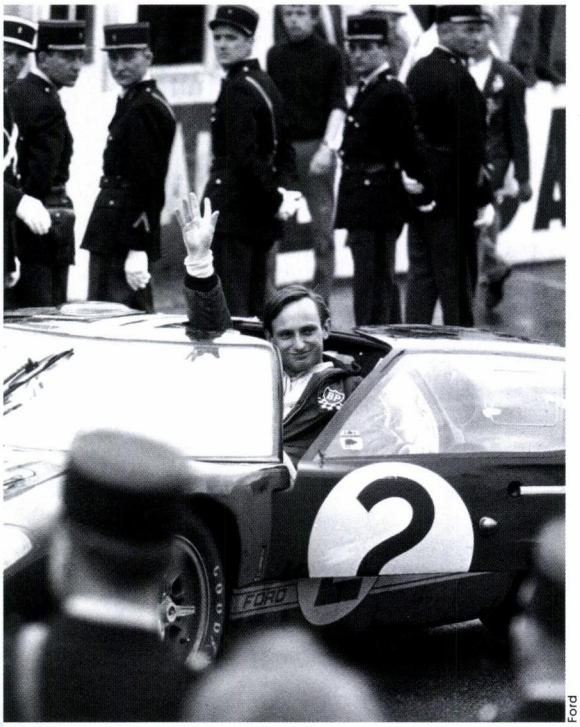
Opposite page: the Alan Mann-run Ford MkII of John Whitmore/Frank Gardner (8) lines up third ahead of the eventual winner, and the NART 365/P2/3 of Pedro Rodriguez/ Richie Ginther (27), the fastest Ferrari

Right: a somewhat sheepish Chris Amon accepts the plaudits. Below: Sir John Whitmore recalls the cabin as "incredibly hot, but still better than the others"

To carry it the MkII GT40 received a stiffened chassis, bigger tanks and huge new quick-change brake discs (under pressure they would only last six hours). Externally, vertical luggage boxes (required by new rules) each side of the exhausts plus rear brake air-scoops gave it a humpback look, with a new square-cut chin for a bigger radiator.

The first 7-litre proved fast on test in May 1965 – it lapped the five-mile oval at Romeo, Michigan, at over 200mph – and this triggered a corporate decision: Le Mans has a very long straight, so the highest top speed must win, no? Despite only weeks to go, Detroit declared that two 427ci-engined cars would head its attempt, with four smaller-engined GT40s in support.

Practice brought the perfect PR result: a record 220mph down the Mulsanne, eclipsing the Ferraris. And come race-day, the two long-nosed MkIIs led the field – for about four hours. Then the brute force of the 427 proved itself, by demolishing Kar Kraft's specially designed and built gearboxes. Embarrassing, but no surprise, as Shelby driver Chris Amon agrees: "We felt the chances of a finish were slim, but the performance superiority was so great that we thought we might do it if we drove gently." But Amon's car dropped out of contention after a long pitstop, while Bruce McLaren gradually lost all gears except top. He still led, until top failed too. What of the back-up 289s? They all failed too. Corporate impatience had overridden the skills of the people involved, and the corporate displeasure was plain.



Ford



The consensus was that the heavy 427 had the guts to do the job, but it would need an even tougher car built round it. Executive director Leo Beebe received the firm's blessing to do whatever he needed to do – partly because in 1965, in contrast to the Le Mans debacle, Jim Clark and Colin Chapman had brought Ford its long-desired Indianapolis victory. Now the company could concentrate on France.

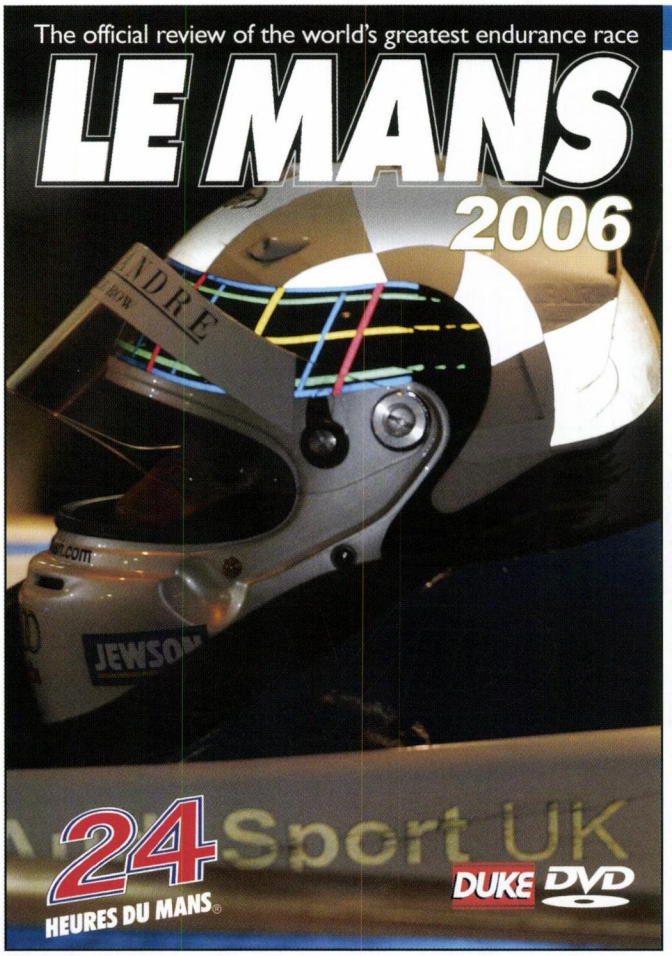
Ford race manager John Cowey argued that three cars was all one team could handle effectively, so Shelby American would prepare three MkIIs; Holman & Moody, who had a good record with Ford NASCAR saloons, would prepare another three; and the British-based Alan Mann outfit would run a pair of lightweight cars, with chassis built to its own modifications by FAV. On top, there would be six privateer GT40s, prepared either at FAV or with assistance from John Wyer's somewhat sidelined and peeved outfit. It was a wide net to cast, but a committee would keep all parties in touch and, theoretically, exchange development information. An optimistic view given this amalgam of several highly competitive race teams...

"There was more rivalry within those teams than with Ferrari!" Amon says. "Shelby and Holman were close; H&M were assembling cars for both teams [Kar Kraft was by this stage concentrating on Ford's glued-honeycomb J-car prototype], but they needed to learn from Shelby on race ▶

"We felt the chances of a finish were slim, but the performance superiority was so great that we thought we might do it if we drove gently." But Amon's car dropped out after a long pitstop, while Bruce McLaren gradually lost all gears


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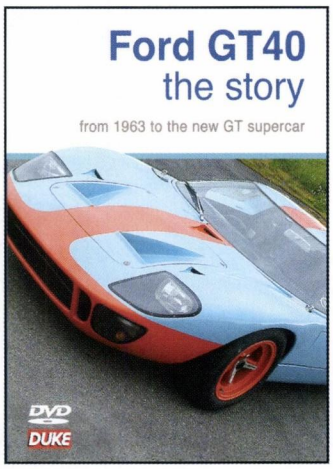
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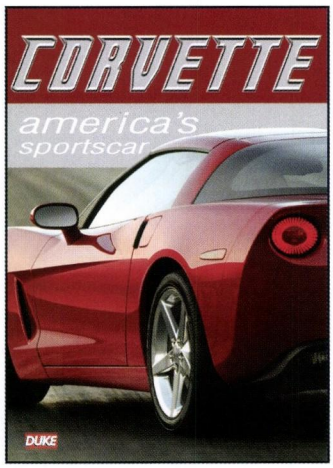
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Ford

Left: it's just gone 4pm and the winners face a press scrum – to be followed by a protracted debate as to their rightful claim to victory. Below: 7-litre's power leap came with huge thirst

Monza to finalise the spec for what would become the 'production' GT40; if 50 were sold in time, it would qualify in the new Group 4 bracket, and the privateer entries at Le Mans would be a comforting backstop for Ford.

By February 1966 five of the 7-litre machines were ready to contest Daytona, extended this year to 24 hours. It would have been the perfect 'test' if the works Ferraris had been there. But the 1-2-3-5 finish proved that reliability now matched the MkII's speed.

Sebring in March, being 'only' 12 hours, wasn't in Ford's scheme, until it saw the entry list: it included the latest Ferrari P3 and Alan Mann's alloy-bodied lightweight GT40s with the small-block 289. Not only was it a chance to see how Maranello was shaping up but it was a final opportunity to compare GT40 greyhound with pitbull MkII. And the pitbull, albeit the lightweight open-top version originally constructed for Group 7 sprint races by Bruce McLaren Racing, won hands down – after the leading P3 broke down. Ford's management was convinced: for LM, big was not just beautiful, it was essential.

Others, including Horsman, weren't so sure: "If we had been allowed to develop the 289 earlier, into a 302 or 351 engine, with better cylinder heads and the special small-block parts which Ford had made but held from us until after Le Mans '66, we could have been a threat. Perhaps not at Le Mans, but on other circuits we would have beaten the ▶

preparation. The Mann team were definitely outsiders."

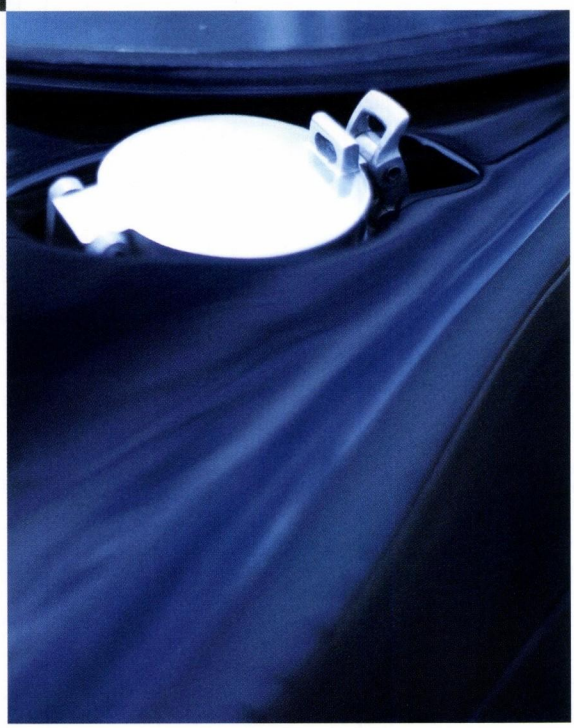
Dan Gurney adds to the sense that the British were out of the loop: "I didn't even know the lightweight cars existed."

Sir John Whitmore, driving for Mann, remembers some needle once they got to the Sarthe: "I was second-fastest of all the cars on the first day of practice. However, minutes before the end, Dan Gurney went out [in a Shelby American car] specifically to beat my time using, it is said, a lower gear ratio that could not be used in the race. He did it by a fraction of a second, I believe."

At FAV, frustration reigned. Engineer John Horsman remembers: "We could not work on engine development; only E&F [Engine and Foundry] in the US were allowed to do that. Nor could we enter races on our own account unless it could be construed as part of the development of the production GT40, such as Le Mans. There was no exchange of info between FAV and Alan Mann, and a minimal amount between FAV and Shelby. They were 'the opposition'!"

So Ford's 1966 attack comprised three more-or-less works teams, build facilities on both sides of the Atlantic, a spread of customer entries, and three different models powered by two distinct engines. Only a company of Ford's immense size and with a desperate desire to win would sign such cheques: Chris Amon reckons he heard a figure of $20 million.

Extensive testing at Daytona, Riverside and Romeo steadily toughened the American MkIIs, while FAV used



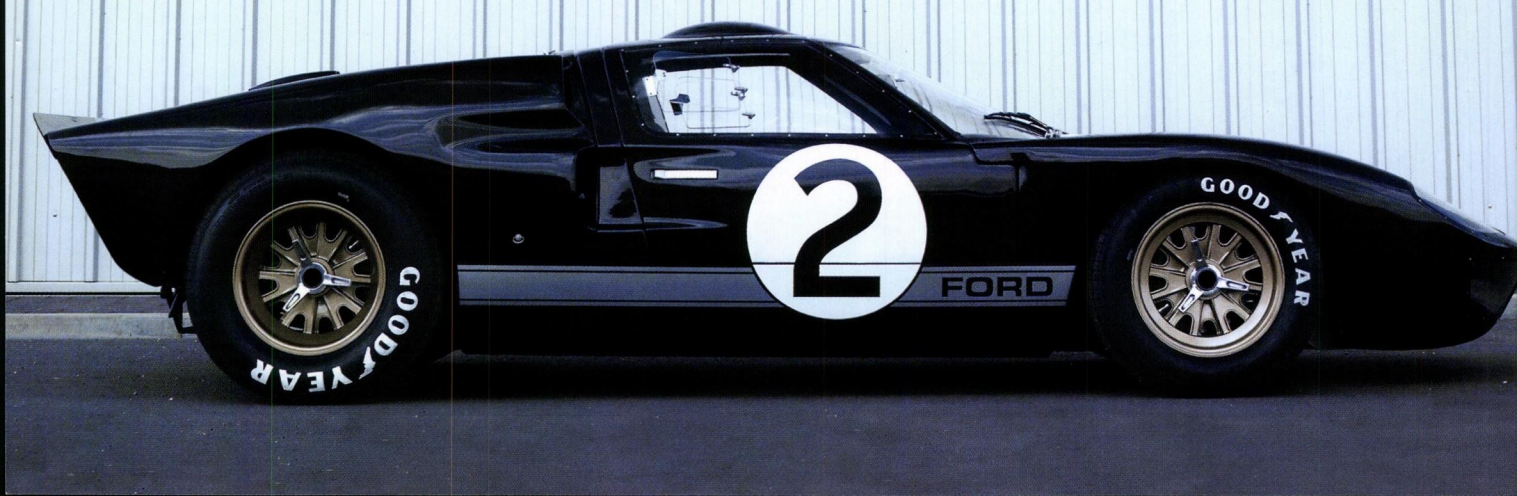
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FORD AT 1966 LE MANS

Result	Model	Race no	Chassis	Team	Drivers	Grid	Laps/retirement
1st	MkII	2	1046	Shelby American	Bruce McLaren/Chris Amon	Q4	360
2nd	MkII	1	1015	Shelby American	Ken Miles/Denny Hulme	Q2	360
3rd	MkII	5	1016	Holman & Moody	Ronnie Bucknum/Dick Hutcherson	Q9	348
DNF	MkII	3	1047	Shelby American	Dan Gurney/Jerry Grant	Q1	257/overheating
DNF	GT40	14	1040	Scuderia Filipinetti	Peter Sutcliffe/Dieter Spoerry	Q19	233/crash
DNF	GT40	59	1038	Essex Wire	Skip Scott/Peter Revson	Q13	212/camshaft
DNF	GT40	15	1007	Ford France	Guy Ligier/Bob Grossman	Q20	205/engine
DNF	GT40	60	1001	Essex Wire	Jochen Neerpasch/Jacky Ickx	Q14	154/engine
DNF	MkII	7	XGT-2	Alan Mann Racing	Graham Hill/Brian Muir*	Q6	110/front suspension
DNF	MkII	6	1031	Holman & Moody	Lucien Bianchi/Mario Andretti	Q12	97/engine
DNF	MkII	8	XGT-1	Alan Mann Racing	John Whitmore/Frank Gardner	Q3	31/clutch
DNF	MkII	4	1032	Holman & Moody	Paul Hawkins/Mark Donohue	Q11	12/transmission
DNF	GT40	12	1017	Comstock**	Jochen Rindt/Innes Ireland	Q17	8/engine
DNS	GT40	63	1029	Scuderia Bear	Richard Holquist/MRJ Wyllie	NA	accident

* replaced Dick Thompson, who was disqualified because of a practice accident

** car on loan from Ford Advanced Vehicles



427s. As it was, the iron-head 289 was no threat to the 427 cars in 1966, which is exactly how Ford wanted it."

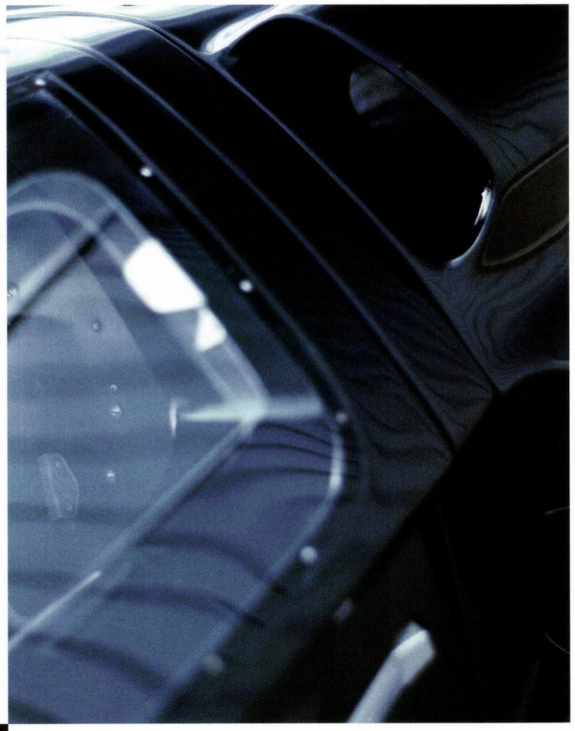
Frank Gardner, Mann's regular driver, remembers "a fair amount" of co-operation between teams: "I guess they all wanted to get the job done." But he has huge respect for what his team principal achieved: "Alan pioneered a lot of stuff. He really stuck his neck out; a lot of the durability came from the Mann cars. And he had to be frugal; if there was any excess cash I think it went to the US."

Though favouritism over engines might seem likely, Mann discounts this: "Those motors were so detuned for reliability – down to around 450bhp – that it didn't arise."

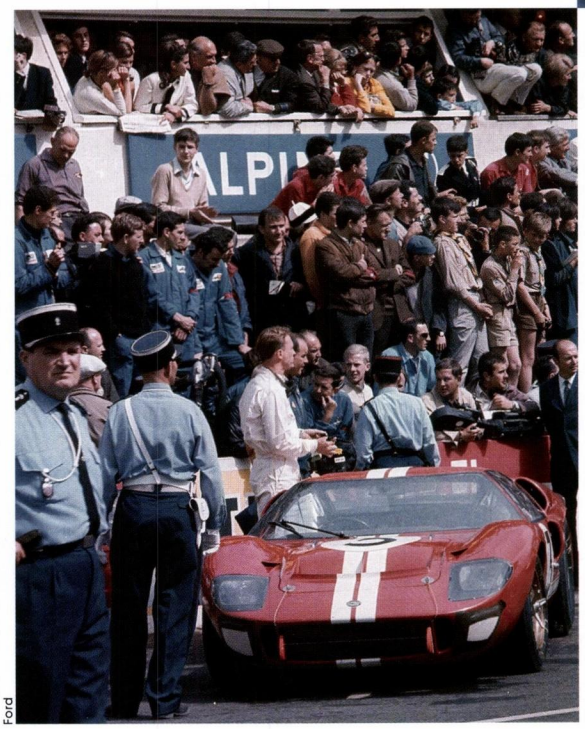
Gardner concurs: "They were so basic that you couldn't change much. The exhaust system probably affected power more than the tuning. And there were Ford engine people wandering from team to team. It wasn't a closed shop."

American Jerry Grant, who co-drove with Gurney, feels the teams were matched too: "I don't think we had much of a car advantage, but I think we had a driver advantage. I drove by the seat of my pants, but Dan was a very thinking driver, always looking for an edge, any small improvement in the car, more than any driver except John Surtees."

With detuned motors and increased weight – while Mann's cars were lighter, the 1966 MkIIs averaged 350lb heavier than their '65 cousins and were almost 500lb heavier than the rival Ferraris – "the 1966 cars were, in fact, slower than the '65 cars", according to Amon. Ferrari, however, already seemed to have been spooked by Ford's massive effort: Enzo didn't send his cars to Le Mans' April test weekend. But even though the experimental J-car put in the fastest time, it was a not very fruitful couple of days for Ford, as it rained, and it proved a sad weekend, too: Walt Hansgen was killed when he crashed his MkII.



Left: extra power of 427 engine means more heat, more vents, and more drag. Below: Dan Gurney prepares to start from pole position. He and Jerry Grant would lead until they were sidelined by a head gasket leak



Ford

Having been switched by Ford to MkIIs, Mann needed more race time and sent a car to the Spa 1000Km where, hampered by Le Mans gearing, it tailed a works P3 in second.

It was in June that the size of Ford's Le Mans deal became apparent to the world. Ford rented a large garage from a Peugeot dealer for all eight MkIIs, plus two spares. Six privateer GT40s made it 14 Fords. While there were also 14 Ferraris, only two were works P3s, and the Italian presence simply wasn't on the same scale. There were busloads of Ford crew, management aplenty, and both Henry II and Edsel flew in. They came to see a victory, preferably an all-American one, as Gardner relates: "The cost was way above the norm for the time. Yet in one way Ford was its own worst enemy: they wanted a Yank in most of the cars, and that made it hard to keep up the talent level. Some of them were only used to oval racing. And you know they brought their own cooks to avoid being poisoned by the French!"

Trouble arrived quickly, when Dick Thompson, in a Mann MkII collided during practice with a reserve GT40. ▶

"Ford was its own worst enemy: they wanted a Yank in most of the cars, and that made it hard to keep up the talent level. Some were only used to ovals. And you know they brought their own cooks to avoid being poisoned by the French!"

Thompson was blamed, unfairly, and ACO officials disqualified both him and the car. It took Beebe's threat to withdraw the entire Ford pack to reinstate the car, though not the driver, so Mann flew Brian Muir in on race morning to partner Graham Hill. But as Mann relates, he nearly saved the airfare: "I saw John Surtees walk past with a face like thunder. He told me he'd just walked out of Ferrari. I said 'I've got a seat' – but then we decided it would be misunderstood." To avoid it looking as though he had dumped Ferrari for Ford, Surtees went home instead.

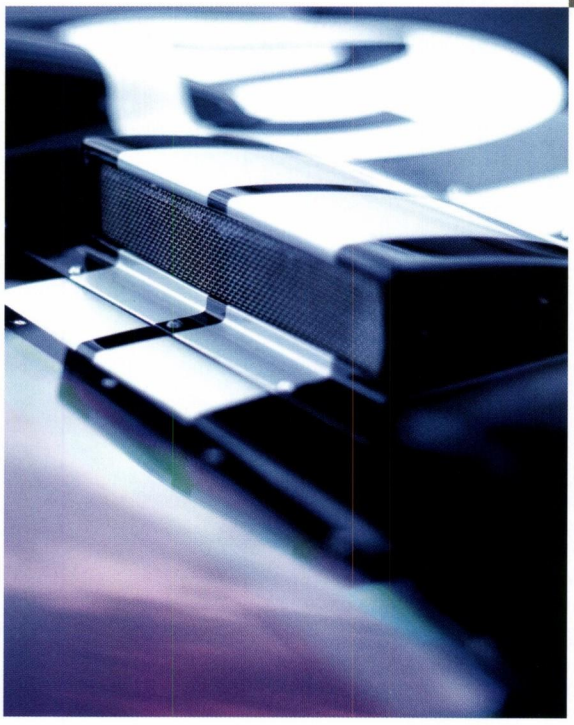
So come flag-fall it was especially satisfying for Mann to see Hill lead the field under the Dunlop Bridge, but he chuckles at the reason: "Graham wrong-footed everyone. As 4pm approached he wasn't on his spot [for the run-and-jump start], just walking calmly up the grid. He got there just on 4pm, but everyone was watching him to see if he'd make it, not watching the flag. He was the only one ready!"

It was soon pretty clear that the Fords had things under control, as the Shelby cars of Gurney/Grant and Ken Miles/Denny Hulme traded the lead with the P2/3 Ferrari of Richie Ginther/Pedro Rodriguez. During the night Ludovico Scarfiotti/Mike Parkes's P3 pushed through to the front as the MkIIs changed brakes, but when Scarfiotti crashed and the other Ferrari broke its transmission, the 7-litre Yanks steamed by 1-2-3-4 – three Shelbys and the Ronnie Bucknum/Dick Hutcherson H&M. GT40s lay fifth and sixth, until dawn when those last two 289s retired.



Klemantaski

Left: Ford got its win, but its mismanaged finish left a sour taste in the mouths of some of its drivers. Bruce McLaren noses in front of Ken Miles, as third-placed Ronnie Bucknum keeps a respectful distance. Below: rear-deck scoops for brake and exhaust cooling are a MkII feature



By now McLaren/Amon had clawed back from a troubled start, as Chris recalls: "We were contracted to Firestone. Bruce came in after 30 minutes with chunked tyres, and then again 30 minutes later. The third time he put me in, saying he'd sort it out. He brought me in, we put Goodyears on and he said, 'Let's go like hell! If it doesn't finish, it doesn't finish.' So we went for it – until the 'slow' orders came out."

With the opposition sidelined the pace eased, but around 9am the leading Gurney/Grant machine began to overheat, then retired. Grant explains: "Dan says he doesn't remember this, but this is what I remember. Near the end Fords were 1-2-3, us leading. Edsel wanted Dan to slow to close up, but he wouldn't, despite the signals. Eventually Edsel walked out with a wheelhammer to threaten him. Dan was so pissed off that he slowed right down, and that's when it overheated."

According to Dan, though, the cooling problem intervened long before the 'slow' orders came out.

Miles now led McLaren, with the remaining H&M crew, Bucknum/Hutcherson, third, but even 1-2-3 wasn't good enough: Ford wanted it line-astern, if not abreast. At the final pitstop, Miles was told to let McLaren close up...

"We began to see 'slow down' signals," says Amon, "but Ken kept going and Bruce was pretty pissed off about that."

As 4pm approached the three cars did close up – but across the line McLaren in car 2 was suddenly ahead. Ford ▶

"We were contracted to Firestone. Bruce came in after 30 minutes with chunked tyres, and again 30 minutes later. The third time he put me in, saying he'd sort it out. He brought me in, we put Goodyears on and he said, 'Let's go like hell!'"

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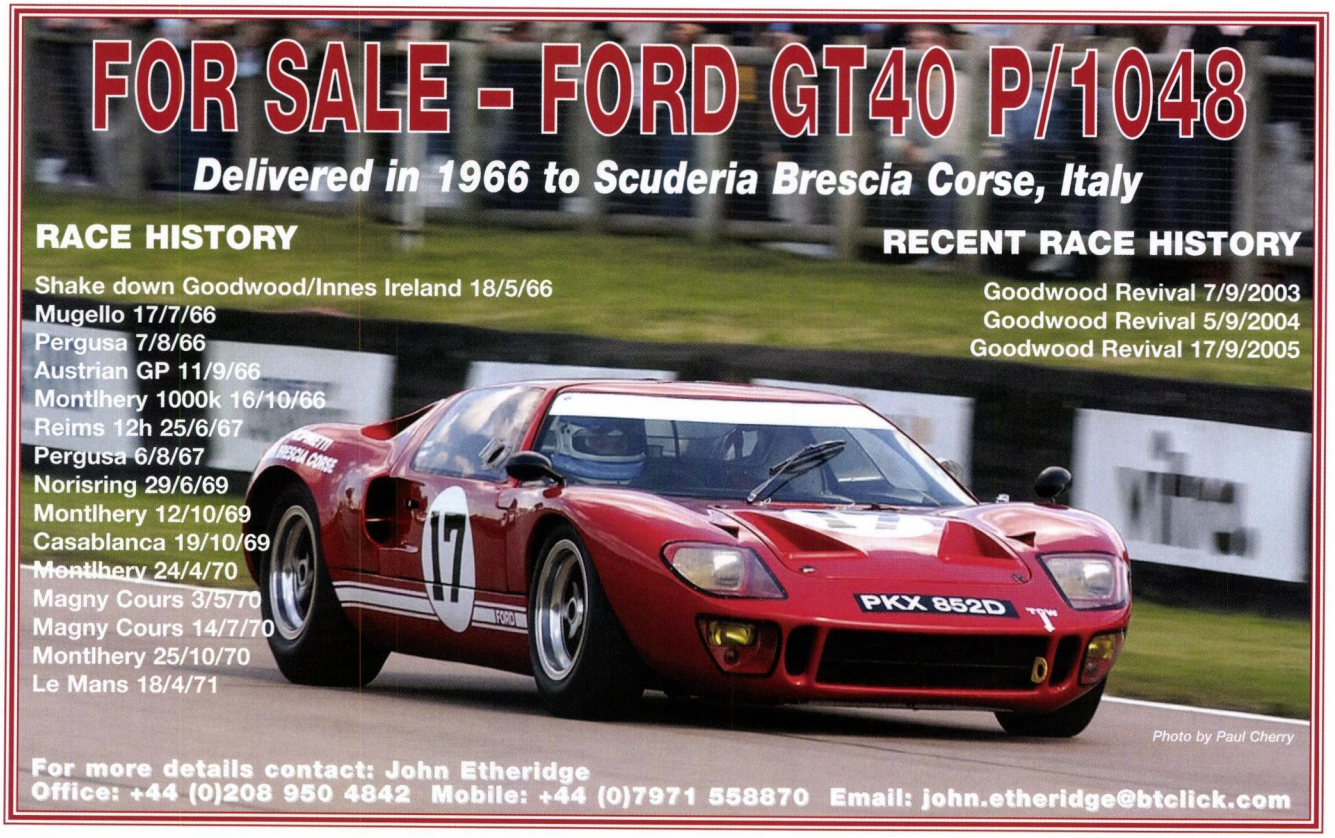


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had its victory against Ferrari, against French bureaucracy, and against racing's toughest 24 hours. But it wasn't over. There was no disputing which marque had won, but there was argy-bargy about which car – to the point that the victor was decided by exactly where on the grid each car had started. It puzzled many, including Whitmore, who following early clutch failure, was back in England by race's end: "I watched the finish on television, and to this day I've never understood the full story of Ken Miles not taking the win."

In fact, it wasn't the order at the line that mattered, but the positions at exactly 4pm, some way back round the circuit. As that could not be pinpointed exactly, the cars' theoretical positions were calculated using their positions and lap times at the completion of the penultimate lap. These, however, were both identical... and that is when the extra few metres down the grid that car 2 had started from came into play.

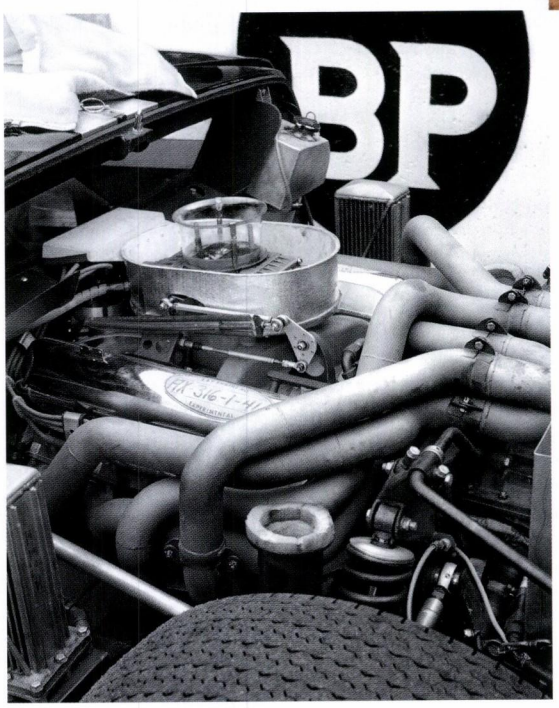
"Ken took it very badly; after all, he'd had a better run than us," says Amon. "But there was no way Bruce was going to finish second. He said Ken backed off; well, maybe, or maybe it was that Bruce put on a little spurt..."

"Morally, Ken and Denny should have had it," says Mann, "but Ken wasn't a team player – his driver discipline wasn't strong". Dan Gurney disapproves, too: "In my opinion it deprived Ken Miles of a well-deserved win. It was a PR strategy that did not pan out due to some creative rule interpretation after the fact".



Ludvigsen

Left: after 24 hours of hard-core racing, the MkIIs put in a little bit of soft-core 'rallying' for the fans' Kodak Instamatics. Below: powerhouse of chassis 1046 – seven litres of iron



Of the five privateer GT40s (the one Thompson hit did not start), all retired: one crash and four breakages. Which either proves Ford was right to back the 427s, or that FAV was right in complaining that Ford didn't try to solve the 289's gasket problems quickly enough.

Horsman is firm: "Despite the 'reasons for retirement' listed in various publications, it is my recollection that most were due to head gasket failures. Ford did manufacture greatly improved engine parts for the 289, but did not deliver them to us until after Le Mans! We received 50 sets of really good engine components in July 1966, which gave us the basis to go racing with Gulf Oil the following year, and to provide the private owners with good equipment."

That was important: when Ford's MkIV (née J-car) brought it a truly all-American victory in 1967, and a 5-litre limit arrived, mainly to kybosh the Americans, the Blue Oval stopped its Le Mans programme – but Wyer's Gulf GT40s would score two more wins for it in '68 and '69.

"It was brave to tackle Le Mans – even to get through scrutineering with the famously just and unprejudiced French!" says Gardner. "Still, to take on and beat Ferrari in the field it had dominated was a remarkable achievement – coupled with a bit of luck!"

It was certainly lucky for Amon: "It got Ferrari interested in me. Looking back, it was probably my most significant race win. And I was only 22!"

There was argy-bargy about which car had won. 'Ken took it badly; after all, he'd had a better run than us. But there was no way Bruce was going to finish second. He said Ken backed off; well, maybe, or maybe Bruce put on a spurt'

Sir Stirling Moss

Simon Taylor finds out that life for the man they used to call Mr Motor Racing is more hectic than ever. For him it's a logical continuation of the racing career that ended 44 long years ago

Photography: James Mitchell



Sir Stirling Moss doesn't eat lunch. At 76 years of age, he's far too busy. By 7am each day he's at his desk in his self-designed, high-tech house in Shepherd Street, Mayfair. Lady Moss, his wife Susie, is at her desk on the floor above. They call up and down the spiral staircase to each other as phones ring, faxes chatter and computers click.

Stirling Moss Limited is a thriving business, with a full-time staff of two. Since he doggedly crawled up out of the coma and paralysis that followed his dreadful (and still unexplained) Goodwood accident, 44 years ago now, and fought back to healthy life, Stirling has earned his living from personal appearances, PR and endorsements. Just as he did when he was racing, he charges a healthy rate – and then delivers 100 per cent. If you've bought Stirling's time for an hour, he'll give you 65 full-throttle minutes. Around the world, he seems to be in ever-increasing demand. He and Susie fly a quarter of a million miles a year, and a lot of the work involves driving: the Japanese Mille Miglia, the Argentinian 1000 Milas, the Ennstal Classic in Austria. The commitments pile up, from Australia to Abergavenny, Goodwood to Gothenburg. And he's still racing: in two days he's off to Le Mans to campaign an Osca in the Motor Racing Legends event.

"Don't lets go to a restaurant, boy. That'll kill an hour. If you need to eat we'll grab a sandwich from the place round the corner. All the taxi drivers go there. Best Coronation Chicken you ever tasted." Stirling is always enthusiastically evangelical about his discoveries. Today it's a German company producing a 1/18 scale model of his 1960 Nürburgring 1000km-winning Birdcage Maserati. "Just look at this. Every little tube is right, and the wire wheels. Under the bonnet, look, the oil filler cap opens."

This is the man who, to everyone of my generation at least, is still the world's most famous racing driver. Carve up a London cabbie, and it'll be: "'Oo you fink you are, Stirling Moss?" Not Mansell, or Stewart, or Hunt. Like Gordon Bennett, his name has unthinkingly slid into our language.

Even if you weren't born when his racing career ended against the St Mary's bank on April 23, 1962, you probably rate Moss as the greatest British racing driver of all time. No World Championship titles: just the ability to race, and win, in any sort of car on any sort of day. In 15 seasons he did 496 races. He retired in 130 of them – cars were less reliable then – but, of the 366 he finished, he won 222. It's a 60 per cent hit rate. As a true road racer, he was unbeatable.

We trot to the sandwich bar, and Stirling uses the time to tell me his latest joke. Last night he was in Vienna to launch a new range of Austrian postage stamps, one of them depicting his 1961 Monaco GP victory. The joke, about a Chinaman having his dustbins emptied, is politically incorrect, rather rude, and very funny. It's unrepeatable in print, but "I told it to the British Ambassador in Vienna last night, and His Excellency seemed to like it." Stirling notes ruefully that his stamp is only 75 cents, while the Jack Brabham one is 125 cents. I point out that the Moss stamp will probably go on first-class letters, while Brabham's will only be used for parcels, which delights him.

Stirling queues with the office workers and taxi drivers, orders Coronation Chicken on Brown and a bottle of still water, with the same for me, and minutes later he's back at his desk. Susie works on without a sandwich. "She runs the business with me, knows far more about it all than I do. My floppy disc is full now, but she has an incredible memory. Not just organising me and looking after all the admin: on historic rallies and the Mille Miglias, she navigates and works the watches. When I was racing a Chevron recently, she had to change the ratios in the Hewland box. Did it brilliantly, too. They loved it in the paddock."

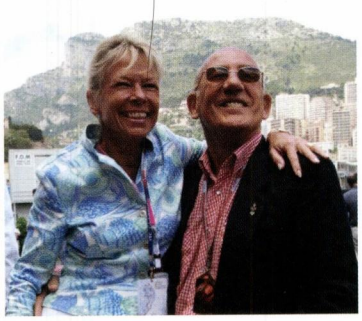
They've been married for 26 years; their son Elliott is in the restaurant business. Flying to the Tasman Series in the 1950s, Stirling used to break his journey with a Hong Kong-based friend who had two small daughters. As a visitor's gift, he gave the younger

When Sir Stirling isn't travelling, the office in his Mayfair house, right, is the hub of his hectic working life. Lady Moss has her office on the floor above

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one a toy giraffe. She still had it when, 20 years later, she came to London to work. They were married in 1980, and he depends on her absolutely. "She's involved in every trip, organising and taking part. We haven't spent a night apart this century. I couldn't have done that with my other wives."

Stirling justifies his hectic pace by quoting his motto: "Movement is tranquillity, boy. I only feel tired if I do nothing. Keeping on the move is relaxing to me." After commitments at this year's Australian GP on the Sunday, he had to speak at a dinner in Manhattan on the Monday. "After the race we flew to Sydney, on to LA and then New York. We landed at Kennedy and went straight to the dinner. Of course, the time change helped us."

He also owns several residential properties, which he looks after himself. "I'm very hands-on. If a tenant rings up and says the washing machine's broken, I go round myself and try to fix it. I get a lot of satisfaction from that. If I can save a plumber's £60 call-out fee, it's almost like getting pole at Monaco!

"All my properties are within scooter distance. I used to go everywhere by scooter, but one day I got on some spilt diesel near Waterloo Station and fell off. Broke my pelvis. After that Susie said no more two wheels, so I found a tiny three-wheel scooter that Honda make for Japan only, and imported one.

"Then I found I was being done for the Central London congestion charge, because it wasn't a two-wheeler. Outrageous – the back of the thing is only 22 inches wide. So I went to see Ken Livingstone. He agreed the charge wasn't meant for vehicles like mine. So I said, good, give me an exemption. He said he couldn't do that, but he'd get the law changed. I'm still waiting."

In May he was at Monaco, of course – at the historics, racing (until its transmission broke) the unique four-wheel-drive Ferguson with which he won the 1961 Oulton Park Gold Cup, and flying back for the F1 race the following weekend. What does he think of the Schumacher Affair?

"I couldn't believe a professional could cheat like that. Terrible. I think it's a tragedy. The man has spent years building up a wonderful reputation, and now he's thrown it away. He's not the best driver ever, of course – he's won seven world titles, but he's racing in the Safe Era, you see. His greatest contribution to racing has been putting Ferrari back on top, but for me only Senna, in the modern era, really had the passion. Prost was like Stewart – an exceptional driver, but not a real *racer*. I was more a Gilles Villeneuve man: he never made it to the top, but he was unbelievable to watch. In my day, Jean Behra was the same. Nowadays I think Alonso is bloody brilliant. I think Kimi would be up there too, if only McLaren could give him the right equipment."

Was there ever an equivalent to the Schumacher ruse in Stirling's day? "Absolutely not – the other drivers wouldn't have let anyone get away with something like that. I've raced against lots of tough drivers who would stake their claim to a piece of road. Jack used to like putting a wheel on the grass when you were close behind, to try to throw stones in your face. But Schumacher was so blatant: with TV and telemetry nowadays, he must have known everybody would work out what he was doing."

Before flying to Vienna, Stirling was at Goodwood to test the new Aston Martin V8 Vantage road car. His Aston and Goodwood connections are strong: his TT victory in 1959, which clinched the World Sports Car Championship for Aston over Ferrari, was achieved after his DBR1 caught fire during a refuelling stop. He took over another Aston and drove for 4hrs 36mins of the six-hour race, caught up the lost time and won by half a minute. But for Stirling the interesting comparison was between the new V8 and the short-wheelbase 250GT Ferrari, with which he scored his sixth and seventh TT wins at Goodwood. "D'you know, boy, I was doing the same lap times in the Vantage as I did back then in the Ferrari. Didn't half feel quick. Surface is a bit better now, of course, but I was just about flat through Fordwater."

Throughout his career, Moss exuded confidence. Racing was very dangerous then, and many of Stirling's friends were killed in the heat of battle. Was he ever frightened? "Yes. You were always aware of the consequences of something happening. I was nervous for my own well-being, I suppose. But I can't remember ever having an accident because of driver error. My Spa accident" – when his Lotus lost a rear wheel at 140mph, and he broke both legs and crushed three vertebrae – "if that had been my fault I would have given up there and then. But it was a Chapman failure, so it was acceptable.

"The Mille Miglia was one of the most frightening experiences of my life. In a way it was like driving through the Monaco tunnel, where you can't see the exit of the corner until you're past the apex, but all the time, for 10 hours.

"But when I was racing I was never scared that I wouldn't give my best. I always felt confident in my own ability.▶



Far left: Moss holds off Jack Brabham in the wet 1961 Silverstone Trophy. Outfoxing the pursuit on the slippery surface, he lapped the entire field. This page: Wife Susie is inseparable business, and life, partner. Moss house, below, displays models of cars he's raced

I couldn't believe Schumacher could cheat like that. The man has spent years building up a wonderful reputation, and now he's thrown it away. He's not the best driver ever, of course – for me, in the modern era, only Senna really had the passion

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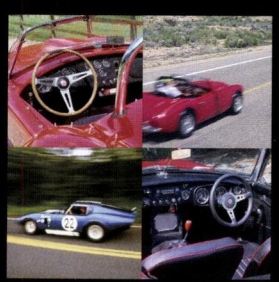
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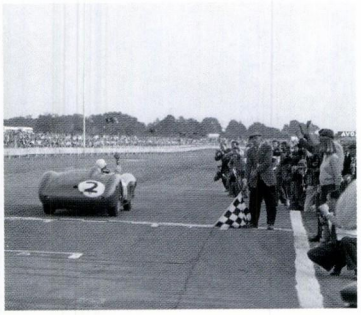


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Left: Another victory against the odds. Moss fought back after a pit fire to win the 1959 TT and clinch the World Sports Car Championship for Aston Martin

I don't think I was big-headed – I would have hated to be that – but I just felt I could beat the others. I always rather liked starting from the back of the grid and coming through, I liked being the underdog. I loved to drive English cars, because you felt like a green gladiator fighting the red lions. Patriotism doesn't matter nowadays, but it mattered to me."

We talk of team managers, and Stirling remembers Rob Walker with huge affection – a good friend and a wonderful patron. Tony Vandervell was "a tough old bugger, but his heart was in the right place", and Stirling grins at the memory of the ferocious Aston Martin boss John Wyer. "He would never praise anybody. So when he said something like, 'Maybe under the circumstances, Moss, you didn't do too bad a job', you really felt good!"

A year and a week after the Easter Monday accident, he went back to an empty Goodwood and tested a Lotus 19. His times, on a damp track, were competitive, but he felt that the automatic flow of driving a racing car on the limit had gone – he was having to think consciously about each command to steering and pedals. "With hindsight, I did that test too early. My accident and the aftermath had stirred up a lot of interest, and I felt I owed it to the press and the public to make up my mind. After my previous accidents I'd always come back to racing very quickly" – unbelievably, after that horrifying Spa accident, he won a race seven weeks later – "but after Goodwood I didn't give myself enough time to heal myself mentally, get my concentration back."

Other regrets? "I never raced in the Indy 500. I would have loved all that bullshit. And I'm sorry we could never go flat out at Le Mans, like they can now. A really hard race for 24 hours would be something; but in my day you had to cruise to preserve the car. Actually, with the Mercedes 300SLRs in 1955 Neubauer didn't set us any limits; it was down to us. I'm certain Fangio and I would have won. We had a big lead when the call came from Stuttgart at 1.45am to withdraw because of poor Levegh's accident."

Stirling also wishes he hadn't been persuaded, at the age of 52, to take up touring car racing. He signed a two-year contract to drive for Audi alongside Martin Brundle. "It was the biggest mistake of my life. I'd never raced a front-drive car before. I'd never raced on slicks before. And the standard of driving was appalling. If you finished a race without damage to all four corners of your car, you weren't trying hard enough. It wasn't my style, and I didn't enjoy it."

So, out of those 496 races, which ones stay with him? "The Mille Miglia win was the most important to my career, I suppose. But I think my best race was probably Monaco 1961. The shark-nosed Ferraris were dominant that year, and I was in my old four-cylinder Rob Walker Lotus. I put it on pole, but at the start the Ferraris got ahead on sheer power into St Devote, and it took me 14 laps to get past them. I just had to go flat out everywhere the whole way, precision all the time, no errors. I won by 3.6 seconds." What he modestly doesn't mention is that his race time for the 100 laps was exactly 40 seconds more than his pole lap, multiplied by 100. In other words, including getting past the Ferraris, he *averaged* 0.4sec slower than pole, on every lap, round Monaco, for nearly three hours....

He was also quietly pleased with the 1961 Silverstone International Trophy. Run in driving rain, it had a full field including Brabham, Clark, Hill, McLaren, Surtees and the rest, and provided a good opportunity for Moss gamesmanship. "I always liked racing in the wet, reading the road, and I discovered a patch of slightly grippier surface, off-line, on one of the corners. So while Brabham and Co were on my tail I deliberately got it wildly sideways on that corner, and then caught it on the grippier stuff and motored on. I was kind of selling them a dummy. In my mirrors I saw they'd backed off, thinking: if he's having that much trouble I'd better take it easy here." By the end of the 233-mile race Stirling had lapped the entire field.

He dislikes today's emphasis on championships and points. To him it was always the race that mattered. "I felt, the most important race I can ever do is the race I'm doing now. Today, I can win. Today, I can lose my reputation. Today, I can die. Big race, small race, that was what I was going for. I'd rather lose a race driving fast enough to win it, than win a race driving slow enough to lose it."

When he had his Goodwood accident, it was in a minor race. He'd lost time with a long pitstop, and had no hope of catching the leaders. But he was racing flat-out, as usual – trying to lose that race fast enough to win it.

Stirling's life is different today, but he's still flat out. The philosophies that made him a great racer, and a fine sportsman, still govern his life. Between 1948 and 1962, he made motor racing better by taking part. And, in his way, he's still doing that. Ⓜ



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Power *struggle*

Our theoretical look at the comparative speeds of leading cars from 100 years of GP racing. Part 2: the 1930s – supercharging unleashes a power spiral

Words: Mark Hughes. Photography: LAT

1927 DELAGE 15-S-8

Index figure: 129

Virtual lap time of the current Spa circuit: 3min 33.7sec

A car that attained immortality by taking Robert Benoist to victory in all four Grandes Epreuves of 1927. At its heart was a hugely efficient supercharged straight-eight. Despite the loss of 500cc to the new regulations, it was still quicker than the 1925 2-litre V12. The car's chassis lacked torsional rigidity, but the abolition of the riding mechanic in '25 meant there was space to offset the transmission and engine, so the driveshaft ran alongside the driver. The chassis was also much lower, reducing both drag and centre-of-gravity height.

1928 BUGATTI T35B

Index figure: 127

Virtual lap time of the current Spa circuit: 3min 35.7sec

A large-scale withdrawal from grand prix racing by manufacturers left the scene dominated by privateers. By far the most popular piece of hardware for them was the T35 Bugatti, introduced in 1924. The abolition of any engine formula allowed the use of the 2.3-litre supercharged variant of the single-cam straight-eight introduced in 1926 for libre racing. Giving just 130bhp, it was a less advanced, less efficient engine than the 1927 Delage.

1929 ALFA-ROMEO P2

Index figure: 130

Virtual lap time of the current Spa circuit: 3min 32.7sec

Like the Bugatti, this design dated back to 1924 and had been continuously developed since. Also like the Bugatti, it was a traditional two-seater, high-chassis car harking back to the early-20s Fiat, and technologically inferior to the '27 Delage. But Vittorio Jano's 2-litre supercharged twin-cam straight-eight was sufficiently over-engineered to easily withstand big power increases brought by new alcohol fuel brews. Privateer owners Varzi and Brilli-Peri were enjoying 175bhp by 1929, 40bhp up on the original.

1931 MASERATI 8C-2800

Index figure: 135.5

Virtual lap time of the current Spa circuit: 3min 26.9sec

The 8C was the Maserati brothers' response to the libre GP regulations. Introduced in 1930, in 2.5-litre form it was no faster than the revitalised Alfa P2. But the Maser got into its stride with the 2.8, which won on its debut with Fagioli at Monza. The straight-eight, supercharged, twin-cam, two-valve-per-cylinder design was installed in an equally conventional chassis, still with two-seater dimensions; but it was potent – with close to 200bhp at 6000rpm.

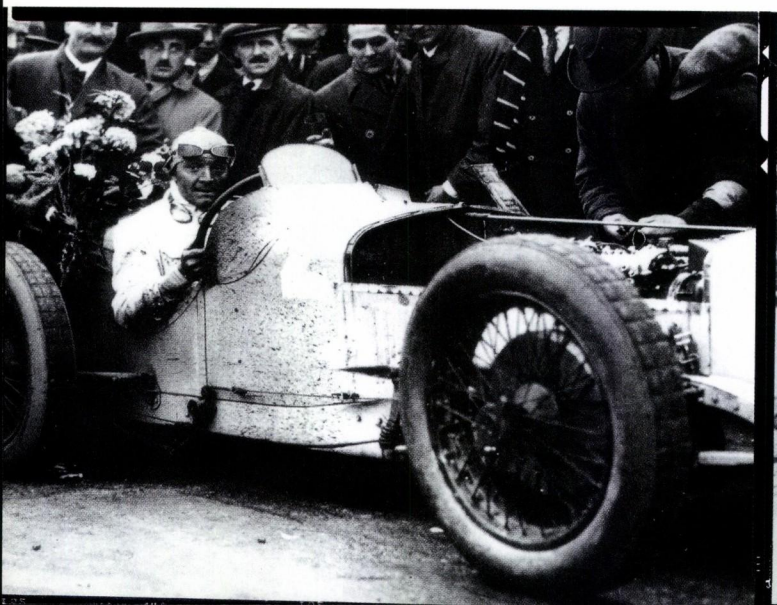
1932 ALFA-ROMEO TIPO B

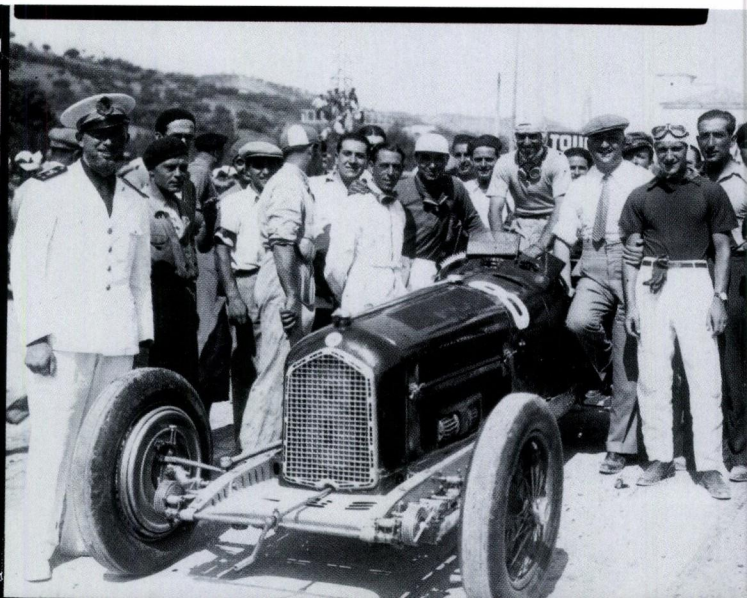
Index figure: 140

Virtual lap time of the current Spa circuit: 3min 22.3sec

The first pukka single-seater GP car, the tight-fitting, drag-reducing narrow body enclosed an innovative mechanical layout. Twin superchargers fed the 215bhp, 2.6-litre alloy-block straight eight. But the best bit was how the designer managed to get the driver sitting lower than the transmission without using the spare seating space as the '26/7 Delage did. Whereas the French car offset the whole transmission and engine, in the Tipo B (also known as P3) the driveline was split. The diff was moved to the centre of the car (next to the gearbox) and drove two propshafts, taking drive to each rear wheel via bevel gears. The driver sat between these shafts. Nuvolari helped Alfa to a dominant season.

From L to R: 15-S-8 Delage dominated 1927; Alfa Tipo B, first true monoposto; Auto Union put fearsome 6-litre V16 behind driver; despite 3-litre limit, 1939 Mercedes W163 boasted 485bhp





1934 AUTO UNION TYPE A

Index figure: 150

Virtual lap time of the current Spa circuit: 3min 11.9sec

The 750kg formula was a soft target for the two Nazi-subsidised German teams. Professor Porsche came up with a radical solution for Auto Union. The advantages of the mid-engine layout and four-wheel independent suspension were each amplified by the immense power and torque of the new V16 supercharged 4.4-litre engine. With no propshaft to clear, the driver sat low. It was a monster, but a very fast one.

1935 MERCEDES W25B

Index figure 153

Virtual lap time of the current Spa circuit: 3min 08.8sec

More conventional in layout than the rival Auto Union, but more sophisticated in detail. The front-engined Merc was developed from the original '34 car. The independent suspension of the German cars made massively more powerful motors feasible – by late '35, this was producing 462bhp, its traction aided by a rear-mounted gearbox. Extensive use of light alloys kept the weight in check.

1936 AUTO UNION C-TYPE

Index figure: 158

Virtual lap time of the current Spa circuit: 3min 03.6sec

Ostensibly the same design as the '34 original, but now with six litres and 520bhp. Torsion-bar springs at the rear had replaced the leaf springs of '35. The use of a ZF limited slip diff for 1936 gave it much better traction than the Mercedes, helping Bernd Rosemeyer to the European championship.

1937 MERCEDES W125

Index figure: 163.4

Virtual lap time of the current Spa circuit: 2min 58.0sec

A longer-wheelbase version of the W25, with a 5.7-litre evolution of the original straight-eight. Once they'd put the supercharger *after* the carburettor, as per the '24 Sunbeam and most others subsequent to that, this was the most powerful GP engine until the early 1980s, with 646bhp. The previous box-section chassis was replaced by a tubular frame.

1938 MERCEDES W154

Index figure 160

Virtual lap time of the current Spa circuit: 3min 01.5sec

A new 3-litre formula replaced the 750kg one, with sliding maximum weight limits according to engine size. Mercedes took the W125 design and installed in it a new 60-deg V12. Its 468bhp at 7800rpm represented a big increase in engine efficiency. The engine was skewed to run the propshaft alongside the driver (finally bringing this aspect up to date with the '26 Delage). It was noticeably lower than the W125.

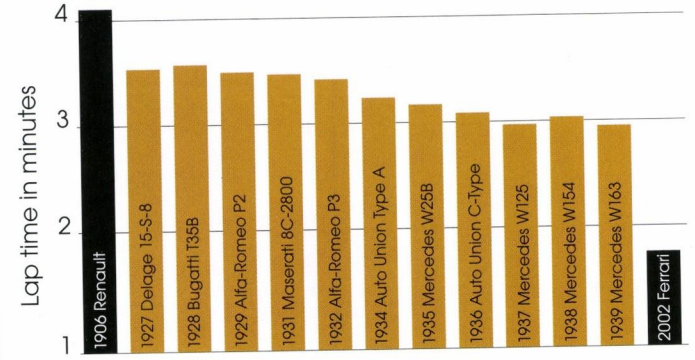
1939 MERCEDES W154/M163

Index figure: 165

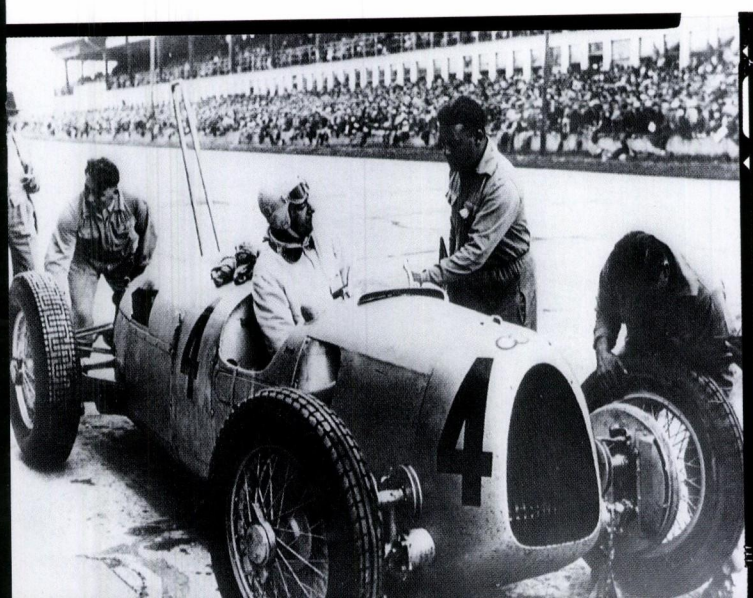
Virtual lap time of the current Spa circuit: 2min 56.3sec

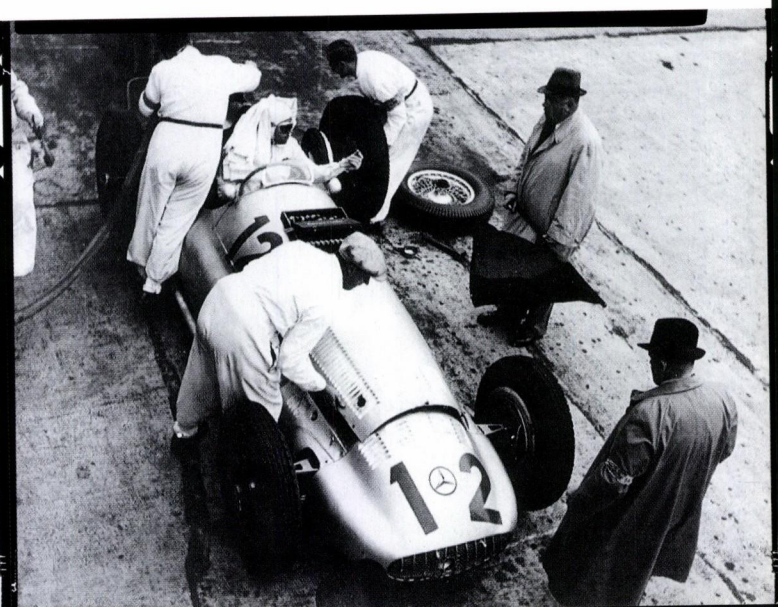
Twin-stage supercharging upped the power to 485bhp and a more streamlined body further increased the straight-line performance. At 800kg, it was almost 100kg lighter than the W154. Interestingly, this car's lap time is roughly halfway between that of the original 1906 Renault GP car and the F2002 Ferrari, the fastest current-era F1 machine.

ESTIMATED SPA-FRANCORCHAMPS LAP TIME 1927-1939



Laurence Pomeroy's performance index is a device for comparing the lap-time potential of grand prix cars from different eras. He made comparisons at tracks where GP cars ran on consecutive years and repeated the process for each year





Not backwards



With its rear engine and low profile, Porsche's new GT hardly looked like a rally star; yet it went on to prove itself with a hat-trick on the Monte

Words: John Davenport. Photography: LAT

Ubiquitous seems the appropriate word for the Porsche 911 in rallying. It's hard to find a year since 1965 when some variant or other of that classic design has not been competing – and probably doing pretty well – on major rallies. In the 21st century those rallies tend to be classic or historic events, but even now the Porsche factory has breathed new life into the 911's rally CV by homologating the 993 as a Group N GT car, and both Walter Röhrl and Marc Duez have appeared on events with it.

This rally story started back in December 1964. Porsche was already involved in rallying as well as racing. The 356 in its various forms had won the European Rally Championship twice, most recently in the hands of Hans-Joachim Walter in 1961. The 904 first appeared in 1964, and, though principally conceived as a racing car, it was scheduled to be Zuffenhausen's rally weapon for 1965. Homologated as a GT car, two were entered on the 1965 Monte Carlo Rally to be driven by Eugen Böhringer, European rally champion in 1962 and on release from Mercedes for this event, and Pauli Toivonen, already winner of the 1000 Lakes Rally in 1962 for Citröen and Finnish rally champion the same year. All this was under the direction of Huschke von Hanstein, sporting director of Porsche.

But von Hanstein had another role: marketing and PR. The new six-cylinder 901 coupé – the name later changed to 911 after protests from Peugeot – had been revealed at the 1963 Frankfurt Motor Show, and in August of 1964 full-scale production started. With Porsche doing the Monte, it occurred to von Hanstein that it would do no harm at all to have at least one 911 on the event. At that time Peter Falk was working in the engineering division and was given the ▶

in



About turn: the 911's amazing traction turned it into a rally superstar. Here Gérard Larrousse puts the hammer down on '70 Monte

coming forwards

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Björn Waldegård completes a personal Swedish Rally hat-trick in 1969

job of preparing a car for Herbert Linge. "Huschke was very clear about our task," recalls Falk. "No heroics, don't damage the car, and make sure you are there at the presentation in front of Prince Rainier." The crew did a good recce and the car, homologated in the GT category in January 1965, was prepared with Weber carburettors and Koni dampers, plus spot lamps and fog lamps.

No-one could have guessed that this was to be one of the toughest Montes on record. The blizzard that wiped out more than half the entry and the story of how Timo Mäkinen's Cooper S fought it out for a nail-biting victory over Böhringer's 904 is well known. But through the terrible weather and ghastly conditions, the 911 came through to finish an excellent fifth overall and, to top it all, was undamaged when it was presented at prize-giving in front of the world's press. But this modest success did not catapult the 911 into rally glory immediately. It was not until the following year that the factory abandoned its 904 rally programme and started entering a works 911 on major rallies.

Günther Klass, a 30-year-old from Stuttgart, was paired with Rolf Wütherlich, a Porsche mechanic who had not only accompanied James Dean on his fateful ride but had also been with Böhringer on the Monte of 1965. Together they did a complete season of events. With GT cars severely handicapped on the Monte, they could not finish higher than 16th overall, but they did win their GT category. Second on the Geneva Rally, they won in Germany and narrowly missed a Coupe on the Alpine. All this gave Klass the title of European rally champion in Group 3. For 1967, Klass signed to drive sportscars in racing for Ferrari but Porsche did give him another go at the Monte, where he retired.

The 911 rally story now becomes a tale centred on three men: Vic Elford, Toivonen and Björn Waldegård. There was also the matter of homologation, at which Porsche proved to be particularly astute. New rules had been introduced for the 1966 Monte Carlo and were one reason why there was all that fuss about headlights and handicaps. But what von Hanstein and his homologation man Gerhard Haerle realised when they read the rules carefully was that the internal dimensions of a 911 were sufficiently large to allow it to be recognised as touring car. Thus it was that the 911S, with its relatively small productions numbers, was homologated in Group 3 as a GT car, while the common-or-garden 911, of which more were made, was able to be homologated into Group 2 as a touring car. And later in the year, the four-cylinder 912 was recognised as a Group 1 car.

Elford had been driving Ford Cortinas for two years and had suffered an extraordinary amount of bad luck allied to mechanical failure. This culminated in his retirement going up the last test of the 1966 Alpine Rally with a set of broken points in the distributor of his Lotus Cortina. "As we had led the entire rally, GT as well as Touring, right from the start, this was the last straw," Vic recalls. "I didn't really know Huschke, but when we got to the finish in Cannes I called him and suggested that we talk. We had lunch at the Hotel Martinez and the result was that a few months later I did my first-ever rally in a Porsche 911, the Tour of Corsica." The outcome was a storming third overall for Elford ahead of Klass in 10th place. After serving out the remainder of his Ford contract on the RAC Rally – the Lotus retired – Elford signed with Porsche for the 1967 season.

This Monte Carlo was the one where tyres were restricted to the eight you could carry with you: four under the car and four elsewhere. Initially it looked like a dream debut with Elford coming in at the end of the Common Route clearly in the lead. But on the last night it snowed, and the front-wheel-drive cars made better use of their worn studs to get ahead of the Porsche on the three passages of the Turini. So third again, and then on to an attempt at the Swedish Rally where Elford had gone particularly well the previous ▶

> Huschke was very clear. No heroics, don't damage the car, and make sure you are at the presentation in front of Prince Rainier

TRICKS OF THE TRADE

Homologation is the process whereby the characteristics of a production car are catalogued to ensure that all people competing with that model are using the same vehicle. But for a car to be homologated in a particular group in the past meant that it had to pass certain criteria. Groups 1 and 2 required, for instance, a minimum of four seats and internal dimensions to guarantee a minimum head room, especially in the rear seats. To overcome this 'difficulty', Porsche discovered that a small wedge placed under the 911's rear seat was enough to make it more upright and thus make the headroom measurement come where the roof was higher. After sale, the dealers removed the wedge. Thus were the 912 and 911 homologated into Group 1 and Group 2 respectively.

Later in 1970, after the stable door was shut against such 'creative' homologation, Porsche introduced a new gimmick to the business of getting competitive cars homologated. Its Group 4 car was produced in the correct numbers, but if the customer ordering it did not specify that they wanted full trim, the car would be delivered bare, and a considerable number of kilos lighter than the standard model. In other words, things like trim, glass windows, steel bumpers and full-thickness roof, bonnet and wing panels had become 'optional extras'.

year in a Lotus Cortina. The Porsche proved more difficult but finishing gave him and the team more experience. It was certainly used to good effect as Elford and the Porsche won in quick succession the Lyon-Charbonnières, the Tulip and the Geneva. Elford was less fortunate on his favourite event, the Coupe des Alpes: "That was a sad rally. We were first car at an accident on the Col d'Allos where an R8 Gordini had rolled and we found the co-driver dead. And then on a road section our 911R went onto three cylinders, having broken a camshaft." In Corsica at the end of the season, Elford was third overall and that was enough to give him the Group 3 (GT) European Rally Championship title. It was not the only title won by a Porsche that year as Sobieslaw Zasada, despite a late start, wrapped up the Group 1 title with a 912.

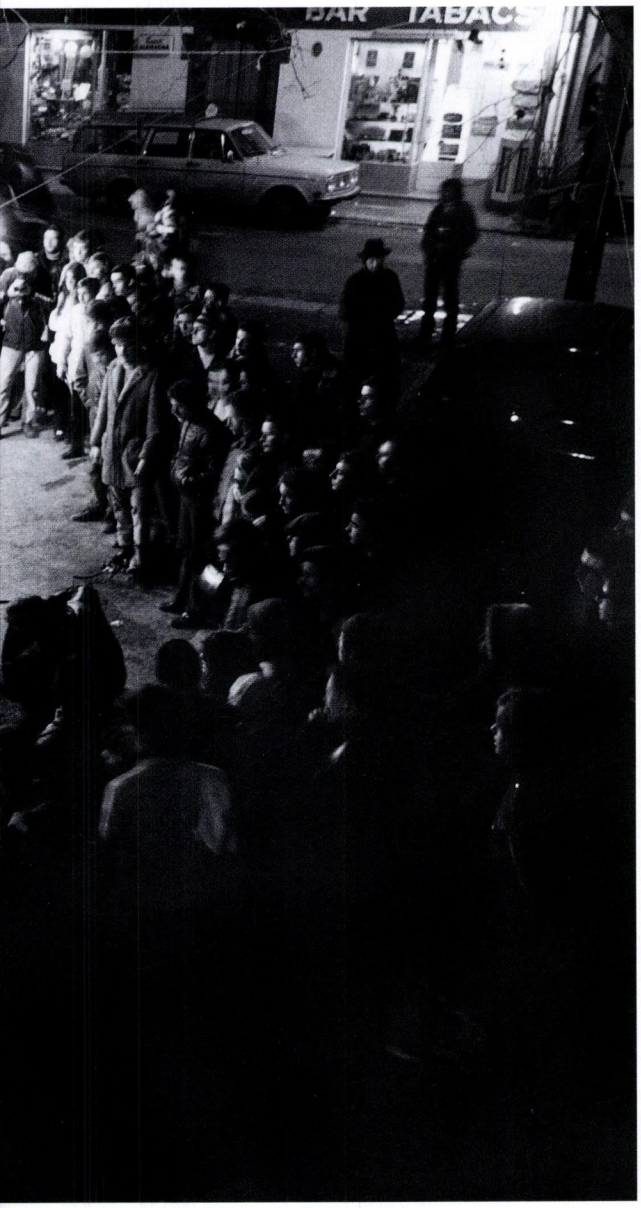
During 1967 in Finland, a chap called Antti Aarnio-Wihuri, who among many other things was the Porsche importer, entered a 911 on the 1000 Lakes where he came a modest 18th. But working for him in his business was Lancia works driver Toivonen, so for 1968 the connection was made and Pauli found himself joining Elford in the Porsche factory team. Also on the 1000 Lakes was Björn Waldegård, picking up 12th place in his privateer 911. His career had started in VWs and Minis, but for 1967, with the Porsche homologated as a Group 2 car – Group 3 cars were not allowed in Swedish rallies – he got one and started winning national events. He recalls that "Scania wanted me to drive a 912 with its VW engine, as the 911 would be too powerful, but I stuck out for the right car". He also tried his



Porsche hogs the limelight on 1970 Monte Carlo: Waldegård (front) will win, ahead of Larrousse (back), making it three Stuttgart triumphs in succession

hand at the Tulip Rally, where he was fourth and first met Von Hanstein. He too was drafted in for the 1968 season.

The first event was the Monte Carlo where a dominant Elford swept to victory with Toivonen in second spot. Waldegård was 10th after some minor problems, but it was evident to all that a new era was starting in rallying, and it had a lot to do with power and traction. This was not Elford's last rally for Porsche, but winning the Monte had given him the clout to move into racing. He did two further events later in the year – Corsica and the RAC – but retired on both. Waldegård promptly won the Swedish Rally and Toivonen the San Remo and both East and West German rallies. The Finn went on to win more European Championship events and by the end of the year had secured ▶



911 RALLY RESULT HIGHLIGHTS

YEAR	RALLY	DRIVER	CO-DRIVER	RESULT
1966	San Remo Rally	Günther Klass	Robert Buchet	2nd
	Geneva Rally	Günther Klass	Rolf Wütherlich	2nd Gp3
	German Rally	Günther Klass	Rolf Wütherlich	1st
	Tour of Corsica	Vic Elford	David Stone	3rd
	European Champ.	Günther Klass		1st
1967	Monte Carlo Rally	Vic Elford	David Stone	3rd
	Lyons-Charbonnières	Vic Elford	David Stone	1st
	Tulip Rally	Vic Elford	David Stone	1st
	Geneva Rally	Vic Elford	David Stone	1st
	Polish Rally	Sobieslaw Zasada	Eva Zasada	1st
	Tour of Corsica	Vic Elford	David Stone	3rd
	European Champ.	Vic Elford		1st Gp3 (GT)
	European Champ.	Sobieslaw Zasada		1st Gp1
1968	Monte Carlo Rally	Vic Elford	David Stone	1st
	Monte Carlo Rally	Pauli Toivonen	Martti Tiukkanen	2nd
	Swedish Rally	Björn Waldegård	Lars Helmer	1st
	San Remo Rally	Pauli Toivonen	Martti Tiukkanen	1st
	East German Rally	Pauli Toivonen	Martti Kolari	1st
	West German Rally	Pauli Toivonen	Martti Kolari	1st
	Acropolis Rally	Sobieslaw Zasada	Jerzy Dobranski	2nd
	Acropolis Rally	Pauli Toivonen	Martti Kolari	3rd
	Geneva Rally	Pauli Toivonen	Urpo Vihervaava	1st
	Castrol Danube Rally	Pauli Toivonen	Martti Tiukkanen	1st
	European Champ.	Pauli Toivonen		1st
	European Makes Championship – Porsche finishes 3rd			
1969	Monte Carlo Rally	Björn Waldegård	Lars Helmer	1st
	Monte Carlo Rally	Gérard Larrousse	J-C Perramond	2nd
	Swedish Rally	Björn Waldegård	Lars Helmer	1st
	Acropolis Rally	Pauli Toivonen	Martti Kolari	1st
	Tour de France	Gérard Larrouse	Maurice Gélin	1st
	Polish Rally	Sobieslaw Zasada	Eva Zasada	1st
	Tour of Corsica	Gérard Larrousse	Maurice Gélin	1st
	European Makes Championship – Porsche finishes 2nd			
1970	Monte Carlo Rally	Björn Waldegård	Lars Helmer	1st
	Monte Carlo Rally	Gérard Larrousse	Maurice Gélin	2nd
	Swedish Rally	Björn Waldegård	Lars Helmer	1st
	Canadian Winter Rally	John Buffum	Vicki Buffum	1st
	Austrian Alpine Rally	Björn Waldegård	Lars Helmer	1st
	Portuguese Rally	Björn Waldegård	Bo Thorselius	3rd
	International Makes Championship – Porsche win			
1971	RAC Rally	Björn Waldegård	Lars Nystrom	2nd
	International Makes Championship – Porsche finishes 3rd			
1972	Monte Carlo Rally	Gerard Larrousse	J-C Perramond	2nd
	Swedish Rally	Björn Waldegård	Lars Nystrom	2nd
	International Makes Championship – Porsche finishes 3rd			

It was evident to all that a new era was starting in rallying, and it had a lot to do with power and traction

the unified title (no more Group titles), while Porsche were third in the new European Makes Championship.

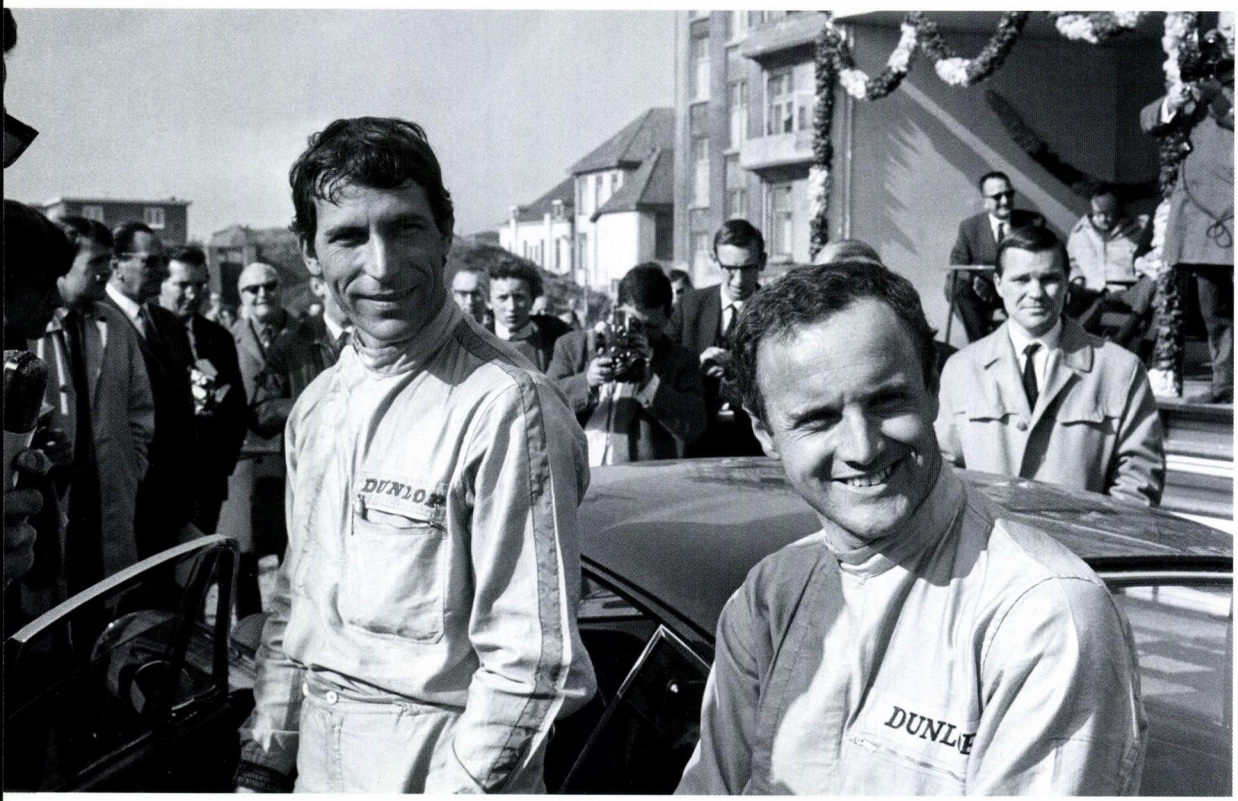
During 1968 Von Hanstein's responsibilities shifted within the company and Rico Steinemann joined to take charge of competition activities. Although a racer, he could see that the 911 was on a roll in rallying and things continued much as before, with Gérard Larrousse joining Waldegård and Toivonen as the mainstays of the team. On the Monte Waldegård took an amazing win ahead of Larrousse: "We lost four minutes on the road during the last night when I didn't quite hear what the mechanic shouted and pushed the brake pedal when the rear pads were out. He had to get the pistons back into the calipers before we could go." Elford, driving his last rally for Porsche, crashed and Toivonen had a mechanical problem. Once again Waldegård went on to win the Swedish, while Toivonen won Acropolis and Larrousse the Tour Auto and Corsica. The result was that Porsche came second in the European Makes Championship.

In many ways 1970 was a replay of 1969, with Waldegård and Larrousse taking first and second on the Monte and then Waldegård winning the Swedish to net a personal hat-trick. On the 1969 Monte, a young American serviceman stationed in Germany called John Buffum had shared his private 911 with Jürgen Barth and they finished 12th. Waldegård also won the Austrian Alpine and was third in Portugal, while Larrousse finished sixth on the RAC Rally, clinching enough points to give Porsche victory in the new International Makes Championship. Buffum kicked off his distinguished rally career in the States in 1970, by winning the Canadian Winter Rally in his 911.

> The 914 was too stable. I was used to driving the 911 a bit oversteering, but that was hard to do with the 914, so you felt more cautious

After three Monte victories on the trot, fortunes were bound to change, and sure enough along came Alpine-Renault which took that glory in 1971. But it was not up against 911s, as Porsche had decided to put the works drivers in 914/6s which, though theoretically better cars, were not so good for rallies. Waldegård reckoned that "they were too stable. I was used to driving the 911 a bit oversteering as that way it was more difficult to get caught out. But that was hard to do with the 914, so you felt more cautious with it". 911s were back in Monte in 1972 when Larrousse fell just short of that elusive win after Sandro Munari came through all the blizzards in the Ardèche to win with his Lancia Fulvia and all the Alpines fell prey to transmission trouble. Porsche was not to win the Monte again until 1978 when Jean-Pierre Nicolas took a private 3-litre to victory.

But meanwhile, Porsche had discovered a new arena of challenge – the Safari Rally in East Africa. Zasada had taken a 911 there back in 1969 and finished sixth overall on one of the driest Safaris ever. He tried again the following year but retired. However, a spark had been ignited in Zuffenhausen, and in 1971 three works 911s were entered for Waldegård, Zasada and Ake Andersson. For four years, with a final attempt in 1978, this was to be the main focus of Porsche's rally effort and is, as they say, another story. Ⓜ



Vic Elford (on left) and co-driver David Stone bask in the acclaim for winning the 1967 Tulip Rally. Elford was one of the crucial figures in the 911's rally successes

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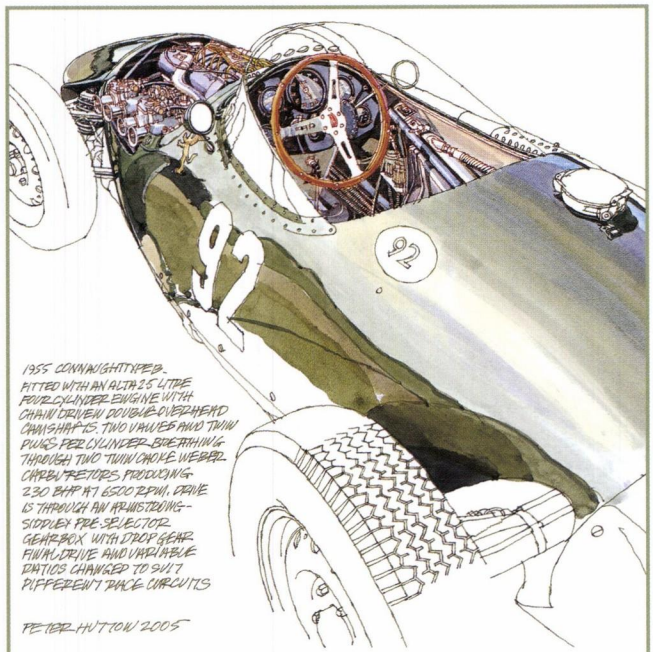


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1960 AUSTIN HEALEY 3000 MK1 'RUDDSPEED'

The Austin Healey, at the hands of such drivers as Pat Moss, Paddy Hopkirk and the Morely brothers, was highly successful in international rallying and racing. It was with this in mind that Ken Rudd, by then already well known in the world of Motorsport for his successful work with AC Ace's, ordered a standard road car. Rudd was keen to give 9380 PO the full Ruddspeed treatment. The engine was upgraded to an alleged 178bhp and appeared in pretty much every motoring publication of the day, making its racing debut in the 1960 Snetterton meeting. This FIA eligible Healey is perfect for many of today's historic motor racing events.



1949 JAGUAR XK 120

This immaculate XK 120, chassis number 660009, was one of the very first alloy bodied 120's built and the first car to be imported to New Zealand. 660009 was campaigned throughout the 1951 season by Ron Roycroft at events including the Race of Champions and the Wigram 100 mile race. A full restoration was carried out by Fullbridge Engineering in the early 90's and has been used very sparingly since. Finished in the original bronze with tan biscuit interior, 660009 is a fine example of the much sought after alloy XK 120.



1961 ASTON MARTIN DB4 GT

With lighter gauge aluminium, a shorter wheel base and a highly tuned engine it was no wonder the DB4 GT was such a success on both road and track. This GT, chassis 0146L, was the Geneva Show Car in 1961 and has recently been subject to an extensive restoration which has ensured success on many Tour Autos. Presented in Caribbean Pearl with current FIA papers 0146L is a worthy contender for the best of the forthcoming events.

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RENAULT RECOMMEND elf

Colin McRae



For his first on-track race event, 'McCrash' chose the BTCC at Knockhill in 1992. He was focused on rallying, but when the lights turned to green...

Words: Anthony Peacock. Photography: LAT

At the time of the British Touring Car Championship's first visit to Knockhill in Scotland in July 1992, the most famous McRae was Colin's father Jimmy – thanks to his five British rally championship titles. Colin was more spectacular but less consistent, frequently living up to his nickname of 'McCrash'.

His raw speed was undeniable, though, which persuaded Prodrive to groom him for future stardom in the World Rally Championship with Subaru. At the same time, Prodrive was running BMW's BTCC effort with drivers Tim Sugden and Alain Menu – plus an occasional third car. It didn't take long for Prodrive boss David Richards to suggest putting McRae in the guest car for his home event.

"I didn't really pay it a great deal of attention, as at the time I was totally focused on rallying," says McRae. "We were just starting to do some World Rally Championship events with Subaru, and that's what I was excited about."

Such was McRae's insouciance that he didn't even test the BMW 318is until the day before qualifying. It was the first time he had sampled any sort of racing car.

BMW's race team manager at the time was Tom Hunt, who would go on to become Subaru's test team manager. Hunt remembers: "Colin was really quite blasé about the whole thing. At the time we were running ABS, and Sugden and Menu were saying during the test that they couldn't brake over the bump. Colin told them 'If you want to brake there, just brake there'. He maintained that he'd be better off without the ABS so we removed it for one of the sessions. Within three laps he'd put it into the gravel."

McRae had one big advantage: he had lapped Knockhill several times in cars and on bikes, whereas for most of the regular drivers it was a new experience. McRae qualified for Race One in 15th place, and worked his way up to eighth.

Race Two held a lot more potential from the outset. A rain shower meant that it was declared a wet race, but this didn't worry McRae. For most of it he followed Matt Neal's older-shape BMW M3, which was faster on the straights but slower through the corners.

"Over the course of a lap I was definitely faster than him, so I was determined to try to find a way past," remembers McRae. "Then, at the hairpin, he seemed to brake harder than usual, and there was absolutely nowhere for me to go. I couldn't help giving him a tap. I kept going and he didn't. I thought that's what touring cars were all about anyway!"

However, that was not what Matt Neal thought. Nor his 6ft-plus father Steve, who was threatening to "find McRae, rip his head off, and shit down his neck."

The object of his wrath remembers: "Matt was none too pleased, but Steve was definitely the spokesman. The quickest I went all weekend was probably the run back to the motorhome after the race..."



McRae (number 50) leads team-mate Tim Sugden at Knockhill

"I was definitely faster than him, so I was determined to try to find a way through. Then, at the hairpin, he seemed to brake harder than usual..."



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Profile

Ferrari 312T3

The car which brought Gilles Villeneuve his first grand prix victory and placed the Canadian firmly in motor racing's pantheon of legendary drivers

Words: Paul Fearnley. Photography: Alex P





This is the car in which Gilles Villeneuve learned his Formula One craft, won over (most of) his critics, became the apple of Enzo's eye, captured the tifosi's heart – and passed into Canadian lore. This is Ferrari 312T3, chassis 034.

Their story had a fanfare beginning at the 1978 United States GP West. Villeneuve had never been to Long Beach before, so, as was his inimitable way, lurid spins dotted his practice as he overstepped even his preternatural hand-to-eye, seat-to-pants limits. He was, though, revelling in the circuit's claustrophobic challenge and in the feel of his brand new car – he'd driven T3/032 at Kyalami – and secured his first GP front-row slot.

This was only his seventh GP, his sixth with Ferrari and his second in a T3 – yet he led it like a veteran, slipping unscathed from the first hairpin as his should-know-betters locked horns, brakes and wheels. He withstood pressure from the Brabham-Alfas of John Watson and Niki Lauda and his pole-sitting team-mate Carlos Reutemann with such *sang froid* that the mistake (on lap 39 of 80) came as a genuine surprise. A hurried attempt to lap the Shadow of Clay Regazzoni left 034 in the wall and tyre marks on Regga's crash helmet.

Denis Jenkinson, *Motor Sport*'s forthright reporter, had seen enough. "He'll learn and he'll win," was his unusually paternal assessment of Villeneuve's Californian performance.

This win, though, was Reutemann's. Being his second of a nascent season the charismatic 'Lole' looked a good title bet. The championship, however, was about to be tilted on its axis.

This was only his seventh GP, yet he led it like a veteran, slipping unscathed from the first hairpin as his should-know-betters locked horns, brakes and wheels. He withstood pressure with such sang froid that the mistake came as a surprise



LAT

Top: Gilles was to become everyone's favourite. Right: a probable second place evaporates with Gilles's front tyre in '78 Zolder GP. Opposite: October weather blighted qualifying session

Lotus rolled out its paradigm-shifting 79 at Monaco, and though Mario Andretti chose to race the 78, Reutemann and Ferrari's short spell as realistic favourites ended the moment 'Lole' fluffed his start from what had been a dominant pole.

The ground-effect 79 hit the ground sticking two weeks later in Belgium, Ronnie Peterson's 78 supporting Andretti in a black and gold 1-2. 'Superswede' had his own 79 by Spain in early June, and Chapman's men were again in a class of their own. Although Brabham's controversial fan car suckered the 79s in Sweden, victories for Andretti and Peterson secured the constructors' title for Lotus as early as August 13.

Ferrari was by this stage fourth in the overall standings after a topsy-turvy mid-season. Villeneuve had been running fourth on lap 63 at Monaco when 034 emerged from the tunnel on three wheels – a blown front-left had pitched it into the barrier. An exact same failure had then kiboshed a potential second at Zolder, Gilles salvaging fourth – his first three points of the season – behind Reutemann.

Enzo had long complained about racing on Goodyears; Michelin, meanwhile, was hamstrung by the lack of miles put under its new-age radials by Renault's fractious turbo. So this disaffected pair joined forces for 1978.

Goodyear was still blithely knocking out cross-plies when Reutemann's at-a-canter win in Rio shook the Akron giant to its carcass. Its potential race winners were forthwith given preferential treatment, and qualifying tyres the consistency of putty came on stream. Throw the 79 into Goodyear's mix, and suddenly Ferrari and Michelin were drowning.


12
FIAT
Agip
SKF

FERRARI 312T3 TECH SPEC



CHASSIS

Front suspension Double wishbones, inboard springs
Rear suspension Bottom wishbones, single top links, single radius rods, outboard springs
Dampers Koni
Wheel diameter 13in front and rear
Wheel rim widths 10/11/12/13in front, 18/19/20in rear
Tyres Michelin
Brakes Lockheed
Steering Ferrari, rack and pinion
Radiators Autokühler
Fuel tanks Pirelli

ENGINE

Configuration Flat-12
Bore x stroke 80mm x 49.6mm
Capacity 2991.8cc
Compression ratio 11.6:1
Maximum power 510bhp
Maximum revs 12,400
Fuel injection Lucas
Fuel and oil Agip
Ignition Marelli Dinoplex
Spark plugs Champion
Weight 370lb (186kg)

TRANSMISSION

Gearbox Ferrari 015 Trasversale, five-speed
Driveshafts Lobro
Clutch Borg & Beck

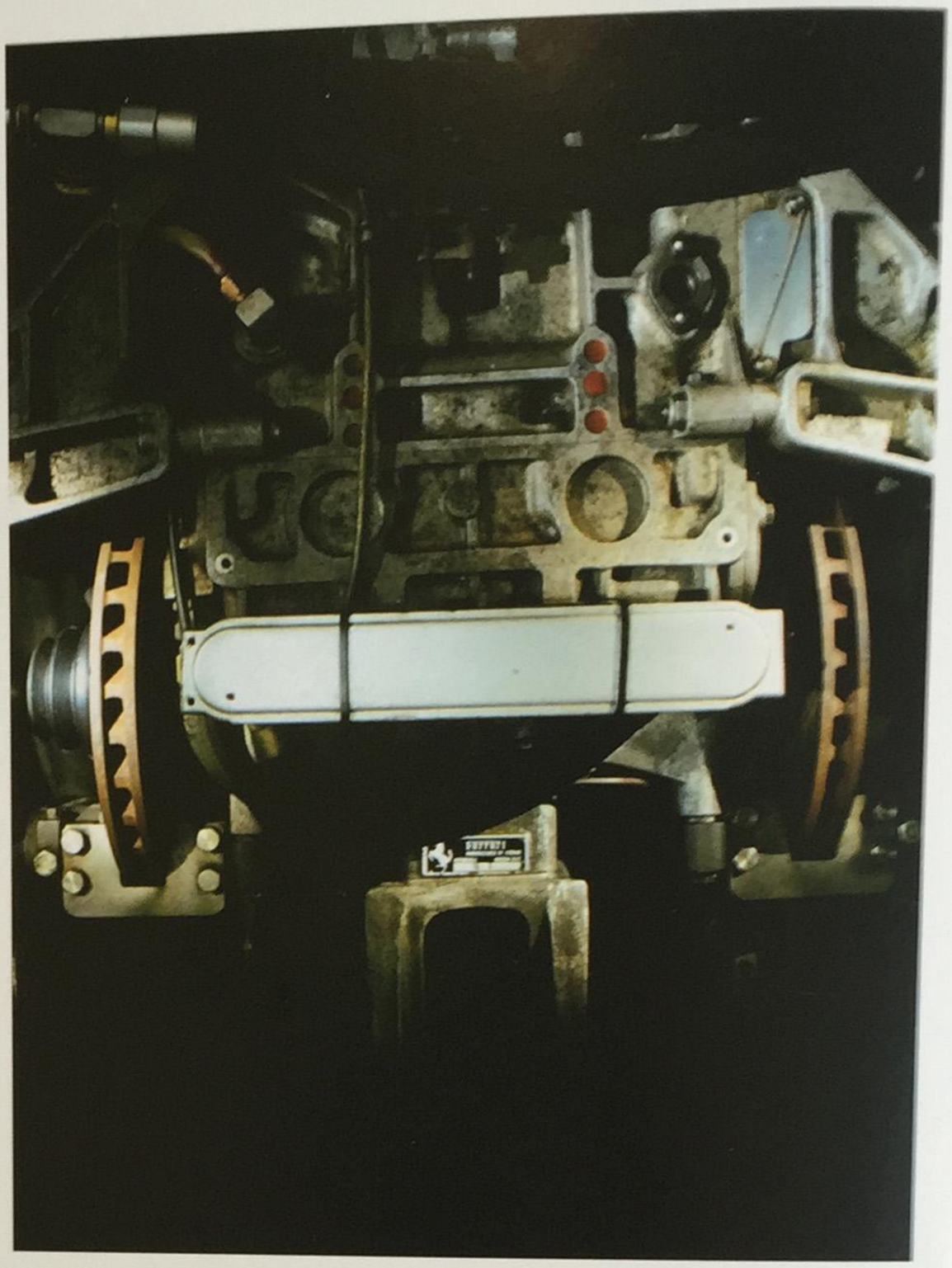
DIMENSIONS

Wheelbase 101in (2650mm) or 108in (2750mm)
Front track 63-67in (1620-1700mm)
Rear track 61.4in (1560mm)
Gearbox weight 121lb (55kg)
Tub weight 99lb (45kg)
Formula weight 1323lb (600kg)
Fuel capacity 41.8gal (190 litres)
Fuel consumption 5.6-7mpg (40-50 litres/100km)

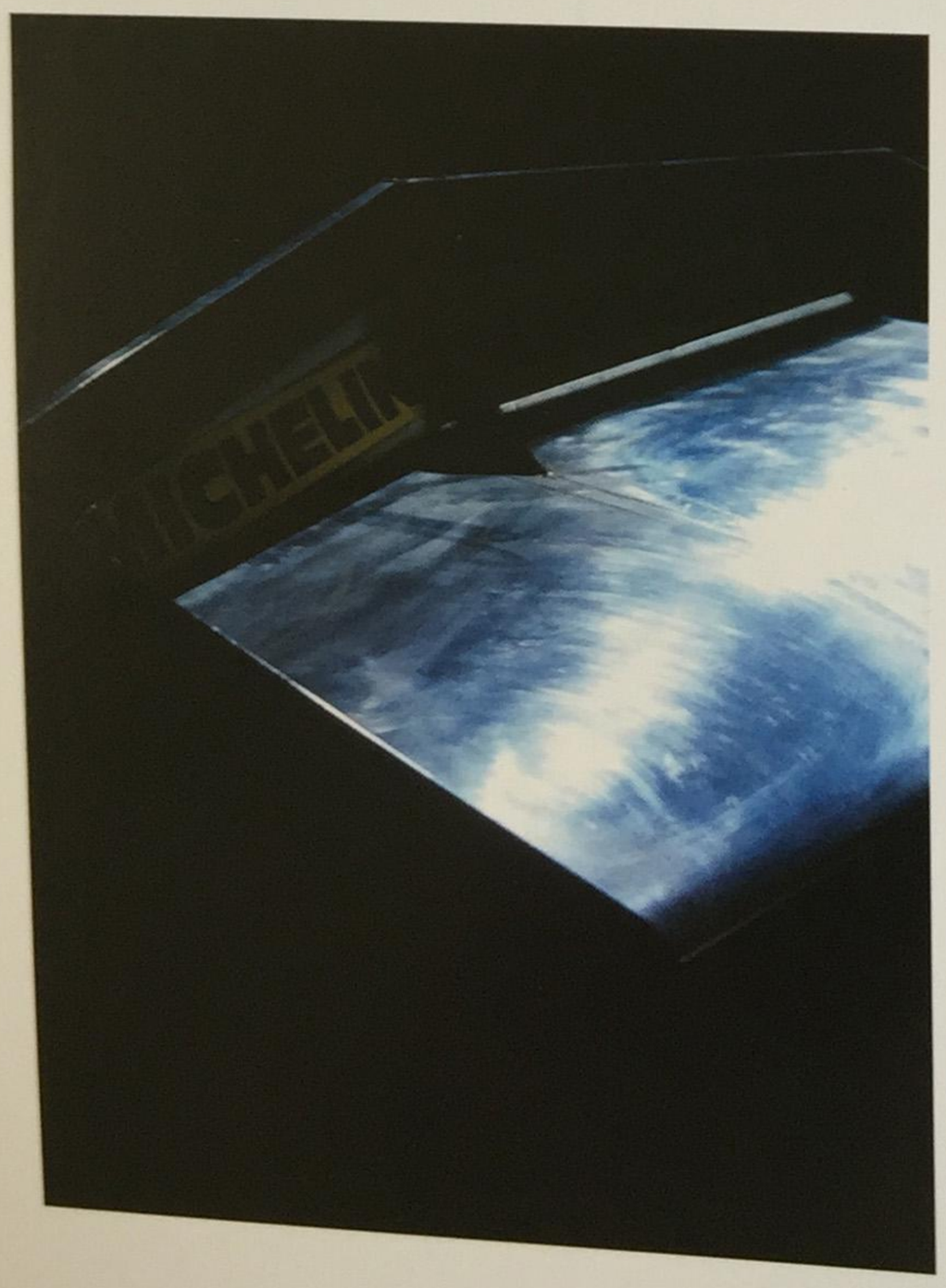


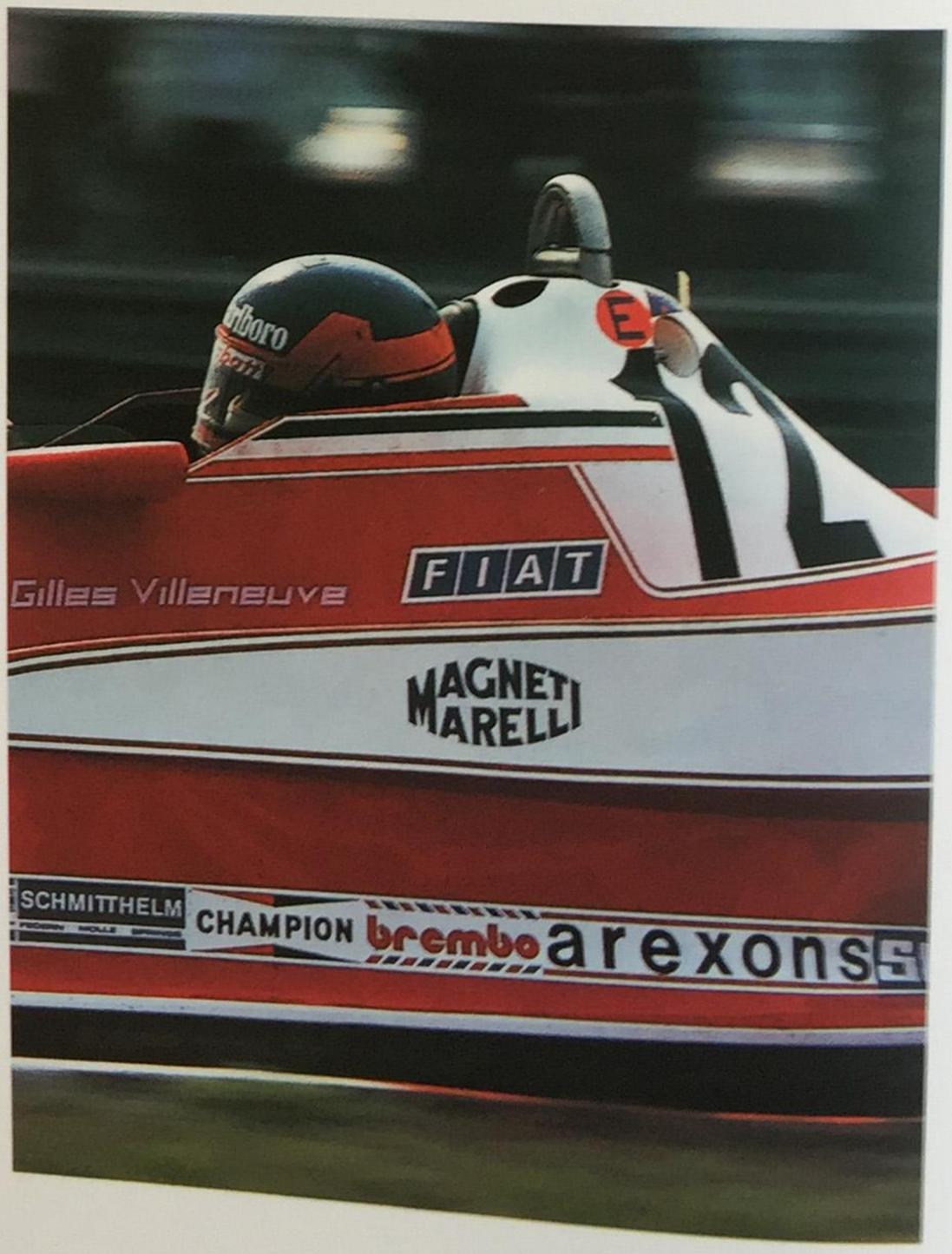






Although T3's ancestry seemed obvious at a distance, beneath its flatter, squarer-cut bodywork was a redesigned car: all-new monocoque, neater *trasversale* gearbox casing, tubular wishbones in place of fabricated rockers





Clockwise from top left: 1978 victory in Canada proved both Gilles and the T3; transverse gearbox, reduced wheelbase, derivative body concealed new chassis; kick-up aerofoil tried to compensate for ground-effect shortfall due to flat-12 power unit


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MICHELIN
Labatt
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2
HEUER

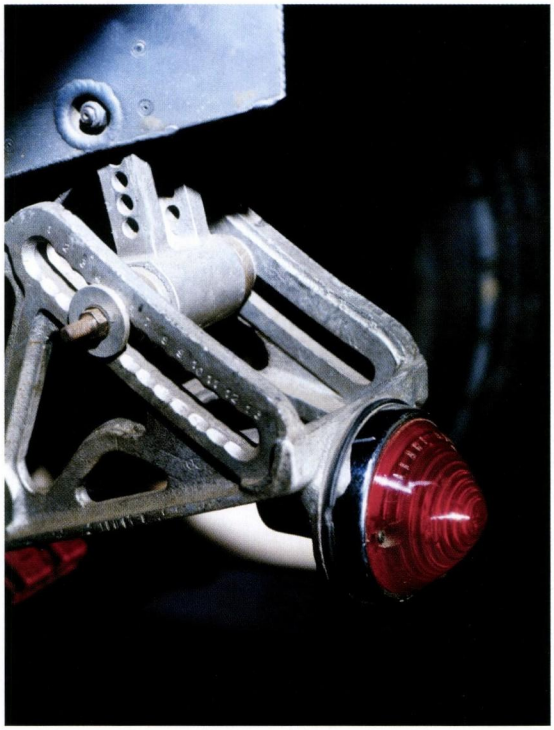

Marlboro
Labatt
Matras

not winning. The understeering T3s chomped through their fronts within a dozen laps of Jarama, and the problem was only marginally improved for Anderstorp and Paul Ricard.

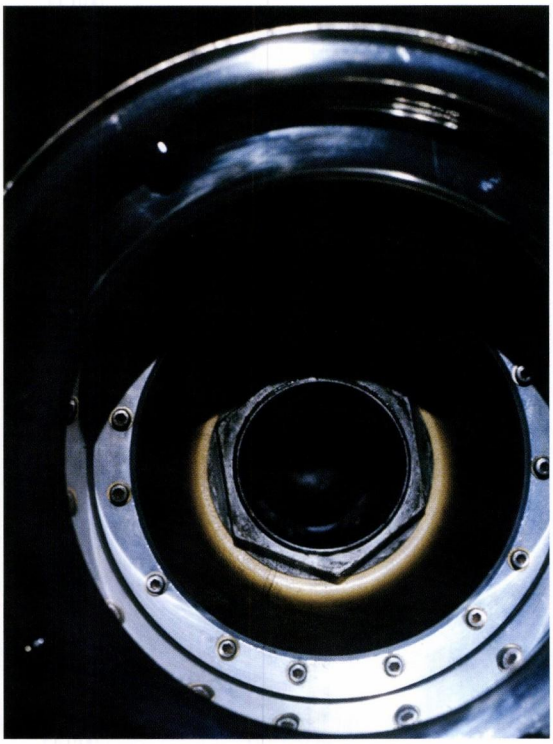
The more experienced Reutemann managed this better than Gilles – Carlos's switch to taller-profile covers turned his mid-gridder into a winner at Brands – but outside the cockpit it was clear who was getting the better of their battle.

Although T3's ancestry appeared obvious from a distance, beneath its flatter and squarer-cut bodywork was a redesigned car: all-new monocoque, neater *trasversale* gearbox casing, radiator layout and suspension. In a bid to wed with Michelin's radial rubber, tech chief Mauro Forghieri had dumped T2's long, fabricated front rockers and tiny coil springs for tubular wishbones and larger spring/damper units: different wheel movement, travel and steering geometry.

And Reutemann didn't like it. He reckoned T2 had been better, and he had a point – with or without skirts, T3 was never going to be a ground-effect world-beater. Villeneuve, meanwhile, kept quiet counsel and buried the loud pedal, adopting "fantastic angles" to try to negate the understeer. Barring the German GP, he had used 034 to tough out this lean spell: 10th in Spain, ninth in Sweden, 12th in France – lapped each time – and a broken driveshaft in Britain. He had eventually stopped the rot with a mature third in the rain-hit Austrian GP, and then grabbed a gripless point in Holland. It wasn't until Italy, however, that he conclusively proved Long Beach had been no fluke.



Villeneuve crept... and snapped, triggering pole man Andretti too. The Ferrari kept the faster Lotus at bay for 36 laps, by which time it had dawned on Andretti that no mistake would be forthcoming – so he scrabbled by



Finally on the taller tyres and the correct front suspension geometry, Villeneuve qualified second at Monza (Reutemann was 11th). He then strove to keep calm during the delays after Peterson's accident and Jody Scheckter's armco-mashing off on the second warm-up lap; as his peers flitted to and fro, Gilles sat quietly in 034 for 45 minutes.

The race didn't start until gone 6pm. At which point the man on the lights delayed for an age. Villeneuve crept... and snapped, triggering pole man Andretti too. The Ferrari kept the faster Lotus at bay for 36 laps, by which time it had dawned on Andretti that no mistake would be forthcoming – so he scrabbled by at Parabolica. But their efforts counted for nought – bar a title-clinching point for Mario – because both had been penalised a minute for their premature getaways.

Lotus and Andretti's season faltered thereafter, and Michelin's latest wares put Ferrari first in the queue for the end-of-season crumbs. The ousted Reutemann – Scheckter was a shoo-in for 1979 – flicked the Scuderia a victory V at Watkins Glen, the T3s holding a tantalising 1-2 until Villeneuve's flat-12 let go after 22 laps...

And then it happened, on the following Sunday, on an island in the St Lawrence river, and on a tyre choice Michelin warned would be marginal on full tanks: Villeneuve and 034 won the Canadian GP. True, had it not been for a pinprick in a brake pipe, Lotus's outstanding stand-in Jean-Pierre Jarier would have cruised it. But not even 'Jumper' could deny that Ferrari 312T3, chassis 034, had delivered something far more memorable beneath that October, snow-filled Québec sky.

Mauro Forghieri, the 312's designer, talks with Ferrari's soon-to-be star Gilles. Above: multi-way adjustment on rear wing mount. Left: suiting chassis to Michelin's new radials was crucial to 312T3's success

Silverstone *Classic*

It's the biggest historic motorsport meeting in the UK, and with 22 races over three days plus a wide variety of off-track attractions, the Silverstone Classic should be a firm diary fixture

Words: Simon Marshall. Photography: Jakob Ebrey

An Aston Martin display and the celebration of the 50th birthday of the DBR1 will be at the centre of Silverstone's, bigger, better Classic on July 28-30.

You can expect to see a truly mouth-watering array of machinery – grand prix cars from across the eras to sportscars of all types, touring cars and Formula 2, Formula Junior and other single-seaters. The Classic will feature 22 races over three days and a wealth of entertainment from the expected entry of around 600 cars.

Formula Junior kicks off the race action on Friday afternoon with drivers competing for the Colin Chapman Trophy and you can expect strong representation for the Lotus marque. It's the first of a series of races offering trophies named after drivers and team bosses with a particular link to the formulae involved.

Single-seaters will fill nine of the race grids including two races each for HGPCA Pre-60 and Pre-66 F1s – with trophies named after 1959, '60 and '66 world champion Jack Brabham, and his boss during his first two title-winning campaigns, John Cooper. More recent F1 cars have two races for James Hunt and Silverstone trophies

On and off the track there will be plenty to keep even the keenest fan happy at Silverstone. There are races for F1 (bottom left) and sportscars (below) races plus a myriad of car club stalls









and there are also two outings for the successful mix of pre-80 F1, F5000, F2, F3 and FAtlantic cars from the Derek Bell Trophy series.

Sportscars also have a strong presence with everything from the pre-war sportscars which close the Saturday race bill to the Aston Martins, Jaguars and other GTs contesting Friday's one-hour endurance event for the Innes Ireland Trophy, and the Group C and GTP cars of the '80s and '90s, which have outings on both Saturday and Sunday.

There are also races for pre-56 sportscars – expect more Jaguars, and a smattering of Ferraris and Maseratis – and BRDC Historic sportscars (Lister-Jaguars, Cooper Monacos, Lotus 11s and the like). The Lola T70s and friends from the World Sportscar Masters series race for the Denny Hulme Trophy on Saturday. More American V8 power will be on display when the Can-Am McLarens and their rivals from the Orwell Supersports series race for trophies named after American F1 and Can-Am greats Mark Donohue and Peter Revson.

Tin-top fans haven't been forgotten either: you'll be able to see Cortinas, Jags, Minis *et al* racing for the Jack Sears Trophy. There are even two 'bike races for classic 750cc machines.

The Roy Salvadori Trophy for Aston Martins will also be a highlight, while off-track the classic British sportscars star too in the middle of an almost overwhelming quantity of things to see and do. Aston Martin's display includes the DBR1 and a variety of contemporary Aston racers including DBR9, DBRS9 and prototypes.

There will also be a glut of classic road cars on display at a host of car club stands. The Porsche, Alfa Romeo, Aston Martin, AC, Ferrari, Lotus 7 and Maserati clubs will have major display, with around 100 cars from each expected, while BMW CC hosts the biggest UK meeting of pre-war 328s.

Aircraft will also play a part, with a display of 30 vintage planes, a Spitfire flying display, parachute drop-ins and hot-air balloon fly-outs all planned.

For many, though, the best bit, racing aside, will be the chance to have a good look round the paddock and get close to the cars. The people who drive and run them will be there too and many of them like nothing better than to chat about their charges. For historic motorsport fans it should be close to paradise. Ⓜ

Tickets from 08704 588290 or www.silverstoneclassic.com

Visit the funfair or catch the hot air balloon flyouts in between bouts of serious spectating. There are races for pre-war sportscars (above) and BRDC Historic Sportscars (below right)









AC of Monaco



CHARM, GUILE & PASSION...

...Louis Chiron used all three to schmooze his way into the favours of the wealthy Americans who gave him the chance to race for Bugatti, Alfa Romeo and Mercedes-Benz. He was quick, too

Words: Mark Hughes Photo: AC de Monaco, LAT

Louis Chiron came to prominence and flourished in that period of grand prix racing when the big manufacturers had largely abandoned it to specialist equipes and freelance drivers – either paid guns for hire or wealthy enthusiasts. The period 1928 to '33 was one of technical stagnation but competitive intensity, when the sport began to come of age commercially and properly establish a healthy independence from the whims and financial status of the factories. Race organisers got more savvy, thought of more ways to generate income from their events, and suddenly there was an explosion of new races throughout Europe, each of them significant generators of lucre.

Parts suppliers began to realise the value of racing success and helped fund specialist outfits like Bugatti, Scuderia Ferrari and Maserati – and the entry points into top-flight motor racing for drivers mushroomed. No longer did you need to be on the payroll of a factory team to get your opportunity. If you could lay your hands on the money, the hardware was available, the entry forms in the post. If you were good, you quickly arrived at a position where you no ▶

Chiron draws up in his Bugatti T51 after winning the 1931 Monaco GP. He's tired after 100 laps, but 100,000 francs better off – plus 7000 for more than 70 laps led and 1500 for joint-fastest lap

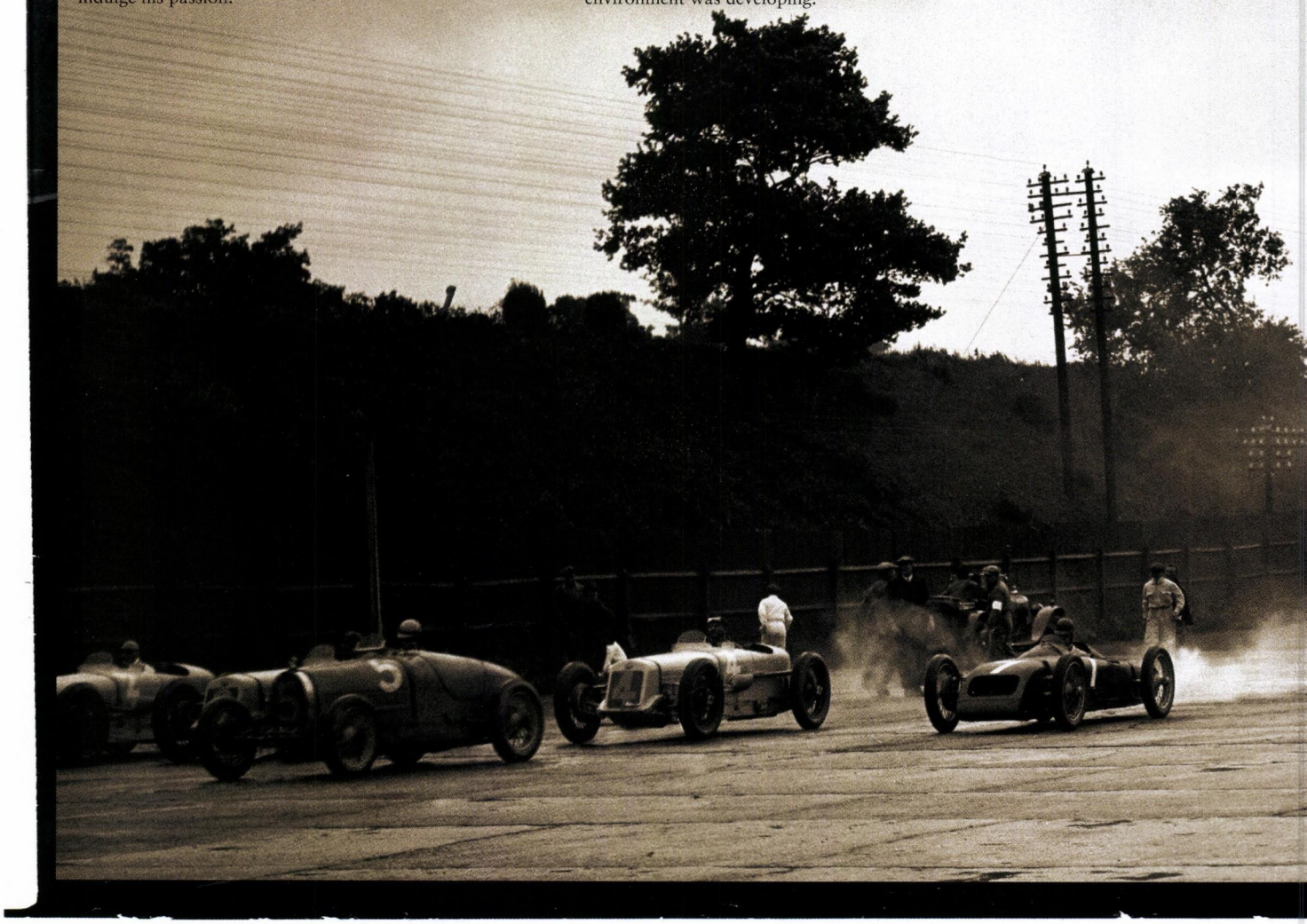
longer had to pay your own way: the organisers would offer you good money to turn up or one of those specialist outfits would hand you a fee – plus a percentage of the appearance and prize money – to drive for them. All you needed was the desire and the initial deposit.

So it was that the sport soon had a significant smattering of wealthy, even aristocratic, participants. Some of them – Italian Counts like Felice Trossi or Gastone Brilli-Peri – were also very good. Chiron was good too, with an effortless, immaculate and precise style that matched perfectly his appearance and presentation. He had a sympathetic way with a car that allowed him to coax a lot of speed from it with the minimum of stress. But he was not from a wealthy background – and therefore had a potential problem.

It was overcome as effortlessly as one of his perfectly meshed downshifts. He may not have had a vast fortune of his own – his father was *maître d'* at Monaco's Hôtel de Paris – but he lived a life almost exclusively among those who did and was very at ease there. In the playground of the world's wealthy, his extrovert Gallic charm, debonair style and very real guile ensured he had everything he needed to indulge his passion.

As it was, a wealthy mature American lady subsidised his early racing, paying in 1923 for the acquisition of a Brescia Bugatti with which he would contest hill climbs and various small-time races for a few years, cutting his competitive teeth. He'd undoubtedly met her in his role as official dancing partner in the Hôtel de Paris. What he gave her in return was none of anyone else's business.

He knew well how to deploy the fruits of his schmoozing. After volunteering for army service at the end of the First World War – as a Monaco citizen he had the option not to – he'd become a middleman in the military's subsequent ridding of excess vehicle stock. It was in this role that he'd made contact with Ernest Friderich, a motor dealer and loyal assistant to Ettore Bugatti. Friderich had got Chiron a job driving newly completed Bugattis from Molsheim down to their customers on the Riviera; Chiron bought the Brescia direct from Friderich. It all adds to the picture of an operator, a smooth-talking social chameleon with a hint of the rogue – a bit of this, a bit of that – but with a very real sense of purpose beneath the sharp suits and easy charm. It was a persona absolutely in tune with the way the racing environment was developing.



Emilio Materassi (11) leads his Bugatti T39 team-mate, Chiron (12), at the start of the 1927 British GP. Delage would score a 1-2-3; Chiron was the best of the rest

In 1926 Chiron met Alfred Hoffman – at exactly the right time: Hoffman was an enormously wealthy American industrialist; one of his companies manufactured Narka spark plugs and he was keen to use racing to publicise them. From this point we hear no more of the wealthy lady who had been Chiron's first benefactor. And suddenly Chiron has a Type 35B to replace the Brescia. He made his GP debut with it at the 1927 Spanish GP, where he ran second before retirement. Such performances did not go unnoticed by the factory and soon enough Hoffman's team, including Chiron, was incorporated into the works effort. He'd made it. His first major grand prix win came at Monza in 1928 and in the next three years he contributed many more to Bugatti's score.

In between he helped Antony Noghes establish a grand prix around his home streets of Monaco. He couldn't take part in the inaugural event of 1929 as he was driving for Hoffman at Indianapolis; he lost out to the greater fuel capacity of René Dreyfus's privateer Bugatti in 1930 – an extra pitstop cost him his big lead – won it in '31, crashed out while trying to defend the lead from Tazio Nuvolari's Alfa Romeo in '32 and lost an apparently easy victory in '34 when he hit the straw bales at Station Hairpin after losing concentration in the late stages. He'd even been waving to the crowd in premature celebration.

By this time, however, he was no longer driving for Bugatti, but Scuderia Ferrari. His dismissal from the French team at the end of 1932 had its roots in his link with Hoffman. While he'd befriended the man who became his sponsor, he subsequently became a little too friendly with Hoffman's wife Alice, also known as Baby. Chiron's rival Dreyfus described the circumstances in his book, *My Two Lives*, as follows:

"I was aware that Louis had become a problem on the Bugatti team. He had made a good deal of money and had earned even more celebrity, and his head had become somewhat swollen. At the end of September, for the Grand Prix of Italy, [Bugatti team manager] Meo Costantini ▶

While Chiron had befriended Hoffman, the man who became his sponsor, he subsequently became a little too friendly with Hoffman's wife Alice, known as Baby

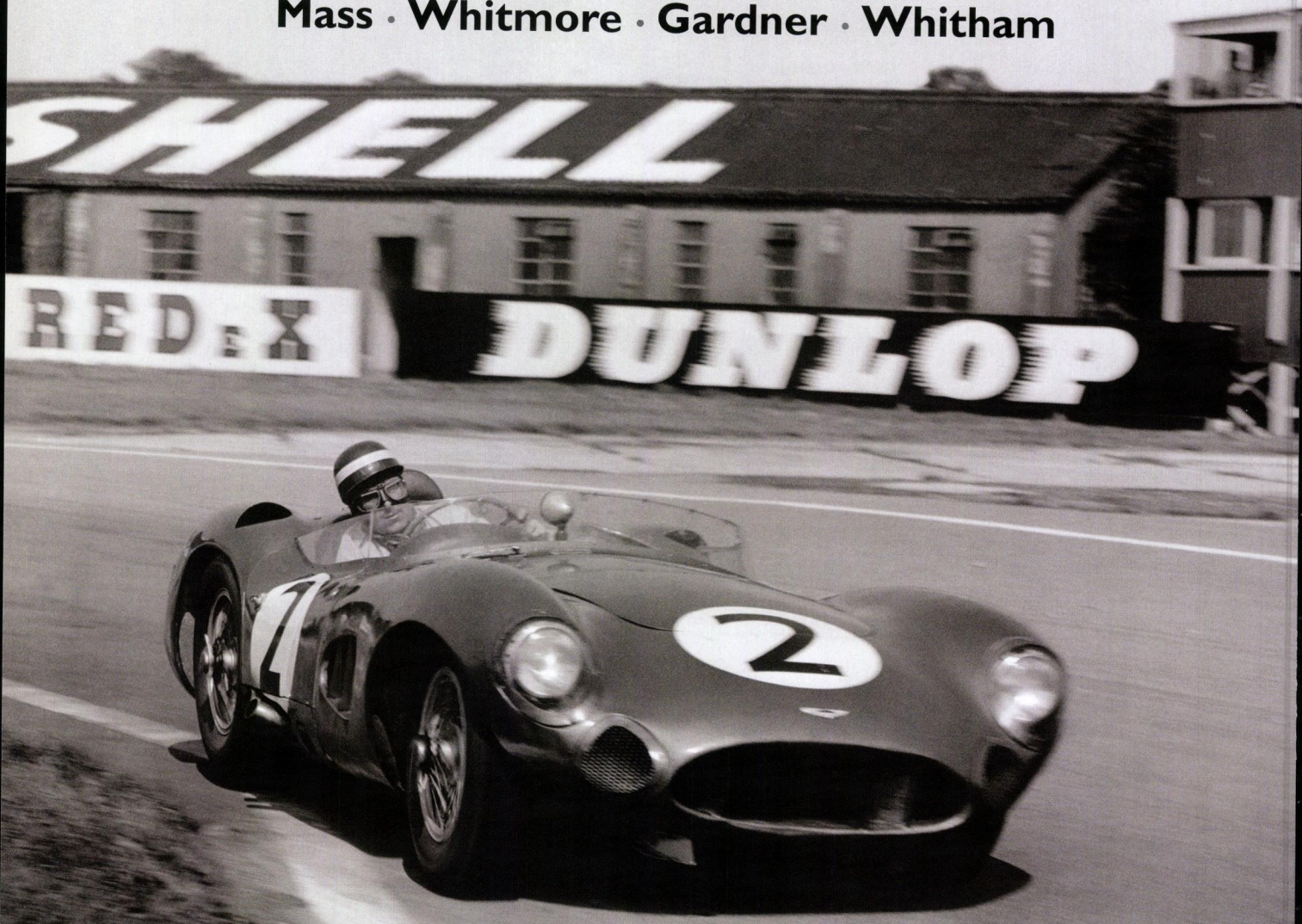


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Chiron leads Phillip Fotheringham-Parker's 6CM Maserati and the Alfa-Aitken of Tony Rolt in the 1949 British GP. Only the 6CM would finish – in 11th, having also been driven by Duncan Hamilton

had arranged for all of his drivers to stay at a small hotel in Monza. Louis said no, that hotel did not have the proper amenities and he would stay instead at the Principe di Savoia in Milan. Meo said no to that, and if Louis did not stay with the team as ordered he should not expect to be back for the following year. Louis stayed at the Savoia anyway, thinking Meo was bluffing. He was not; Costantini abhorred having his orders disregarded.

"And there was a further matter: the marriage of Freddy and Baby Hoffman was falling apart – and Louis was the reason... Moreover, the romantic triangle had another side added to it when, during the season, Meo began flirting with Baby. This infuriated Louis, and strained even further the less-than-harmonious relations he already had with Meo. There were some bad scenes between them over Baby.

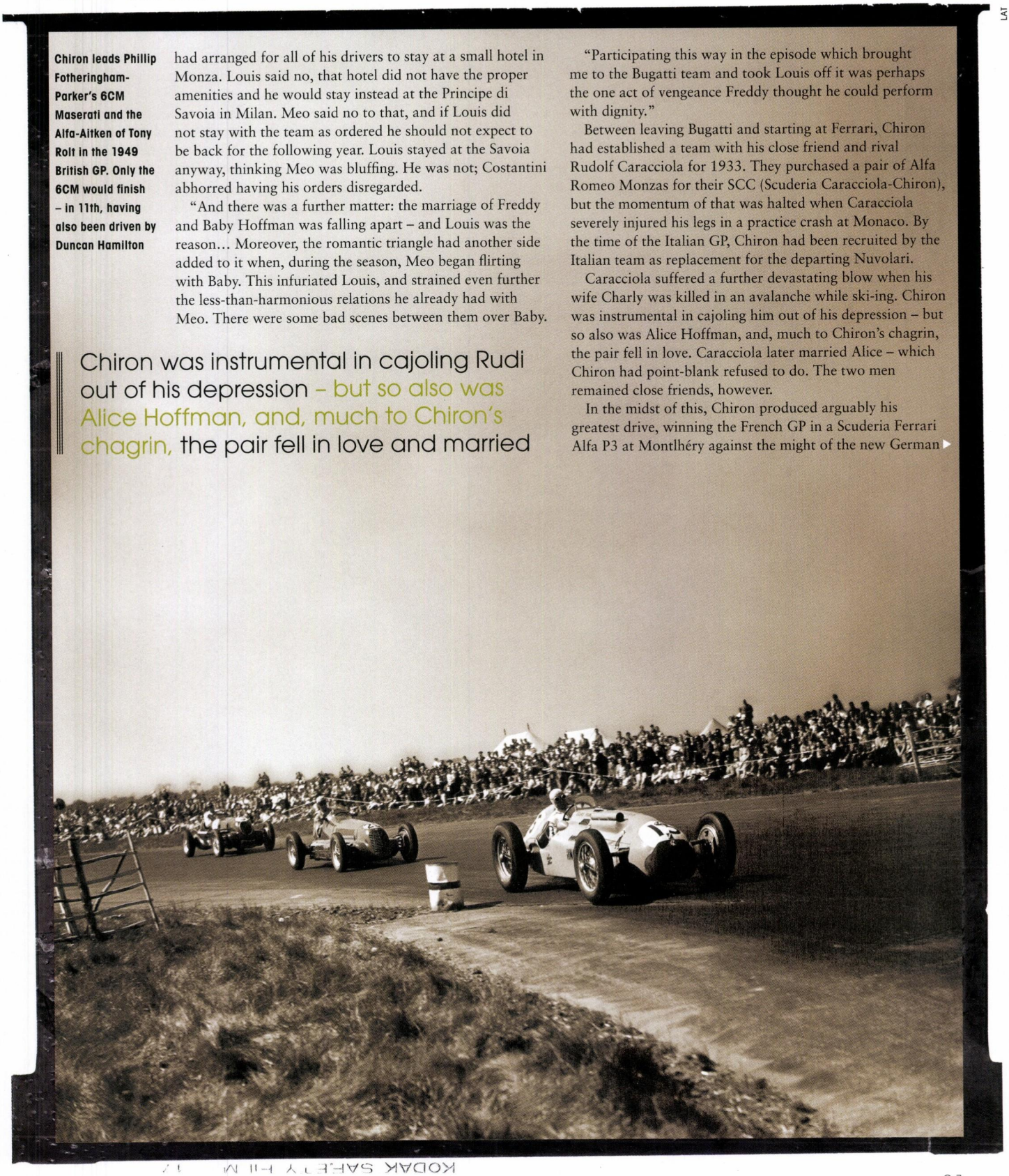
> Chiron was instrumental in cajoling Rudi out of his depression – but so also was Alice Hoffman, and, much to Chiron's chagrin, the pair fell in love and married

"Participating this way in the episode which brought me to the Bugatti team and took Louis off it was perhaps the one act of vengeance Freddy thought he could perform with dignity."

Between leaving Bugatti and starting at Ferrari, Chiron had established a team with his close friend and rival Rudolf Caracciola for 1933. They purchased a pair of Alfa Romeo Monzas for their SCC (Scuderia Caracciola-Chiron), but the momentum of that was halted when Caracciola severely injured his legs in a practice crash at Monaco. By the time of the Italian GP, Chiron had been recruited by the Italian team as replacement for the departing Nuvolari.

Caracciola suffered a further devastating blow when his wife Charly was killed in an avalanche while ski-ing. Chiron was instrumental in cajoling him out of his depression – but so also was Alice Hoffman, and, much to Chiron's chagrin, the pair fell in love. Caracciola later married Alice – which Chiron had point-blank refused to do. The two men remained close friends, however.

In the midst of this, Chiron produced arguably his greatest drive, winning the French GP in a Scuderia Ferrari Alfa P3 at Montlhéry against the might of the new German ▶



supercars from Mercedes-Benz and Auto Union. Aided by a jumped start, he led away and maintained such a strong pace that they broke trying to keep up.

He never looked like repeating the trick in 1935 (unlike team-mate Nuvolari) as the German cars developed further. His path eased by Caracciola, Chiron secured a place on the Mercedes squad for '36. It was a partnership that promised much on paper but never really gelled. He crashed out at Monaco after qualifying on the front row and also crashed at the Nürburgring, being lucky to escape a scalping in this high-speed accident.

Chiron never returned to the German team; after recovering from the crash he took a drive with Anthony Lago, winning the 1937 French GP (an event run to sportscar regulations) at Montlhéry in a Talbot. He flitted in and out of retirement, a fading star unable to find peace with himself; there was even a trial with Auto Union in 1939, but that led nowhere.

Forty years old when the Second World War began, he nonetheless saw brief active service. But with the early collapse of France, he moved to the Free Zone and subsequently to neutral Switzerland. He was said to have helped smuggle allied airmen from downed planes back to Britain via Switzerland.

The early post-war racing years were very much like those in which Chiron had come to the fore: little manufacturer involvement and lots of small-time races. He made a comeback, driving for Talbot and Maserati. In 1947 and '49 he even won the French GP, his disguising of a disintegrating head gasket during the latter race at Reims showing all the cunning of his great years. He didn't finally hang up his helmet until 1956, after retiring his OSCA S750 from the Mille Miglia because of clutch failure.

Thereafter he settled into the role of Clerk of the Course for the Monaco GP and Monte Carlo Rally, the latter an event he'd also won, with Lancia in 1954. He maintained this role until 1968, and died in 1979. Ⓜ

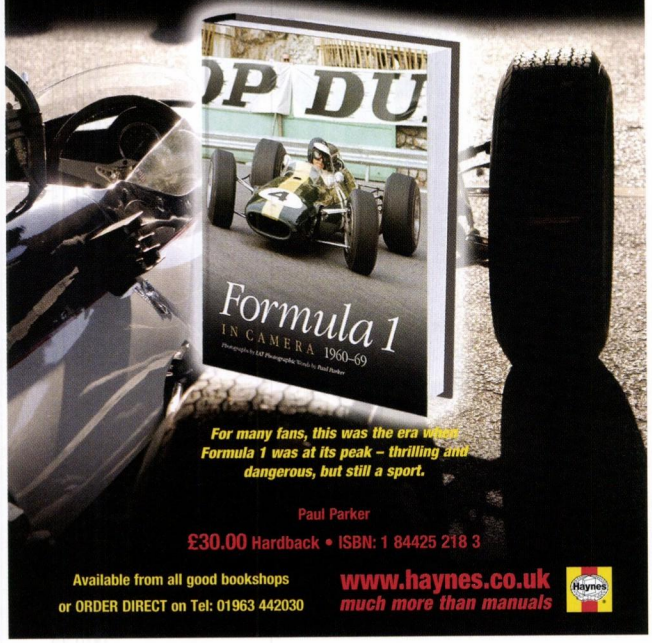
> In 1947 and '49 he even won the French GP, his disguising of a disintegrating head gasket in the latter showing all the cunning of his great pre-war years



Having withdrawn with a broken UJ, Chiron signals to Louis Rosier, his Talbot team-mate, at the 1949 British GP. Rosier would rise a place to third when Parnell's Maserati blew its drivetrain on lap 70 of 100

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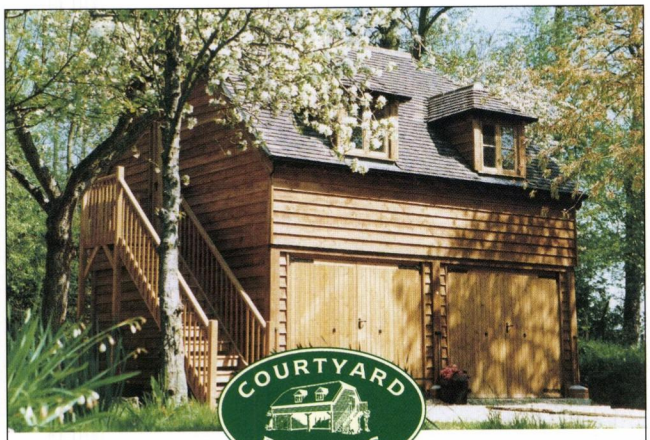
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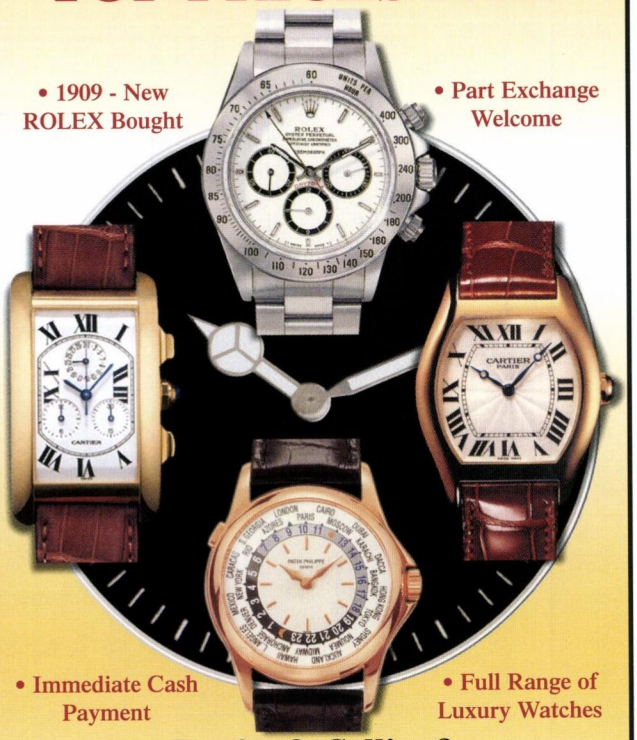
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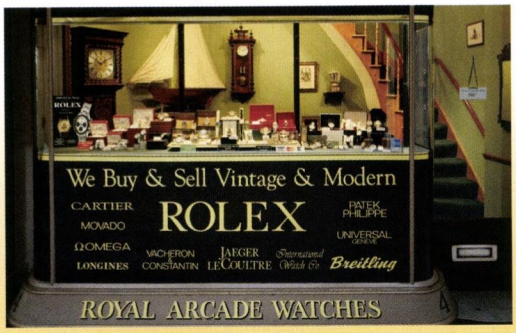
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Panoz GTR-1

It was a case of 'about face' when an American hopeful asked Reynard to design its Le Mans contender; here both parties explain how the engine came before the driver

Words: Keith Howard. Photography: Michael Furman

If it was the Lister Storm which first demonstrated that a front-engined car could still hack it in modern sportscar racing, it was the Panoz GTR-1 which drove the point home. From the moment it first ran at Sebring in 1997, the 'Batmobile' was a thorn in the side of the establishment, just as, thanks to its distinctive sound and less than classically beautiful lines, it became a crowd favourite.

That a tiny sportscar maker from Georgia should bloody the noses of motorsport's aristocracy was remarkable. That Don Panoz, whose son Danny ran the road car business, should oversee this was doubly so, as his motorsports CV was a blank. But Panoz was not a man to underestimate, or mess with. His pharmaceutical company had, among other things, invented the nicotine patch and he was a wealthy man.

So when the rules were manipulated to hamstring the upstart, Panoz did more than get mad. He got even, by licensing the Le Mans name and ACO regulations to run the first Petit Le Mans in 1998, and the American Le Mans Series from '99. Thus the GTR-1 changed sportscar racing. Don Panoz and John Piper, technical director of Reynard Special Vehicle Projects which designed the car, talk about it below.

BEGINNINGS

DP: "GTR-1 came about because I said to my son that he needed a race programme to promote the road cars. He said he didn't have time, and I should do it. I said, 'But I've only been to four races in the whole of my life.' He replied, 'Oh, you'll deal with it.' I wanted the car to be the same footprint as the roadster, and that meant a front engine. I didn't know that there were other layouts to choose from. I then met Adrian Reynard, who had run across Danny at an auto show, and asked if he could do the job for us. He didn't raise an eyebrow; in fact he said the package could be outstanding."

JP: "Nigel Stroud and I went out to see Don Panoz in Georgia. He was insistent that, as Panoz only made front-engined road cars and he wanted the race car to promote the brand, the engine had to be in the front. Nigel and I looked at each other and wondered how on earth we were going to make it work. On the plane back we were literally scribbling ideas on napkins, and the more we discussed it the more excited we got. We weren't sure that it would work, but it was a challenge; an opportunity to do something different."

PACKAGING

JP: "We had to get the engine far enough back for the front diffuser to work well, and we tried to achieve the best weight distribution for a rear-engined car. The limiting factor was the distance between the driver's right buttock and the rear wheel. By getting the engine right up against the front bulkhead and putting the transmission in the back, with a propshaft between them, we were able to do it, and hang the rear suspension from the gearbox just as in a rear-engined car. We achieved about 44:56 front/rear weight distribution – we'd have liked 42:58 but that was the best we could do. What we didn't know was how this would affect the car's polar moment, or how the driver would cope with sitting so far back."

ENGINE

JP: "It was a shame about the [Roush-prepared Ford V8] engine. I don't think it was bad in itself, although it didn't have the power or response of its competitors. We wasted a lot of time at the beginning with engine management issues, and I don't think that Roush had fully appreciated how efficient an engine has to be at Le Mans. At the first Silverstone test we spent three days just trying to get the engine running on all eight cylinders. All through the first season there were engine problems, and when that happens you fall behind on chassis development. It was extremely frustrating."

DP: "The criticism of the engine in the early stages is fair. Roush were using the Ford V8 in NASCAR racers which used carburettors, and still do. So I think that sophisticated engine management was more than they'd been exposed to."

AERODYNAMICS

JP: "Nigel Stroud did a fantastic job of the aerodynamics. One of the major problems was cooling and he did a really good job of ducting the air over the front suspension, through the radiators on either side of the engine and then out through the body sides. That was quite a feat. There was a lot of playing with the duct entries – too far forward and we got lift, too far back and they didn't work. The large bonnet was also a potential front lift problem, which is why it ended up such a beautiful (!) car – its shape was driven by Nigel's aerodynamics. Having the cabin so far back also posed a problem for airflow to the rear wing, which is why we ended up with the duck tail. It was a great step forward, that."

POLITICS

DP: "When DAMS ran the GTR-1 for the first time at Sebring, it set a track record. That was the start of the controversies with Andy Evans [president of the International Motor Sports Group and then-owner of Sebring]. He was in a Ferrari 333SP and radioed in that he'd been trying to pass our car and couldn't. He then announced that they'd have to penalise us, on the radio for everyone to hear. We were penalised 100lb and told the order our drivers were to race in. Things got worse in '98 when we went to Daytona and were penalised 300lbs – Michelin said that their tyres weren't designed for the car weighing that much. That's when I came up with the idea of starting the American Le Mans Series."

Frontal assault: Panoz was first front-engined design at Le Mans for years. Ford V8 was mounted well back for balance and to feed air over front suspension to side radiators


GOODYEAR
EXXON

is 30 years past, the mountains still echo to the scream of competition cars

Words: Johnny Tipler. Photography: Antony Fraser

You're a Time Lord and you've just materialised at Campofelice in Sicily. You ask what year it is. Early 1970s, judging by the 60 or so sports, GT and touring cars filtering through the town. You'd be forgiven for thinking it was 1973, to be precise, as the ratio of Porsche Carrera RSs, Lancias Stratos and Fulvia, Alfa GTAs and Alpine-Renault A110s on the entry list of the centennial event (held in June 2006) was entirely consistent with that of the last Targa Florio to boast world championship status.

The days of an 11-lap, 490-mile Targa are long gone, sadly. Even this









> Their progress can be enjoyed for miles as they wind up and down gradients and gearboxes until they blast by, drivers working like mad

island's carefree populace understand that this can never be revived. So the 21st century version was a comparatively tame three lap's worth of regularity rally stages, the 44.7-mile Piccolo Madonie having been chopped into three timed sections. But it lacked nothing in the way of action for all that, as full-shot race cars hammered over the mountain roads. Flagged away at minute intervals from the old Cerda pits, their progress (complete with spine-tingling soundtrack) could, from innumerable lofty vantage points, be enjoyed for at least a couple of miles as they wound up and down gradients and gearboxes until they blasted by, drivers working like mad.

Based at the ancient coastal town of Termini Imerese, the 2006 anniversary encompassed a lap of the island in the style of the old *Giro di Sicilia* race, a concours, an art exhibition, a vintage car display and an autojumble, before culminating in the weekend's regularity event. For the latter the Palermo Automobile Club and facilitators Promoinvest had attracted an impressive field of mainly Italian-crewed GTs, plus a smattering of Prototypes. The oldest runner was Martin Shelley's 1911 SCAT, which gamely managed a couple of laps, as did David Biggins' 1913 Nazzaro – both winning marques in their respective years.

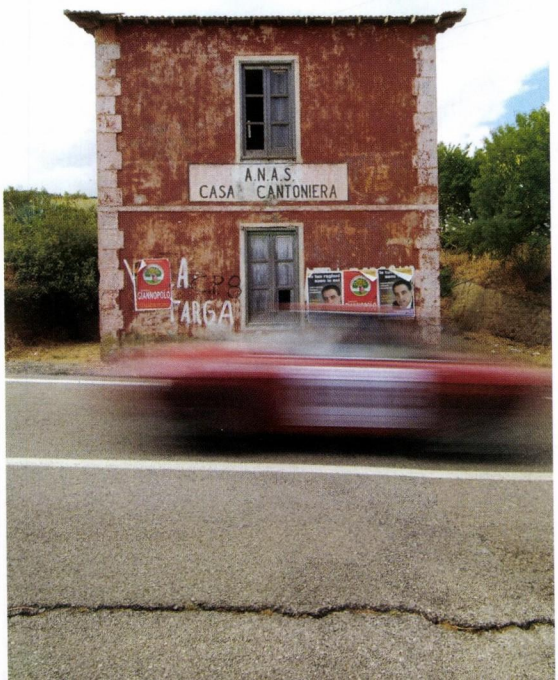
The tortuous course is composed of poor-quality B- and C-roads. Rockfalls and slumping asphalt are spectacular in places. Sometimes half the road has fallen away. It was never this bad in the old days, according to 1968 winner Vic Elford, although, as he says, "The potholes and deformed surface were often further complicated by the fresh application of animal by-products!" And much of it is Armco-lined now, which wasn't the case in the 1960s, when spectators did the job.

In 1970 Elford hurtled his Porsche 908/3 up Cerda's high street at 150mph; this time there was no racing through the towns, but they all still hustled smartly through Collesano ▶









This page: Two Lancia Stratos took part. This is Tiziano/ Benaduce's version (above); Sicily is the spiritual home of flaking paint (left); Alfa Giulietta Berlina nips through Cerda

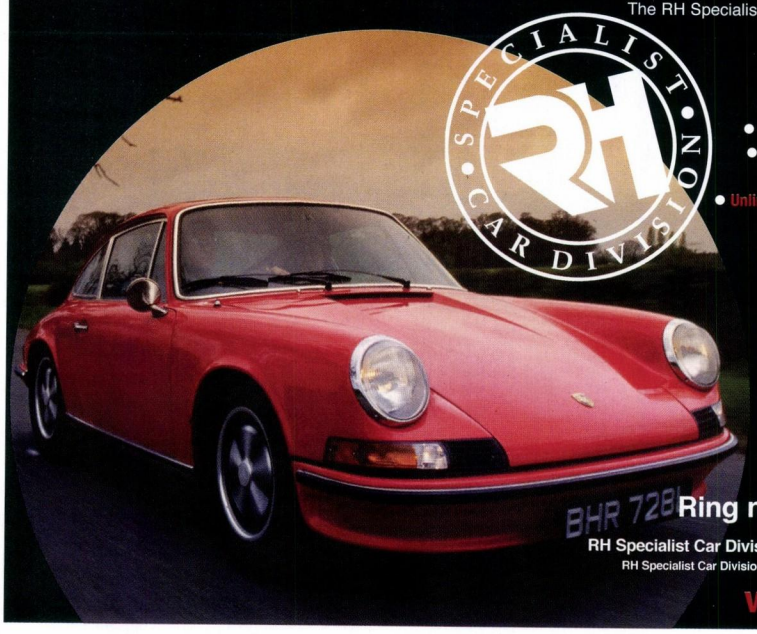
Opposite page: Osella was among the more modern machinery (far left); the plucky 1913 Nazzaro of Britain's David Biggins was among the oldest

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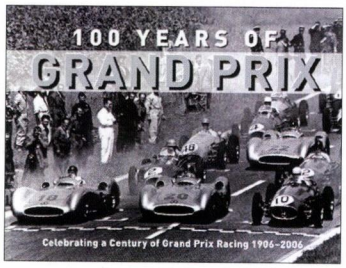
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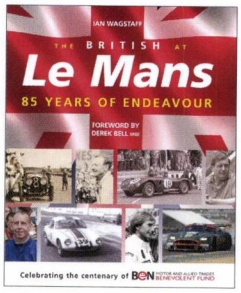
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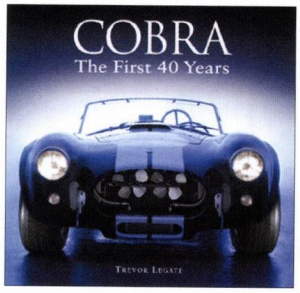
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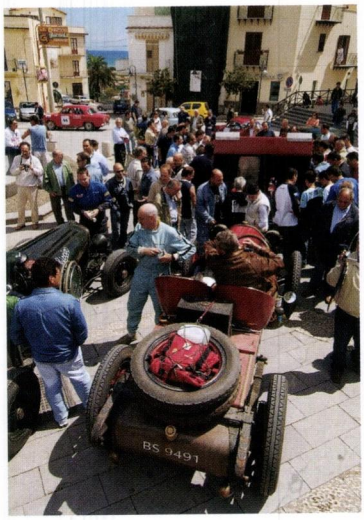
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three times, including the Targa – and thus looked a reasonable bet this time around in the absence of works Porsches. Alfa, however, had been regularly humiliated by Ferrari's 312PB, and although Maranello sent just one car to Sicily, it was enough: Alfa finished 2-3; Vic retired when his engine let go on the first lap.

Vaccarella had his Targa dramas too. Although he crashed his Ferrari 330P4 on the second lap in 1967, throwing away a huge lead in the process, he still cites it as his favourite car. He better enjoyed his stints with Alfa Romeo, though: "I got on very well with [chief engineer] Carlo Chiti. He was a good man whom you could talk to, whereas

Elford was a race/rally driver with a prodigious memory for a road. Vaccarella taught law at a Palermo school and would learn the circuit on balmy evenings

and were mobbed by enthusiastic locals at the Campofelice checkpoint. Elford, who drove the Porsche Cayman course car, and local hero Nino Vaccarella – a winner in 1965 with Ferrari, and in '71 and '75 with Alfa Romeo – who was competing in a Lancia Aurelia on this occasion, were made honorary citizens of Termini Imerese in a gala dinner ceremony.

In their heyday Elford and Vaccarella were regular Targa sparring partners and occasional team-mates. The former was a race/rally driver with a prodigious memory for a road. The latter taught law at a Palermo school and could be heard religiously learning the circuit on balmy evenings. Both knew this bewildering course like the back of their hands.

More noted for his sportscar performances with Ferrari – for whom he also won the 1964 Le Mans 24 Hours – and with Alfa Romeo, Vaccarella was paired with Jo Bonnier in the Porsche 718GTR that came third in the '62 Targa Florio.

In turn, Elford, a Porsche stalwart, returned from a stint developing Can-Am Toyotas at Fuji to drive for Autodelta in 1972. Partnered by another Porsche refugee, Gijs van Lennep, Vic's weapon was the V8 Alfa Romeo T33TT3, the precursor of which had been very successful in the 1971 world championship – winning Enzo Ferrari was more difficult."

Vaccarella came close to another Targa win in 1970, sharing a Ferrari 512S with Ignazio Giunti. They kept the purpose-built, lightweight Porsche 908/3s honest until their 5-litre car's profligate mpg caught up with them and they were forced to settle for third: "The Porsche was easy to drive; the Ferrari was more powerful, much more difficult. Two laps was okay, but you were tired after that."

The 2006 winners, Antonio Stagno/Sergio Palazzolo in a Porsche 911 RS 2.7, were hot and sweaty, though they didn't look exhausted. But it's the spirit that counts, and there was plenty of that in Termini Imerese this year. Ⓜ

Clockwise from top left: Cars gather in Campofelice; Martin Shelley's 1911 SCAT was the oldest car present; Alfa GTA exits Collesano's hairpin; BMW 2002 of Savioli/Certisi

Duncan Hamilton and Tony Rolt soldier on to an impressive sixth place in the Nash-Healey Coupe - Le Mans, 1951



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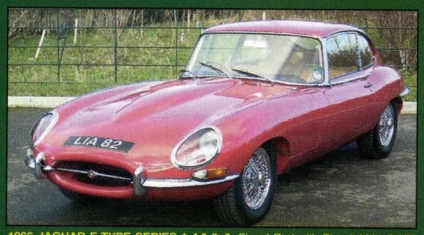
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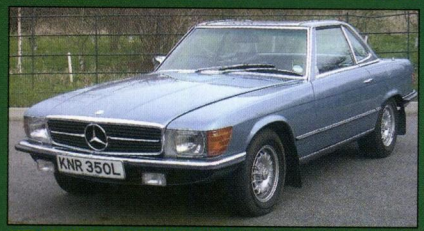
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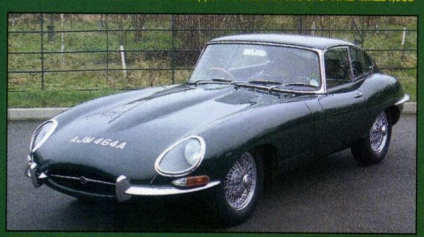
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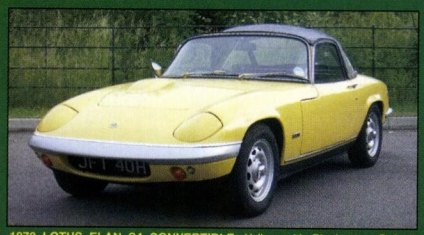
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1968 TRIUMPH 2000 MKI. White with Red trim. Prepared for historic rallying using the best of components in a superb shell. Works type dash, competition seats, overdrive, Motolita wheel, adjustable suspension, minilite wheels, spot lamps, reversing light. Could not be replicated for double this figure **£15,000**

1985 MERCEDES BENZ 280SL. Signal Red with Black hide, 3 owners, 62K miles with total dealer history. Last service at 61K, equipped with rear seat, hard & soft tops, cruise control, radio/cass, alloy wheels, front fogs, ABS, elec windows, aerial & locking, fire extinguisher etc. Examples of this quality rarely come onto the open market **£14,995**

1998 MGR V8. Woodcote Green with Cream hide. UK supplied, 21K miles, alloy wheels, music system, air con, alarm etc. Recent new mohair hood and screen frame, in exceptional condition. An R V8 has timeless looks with modern mechanicals **£13,995**

1973 TR6 PI. Triumph Racing Green with Black interior/hood, original UK car, O/D. 125 BHP. A total, chassis up restoration completed some years ago using a new heritage shell; little use since. Very few owners with an interesting history; not your average example.....**£13,995**

2001 WESTFIELD MEGABLADE SE1 980 FIREBLADE. In Chrome Yellow with Black carbon trim. 2 owners, 10K miles, factory new build, alloy wheels, uprated engine, half tonneau etc. Awesome performance & handling, 0-60 4 secs; impeccable condition. **£12,995**

1972 TRIUMPH TR6 150 PI. Signal Red with Black trim, overdrive etc. A well restored UK example of the more desirable big BHP car; very good value.....**£12,995**

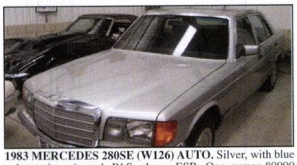
1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value.....**£11,995**

1969 MGB 1.8 ROADSTER. Royal Blue with Black hide & Black mohair hood. An exceptionally well restored example, panel gaps to die for, uprated with five speed gearbox, gas flowed head, K & N filters, 5" CWW, uprated suspension, wood rimmed steering wheel etc. An outstanding example **£10,995**

1990 TVR S2 2.9S CONVERTIBLE Oceanic Blue with Grey hide. 3 owners, 26K miles with a superb history. Equipped with factory uprated engine, 5 speed gear box, alloy wheels, music system, elec windows, alarm system etc. Was originally a works demonstrator 'press car'. An exceptionally low mileage example in outstanding condition **£8,995**

1972 TVR 2500 M COUPE. Renault Yellow with Yellow & Black hide. Only 3 owners & 20K miles from new. Recent total ground up restoration costing in excess of £15,000, walnut dash, alloy wheels, sun roof, HRW, music system etc. An outstanding example and so rare in this condition **£8,995**

1983 PORSCHE 924 LUX. Guards Red with Black pin stripe trim. 90K miles with extensive service history. Sun roof, alloy wheels, elec windows, driving lamps, radio/cass, P.D.M. etc. An exceptional example and superb value.....**£4,495**



1983 MERCEDES 280SE (W126) AUTO. Silver, with blue velour trim, aircond, PAS, alarm. ESR. One owner 80000 miles with FMBSH. This car is AS new, amazing, and just out of its box **£8,950**



1985 BENTLEY MULSANNE TURBO. Lagoon blue with Champagne leather, blue dash top and blue carpets. 63,000 miles only with FSH. Sold by us to its last two owners (10 year period). Without question one of the nicest you will find. Stunning..... **£14,950**



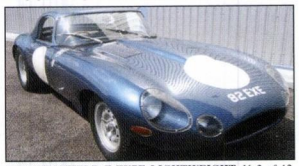
1985 (Dec) FERRARI TESTAROSSA. Rosso Corsa with Niro leather. Air con, multi CD, alloys, 38,000 miles with FFSH (belts just done). All invoices, MoT's, handbooks, tools etc. In concours winning condition. I have not seen a better example to date..... **£38,950**



1984 ROLLS-ROYCE CORNICHE CONVERTIBLE. Redwood with magnolia trim, piped st-james. 59,000 miles, full service history, stunning example, that drives as it should. Please see website for full details, etc..... **£34,950**



1959 LOTUS ELITE, S1. Lotus Yellow, with silver fox roof, and tan leather trim. Restored to concours winning standards, everything as new, and correct, available with full FIA papers if required. One of the best in the world. **£39,950**



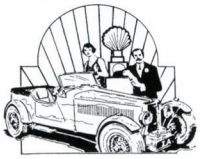
1994 WINGFIELD E-TYPE LIGHTWEIGHT. No2 of 12. Built for its first owner (Sir Anthony Bamford) to a very high spec and standard, Please see our web-site for full details etc or contact Martin Daly **£79,950**



1971 JAGUAR E-type V12 FHC, AUTO. Black with original tan leather, air con, chrome w/w, lhd. In mint, rust free condition, this stunning car looks 2 years old, and has matching numbers, and total history, the best we have seen **£24,950**

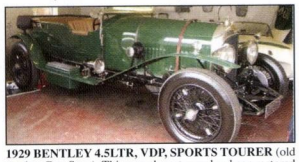


1966 BRISTOL 409 COUPE AUTO. Goodwood green with tan leather trim, Minilite wheels, selectaride, massive history file, superb example, very hard to find like this, please view our web-site. **£25,950**

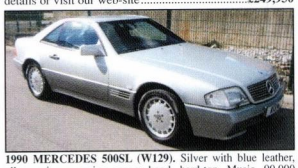


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1929 BENTLEY 4.5LTR, VDP, SPORTS TOURER (old mother Gun Spec). This superb motorcar has been restored to concours winning standards by a leading Bentley expert. One of the best 4.5lts in the world today, now upgraded to (old Mother Gun Rep spec). Please phone e-mail for full details or visit our web-site..... **£249,950**



1990 MERCEDES 500SL (W129). Silver with blue leather, alloys, aircon, cruise, power hood, hard-top. Music, 90,000 miles with full Mercedes Main dealer history. This car looks 2 years old (best we have seen) **£16,950**



1954 AUSTIN HEALEY 100/4. RHD, Ice Blue with blue leather trim. Matching numbers. Heritage Cert, wire wheels, overdrive, weather equip and some M-spec (factory options). Subject to a concours-winning restoration. I have not seen better **£36,950**



1931 BENTLEY 8 LTR SALOON (by Mulliner). First production model, (YF5001). Historically the most famous of all Bentley 8 ltr saloons. Please see our web-site..... **£POA**



1965 ROLLS ROYCE CLOUD 111, CHINESE EYE, CONTINENTAL COUPE, BY MPW. Signal red with original black leather, air con, over rugs. This superb car has just received a circa 26k recommission after storage. (Not to be confused with other examples.) Number plate with or without car if required. A superb original example ..... **£ POA**



1964 BRISTOL 408 MK1. Silver over black, with light grey leather, subject of a concours body restoration in 1997 and a full restoration program over the last 10 years (3000 miles) since. This is one of the best examples in the world. Please see our web-site. **£26,950**



1969 MERCEDES 280 SL PAGODA, LHD, AUTO. Ivory white with full black leather piped red. Hard and soft tops, mohair hood, factory air con, matching numbers, concours restoration circa 5 years ago, and superb in all respects **£28,950**

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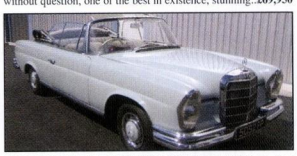
1982 FERRARI MONDIAL 8. 5 speed manual, silver, red leather 48,000 miles FSH, all books, tools, etc. Aircon, superb, original mint example (very very rare like this) **£18,750**



1964 ALFA ROMEO GUILIA SS BERTONE (LHD) matching numbers. This superb, mint example is in Alpine white with blue/grey trim. Paris main agent show car and has spent all its main life in France. Car recently fully recommissioned by Swallow Engineering, arguably the best there is..... **£34,950**



1973 FERRARI DINO, 246GT. Rosso corsa, (Ferrari-Red) with original tan trim, RHD, 71000 miles, with total history from new. Body and engine restoration, by the country's leading Dino expert, In the last 4 years, featured in book/magazines and without question, one of the best in existence, stunning..**£69,950**



1964 MERCEDES 220 SEB CONVERTIBLE, AUTO. Horizon blue with grey leather and dark wood trim. Blue mohair hood. Restored to Concours winning standards by its last owner of 27 years. Full documented history from new and without question the best we have ever seen. A very rare and Mint motorcar. Please see our web-site for more photos/details **£49,950**



1996 PORSCHE 993 CARRERA 4S. Midnight blue with grey leather trim. air-cond, alloys, ESR, 50000 miles with FPSH. Mint, unmarked and original **£36,950**



1956 BENTLEY S1 SALOON. Velvet green with tan leather trim. This superb and original example was fully recommissioned circa 5 years go to a very good standard and then sold by us to its last famous owner. Stunning at..... **£26,950**



1994 MERCEDES SL280 SPORTS. Nautic blue with light tan leather, alloys, air con, power hood, hard top. Full electric pack. 60,000 miles. FSH. Mint and stunning value **£14,950**



1924 TALBOT DARRACQ, 2 DOOR BOAT TAIL WITH DICKEY-SEAT. This superb and rare motor car spent a large amount of its life in New Zealand, before it went to its last owner of many years. Recently fully re-commissioned, after dry storage, a delight to drive **£28,950**



1957 JAGUAR 3.4 MK 1 MANUAL. Black with original red leather trim and rear spats. 54,000 miles only with a total history from new. Superb mint original car with all books, tools etc. Matching numbers. Original bill of sale, log book etc. Stunning **£16,950**



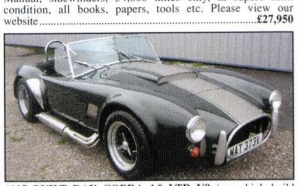
1906 DE-DION BOUTON (MODEL AM) 9HP. 2 seater, restored by its last owner of 23 years, VCC registered with dating CERT. No 1461. Has just been fully re-commissioned in our work-shops after storage, please see our web-site.... **£36,950**



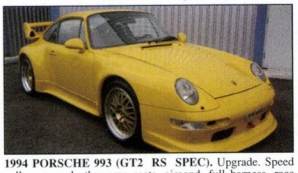
1937 ROLLS-ROYCE WRAITH. Sports alloy body saloon by Park Ward (original Factory experimental car). Very famous and important example. Please see our website or contact us for full details etc **£44,950**



1968 CORVETTE STINGRAY 327CI (upgraded to 400 bhp). Manual, sidewinders, 54,000 miles only, in superb mint condition, all books, papers, tools etc. Please view our website **£27,950**



1997 BUILT DAX COBRA 4.0 LTR V8 (very high build quality and spec). Space frame chassis, full Jaguar running gear. Genuine Halibrand wheels, bronze green with silver centre, black leather, Cobra seats, side winder exhausts, chrome roll-bar. Less than 4,000 miles. Stunning and very fast..**£24,950**



1994 PORSCHE 993 (GT2 RS SPEC). Upgrade. Speed yellow, grey leather race seats, aircond, full harness, race brakes, wheels, suspension, full RS body-kit. Sports exhaust. Ideal (Intermarque Racing) or track day car. Two owners and full Porsche history. Stunning **£36,950**

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1997 Mercedes E320 Cabrio.Sportline, One owner, FMSH, (one of the last ever built).
1999 Jaguar XJR Supercharged V8 (ex Alan Shearer) FJSH Superb.
1956/8 Bentley S1, Choice of two Lovely Examples, One Blue and The other green, Both with Good History.
1936 Rolls-Royce 20/25 Sports Coupe, Ex(Wolf-Banato).
1964 Mercedes 220 SEB Coupe. Manual, one owner, mint.

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Pop quiz: Iraq was invaded in order to a: unseat a despotic dictator b: secure oil supplies c: prop up a shaky administration by taking the focus off domestic issues; the representative from California has the floor. Depending on your point of view it could be any of the above I think of them as political, probable and cynical. How about this, a well known soft drinks company wants to sponsor some natural forest to a: help ensure the bio diversity of the planet b: give it's image a green tinge to appeal to the increasingly environmentally aware buyer c: deflect the criticism regarding the amount of water needed to produce a litre of drink (1 drink: 3 water) in the developing world, sucked out of the ground for miles around the production plant. We should care these are real world issues of life and death.

Away from the real world the last three weeks have been a hectic whirl of travel and hotels. Firstly the Tour Auto driving from Paris to Cannes taking in racetracks and special stages, barely a moment to enjoy the cuisine or the scenery, there was even less time to sample the wine but we did our best. Following this was the Mille Miglia, which I didn't go to, but we had a few cars on it and I had to deliver one to Amsterdam in the gap between the Tour and the last trip abroad to the 5th Monaco historic. This year was supposed to be a bit of a road trip, driving some cars down to the principality one car competing then a trip back, it almost went to plan!

The first spanner in the works was the inclusion of two single seater racing cars on the trip, scratch me driving an olden down, still it pays the bills. The one competing Bugatti was going to drive down, that is IF it was finished. It was the week before we left; it did about 100 miles in England before taking the ferry from Portsmouth. We took the ferry to Calais meeting up with the dicer in Chablis. Part one of the journey complete or should I say complét, well it was France! From Chablis our paths diverged again, not that they were supposed to, another change of plan! We headed for Aix en Provence but with a rush of blood to the head the 35 was piloted via Grenoble in order to better enjoy mountain scenery. This put our next stop squarely around Cannes only guess what, Film Festival weekend, not a hotel to be had so when a hot and bothered call came from 60 clicks into the mountains you could hear the relief when I asked him to book the hotel off the village square "have a drink and we'll be there in a bit". I wonder what the ratio of race miles to transported miles is for historic single seaters?

Thursday we swept magnificently into Monaco and the first bureaucratic run in of the weekend, we had two racing cars but only one letter, as one of my favourite songs goes "you can't come in". Time to use our secret weapon when faced with a bloody-minded French bureaucrat become loud and English. Next stop the paddock, unload the cars and try to park. " Go to the top of zee ill" at the top of the "ill" we were sent to the bottom of the "ill" where we were told we were too big to park "go to the top of zee ill" secret weapon time! Two nights in town before practice.

Eight hundred odd miles and ten laps of the famous road course and the cam drive of the Bugatti cried enough, strictly I suppose eighty years of use then enough. Strip car in paddock, fly parts from England, fix car go to bed at 3am. Race day, Bugatti wins it's class, as does the Lotus 20 (single seater #1) Tec Mec 2nd overall (single seater #2). Black ties as it's now gala dinner time, we seem to have one suit too many! Time for a phone call and a quick trip across town to an inappropriately attired racing driver. At the beach club the roof opens for a better view of the fireworks, how cool is that!

Monday morning and we are all old news, even getting a taxi is a problem which meant we got away late; mind you some people were late away as they lost one of the party completely Le Rascasse is a dangerous place especially for blondes. On the trip back we stopped to look at a 57S that is for sale, and a Bugatti bicycle that isn't, spent the night north of Lyon at a Chateau I had stayed at during another trip across France driving a Bugatti. We had one more run in with French bureaucracy in the form of three motorcycle Gendarmes no secret weapon this time, they carry guns they informed us that the Bugatti was not allowed on the auto route and would have to follow N roads. It did for two junctions!

Back in the real world and Motorsport is green again and no longer part of Haymarket, which is a shame as one revelation of the trip was the pole dancing antics of one of the advertising staff. The relaunch seems to have improved things long may it continue, the interview with Max Moseley in the last issue was good from our point of view as it reinforces the role of recreations in historic motorsport and as we occasionally make facsimile T37, T35, T35B, and 51 Bugatti's it must be good news, the crushing of replica Maserati's in Italy is less encouraging. Pop quiz the new HTP has been introduced to a: guarantee the preservation of historic cars by allowing facsimiles to take the risks b: provide a new revenue stream and sense of purpose for bureaucracy c: protect the FIA from being sued by a buyer of a car authenticated by its papers. Who cares as long as we get to have a skid?
Tim

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Fantasy Junction

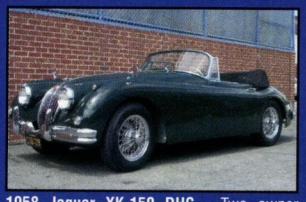
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1958 Jaguar XK-150 DHC. Two owner California Black Plate car. Restored with many effective up-dates including 5-speed and power steering..... **$85,000.**



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1955 Talbot-Lago T-26 Grand Sport. Very atrtractive car. 4 1/2 liter with three side-draft Webers, pre-selector. Solid car with great event potential. **$125,000**



1952 Siata 208S Berlina by Bertone, s/n CS057L. Paris Show car 1952. Only 4-seater Otto-Vu built. Charming car beautifully restored with history from new. .. **$275,000**

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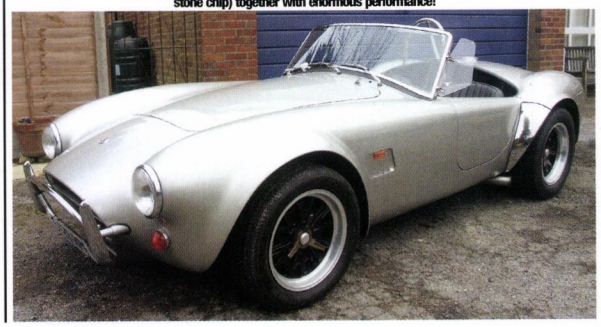
1991 AC COBRA LIGHTWEIGHT - R.H.DRIVE

The 'ultimate' example of only 26 genuine, original Lightweights, with a substantial number of additional features and modifications. 360 bhp. Black trim with full weather equipment. Chosen to represent the marque at AC Cars Centenary Display. Reg. No. ABW 119C. 9,800 miles and certainly among the very best of all the 'modern-day' Cobras.

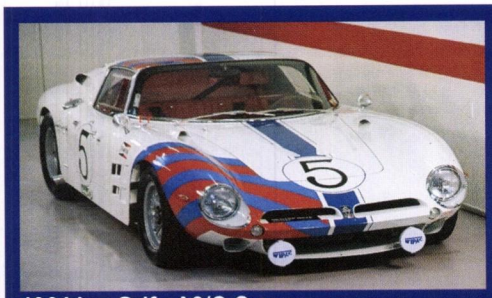


1989 AC COBRA 302 Mk IV PLUS - R.H.DRIVE

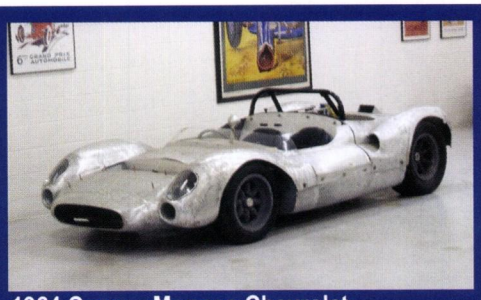
The Picadilly showroom car, fitted with a roll-cage etc. from new. Freshly built Peter Knight 380 bhp (dyno sheet) engine just installed; 3.77:1 diff., side exit exhausts, lots of other mods and extras, full weather equipment (in black mohair). 7,500 miles from new and in superlative condition (not even a stone chip) together with enormous performance!



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1913 Ford Model T 2-seat tourer with dickey seat	£14,750
1915 Saxon Model B 2-seat tourer	£9,500
1917 Ford Model T 4-seat tourer. LHD	£14,750
1923 Austin 12/4 Clifton 4-seat tourer	£18,250
1925 Lagonda 12/24 4-door saloon	£10,750
1926 Willys-Knight model 70 4-door sedan	£12,750
1927 Austin 20 (4-cyl.) none original 2-seat sports	£17,750
1927 Austin 20 (4-cyl.) drophead coupe with dickey by Mulliner	£22,000
1927 Vauxhall R-type 20/60 4-seat tourer	£26,500
1928 Chevrolet 20hp National 4-seat tourer. Body by Holden	£13,500
1928 Chevrolet 24hp National 4-seat tourer. Body by Holden	£12,750
1928 Rolls Royce 20hp rebodied DHC by G.Wylder, 1931, o/d	£42,500
1928 Star 18/50 Eclipse 5-seat tourer	£32,000
1929 Ford Model A 24hp fixed head soft top 2-seat & dickey. Lhd	£7,500
1929 Vauxhall 20/60 R-type Kingston Sportsman Coupe	£22,500
1929 Vauxhall 20/60 Hurlingham	£25,000
1930 Crosseley "Silver" 6-light saloon	£16,250
1931 Alvis 12/50 TJ 2-seat tourer with dickey	£22,500
1931 Star 18/50 Comet six light saloon	£16,500
1932 Austin 7 RN long chassis saloon	£5,750
1932 Star Comet McEvoy Special. Zoller s/c. Jensen body	£55,000
1932 Vauxhall Cadet 17hp saloon	£19,250
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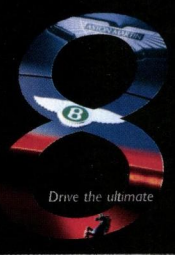
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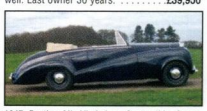
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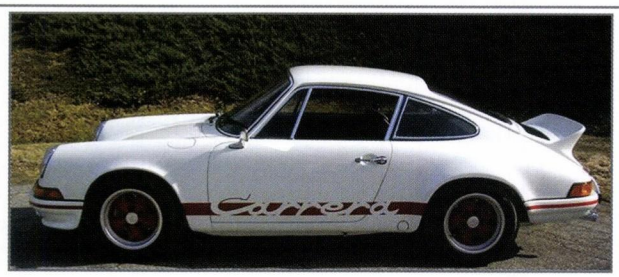


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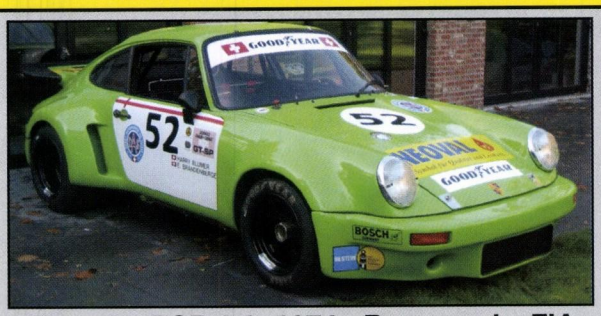
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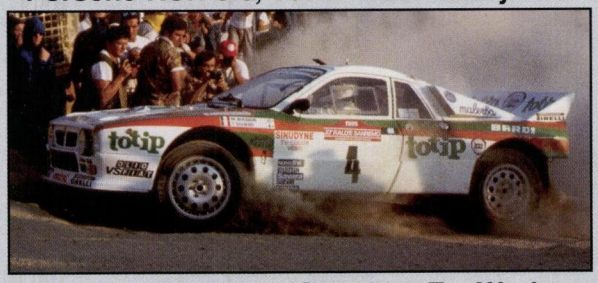
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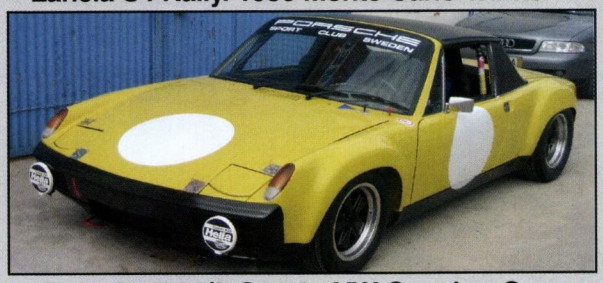
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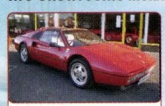
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1996 N - PORSCHE 911 (993) 3.6 C2 TARGA Arena Red Metallic with Marble Grey leather, usual specification including air conditioning, e/seats, e/panoramic glass sunroof, e/sunblind, sport chassis, sound package, 17" Targa alloys, FPorscheSH, just 30,000 miles from new £32,995



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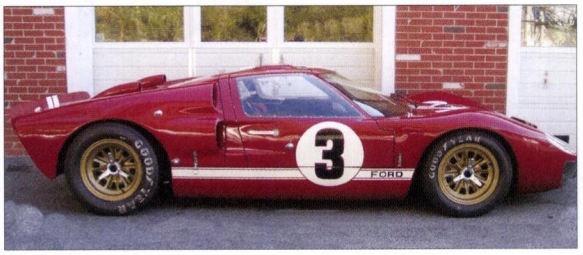
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1966 Ford GT/40 MK II 7-Liter



1966 Ford GT/40 MK II, 7-liter, one of thirteen built. The MK II GT/40 provided the first win for Ford Motor Company at LeMans in 1966. Three MK II 7-liter GT/40 Fords crossed the finish line simultaneously at the end of 24 hours. This car was present at LeMans in 1966 and remains in unrestored, but excellent running and driving condition, with original body work and paint. It is one of three that is known as an "Alan Mann Lightweight" as it was built with an aluminum clad (not steel) monocoque. The car also comes with its original Certificate of Origin from Ford Motor Company and has a well known provenance including being featured by Ford in their Autolite Spark Plug advertising of the period. It yet retains its original tachometer correction detail tag installed by Ford on all the LeMans 1966 MK II's.

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1970 Jaguar E-Type 4.2 Roadster LHD, Finished in BRG with suede green hide, a remarkably original Series 2 Roadster with complete documentation & huge recent expenditure (18k+). 63,000 miles believed genuine, ready to enjoy this summer. £22,950

Ferrari 512M, Nov 1994 M finished in Rosso Corsa with Crema hide and rosso carpets, Tubi sports exhaust, single CD, trackstar, 3 owners 8700 miles full main dealer history, belts just done, £61,950

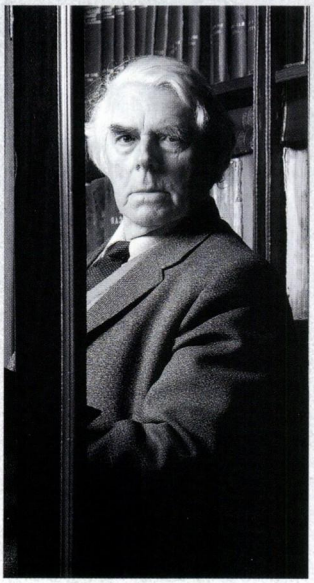
Bentley Arnage T 02/52 finished in Black Velvet with cotswold hide, mulberry toproll, split rim 19" wheels, wood dash, 3 owners, 16,000 miles, FSH, £83,950.

Rolls Royce Silver Spur Park Ward Limousine with division, 1999 V finished in Royal Blue with Sandstone piped blue, picnic tables, small rear window, white wall tyres, 10,000 miles, £POA

Mercedes G55 AMG, LHD, June 2002/02, finished in Graphite with cream Beige hide, massive spec including, liguatronic, TV, sat nav, heated front and rear seats, sunroof, 12,500 miles, £49,950

Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR



LAT

RACER, AUTHOR, SURVIVOR

Hans Ruesch won scores of pre-war races and then turned to authorship

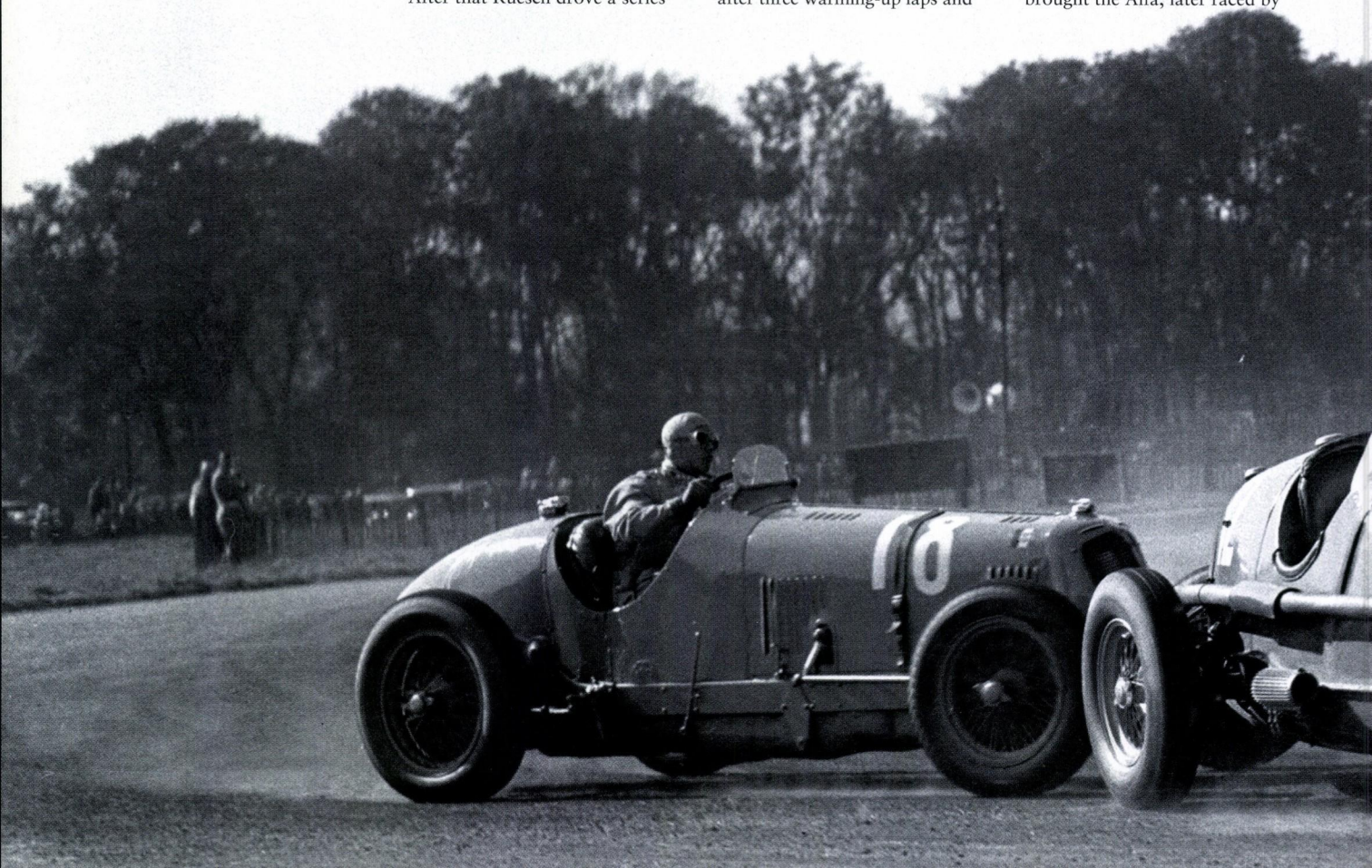
Hans Ruesch is about the last of the pre-war racers who is still with us. He was born in Naples in 1913, his mother a Neapolitan-speaking Swiss, his father a German-born industrial archaeologist, so the boy spoke both languages, and later added two more. After five years at a Swiss boarding school Ruesch went to Zurich University to study Law. He had begun writing books when very young, a profession he perfected in later years. After university he went to live in Paris and then in America.

He took up motor racing in 1932 with an Alfa Romeo, in which he was third in the 1½-litre class of the 308-mile Brno GP. After that Ruesch drove a series of Maseratis, in one of which he was ninth in the 1934 Italian Grand Prix, but in the 1934 German GP at Nürburg his Maserati was unplaced. In 1935 Ruesch was third in the GP of Norway on a frozen lake near Oslo.

In 1936 he acquired one of the Scuderia Ferrari's powerful straight-eight 3800cc 8C-35 Alfa Romeos, alleged to have been the one which Nuvolari drove in that year's Coppa Ciano. He took it to Shelsley Walsh for the September hillclimb and was second-fastest in the over-3000cc supercharged class, in 47.07sec, 0.2sec slower than Spikins' Hudson Special.

He shared the big Alfa with Dick Seaman in the 307-mile 1936 Donington Grand Prix. Ruesch went first, and took the lead after three warming-up laps and led to the lap-60 pit stop, when Seaman took over, after refuelling in 65sec. They had such a big lead that Dick had merely to cruise round, mostly in top gear, which he found very dull. Charlie Martin in his 3.2 Alfa was second, more than three minutes in arrears. Ruesch set a new lap record of 69.23mph, and lapped every car except Martin's. Neither driver had needed to go all-out; Ruesch had a mild contact with Bira's 2.9 Maserati but recovered quickly. Ruesch's friendship with Seaman was evident when Dick's manager Donald Findlayson negotiated for Englebert to provide tyres for the Alfa after the Scuderia Ferrari had ceased to supply them.

English racegoers were in for an exciting time when Hans brought the Alfa, later raced by







Dennis Poore, to Brooklands to drive in the Mountain Champion scratch race. He was beaten only by Raymond Mays' 2-litre ERA. His protest that Mays had jumped the start wasn't upheld.

The 1937 season started with a win in the Finnish GP from an SSK Mercedes-Benz and ERA R1A. This was followed by winning the GP des Frontières in the 8C-35 Alfa Romeo and the Bucharest GP, an easy victory. Also in 1937, the German GP on the Nürburgring produced an eighth place, and Ruesch was similarly placed in the Milan GP.

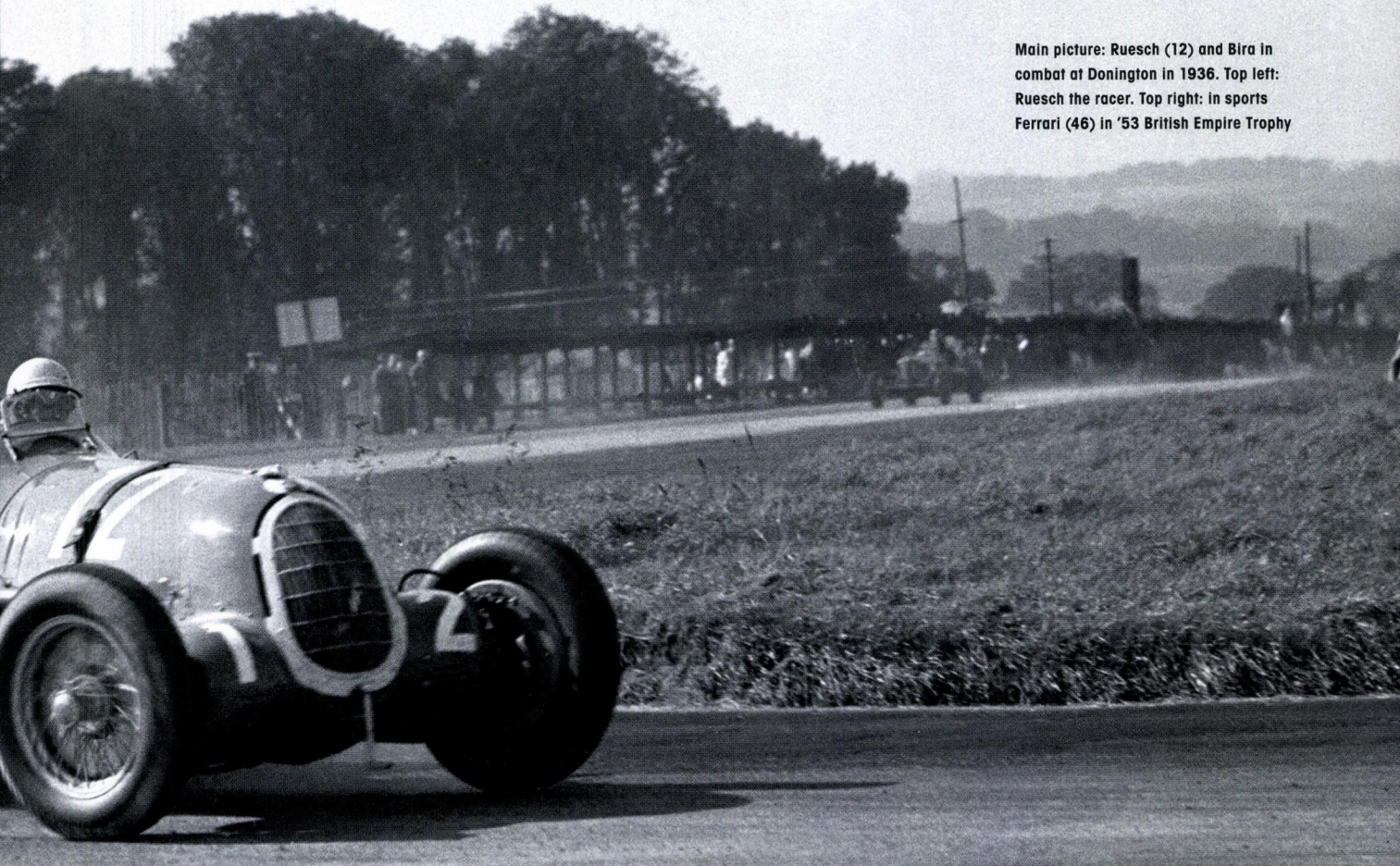
Ruesch went on to win the Brooklands Mountain Championship race that year after a splendid drive to take the Kathleen Drogheda Trophy, presented by Kathleen, Countess of Drogheda, CBE. Beginning with an opening lap of 71.88mph he then pulled out three at 81.65mph and two at 81.95mph, with his final 10th circuit of a course with two odd corners with which he could not have been particularly well acquainted, at 82.92mph, an average of 80.41mph. Dennis Evans' 2.9 Alfa was 22.8sec in arrears. On the record-breaking front Ruesch took a 3-litre single-seater Maserati to Montlhéry in 1933 and set a standing-start kilometre figure of 88.33mph.

Between 1932 and 1937 Ruesch claimed 27 wins, three second and five third places.

The worsening political situation made Hans give up racing and he turned to authorship. His novel *Top of the World* sold a million copies and was later filmed as *The Savage Innocents*, with Anthony Quinn and Peter O'Toole, and his *Racer* of 1938 was filmed as *The Racer*, starring Kirk Douglas. In 1949 he married Maria Louise De La Feld and they had three children.

Ruesch made a brief return to racing in 1953 with a 4.1-litre Ferrari sportscar. but in the GP of Supercortemaggiore it spun into the onlookers. It was his last race.

In the 1970s Ruesch became involved in the anti-vivisection movement, and has since become a leading figure in the animal rights and natural medicine arenas, writing many books and papers on these subjects. He lives in Paris but keeps a chalet in Switzerland. At the age of 92 he still writes and lectures.



Main picture: Ruesch (12) and Bira in combat at Donington in 1936. Top left: Ruesch the racer. Top right: in sports Ferrari (46) in '53 British Empire Trophy

Bill Boddy

A rare slip from DSJ

EVEN HOMER NODS SOMETIMES

I have always been very glad that Denis Jenkinson and I met at RAE Farnborough during the war, and that after I had realised his dedication to motor racing I told him he must write about it for *Motor Sport* when peace eventually returned.

This he did, with those long and outspoken GP reports, for some 40 years. These dispatches were unique, and sent back as he travelled around Europe; DSJ would even take the reader for a walk along the full length of the Le Mans 24-hour entries. I have no need to recall his wonderful Mille Miglia article describing how Moss, aided by DSJ's navigation, allowed Mercedes-Benz to win that 1955 road race at a record 97.96mph. This incredible piece of descriptive journalism has been republished many times.

This being the case I feel permitted to recall what ranks as DSJ's only mistake I remember when I was editing his copy. In one GP report he referred to a new racing car as having eight cylinders. I had never previously made any alterations to DSJ's reports, but in this instance I managed to contact him to say I would alter V8 to V6. His response was to send me a postcard with just a very large "V8" inscribed on it... However, at the close of his next report he had added a correction, to V6. But we are all allowed one mistake, are we not?



DSJ watches refuelling during a stop while towing Norton sidecar outfit plus Veritas sportscar to Münich in 1950

GP LIBRARY

Mille Miglia spin

NOT QUITE A LEVEL PLAYING FIELD...

A reader has drawn my attention to a statement in the *Daily Mail* of May 20, saying that the Mille Miglia of 1940 was won by a BMW at 103.6mph, a record which still stands. This is publicity for the new BMW 328 Mille Miglia touring coupé. Nowhere is it stated that the 1940 MM was run over a closed circuit, entirely different from the 1955 race through village streets and over the mountains, and is thus denigratory to the brave and determined victory by Moss and DSJ in the latter event, won at 97.96mph. In 1940 Britain was more concerned with stopping Hitler, so no report of this 1940 MM appeared in *Motor Sport*. Would the *Daily Mail*'s motoring correspondent like to investigate?

A long time ago there was hope of motor racing in Richmond Park or even in Hyde Park, but it came to nothing. Since then we have had races in Birmingham, a Formula One car demonstration in London's Regent Street (right), and in June Jacques Villeneuve demonstrated an F1 BMW-Sauber – in Hyde Park. Progress?



LAT

RUMBLINGS

I was amused to see that in my story on the less expensive vintage Italian sportscars the Bianchi was quoted as being equipped with 'rakes'. (My copy named only 'brakes'.) I know that some very early cars had sprags which could be lowered onto the road if the brakes did not hold on a slope, and no doubt rakes would be even more effective in preventing runaways on Alpine passes.

An identification snippet: the Type 44 Bugatti formerly owned by Alex Moore, son of T G Moore who was *Motor Sport*'s proprietor before Teesdale took it over, is now owned by Geoff Doray. An intervening owner replaced the saloon body with a Grand Sport one. Mr Doray also has the Frazer Nash which Eric and S J Burt drove in the 1929 JCC Double 12-Hour race until it lost its oil pressure.

It is interesting that the Brocklebank, made in Birmingham from 1927-29 and usually regarded as a 'Forgotten Make', is not defunct. Sir Aubrey Brocklebank has possibly the only driveable example of this six-cylinder car, which he describes as slow but perfectly driveable.

The Austin Seven Chummy has always been an outstanding, dependable little car, well appreciated by vintage-car folk. So it was pleasing to read recently in *Aeroplane* how in 1937 E J Riding and a friend used a £5 A7 (BU 5575) for a 1700-mile tour of Britain's aerodromes and cathedrals. Save oiled-up plugs and 16 punctures the likeable baby car gave them no trouble.



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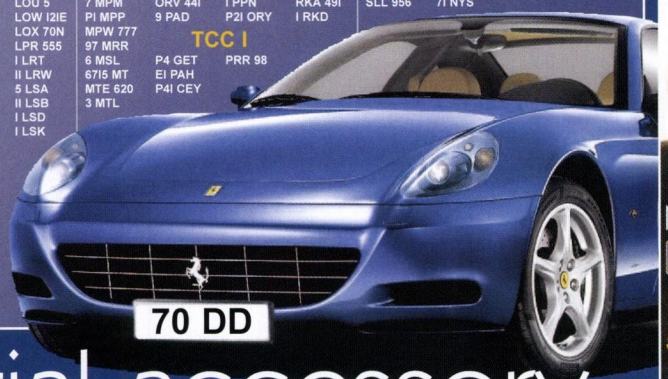
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Photos of his father in Le Mans-winning C-type flank Adrian Hamilton, with Lynx D-type and 246SP Ferrari. Right: 1949 ex-Moss HWM-Alta



Adrian Hamilton

If you hanker for a car that seems unattainable, you need to speak to Adrian Hamilton's Haversham firm. There is one car, though, he'll never sell

Words: Richard Heseltine. Photography: Charlie Hopkinson

With a car dealing, Le Mans-winning raconteur for a father, Adrian Hamilton's choice of career was a given. Not that he ever wanted to do anything else: "I've been very lucky in that my hobby is also my profession and I have my father's name to trade off: it lends more credibility than 'Wheelspin Motors', doesn't it?"

Well, yes. Located in a haven of tranquillity in rural Haversham – "We've been here for about 12 years. I love having a view of ducks quacking in a pond rather than buses going past the window" – Duncan Hamilton Limited has long been at the centre of the mega-money historic car world: "The business was started by my father, Duncan, in 1948," he recalls. "It was then based in Byfleet. During the '50s he was racing hard and fast all throughout the world, becoming a works driver for Jaguar and Ferrari. Many of his exploits will be familiar to anyone who's ever read his [highly entertaining] autobiography, *Touch Wood*. And all of the stories therein were absolutely true, of course!"

Recovering from a prolonged giggle, he continues: "I joined the firm in 1966 after 18 months in the merchant navy. I came ashore and got a job as cleaner/driver at the Bagshot office and moved on from there. I got involved in racing myself for a while in the late '60s and early '70s, running Ford Escorts for John Hine and Mike Hailwood. I also competed, just fun clubbie stuff, in a GT40." That and the most improbable competition tool yet to grace a circuit: a Mercedes-Benz 600, the über-barge more commonly seen chauffeuring despots in third-world dictatorships in old newsreels. "It was my father's. I borrowed the car for the weekend and entered it in a saloon car race at Thruxton." Without telling him. "The brakes didn't last long, but then it did weigh about three tonnes.

"Since then, I've concentrated on running the business and making people's dreams come true." And if your dreams are backed up by extreme wealth, and you have a hankering for the ostensibly unattainable, then Hamilton's the man to speak to. "Our stock is always changing, but we keep quiet about a lot of the stuff that makes the really big money: chances are the really rare kit won't be advertised in magazines or on our website. And I can lay claim to selling the most expensive car ever: a Mercedes-Benz W196 grand prix car." How much did it go for? "Hmm, that information is probably a bit sensitive." Pause. "Let's just say that it was sufficient on the day. We've also sold seven Ferrari 250GTOs – at one point I thought about changing our name to 250GTOs R US – probably the same number of Porsche 917s, 18 GT40s and God knows how many D-types.

"We found one, an ex-Ecurie Ecosse car, in a North Manchester lock-up about 20-years ago. We were contacted by the deceased owner's cousin who'd been offered £100,000 for it. We paid a bit more, but sold it for a profit. That's what it's all about, after all. I'm really pleased that Dick Skipworth gets so much enjoyment from that car all these years later." Warming to the thrill-of-the-chase theme, he adds: "We also discovered an early Ferrari GP car in a cowshed in the Midlands around the same time, but I imagine that there isn't that much left to find. Most of the really special cars are well known."

His enthusiasm undimmed after 40 years in the trade, Hamilton is nonetheless not above diversification, other interests ranging from selling the odd helicopter and steam engine to a highly detailed website (www.wifesgone.com) "for when your other half's left you for the milkman and you need to learn how to cook or get counselling or whatever."

Not that there's any danger of him cashing in and leaving the primary business behind. With recent stock including the ex-Jim Clark/Henry Taylor D-type and a Ferrari 246 Dino reconstruction (which will be raced at the Goodwood Revival by Patrick Tambay later this year) among others, one car that will not be leaving Haversham in a hurry is the C-type driven to '53 Le Mans honours by Hamilton *père* and Tony Rolt. "I've had the Jaguar for 24 years. It took me three years of chipping away at Briggs Cunningham before he agreed to sell it to me. I love the car and obviously there's a sentimental link. It's provided me with a wonderful *entrée* into so many events and I've met a lot of people because of it. And that's what I love about old cars."



> I got involved in racing myself for a while in the late '60s and early '70s, running Ford Escorts for John Hine and Mike Hailwood. I also competed, just fun clubbie stuff, in a GT40...

Down on the farm

GTO Engineering's home may be in renovated agricultural buildings, but the only livestock in sight is painted on the scarlet flanks of the machinery inside

Words: Gordon Cruickshank. Photography: Charlie Hopkinson

A Berkshire farmyard. Around its four sides I see clay tiles, old brick, knotty beams, magnesium alloy glinting in the sun… Not the average farmyard, then. No Massey Fergusons, no straw; plenty of scarlet paint and the whiff of engine oil. This is where racing cars come for country air.

I've been here before, of course, as a chat with the man next door reminds me. Because the man next door is Tony Merrick, renowned vintage racer and restorer, who built up this business under his own name before retiring to the timber-framed farmhouse alongside. Now these attractive premises are home to GTO Engineering, proprietor Mark Lyon. Mark ran his own restoration company in Harrow and worked at Ferrari specialists DK Engineering before that. Which may be why the place is awash with Maranello metal.

Going from the blazing sun into the shade I almost collide with some black tubing; as my eyes adjust I recognise, even *sans* V12 engine, the squat haunches and huge twin fuel tanks of my favourite Ferrari, the 250LM. "Oh yes," says Mark, "and there's another one over there." I scan over a Short-Wheelbase and a 250 Tour de France and see, high on stands, the toad-like but gorgeous form. This one is the ex-Ron Fry hillclimb car. "They're both being prepped for the Le Mans Classic," says Mark. "Both of them race with new engines – the original units are stored for safety." I'm used to owners and restorers trying to convince me about the originality of a car, so this comes as a surprise. "I'm all for it, as long as you're up front about it," he continues. "If you put a rod out and slice an original block in half it's gone for ever. This way the original engine is preserved." I ask if there's a performance difference. "You can rev the new ones higher." Why? Clever materials? Synthetic oils? "Because the owners aren't scared."

Of course, as Mark openly agrees, new engines are good business for him. With its comprehensive machine shop GTO can supply all the parts, even build a complete Ferrari V12 race engine. All round the engine assembly shop are shelves





Below left: TR rep packs genuine V12; below right: SWB, TR replica, 250LM – Maranello dominates the GTO workshop





I recognise the squat haunches and huge twin fuel tanks of my favourite Ferrari, the 250LM. "Oh yes," says GTO boss Mark Lyon, "and there's another one over there. They're both being prepped for the Le Mans Classic"

and drawers packed with pistons, con rods, cam covers, even blocks. It represents a huge amount of money tied up, but as Mark points out, classic car owners are inevitably wealthy and often impatient. They want their new parts now, so a full stockroom is a good investment.

Business is always intense before the Goodwoods and the increasingly popular tour-type events. Owners don't help, says Mark. "We ask in November what they're doing next year, but it'll be February when they remember they need their car for April. But it's always been like that, and aways will be."

Now we're looking at a 250 Testarossa – apparently. In reversal of the 250LM case, this is a completely new car with a period V12, which doesn't upset Mark either. "I don't object to the FIA issuing papers to a brand-new car, because it's still up to race organisers whether they accept the replicas or not. What bothers me is, for example, the 340MM Ferrari we look after. Because it was rebodied, by Scaglietti, a year after it was built, the FIA won't give it papers. It's not in its original form. Yet a week later we got papers for a GTO replica." Lyon isn't grumbling too much, though; real or replica, it's all good business for him. And business is plentiful.

Obscured by another competition SWB (the 1960 Tour de France winner, having the rear axle rebuilt) I almost miss a slim, dark-blue single-seater chassis with 'Gurney' writ large on the flank. It's an Eagle, whose Weslake V12 is on the bench awaiting reassembly. It's the only single-seater I can see, though until recently GTO looked after Carlo Vogele's Alfetta and a 12C-37 Alfa. "We've seen fewer single-seaters lately," agrees Mark, though it's building up again." That may be a consequence of the upsurge in Tour Auto-style events, which offer a series of races wrapped up in a week of rapid road driving. GTO does a lot of prep for these; one storeroom is packed with 'race boxes' – all the kit for each customer's car. "We sometimes send eight cars and six support guys to Tour Auto," says Mark. It's a big commitment for a firm with only 12 employees; luckily Kevin Jones, in charge of the race operations, is an enthusiast and a competitor himself. In another barn I see the tapering green nose of an F1 car, an ex-Riccardo Patrese Benetton 185T complete with turbo V6 engine; Kevin plans to let it loose on hillclimbs.

It's not all post-war machinery here; outside I meet Paul Mullins, who is hitching up a covered trailer. Inside it is R7B, the white ERA which Dudley Gahagan owned for so long. I can remember Dudley driving it at Brooklands Reunions a couple of decades ago, when it looked scruffy and time-worn. Mullins and GTO have worked hard to refresh it, yet retain as much old metal as possible. I follow it down the lane as it heads for VSCC Oulton Park, and wonder what the farmer who once rode along here on horseback would think of the 'livestock' in his barns today.

Top left: 275GTB on tiptoes; top right: comprehensive machine shop means GTO can make just about any part

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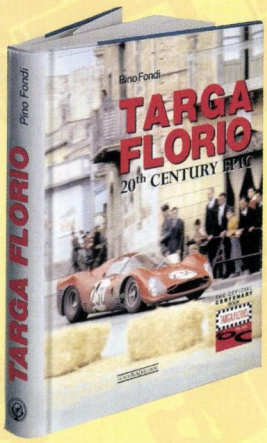
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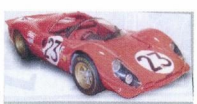
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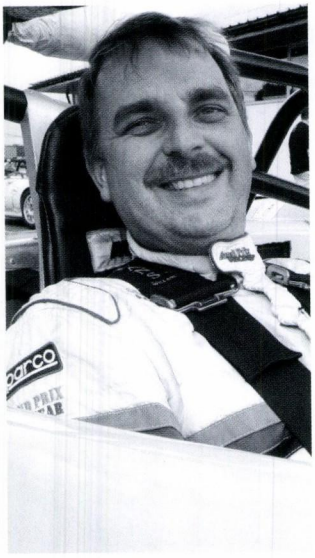
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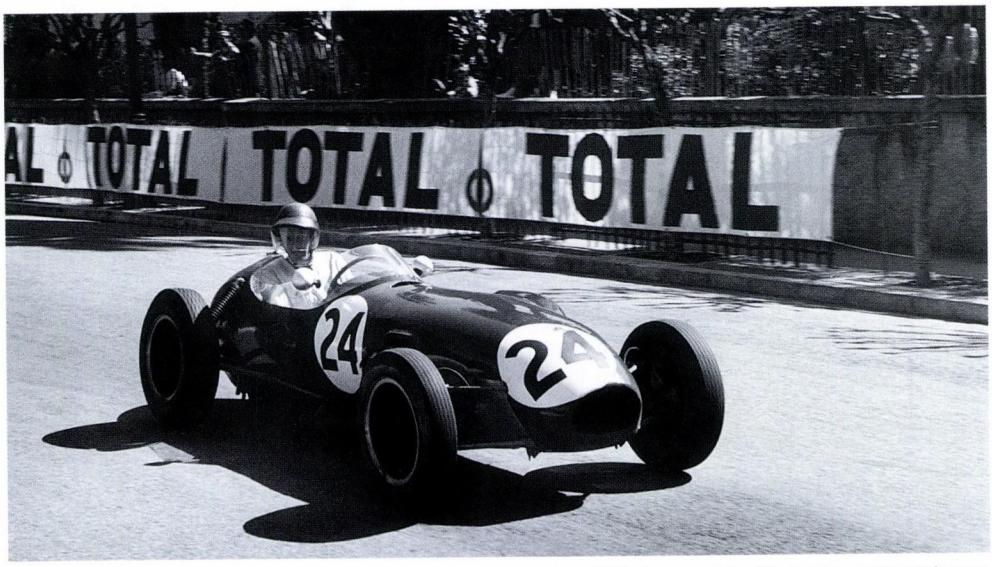
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LAT

Cliff Allison brings Chapman's team its first championship points at Monaco in 1958; the same Lotus 12 should be racing again soon

Diary

Visiting his friends in the North gives Marcus a preview of a historic Lotus rebuild and a tense few minutes at the helm of a pre-war V12 behemoth

NORTHUMBERLAND: The chance to talk cars with connoisseurs is always to be seized, particularly over a convivial lunch in one of Britain's most beautiful regions.

Nick Rossi and Peter Golding have been pals since schooldays spent whizzing round in T-series MGs acquired for a few pounds. Rossi, who flits between a professional life in the red-hot oilfields of Kazakhstan and his charming home on the Cragside estate in the breathtaking border regions, enjoys nothing more than to tinker with his cars and race them when precious time allows.

A fastidious self-taught engineer, he makes many bespoke parts in the workshop. There he maintains his Alfa Romeo 1750GS (supplied to the Carr's of Carlisle biscuit family in 1930, it has spent its entire life in the north of England) and an exquisite Peter Jaye-built Jaguar C-type recreation.

An intriguing longer-term project, however, is the restoration of Lotus 12 chassis 357, the uprated 1957 F2 car in which Yorkshireman Cliff Allison scored the first world championship point for Colin Chapman's marque, with sixth place at Monaco in '58.

Raced by Graham Hill at Goodwood in 1959, the car passed to Richard Utley and Bob Hicks once the works team had graduated to the shapely 16s. Utley and Hicks went on to design and create the Caravelle Formula Juniors which Richard and Bob's son James still race.

After much head-scratching trying to work out the intricacies of its 'queerbox,' Rossi is beginning to hang things back on the typically flimsy-looking frame, in which the Coventry-Climax FPF engine nestles up front. Ever the pragmatist, Nick has no fixed timetable: "My realistic aim is to have it ready for Monaco in 2008 – the 50th anniversary of Lotus's debut there with Hill and Allison – but if it makes Goodwood next year so much the better."

While Brough-born Allison died in April last year, his 1957 Le Mans team-mate Keith Hall (they won the Index of Performance), who lives locally, recently visited Cragside. He provided a rare original Lotus nose badge to copy, and is keeping tabs on progress, as is Lotus Register historian John Bennett who has a sister car in Australia.

A latecomer to circuit racing, Golding has long been fanatical about Lagondas, and owns a recreation of the extravagantly-styled V12s which finished third and fourth at la Sarthe in 1939.

Golding adores driving his on the road, and thinks nothing (beyond the 11mpg fuel consumption, 4mpg when racing) of motoring to Switzerland, or Italy, where he contested last year's Silver Flag Vernasca hillclimb.

As a final treat, Peter kindly allowed me to drive the Lagonda on the scenic road round the National Trust estate. Threading the vast car along the narrow cambered track was nerve-wracking, with the central throttle and drum brakes to acclimatise to. But the throb of the wonderful 4½-litre engine was magical.

THREADING THE VAST CAR ALONG THE NARROW TRACK WAS NERVE-WRACKING WITH THE CENTRE THROTTLE TO ACCLIMATISE TO

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Join in the fun

Early in June the HSCC was back at the Brands Hatch GP circuit. Having run its own championships just a month earlier the programme focused on guest series. As always happens at Brands HSCC meetings, there were many informal car club gatherings on South Bank, but it was a shame that spectator numbers were low. There was so much good racing and so many interesting cars on display. High points included exciting CanAm McLarens, GTP/Group 4 cars, wonderful races from the European F2 series and the largest grid of F3 1-litre screamers seen in the UK for a very long time. In the Derek Bell Trophy races the Club aimed to recreate a 'Race of Champions' grid. DBT supremo Frank Lyons brought together more than 20 cars including 7 F1s and 8 F5000 cars. Honours for the weekend went to Simon Hadfield in his Chevron B37. It was a great show for spectators and drivers alike. In the paddock after the first race, Lola F5000 driver Michael Scott marveled about spending the race locked in combat with a Lotus 72. Fingers crossed that this race can be even bigger in 2007.

From Brands the HSCC moved on to Croft where its own championships took centre stage. From its first steps back in 1966 the HSCC was committed to preserving 'nice proper' cars. Today this can be seen in the swelling entries for the 'School Garage Historic Roadsports' (pre-1970) and the 'HSCC 70s Roadsports' (pre-1980) championships. Part of the attractiveness of both is the extraordinary diversity of cars they attract. At Croft the '70s' races were family affairs with Julian Barter (TVR 3000M) beating father Charles Barter (Datsun 240Z) by 2 seconds. Then the second, wet, race saw Charles winning by a country mile from Robin Gray's Pontiac Firebird. In Historic Roadsports David Randall (Ginetta G4) lead home two tightly contested races, the first from Andy Shepherd's Lotus 7 and the second from Malcolm Sanders' Lotus Elan S3.

From the start of the season these two championships have been in rude health. At Donington '70s Roadsports' attracted 22 types of car and 'Historic Roadsports' 24! So if you own an authentic Lotus Europa, Porsche 928, MGB GTV8, Triumph Spitfire, Alfa Romeo 2000GTV, Lancia Fulvia, Jaguar E-type, Sunbeam Tiger, Austin Healey 3000, Turner Mk1 etc. etc. (you get the idea?) there is a place on the grid for you with one of these championships. They represent very good value for money and many owners have made use of the HSCC's 'Novice Membership Scheme'. Once you have your competition licence the Club gives you a refund of your membership fee in the form of a credit note that can be put towards a race entry in your first season.

Another championship benefiting from the scheme is 'Historic Formula Ford' and at Croft there were 4 novices on the grid with Andrew Mansell (Merlyn Mk11) taking a fine novice class win. Overall winner over the weekend was Nelson Rowe (Crossle 20F) from Neil Fowler (Lola T200) and Nigel Bancroft (Crossle 20F).

From Croft the Club calendar continues its busy season at Snetterton (July 1/2), Croix en Ternois (July 15/16) and the big Silverstone Classic meeting (July 28/30).

If you would like to race with the HSCC why not come along to a meeting or contact Grahame, Martin, Alan or Emma at the Club office on 01327 858400 or visit the website at: www.hscc.org.uk

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Jim Houlgrave

Duncan Dayton's Brabham BT33 heads uptown to another win, Shadowed by Danny Baker. Below: BMW tops touring cars

May 27/28

Duncan Dayton is town flyer

Brabham driver gives Master class in town despite a challenge from Shadowman Danny Baker

Street circuit master Duncan Dayton added four more wins to his impressive tally at Pau, including both Grand Prix Masters, during the annual Historic Grand Prix around the famous track.

Fresh from victory at Monaco a week earlier, Dayton qualified only sixth but with a change of gear ratios was in sparkling form to win twice in his Brabham BT33, chased by his countryman Danny Baker in his Shadow DN5.

In the opener Dayton scythed his way up to a convincing lead. Sadly, the end of the race was marred by a major accident that badly damaged the March 761 of Peter Williams and the BRM P126 of Brad Krause. A misunderstanding as Williams came to lap the BRM sent them both clattering into unforgiving walls. Thankfully, neither driver was harmed.

Baker, learning the challenge of Pau, chased Dayton all through the second race, but Duncan had it under control. With Frank Lyons sidelined by a battery problem in his McLaren M26 he was not to repeat his Race 1 podium and instead a happy Andrew Wareing bagged third in a Williams FW06.

Nick Wigley and John Clark shared Pre-66 HGPCA spoils, with a win apiece in their Cooper T51s. But Dayton could have gone with them in the first race had his Brabham BT11 not suffered a broken ball-joint as the grid formed up. He borrowed a replacement, but only managed third from the back of the grid.



Dayton also won both Pre-61 HGPCA races in his Lotus 16, but a fuel problem had his engine cutting out on the corners towards the end of the first race as Wigley (Connaught) and Clark (Cooper T43) hunted the leader down.

It was easier for the American in Race 2. Richard Shaw and Jackie Oliver scored an impressive Pre-66 touring car victory in their BMW 1800Ti, while Carlos Barbot won the World Sportscar Masters race in his Lola T70.

Jason Minshaw partnered his brother Jon to Gentleman Drivers spoils in Jon's E-type, persistently hounded by Peter Horsman and Neil Davies (Lotus 17), only six seconds adrift after 90 minutes. "He was all over us in the twisty bits," said Minshaw afterwards.

Fresh from victory at Monaco, Dayton was in sparkling form in his BT33

RESULTS

Formula Junior – Race 1
1 Simon Hadfield (Brabham BT6)
2 John Fyda (Lotus 22)
3 Stephane Rey (Lola Mk5A)
Formula Junior – Race 2
1 John Fyda
2 Stephane Rey
3 Alastair Morrison (Cooper T67)

Pre-66 Grand Prix Cars – Race 1
1 Nick Wigley (Cooper T51)
2 John Clark (Cooper T51)
3 Duncan Dayton (Brab'm BT11)
Pre-66 Grand Prix Cars – Race 2
1 Clark; 2 Wigley; 3 Dayton;

Grand Prix Masters – Race 1
1 Duncan Dayton (Brab'm BT33)
2 Danny Baker (Shadow DN5)
3 Frank Lyons (McLaren M26)
Fastest lap Baker 1m21.727s
Grand Prix Masters – Race 2
1 Dayton; 2 Baker; 3 Andrew Wareing (Williams FW06)
Fastest lap Dayton 1m17.411s

Pre-61 GP cars – Race 1
1 Duncan Dayton (Lotus 16);
2 Nick Wigley (Connaught B4);
3 John Clark (Cooper T43)
Fastest lap Dayton 1m36.525s
Pre-61 GP cars – Race 2
1 Dayton; 2 Wigley; 3 Smith
Fastest lap Dayton 1m36.593s

Pre-66 Touring Cars
1 Jackie Oliver/Richard Shaw (BMW 1800Ti); 2 Michael Erlich (Alfa Romeo Giulia); 3 Richard Meins (Cooper S) Fastest lap Oliver/Shaw 1m42.332s

World Sportscar Masters
1 Carlos Barbot (Lola T70Mk3B);
2 Richard Meins (Lola T70Mk3B);
3 Richard Styles/Peter Dunn (Lola T70 Spyder); Fastest lap Jose Albuquerque (B16) 1m26.466s

Gentleman Drivers
1 Jon Minshaw/Jason Minshaw (E Type); 2 Neil Davies/Peter Horsman (Lotus 17); 3 Grahame Bryant/Oliver Bryant (AC Cobra)

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BRANDS HATCH CLASSIC

May 28/29
Hare charges to victory

Van Diemen driver hunts down leaders and goes on to win a tense Classic FF1600 race



Gary Hawkins

A stunning Classic FF1600 race was the highlight of the BARC Classic meeting at Brands Hatch in May.

Paul Walton's Crosslé 25F led early on, keeping Paul Sleeman's Jamun T2 at bay, but a charging Steve Hare in his Van Diemen RF81 soon wriggled past Sleeman. Walton was a tougher nut to crack and made the Crosslé very wide, but Hare's lunge along Cooper Straight gave him a narrow win.

Two Classic FF2000 races delivered more good racing, with Eddie Wilkins (Argo JM14) leading the first (above) until Oliver Hancock's Van Diemen RF82 found a gap. Wilkins took second from Scott Temple's RF82 which was never quite able to advance.

The second race delivered a victory for Wilkins after Hancock retired and a spinner eliminated an innocent Nicholas Pearce at Paddock. Temple inherited second.

Classic Touring Cars saw John Wilcocks (BMW M3) winning the Pre-93 event and Gérard Faber maintaining his 100 per cent record in Classic Thunder. Phil Manser (Mini Cooper) drove a great Classic Saloon and Historic Touring Car Race to grab the lead from Roger Stanford's Lotus Cortina, but the Cooper boiled and gave Stanford victory.

David Howard's Jaguar XJ12 took Post-Historic honours from Stephen Primett's Escort RS2000, and also won the Gp1 race, despite a challenge from the Rover SD1 of Stephen Keating.

MG stalwart Roy McCarthy took Thoroughbred Sports honours; Steve Watton (TVR Griffith) charged as best he could, but settled for second.

Among the Healeys, Christian Andrew's Sprite overcame the 3000 of David Smithies.

RESULTS

Austin Healey Championship
1 Christian Andrew (Sprite)
2 David Smithies (3000)

Classic FF2000 – Race 1
1 Oliver Hancock (Van Diemen RF82)
2 Eddie Wilkins (Argo JM14)

Race 2
1 Wilkins
2 Scott Temple (Van Diemen RF82)

Classic Group 1 Touring Cars
1 David Howard (Jaguar XJ12)
2 Stephen Keating (Rover SD1)

Classic Saloons/Historic Touring
1 Roger Stanford (Lotus Cortina)
2 Jim Burrows (Mini Cooper S)

Classic Thunder
1 Gérard Faber (Chevrolet Camaro)
2 Peter Taylor (Ford Sierra Cosworth)

Post-Historic Touring Cars
1 David Howard (Jaguar XJ12)
2 Stephen Primett (Ford Escort)

Thoroughbred Sports
1 Roy McCarthy (MGB)
2 Steve Watton (TVR Griffith)

TGP, MISANO *June 18*



Elie Emme

Joaquin Folch overcame a failing clutch on his Brabham BT49D to claim his second win of the season in round three of the FIA Thoroughbred Grand Prix Championship at Misano.

Despite the best efforts of Williams racers Peter Sowerby and Richard Eyre, Folch (left) finished 13sec up as searing temperatures marked TGP's first race at the Italian track.

Sowerby backed off when he saw smoke coming from the Spaniard's Brabham, thinking the leader's DFV was about to expire, but it was leaking fluid causing the smoke; by the time he realised, it was too late to challenge.

Behind Sowerby, Steve Hartley (Arrows A6) ran nose to tail with Eyre as they battled for third place. Hartley made the better start, but Eyre fought ahead and doggedly defended to the flag.

John Delane won Class A after the head cracked on Ean Pugh's Brabham BT34, while John Crowson (Ensign N177) took maximum points in Class B to lead the overall standings.

RESULTS 1 Joaquin Folch (Brabham BT49D); 2 Peter Sowerby (Williams FW07C); 3 Richard Eyre (Williams FW08). Fastest lap Folch 1m28.107s

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HSCC SUMMER FESTIVAL, BRANDS HATCH



Charlie Wooding

Left: Richard Piper's double-winning McLaren M8F leads Frank Bradley's March 707/717. Below: Hadfield in Elva Mk8 beat GT40s

June 3/4

Piper's Can-Am can-do

McLaren M8F charges to two wins on the Brands Hatch Grand Prix circuit

Richard Piper was a double Orwell Supersports race winner on the Brands Hatch Grand Prix circuit in June's HSCC Summer Festival.

Fastest in qualifying, Piper (McLaren M8F) soon overcame Frank Bradley's fast-starting March 707/717 to win race one.

Bradley felt unwell in the searing heat and, although he started Race 2, a big moment while chasing Piper prompted him to retire. That left a charging John Burton (Chevron B26) to fill the runner-up spot. Burton had started near the back of a 28-car grid after retiring with engine trouble from Race 1.

The third annual running of the Peter Hanson Trophy attracted a superb field of 1-litre F3 and Formula Junior cars, with Tecno driver Roland Fischer coming out top on aggregate. Fischer held off Geoffroy Rivet to win on Saturday, but the pair touched and spun on Sunday allowing François Derossi through for a popular victory.

Martin Stretton led both European F2 races, but failed to finish either. His super-human efforts in a 1.6-litre March 712 that was conceding 400cc and more than 40bhp to series champion Philip Harper (Ralt RT1) were thwarted by overheating. Stretton's misfortunes left Harper to win both times.



On a weekend of double-header races, the Sports Racing Masters event was won on aggregate by Simon Hadfield and David Clark in the latter's Elva Mk8. The prolific Hadfield led home a trio of Ford GT40s by a big margin on Saturday, setting up a situation where a steady run to fifth on Sunday by Clark was enough to secure the spoils. Jon Minshaw's Lola T70, which had holed its sump on Saturday, was back in fine fettle to win on Sunday.

The Group C/GTP double-header produced the same 1-2 result both days with Spice driver David Mercer leading home Justin Law, although local man Mercer took much longer to get on top in Saturday's encounter.

Simon Hadfield took his unique VDS-Chevron B37 Formula 5000 to comfortable victories in both Derek Bell Trophy races.

A big moment while chasing Piper prompted an unwell Bradley to retire

RESULTS

Peter Hanson Trophy – Race 1
1 Roland Fischer (Tecno)
2 Geoffroy Rivet (Brabham BT21)
Peter Hanson Trophy – Race 2
1 Francois Derossi (Chevron B17)
2 Fischer

Sports Racing Masters – Race 1
1 Simon Hadfield (Elva Mk 8)
2 Adrian Newey (Ford GT40)
Sports Racing Masters – Race 2
1 Jon Minshaw (Lola T70 Spyder)
2 Newey

Group C/GTP – Race 1
1 David Mercer (Spice SE90C)
2 Justin Law (Jaguar XJ12C)
Group C/GTP – Race 2
1 Mercer
2 Law

Derek Bell Trophy – Race 1
1 Simon Hadfield (Chevron B37)
2 Michael Schryver (Trojan T101)
Derek Bell Trophy – Race 2
1 Hadfield
2 Schryver

Orwell Supersports – Race 1
1 Richard Piper (McLaren M8F)
2 Frank Bradley (March 707/717);
Orwell Supersports – Race 2
1 Piper
2 John Burton (Chevron B26)

European F2 – Race 1
1 Philip Harper (Ralt RT1)
2 Christian Fischer (Chevron B35)
European F2 – Race 2
1 Harper
2 Bob Juggins (Lola T240)

BRDC Historic Sports
1 Gary Pearson (Lister-Jaguar)
2 John Harper (Cooper Monaco)

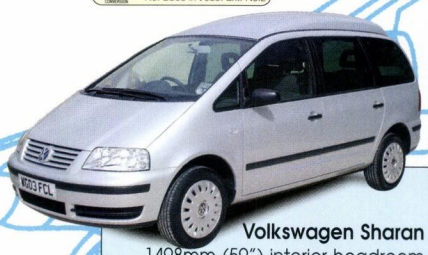
Gentleman Drivers GT
1 Jon Minshaw/Jason Minshaw (Jaguar E-type)
2 Philip Walker/Danny Wright (Lotus 15)
3 David Clark/Simon Hadfield (Aston Martin P214)

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Reports

VSCC, OULTON PARK *June 10*

Despite worries over rear dampers, Mark Gillies retained the Hawthorn Spanish Trophy in ERA R3A during the VSCC's annual foray to Oulton Park. But his win was far tougher than a year ago, as Duncan Ricketts and Barrie Baxter challenged.

In the early laps, Gillies was patient as Baxter in the Tec-Mec Maserati and Ricketts in Mac Hulbert's ERA R4D slogged it out in fine style. But R4D then spun out with a gearbox problem and Baxter struggled for a gear as Gillies shot ahead.

Another fine contest raged in the HGPCA pre-66 race as Rod Jolley drove a masterful race to win after going wheel to wheel with Barry Cannell (leading right) and Malcolm Ricketts for lap after lap.

Ian Landy had to contend with James Baxter's charging Frazer Nash before winning the Boulogne Trophy in ERA R6B. Less than half a second split them at the flag.

Jamie McIntyre picked his way through the 1950s sportscar pack in his splendid Rejo, easing ahead of Rupert Whyte's Lotus 11 to win.



Jim Houlgrave

RESULTS Winners Mark Gillies (ERA R3A); Jamie McIntyre (Rejo Mk4); Tom Walker (GN Special); Rod Jolley (Cooper T45/51); Ian Landy (ERA R6B)

FESTIVAL OF MOTORING, JERSEY *June 2-4*



Paul Hardiman

Road racing returned to St Helier for the eighth Jersey Festival of Motoring, which this time incorporated a show with concours judging for best period car and costume.

The three pre-72 speed events kicked off with a moonlight sprint along the Victoria Avenue promenade, using part of the route of the 1947 Jersey International Road Race, the first major British international race after WW2, which attracted the likes of Prince Bira, Raymond Sommer in a Maserati 4CL, and Raymond Mays' ERA.

Motor Sport's Simon Taylor was quickest in the sprint in the Stovebolt Special while Brian Moody led the way on the Westmount hillclimb. At the Mount Bingham climb on the opposite side of St Helier, the fastest time went to Simon le Rougetel in his Ford Anglia.

The winner on aggregate was local man Moody in his Twin-Cam-powered Ginetta G12. Taylor was second while third went to Robin Johnson in his Austin Healey Sprite. Chris Forster's BMW 328/329 Special (pictured left) was one of many local specials competing.

RESULTS Winner Brian Moody (Ginetta G12) FTDs Simon Taylor (Stovebolt Special); Moody; Simon le Rougetel (Ford Anglia)

VSCC HILLCLIMB, HAREWOOD *June 3*

James Baxter added another VSCC hillclimb victory to his growing tally when he hustled his Frazer Nash single-seater to the top of the Harewood climb in early June.

Baxter was the class of the field and any one of his four competitive climbs at the Yorkshire hill would have been good enough for fastest time of the day. In fact, Baxter was the model of consistency, with four attacking climbs and less than 1.5sec between his best, at 67.82sec, and his worst, at 69.14sec.

The only other driver to crack the 70sec mark was Robert Cobden in his Riley Falcon Special. Cobden started his afternoon with a 69.92sec, but that was to prove the best of his four climbs.

With practice problems keeping Trevor John (AC/GN) and Tim Whellock (Hardy Special) out of the action, it was Ben Fidler who led the chase of Baxter and Cobden in his Lagonda Rapier single-seater. Notable class wins went to William Mahany (HRG Le Mans), Ken Macmaster (BMW 328) and Wayne Stansfield (right in MG L Type).

RESULTS FTD James Baxter (Frazer Nash single-seater) 67.82s



Dave Bowers

Reports

LE MANS LEGENDS, LE MANS *June 17*



Bloxham/LAT

Gareth Burnett and Gary Pearson each earned victories as a brace of Le Mans Legends races provided the warm-up to the 24-hour sportscar marathon.

Gareth Burnett (Talbot 105 Sports) and Luke Stevens (Alta Sports) traded the lead in the Pre-war race, both taking turns at the front, and either of them could have won it as they crossed the line almost side-by-side (pictured left with Stevens on the left). However, Burnett won by just 63-thousandths of a second, with Bob Gilbert's Bentley third.

Gary Pearson won a lively Post-war race in his Jaguar C-type, but was chased all the way by Joe Colasacco (Alfa Romeo 3000CM). Pearson always looked in control, but never built up much of a lead over the Alfa Romeo, which was threateningly close behind.

Colasacco spun the Alfa at Mulsanne Corner on the last lap, but was still able to clinch second ahead of Stuart Graham's Austin Healey 100S.

Le Mans Legends Pre-war Race 1 Gareth Burnett (Talbot 105 Sports) 2 Luke Stevens (Alta Sports) 3 Bob Gilbert (Bentley)
Le Mans Legends Post-war Race 1 Gary Pearson (Jaguar C-type) 2 Joe Colasacco (Alfa Romeo 3000CM) 3 Stuart Graham (Healey 100S)

HSCC, CROFT *June 17/18*

Nelson Rowe was the toast of the Historic FF1600 pack during the HSCC's annual visit to Croft when he inflicted two defeats on arch-rival Neil Fowler. In dry conditions on Saturday and again in the rain of Sunday, Rowe kept his Crosslé 20F ahead of the Lola T200 of multiple champion Fowler. Nigel Bancroft (Crosslé 20F) and Westie Mitchell (Merlyn Mk20) rounded out the two podiums.

The Historic Racing Saloon Mini Coopers (pictured below) of Roger Ebdon (77) and Roger Godfrey (85) also revelled in the rain. In the dry, Neil Wood's Anglia won, but the Minis blitzed the field on Sunday.

A small Formula Junior field delivered wins for Barry Westmoreland and John Truslove. Pedalling his Lola Mk2 in simply stunning style, Truslove beat all the rear-engined cars in the rain.

Team-mates Matthew Watts (Brabham BT16) and Ian Gray (Brabham BT30) won a Classic Racing Car race each, while Classic Sports wins went to John Taylor (Chevron) and Jamie Boot (TVR).



Charlie Wooding

RESULTS

Classic FF2000 – Race 1
1 Oliver Hancock (RF82)
Classic FF2000 – Race 2
1 Eddie Wilkins (Argo JM14)

Classic Group 1 Touring Cars
1 David Howard (Jaguar XJ12)

Classic Racing Cars – Race 1
1 Matthew Watts (Brabham BT16)
Classic Racing Cars – Race 2
1 Ian Gray (Brabham BT30)

Classic Sports Cars – Race 1
1 John Taylor (Chevron B8)
Classic Sports Cars – Race 2
1 Jamie Boot (TVR Griffith)

Historic FF1600 – Race 1
1 Nelson Rowe (Crosslé 20F)
Historic FF1600 – Race 2
1 Nelson Rowe (Crosslé 20F)

Formula Junior – Race 1
1 Barry Westmoreland (Lotus 22)
Formula Junior – Race 2
1 John Truslove (Lola Mk2)

Historic Racing Saloons – Race 1
1 Neil Wood (Ford Anglia)
Historic Racing Saloons – Race 2
1 Roger Ebdon (Mini Cooper S)

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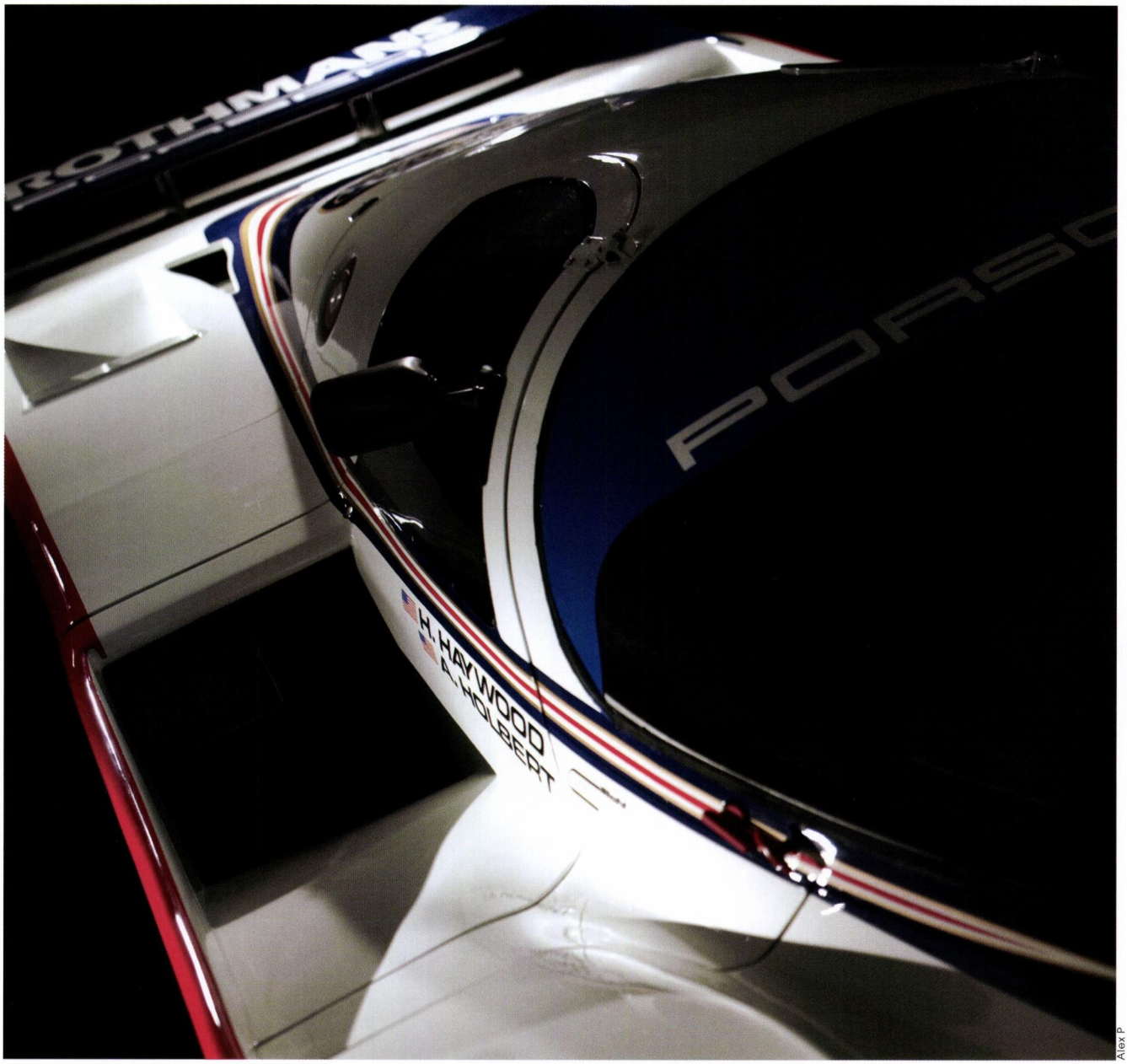


Parting Shot

MONACO FORMULA 3 RACE, MONTE CARLO, MAY 6, 1978

Elio de Angelis unceremoniously ousts fellow Chevron driver Patrick Gaillard from the lead at Station Hairpin. The future Lotus F1-star went on to win the race.

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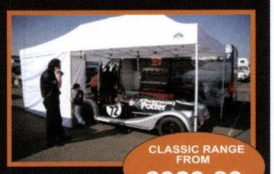
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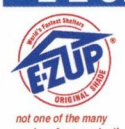

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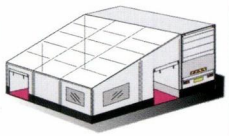
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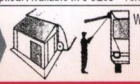
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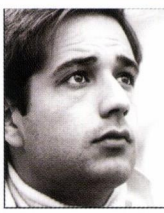
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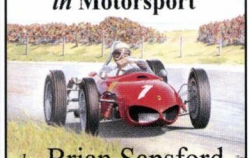


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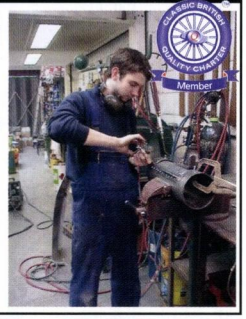
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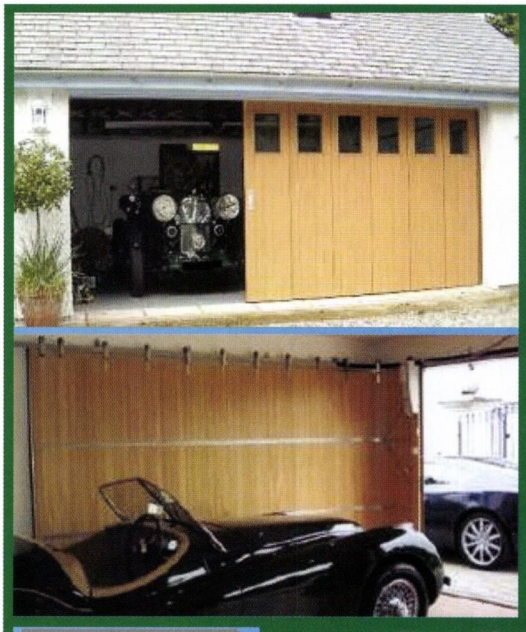
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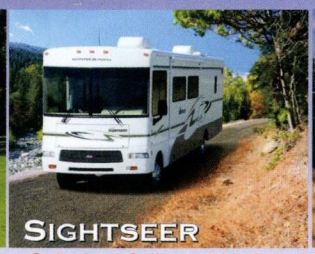
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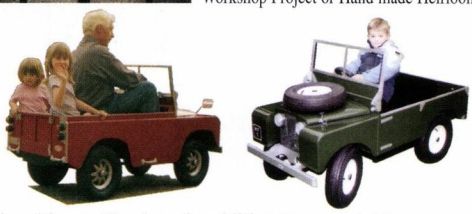


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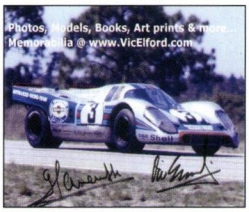


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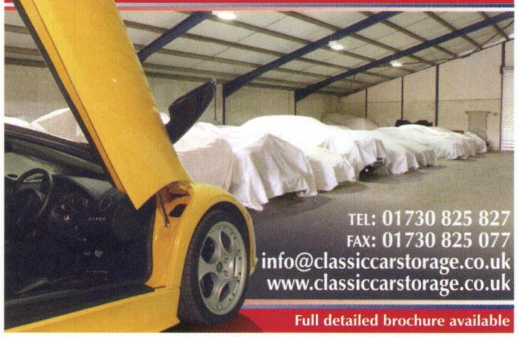
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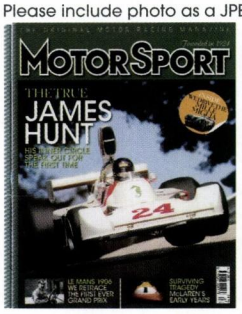
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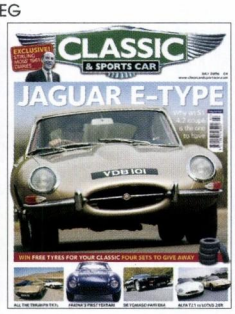
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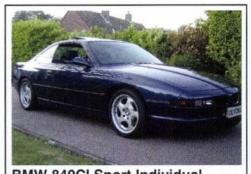
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B.

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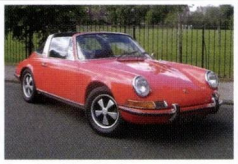
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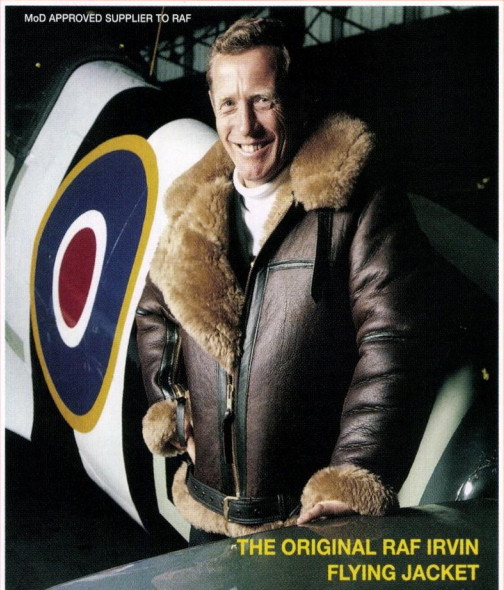
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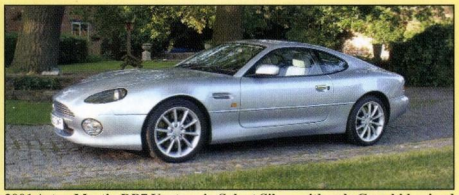
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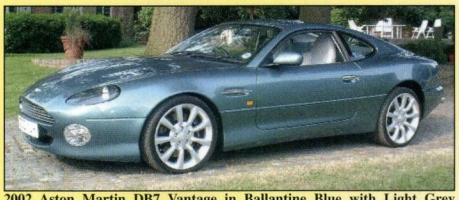
1989 Aston Martin V8 Vantage Volante in Balmoral Green with Magnolia hide piped Green. This is a stunning example finished with Firn Green carpets and fitted with all usual refinements including 5 speed Manual transmission, Nardi steering wheel, air conditioning and Ronal 16" wheels. Complete service history with the Aston Martin factory and other recognised specialists. Perfect in every respect and sensibly priced at £79,950



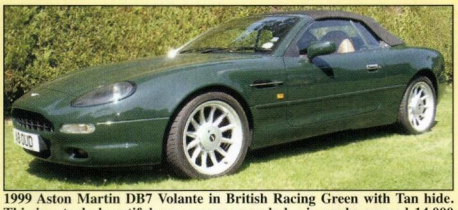
2001 Aston Martin DB7 Vantage in Solent Silver with pale Grey hide piped Blue. This is a stunning 2 owner example fitted with automatic transmission, adjustable steering column, 6 stack CD player and 18" alloy wheels. Only 21,500 miles. Perfect in every respect and sensibly priced at £47,950



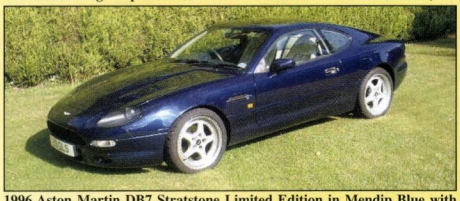
1979 Aston Martin V8 Volante in Buckingham Green with new Magnolia and Fern hide interior. Magnificent example which has been in storage since 1990 and hence, has only covered 45,000 miles from new. Fitted with original GKN alloys, automatic transmission, Avon turbospeed radials and air conditioning. Superb to drive £49,500



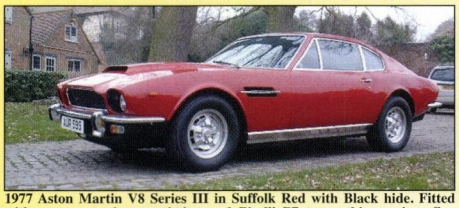
2002 Aston Martin DB7 Vantage in Ballantine Blue with Light Grey leather sports seats. Fitted with automatic transmission, alloy pedals, 19" alloy wheels, Carbon pack, big bore exhaust, mesh grille and 6 stack CD player. Stunning £53,950



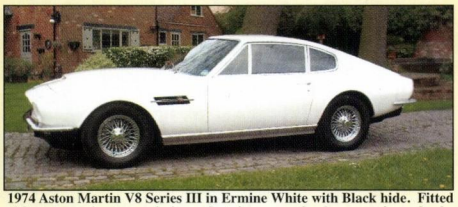
1999 Aston Martin DB7 Volante in British Racing Green with Tan hide. This is a truly beautiful one owner example having only covered 14,000 miles from new and is fitted with 5 speed manual transmission. Total Aston Martin service history, i.e. 12 services. (similar to photo) . £38,950



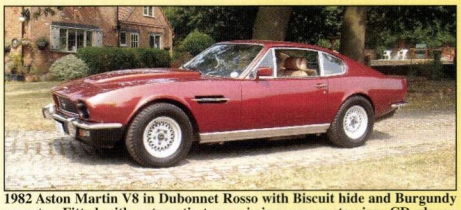
1996 Aston Martin DB7 Stratstone Limited Edition in Mendip Blue with Grey and Pacific hide. Fitted with automatic transmission, white dials, sports exhaust, mesh grille and speedline split alloy wheels. 50,000 miles, 2 owners with full service history. (similar to photo) £33,500



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



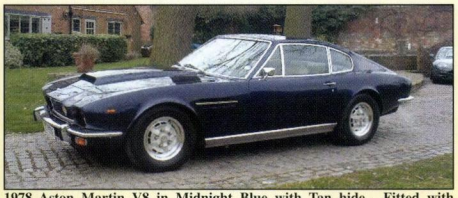
1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new, 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence £34,950



1982 Aston Martin V8 in Dubonnet Rosso with Biscuit hide and Burgundy carpets. Fitted with automatic transmission, power steering, CD player, electric mirrors and windows, leather headlining, BBS alloys and enlarged AP callipers. Very nice example and excellent history. Sensibly priced at £26,500



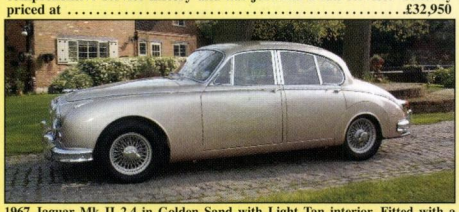
1979 Aston Martin V8 in Agaean Blue with Magnolia hide. Beautiful 3 owner car with automatic transmission and fitted with Ronal wheels, Vantage front spoiler and Vantage grille. The car has a superb and comprehensive service history and has just had a full service. Sensibly priced at £32,950



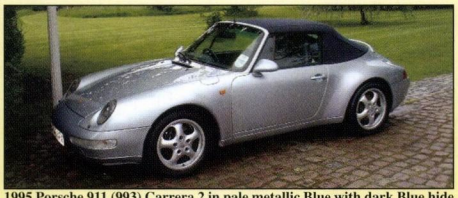
1978 Aston Martin V8 in Midnight Blue with Tan hide. Fitted with automatic transmission, power steering, air conditioning, 94,000 miles with a comprehensive history file. Excellent condition throughout £22,950



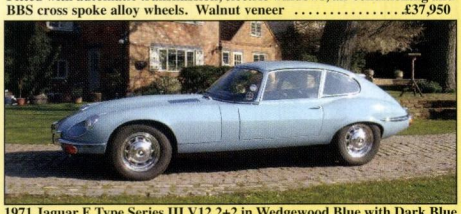
1984 Aston Martin V8 Series IV in Ice Blue with Magnolia hide piped Blue and Blue carpets. This car comes with a comprehensive service history including bills from R S Williams and Ian Mason, as well as the factory. Fitted with automatic transmission, electric windows, air conditioning and BBS cross spoke alloy wheels. Walnut veneer £37,950



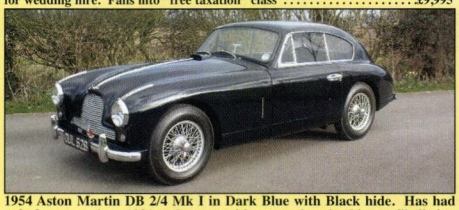
1967 Jaguar Mk II 2.4 in Golden Sand with Light Tan interior. Fitted with a manual 4 speed gearbox and overdrive and wire wheels. This is a very nice rust free example which comes with a considerable service history file and numerous previous MOT certificates substantiating the mileage. Also provided are tax discs dating back to 1993. The car is extremely presentable and has recently been used for wedding hire. Falls into "free taxation" class £9,995



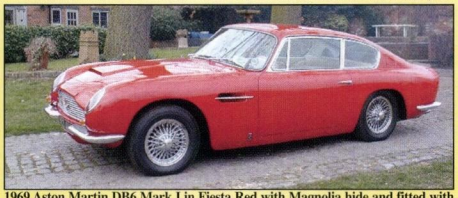
1995 Porsche 911 (993) Carrera 2 in pale metallic Blue with dark Blue hide and dark Blue hood. Fitted with 17" alloys, 6 speed manual transmission, electric hood and windows and 6 stack CD player. 63,000 miles, this is an excellent example with full Porsche service history and is excellent value at £25,950



1971 Jaguar E Type Series III V12 2+2 in Wedgewood Blue with Dark Blue hide. Manual transmission, chrome disc wheels and in excellent condition as it has been stored for the last seven years. £16,950



1954 Aston Martin DB 2/4 Mk I in Dark Blue with Black hide. Has had only 2 owners since 1991 and comes with comprehensive history file listing considerable work carried out by Four Ashes Garage in the mid 90's. The car comes complete with tools and handbook, drives beautifully and is ready to use. ..... £POA



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



1957 Aston Martin DB 2/4 Mk II in Blue with Blue hide. Fabulous throughout. Only 8,000 miles. This car is unique. Please telephone for full specification. ..... £POA

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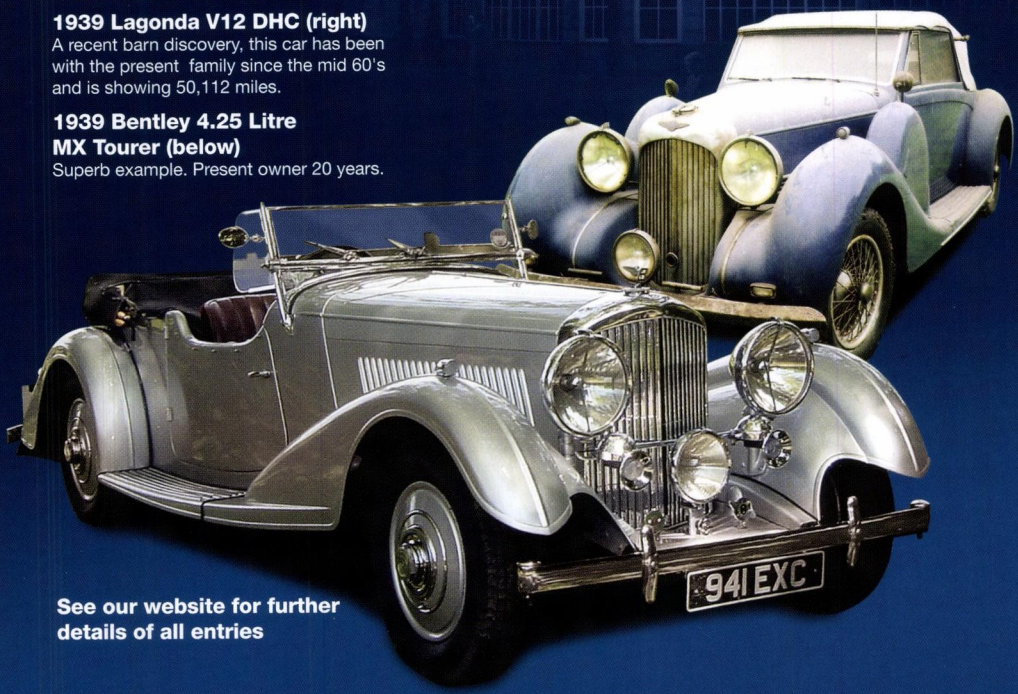
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SALE HIGHLIGHTS...

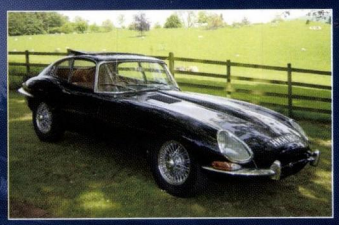
1939 Lagonda V12 DHC (right)
A recent barn discovery, this car has been with the present family since the mid 60's and is showing 50,112 miles.

1939 Bentley 4.25 Litre MX Tourer (below)
Superb example. Present owner 20 years.



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