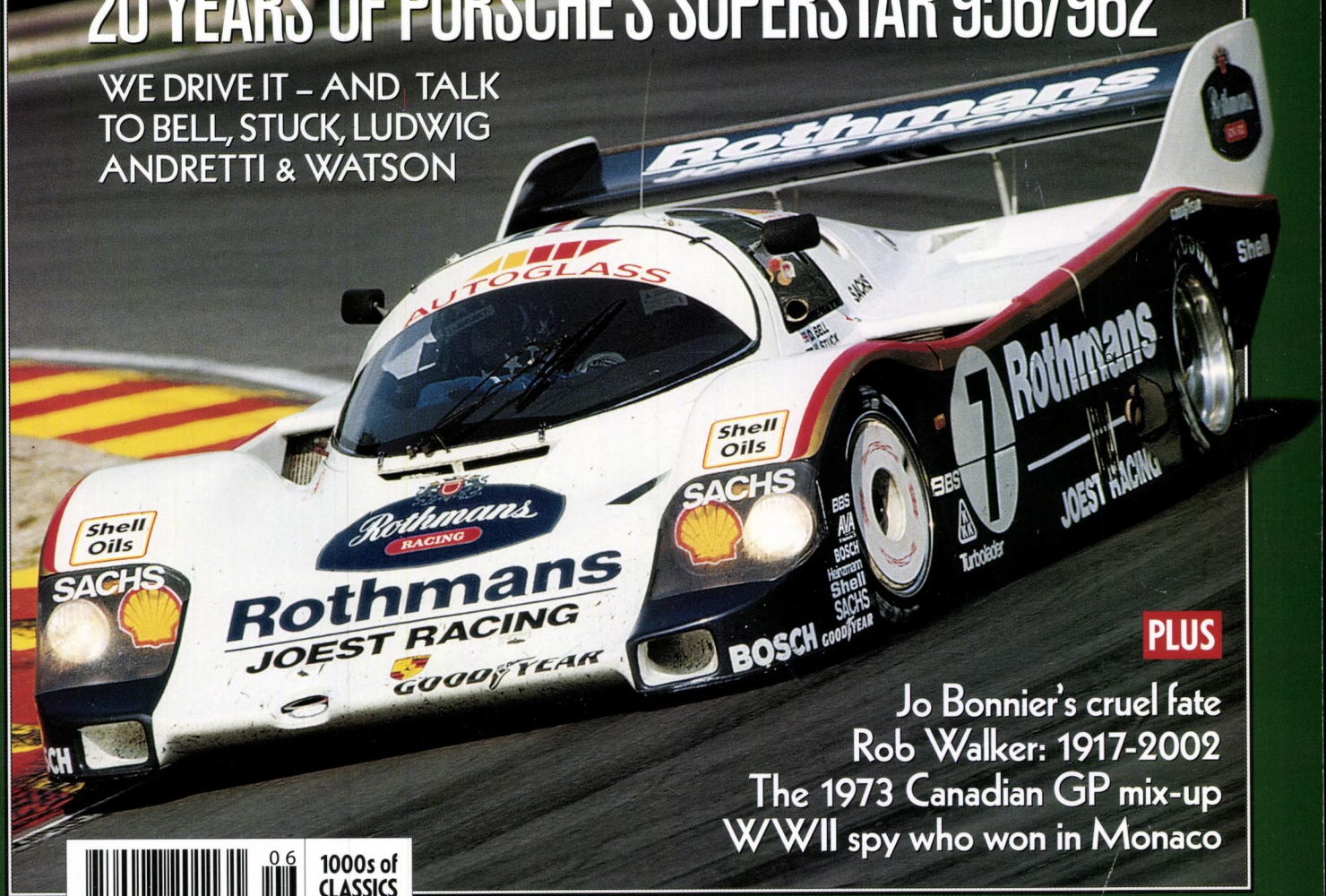
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Fine Historic Automobiles

We are pleased to announce the sale, from a private collection, of chassis number 0778, the ex-works and N.A.R.T.

1960 Ferrari 246 S by Fantuzzi



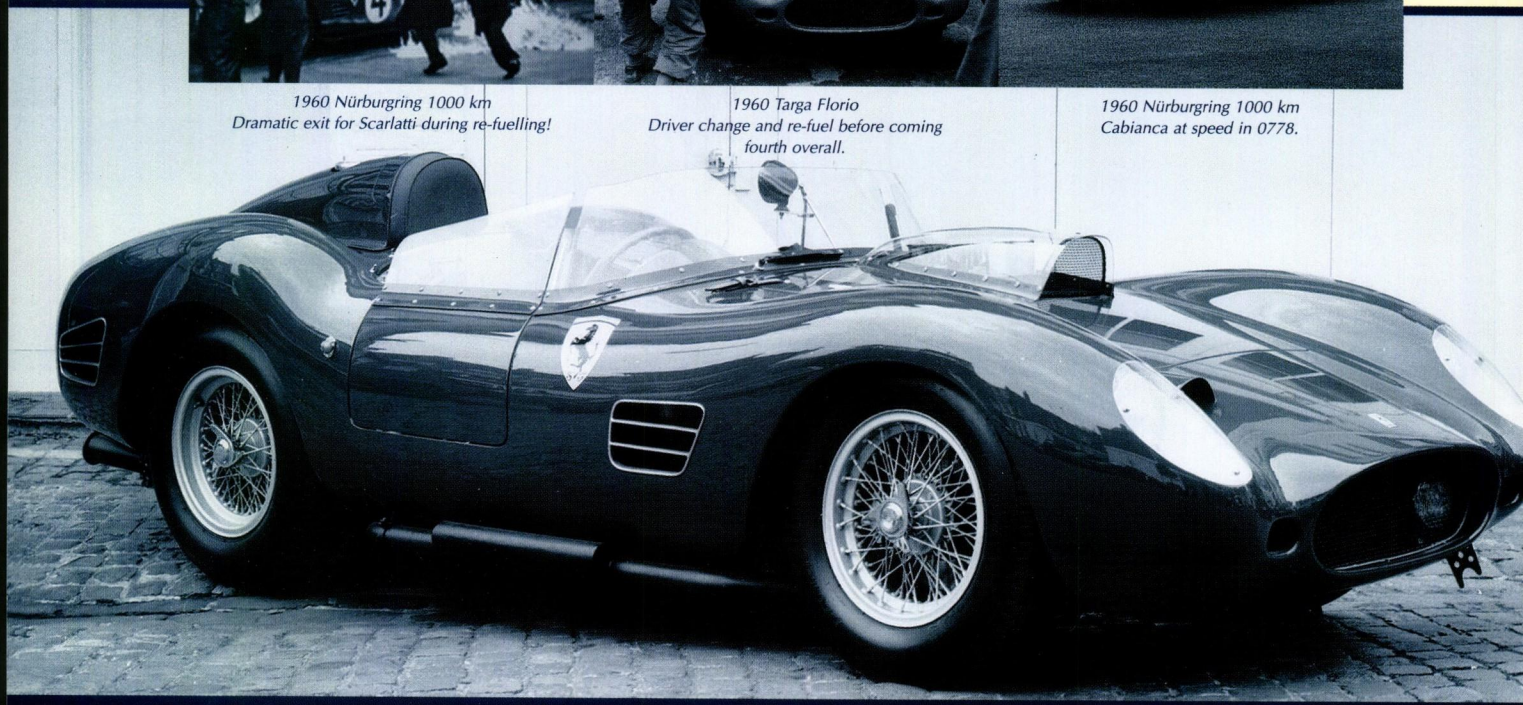
1960 Nürburgring 1000 km
Dramatic exit for Scarlatti during re-fuelling!



1960 Targa Florio
Driver change and re-fuel before coming fourth overall.



1960 Nürburgring 1000 km
Cabianca at speed in 0778.



0778 debuted for the Ferrari team in January 1960 at the 1000 kms of Buenos Aires, driven by Scarfiotti and Gonzales. Its success was confirmed in May on the Targa Florio where it finished fourth overall. At the Nürburgring 1000 kms, 0778 spectacularly caught fire during re-fuelling and was then swiftly rebuilt by the factory for use by their American concessionaires; N.A.R.T who raced this 246 S from 1961-1963, competing at the Sebring 12 Hours, the Canadian Grand Prix and the Nassau Speed Week. 0778 was retained by them until 1969 and subsequently formed part of the famous Mas du Clos collection until passing into the hands of its present owner. Now beautifully prepared to front running order, 0778 offers a rare opportunity to purchase a legendary Ferrari from one of the most heroic eras in sports racing history.

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editorial



WHILE FORD TRIES TO SWAY A 'new Jag generation' with art-house adverts, those of a less trendy persuasion, i.e. older, know that the bulk of the gloss on Jaguar's brand was applied via seven wins at Le Mans, even though only two of them, 1988 and '90, were scored after 1957.

Jaguar have since changed motorsport tack: Formula One is the 'only' place to be these days. Millions upon millions tune in every other weekend to watch Michael Schumacher's Ferrari prance to victory and Jaguar make a horse's arse of it.

Jaguar are not alone. Only Ferrari of the 'Le Mans marques' have made a sizeable impact in F1: Bentley have never bothered; Aston Martin's front-engined effort was too little too late as the Cooper era dawned; Porsche scored just one world championship grand prix victory, Dan Gurney's Rouen success 40 years ago this month.

But that hasn't stopped these four marques from becoming global brands. This just might have something to do with the fact that, between them, they have accrued 29 Le Mans wins.

The famous all-day enduro is the only motor-racing event this side of the Atlantic able to stand up to the Formula One steam roller. Audi and Bentley, the leading lights of the 2002 event, will no doubt disagree, but *Les Vingt-Quatre Heures du Mans* is in one of its periodic slumps. Generally speaking, the big-hitting premier marques go F1; the rest go rallying.

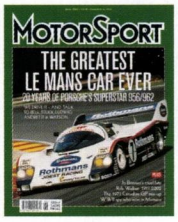
Of course, not everyone fits these bills. As the highest echelons of the sport become increasingly homogenised – the 'new Jag generation' would call it slick – Le Mans becomes more appealingly anachronistic as each day passes. Like the Indianapolis 500, it has marched to the beat of its own drum, the Automobile Club de l'Ouest often butting heads with the sport's governing body. Praise the Lord!

It will survive this downturn and, when manufacturers decide that spending billions to make Schumacher and Ferrari look good no longer makes financial horse sense, Le Mans will thrive again.

It's vital that this happens, for the marketing men are strangling our sport. Yes, they have made what's left very shiny and beguiling, but this is merely a thin veneer.

Not so long ago, you could watch non-championship F1 and world championship sportscars at Silverstone and Brands Hatch. You could then top this up with the European Touring Car Championship and, when winter descended, the RAC Rally would roar past your doorstep – even if you didn't live in South Wales.

Of course, we will never return to the days when Stirling or Jimmy would win three races in a day in three different types of car, but for the manufacturer's sake as well as ours, what diversity remains should be nurtured.



LAT

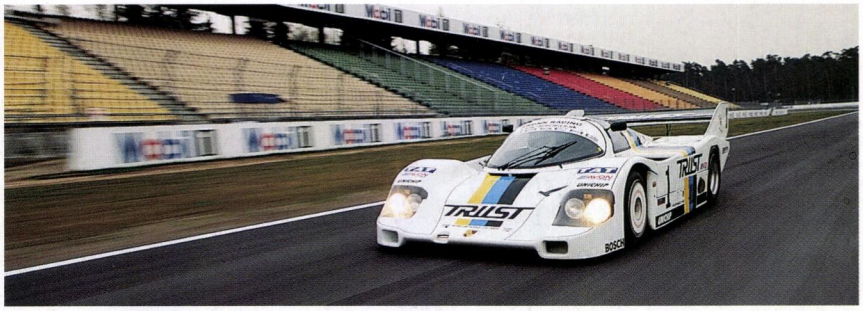
Hans Stuck guides Joest Racing's 956B to second place at Brands Hatch, 1986

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MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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Flash photography *More unseen gems from the world's largest motorsport archive. Page 62*



Jo loss *Remembering Bonnier, the sport's first safety campaigner, killed at Le Mans. Page 51*



Rob Walker *His team was so good, Moss didn't want to drive for anyone else . Page 84*

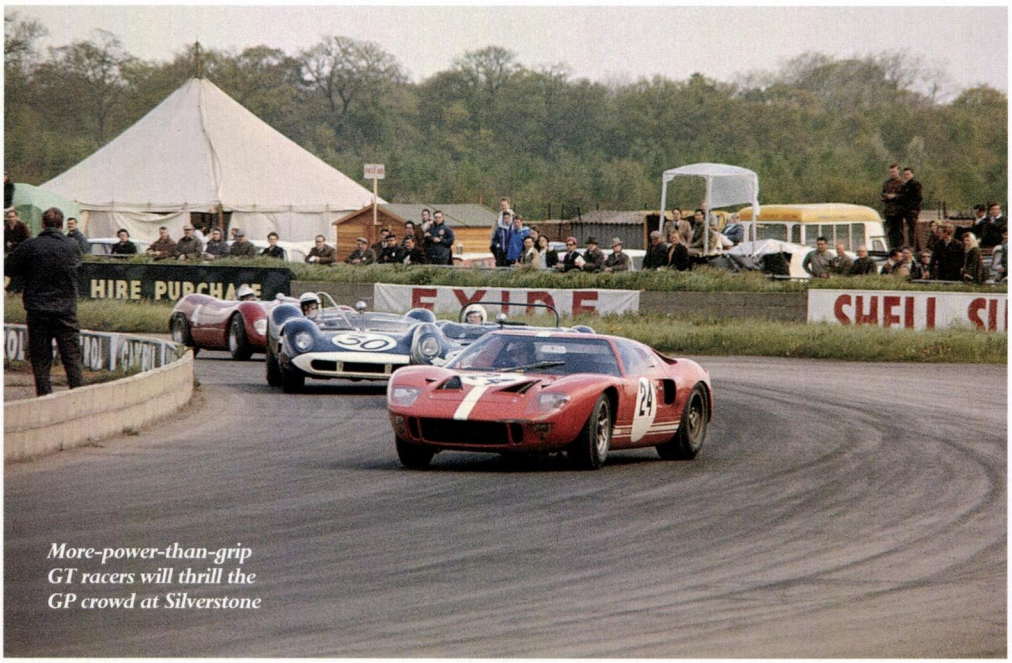


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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



More-power-than-grip GT racers will thrill the GP crowd at Silverstone

all: LAT

DEREK BELL HONOURED

DEREK BELL HAS BEEN AWARDED THE title of Honoured Citizen of Le Mans. He is only the fourth driver to receive this accolade in nearly 80 years. The others are Jacky Ickx, Luigi Chinetti and Sammy Davis.

"It took me completely by surprise. I feel this is in recognition of my career as a whole," said Bell.



Derek Bell: a fine, upstanding Citizen

HISTORIC SPORTSCARS ON BRITISH GP BILL

SPORTS-RACING AND GT CARS FROM the 1950s and early '60s will race at the British Grand Prix meeting at Silverstone this year.

The invitation race, set to be held after the headline event on Sunday afternoon (July 7), will bring together machines from the two eras in a capacity 44-car field.

It's expected that the leading entries from the BRDC's Historic Sports Car Championship will represent the 1950s, while cars like Ford's GT40, AC Cobras and Jaguar E-types will represent the pre-65 classes.

The 1954-60 division will be split at 1500cc, and the 1961-65 cars will be divided at 2000cc.

It is planned to invite cars with significant history to contest the 1960s section of the race.

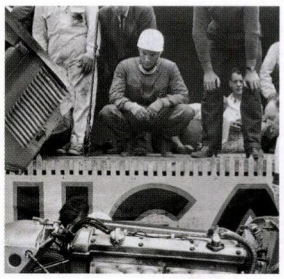
The race will be organised by the Historic Sports Car Club in a deal that cements the relationship between the club and Octagon Motorsports. In August, the HSCC will run the International Historic Festival at Oulton Park on behalf of Octagon.

The HSCC's Executive Director Grahame White said: "This is a great privilege for our club and extremely good for historic motorsport. We will be putting on a race to include two groups of sports-racing cars from the 1950s and 1960s, which will run together for the first time."

STIRLING TO RACE C-TYPE

STIRLING MOSS WILL HEADLINE THE ENTRY FOR the VSCC's British Empire meeting at Donington Park over the weekend of June 8/9. Moss will race the C-type Jaguar of VSCC President Julian Ghosh in the race for 1950s drum-braked sportscars on Sunday.

There will also be a superb field of cars for the pair of Group C races, the only time this season that the series will appear in the UK. Among the entries is Gary Pearson, who will race a Jaguar XJR-11 for the JD Classics team.



Moss and C-type at 1953 Le Mans

MORGAN HEADS SARTHE AFTER 40-YEAR ABSENCE



Aero Morgan is one of 48 entries accepted by the Automobile Club de l'Ouest

MORGAN WILL RETURN TO LE MANS this season, 40 years since the Great Malvern-based marque last contested the race.

In 1962, Morgan won the two-litre class with a Plus 4, but will tackle this year's race with an Aero 8 GT-N driven by Steve Hyde, Richard Stanton and Richard Hay.

Chris Lawrence, one of the drivers of that class-winning Plus 4, registered TOK 258, is a technical adviser for the new project.

RALLY ACE SAMPLES HISTORIC WILLIAMS

FORMER WORLD RALLY CHAMPION Carlos Sainz celebrated his 40th birthday by driving a Williams FW08 at Jarama recently. Sainz, who raced Formula Fords in his younger days, swapped his Ford Focus WRC for the ex-Rosberg car of countryman Joaquin Folch ahead of the opening TGP race of the season.

After a briefing from the Hadfield Racing crew that prepares it, Sainz quickly started to explore the limits and, in a 10-minute run, set a time that would have been good enough for seventh on the TGP grid.

Folch went on to win the race in the car that prevailed in the 1982 Swiss Grand Prix.



Olly McGudden

Sainz preserve it! Owner Folch advises his famous guest driver at Jarama

STARS COME OUT FOR HEALEY'S 50TH



LAT

Hopkirk/Mac Healey in the 1965 Guards 1000 at Brands

A NUMBER OF FAMOUS NAMES FROM AUSTIN HEALEY HISTORY will attend the 50th anniversary of the launch of the Healey 100 this August. Centred around a special race meeting at Thruxton on August 3, the celebrations will mark the car's debut at the Earls Court Motor Show.

Gerry Coker, the designer of the Austin Healey 100, and members of the Healey family will be joined by race and rally drivers who achieved success at the wheel of the cars – Jack Sears, Alec Poole, Paddy Hopkirk and 1961 Alpine Rally-winner Donald Morley.

Also present will be former BMC competitions manager Marcus Chambers and Roy Jackson-Moore, who tested the early 100s and helped Donald Healey to achieve many speed records in the 1950s.

F1 COOPER CRASHES

VETERAN HISTORIC RACER ALAN BAILLIE WAS FORTUNATE to escape unharmed from a hefty qualifying accident at Silverstone in his F1 Cooper T71 (pictured below).

The car rolled twice at Becketts after a slower car spun into its path prior to an HSCC round.

Built for Bob Gerard, the car was raced by John Taylor in 1964 then sold to the USA. It returned in 1996.

"The car's not in very good shape," said Baillie, "but it will be back."



Jim Houlgreave



LAT

CONNAUGHT SALE

A RARE 1952 CONNAUGHT A-TYPE WILL BE OFFERED AT AUCTION IN LATE May. The car, chassis A8, was run by the factory throughout the 1953 season, and was driven by Stirling Moss, Roy Salvadori and Prince Bira.

One of its best results came in the British Grand Prix when Bira finished seventh, the first non-Italian car home.

It was raced extensively in 1980s historic events by Gerry Walton, and is expected to reach around £100,000.

It is being sold ready-to-race at the H&H auction at Buxton.

news in brief

A NEW DATE HAS BEEN ADDED to the BRDC's Historic Sports Car Championship. To replace the race dropped from the FIA GT meeting at Silverstone in early May, the championship will now feature at the MG Car Club meeting on July 20 for a race on the Silverstone International circuit.

* * *

DAN GURNEY HAS UNVEILED a striking new motorcycle named the Alligator. Developed over two decades, the low-slung bike will also commemorate the Belgian Grand Prix victory for his Eagle design in 1967. That car bore number 36, and a production run of 36 bikes in those same colours is under way. Gurney's Spa success remains the only GP win for an American driver/constructor.

* * *

BRITISH RACER TIM BUSBY WILL take his ex-Pierre Dieudonne BMW CSL 'Batmobile' back to Le Mans this September for the Le Mans Classic. The car contested the race in 1976-77.

* * *

FIVE-TIME BRITISH CHAMPION Jimmy McRae returned to competition on the second round of the MSA British Historic Rally Championship, the Astra Stages. He drove a Ford Escort and netted fifth in the Post-Historic category.

* * *

IF YOU ARE DRIVING A CLASSIC sportscar to Le Mans this year, you can call in at Saint Saturnin for a Classic British Welcome. There will be a selection of food and drinks available. For detailed information, call 00 33 243 253 055.

* * *

A SPECIAL CLASS FOR HISTORIC Ferrari racing cars will be included in the Shelsley Walsh meeting on August 17/18. The event is also a round of the Tran-X British Hillclimb Championship.

obituaries

Desmond Titterington



Titterington drove superbly in the 1955 TT, sharing a Jag D-type with Hawthorn

DESMOND TITTERINGTON, ONE OF BRITAIN'S POST-WAR ALL-ROUNDERS, died recently at the age of 73.

The Ulsterman was a school friend of Archie Scott-Brown and competed in most forms of the sport during the 1950s. Sportscar success in a Jaguar C-type led to him joining the works team in 1955, but it was for Mercedes that he finished fourth in that year's Targa Florio. In single-seaters, he raced Connaughts and contested his only GP, the 1956 British. He retired from that race, but finished third in the Silverstone International Trophy.

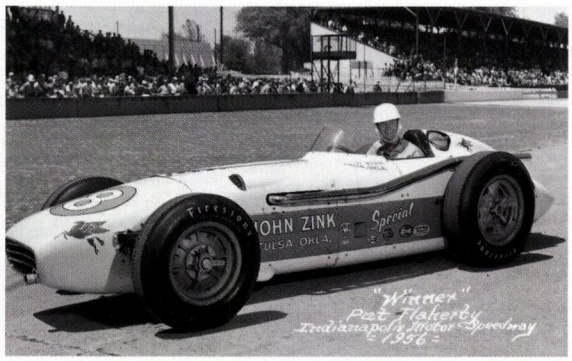
He retired from racing at the end of 1956 to concentrate on business, but still competed in trials and rallies. **PL**

Pat Flaherty

PAT FLAHERTY, WINNER OF THE CHAOTIC AND exciting 1956 Indianapolis 500, and a champion of many crashes, died recently. He was 76.

With his shamrock-covered crash hat and hot rod-derived style, he was one of the fastest graduates from the infamous Hurricane Racing Association.

But Flaherty's big moment was when A J Watson made him his special pick to race the prototype Watson roadster of 1956, subsequent winners of six Indy 500s. **Joe Scalzo**



Aboard the Watson-Offy in which he took pole and victory at Indy

Buck Baker

ONE OF NASCAR'S FIRST STARS HAS DIED AT THE AGE OF 83. Buck Baker competed in the very first NASCAR race in a Kaiser, gradually became a true front runner, and was a regular winner in 1953 with an Oldsmobile.

Two years later he drove a Ford, but it was Chrysler that provided him with the machinery to win the 1956 NASCAR championship. He successfully defended this title with a Chevrolet, and when his full-time career ended in the mid-1960s, he had 46 wins to his name.

Father of NASCAR star Buddy Baker, Buck had remained involved with the sport via his driving school. **DM**

Bob Akin

THIS FORMER TWO-TIME WINNER OF THE SEBRING 12 HOURS DIED as a result of injuries sustained in a testing accident at Road Atlanta while driving a 1988 Group C Nissan.

Akin, who had raced sportscars successfully from 1973, first won Sebring in '79, Rob McFarlin and Roy Woods co-driving his Porsche 935. To win the '86 event, he employed Hans-Joachim Stuck and Jo Gartner as co-drivers in his Porsche 962.

In between these highlights, Bob scored his best Le Mans result, fourth in 1984, sharing a Walter Brun-run Porsche 956 with the team owner. **DM**

EVENTS OF NOTE

MAY

25 OULTON PARK (GB)
Aston Martin Owners' Club's annual Oulton Park meeting on the full circuit. Tel: 01865 400400.
25/26 ROCKINGHAM (GB)
Celebration of British sportscars organised by the MG Car Club. Two full days of racing, with up to 450 cars competing. Tel: 01235 555552.
25/26 ZANDVOORT (NL)
FIA historic racing kicks off with rounds of the Historic Grand Touring Cars and Historic Touring Cars at the challenging Dutch track. Tel: 00 41 2254 44400.
25/26 PAU (F)
Grand Prix de Historique, starring races for Euro F2, HGPCA and European Sports Prototype.

JUNE

1 WALES (GB)
Mutiny Rally over classic mid-Wales forests includes round four of the MSA British Historic Rally Championship. Tel: 01332 672533.
1-3 SILVERSTONE (GB)
World Sports Car Invitation Trophy race puts Group C cars on the BTCC support bill. Tel: 01327 857271.
8/9 DONINGTON PARK (GB)
VSCC British Empire celebration meeting is an increasingly major event on the historic calendar. Top class on- and off-track attractions. Tel: 01608 644777.
8/9 ANDERSTORP (S)
All three FIA historic series head for the former home of the Swedish Grand Prix. Tel: 00 41 2254 44400.
9 SNETTERTON (GB)
AMOC returns to its spiritual home for typical fare of marque-based racing. Tel: 01865 400400.
15/16 LE MANS (F)
Seventieth running of the 24-hour race. Morgan returns to the event for the first time in 40 years.
22/23 BRANDS HATCH (GB)
HSCC event on the GP circuit is a seasonal highlight. The addition of the Orwell Supersports Cup adds to the occasion. Tel: 01327 858400.
22/23 ZOLDER (B)
Former F1 circuit hosts the European Historic Grand Prix meeting, which includes FIA historic championships as well as FORCE Classic GP and F5000.
22/23 A1 RING (A)
Austria's picturesque current grand prix circuit plays host to the FIA Cup for Thoroughbred Grand Prix Cars. Tel: 01621 892814.
23 CADWELL PARK (GB)
Britain's most challenging track awaits the VSCC racers at the club's annual visit to the Lincolnshire venue. Tel: 01608 644777.
28/29 TOUR OF YPRES (B)
Hugely popular Belgian rally includes a round of the MSA British Historic Rally Championship. Tel: 01332 672533.

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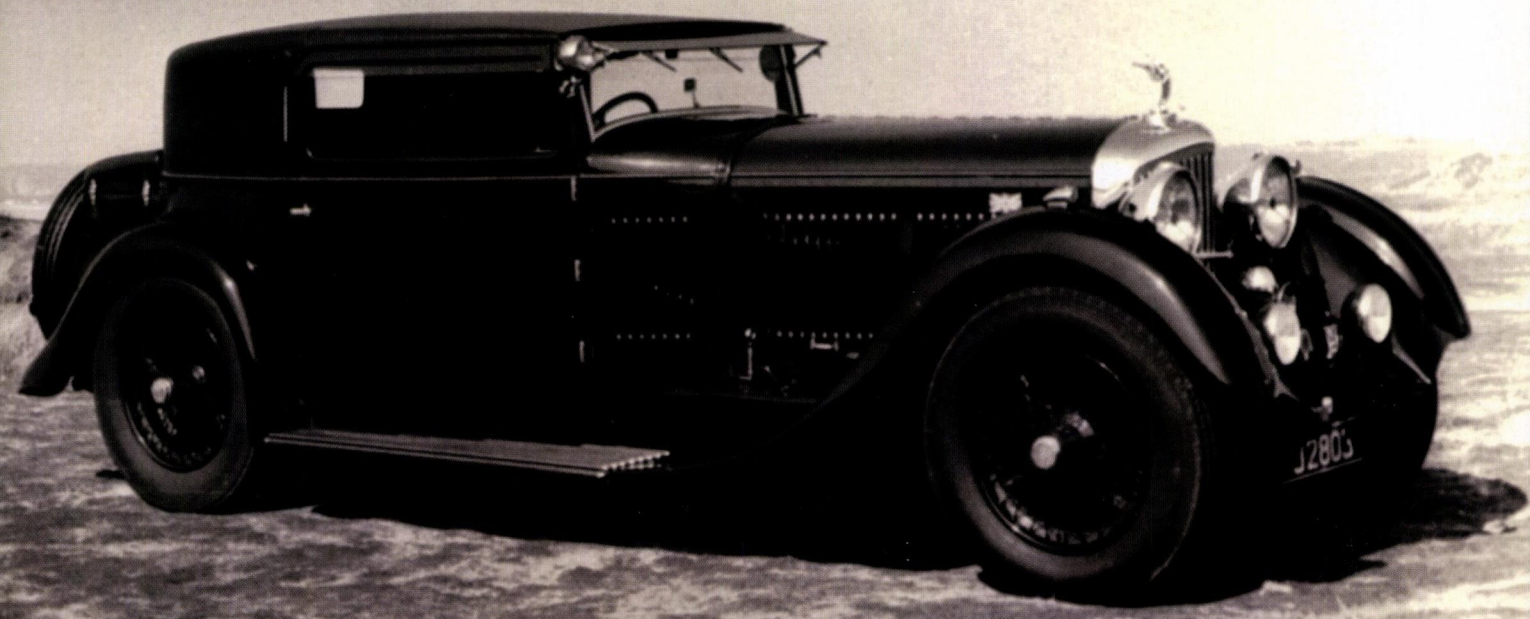
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Goodwood

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11-12 July 2002

Final Call for Entries



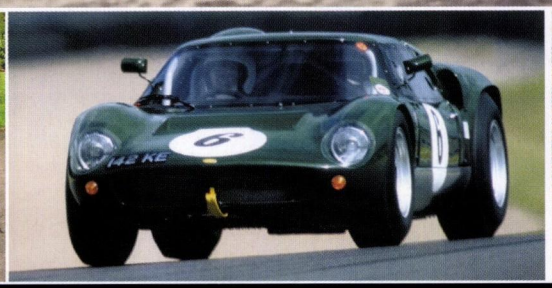
The Goodwood Festival of Speed is the largest and most spectacular event of its type in the UK featuring a mouthwatering selection of vehicles from historic Edwardian racers to modern Formula 1 cars. The Bonhams auction sale, held on the Tapestry Lawn, is now in its tenth year and, as founding sponsors, has always been an integral part of the Festival. With record prices regularly achieved, there can be no better platform upon which to market a collectors' motor car.

For further information please call Nick Lumby, Tim Schofield, Marcus Ross, James Knight or Malcolm Barber on 0207 393 3822 or Stewart Skilbeck on 01757 638894. email:cars@bonhams.com

Catalogues will be available in June, priced £30 inc p&p (UK). Call catalogue sales on 01666 502 200. Catalogue subscriptions are available at a discounted rate.

Entries include:
1929 Bentley 8-litre Sportsman's Coupe by Freestone & Webb (main image)
1927 Bentley 6½-litre All Weather Tourer by Corsica (below left)
1963 Lola Mk 6 (below centre)
1895 Peugeot Type 9 Vis-à-vis (below right)







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VSCC/BRDC SILVERSTONE

JOHN URE DEFIES AGE GAP AT VINTAGE SEASON-OPENER

JOHN URE WAS ONE OF THE STARS OF the VSCC's Spring Start meeting, wrestling ERA R9B to victory in the Patrick Lindsay Memorial race and taking a bold fight to Philip Walker's Lotus 16 in the Amschel Rothschild Memorial event.

The versatile Julian Bronson, aboard R1A, pushed Ure throughout the Lindsay event, which was sadly missing Ludovic Lindsay after his ERA ran a bearing in practice. Ure came close to pulling off a major upset in the Rothschild race, charging across the line just a fifth of a second adrift of Walker's much newer Lotus.

The two-day meeting, jointly hosted with the BRDC, featured a bumper field for the opening two rounds of the club's Historic Sports Car Championship. Nick Linney oversteered his Lister Jaguar to victory on day one, but Frank Sytner's Cooper Monaco was refettled for Sunday's race and outpaced John Harper's similar car.



John Ure's ERA only two-tenths behind Walker's younger Lotus

Jim Houlgreve

THOROUGHBRED GRAND PRIX: JARAMA & SPA

READY, FREDY, GONE!



Jim Houlgreve

Quick Kumschick: one win and one second has handed Fredy the series lead

SPANIARD JOAQUIN FOLCH SCORED AN emotional home victory when the FIA Thoroughbred Grand Prix Car season opened at Jarama. The local man's Williams FW08 beat off the FW07 of Fredy Kumschick to record his first win in the historic Formula One series.

Soaking wet conditions at Spa two weeks later made little difference to Kumschick, who dominated Round Two while Folch was away on business. After the first race start was halted due to stranded cars at Eau Rouge, Kumschick blasted to a 49sec victory, going a huge 14sec clear on the first lap!

Steve Hartley (Arrows A6) and Mike Whatley (Ensign N175) diced hard for second, a contest that was only resolved when Whatley spun at La Source on the final lap. Eventually Whatley got out of his car and pushed it home in fifth place!

HSCC SILVERSTONE

BALL RACES TO SUCCESS

MEMORABLE WINS FOR CHRIS BALL (Brabham BT28) and Neil Fowler (Lola T200) were among the highlights of another first-class Historic Sports Car Club meeting

Ball's Classic Racing Car victory was won the hard way as Michael Scott got his March 702 running better than ever. Edwin Jowsey put his father's BT28 firmly in contention as well until its engine cried enough mid-race. Jowsey's departure didn't help Ball much, though, as Scott snapped at his heels right to the flag.

Fowler again topped the Historic Formula Fords, but a fierce charge from Paul Sleeman in the rare Macon MR8 pushed young Fowler every inch of the shortened race.

Nick Crossley's March 73A dominated the Derek Bell race and John Bladon's pretty Merlyn Mk4 was top of the Classic Sports.

Also notable was BMW-mounted Simon Garrad's Historic Saloon victory over the Jaguar of Graeme Dodd.



B.L.Diffusion

Graeme Dodd (MkII) will lose this close fight to Simon Garrad's BMW 2002ti

HISTORIC F2: DONINGTON PARK

LOLA PARTNERS MARCH TO FORMULA TWO VICTORY

BOB JUGGINS (LOLA T240) AND ROBERT Simac (March 712) dominated the Historic F2 Trophy at Donington in May, but only after fastest qualifier Remy Nee was sidelined by gearbox snags in his Brabham BT28.

In the opening race, Swede Bo Warmenius (Brabham BT36) led briefly, but was soon pushed back to third by Simac and Juggins, where he had an entertaining scrap with Sid Hoole (March 712) until Hoole spun.

Nee took pole for race two, but proved no match for Juggins and then spun at Coppice. While Juggins turned the tables on Simac, James Murray (BT30) bettered Hoole for third.

John Monson and Simon Ham had their victory in the 1950-60s Sports Car race removed for a tyre infringement, Stuart Tizzard's Marcos 1800GT inheriting the win, even though he coasted over the finish line out of fuel.

Leo Voyazides and Andy Bacon took the Top Hat race for Pre-1965 Saloons in the former's Ford Mustang.



Steve Williams

Warmenius (40) snatches a brief lead, but Bob Juggins (3) and Robert Simac (2) are about to grab all the glory

GROUP C REVIVAL: SPA

PORSCHE SPICE SINGING IN THE RAIN



Linzi Smart

Heavy rain elevated Chris Randall's Spice SE90 to second in GpC opener

THE OPENING GROUP C RACE OF THE season produced a fine spectacle at Spa, running into the dark of Saturday evening. Despite awful weather, 25 cars made the trip to give the series an excellent start.

The Skoal Bandit Porsche 956 of Martyn Konig/Philip Brunn took the spoils in the 90-minute race, but only after stern challenges from Nick Randall (Spice SE90) and Nathan Kinch (Jaguar XJR16) were ruined by water in the electrics after heavy rain fell. Instead, it was Chris Randall (Spice SE88C) who took second from the Jaguar XJR12D of John Grant/Nick Rini.

* * *

SIMON HADFIELD HOPPED INTO Richard Eyre's McLaren M8F to win the opening two races in the Orwell Supersports Cup at Jarama, Spain. Hadfield easily outpaced the 2-litre cars, which were topped by the Chevrons of John Grant (B19) and John Burton (B26).

reports in brief

THE NEW HERITAGE GRAND TOURING Car Challenge got off to a good start in front of BTCC fans at Oulton Park. Cars from the old Classic Touring Car series set the pace, with David Yates winning both races in his Ford Mustang. Peter Hall's Chevrolet Camaro chased, but hit brake trouble in the second race just as Andy Rouse broke a seven-year lay-off to share the car.

* * *

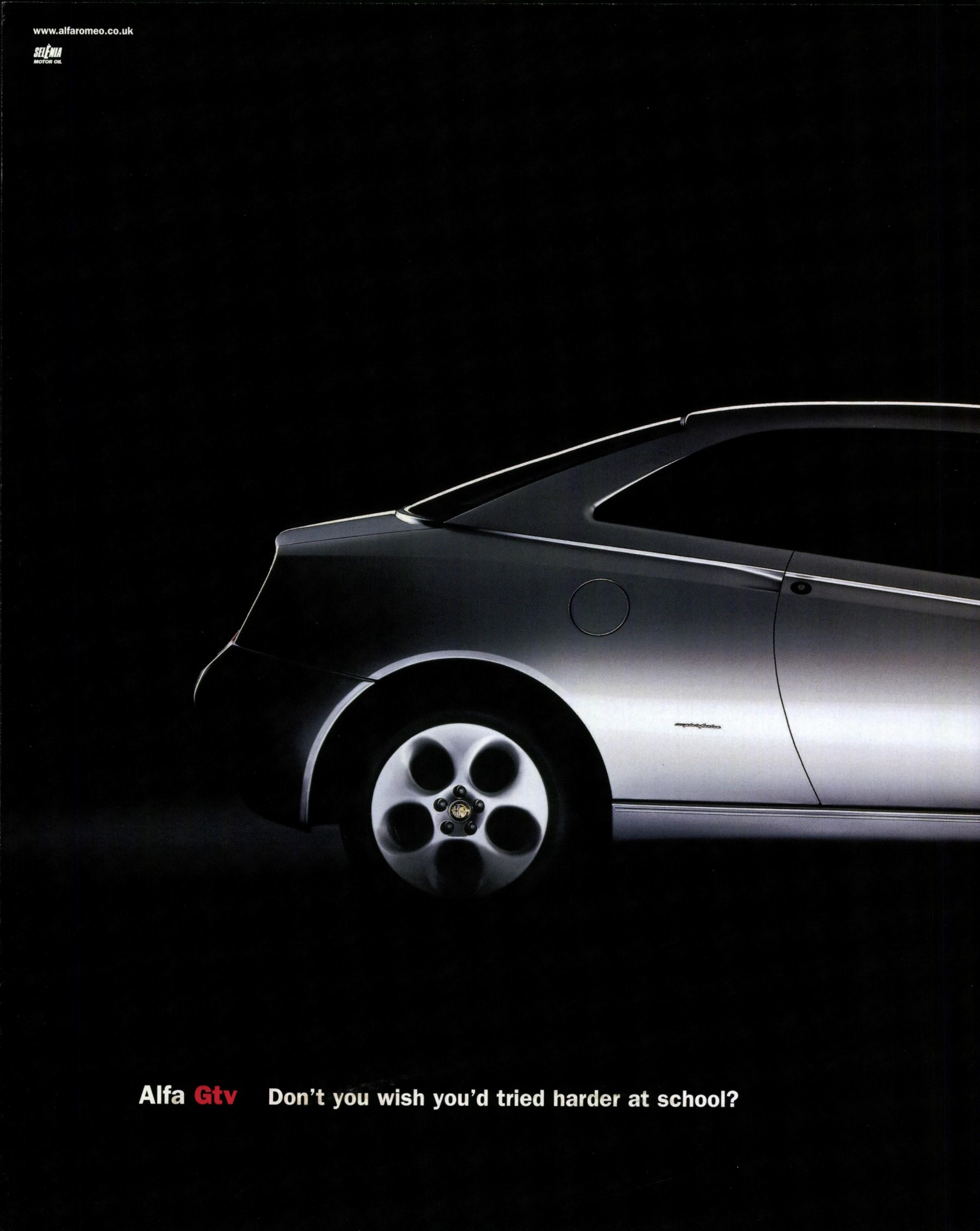
MICHAEL SCHRYVER (CHEVRON B16) and Jonathan Baker (Ford F3L) shared the spoils when the Group 4 season started at Jarama. Andre Bailly and Nick Amey headed the Lola T70 pack.

* * *

FRANK LYONS WON TWO FORCE victories at Nogaro in April, heading the similar F5000 Lola of Mike Wrigley in both. Malcolm Carter's March 711 topped the Classic Grand Prix car contests.

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LETTERS FROM READERS

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain. **E-mail (please include address):** motorsport@haynet.com
The Editor reserves the right to edit all letters

BLOWING HOT AIR

SIR,

Your review of Michael Hay's *Blower Bentley* book describes it as the outcome of "fastidious research". I don't accept that.

In it, the author casually dismisses the integrity of the engine of the Birkin single-seater No1 Team Car. He says, without any qualification, that the "crankcase is original but the rest of the engine has been changed". This is not true.

This is specifically a racing car and could have had many components changed many times. But the crankcase contains the original Villiers crankshaft and drives through a Birkin clutch. Both supercharger and inlet manifolding are stamped No1, which ties in with the chassis number. The chassis, running gear and body are all correct, and the whole represents one of the great cars of motoring history.

What the book is concerned with is a team of four glamorous and romantically heroic follies built by a true Brit to bring honour to his country. But Mr Hay's bloodless concern for nit-picking queries does nothing to further the historic knowledge and romance of these cars.

I AM, YOURS ETC,
GEORGE DANIELS, ISLE OF MAN

* * * *

CAPTION CORRECTION

SIR,

I quite agree with Tony Caldersmith's letter in the May issue: the date of George Saunders' Cooper fire at Shelsley Walsh was 1948, not 1947, but I did not do the captions or check them.

However, the mechanic with the extinguisher was certainly not Sir Stirling Moss.

I AM, YOURS ETC,
GUY GRIFFITHS, HOVE, SUSSEX

* * * *

TYRED AND EMOTIVE

SIR,

Your pictorial feature of Mike Hayward's *Sights of the Sixties* evoked strong memories of the most exciting period in British saloon car racing. I could almost smell the molten Dunlops from the battling works Mini Coopers at South Bank – but surely the driver captions were reversed.

John Rhodes was the big extrovert, his attempts to reduce the understeer in his Mini often clouding it in tyre smoke at the approach to each corner. In contrast, John Handley preferred a less spectacular style, which was marginally slower, though kinder on his tyres.

Great times, brought alive as always by your excellent journal.

I AM, YOURS ETC,
RICHARD WATKINSON,
ST LEONARDS ON SEA, EAST SUSSEX

FLIPPING HEAVEN

SIR,

With reference to the excellent photographs in *Sights of the Sixties* (May 2002 issue), I can assure readers that my incident as portrayed on page 50 was a one-off. I drove the car throughout 1967 and, driven correctly, i.e. the right way up, it had typical Lola handling and was a joy to drive.

This was the ex-Jeremy Bouckley circuit car, and I had much pleasure in events that season, including a faster time than Patsy Burt in the mighty works Cooper-Climax at Ragley.

Following the Lola, I went from the sublime to the ridiculous, purchasing the ex-Reg Phillips Fairley Climax (built for Shelsley) and enduring a season of pure terror. I am still convinced that the trophies I did obtain with that car were given to me for my bravery rather than skill.

I AM, YOURS ETC,
JOHN CREASEY, CORNWALL

* * * *

SORRY, WRONG NUMBER

SIR,

I very much enjoyed your Lola track tests, but must also 'commend' you for your imaginative explanation of the 1962 GP Lola's chassis number.

BR stands for Bromley (where the cars were made) not Bowmaker Racing. The GP part was correct, but 42 is not Mark 4, chassis 2, as you suggested. Simply, its stands for chassis number 42 in the sequence of Lola single-seater chassis numbers. These, naturally enough, started at 1 and ended at 55.

I AM, YOURS ETC,
DUNCAN RABAGLIATI, LONDON

* * * *

RIGHT IDEA, WRONG METHOD?

SIR,

The eighth anniversary of the death of Ayrton Senna is upon us.

Since that crash, many changes have been made to Formula One car design to improve safety. Some say those changes have destroyed the spectacle. This begs a question: if Senna had survived the crash would those safety regulations be in place now?

As fans will know, Senna was killed not by the impact with the wall, but by a piece of suspension that pierced his helmet, and skull. If that hadn't happened, Senna would have walked away.

In the 10 years prior to May 1, 1994, there were several crashes, some more violent than Senna's, which the driver survived: Alliot in Mexico, 1988; Berger at Imola, 1989; Donelly at Jerez, 1990. The threads running through these accidents are kerbs that were too big, run-off areas that were too small, car designs that saved lives.

If Senna had stepped out of that wreck, people would have praised the strength of the car. But he died, and no matter what the circumstances were for the car leaving the track, the first thing safety experts looked at was how to slow the cars down.

If you look at it sideways, F1 safety is what it is today because one piece of suspension killed one of the greatest racing drivers of all time, in an accident which, under normal circumstances, he would have survived.

But if the cars had been left alone, and the circuits improved, would the racing be closer today?

I AM, YOURS ETC,
JON O'ROURKE, NORTHERN IRELAND

* * * *

ALP IS AT HAND

SIR,

I was interested to read the letter from Mervyn Pritchard in the May 2002 issue regarding a film of the 1958 Alpine Rally.

I recall seeing this film one Saturday afternoon in 1958, in what I suspect was the pre-*Grandstand* era. I was utterly mesmerised by it – Big Healeys, Triumph TRs, MkII Jaguars, Volvos, Porsches and Alfa Romeos all being driven at breakneck speed on mountain passes. Vivione, Stelvio and Gavia were names very evocative to a youngster who had not even been abroad.

I saw the film once more, at a motor club film show, but never saw it again. When motorsport videos began to proliferate, I looked at numerous lists of what was available, but saw no mention of this event or this film

Three or four years ago, I mentioned to my son how much I would love to have a video of the 1958 Alpine Rally. It is to his eternal credit that he contacted Shell, probably the PR Department, no doubt expecting a major task to track one down – if one even existed. To his surprise, he was able to order one within minutes.

It's as good now as it was in 1958.

So I suggest Mr Pritchard contacts Shell. If he has no success, he can contact me via yourselves and I will be happy to arrange for him to borrow my copy.

However, it is not for sale – it's priceless!

I AM, YOURS ETC,
PETER DOLAND, LOWSONFORD, WARKS

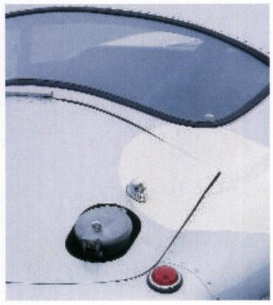


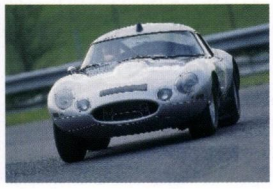
LAT

Our explanation of Lola's designation owed a little to imagination



Lynx Lightweight E-type
No.5 in bare metal





The Rarest of the Breed

For the first time ever, a newly manufactured Lynx Lightweight E-type is on the market.

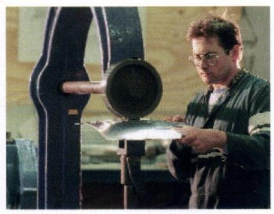
If any car has ever achieved 'legend' status in its lifetime, it is the E-type Jaguar.

The Lynx Lightweight E-type is a prime showcase for the combination of Jaguar's engineering expertise and the panelbeater's art. Lynx build No. 5 (there are only four other Lynx Lightweight E-types in existence) is, we think, one of the finest examples of what a true competition car should be.

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It can only be left to say that this will possibly be the only chance to jump the queue and avoid the standard build time when acquiring one of these stunning cars. With the exclusivity of the Lynx Lightweight E-type, it is truly a dream come true. After all, it is the rarest of the breed.

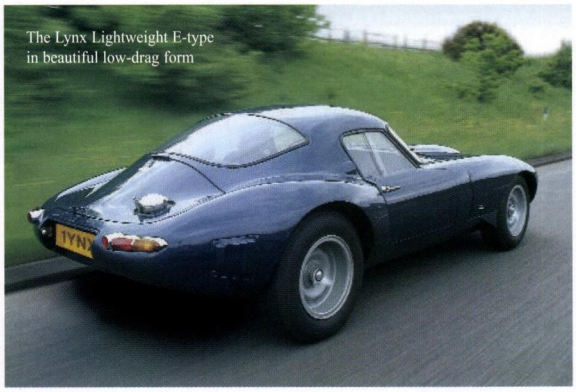




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Brakes	Uprated to Lynx specification
Suspension	Uprated to Lynx specification
Wheels	Magnesium alloy Dunlop peg drive
Interior	Trimmed in original black Moquette with aluminium bucket seats trimmed in Connolly hide to owner's specification



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LETTERS FROM READERS

A FAN OF 'FON'

SIR,

A quick note to applaud your coverage of 'Fon' Portago (May issue). What a hero! How sad that modern times appear to have squeezed out these great individuals – many English – who once filled the vintage editions of *Boy's Own* with their adventures.

Like Beau Brummell when in the cavalry, being guided to his spot by seeking the trooper with the big nose, Fon put a mark on his car to make sure he sat in the right one. And I believe Portago's eventual intent was politics.

The Portagos were amazing people: one – following a shipwreck – walked along the coast of the USA recruiting an army as he went. The late Ken Purdy knew a lot about them, and Fon of course, and for sure there has to be a great book just waiting to be written.

I AM, YOURS ETC,

DAVID KINSELLA, WIMBLEDON

* * * *

STUTTGART SET THE STANDARD

SIR,

In your March issue, a letter from two engineers who look after the racing cars in the Mercedes-Benz historic collection tell us that the M196 engine using desmodromic valve gear regularly clocked up 1500km between major overhauls.

If Mercedes F1 engines could achieve that in 1955, I am sure they ought to be able to comply with the one-engine-per-car-per-GP rule that comes into force in 2004, especially with modern oils, materials and rev-limiters.

I AM, YOURS ETC,

BRIAN K JOSCELYNE, BRAINTREE, ESSEX

* * * *

HEWLAND CRY

SIR,

I am sure you will receive many letters pointing out that the gearbox in the photos of my Lotus 25 is not a ZF but a Hewland. It will be seen that there were spiders on the output shaft to drive the rubber doughnuts.

I do, in fact, have a ZF 5DS10. But Lotus did use a Hewland gearbox on chassis R6 for four races during 1963.

It had taken me 15 years to find the right ZF, but because the car has been raced regularly for the past 18 years, it was too risky to use. Another problem is that it's impossible to change individual ratios on the ZF. Team Lotus had three gearboxes with different crown-wheels and pinions for each car. This meant that the whole gearbox had to be changed if the gearing was incorrect. At Spa, the highest gearing was still not quick enough and the rear tyres had to be increased from 600 L 15 to 650 L 15.

I AM, YOURS ETC,

CEDRIC SELZER, LONDON



LAT

Ex-JoBo BRM will race again. Our Jo Bonnier feature is on p51

DAMAGED P25 TO BE RESTORED

SIR,

You reported the very sad death of Spencer Flack in your April edition, and implied that the BRM P25 he had been driving was destroyed in a fiery accident. The car *was* severely damaged and the rear part with the fuel tank *did* catch fire. But this was quickly extinguished by the marshals.

I would not wish enthusiasts to think that this is the end of the ex-Jo Bonnier car; it is being repaired, and Spencer's family tell me that the job will be completed by the year end.

I AM, YOURS ETC,

MARTIN GRANT-PETERKIN,

HISTORIC GRAND PRIX CARS ASSOCIATION

* * * *

LADIES' KNIGHT

SIR,

I had the pleasure of knowing Tony Pond during his time with the Dealer Opel Team, and I thoroughly endorse all that Bill Blydenstein has said regarding his way with co-workers.

Tony was a great one for the ladies, and although he had a company car from Opel, he would always insist on flying to our Yorkshire base from his home in Middlesex due to the fact that he had a 'thing' about ladies in uniform.

No air hostess was safe, and his wonderful charm was never to my knowledge rejected by any lady. On the occasions that we nominally shared a hotel room before a rally, I spent many a night on the couch in the hotel's lounge.

My admiration for him as a driver stems from a Jim Clark Memorial Rally. At the Dealer Opel Team, we were under constant pressure from the hierarchy to do many things which, in their opinion, would be good publicity, but in our opinion, at the cutting edge and lean on budget, were a complete waste of time and money. On this occasion it was a journalist from one of popular papers of the day who had persuaded the bosses that he should sit alongside 'Pondy', despite having no previous navigational experience.

The initial stage was a couple of laps of a disused airfield. As Tony completed his laps he flashed his lights and waved out of the window. My colleague and I worriedly raced towards him as he slid to a stop, and Tony pointed to his co-driver: he had turned 'Kermit' green and was vomiting.

We weren't allowed to change personnel so we laid the seat down, strapped the journo in tight, and Tony went on to complete the rally doing his own navigating as well as driving. He still finished second.

One of many happy memories of one of the good guys.

I AM, YOURS ETC,

NIGEL NEWTON-GOODE, GIZEUX, FRANCE

* * * *

LOVED IT! WHARTON AND ALL

SIR,

I have just finished reading – at high speed – the May issue; there was so much that I enjoyed I had difficulty putting it down.

It was of particular interest to learn more about Ken Wharton. His name was known to me because of the 'Ken Wharton Autotest', which was an event that, I believe, started in the late 1950s and was held, certainly until very recently, each year. It was contested by teams representing Scotland, Ireland, Wales, England and, of course, the Irish, who were consistent winners. The event has even been televised and was the height of autotesting competition.

The article about Joginder Singh was fabulous, too. His is a name somehow forgotten – but now thankfully revived in the article.

I have been a MOTOR SPORT subscriber for some time, but somehow this issue really 'hit the spot' for me.

I AM, YOURS ETC,

EUAN J B MURRAY, EDINBURGH

* * * *

ON THE WAGEN

SIR,

Frenchay Village Museum would like to put on a display about the Freikaiserwagen. Its creators, the Frys, David and Jeremy, lived in Frenchay and built their earlier cars in the village.

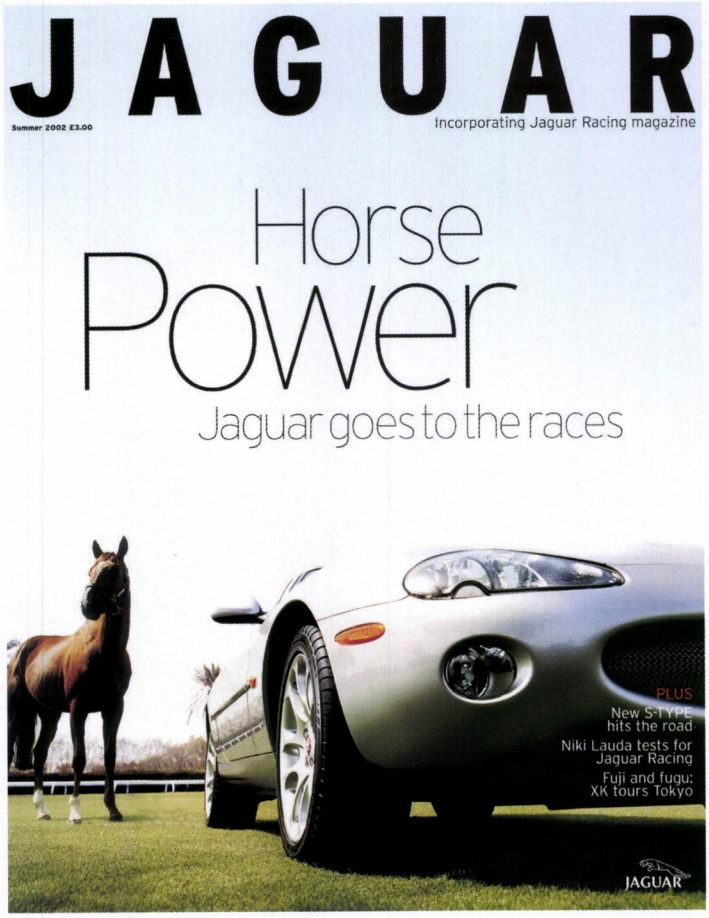
There have been photographs on the covers of MOTOR SPORT in the past – December 1947 and July 1949 – and the article 'Britain in the Ascendant', published in the February 2002 edition, was a reminder about the Frys' exploits.

If any of your readers have memorabilia or artefacts concerning the Freikaiserwagen – in its various forms – that could be borrowed by, or donated to, the Frenchay Village Museum, we would be most grateful.

Offers should be directed to Martin Longbottom, 5 Riverwood House, Beckspool Road, Frenchay, Bristol, BS16 1NU. Or call on 0117 956 6393.

I AM, YOURS ETC,

J LONGBOTTOM, FRENCHAY, BRISTOL



EMOTIONAL ENGINEERING

The sixth edition of *Jaguar* magazine incorporating *Jaguar Racing* brings you another insight into the world of Jaguar and the people behind the cars. In this issue, we settle behind the wheel of the new Jaguar S-TYPE for our first drive in the car. We visit the Nad Al Sheba Racecourse in Dubai to mingle with the racing elite at this year's World Cup – the richest horse race in the world. A chat with touring-car star Win Percy about his memories of driving the victorious Jaguar XJ-S racer and a stunning studio shoot of the car itself reminds us of Jaguar's rich motorsport heritage. The technology under the skin of the latest Jaguars is also explored, such as satellite navigation, Computer Active Suspension and Adaptive Cruise Control, and we end with a visit to Mount Fuji and Tokyo – a challenging city for any sat-nav system.

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1962 Ferrari 250 GT Lusso
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In conjunction with The Jaguar Legend, Coys will also be holding a second, significant auction in the parkland of the Royal Hospital, Chelsea. Most certainly, the Fine Motor Cars at the Royal Hospital sale will be the highlight of the Summer Motoring Season and offers the best possible opportunity to offer a collector's motor car for sale in one of the most spectacular and historic settings in the capital. This new venue, set against the magnificent 17th Century backdrop of the Royal Hospital itself, continues Coys' ground-breaking tradition as market leaders in the sale of important and historic motor cars.

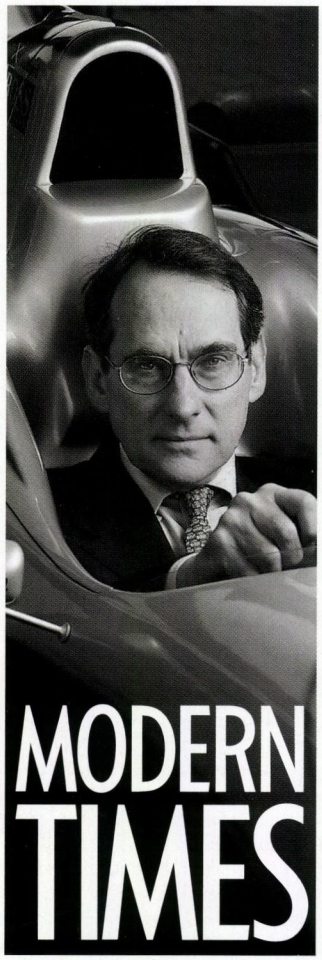
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COYS



MODERN TIMES

IN THE BARCELONA PADDOCK, THE MAIN topic of conversation wasn't the continuing domination of F1 by Michael Schumacher, the perceptibly widening gap between Ferrari and Williams, or the apparent lack of power produced by the engine that Mercedes and Ilmor have built for McLaren this year. It was Jordan's recent decision to get rid of almost 60 of its staff, starting with long-serving managing director Trevor Foster, technical director Eghbal Hamedy and senior race engineer David Brown.

No-one has better first-hand knowledge of the highs and lows of F1's roller-coaster than Eddie Jordan. Now Eddie has decided that, in the current climate of rising costs and potentially falling sponsorship, swingeing financial cuts are essential for the long-term security of his team. McLaren are rumoured to be wooing one of his major sponsors, DHL, and Benson & Hedges are spending less this year. But behind this tough move there is also concern about Jordan's relationship with their engine supplier, Honda.

About 40 years ago, British motor magazines used to run patronising overviews of Japan's motor industry, such as it was. Its outdated, derivative little cars, built in small numbers for its domestic market, were unobtainable, and unwanted, in the rest of the world.

Today the once-great British-owned motor industry is almost dead. Toyota is the world's most successful motor manufacturer. Hondas and Nissans are built in modern British factories, and many of us drive Japanese cars every day. From motorcycles to hi-fi, from cameras to tumble-dryers, we take the Japanese invasion for granted.

They've wielded huge influence over motorcycle racing, too. But, so far, Japanese domination of Formula One hasn't quite happened. This year, Toyota have made a far better start to their F1 programme than many pundits expected, and they currently lie seventh in the constructors' championship. But, after five of the 17 rounds of this year's world championship, there are two teams that haven't scored a point. Not Minardi, not Arrows, not even Jaguar: they are the two Honda-powered teams, BAR and Jordan.

BAR, of course, are coming through a punishing period of transition after Craig Pollock's abrupt replacement as team boss by David Richards. Richards has culled many personnel, and says it will take three seasons to get the team to the point where he is satisfied with it. This year they've scored six retirements and four lowly finishes. As for Jordan, some of their sponsorship deals are said to be results-related, so they must be hurting: all they've had in the first five rounds have been seven retirements, a couple of ninths and a 13th.

Honda tried to buy Jordan a few years ago. The deal would have made Eddie Jordan an even richer man than he is now. But, when it became clear that Honda's majority share would involve taking Eddie's name off the team that he'd built, the talks ground to a halt. Then there was talk of closer working arrangements between Honda and BAR, on cars as well as engines.

Now it seems Honda finally understand they are unlikely to forge a really strong relationship with either team while they continue to supply both. Paddock gossip suggests that it's BAR that will stay in bed with Honda, and that Jordan will no longer have access to their engines when their current deal expires. Indeed, it may be that Jordan will have to pay real money for their engines from the start of 2003.

It's almost 40 years since the first Japanese foray into grand prix racing. In 1964, Honda, having taken top-line two-wheel racing by storm, produced their first Formula One effort. It was highly unconventional, using a transversely mounted V12 slung across the back of a truncated monocoque, with power taken from the centre of the crankshaft via spur gears to a six-speed 'box. They deliberately kept their sights low at first, and hired as their driver Ronnie Bucknum, a Californian sports-car man unknown in F1 circles.

But after three exploratory races that first year, they completed a full two-car season in 1965, led by former Ferrari and BRM man Richie Ginther. Richie briefly led the British Grand Prix, and then sensationally won the final round in Mexico, leading from



both: LAT

Toyota's stout performances in their F1 debut season have surprised many. This is Scotsman Alan McNish at Imola



Japanese horses: Richie Ginther plus Honda RA273 and its massive V12 at Monza in 1966

start to finish. It was the last race of the 1500cc formula: had the rules continued for another year, many felt that Honda, with their experience of small-capacity, multi-cylinder racing engines, would have been almost unbeatable.

Honda carried on for the first three seasons of the 3-litre formula, but it was a tough road. They had the most powerful powerplant on the grid, but fought a constant battle with complexity and weight. The relationship with John Surtees produced a lighter and much improved Lola-based chassis and a singleton win at Monza in 1967, but there was also the tragic flirtation with the air-cooled V8 car that killed Jo Schlesser at Rouen. At the end of 1968, Honda withdrew, and as a full manufacturer team they haven't been back.

But as engine-builders, first as themselves and then via their Mugen subsidiary, Honda have been a force in F1 for the last 20 seasons, winning a crushing six consecutive constructors' titles and five consecutive drivers' championships with Williams and McLaren in the late 1980s and early '90s. At the end of '92, they passed the baton to Mugen, who were already supplying the Footwork Arrows team. Then they went to Lotus, Ligier/Prost and finally Jordan, before the Mugen name gave way once again to Honda proper in 2000.

Down the years, other Japanese engine-makers have tried to follow Honda's lead, and found F1 a difficult nut to crack. Subaru bankrolled the Motori Moderni flat-12 used by Coloni in 1990, but it never even got through pre-qualifying. Yamaha had a disastrous first season with Zakspeed in 1989, during which the shortest life for a new Yamaha unit before exploding was said to be 49sec. Then they tried Brabham, Jordan, Tyrrell and Arrows. With Mark Blundell and Ukyo Katayama driving, Tyrrell finished joint sixth in the constructors' table in 1994, helped by Mark's fine podium in Spain. But that was the high point, and after 1997 they called it a day.

There has been the occasional Japanese chassis, too. At the height of the 1970s Cosworth DFV kit-car era, Maki and Kojima both appeared in F1, the former doing Howden Ganley's and Tony Trimmer's careers no good at all, and the latter having a brief moment of glory in the soaking 1976 Japanese Grand Prix. Against the might of the regular F1 circus, GP rookie Masahiro Hasemi used the latest Dunlop wet-weather tyres to set fastest lap in the Kojima KE007.

As for Japanese drivers, there has been no lack of Far Eastern money to help promote the latest potential cockpit star. But ultimately most have been a disappointment. The latest of these is Takuma Sato, who after winning last year's British F3 Championship was chased by both BAR and Jordan, in the hope of currying favour with Honda. Jordan got him, and he has so far distinguished himself by crashing into his team-mate in Malaysia and spinning off in Spain. Eddie Jordan might have done rather better if he'd taken note of the winter test times and given the drive to F3000 champion Justin Wilson.

Of Sato's predecessors, Toranosuke Takagi was much vaunted, but his time at Tyrrell and Arrows proved little. To date Aguri Suzuki remains the only Japanese to achieve an F1 podium, in a Larrousse Lola-Lamborghini at Suzuka in 1990. Satoru Nakajima set fastest lap in the rain in his last race for Team Lotus in Adelaide in 1989, and the undoubtedly talented Kazuyoshi Hoshino was brilliant in the wet at Mount Fuji in 1976 in a private Tyrrell.

Ukyo Katayama was probably better than his results indicate, but in 95 GPs he never bought his way into a decent seat. The others – the likes of Taki Inoue, Hideki Noda, Noritake Takahara and Kunimitsu Takahashi – are best forgotten, along with Hiroshi Fushida, Masami Kuwashima, Naoki Hattori and Toshio Suzuki.

It is against this background that Toyota decided to enter Formula One. They were told it was madness to try to do the whole thing themselves, engine and chassis: you have to be Ferrari to do that. But they have extraordinarily deep pockets, they are patient, and they are not too proud to use foreign talent. They set up their HQ in Germany, with a Swedish team boss, an Austrian chief designer (replacing a Frenchman), and drivers from Finland and Scotland. They tested assiduously throughout 2001, and – almost unbelievably – they were in the points first time out.

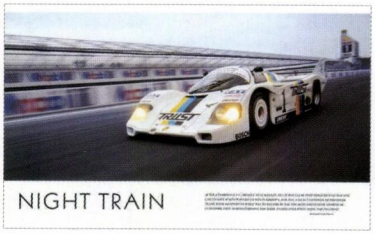
Honda may want to beat Ferrari: but far more than that, they want to stay ahead of Toyota. And this year, against all expectations, they're already behind. This, more than anything, will impel them to reorganise their F1 effort and breathe new life into one, but almost certainly not both, of their current team partners.

Honda, 37 long years ago, were the first Japanese marque to win a grand prix. But their worry now is that Toyota, perhaps in not many seasons' time, could be the first Japanese marque to join F1's Top Four teams. M

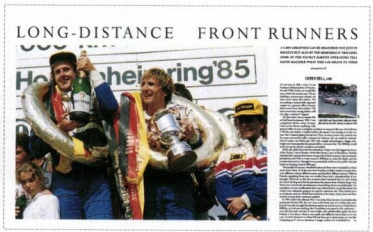
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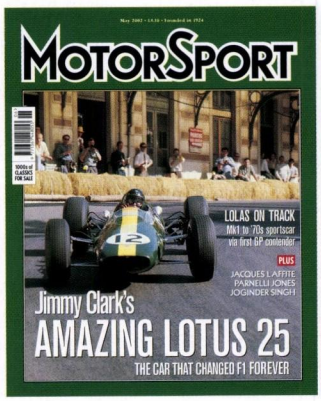
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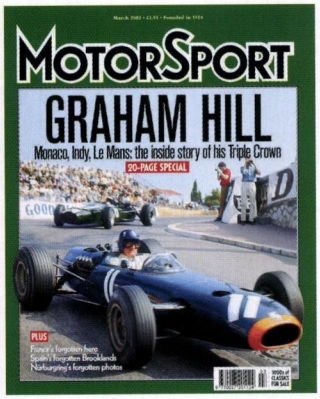
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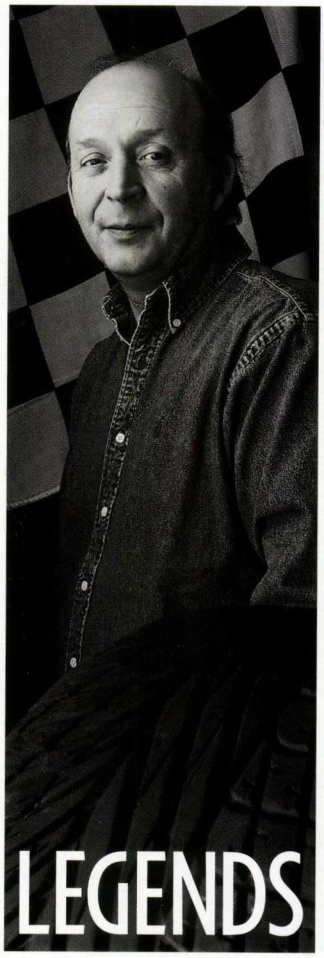
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Rob in the pits with his beloved, close-knit team during the 1962 Belgian GP at Spa

all LAT

ROB WALKER

THE SCENE: THE GLEN MOTOR INN, Watkins Glen. The date: September 1979. I am sitting at a table with a couple of colleagues, and studying the menu, unable to make up my mind. From across the room, another diner offers advice: "Nigel, don't have the fish, I beg of you!"

In the days after Rob Walker's death, all who knew him spent hours on the phone, simply reminiscing. It was impossible not to be touched by meeting Rob; at once you were in thrall to the blend of wide-eyed innocence and chuckling cynicism, the beautifully delivered anecdotes, the meticulously timed pause, the languid 'old money' drawl. And the great thing was that he reacted with such pleasure as his audience wiped away tears of laughter. "Did you like that story?" he'd ask. "Oh, I'm so glad."

Rob was the first 'insider' to befriend me when I began working as a journalist in Formula One 30 or so years ago, and coming to know him well has been one of the joys of my life. I loved the fact that, as the world turned sour, he did not; that his qualities – civility, wit, compassion, style – survived quite intact to the end of his life.

This is not to imply that Rob was in any way a bland character, far from it. God knows how long we spent on the phone over the years, but a large portion of it was given over to distinctly salty observations about certain people for whom he did not care, and they were somehow the more potent for being delivered in those honeyed tones.

These conversations were of a catholic nature, invariably touching on not only motor racing, but also golf, animals, France, the various shortcomings of Mr Blair and his alleged government, cricket, America, all manner of things. Rob simply loved to chat, and invariably came up with an unexpected anecdote.

"When I was invited to Talladega for a NASCAR race," he said one day, "it was a new environment for me, and I didn't really know anyone. But after practice I got talking to this awfully nice chap, who invited me to his house for dinner.

"When we got there, he gave me a drink, and offered to show me a video of the previous year's race – and when it got to the end, and they were interviewing the winner, it turned out to be my host! That was Neil Bonnett, and although he'd introduced himself at the track, his name didn't really register at the time. Awfully embarrassing, but he thought it was very funny. Delightful chap. I was very sad when he got killed at Daytona."

It pleased me that Rob's study was a touch chaotic, not unlike my

own. There were paintings and photographs of his favourite drivers and friends, and magazines all over the place, and on a top shelf two items of headgear, a helmet worn by the lamented Mike Hailwood, and a policeman's helmet of some vintage.

Any devotee of PG Wodehouse will know that it was *de rigueur* in the 1920s and '30s, on an occasion such as Boat Race night, for young blades to remove and steal a bobby's helmet.

"We were down from Cambridge for Guy Fawkes Night in London," said Rob. "A friend and I worked out a scheme: I knocked the policeman's helmet off, which was caught by my friend, who ran as fast as he could, and then did a rugger pass to me with it. Although the policeman couldn't keep up, someone else did a terrific tackle on me, which brought me down on the pavement. I was unconscious briefly, but fortunately had managed to pass the helmet back to my friend.

"As a result, I was gated for weeks, which was rather a bore, but I suppose I was lucky not to have been sent down. And I've still got the helmet!"

Life, not surprisingly, seems to have been idyllic for the privileged young man. By the time he was 20, in 1937, Rob reckoned he had been through as many cars as he had years. He would speak with particular fondness of his Mercedes-Benz 300SL, but his real passion always lay with racing. "When people ask me about my life, I always say motor racing's all I've ever done – that and the war." He served as a pilot in the Fleet Air Arm.

The problem with relating 'Rob stories', one after another, is that their cumulative effect is to give the impression of a complete dilettante, which was not the case, as Stirling Moss – or anyone else who ever drove for the RRC Walker Racing Team – will tell you. It is true that Rob spent a good deal of his own money on racing, but he was not a man to waste it, and went about the running of his team very conscientiously.

"There really was no-one quite like Stirling," said Rob. "For me, he was the perfect racing driver. And the other great thing about having him was that in those days there was no FOCA to do a financial deal for all the entrants; we all made our own arrangements. There was very little prize money or starting money – *appearance* money, in effect, was what mattered. And the driver every organiser wanted far more than any other was Stirling. One was thus in a position of strength, and that was very enjoyable – particularly with the Germans."





Above: Siffert gives Rob his final GP win. Below: Rob ran Hill during 1970

"I loved going racing with Rob," Moss said. "A small team, very relaxed, yet very professional. It meant buying cars from another company, of course, but that really appealed to me – trying to beat the factories. And quite a few times we did." True enough. Between 1958 and '61, the Walker team's cars won eight grands prix.

For 1962, the plan was for Stirling to race a Ferrari, prepared at the factory, but operated at the races by the Walker team, whose blue-and-white colours it would carry. It was an astonishing concession by Enzo Ferrari. But everything came to nought when Stirling crashed at Goodwood on Easter Monday.

"I was devastated, of course," Rob remembered. "The team carried on, with Maurice Trintignant, but it was not the same. With Stirling, anything had been possible, because he was so much better than anyone else."

Not until 1968 was a ninth, and final, GP win added, this by Jo Siffert at Brands Hatch: "Betty [Rob's wife] and I adored 'Seppi', who joined us in 1965 as number two to Jo Bonnier, who'd been with me for two years. I don't think Bonnier liked being beaten by his team mate, and at the end of the year he suggested I should revert to running only one driver in 1966. 'I quite agree with you,' I said, 'and it's Siffert'.

"Seppi was a wonderful man, with unbelievable courage and a great sense of humour. In 1968, I bought a new Lotus 49 for him, and at our first test he wrote it off. That was bad enough, but when the wreckage was taken back to the workshops in Dorking, a spark from one the mechanics' drills ignited fuel vapour, and the whole lot went up. I lost what remained of the Lotus, of course, but also my ex-Dick Seaman Delage, as well as scrapbooks and souvenirs collected from 30 years of racing. It was heartbreaking.

"Still, we carried on, with an ex-Tasman 49, and then a new one, which arrived just in time for the British Grand Prix. In fact, the night before practice, the mechanics stayed up to finish building it. And then Seppi won, after the most fantastic battle with Chris Amon's Ferrari. I thought that race would never end."

When Rob ceased to be a team owner, he continued to come to races as a journalist. Having been around racing so long, he had seen everything, so any contemporary incident triggered a memory. Not a fan of Michael Schumacher, he was delighted when Michael was black-flagged in the 1994 British Grand Prix, not least because Damon Hill went on to win.

A few days later Rob called me: "Nigel, have I ever told *my* black flag story? It was at Casablanca in 1957.

"Jack Brabham was in my Cooper, and it had something wrong with it. The Clerk of the Course was 'Toto' Roche, a very fat man, who sometimes used to start races with his flag while standing in front of the grid. I saw him reaching for the black flag, and guessed it was for my car, so what I did, I engaged him in conversation every time Jack was due to come past on another lap. Roche was on the track, with his flag, and I was in the pits. Several times it worked perfectly: as he turned round to answer me, he'd have his back to the track – and Jack would go past.

"Eventually, he realised what was going on. 'I know what you're doing, Rob,' he said, 'and next time round I'm going to give your driver the black flag.' He really didn't know what he was doing, though, and he waved it at the next driver through – which was Fangio!

"It was awfully bad luck on Fangio, but he was terribly nice about it afterwards. And it's significant that, when he got the black flag, he obeyed it without question, even though he hadn't a clue why they were giving it to him. Not like Schumacher."

Life will be so much paler without Rob Walker. M

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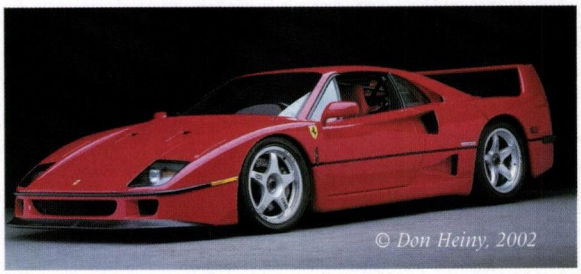
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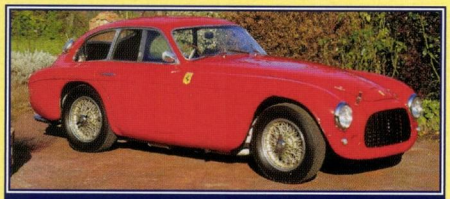
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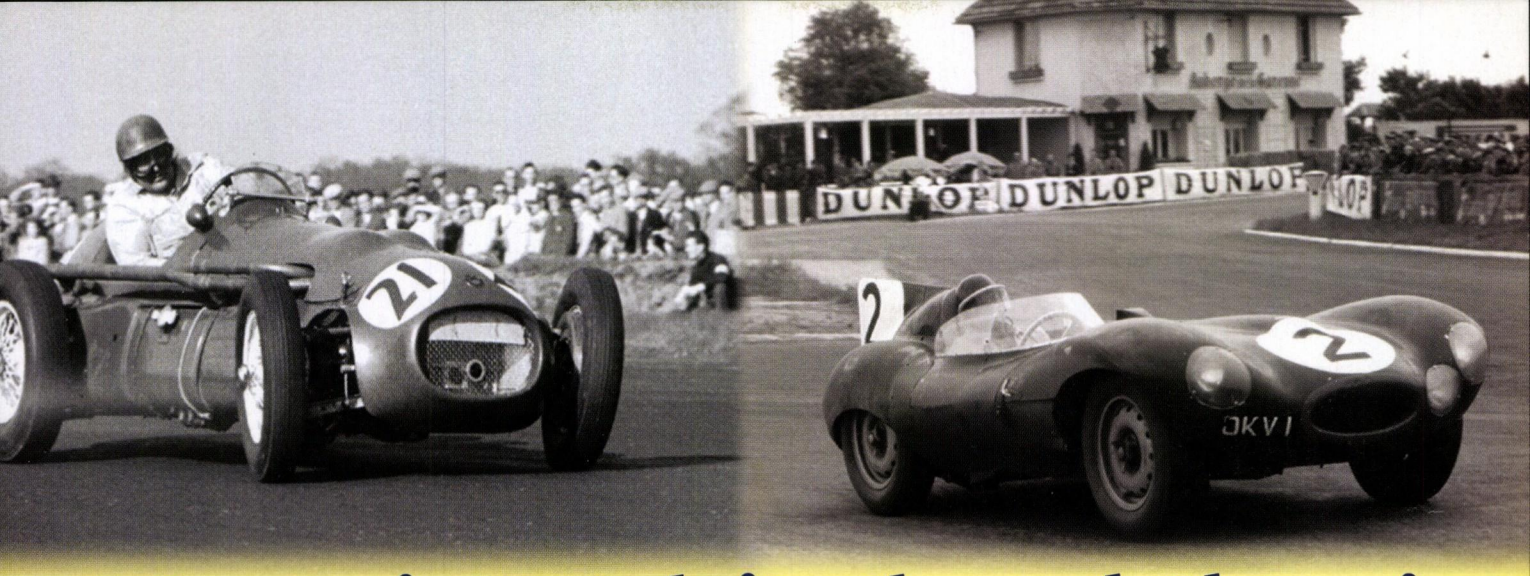
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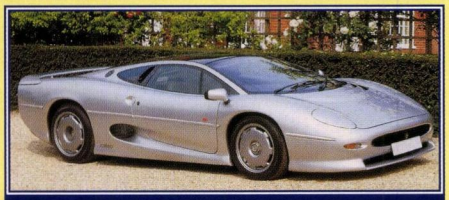
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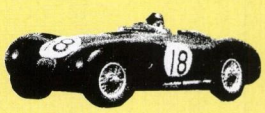


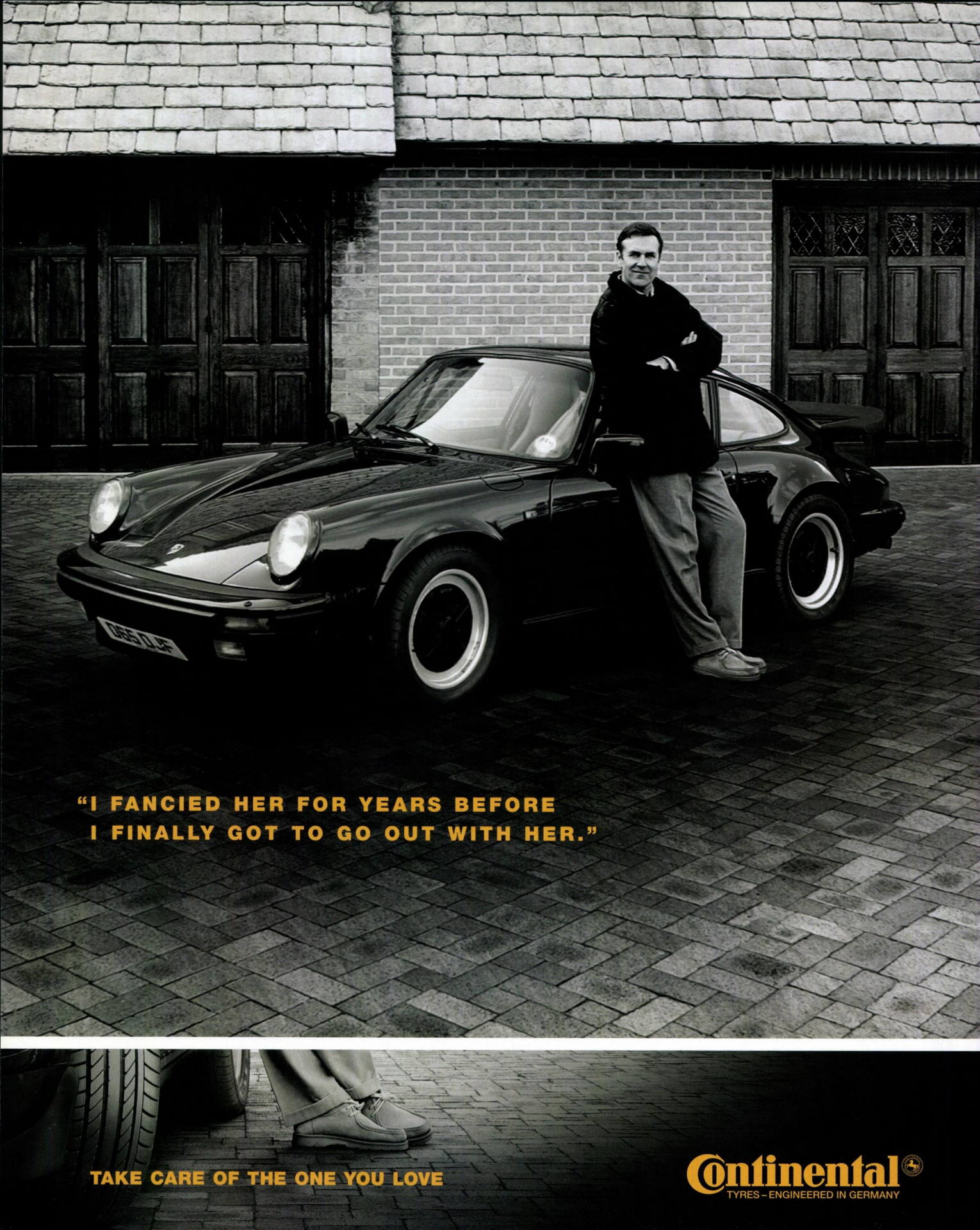
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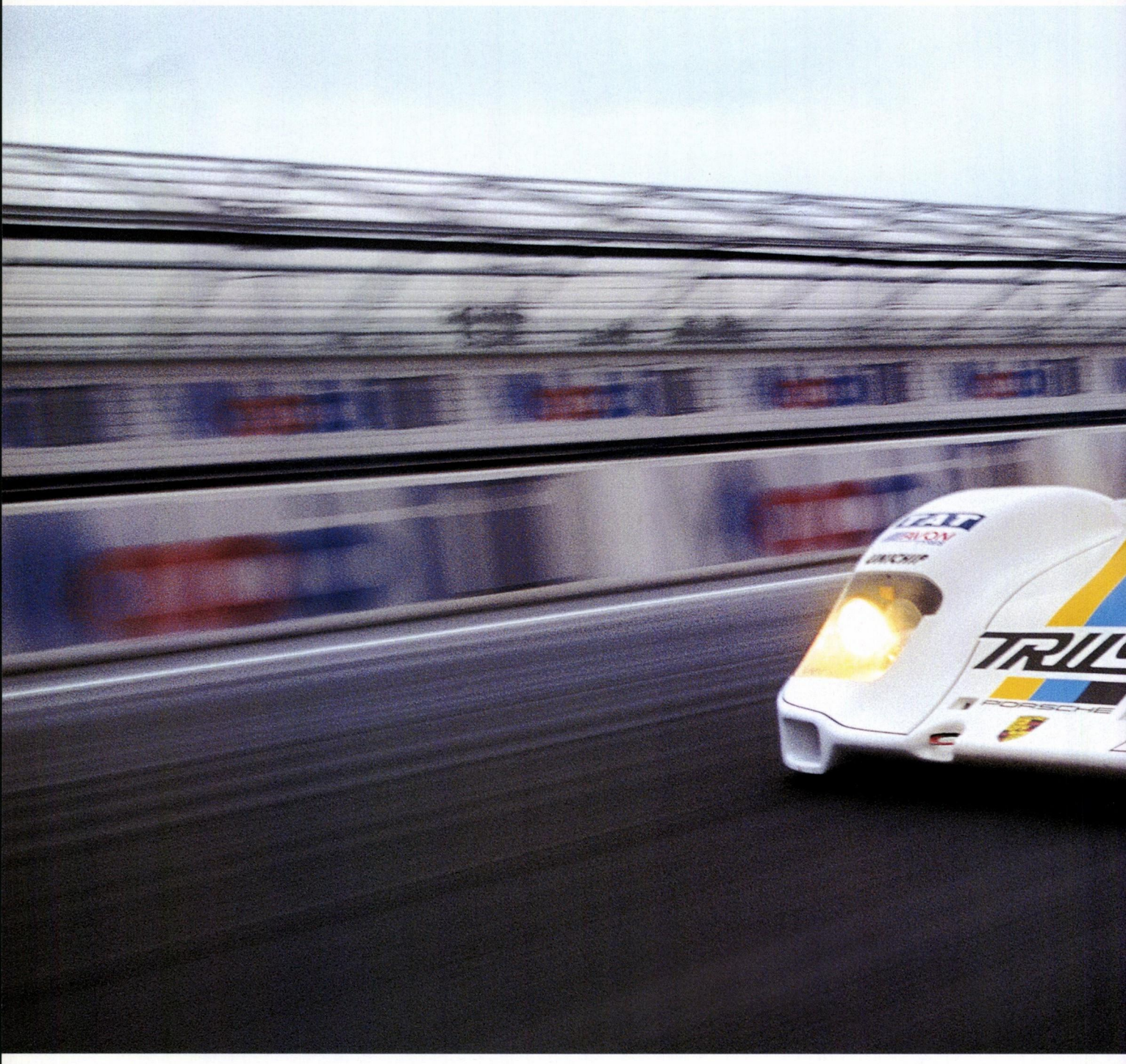


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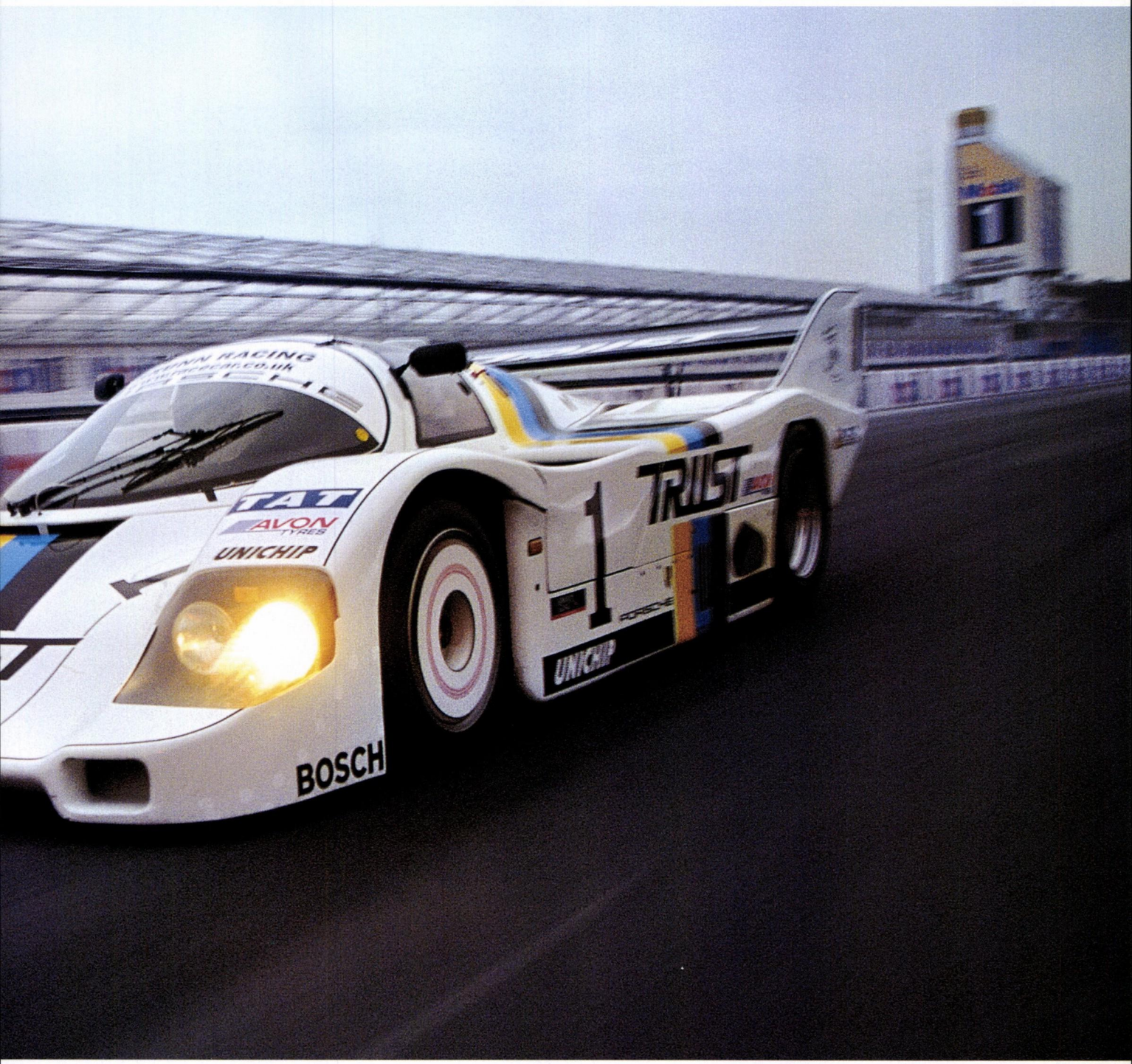
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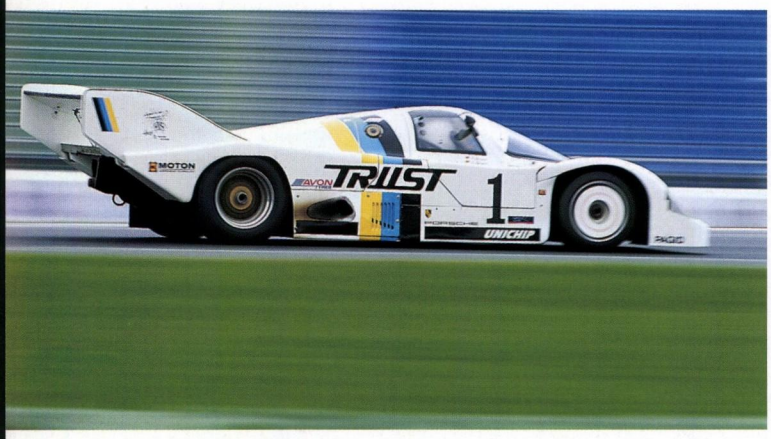


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photography by Ian Dawson



The power (although there is more than enough to impress) is not the thing, it's the delivery, the Jekyll-Hyde transformation that shocks. Just minutes earlier we had been edging through the dimly lit streets of a quiet German town, being as incognito as you can be in a 650bhp Le Mans sports-racer.

Now, though, along the banks of the River Neckar, my Group C instructor flicks the mixture switch to espresso, winds the boost adjuster to full roast – and plants it. Which is when I smell the coffee. Twenty-four hours of this, through the night and on into the rising sun, passing slower cars as if in some madcap computer game: maximum respect Messrs Ickx, Bell, Ludwig etc.

Mind you, Jacky, Derek, Klaus etc never had to wedge themselves into a 956's non-existent passenger compartment. I'm perched on a couple of fire extinguishers, aged bolster cushion and travel rug offering scant protection to my kidneys (being cooked by four fuel pumps) and head (which nuts the Bosch Motronic 'black box' upon each acceleration). A road-type seat belt offers some support, but it takes most of my strength not to slump onto the driver's chest or slip ragdoll-like under the dash.

A burst of 1.4 bar qualifying boost, which stampedes in at 5000rpm, sees us rush up behind a line of poor unsuspecting Joachim Soaps. Firm brake. Down one. All clear. And whoosh! Can't begin to imagine what they must have thought. I knew what was coming yet could only manage a (very loud) expletive.

Had we bothered to stop and explain, however, I could have shown them: 'Look, it starts on the key. And here's the indicator stalk. It's even got hazard warning lights.' Yes, your average 956 has got most of the things we are accustomed to here on Earth. Which is of some comfort as I squeeze into the pilot seat of its command module.

There are other comforts: we are at Hockenheim now; we are on the short circuit (just second and third required with this gearing); and we have it all to ourselves – bar a road sweeper or two.

We had been scheduled to go out during the day, but the Porsche Club Rheinhessen was too busy re-enacting *Death Race 2000* to risk it. Plus the old through-the-trees section of the GP track is being Bernie-fied, and the resultant construction traffic has transformed the Stadium Section into a rock-strewn forest stage. Neither the time nor place to make your Group C debut. But now, as dusk aptly gathers, I am as ready as I will ever be.

I'm faced by a Jumbo wall of flourescent orange-needled white-on-black instruments, all of which have been explained to me in detail by the car's owner, Siggi Brunn, a man of vast Porsche racing experience, of encyclopaedic Porsche knowledge, and a Croesus-like hoard of Porsche spares. For him, it's another test; for me, it's another opportunity to avoid making a fool of myself. I rationalise: rev-counter, check; boost gauge, check; oil pressure warning light, check. That'll do.

With the seat slid as far forward as it will go so that my stumpy legs can dip the not-too-heavy clutch, and press the not-too-heavy brake, the steering wheel with its flat underside threatens to rabbit punch my solar plexus. But I had been warned that this is a physical car, so a bit of pre-emptive bicep curl might be no bad thing.

My first glimpse of this particular 956 had been with its underbody and tail section removed in readiness for a systems check on Siggi's new rolling road. Chassis 108, one of 29 built, one of the first batch of customer cars, appeared huge, complex and daunting – perceptions that did not dissipate any when its 2.65-litre flat-six was triggered in this enclosed space.

As the twin KKK turbos spooled and dumped while Siggi went up and down the five-speed all-synchro gearbox, it sounded like the biggest of Big Rigs. If the murderously intent trucker from *Duel* had been so equipped, Spielberg's first great movie would have been a five-minute short.

My disquiet heightened when I took over the controls while still on the rolling road and discovered a throttle pedal that required a panic-brake shove to crack open. The thought of imprecisely summoning up a huge dollop of extra bhp at precisely the wrong moment led to a fitful night.

But now, the up-and-forward door clicked shut, my fate sealed, my mood lifts. Chassis 108 suddenly seems manageable, understandable. I know, I know, I haven't even fired the thing up yet, but that's how it feels. It has somehow shrink-wrapped itself around me. Some might find the cockpit claustrophobic; I find it strangely nurturing, womb-like. Odd. But there you go.

With my right hand I twist the red battery switch through 90 degrees, down and towards me, and with my left hand reach over for the key. Click. The fuel pumps whirr and prime. Then slow. I squeeze the throttle. And squeeze some more. And some more. Bloody hell! Might as well. Here goes. One final click. Spool and dump. Spool and dump.

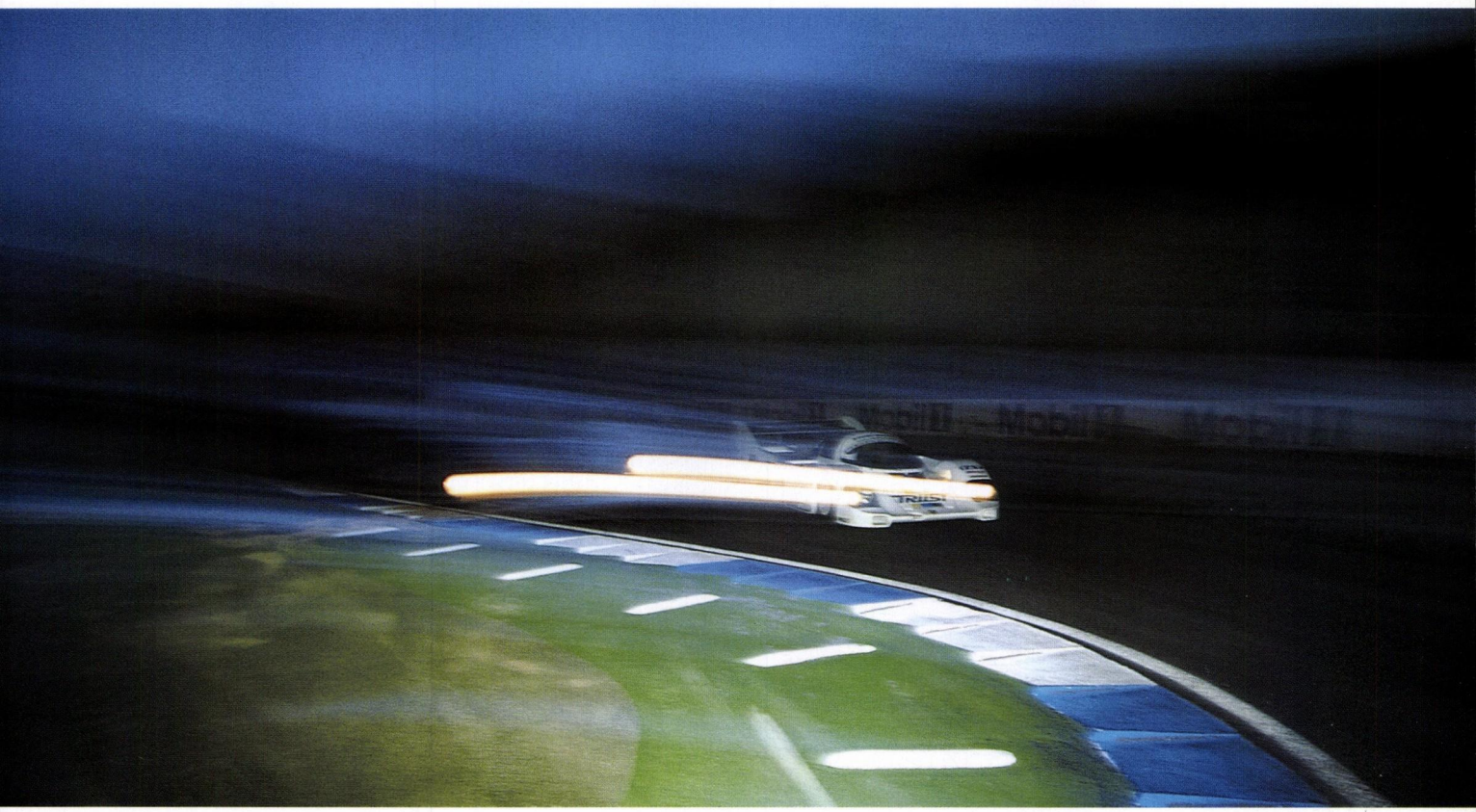
First is back and across on a dogleg, but can only be accessed by slotting the lever into second and then pulling back through immediately. No problem. The throttle, though, still is. I stall.

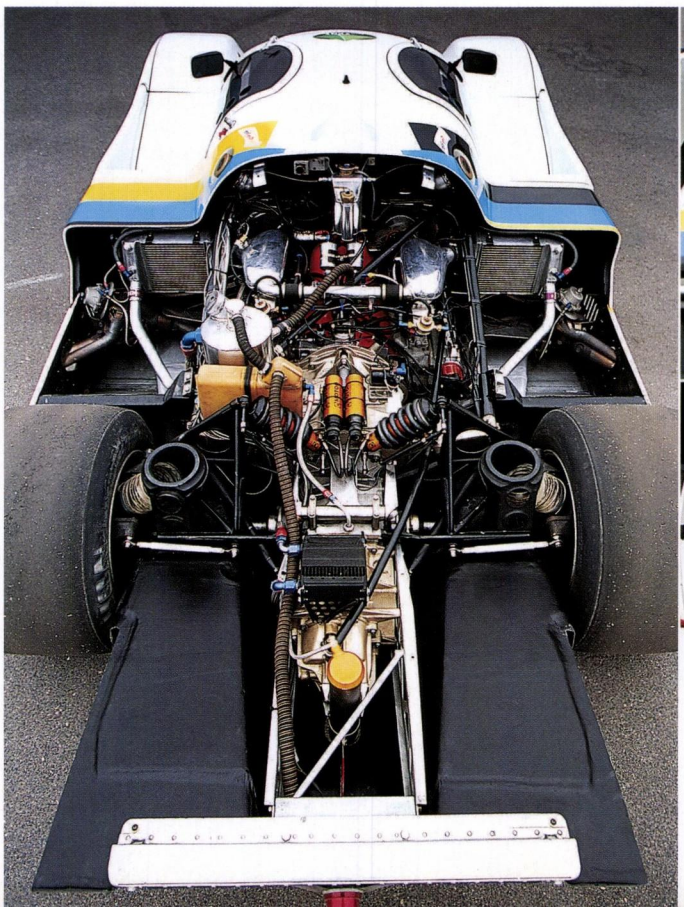
Same procedure. Only this time I let the clutch bite at tick-over. Chassis 108 pecks and shunts a bit, but she pulls away nevertheless. As I am to discover, this is an amazingly tractable racing legend. It was designed and built primarily to win Le Mans, which, in a variety of guises, it did on seven occasions (five of them consecutive 1-2-3s) between 1982 and '94. But it doesn't stop there. Oh no.

During the period 1982-86, 956s won 71 races, including 26 world championship encounters. Its 962 cousin, featuring a longer wheelbase to bring the driver's feet behind the axle line, two-valve-head 935 engine and single turbocharger, won 51 IMSA races between June '84 and '89, while the GpC version won 14 world championship events during '85-89, and added three more IMSA victories to the total. The flat-bottomed GT 962 won on its only outing, the 1994 Le Mans 24 Hours.

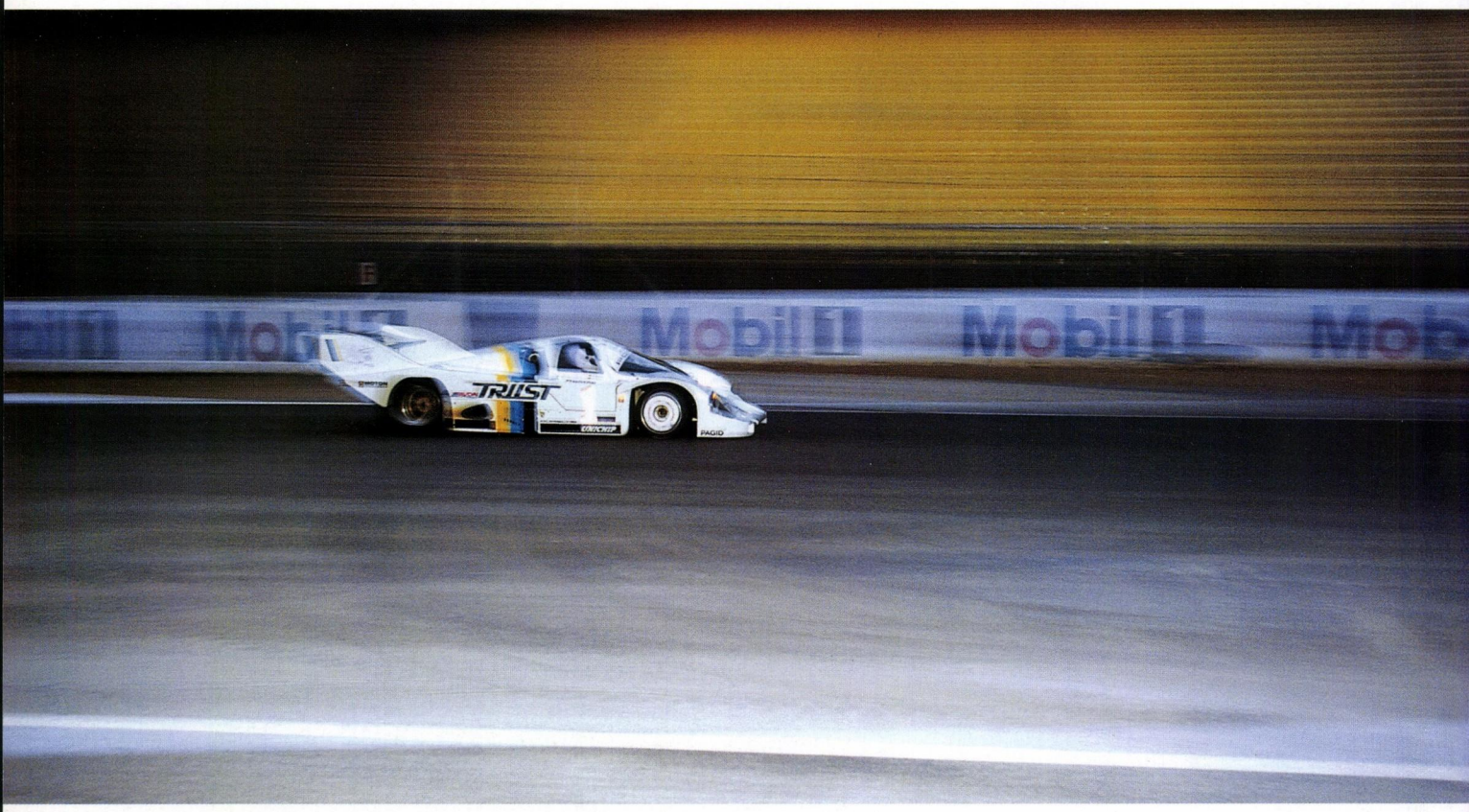
Porsche, under the auspices of Peter Falk and Norbert Singer, got to grips with the demands of this new form of racing much faster than any of its rivals and scored crushing early success. Of the 40 top-10 Le Mans placings up for grabs between 1983 ➤

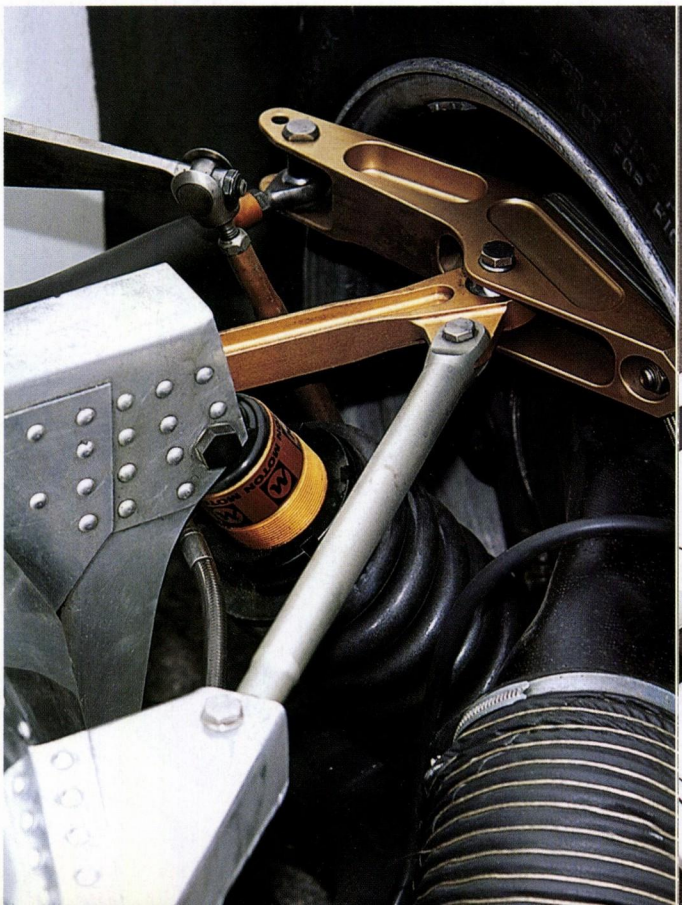
Clockwise from top left: 956 came in long- and, here, short-tail forms. 2650mm wheelbase Porsche's longest ever. 962 even longer; tripping the light fantastic; roof NACA ducts air to fan; 230mph windscreen wiper. White box in cockpit is 'black box'! Engine, gearbox and rear suspension carried in spaceframe hung off monocoque cockpit. Shockers mounted high, out of ground-effect venturis. Engine tilted up by 6deg at tail to assist venturi shape






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and '86, 956 and 962 secured 32 of them.

Even when more modern offerings from Jaguar and Sauber began to outpace the old girl, she stayed competitive much longer than she ought, especially in the longer-distance stuff: in 1986-87, Derek Bell and the late Al Holbert, Porsche's number one man in America, won four 24-hour races (two Daytonas and two Le Mans) on the bounce. In total, 962 won five Daytona 24 Hours (1985-87, '89 and '91) and four Sebring 12 Hours (1985-88).

So a few slow tours behind a camera car, chuntering around in second, should provide no difficulty. It doesn't. And once released, I am allowed a dozen or so laps, a privileged, fleeting glimpse into what those stunning statistics encompass.

The first thing that strikes me is the user-friendliness of it all – even the throttle, once it has been snapped just beyond open. The choice of a synchro 'box seems unusual on paper, and its change is not the fastest, requiring a fractional pause in neutral, but it's a doddle and oozes solid reliability. At the other end of the ratio scale, Porsche developed the semi-auto double-clutch PDK gearbox, but whenever Le Mans loomed, there was no question which unit the drivers wanted bolted in the tail.

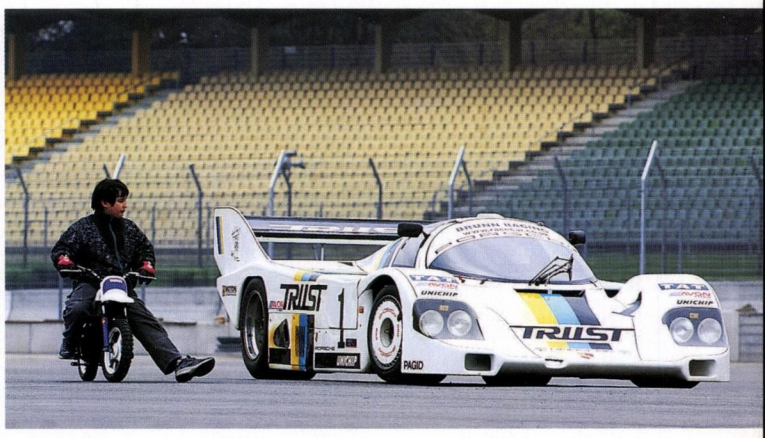
The next thing I notice is that there is neither an in-cockpit brake balance bar, nor anti-roll bar adjuster. The implication of these omissions? We design, you drive. In the pilots' defence, they had plenty of other things to think about.

More than anything, Group C was a fuel economy formula: its original 600-litre limit for a 1000km race requiring an mpg of 4.7 if you wanted to see the chequered flag. In response to this, Bosch developed its groundbreaking Motronic 1.2 ignition system for racing purposes. This black box replaced its mechanical injection on the works cars in 1983, and on the customer cars the following year. Its more accurate monitoring of fuel demand and subsequent flow increased efficiency and allowed a substantial hike over the original compression (from 7.2:1 to 9.5:1) on the pump fuel demanded by the regulations. Such were the advances in this technology, when the allowance was slashed by 15 per cent to 510 litres in 1985, the cars went faster than ever.

The nub of all this, for the driver at least, is a 13-position rotary switch in the middle of the dashboard: away from you and tdc to weaken, towards you from tdc to richen. With this, a driver walked a tightrope between mpg and mph. The meaty metallic turbo boost adjuster must have been a great temptation, but the situation would have to be drastic for it to be cranked up during a race. Balls-out qualifying, of course, was a different matter. Me? I have one bar of boost, which is sufficient, thank you very much.

Peering through a goldfish bowl of a windscreen, massive sun reflector occluding the view past the A-post through the track's nadgery new chicane, I navigate a careful course. Muck and stones hoovered up by the slot under the nose rattle disconcertingly against the floorpan. I was never going to feel the gravitas of the two cavernous ground-effect venturis or the high-downforce short-tail sprint rear wing on this track (aero grip usurps mechanical at about 140mph), but the conditions dictate an even more cautious approach than originally planned.

So here I sit, feet slightly higher than backside (the underbody forms a negative-pressure aerofoil shape just behind the nose), musing about what Vern Schuppan must have thought when he first climbed aboard 108 in 1983. The tall blond South Australian from Booleroo and co-driver Jochen Mass had been the 956 filling in a 956 sandwich at Le Mans in 1982. He won the world's greatest sportscar race in '83, alongside Holbert and Hurley Haywood, but spent the bulk of the year concentrating on Japan's Group C series, sharing this Trust-sponsored, Nova-run car with Naohiro Fujita. They won on four occasions that season, and secured the JSPC and Fuji titles in the process.



Clockwise from top right: Dramatic shape still catches attention; bodywork a mix of Kevlar and fibreglass. Air/water intercoolers feed turbos mounted between edge of venturis and bodywork - F1 aerodynamic problems of 'flat' configuration of no concern on two-metre-wide sportscar; suspension conventional, but cockpit a major departure – Porsche's first monocoque. Sheet alloy used; profile not as pleasing as that of 917, but a classic nevertheless

Schuppan was joined in 108 by Yoshimi Katayama for 1984, and they won first time out in the Suzuka 500Km.

Then disaster. A testing shunt at Fuji ripped a corner off. The damage was repairable, but time was short and so chassis 118, the last registered 956, was shipped out, and 108's mechanicals were swapped over into the new tub. And 108's tub lay untouched at Porsche until 1988, which is when Siggi purchased it and a bundle of spare, and began the rebuild.

Driven by him and 24-year-old son Philip, 108 is regularly the fastest of the 956s and 962s in the burgeoning Group C Revival races. Which is where its development continues: Moton shock absorbers have replaced the original Bilsteins, while a modern on-board data-logger unlocks what few small secrets remain on this tried-and-tested 19-year-old chassis.

It's more fundamental for yours truly. The brake pedal has a longer travel than I'd expected, although the dinner plate-sized vented discs and twin calipers shed speed just as I had imagine they would. The steering, less than a turn from lock to lock, has an inclination to drop onto full lock in the twisty stuff, while the lack of any noticeable self-centering demands that you steer out of as well as into corners.

I am sinking into a blissful reverie, soothed by 108's Dr Jekyll bedside manner. Time is running out, though. It's time to seek out Mr Hyde.

Exiting the left-hand sweeper onto the short back straight, I summon my courage and step into a different dimension. My head rocks back and my feet go zero g for an instant. I keep it in and punch it through into third. My God, it's doing it again. And to think they sometimes used 3.2-litre motors in qualifying. And to think the Mulsanne is three miles long.

Next time around, feeling cocky, I try it again, but the motor coughs and splutters. Despite blanking off all the hip-mounted water and oil radiators, and the water/air intercoolers, the plunging ambient temperature is causing the engine to misfire. Of course, had I been Ickx, Bell or Ludwig, I might have thought to richen the mixture. But I'm not. So I didn't.

I pull in and Siggi, bless him, wants to know this and that and the other. I really can't help him. For I have just been to the other side, for the first time, and it's all I can do to navigate our Opel Astra hire car through the deserted paddock and along a quiet stretch of autobahn. The Mulsanne at night – even if the car is as capable, as reliable, as trustworthy as 956 – is the domain of a different breed.

Definitely one of the darker arts.



Entering the 956 i not the work of a moment! Luckily, stops lasted 2min

TECHNICAL SPECIFICATION – 1983 PORSCHE 956

CHASSIS ... ... sheet aluminium monocoque with integral alloy roll-cage

ENGINE (935/76)

Type	... ...	flat-six, dohc, twin turbo, four-valve water-cooled heads, air-cooled Nikasil barrels
Capacity	... ...	2650cc
Bore and stroke	...	92.3 x 66mm
Comp ratio	... ...	7.2:1 (on 98-octane pump fuel)
Firing order	... ...	1-6-2-4-3-5
Max revs	... ...	8500rpm
Max power	... ...	630bhp @ 8200rpm
Max torque	... ...	465lb/ft @ 8400rpm
Specific output	...	238bhp/litre
Power/weight	...	750bhp/tonne
Crankcase	... ...	2-piece casting
Crankshaft	... ...	forged steel
Conrods	... ...	forged titanium
Pistons	... ...	forged aluminium
Turbochargers	...	KKK, K26-360
Turbo boost	... ...	1.2 bar @ 8200rpm
Intercooler	... ...	water/air
Fuel injection	...	Bosch, mechanical
Ignition system	...	Bosch
Spark plugs	... ...	Bosch
Oil	... ...	Shell

DRIVETRAIN

Gearbox	... ...	Porsche, 5-speed manual, synchromesh
Clutch	... ...	Porsche, single dry-plate
Final drive (options)		4.6:1 (4:1 or 4.2:1)

RUNNING GEAR

Front suspension	...	double wishbone, outboard spring/damper
Rear suspension	...	lower wishbone, upper rocker arm, inboard spring/damper
Shock absorbers	...	Bilstein, gas
Brakes (f & r)	...	Porsche, twin calipers
Discs (f & r)	... ...	vented, 330x30mm
Steering (ratio)	...	rack-and-pinion (11:1)
Wheels (f/r)	... ...	BBS, 12 x 16/15 x 16
Tyres (f/r)	... ...	Dunlop, 600/280 x 16, 650/350 x 16
Tank capacity	...	99.5 litres
Bodywork	... ...	7-piece Kevlar/fibreglass/aluminium

DIMENSIONS

Length	... ...	4770mm
Width	... ...	1990mm
Wheelbase	... ...	2650mm
Track (f/r)	... ...	1648/1548mm
Height	... ...	1015mm
Ground clearance	...	55mm
Dry weight	... ...	840kg

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An important auction of vintage, sports & competition cars

H&H is pleased to announce an exiting catalogue for their 'Passion in the Peaks' sale on the 28th & 29th May 2002 at The Pavilion, Buxton.

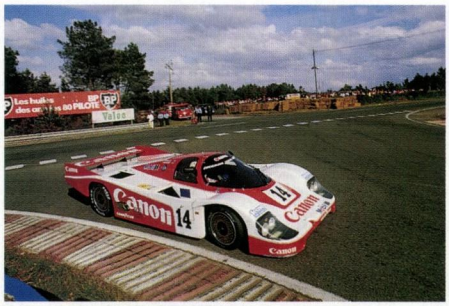
Some 80+ vintage, sports and competition cars will be on offer as well as an interesting selection of rare motorcycles plus H&H's ever popular sale of automobilia and rare motoring ephemera.



1934 Packard 11th series



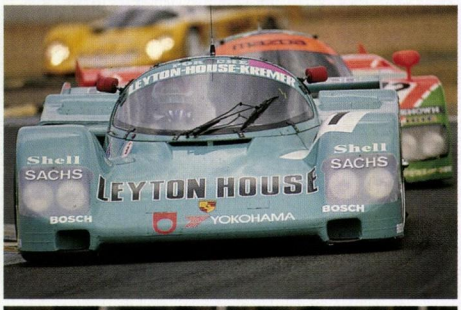
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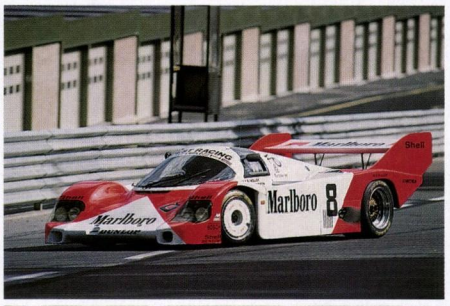


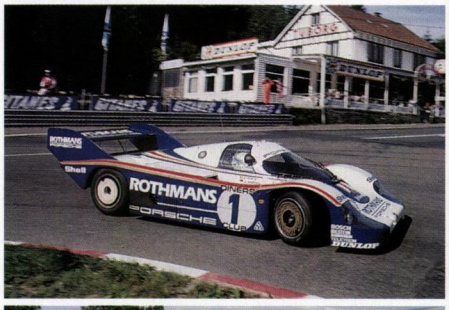






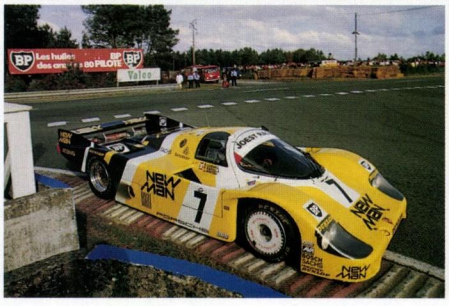


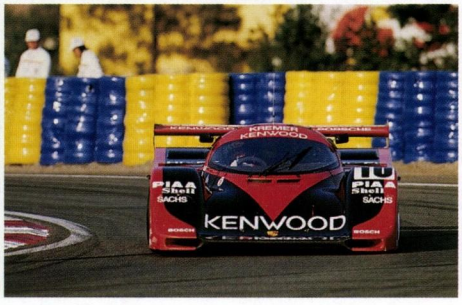














Richard Lloyd Racing 956GTI/106B, 1985 Le Mans
Jonathan Palmer/James Weaver/Richard Lloyd. Result: 2nd

Brun Motorsport 962C/006BM, 1989 Spa 1000km
Oscar Larrauri/Roland Ratzenberger. Result: 6th

Team Porsche 956/003, 1982 Spa 1000 Kilometres
Jacky Ickx/Jochen Mass. Result: 1st

Joest Racing 956B/117, 1985 Le Mans 24 Hours
Klaus Ludwig/Paolo Barilla/John Winter. Result: 1st

Joest Racing 962C/015, 1990 Le Mans 24 Hours
Frank Jelinski/Derek Bell/Hans-Joachim Stuck. Result: 4th

Brun Motorsport 962C/150, 1989 Le Mans 24 Hours
Oscar Larrauri/Jesus Pareja-Mayo/Walter Brun. Result: retired

Porsche AG 962C/010, 1988 Le Mans 24 Hours
Hans-Joachim Stuck/Derek Bell/Klaus Ludwig. Result: 2nd

Kremer Racing 962CK6/88, 1988 Le Mans 24 Hours
Bruno Giacomelli/Kunimitsu Takahashi/Hideki Okada. Result: 9th

Joest Racing 956/104, 1986 Le Mans 24 Hours
George Follmer/John Morton/Kemper Miller. Result: 3rd

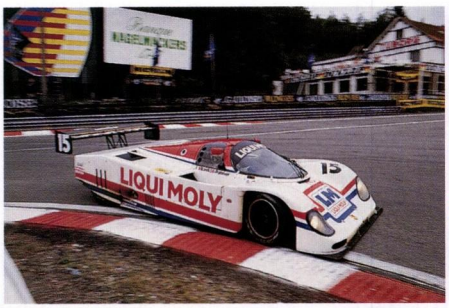
Joest Racing 956/104, 1983 Spa 1000 Kilometres
Stefan Johansson/Bob Wollek. Result: retired

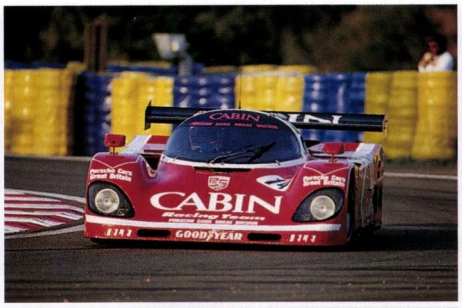
Obermaier Racing 962C/130, 1987 Le Mans
Jürgen Lassig/Pierre Yver/Bernard de Dryver. Result: 2nd

Obermaier Racing 956/109, 1983 Brands 1000km
Jürgen Lassig/Axel Plankenhorn/Herve Regout. Result: 5th

YOU LIKE

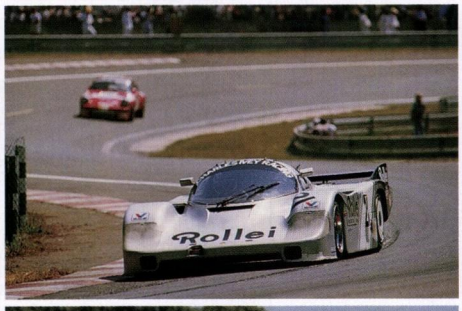
WITH ALMOST 100 CHASSIS BUILT, 956 AND 962 PROVIDED THE BULK OF THE GRIDS AND MADE SURE GROUP C WAS VERY COLOURFUL

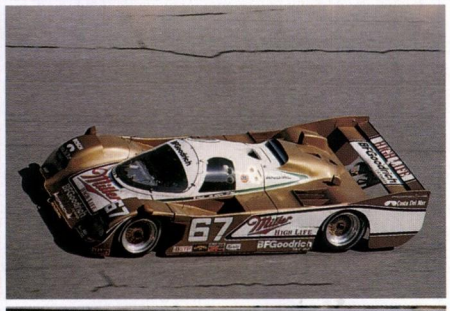


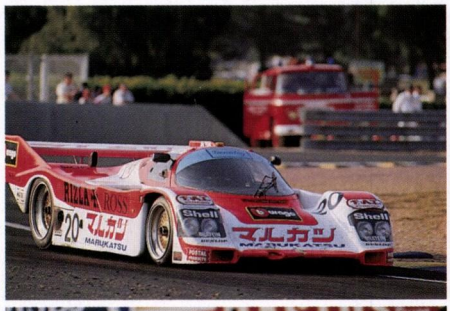


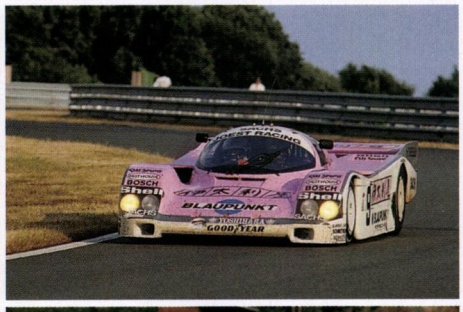


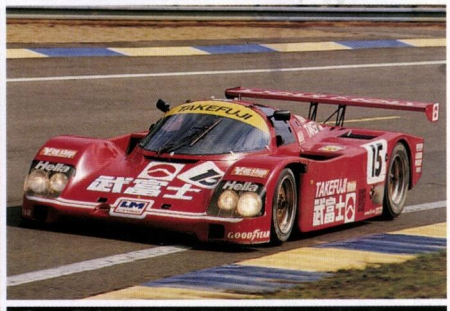


















all photos: LAT

Richard Lloyd Racing 956GTI/106B, 1987 Spa 1000km
Jonathan Palmer/Mauro Baldi. Result: retired

Fitzpatrick Racing 956B/114, 1984 Le Mans 24 Hours
David Hobbs/Philippe Streiff/Sarel van der Merwe. Result: 3rd

Team Davey 962C/138.002, 1990 Le Mans 24 Hours
Tim Lee-Davey/Giovanni Lavaggi/Max Cohen-Olivar. Result: 19th

Brun Motorsport 962C/150, 1989 Spa 1000 Kilometres
Walter Brun/Jesus Pareja-Mayo. Result: retired

Richard Lloyd Racing 962GTI/200, 1989 Le Mans
Derek Bell/James Weaver/Tiff Needell. Result: retired

Charles Ivey Racing 956/110, 1984 Le Mans 24 Hours
Alain de Cadenet/Allan Grice/Chris Craft. Result: retired

Joest Racing 962C/145, 1989 Le Mans 24 Hours
Bob Wollek/Hans-Joachim Stuck. Result: 3rd

Brun Motorsport 962C/001BM, 1987 Spa 1000km
Massimo Sigala/Walter Brun. Result: 10th

Brun Motorsport 962C/117, 1988 Le Mans 24 Hours
Walter Lechner/Franz Hunkeler/Manuel Reuter. Result: retired

Jim Busby Racing 962/CO2, 1989 Daytona 24 Hours
Bob Wollek/Derek Bell/John Andretti. Result: 1st

Richard Lloyd Racing 956GTI/106B, 1987 Le Mans
Jonathan Palmer/James Weaver/Price Cobb. Result: retired

Brun Motorsport 962C/117, 1987 Brands 1000km
Walter Brun/Jesus Pareja-Mayo. Result: 9th

LONG-DISTANCE



FRONT RUNNERS



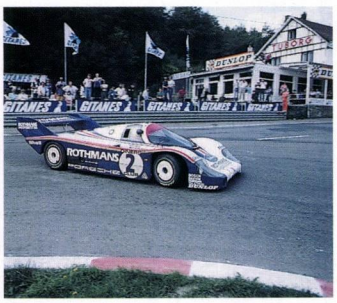
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A CAR'S GREATNESS CAN BE MEASURED NOT JUST IN RESULTS BUT ALSO BY THE MEMORIES IT TRIGGERS. SOME OF THE 956/962'S FAMOUS OPERATORS TELL DAVID MALSHER WHAT THIS CAR MEANS TO THEM

photography by LAT

DEREK BELL, MBE

AT THE END OF 1981, I WENT TO SEE Professor [Helmut] Bott of Porsche. He said, 'Well, Derek, we would like you to drive for us next year. We are building a monocoque chassis; we have never done that before. We are putting a horizontally-opposed engine in a ground-effect chassis; that's never been done before. We have never been wrong before; will you sign a contract?' I signed.



DPPI

Left: Bell and Stuck über alles for their first win in the 962. Above: At Spa in 956

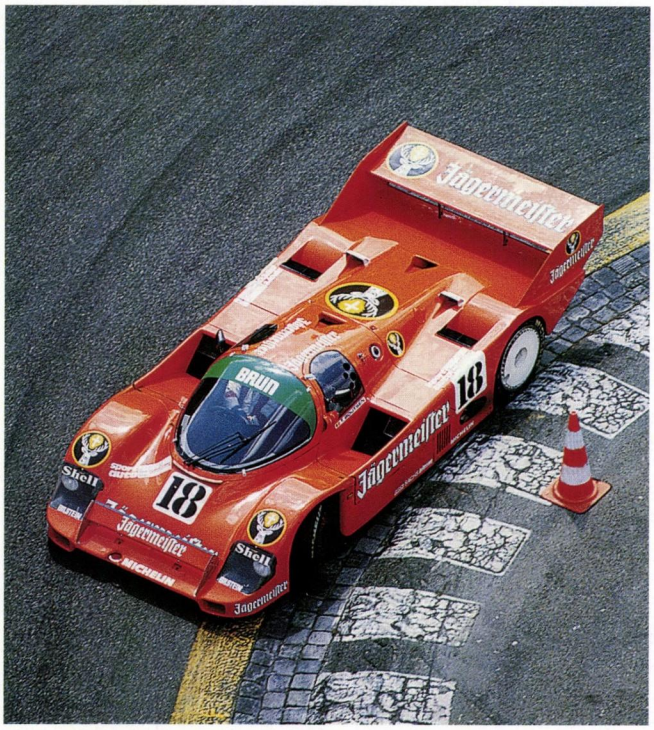
My first drive was in chassis 001 at Paul Ricard in January 1982. I was completely blown away because I had never driven anything with ground-effect. It was a complete revelation to someone like me who'd driven a 936 the year before. I couldn't believe the speed I was turning-in to the corners. But I missed getting the tail out! Then, as more power was created over the years and arrived with a measure of violence, the car could be unstuck. And, of course, the IMSA-spec 962, with its single turbocharger, a bigger ride-height and consequently less ground effect, was more fun. The 800bhp would send you up the road in a massive powerslide.

IMSA also didn't have the fuel restrictions which were the biggest let-down of the Group C era in Europe. At the first Group C race at Silverstone, Porsche admitted they had got their sums wrong as far as fuel economy was concerned; Jacky[Ickx] and I had to cruise round at 4000rpm to make the finish, and the Lancias trounced us. I thought it was particularly unfair on the public who just heard us droning round in fifth gear.

Eventually, it became a wonderful series and there were wonderful Le Mans races. Even when 16 of the cars were Porsches it didn't matter, because they were different colours, different teams, and therefore different names. Without Porsche supplying those cars, we wouldn't have had a championship of any strength. However, on the two occasions that I moaned that we were doing too much development for the privateers, the answer from Norbert Singer was, 'Every race must be the development of something; that is our philosophy'. So sometimes we ran modifications that were detrimental to our performance but which were ultimately going to be used by customer cars. Porsche looked on it as a business, one which they had been in for many, many years, and they wanted to keep their customers satisfied.

In 1994, I drove the ultimate 962. I was at the Most circuit in Czechoslovakia testing the Kremer K8, the car I put on the front row at Le Mans that year. Kremer had also brought his Interserie sprint car and let me try it. It had about 800bhp, and almost nothing else! Everything was pared to the minimum – even the fuel tank was tiny. It was so light, and unbelievably quick: the best Porsche I ever drove. Most is very quick and difficult, but in that car it was a joy. To drive Kremer's Le Mans K8 and then get in their sprint car was like comparing a sportscar with an F1. A magic version of a wonderful car.

THIERRY BOUTSEN



F1 career precluded a works seat, but Boutsen drove superbly for privateers

THE FIRST TIME I DROVE THE CAR WAS AT ZOLDER IN THE GERMAN SUPERCUP in 1983. There was no testing, nothing. I just turned up – and won the race with Bob Wollek in the Joest Racing car. Then we did it again in the proper world championship race at Monza the next month, beating the works team by just a few hundred metres.

I knew immediately how much potential the car had: it was easy to drive, well balanced, easy to get used to and, of course, I was with a very good team, Joest Racing, whose cars were very well prepared. There was always quite close work between Porsche and their clients, but especially Joest. I think they developed their car together. It was a great arrangement, because whatever was being produced by Porsche became almost immediately available to the customers, and yet the customers also had the ability to develop the cars themselves. I remember, at Reinhold Joest's team, we did a few things with the engine and the aerodynamics.

I also drove for John Fitzpatrick's team and had a very good time there, and also for Walter Brun. It was amazing when we privateers at Brun beat the works team to the manufacturers' championship in 1986. So that proves that the clients were able to match the factory effort. It meant everyone had the same potential.

It was an amazing car, huh? It was easily adjustable, yes, but it was good from the start. Whatever you did to balance it, it responded, so that made it easy to set up. It's difficult to think of a circuit where it didn't work.

Between team-mates, sometimes the way the springs were set up was a little bit different. For example, I sometimes liked the car to be a little more nervous and responsive. But I don't think this was a problem. A good car is a good car for everyone.

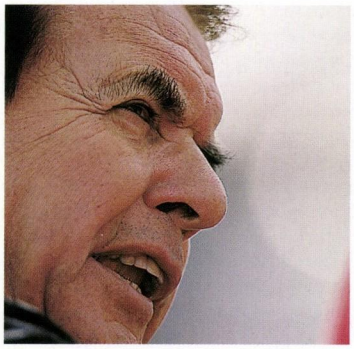
My best memories of these cars are winning at Spa-Francorchamps in front of my home crowd in 1986, winning first time out at Monza back in '83, and for sure the Daytona 24 Hours in '85. I shared with A J Foyt and Al Unser Snr, but they didn't drive much. It was mainly myself and Bob Wollek, as usual.

REINHOLD JOEST

WHEN THE PORSCHE 956 APPEARED, I HAD ALREADY DECIDED TO STOP RACING and concentrate on running the team. I was very impressed by the car, the first I had encountered with ground effect; it drove as if it was on rails. I was immediately certain that this car would have a great future, and I'm proud that we were so successful with it.

In 1983, our car won the Supercup race at Zolder, and we were hopeful it would go well at the opening WEC round at Monza. But, for sure, we were surprised when we beat the factory Porsches.

Many people ask me how we repeated our 1984 Le Mans victory in '85 against the works team. And I have always the same answer. There is no secret in winning there: you need a strong car, a team working perfectly, precision preparations and a good strategy. Sure, Porsche were disappointed, but they behaved very fairly and congratulated us publicly for the victory. Ultimately, the victories in both years were not only our team's but belonged also to Porsche.



Beat Porsche at their game in their name

We were able to contribute to Porsche's progress, too. For example, we developed software for the programming of the Motronic 1.7, and furthermore, the final water system with radiators and heat exchangers, including all its couplings, was developed by us.

It was a truly great racing car: well designed, well developed and very reliable.

MARIO ANDRETTI

I LIKED THE 956 STRAIGHT OFF. IT was basically good straight out of the box. Anyone could drive it, and I think that's why they were successful. You could just unload it and go, and be competitive.



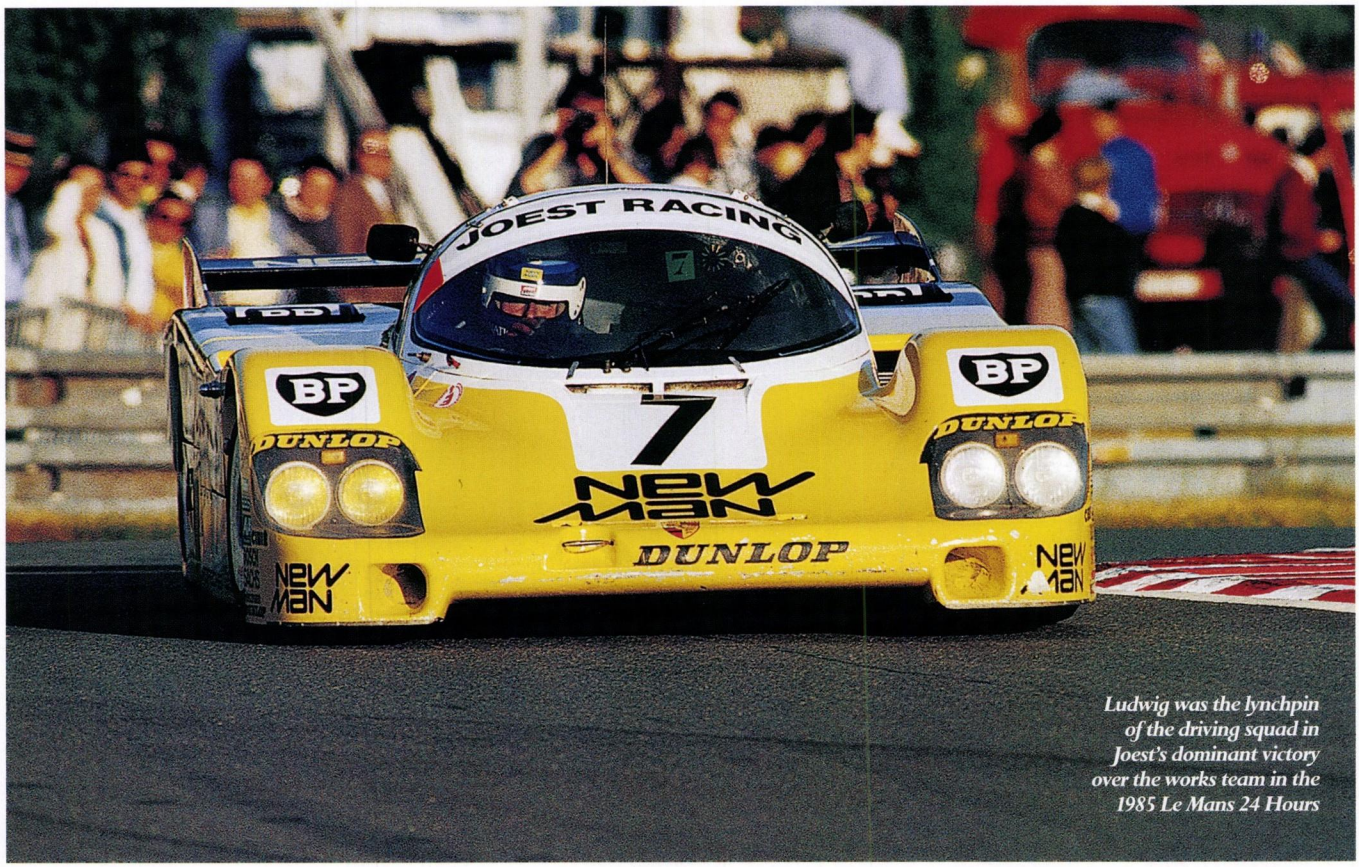
Put 962 on pole at Daytona on its debut

The 956 was more responsive than the 962, and so was its engine with two little turbos. It was more of a *racing* car that you were able to hustle. If you had a choice to race one or the other, you'd pick the 956. I would, anyway.

In 1983, I was third at Le Mans in a Kremer-run 956 with my son Michael and Philippe Alliot, but we had a problem with the reserve fuel tank, so we couldn't keep in our fuel window and had to sit idle in the pits for too long.

Then in qualifying for the Daytona 24 Hours of 1984, in the prototype 962, they sealed the louvres for the air-cooled engine and I put it on pole by about 2sec. Obviously that was not feasible for more than three laps, but even so, on race day, we looked easy winners until the gearbox seized because it didn't have enough heat-shielding from the turbo.

Le Mans in 1988 could have been another victory, for myself, Michael and nephew John. Mr [Norbert] Singer put us on a great fuel strategy that meant going easy in the early stages, and then, when the Stuck and Wollek cars had to back off in the night, we maintained our pace and homed in on them – until we dropped a cylinder. We ran it on five – and it still finished sixth.



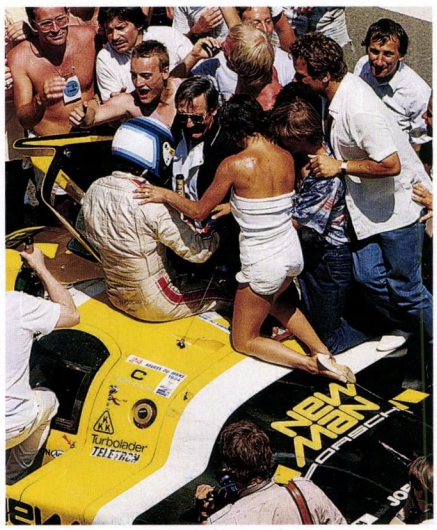
Ludwig was the lynchpin of the driving squad in Joest's dominant victory over the works team in the 1985 Le Mans 24 Hours

KLAUS LUDWIG

THE FIRST TIME I DROVE A 956, I DIDN'T LIKE THE HANDLING. IT SEEMED ONLY MADE for high-speed straights, with a very low and small rear wing, and ground effect that was not that great because we had openings in the undertray to allow exhaust pipe ventilation. In high-downforce configuration it was not a bad car. But in Le Mans spec in 1983 it was heavily oversteering: you would turn in, and almost immediately have to put on opposite lock. But by '84, it was a lot better as the teams learned more about the car and how to close the bottom to make the ground effect work better. Then in '85, we got Goodyears, and with those we could run much more camber than the Dunlop crossplies we'd had previously. This was a really big step forward.

Joest was one of the more conservative teams and would run only with factory parts, but I would say the reason they achieved more than Kremer and Brun was because they were a better team and, at that time, I was at my height. I don't think there was anyone who could beat me in the same car on the same day – and I also had many ideas. Together with the best mechanics and a very good engineer, we were just better. Every day we had new ideas, and the others didn't. Joest prepares cars better than anyone, I think. We never ever had a suspension failure, for example, as other teams did.

At Le Mans, I had some great days and also big disappointments. People were suspicious about Joest's great fuel consumption when we won together in 1984 and '85, but really that's just bullshit. In '84, the opposition was not strong enough. In '85, the opposition from the factory cars was huge, but we had fantastic Goodyears which gave us less rolling resistance than the works team's Dunlops. Then we worked on making the car reach our usual 8000rpm figure on only 1.1 bar of boost, and the gearing was specifically done for this. The factory team went another way, using a very long fifth gear which allowed 7500rpm. They thought this would save enough fuel. Both teams were doing 360km/h on the straight, but although the works cars were using less rpm, they needed more boost than us to get there. As we pulled away from them during the race, they added more boost to catch us, and so their consumption was really shot to hell.



DPPI

Ludwig won Le Mans in 1984; the works were absent

In the 1986 Le Mans, we had the latest electronic equipment from the factory and again we were much faster than their car. But then Jo Gartner had his crash, there was a long pace car sequence and our engine let go. Two years after that, our brand new works car had crap in its pipes, so when I went to the reserve tank on my first stint, the fuel wouldn't come through. Then the race was ended a lap early as we closed on the lead Jaguar, which had only fifth gear left.

But from the driving point of view, the 500km cars were the best. We ran much stiffer springs, and got the front solid enough to avoid diagonal roll, and ran soft at the rear to get better traction. In this high downforce specification, with the big rear wing and the full venturi underneath, the faster you went through the corner, the more stable the car was. Fantastic!



Stuck was a stalwart of Porsche's works team from 1985. Here at Silverstone in '87, he took pole and kept Jaguar honest in the race

HANS-JOACHIM STUCK

WHEN I FIRST DROVE THE 956 AT SPA IN 1983, SHARING WALTER BRUN'S CAR WITH himself and Harald Grohs, I immediately knew why they had been winning everything up to now. The cornering speeds were shocking, yes, and also that whole weekend at Spa we only had to make a slight change on the rear anti-roll bar to get it perfectly balanced.

My first win was at Imola in 1984, sharing the Brun car with Stefan Bellof. And then I got the factory drive for '85 and did a lot of testing and development of the 962. I also drove the purpose-built sprint version of the 956 in the Supercup in Germany.

Looking back, I would say it was a miraculous car. And looking back at its safety, I think I was lucky to have survived, too. My friend Jo Gartner died in this car, as did Stefan Bellof and Manfred Winkelhock. If you had a big crash, you had to be very lucky to survive. And yet in those days, this car was state of the art. There was no alternative, so we drove them.

It was such a good Le Mans car. It was the first car I drove there in which I could just concentrate on the driving, without thinking about losing doors or wheels or bodywork and without having to nurse the engine.

When I came to the factory team in 1985, there was some development of the PDK semi-automatic gearbox going on. The other drivers didn't like it, but I found it interesting, and Professor Bott liked my enthusiasm for it, so we started a huge programme – about 10,000km of testing at Weissach – and got it up to race standard. We won the Supercup title with the PDK gearbox, and we did many long-distance races with it with Derek Bell. The only problems with it was that it took a little bit of power, and made the car a little overweight. But you couldn't miss a gear and buzz the engine, and you didn't have to take your hands off the steering wheel: on the top spoke you had a button for upshifting, the bottom spoke button was for downshifting. And because you didn't have to lift the throttle, you had an acceleration advantage.



Stuck and Bell swap notes on being Porsche legends

It also took me a long time to convince Porsche to change from a spool to a differential. But we went to the Nürburgring GP course for three days and set up a speedtrap at the beginning, middle and end of every corner, and it was eventually proven that the differential was a little better than the spool. We had finally improved on that turn-in understeer.

Towards the end of the 1980s, the Jaguar and Sauber were principally sprint cars, and we could have done with coming up with a whole new design that was built more for outright pace. The 962 was strong and reliable – I think it could have done a 48-hour race – but we gave up some speed for that.

My favourite memories are from the Supercup, when Porsche built a car just for me. It was different in terms of weight and strength. In addition, it had the perfect seat for me, the perfect pedals for me, the perfect set-up for me. I was in an extremely privileged situation and I really appreciated it. If I asked whether we could have an extra day of testing, I got it. I felt like Michael Schumacher must feel with Ferrari.

JONATHAN PALMER

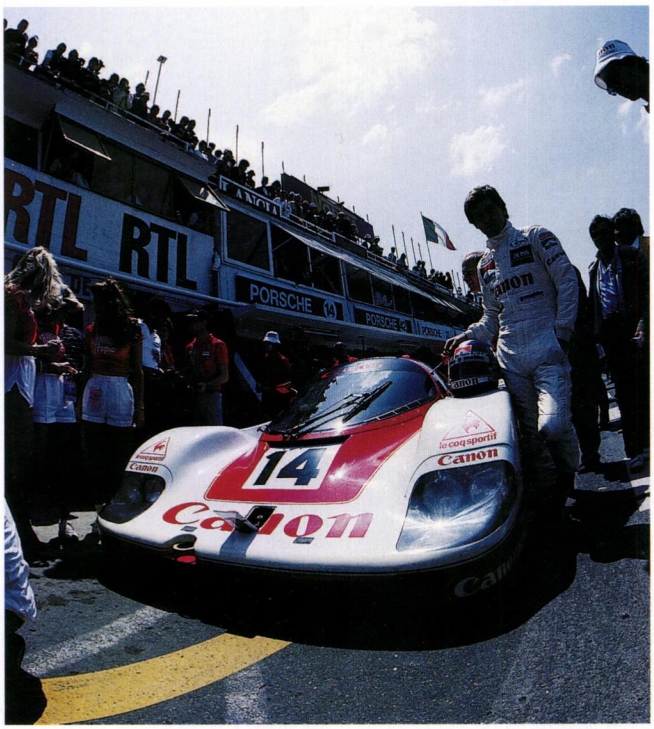
IT LOOKED SO CIVILISED AND SOPHISTICATED, I THOUGHT; THE SEAT UPHOLSTERY was nice, the dashboard was nice, you used a key to start it. And it was like that to drive. The flat-six engine had quite a soft power delivery, its turbo didn't blip viciously. The gearbox, unusually, was synchromeshed and, driving up to nine-tenths, was lovely to use; try and hurry it to ten-tenths, and it would baulk, but that at least meant it was generally reliable.

And Porsche had the car on soft progressive-rate springs: as it got lightly laden it got softer, so the ride quality was very good. All in all, it was easy to breeze it along pretty briskly, pretty comfortably. Then again, when it came to wringing its neck, you really had to be aggressive.

The factory was quite conservative, whereas at GTI Racing with Richard Lloyd, we were quite maverick and pioneering. They sealed up the little holes around the driveshafts and between the panels to maximise ground effect. There was never any problem getting rear-end downforce on the 956, but that would give you more more and more understeer unless you could create lots of front-end grip. So at the Brands 1000km in 1984, I came up with the idea of fitting a front wing. In the end we had so much angle on it that it was probably pretty horrendous drag-wise, but on Brands' GP circuit that hardly mattered. Our lap times shot down by about 1.5sec; Jan Lammers and I were quickest by a long way and went on to win easily.

The Silverstone 1000km in 1985 is a great memory, too, even though Jan and I were leading easily when a wheel fell off. But that 956 on crossplies handled beautifully – and Silverstone was a proper circuit back then. You whipped through Stowe in fourth, and I think you exited Club flat in fifth, with just a touch of opposite lock. Woodcote was approached at 190mph. You braked to 100mph and then flicked it, on opposite lock each way, through this right-left-right chicane. Exhilarating! We got back to fifth and I set fastest lap.

Coming second at Le Mans that year was great, too, but not as good as spending the first 12 hours dicing for the lead with Stefan Johansson, going down the straights at 225mph making rude hand signals at each other!



JP and Jan Lammers drove some outstanding races for Richard Lloyd's team

JOHN WATSON



Watson shone in Porsches as well as Jags

WHILE PORSCHE WERE INITIALLY developing McLaren's 1.5-litre TAG unit, they put it in a 956 at Weissach and I was asked to drive it. Strangely, it didn't have much lag in the 956 chassis but a lot in the F1 chassis. Don't ask me why. I would say its performance was marginally better than the original 2.65 flat-six. But then it was a much newer engine.

Porsche would have been better off developing a V6 2.6-litre. The trouble with flat engines is that you have to get the exhaust system out of the way somehow, and that means the engine has to be raised higher than ideal. The whole engine/gearbox package was on a tilt to make room for the venturi underneath.

Stefan Bellof and I won in the works 956 at Fuji. Or rather, he won and I co-drove. At one point Stefan, being quite tall, had hopped out of the car with the seat fully back. I jumped in, did the belts up and forgot to pull the seat forward. The steering had a lot of castor and was heavy, so you needed to sit quite close to get good leverage on the wheel. That was a pretty tough stint! I had Ickx behind me with his boost turned up to try and catch me as he and Jochen Mass were going for the championship against Bellof.

The Porsche 956 is one of the all-time classics – a very good package and user-friendly. It was only the Jaguar XJRs that highlighted its shortcomings, in particular its relative lack of rigidity from its aluminium monocoque.

TIFF NEEDELL

MY FIRST IMPRESSION OF THE 956 WAS NOT GOOD: ON MY VERY FIRST LAP OUT of the pits at Monza in 1983, in the Richard Lloyd car, a front wheel flew off at Curva Grande, as they tended to do in those early days. Also, its brake pedal used to go to the floor a lot; it was quite an evil beast in its early days.

I spent much of my career jumping into cars at the last minute with no testing, having to make an impression while sharing a car with the guy who had set it up! It used to be halfway through the race before I had caught up with their pace, which was usually too late to impress the team's owner. It was only in 1989 with the British-sponsored car, and in '90 with the Japanese car, that I had my 'own' 962, and then I was as quick as anybody in it.

Le Mans in 1990 was just fantastic, when myself, Anthony Reid and David Sears finished third and beat the works car. It took Brun's breakdown near the end for us to reach the podium, but it was still wonderful.

That was the first year of the chicanes on the Mulsanne, and every Porsche runner was debating whether to go with the long or short tail. I looked at Fuji and thought its straight was as long as each of the stretches that comprised the new Mulsanne. So we did back-to-back testing with rear wings and were certain we'd be quicker with our high-element one. Everyone else had gone low downforce except ourselves and Brun. And we were proved right.



Tiff: Porsche man with best plan in 1990

PORSCHE 956/962 LONG-DISTANCE ROLL OF HONOUR

EVENT	DATE	SERIES	DRIVER/S	TEAM	CHASSIS
1982 (5 wins)					
Le Mans 24 Hours	**June 19-20**	**WEC**	**Ickx/Bell**	**Porsche AG**	**956/002**
Spa 1000km	**September 5**	**WEC**	**Ickx/Mass**	**Porsche AG**	**956/003**
Fuji 6 Hours	**October 3**	**WEC**	**Ickx/Mass**	**Porsche AG**	**956/003**
Brands 1000km	**October 7**	**WEC**	**Ickx/Bell**	**Porsche AG**	**956/003**
Kyalami 9 Hours	November 6	n/c	Ickx/Mass	Porsche AG	956/003
1983 (15 wins)					
Zolder	March 20	DRM	Wollek/Boutsen	Joest	956/104
Suzuka 500km	April 3	JSPC	Schuppan/Fujita	Trust	956/108
Monza 1000km	**April 10**	**WEC**	**Wollek/Boutsen**	**Joest**	**956/104**
Silverstone 1000km	**May 8**	**WEC**	**Bell/Bellof**	**Porsche AG**	**956/007**
Nürburgring 1000km	**May 29**	**WEC**	**Mass/Ickx**	**Porsche AG**	**956/005**
Fuji 500km	June 5	Fuji	Schuppan/Fujita	Trust	956/108
Le Mans 24 Hours	**June 18-19**	**WEC**	**Schuppan/Holbert/Haywood**	**Porsche AG**	**956/003**
Elkhart Lake	July 17	Can-Am	Fitzpatrick	Fitzpatrick	956/110
Fuji 1000km	July 24	Fuji	Schuppan/Fujita	Trust	956/108
Suzuka 1000km	August 28	JSPC	Schuppan/Fujita	Trust	956/108
Spa 1000km	**September 4**	**WEC**	**Ickx/Mass**	**Porsche AG**	**956/005**
Brands Hatch 1000km	**September 18**	**WEC**	**Fitzpatrick/Warwick**	**Fitzpatrick**	**956/110**
Fuji 1000km	**October 2**	**WEC**	**Bellof/Bell**	**Porsche AG**	**956/009**
Mugello 1000km	**October 23**	**WEC**	**Wollek/Johansson**	**Joest**	**956/104**
Kyalami 1000km	December 10	n/c	Bell/Bellof	Porsche AG	956/009
1984 (19 wins)					
Suzuka 500km	April 1	JSPC	Schuppan/Katayama	Trust	956/108
Monza 1000km	**April 23**	**WEC**	**Bell/Bellof**	**Porsche AG**	**956/009**
Silverstone 1000km	**May 13**	**WEC**	**Mass/Ickx**	**Porsche AG**	**956/010**
Fuji 1000km	June 3	JSPC	Takahashi/Takahashi	Nova	956/113
Mid-Ohio 500km	June 10	IMSA	Holbert/Bell	Holbert	962/103
Le Mans 24 Hours	**June 16-17**	**WEC**	**Pescarolo/Ludwig**	**Joest**	**956/117**
Watkins Glen	July 8	IMSA	Bell/Holbert/Adams	Holbert	962/103
Nürburgring 1000km	**July 15**	**WEC**	**Bell/Bellof**	**Porsche AG**	**956/009**
Brands Hatch 1000km	**July 28**	**WEC**	**Palmer/Lammers**	**Lloyd**	**956/106**
Mosport 1000km	**August 5**	**WEC**	**Mass/Ickx**	**Porsche AG**	**956/010**
Suzuka 1000km	August 26	JSPC	Takahashi/Takahashi/Lees	Nova	956/113
Road America 500	August 26	IMSA	Holbert/Bell	Holbert	962/103
Spa 1000km	**September 2**	**WEC**	**Bellof/Bell**	**Porsche AG**	**956/009**
Pocono 500	September 9	IMSA	Holbert/Bell	Holbert	962/103
Imola 1000km	**September 16**	**WEC**	**Bellof/Stuck**	**Brun**	**956/116**
Fuji 1000km	**September 30**	**WEC**	**Bellof/Watson**	**Porsche AG**	**956/009**
Fuji 500	November 25	Fuji	Schuppan/Katayama	Trust	956/118
Daytona 3 Hours	November 25	IMSA	Holbert/Bell	Holbert	962/103
Sandown Park 1000km	**December 2**	**WEC**	**Bellof/Bell**	**Porsche AG**	**956/009**
1985 (29 wins)					
Daytona 24 Hours	February 2-3	IMSA	Foyt/Wollek/Unser Sr/Boutsen	Henn	962/104
Miami Grand Prix	February 24	IMSA	Holbert/Bell	Holbert	962/103
Sebring 12 Hours	March 23	IMSA	Foyt/Wollek	Henn	962/104
Nürburgring 300km	April 7	DSM/Int	Stuck	Brun	956/116
Mugello 1000km	**April 14**	**WEC**	**Ickx/Mass**	**Porsche AG**	**962/002**
Monza 1000km	**April 28**	**WEC**	**Winkelhock/Surer**	**Kremer**	**962/110**
Riverside 600km	April 28	IMSA	Morton/Halsmer	Busby	962/105
Fuji 1000km	May 5	JSPC	Schuppan/Suzuki	Trust	956/118
Laguna Seca	May 5	IMSA	Holbert	Holbert	962/103
Silverstone 1000km	**May 12**	**WEC**	**Ickx/Mass**	**Porsche AG**	**962/002**
Charlotte 500km	May 19	IMSA	Holbert/Bell	Holbert	962/103
Lime Rock	May 27	IMSA	Olson	Dyson	962/101
Mid-Ohio 500km	June 9	IMSA	Holbert/Bell	Holbert	962/103
Le Mans 24 Hours	**June 15-16**	**WEC**	**Ludwig/Barilla/Winter**	**Joest**	**956/117**
Watkins Glen 3 Hours	July 7	IMSA	Holbert/Bell	Holbert	962/103
Hockenheim 1000km	**July 14**	**WEC**	**Bell/Stuck**	**Porsche AG**	**962/003**
Portland 500km	July 28	IMSA	Holbert	Holbert	962/HR1
Fuji 500	July 29	JSPC	Takahashi/Takahashi	Nova	962/111
Sears Point 300km	August 4	IMSA	Wollek	Bayside	962/109
Mosport 1000km	**August 11**	**WEC**	**Bell/Stuck**	**Porsche AG**	**962/003**
Suzuka 1000km	August 25	JSPC	Takahashi/Takahashi	Nova	962/111
Road America 500	August 25	IMSA	Olson/Rahal	Dyson	962/101
Pocono 500km	September 8	IMSA	Holbert/Bell	Holbert	962/HR1
Brands Hatch 1000km	**September 22**	**WEC**	**Bell/Stuck**	**Porsche AG**	**962/003**
Watkins Glen 500km	September 29	IMSA	Holbert/Bell	Holbert	962/HR1
Columbus 500km	October 6	IMSA	Olson/Cobb	Dyson	962/101
Fuji 500km	November 24	JSPC	Takahashi/Takahashi	Nova	962/111
Selangor 1000km	**December 1**	**WEC**	**Ickx/Mass**	**Porsche AG**	**962/002**
Daytona 3 Hours	December 1	IMSA	Holbert/Unser Jr	Holbert	962/HR1
1986 (25 wins)					
Daytona 24 Hours	February 1-2	IMSA	Holbert/Bell/Unser Jr	Holbert	962/103
Miami Grand Prix	March 2	IMSA	Wollek/Barilla	Bayside	962/109
Sebring 12 Hours	March 22	IMSA	Akin/Stuck/Gartner	Akin	962/113
Suzuka 500km	April 6	JSPC	Takahashi/Takahashi	Nova	962/111
Monza Supersprint	**April 20**	**WSPC**	**Bell/Stuck**	**Porsche AG**	**962/003**
LA Times Grand Prix	April 27	IMSA	Dyson/Cobb	Dyson	962/120
Fuji 1000km	May 4	JSPC	Takahashi/Takahashi	Nova	962/111
Charlotte 500km	May 18	IMSA	Olson/Cobb	Dyson	962/120
Lime Rock 200	May 25	IMSA	Holbert	Holbert	962/HR1
Le Mans 24 Hours	**May 31-Jun 1**	**WSPC**	**Bell/Stuck/Holbert**	**Porsche AG**	**962/003**
Mid-Ohio 500	June 8	IMSA	Holbert/Bell	Holbert	962/HR1
Norisring Supersprint	**June 29**	**WSPC**	**Ludwig**	**Joest**	**956/117**
Watkins Glen 500	July 6	IMSA	Holbert/Bell	Holbert	962/HR1
Fuji 500	July 20	JSPC	Schuppan/Fouche/Suzuki	Trust	956/118
Brands Hatch 1000km	**July 20**	**WSPC**	**Wollek/Baldi**	**Lloyd**	**956/106B**
Portland	July 27	IMSA	Holbert	Holbert	962/HR1
Jerez Supersprint	**August 3**	**WSPC**	**Larrauri/Pareja**	**Brun**	**962/115**
Sears Point	August 3	IMSA	Cobb/Dyson	Dyson	962/120
Suzuka 1000km	August 24	JSPC	Okada/Asai/Yoneyama	Nova	956/101
Road America 500	August 24	IMSA	Holbert/Unser Jr	Holbert	962/103
Spa 1000km	**September 15**	**WSPC**	**Boutsen/Jelinski**	**Brun**	**962/117**
Columbus 500	October 5	IMSA	Wollek/Pruett	Bayside	962/HR2
Fuji 1000km	**October 6**	**WSPC**	**Barilla/Ghinzani**	**Joest**	**956/117**
Fuji 500km	November 22	JSPC	Schuppan/Suzuki	Trust	956/118
Kyalami 500km	November 22	n/c	Ghinzani	Joest	956/117
1987 (19 wins)					
Daytona 24 Hours	February 1-2	IMSA	Bell/Unser Jr/Holbert/Robinson	Holbert	962/103
Sebring 12 Hours	March 21	IMSA	Mass/Rahal	Bayside	962/121
Suzuka 500km	April 12	JSPC	Thackwell/Okada	Nova	962/126
Road Atlanta	April 12	IMSA	Weaver/Cobb	Dyson	962/122
Laguna Seca	May 3	IMSA	Ludwig	Bayside	962/121
Lime Rock	May 25	IMSA	Holbert	Holbert	962/103
Lexington	June 7	IMSA	Mass/Rahal	Bayside	962/121
Le Mans 24 Hours	**June 13-14**	**S-PWC**	**Bell/Stuck/Holbert**	**Porsche AG**	**962/006**
Norisring 200	**June 28**	**S-PWC**	**Baldi/Palmer**	**Lloyd**	**962/106B**
Watkins Glen	July 5	IMSA	Cobb/Schuppan	Dyson	962/122
Fuji 500	July 19	JSPC	Takahashi/Acheson	Nova	962/111
Portland	July 26	IMSA	Robinson	Holbert	962/HR1
Sears Point	August 2	IMSA	Mass	Bayside	962/121
Road America	August 16	IMSA	Cobb/Dumfries	Dyson	962/122
San Antonio	September 6	IMSA	Bell/Robinson	Holbert	962/HR1
Columbus	October 5	IMSA	Rahal	Bayside	962/HR2
Del Mar	October 25	IMSA	Mass	Bayside	962/121
Kyalami 500km	November 28	n/c	Mass	Lloyd	962/106B
Fuji 500km	November 29	JSPC	Takahashi/Acheson	Nova	962/111
1988 (9 wins)					
Miami 3 Hours	February 28	IMSA	Cobb/Weaver	Dyson	962/120
Fuji 500km	March 3	JSPC	Okada/Dickens	Nova	962/132
Sebring 12 Hours	March 19	IMSA	Stuck/Ludwig	Bayside	962/121
Suzuka 500km	April 10	JSPC	Elgh/Sala	Schuppan	962/003
Fuji 1000km	May 1	JSPC	Nissen/Giacomelli	Kremer	962/CK6
Fuji 500	July 24	JSPC	Okada/Dickens	Nova	962/132
Suzuka 1000km	August 28	JSPC	Okada/Dickens	Nova	962/132
San Antonio 3 Hours	September 4	IMSA	Cobb/Weaver	Dyson	962/DR1
Kyalami	November 26	n/c	Wollek	Joest	962/011
1989 (7 wins)					
Daytona 24 Hours	February 4-5	IMSA	Wollek/Bell/J Andretti	Busby	962/CO2
Fuji 500km	March 12	JSPC	Grohs/Nakaya	Nova	962/132
Palm Beach	April 23	IMSA	Wollek/J Andretti	Busby	962/CO2
Fuji 1000km	April 30	JSPC	Schuppan/Elgh/Matsumoto	Schuppan	962/106B
Dijon	**May 21**	**S-PWC**	**Wollek/Jelinski**	**Joest**	**962/011**
Fuji 500	July 23	JSPC	Okada/Sekiya	Kremer	962/CK6
Suzuka 1000km	December 3	JSPC	Takahashi/Dickens	Nova	962/134
1990 (1 win)					
Tampa	September 30	IMSA	Weaver	Dyson	962/110
1991 (1 win)					
Daytona 24 Hours	February 2-3	IMSA	Jelinski/Pescarolo/Haywood	Joest	962/129
1993 (1 win)					
Road America 500km	July 1	IMSA	Reuter/Winter	Joest	962/016
1994 (1 win)					
Le Mans 24 Hours	**June 18-19**	**ETC**	**Baldi/Dalmas/Haywood**	**Joest**	**962/GT003**

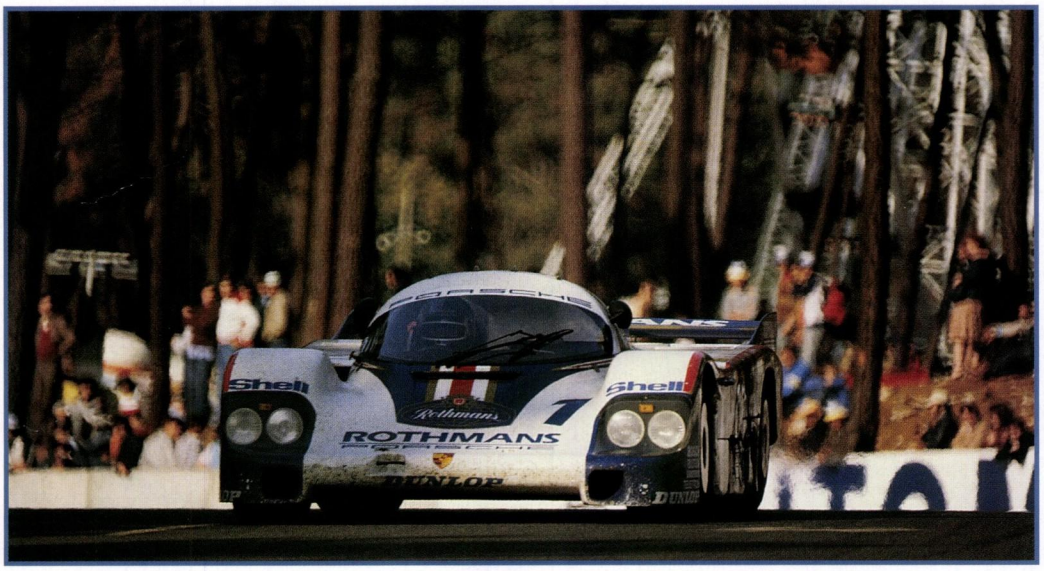
KEY: WEC World Endurance Championship; WSPC World Sports Prototype Championship; S-PWC Sports-Prototype World Championship; Can-Am Canadian-American Challenge Cup; **DRM** Deutsche Rennsport Meisterschaft; **DSM** Deutsche Sportwagen Meisterschaft; **ETC** Endurance Triple Crown; **Fuji** Fuji Long-Distance Championship; **IMSA** International Motor Sports Association; **Int** Interserie; **JSPC** Japanese Sports Car Championship; **n/c** non-championship

NOTE: 956/962 also won 77 sprint races!

RECORD TIMING...

Jacky Ickx, Record Breaker

Memories courtesy of Chopard



'Jacky Ickx wins the Le Mans 24 hour in 1982 for the sixth and final time'

Chopard





Jacky Ickx was a superb Formula One driver, make no mistake; the daunting twists, slithers, climbs and dips of the Nürburgring held few fears. Or rather, he held those fears in check better than any of his rivals. Stewart, Amon, Fittipaldi – none drove the 'Ring like Ickx.

But it was in sportscars that Jacky truly made his mark, became a legend. The combination of driving with his brains as well as his right foot – using his devastating pace only when necessary – made him peerless in his prime, endurance racing's equivalent of Niki Lauda.

But 20 years ago, as the Le Mans 24 Hours drew nearer, not everyone agreed Ickx was favourite to win. Yes, he and co-driver Derek Bell had conquered the year before in the Porsche 936, but that had been Jacky's fifth win. Would his desire be what it was? And then there was the matter of the car. This would be Porsche's first Le Mans using the 956, and at Silverstone a month earlier, the Lancia LC2 had beaten the Stuttgart marque in terms of pace and fuel consumption. And could a relatively new car such as the 956 last 24 hours at racing speed?

With hindsight, these questions seem more than a little foolish, for the works Porsche team and the drivers were alert and wise to potential problems. Driving relatively gently at a rigorously controlled pace and pitstop schedule, Ickx and his fellow Porsche pilots bided their time, while the Rondeau-Fords, and the Ford C100s succumbed to mechanical maladies. The Porsche 956s were not without their problems: Al Holbert had the door fly off the No4 car, which also later suffered a wheelbearing failure later, and the No3 car had fuel metering troubles. But nothing





Chopard





hindered the serene of the No2 car, driven by Ickx and Bell. By the early hours of the morning, not even the sister works Porsches had any answer to the Anglo-Belgian driving force.

Just six Group C cars finished the 1982 Le Mans 24 Hours, three of them were works Porsche 956s, and they finished first, second and third. A new era of sportscar racing – and a new era of Porsche dominance at Le Mans – had begun. And leading it was Jacky Ickx, whose sixth victory in the world's greatest race remains a record to this day.



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Jacky Ickx

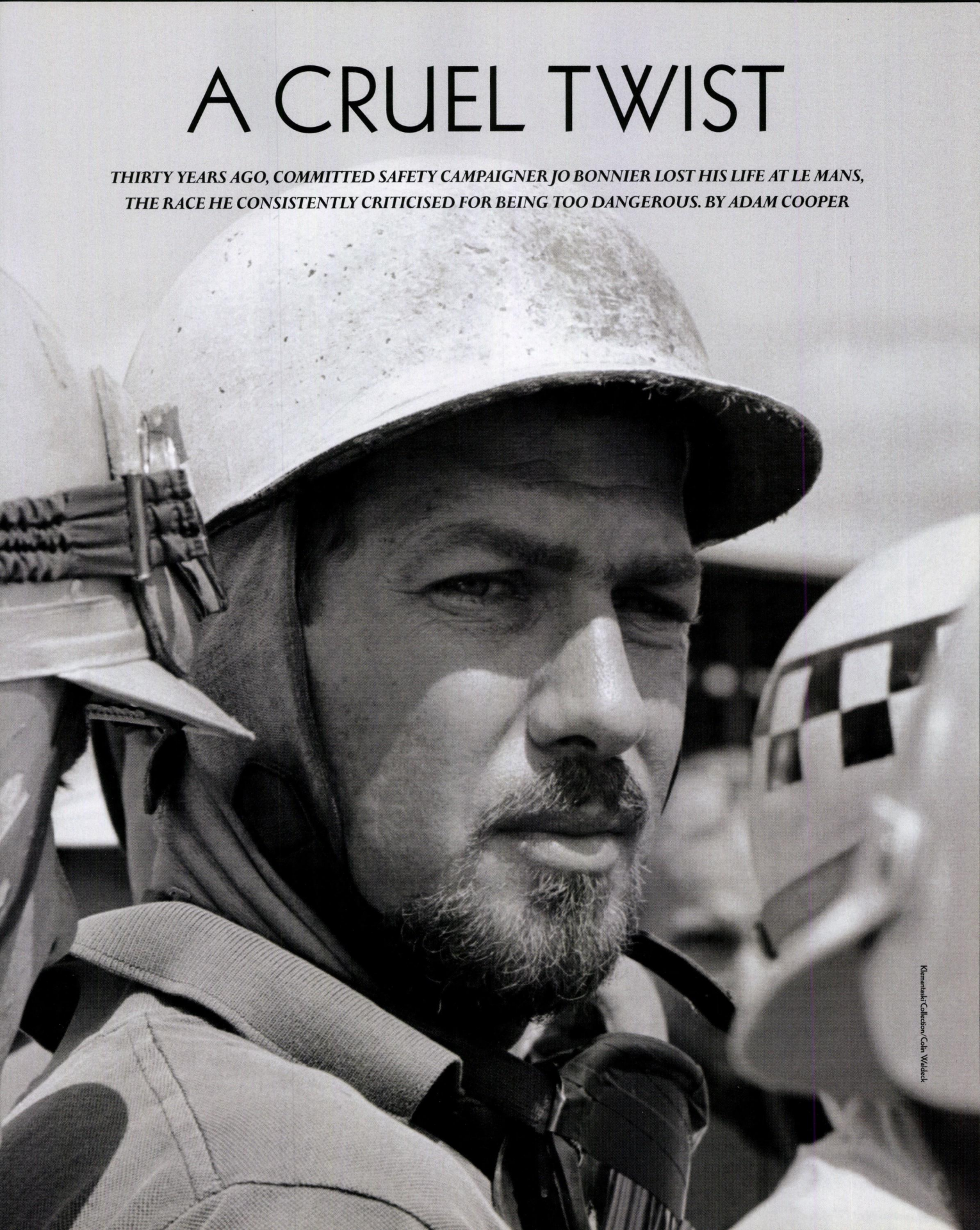


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A CRUEL TWIST

THIRTY YEARS AGO, COMMITTED SAFETY CAMPAIGNER JO BONNIER LOST HIS LIFE AT LE MANS, THE RACE HE CONSISTENTLY CRITICISED FOR BEING TOO DANGEROUS. BY ADAM COOPER



Klemantaski Collection/Colin Waldeck



both: LAT

Above: Bonnier ran his own Cooper-Maserati from 1966,with poor results. At Kyalami '67, Jo Siffert follows in Rob Walker's similar car. Below: Sportscars were Bonnier's real forte. He shared the victorious Chaparral 2J with Phil Hill in the 1966 Nürburgring 1000Kms



DESPITE THE MASSIVE SUCCESS HE ACHIEVED ELSEWHERE IN SPORTSCAR racing, Jo Bonnier hated Le Mans. He hated the fact that if you tried to actually race, your car would fail. And above all, he hated what he felt were unacceptable risks.

"I've done it because I've been under contract to do it," he told writer Peter Manso in 1969. "It was part of my job, but it's not racing. The moment you start to race at Le Mans you're not going to finish. So what you're trying to do is just nurse the car through 24 hours, and this is not what a grand prix driver likes. And it's unnecessarily dangerous. You have little cars and big cars, with a tremendous speed difference. And you have a bunch of amateurs who know nothing about race driving."

Jo had opted out of the 1968 event and told Manso that he would be missing '69 as well. However, he did race that year, and in '70. But when he chose not to race there in '71, the year he also called time on his F1 career, it seemed he was finished with Le Mans once and for all.

No-one was paying Jo to race in the 24 Hours in 1972, but he returned, this time as an owner/driver running his own two-car team. Perhaps he was also encouraged by the replacement of the daunting White House section with the new Porsche Curves, a change he had himself fostered through his leadership of the Grand Prix Drivers Association (GPDA). But fate was about to play a cruel trick on the man who'd worked so hard to make the sport safer.

Karl Jockum Jonas Bonnier was born in Stockholm in January 1930. His father, a professor of genetics, was one of the few Bonniers to opt out of the family business, a huge publishing and printing concern dating back to the early 1800s. Jo did an apprenticeship of sorts with the company but, like his father, had other interests. He received a rounded education that extended to Oxford and Paris, and he was fluent in English, French, German, Italian, Spanish, Norwegian and Finnish.

At five years old, he proclaimed his desire to be a racing driver. He raced a Harley-Davidson as a teenager and then got involved in rallying, before doing three years in the Swedish Navy, rising to the rank of lieutenant on a destroyer. It was hardly surprising that, later in life, he gave the impression of being a military man, in control of his emotions.

He turned to ice racing in 1953, with an HRG, later proving hugely successful in an Alfa Romeo and becoming Sweden's Alfa distributor.

Circuit racing was the next step, and Jo made his first appearance

'Le Mans is not racing. You are just nursing the car through 24 hours'



Rainer Schlegelmilch

outside Sweden in the 1955 Mille Miglia, and later won the 2-litre class in the TT. He scored notable successes with Alfas in '56, at Nürburgring, Avus and Enna, and also began racing sportscars for Maserati – which led to one of the most unusual grand prix debuts. Having competed in the supporting sportscar race at Monza, Jo was informed by desperate Maserati team boss Nello Ugolini that Luigi Villoresi was sick, and would have to be relieved soon after the start. No-one else was available.

"I'd never been in a grand prix single-seater, let alone driven one in the Italian GP at Monza, with its banking. I told him that it was ridiculous, that I'd get in the way of Fangio and all those other chaps. But I drove, and was petrified – I'd never driven a car where I saw the wheels!"

His ordeal lasted three laps before the 250F's engine failed, but it gave him a taste of Formula One. Over the next couple of years he was a regular contender in Maseratis, in his own car or those of other small teams.

"He was a nice guy," recalls Phil Hill. "But he always lacked a certain something in terms of fire. He was always going to play it pretty safe."

In 1957, Jo enjoyed a one-off outing for BRM at Modena, and his big break came towards the end of '58 when they asked him to drive again, in the Italian GP. The gearbox failed, but next time out, at Morocco, he finished a promising fourth and was duly signed for a full season in '59.

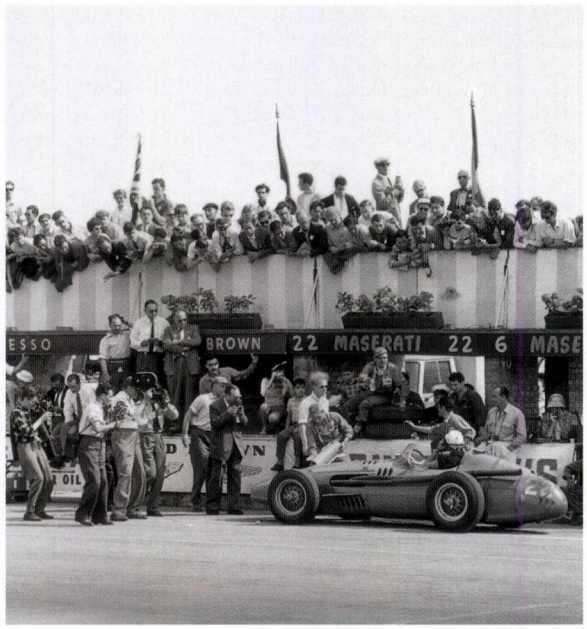
A works drive was a major boost to his status. He showed well in early races, but nobody anticipated what would happen at Zandvoort. The P25 was suited to the circuit; Jo put it on pole, and after gearbox problems afflicted the Coopers of Stirling Moss, Masten Gregory and Jack Brabham, he scored BRM's first GP win.

He never repeated that form for BRM in 1959, though, and it was hard going against the Coopers in '60, but he qualified third at Monaco and was fourth on the grid on three other occasions. Races brought little luck – the best he could manage was a couple of fifth places – and relations with BRM management were strained by the end of the year.

He had greater success with Porsche, winning the Targa Florio with Hans Herrmann (Jo would win again in 1963) and scoring several F2 victories. But high point of the year was his marriage to Marianne, an attractive Swedish teacher who helped soften his poker-faced image.

Porsche asked Jo to drive the new 1.5-litre F1 car in 1961, and some expected him to shine. He shared the pole time with three others at Aintree, but that was a rare peak as team-mate Dan Gurney quickly ➤

Above: Jo and Graham Hill took a Ferrari 330P to second at Le Mans in '64. Hill finally won this event on the day his friend perished. Below: Bonnier went to Monza in 1956 to race his own sportscar – and made an unexpected grand prix debut in Villoresi's Maserati 250F



LAT

'I was petrified. I had never driven a car where I saw the wheels!'



Rainer Schlegelmilch

established his superiority. That year saw the birth of the GPDA, and Jo became its reluctant president, simply because the others asked him to do it. He would nevertheless become a prime mover in the campaign to improve safety standards worldwide.

On the track, the 1962 F1 season was disappointing – Gurney again outran Bonnier, although victory at Sebring provided some recompense.

When Porsche pulled out, Jo teamed up with Rob Walker. Rocked by the recent deaths of Ricardo Rodriguez and Gary Hocking, Walker chose Bonnier for the unusual reason that he was a safe driver who was unlikely to get hurt. And Jo soon found an extra role as Rob's business manager. His linguistic skills and position as GPDA boss proved to be very useful, as Walker notes in Michael Cooper-Evans' book:

"He was shameless about using the clout this position conferred to obtain good starting money for the team – no doubt encouraged by the fact that, under our agreement, half of it would end up in his pocket.

"Jo and I got on perfectly well together but there was a distance between us; he never became a friend in the way that Stirling had. I suppose it was the nature of our relationship which prevented me from asking Jo why he always unzipped the fly of his racing overalls when he got into the car. I wish I had; even today I'd love to know!"

Bonnier stayed with Walker for three seasons, but during that time scored just nine points, and only occasionally did he show real speed.

"Jo was never a great driver," says Jackie Stewart. "He was a good driver, and he was very serious about it. You can be serious about your driving but not have the gift that Jim Clark or Jack Brabham had."

With the 3-litre formula due for 1966, Rob cut back to a single entry, and told Bonnier that he was opting for Jo Siffert: "I suppose there may have been a rather longer silence than usual, but his expression hardly changed. Those Swedes are so controlled and unemotional."

Bonnier decided to run his own show. He acquired a Cooper-Maserati, and hired Swiss Heini Mader to run it. He qualified sixth at Spa, but otherwise it was a poor season.

"On the one hand he was difficult, and on the other it was a very, very friendly situation," says Mader. "He always wanted the best you could make out of the car, and he wasn't happy, even if you worked all night, if it didn't have the settings he thought it should have.

"But he was more a friend than a boss. People thought he was a bit

Above: Bonnier heads for seventh at Monaco in 1963. This was the first of his three seasons with Rob Walker, in an unproductive union. Below: Jo was elected GPDA leader by his peers. Here he keeps Surtees, Phil Hill, Ginther, G Hill, JYS, Mike Spence and Siffert in order



'Jo became the GPDA's president simply because others asked him to'

LAT

Above: Though Porsche looked a good bet for 1961, Bonnier was regularly outclassed by team-mate Dan Gurney. The Swede finished third here at Syracuse, but only just avoided being lapped by the second-placed American. The misfiring Lotus of Moss gives chase to Jo



LAT

cold, but it was more shyness than anything else. They thought he was arrogant, but this was definitely not the case."

Bonnier replaced the Cooper with a McLaren M5A and there were occasional good showings, such as a fifth place at the 'Ring in 1968. He was fifth also on a one-off outing for Honda in Mexico. A works ride seemed to fire him up – but this one led nowhere as the team folded.

Jo was by now better known for what he did off the track, not just as leader of the GPDA, but as F1's social pacesetter. His base at Les Mudies in Switzerland was a focus of attention, and his presence attracted tax exiles Stewart and Jochen Rindt to the country. A sideline as a contemporary art expert with his own gallery gave Jo an extra dimension.

"He lived his life in great style," Stewart recalls. "He really did his house well, and kept it immaculate. He had a good group of friends, but he was always quite aloof."

Bonnier acquired a Lotus 49 for 1969, but it wasn't handed over until the British GP. And when Graham Hill and Rindt refused to drive the 4WD 63 at Silverstone, Colin Chapman reclaimed the 49, so Jo raced the 63. Later he crashed the 49 through an advertising hoarding at Oulton Park, losing his helmet in the process. But despite this, and a big sports-car crash at Brands the previous year, he showed no signs of stopping.

He battled through 1970-71 with a McLaren M7C but, embarrassed by occasional failures to qualify, he announced in early '72 that he was quitting single-seaters. He was 42.

"The motivation was missing," says Mader. "He was driving just to be there, not wanting to take all the risks that the young guys did. And he was spending the minimum. The cars weren't really competitive."

Jo had never abandoned sportscar racing, though, and had latterly proved a winner in the new 2-litre category, where he was Lola's works contender. Mader: "He really enjoyed that car and was still very quick in it. He was really good in sportscars."

Bonnier had long been Lola's continental agent, and his plan for 1972 was to contest the world championship with the T280, designed by John Barnard and Patrick Head. The DFV-powered machine was fragile, and for Le Mans the cars were reworked by Mader's crew.

"It was a huge amount of work. We had no time to test properly. We put them on the floor and went straight to the race. It was competitive, but certainly not reliable enough to finish the race in a good position." ➳

'Embarrassed by failures to qualify, he quit single-seaters. He was 42'



both: LAT

Above: Syracuse 1965, Bonnier starts from the front row alongside Clark's Lotus and Surtees' Ferrari. Jo's clutchless Brabham was fourth. Below: Bonnier accepts the plaudits after his win in the 1960 German Grand Prix. He beat his team-mate Wolfgang von Trips by 1sec



Bonnier had Gijs van Lennep and Gérard Larrousse in his car, while rent-a-drivers Mario Cabral and Jorge de Bagration shared the second entry with the experienced Hughes de Fierlant.

The race got off to a superb start for the little team as Bonnier passed the entire Matra squad to grab an early lead. The joy was short-lived, for Jo soon hit gear selection troubles, and later had a huge moment at the Mulsanne Kink when a rear tyre failed and destroyed the tail.

The event turned into a slog as both T280s hit a series of problems. This must have weighed heavily on Jo's shoulders as team boss, and matters weren't helped when the pay drivers became upset when he put Larrousse in their car. Having overcome brake woes, van Lennep set fastest lap and, when daylight returned, Jo was running a distant eighth. It was then that his long-held fear of Le Mans came into tragic focus.

Heading into the fast right before Indianapolis he came across the Filipinetti-entered Ferrari Daytona of Swiss Florian Vetsch. Exactly what happened is a matter of debate, but the yellow Lola struck the Ferrari hard. It was launched high over the barriers and into the woods, where it exploded. Vic Elford stopped to help, but Bonnier had no chance.

There were suggestions that garage owner Vetsch had wandered into his path, but Elford thought Jo had made a mistake, a theory that Mader does not dispute: "I think he was tired. Maybe if he was in better shape physically he could have avoided this accident. I know Vetsch very well, but I've never spoken about this accident with him. It is too painful to find out what really happened."

Did the stresses of being team boss contribute to an error of judgement? Journalist Jeff Hutchinson spent the week working with the team. One of his jobs was to get the drivers to the pits on time: "I went to the caravan, and Jo was still wide awake, red-eyed, and looked very, very tired. He hadn't taken his overalls off since 4am. I said, 'Do you feel alright to drive?' He said, 'I'm fine'. A few laps later he had the accident."

Jo had started 104 GPs, and along with Brabham, Graham Hill and Gurney, was one of only four top drivers whose careers bridged the gulf between the 1950s and the '70s. He'd won most of the great sportscar races, with the notable exception of Le Mans. But if for nothing else, he should be remembered for a commitment to safety that helped change the sport.

"What happened was unjust," says Stewart. "But racing isn't just." M

'It was then that his long-held fear of Le Mans came into tragic focus'

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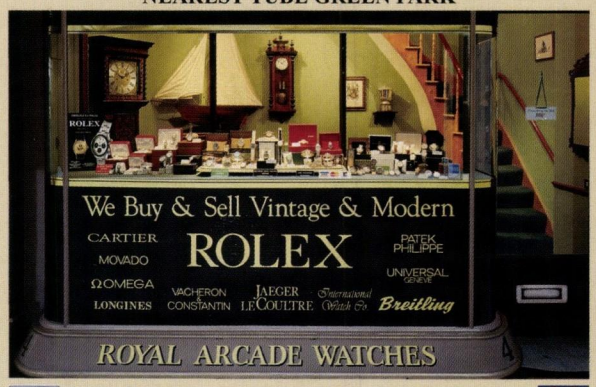
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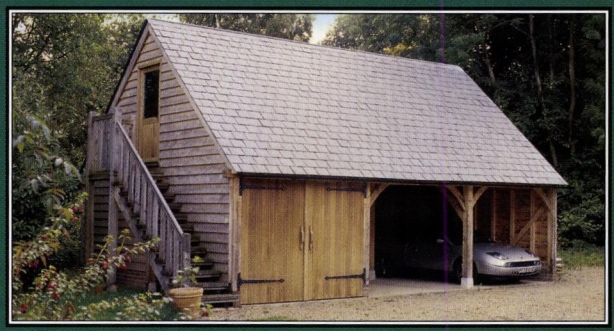
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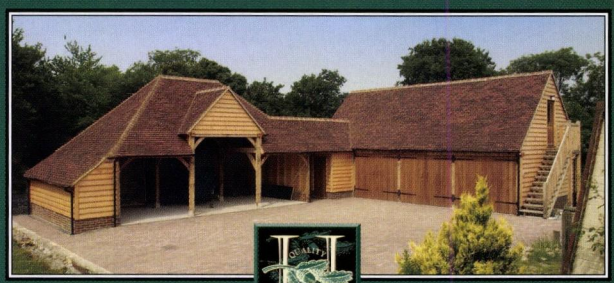
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PUT TO THE BEST

SPARTON: BRITISH F3 TEST, SILVERSTONE – SEPTEMBER 20, 1983

AYRTON SENNA ONLY DROVE RALTS IN F3, RIGHT? WRONG. HE ALSO DROVE A SPARTON. A WHAT? A SPARTON. AND, WRITES NICK PHILLIPS, THE BRAZILIAN STAR THOUGHT IT WAS PRETTY GOOD

Picture the scene: you're a young ambitious racing driver with a new Formula Three chassis built by your own company, which is attempting to step up after producing some reasonably successful single-seaters for lesser formulae. The car feels good, and you reckon you're driving it well, but it's off the pace. What do you do?

The obvious answer to Paul Jackson was to put Ayrton Senna in it. And that's how the legendary Brazilian came to give M-Sport's Sparton SE420-VW a thorough workout.

This was the season when Senna's career took off, but he was still far removed from superstar status. He was, though, in the thick of his battle with Martin Brundle for the British F3 title and had already been linked several F1 drives for 1984. So, from a modern perspective, it seems amazing that he should put himself out to help some struggling Brits out of a corner.

"It didn't all seem quite as serious then," says Jackson. "And it was done very much as a spur of the moment thing. We asked him as a favour and that's the basis he did it on. He put in a sensibly long run and gave us an honest opinion, which is what we needed."

Sparton was run by co-directors Jackson and Norman Pierce. "We started making cars in 1978," says Jackson, "and it must have gone through to '84, I think, which is when it all started to get a bit difficult."

Sparton built Formula Fords to begin with. Driven by Johnny Herbert and Allard Kalff, as well as Jackson, they met with some success in an era when there was a cut-throat sales battle between Van Diemen, Royale and Reynard.

"Whenever one of our guys started to go well," says Jackson, "one of the big boys would give him a free chassis, and we could never compete with that. We learned an awful lot of hard lessons."

There was what Jackson calls "some moderate success" in junior formulae, including dominance of the short-lived Formula Talbot – think Formula Ford with a more powerful (methanol-fuelled) Talbot engine and slicks. Courtesy of Derek Cook and Jackson, Sparton won the first and second Talbot titles, in 1980-81.

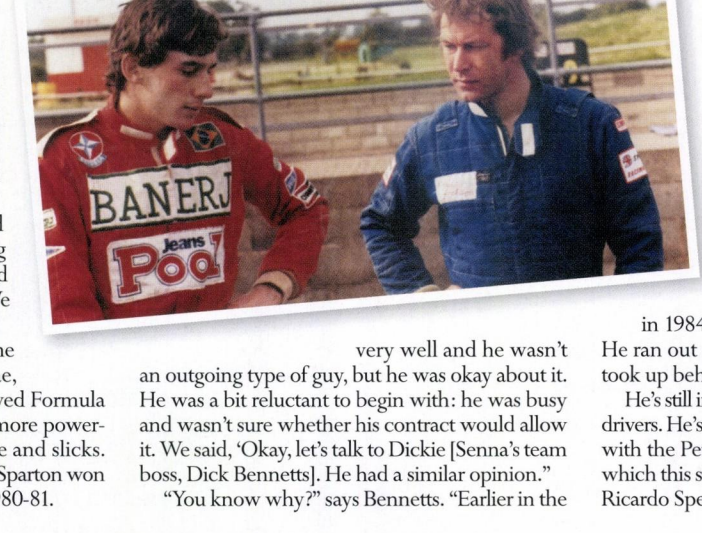
By 1983, though, both Jackson the businessman and Jackson the driver were looking to step up to F3. Jackson and Pierce collaborated with Geoff Rumble (the man behind Dastle) on an F3 design and built two chassis, the first of which was completed in time to contest five races in the second half of the '83 season.

That brings us to the test. It was on the run-up to the last two rounds of a season Senna had dominated initially only to be hauled back latterly by Brundle. So he was testing his Ralt RT3 facing the very real possibility that the title might be sneaked from under his nose; which is precisely when a couple of young Brits sidled up...

Jackson: "I'd done a fair stint in the car and we were reasonably happy, but were still a 1.5sec off the pace. So we sat down and thought about it. I said that, as far as I was concerned, it felt pretty good: I had a balance everywhere and it was as fast as I could go.

"We needed a reference point. The ideal way to do that was to get a front-runner in the car to see where we were at. If Ayrton had blown me away by two seconds, fine, I'd hang my helmet up; but if he did not, hopefully he could tell us what our problem was. That's when we approached him.

"I didn't know him very well and he wasn't an outgoing type of guy, but he was okay about it. He was a bit reluctant to begin with: he was busy and wasn't sure whether his contract would allow it. We said, 'Okay, let's talk to Dickie [Senna's team boss, Dick Bennetts]. He had a similar opinion."



"You know why?" says Bennetts. "Earlier in the year Ayrton had been off the pace at a test, which just wasn't like him. He said that he was taking it easy, but it turned out that he'd been testing an FF2000 the day before, something had broken and he'd had the most enormous barrel roll. The worry was that something like that could happen again."

Amazingly, though, Jackson and Pierce talked them round. And that brought Jackson to career crunch time: "I was holding my head in my hands thinking, 'Christ, if he blows me away, that's it'."

Senna didn't blow him away. He was quicker, but only by a bit. Even better, Ayrton was quite complimentary about the car.

"He said, 'There's no big problem. In fact, through the chicane I think it's quicker than my car. But you need to do something about the engine'."

The way Senna immersed himself in tasks was evident, too. "It certainly wasn't a case of him saying 'Your engine's shit!' and walking away," states Jackson. "He was really enthusiastic and friendly and helpful. We stood and chatted, talked about the various corners and how it felt on each one. He was a great help to us. Ultimately, we didn't have the budget or wherewithal to fix it, but at least we knew where the problems were."

And there was no question of a fee for the Sparton run. "There was never any suggestion that he wanted something from it," says Jackson. "It was freely given and much appreciated."

Sparton's F3 car didn't achieve any great success, though Mario Hytten took it to fourth in the final round of the 1983 British championship.

"Really, with hindsight, to undertake an F3 programme in the situation we were in was not really a sensible thing," admits Jackson. "But we were younger, and greener, and had those dreams of progression. It was a very good education in how to do everything in motorsport."

Pierce soon left motorsport, but Jackson stayed, running the Sparton (alongside a Ralt for Ross Cheever) in 1984 before replacing it with another Ralt. He ran out of driving opportunities in 1986, and took up behind-the-scenes roles.

He's still involved with promising young Brazilian drivers. He's currently team manager/race engineer with the Petrobras Junior Team in Formula 3000, which this season is running Antonio Pizzonia and Ricardo Sperafico. M

LAT: Paul Jackson



Both: Jackson's Sparton contested the 1983 Euro F3 round at Donington Park. It finished ninth, ahead of 1982 British champ, Tommy Byrne



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The Autoglym technical support team work alongside car manufacturers and automotive paint companies to ensure that new product development keeps pace with new materials, coatings technology and production methods. The result is a peerless range of top quality products, developed for professionals, but available to everyone.

Autoglym Classic Concours d'Elegance

Since its inception in 1993, the Autoglym Classic Concours d'Elegance has established itself as Europe's premier concours championship. Participants strive for the highest standards of classic car preparation and presentation by qualifying, through a series of regional heats, for the Grand Final at the International Classic Car Show held in November at the NEC (For competition entry details visit the Autoglym website www.autoglym.com).

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But the reality is that anyone can bring their classic car up to an extremely high standard of preparation, or make a tired-looking vehicle 'showroom fresh', for a fraction of the time and effort that Jeff puts in.

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The Autoglym Method

Successful car valeting is all about trying to recapture the car's original finish – not about disguising a poor finish with gimmicks that create an illusion of cleanliness. Autoglym products are designed to achieve this elusive 'true' finish.

Don't be tempted to use household products on your classic car. For example, washing up liquids might seem like an easy and effective option for a car shampoo but they contain large amounts of detergent and salt.

One of the best cleaning agents and certainly the cheapest, is water. Keep your water clean by changing it frequently and rinse out sponges, leathers and cleaning cloths often.

When valeting your classic vehicle, start with the wheels, tyres and wheel arches, followed by the engine bay and then the interior. The bodywork should be tackled last of all.

Car Glass Polish

Sparkling clarity and optimum water repellence. For open-top sports cars with plastic windows or sidescreens, use Autoglym Fast Glass.

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Leather Care Cream

A blend of natural oils and conditioners to preserve leather upholstery and protect against aging, bleaching and cracking.

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Autoglym's widely acclaimed, easy to use combination cleaner, polish and sealant for all paintwork types.

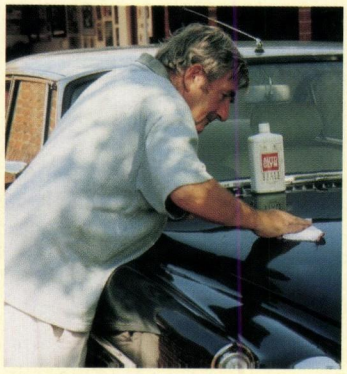
Car Interior Shampoo

Clean carpets, mats, door trim panels, dash and headlining with this easy to use 'spray and wipe' product.

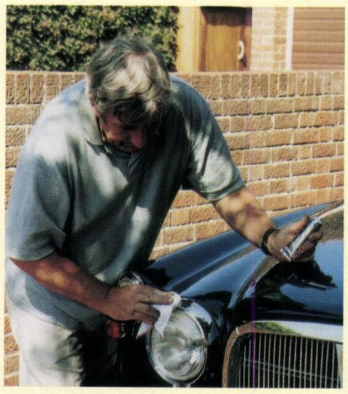
Top Pro Valet Tips

- don't wash or polish a car in strong sunlight
- separate 'wet' operations from the 'dry' ones
- let the car dry off thoroughly before polishing
- apply polish to the cloth, not directly onto the bodywork
- never clean a hot engine
- seal all electrical items with
- remove unwanted stickers with a hairdryer
- use Clean Wheels to remove blue stains on washer bottle
- on convertibles, mask hood material to avoid polish stains
- never use a brush on leather or it will scratch

Finally, and perhaps most importantly, give yourself time. Treat valeting as a kind of therapy – for you as well as your car.



Years of experience are behind the Autoglym range of products. A final polish with super resin keeps paintwork gleaming, and really seals the finish.



Chrome is a rare commodity these days. Autoglym chrome cleaner will keep it bright and shining for months, adding to the looks of your car.



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SEEING THE LIGHT

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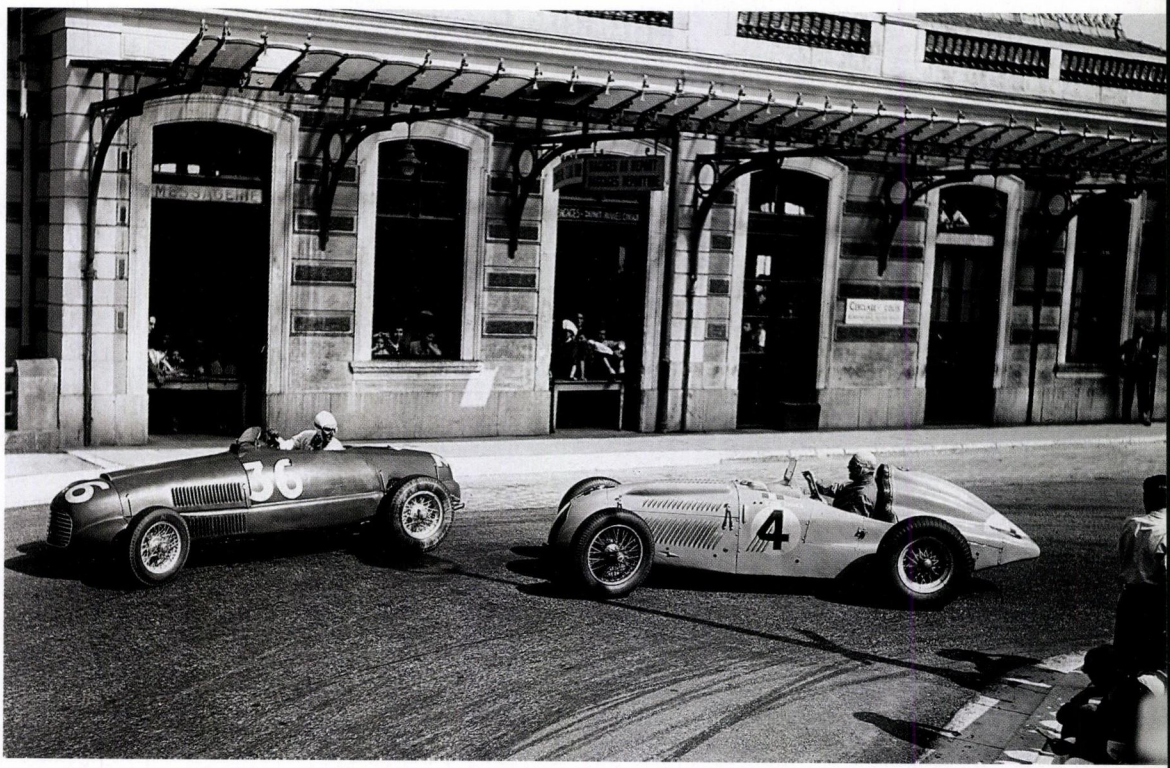


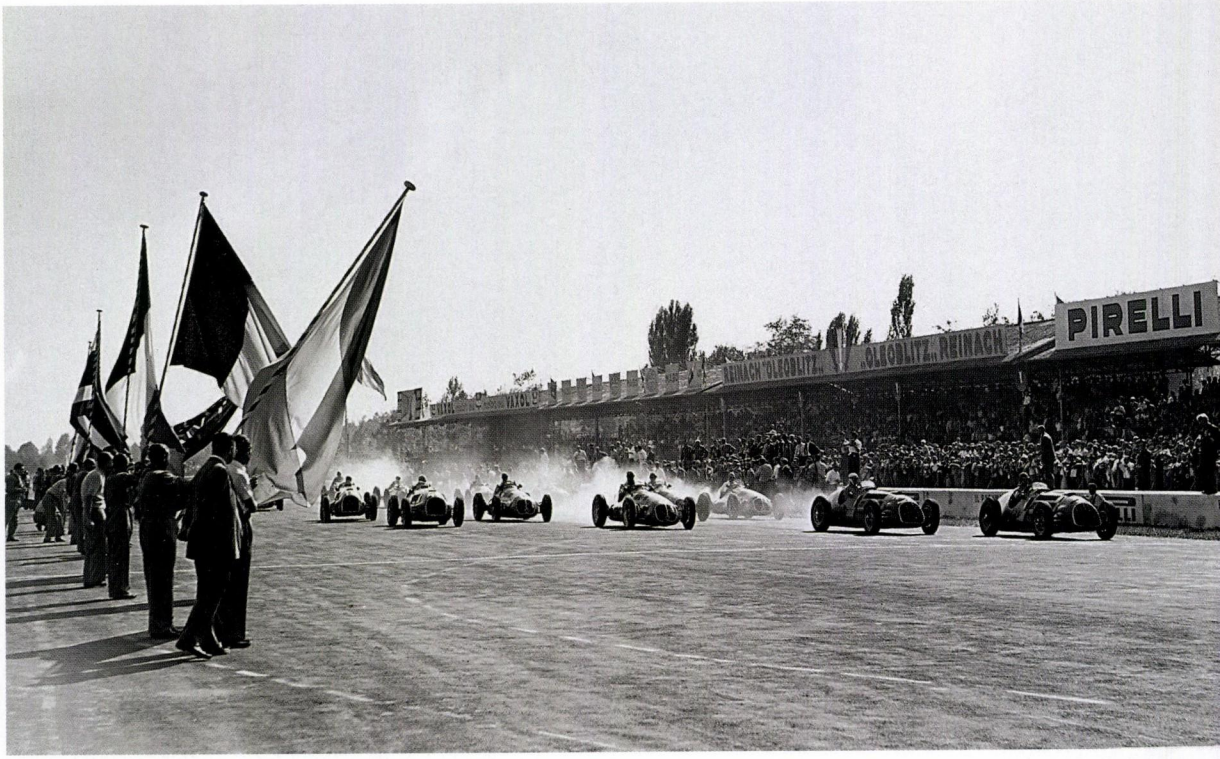


Left: Thirsty car and driver. Juan Fangio and his Alfa Romeo 158 are replenished during the 1950 British GP. The team scored a 1-2-3, but Fangio retired on lap 63

Above: Archie Frazer-Nash aviates at the summit of Brookland's Test Hill. He broke the record three times in 1925. His 7.961sec went unbeaten for seven years

Below: Ferrari's GP debut was made by the 166SC of Prince Igor Troubetzkoy at Monaco in 1948. He crashed on lap 59. The chasing Talbot 150C finished sixth





Above: The Ferrari 125s of Alberto Ascari and Luigi Villoresi lead the Italian GP of 1949. Ascari won easily; Villoresi retired on lap 28 with a broken gearlever

Below: Capt George Eyston and Tim Birkin shared the latter's Maserati 26M in the 1931 French Grand Prix at Montlhéry and finished fourth in this 10-hour race

Right: Cooper on a tin roof. Major Peter Braid escaped with bruises after 'parking' his MkIII 500 at Blandford in 1949. He 'arrived' via a bus shelter and a tree!







Above: The organisers of the 1957 Italian GP made a late switch to a 4-3-4 grid so the 250F of Fangio could line up next to the Vanwalls. But he couldn't prevent a Moss win

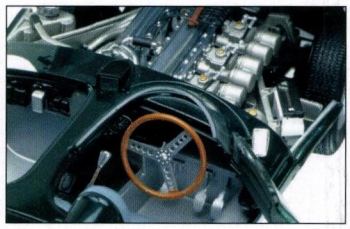
Below: Malcolm Campbell's Bugatti T43 was eliminated from the 1928 RAC TT at Ards by a pit fire after just two laps. Ian MacDonald's Riley (12) bypasses the scene



The Jaguar D-Type

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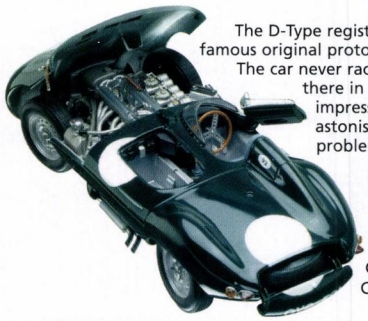
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The D-Type registered OVC 501 was, in fact, the famous original prototype, designated XKC401.

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CANADA GOOFS

SEVERAL DRIVERS BELIEVED THEY HAD WON THE 1973 CANADIAN GP. THE CAUSE OF THEIR CONFUSION? A WET-DRY RACE – AND F1'S FIRST SAFETY CAR PERIOD. MARK HUGHES UNRAVELS THE TANGLED LAP CHARTS

photography by Dale von Trebra

"AS FAR AS I'M CONCERNED, EMERSON FITTIPALDI WON and I was second," says Jackie Oliver.

"I reckon I might have won it," counters Howden Ganley. "We made a late stop to avoid the pitlane traffic and it worked a treat. Only Emerson passed me after that, and he was probably unlapping himself after getting caught behind the safety car."

"I was never in any doubt who won it," says *Motoring News* correspondent Alan Henry. "I was convinced it was Jackie Oliver."

"No, 'Revvie' made his stop early and we gave him a quick turnaround," argues Peter Revson's mechanic Dave Luff. "There was never the slightest doubt in our minds that Peter had won it."

The officials of the 1973 Canadian Grand Prix concurred with the view Luff ascribes to. Eventually – hours after the flag was fluttered in a comically casual, uncommitted fashion to Revson's McLaren M23 while the official scoreboard behind showed the 1-2-3 order as Fittipaldi (Lotus 72), Ganley (Iso Williams 1R) and Revson.

The root of the confusion was the first use in F1 of a safety car.

"No-one had sat down and explained what the procedure would be," says Oliver. Actually, there had been a brief rehearsal during practice in Austria six weeks earlier; Fittipaldi and Jackie Stewart's Tyrrell were the designated 'leaders' while a road car circulated in front of them. Crucially, however, no allowance was made for lap-charting during the safety car's use in a chaotic wet-dry part of a race – nor of it picking up the wrong 'leader'.

Or perhaps it was the right one, after all.

It was Roger Williamson's death at Zandvoort in July that sparked the laudable idea of a safety car. The pathetic sight of a driver trapped in an upturned





Convinced he has won the 1973 Canada GP, Emerson Fittipaldi is all smiles. Peter Revson, still in his McLaren, believes he is the winner



LAT

Revson got the girl and the win: Fittipaldi was left to plead his case with a confused press corps

McLaren, even though it wasn't a regular part of the racing then." With his and the team's Indycar background, Revson valued track positioning more highly at this critical time than set-up; he changed only tyres, left his rollbars disconnected. From ninth, he rejoined 13th.

Ganley: "I remember when the first round of stops happened I took a deliberate decision to stay out. We weren't the slickest outfit in the paddock and the Mosport pits were cramped, to say the least. I reckoned it better to stop when the pits were quieter. It worked. The pitlane was virtually deserted and they gave me a really quick change, though I didn't really know what position I was in when we rejoined." The official lap charts say he dropped from sixth to 17th. It is possible he was inadvertently docked a lap at this point and that he really rejoined somewhere still in front of Revson, as he had been before they pitted.

Meanwhile, at the front, Fittipaldi led comfortably from Oliver, both still on wets. After the battling François Cevert (Tyrrell 006) and Scheckter pitted, the wet-shod Tyrrell of Stewart assumed third place. Beltoise had floated up to fourth on his intermediates – though few in the pitlane were aware of this – ahead of the wet-shod Chris Amon, guesting in the third Tyrrell but soon to fall back with throttle problems. Scheckter and Cevert continued their battle just behind, now on slicks.

On lap 30, Oliver made a quick stop for slicks and rejoined eighth, one place ahead of Revson. Officially, that is; Ganley may or may not have been ahead of them both.

'Like most drivers who don't realise they're second-rate, I was more confident in the wet'

the time the cars eventually lined up, Mosport was still awash with puddles and streams. Everyone opted for wets. Everyone, that is, except Jean-Pierre Beltoise, whose BRM P160E was on intermediates.

"The thinking was that we didn't know how fast the conditions would change, or whether they would change back again," the Frenchman recalls. "So we thought if we could get through without a pitstop, we might do well." From the perspective of his nothing-to-lose mid-grid slot, it was an intelligent call.

But it wasn't Beltoise who caught the attention in the early laps; it was his team-mate Niki Lauda. Maximising the advantage his Firestone wets had over the Goodyears most of the rest of the field were on, he picked off Jody Scheckter's McLaren M23 into Turn One and Ronnie Peterson's Lotus 72 into Two as they began their second lap. For the first time in his career Lauda was leading a GP – and he simply disappeared into the distance – to the astonishment of the Lotus boys. "We were laughing, saying the BRM was so heavy it must just be cutting a swathe through the water," says Trevor Seaman, Fittipaldi's chief mechanic.

On lap 15, shortly before his tyres began to give up on the drying track, Lauda lapped 14th-placed Revson, having pulled out 5sec per lap on him!

Peterson retired after a puncture and pressure from team-mate Fittipaldi saw him hit the barriers, and this put 'Emmo' second, far behind Lauda but the best Goodyear runner. It was as his mechanic would have expected. "I think Emerson tended to have a better wet set-up than Ronnie," says Seaman. "He used to have the rollbars disconnected entirely and had a very specific set-up that worked for him."

Just as Peterson retired, Oliver's Shadow DN1 passed the Firestone-shod Surtees TS14A of Carlos Pace to take third. Oliver, from ninth on the grid, had been flying from the start, passing the likes of Scheckter and Stewart. "I knew Mosport well from Can-Am," he explains, "and like most second-rate drivers who don't realise they're second-rate, I was always more confident in the wet because I reckoned the deficiencies of my car were equalised then, so it pumped my confidence up."

Lauda and Pace were the first front-runners to pit for slicks, on lap 19. At least, slicks were what Lauda was expecting. Instead, the BRM team sent him back out on intermediates. A later pitstop to correct this put him out of contention. Further back, Revson was a reasonably early pitter – on the 23rd lap, the same as Ganley. Howden, in Frank Williams' Iso-Marlboro, had been running as high as sixth when he stopped. This was a key moment, the fulcrum upon which the result pivots.

Luff: "We were always practising pitstops at

Then the remaining wet-tyre runners began to pour into the pits. The leader, Fittipaldi, came in on lap 32. At 1min 45sec it was an excruciatingly long stop: he wanted his rollbars reconnecting. "Everyone dived in and they were all tripping over each other," recalls Seaman. "The way it was done didn't really help either, in that Emmo would tell the Old Man [Colin Chapman] what he wanted, who would then tell us. Then there was a bit of confusion about what setting to put the rollbar at and we had to check the records. I remember going round the car checking that the bars were set the same at either side."

Stewart came in on the same lap – only to find Amon already occupying the Tyrrell pits. Jabby Crombac was there and records that 'the pitlane was chaotic. [Ken] Tyrrell gestured to Stewart to go back out. Stewart then spun his wheels in reverse, misunderstanding, and Tyrrell again gesticulated 'Get out!' before Stewart got the message.' JYS made another lap – now as the leader – before pitting again for his slicks. The second stop lost him, in his final grand prix, a real possibility of victory.

By now, the Porsche 914 safety car, driven by Canadian racer Eppie Wietzes, had been scrambled. Scheckter and Cevert had collided and the Tyrrell was partially blocking the track. In terms of lap-charting, it couldn't have happened at a worse, more uncertain time of the race. ➤



Denny Hulme (7) finished 13th, François Cevert (6) crashed, triggering F1's first-ever safety car period

Peter Macintosh, secretary of FOCA, was sitting alongside Wietzes, ready to direct him to pick up the leader. In radio contact with the clerk of the course, Macintosh asked: 'Who is leading?' He could scarcely believe the answer he was given. So much so, that he asked two more times. Each time he got the same response: Ganley.

So Macintosh waved several cars past – including Beltoise, Oliver and Revson – until Ganley appeared. Critically, Wietzes passed the pit exit road 13sec before Fittipaldi emerged after his slow stop. Had Emmo not had the bars connected up, he could have been out before the safety car and made up the lap on the field that Beltoise, Oliver and Revson were now doing. As might Stewart had he not been forced to stop twice. As it was, Stewart and Fittipaldi now lined up right behind Ganley on the road while they circulated at slow speed for seven laps.

Legend has it that the safety car picked up the wrong man: Ganley, who officially was eighth, a lap down on the lead. With hindsight, it looks like yes, it was the wrong leader. But Ganley may have been lying fourth at the time, on the same lap. Oliver maintains he was leading at the time of the crash. He almost certainly wasn't; Beltoise, at least, was in front of him, having not yet pitted. Most observers were still unaware of this – including, incredibly, Beltoise and BRM!

The fact that Revson was waved past the safety car suggests one of two things: if, as seems likely, Ganley really had been wrongly docked a lap at around the time of his stop and exited still ahead of Revson, then Revson must have subsequently over-



Judging by the surprising lack of body roll, Mosport's ambulance had opted for a full dry set-up

'I was never imagining we were on the same lap. I was very, very upset afterwards'

taken him; that Ganley really was a lap down and had been ever since their lap 23 pitstops. Either way, it removes Ganley from the list of possible winners. Ironically, if he had been a lap ahead of where the official charters put him after his stop, being stuck behind the pace car while Beltoise *et al* made their escape now took that lap back off him anyway.

With Beltoise, Oliver and Revson at the tail of the pack, albeit in the first three places (and, even more confusingly, with lapped cars between them), Beltoise pitted for slicks and rejoined at the tail of the pack, now third rather than first. Oliver now led from Revson.

The wreckage cleared, the Porsche pulled in.

"I thought I had at least better drive like a race leader," said Ganley. With 40 laps to go, driving the Iso hard and aggressively, he held Stewart and Fittipaldi at bay for many laps. Eventually, though, both got past, Fittipaldi before Stewart. The Brazilian, with one of the few cars now on the correct settings for the conditions, set about making up the one-lap deficit with an awesome purpose. The fastest man on the track by a huge margin, he took as much as 2sec per lap out of the leaders.

As far as Shadow was concerned, Fittipaldi was their only threat. After being lapped by Lauda, most had not paid much attention to Revson. Critically, however, he'd not been lapped by Oliver and the big early margin by which he'd trailed the Shadow was eaten up by the safety car period bunching the field. Revson had not only pulled out almost a lap on Fittipaldi because of the timing and duration of their respective stops, but he'd nullified his deficit to Oliver and overcome that to Beltoise.

Oliver reckoned Revson never passed him. How then could Revson have won? But Oliver was being troubled by a throttle that kept sticking shut and Pete Lyons, in his report for *Autocourse* of that year, stated that on lap 46 the Shadow almost came to a stop, with Oliver frantically looking down into the cockpit as he hooked his foot beneath the pedal, and at that moment two cars passed him – Revson's and Beltoise's. As far as the official picture goes, Revson then pulled out an unassailable lead to take a win gifted to him by the safety car and the unfortunate timing and length of Fittipaldi's stop.

The logic of the official result is irresistible. Revson's was a lucky win, yes. But it looks like it was a real one. The true battle was for second – and that was a gripper, or would have been if anyone could have followed what was happening.

"As the track dried, reality returned," says Oliver, "and I could do nothing about Emerson." In a superlative display, the Lotus driver had succeeded in making up a whole lap on Oliver within 40 laps and, on the penultimate tour, he passed him. As far as most of the crowd were concerned, Fittipaldi had just taken the lead. Actually, not only was Revson about half a minute clear, but Beltoise's steady BRM was ahead, too.

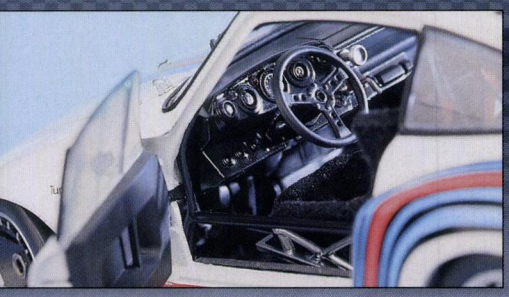
The Lotus and the Shadow grew big in Beltoise's mirrors. As far as all three parties were concerned, Fittipaldi and Oliver were about to lap the BRM. Actually, they were demoting him from second to fourth. "My tyres were in a bad way by then," says Beltoise, "and I was going very slowly. But if I'd known, I could have done what they do today and blocked by keeping my line. I did the maximum to facilitate their passing as I thought we were a lap behind. I was never imagining we were on the same lap. I was very, very upset afterwards."

Fact is, Beltoise today believes he was leading up until this point. More likely, his stealth – and luck – were simply exceeded by Revson's on the day.

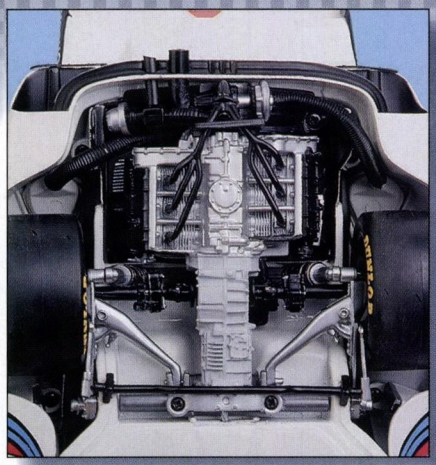
At the end of Fittipaldi's 79th lap, Chapman flung his cap in the air to acknowledge his driver's 'win' – a view backed up by the public scoreboard. But the man with the chequer looked across, puzzled. Several cars passed, flattening Chapman's cap, before Revson arrived at the end of the allocated 80 laps to take the half-hearted flag greeting. Pretty much everyone, Revson included, then did another lap at racing speed – just to be sure. On a day when nothing was sure. M

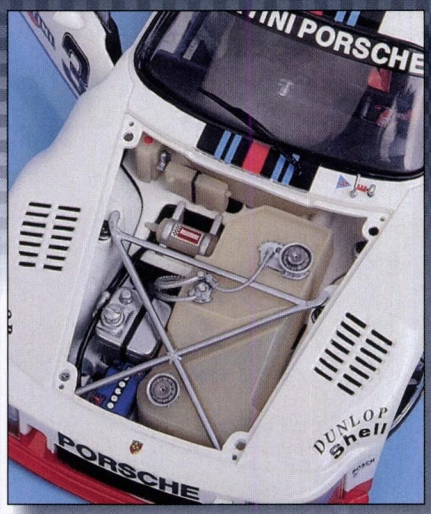
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Pictures taken from actual 1:18 Die Cast model.





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Johnson about to set the fastest sportscar time in the ex-Forrest Lycett Bentley 8-litre at the 1949 VSCC Silverstone Sprint meeting

BUSINESSLIKE PERFORMER

HE MAY NOT HAVE LOOKED LIKE A RACING DRIVER, BUT LESLIE JOHNSON'S PERFORMANCES IMPROVED AS HE REACHED HIGHER ECHELONS, AS BILL BODDY EXPLAINS

photography by LAT

Leslie G Johnson (LGJ) had a garage business in North London and became well known for a notably successful competition career. He began serious participation, as so many did, in club trials of the pre-WWII period: he contested the 1934 MCC Land's End and Edinburgh trials in an Aston Martin, the '36 Land's End in an MG, and the '37 Exeter Trial in a Ford.

Also in 1937, he acquired the Type 55 Frazer Nash-BMW with which Miss Goodban had just been very successful in that year's Gloucester Trial. This was the car with which the perspicacious H J 'Bill' Aldington had replaced the chain-drive Frazer Nash cars he had been selling when, at last, demand for these essentially sporting offerings began to diminish. The BMW from Munich was so different: supple suspension yet excellent road-clinging, smooth six-cylinder engine and streamlined bodywork. Most of us wanted one. Johnson did well with his. (I used one for a Bugatti OC Night Trial but was less successful, running over a grassy hump which served as a roundabout and tearing off parts of the clutch mechanism, much to Aldington's disgust!)

Having made this sensible choice of a competition car, LGJ promptly won the important Coventry Cup Trial, having finished fourth on Boxing Day in the first Ford Enthusiasts Club Trial.

He started the 1938 season well, too, by making best performance in the MCC Torquay Rally special tests. In the MCC Exeter Trial, MOTOR SPORT reported the BMW as making a 'very rapid and spirited climb of Fingle Bridge'; Johnson followed this up with 'an excellent ascent of Vine Hill, being very neat up the even steeper Upinturn, mostly using second gear'. He won the Lawrence Cup Trial in May from Hutchison's V12 Lincoln Allard Special. At Shelsley Walsh he drove a different Type 55 FN-BMW with a supercharger.

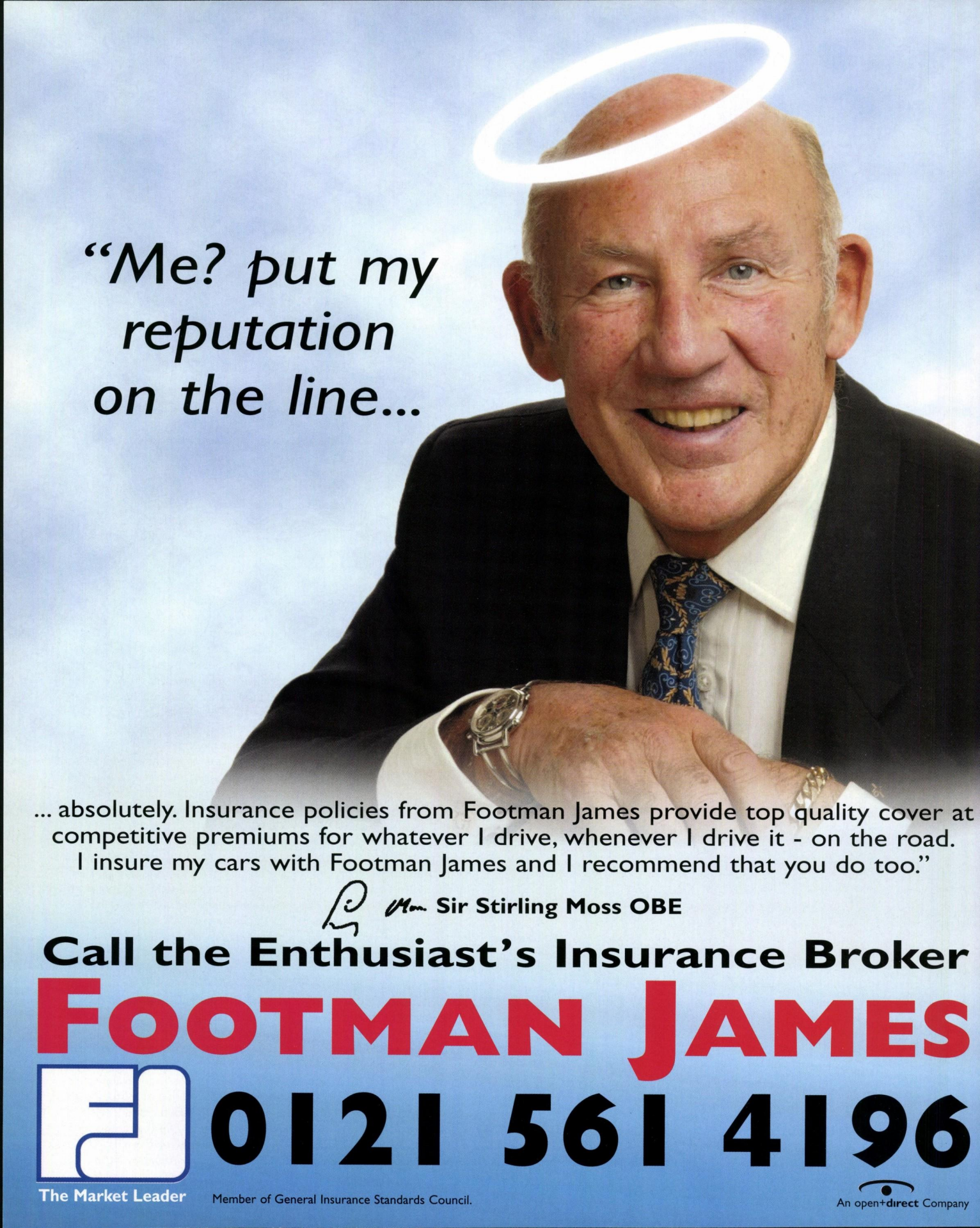
In 1939, Johnson acquired a 'TT' 2-litre 328 BMW. With it, he took a First-Class Award in the February Bossom Trial and was runner-up to Allard's Allard Special in the Coventry Cup Trial, having tied with Burroughs' Ford V8 in the deciding Beechy Lees acceleration test. The next day, LGJ went well in the punishing Southsea President's Trial, which broke many cars. He won the Bernard Norris Cup in the Colmore Cup Trial, too, and took an outright victory in the wintery FEC Croydon Rally.

Johnson next did a spot of racing, winning the short and long handicaps at the Crystal Palace in the BMW. In the 1939 Land's End Trial, his BMW made best time for his team in the Barton Steep restart. In the RAC Rally, LGJ made best time in the first test at Brighton but slid too far in another; his BMW, however, along with those of Fane and Murray, won both Team prizes. He was second in the sportscar class to A H Langley's FN-BMW at Prescott in May. And there was more racing, too, LGJ's BMW beaten by just 3sec by Abecassis' ex-Cowell, 2-litre Alta in the Imperial Plate at the Crystal Palace Summer Meeting. Johnson took part also in long-distance rallies, so different from mud trials: in the 1937-39 Scottish Rallies, his Frazer Nash-BMW won its class.

He was very adaptable, clearly.

Not particularly tall, always neatly dressed, hair parted, Johnson looked like a serious and determined businessman, not a racing driver. But he would rank as a first-class racing driver in the immediate aftermath of the war.

His transition from trialler to racer began in earnest with his acquisition of the 1937 4-litre sports/racing Darracq that had served Connell so well at Brooklands and elsewhere before the war. It made its first appearance as LGJ's car at the 1946 Elstree Speed-trials, driven by Peter Monkhouse. The owner then drove it ➤



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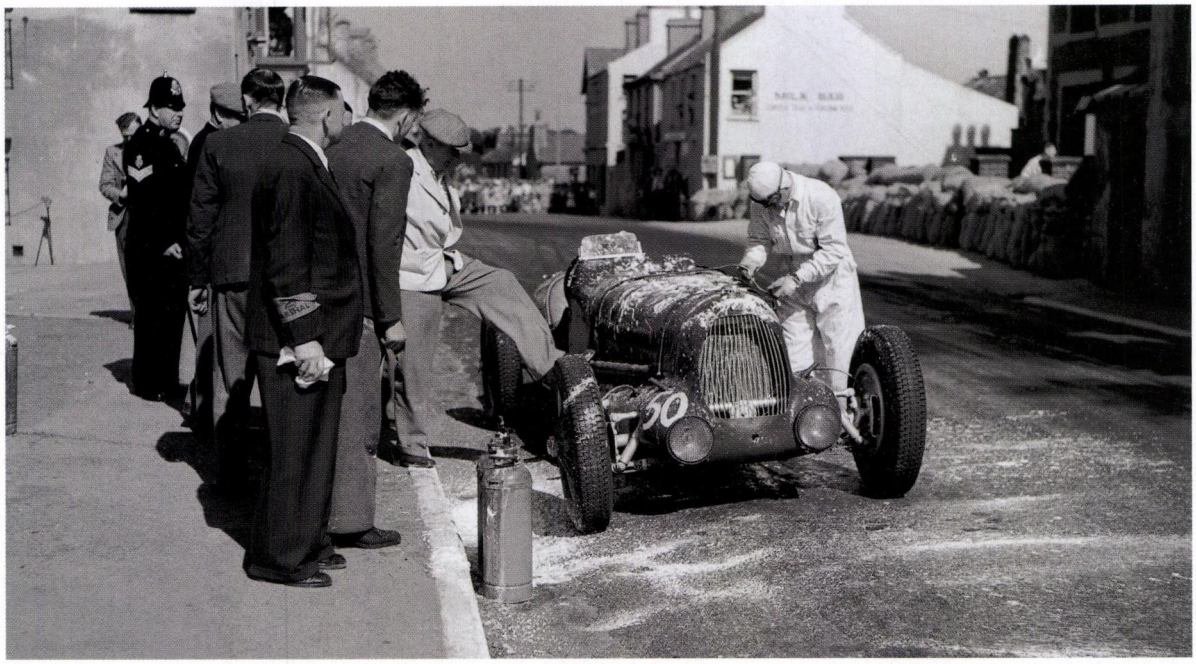
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Johnson's first out-and-out racing car was this 4-litre Darracq. It caught fire during the 1947 British Empire Trophy held on the Isle of Man

at Prescott, being second in class to Bear's Bugatti by 0.6sec, and 1.4sec quicker than Hutchison's Allard. At Shelsley, in the wet, the Darracq made fastest sportscar time (47.44sec). Coming down the hill in the Darracq afterwards, with crowds of very wet people walking down, Jenks said, "Rev the engine, that will scatter them". To which Leslie replied, "That would hardly be fair today, would it?"

Johnson now went to Ireland for the Ulster road races, and was third in his heat, and came home with the Winston Churchill Cup for fastest lap in the Seaman race, the BMW finishing second to St John Horsfall's Aston Martin.

At International Prescott, Sydney Allard beat the Darracq by 0.4sec. But it won its class at the Cofton Hackett sprint.

Johnson flew out to Bouley Bay in an Airspeed Consul for the hill-climb, but despite a magnificent ascent, he finished behind both the ohv Allard and Monkhouse, who was also driving Johnson's Darracq.

Trials totally abandoned for racing by 1947, LGJ went fast in practice at Jersey, but in the race the Darracq lost top gear and was sixth. It came seventh in the GP de Europe at Spa, and Johnson also ran it in the Mille Miglia with John Eason Gibson. In the British Empire Trophy in the Isle of Man, the outclassed Darracq caught fire. But back at Prescott, it had another class win, MOTOR SPORT saying that Johnson 'handled it faultlessly, with none of the snaking and frantic wheel-sawing indulged in by so many drivers, and he held vicious slides in the wet at the Esses in his usual style'.

'On this occasion, I was disappointed at how sedately Leslie drove'



LGJ's BMW 328 wins the 1939 Bernard Norris Cup



Johnson/David Humphrey Sunbeam, 1953 Alpine

At the beginning of 1948 came the news that Johnson had bought the ERA concern, now that Raymond Mays and his followers were busy with the V16 BRM; Humphrey Cook remained on the Board of Directors. The Darracq was sold to Major Guy Gale, but the ERA deal was not concluded until the end of the year, because the business papers had been lost – and were never found; a story for someone here! The 100 per cent effective ERA voiturettes had been developed into the E-type version which, under the new Formula, were eligible for grand prix racing. Two E-types had been built and Johnson drove GP2.

He moved the works to Dunstable, and I remember that he took me to see the new organisation, in a large Chevrolet. One somehow expects a fast drive with a racing driver behind the wheel, but on this occasion, I was disappointed at how sedately Leslie drove.

Unfortunately, the E-type ERA was not successful. Johnson drove GP2 after H L Brooke had had little joy from it and had sold it back to ERA Ltd. In 1948, LGJ managed fifth place in the Isle of Man British Empire Trophy Race behind older ERAs. At Zandvoort, a practice accident made GP2 a non-starter, and at the British Grand Prix it retired when a driveshaft broke. It also retired from the Montlhéry Coupe de Salon race with a split fuel tank.

Things were little better in 1949. After a third and a fifth at the Easter Goodwood races, a bearing collapsed and put ➠



After a 24-hour slog around Spa in 1948, the winning Aston Martin of Johnson and St John Horsfall crosses the line having completed 192 laps

Johnson out of the international Jersey Road Race. Hoping for some prestige, GP2 was taken to Montlhéry for a record attempt, but due to the fuel tanks splitting, this had to be abandoned. In the 1950 European GP at Silverstone, the supercharger packed up. That was enough. Leslie sold ERA Ltd to the Bristol Aeroplane Co and turned for solace to a Jaguar XK120.

At Palm Beach in the USA, the Jaguar was fourth, second in class to an Indy-type racer. In the Mille Miglia of 1950, Johnson was a splendid fifth, only one hour behind the victorious Ferrari 195S of Giannino Marzotto. At Le Mans in the near-standard XK120, with Bert Hadley as his co-driver, Johnson had to retire with clutch failure after lapping at almost 100mph, in comparative silence.

LGJ was by now virtually a Jaguar works driver, having impressed William Lyons with a win in a 1949 Silverstone Production Car Race in HKV 500 at 82.80mph, from Peter Walker's XK120. But he had won the 1948 24-hour race at Spa for Aston Martin, his 2-litre Claud Hill pushrod, co-driven by St John Horsfall, covering 1769 miles at 72.07mph.

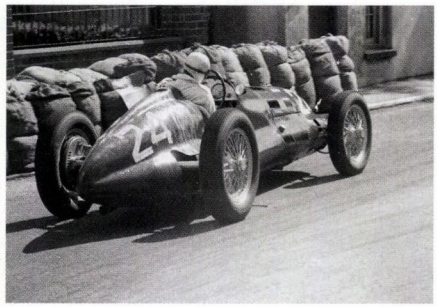
In a Jaguar XK120, in that fearfully wet TT at Dundrod in 1950, won so ably by Stirling Moss, Johnson and Peter Whitehead took, with him, the Team Prize in the XK120s. In the 1951 TT at the same Irish circuit, Johnson finished third in a C-type Jaguar and, with Walker and Tony Rolt, again scooped the Team Prize

Johnson then went to America and won his class in an XK120 (JWK 651) at the Watkins Glen Grand Prix, and he and Moss afterwards took this Jaguar to Montlhéry and drove it for 24 hours at 107mph.

'In the 1950 Mille Miglia, he was a splendid fifth, an hour behind the winning Ferrari'



Johnson/Wisdom celebrate third at Le Mans in 1952



LGJ's E-type sets fastest lap of 1948 Empire Trophy

In the 1951 Mille Miglia, Johnson had to retire, as did Moss, with brake problems, but at the Paris track he used his only-slightly modified XK120 for an f.s. hour at 131.83mph and an s.s. hour at 131.2mph.

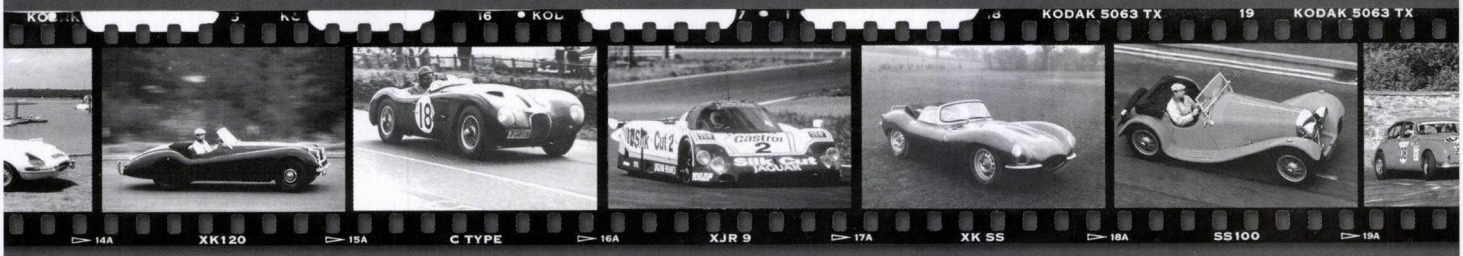
It was in 1952 that LGJ achieved what I described in MOTOR SPORT as 'perhaps the finest post-war accomplishment', covering 16,852 miles in seven days and nights, at an average speed of 100.31mph. His supporting drivers were Moss, Hadley and Jack Fairman, with Mortimer Morris-Goodall and Desmond Scannell at the depot. The Jaguar XK120 fixed-head coupé broke world and international records by up to 72 hours.

There was also another Mille Miglia outing, Jaguar sending disc-braked C-types to Italy for Moss and Rolt while Johnson ran his privately entered drum-braked C-type. Leslie's fuel tank split.

Still not entirely confined to Jaguars, Johnson shared a 4.1 Nash-Healey with Tommy Wisdom to finish third at Le Mans in 1952 behind two works Mercedes-Benz, covering 2146 miles at 91.49mph. In 1953, the 4.1-litre Nash-Healey was entered by the Nash Company itself and, with Johnson and Hadley, finished 11th.

All of this is sufficient, I hope, to prove what a very versatile and successful British driver LGJ was. A heavy smoker, his health deteriorated and caused him to give up motor racing. He succumbed in 1959. M

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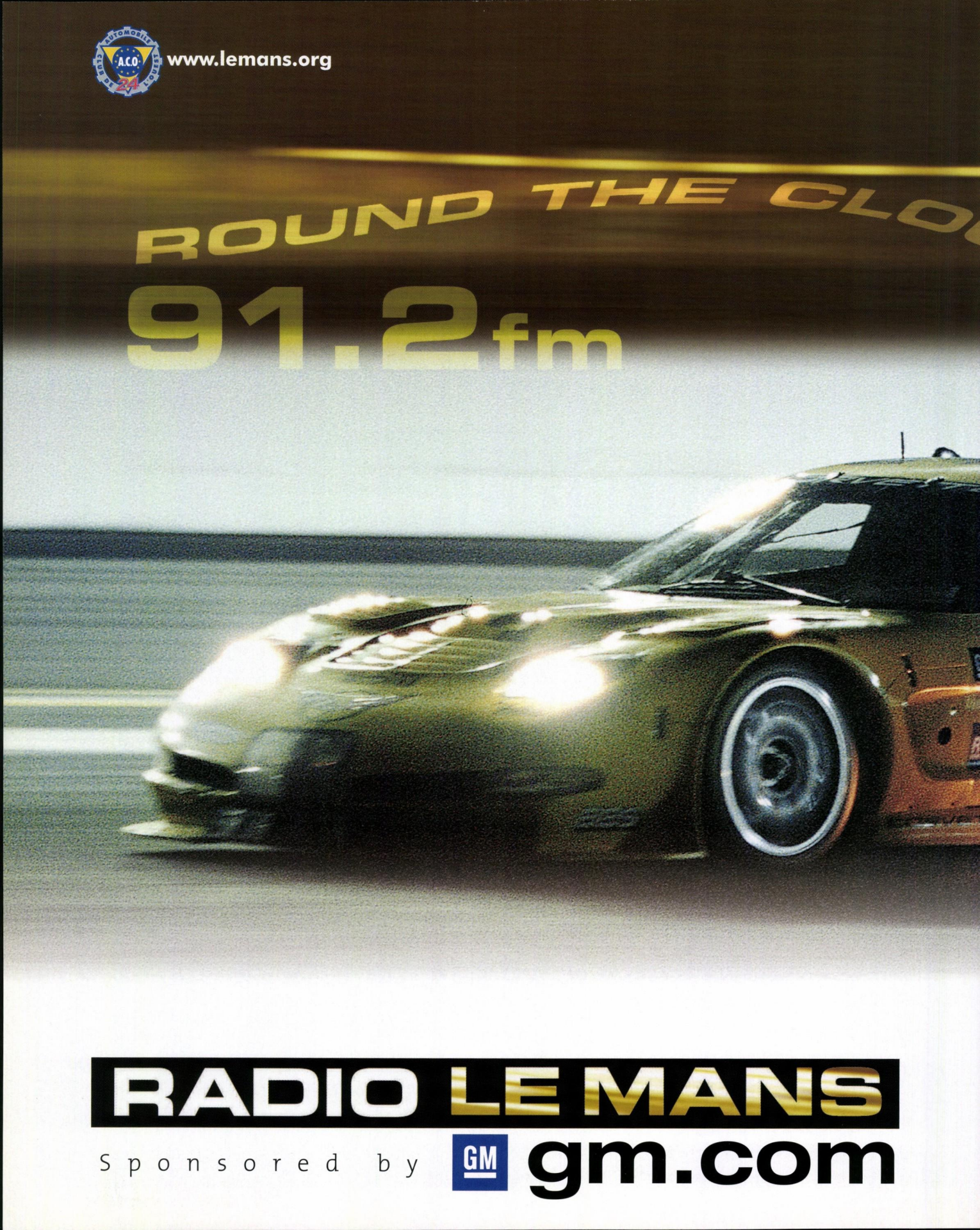
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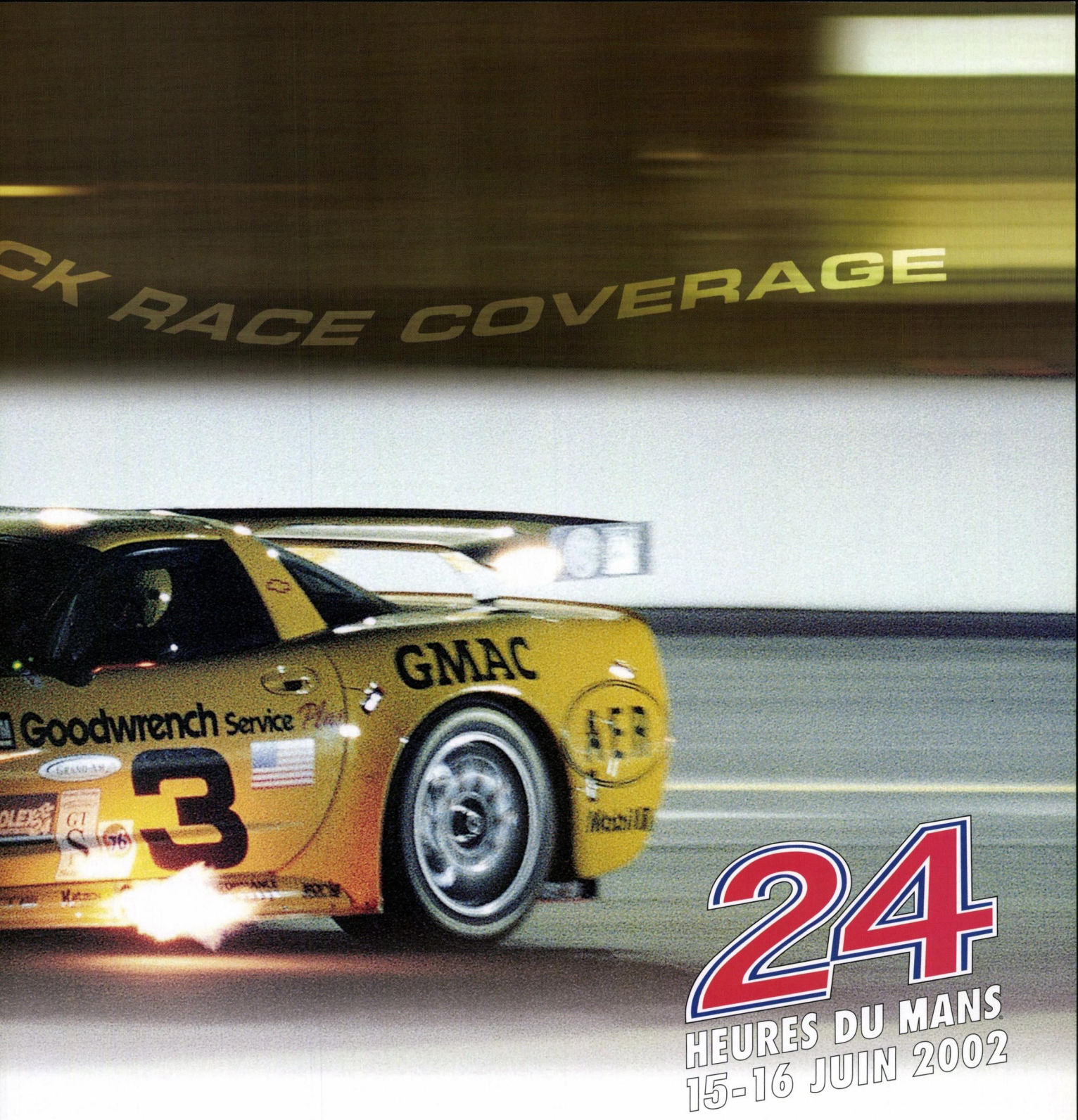
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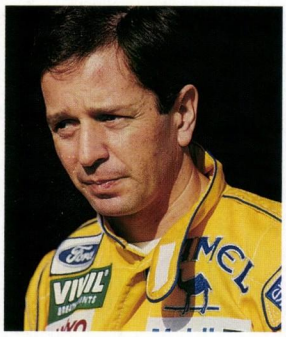


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THE ONE THAT GOT AWAY

A CASE OF DIFF ONLY

MARTIN BRUNDLE 1992 CANADIAN GRAND PRIX

HE HAD PULLED A NEAT MOVE ON SCHUMACHER. SENNA AND MANSELL HAD RETIRED. HE HAD NEVER DRIVEN A BETTER CAR. HE WAS CATCHING THE LEADER. WHICH IS WHEN IT ALL WENT WRONG... BY ADAM COOPER

"IN MY 158 GRAND PRIX STARTS I TWICE HAD A CAR that could win the race," recalls Martin Brundle. "One was Canada 1992, and the other was Spa later that same year, when Michael Schumacher finally won – but I should have."

Brundle had got the biggest break of his career when he signed for Benetton-Ford in 1992. Or it should have been. His misfortune, of course, was to arrive at the team just as man-of-the-moment Schumacher was beginning to make his mark.

The season did not begin well for the Englishman, but his luck changed with a good run to fourth in Imola, followed by fifth in Monaco. Canada was next, and his confidence was high.

"I always liked the Montreal circuit. It suited my driving style very well, and I just relished it. The key to it was to have a car that was really spot-on under braking for those chicanes. Also, the corners open up, so if you just dialled in a touch of understeer, you could get on the power earlier. I was always good under braking, and I was always more comfortable with a car that had a touch of understeer – more Alain Prost than Keke Rosberg school."

Seventh in qualifying, he was hopeful of a much better performance on race day.

"I remember having a real brainstorming session with Pat Fry, my race engineer, on Saturday night. It was case of look at the data, rack your brain, use your experience, and come up with something that you knew was going to work.

"The beauty of the B192 was that it was a very simple car. The frustrating thing was it didn't have any of the bells and whistles of the Williams-Renault, which had active suspension and a semi-auto gearbox. It was bog standard, with a clutch pedal, H-gate gearbox, springs and dampers. We were lacking

gizmos, but it was simple to set-up. And for Sunday, we just aced it. In the warm-up, I was quickest until Nigel Mansell shaded me by a thousandth on his last lap after the flag was out."

Come the race, Brundle soon passed Johnny Herbert's Lotus for sixth, then gained another place when Mansell, impatient to be past Ayrton Senna's McLaren, crashed his Williams at the final chicane.

"Nigel was sitting in the car for a while, and then he limped away. I remember thinking, 'What's wrong with him?'

"It was one of those nice days when we were in the thick of the race; I could see a Williams up ahead. So often the only time you see a queue of cars is when they are lapping you! I felt fantastic."

Fifth became fourth when leader Senna stopped because of an electrical problem. Only Gerhard Berger (McLaren), Riccardo Patrese (Williams) and Schumacher now lay head.

"I got tucked up behind Michael. He held me up, for which he apologised – some years later! Then we caught Gianni Morbidelli's Minardi, and I got a run at Michael into the last chicane – and went between him and Morbidelli. Unlike Hungary later in the year, Schuey didn't actually try and bin me! So I got through."

Patrese retired almost immediately, which meant Brundle was now second behind Berger. It was all looking good: the Austrian had buzzed his McLaren's Honda engine early in the race, and the Benetton's brakes and tyres were in better shape, too.

"I was pulling clear of Michael and could see that I was reeling Gerhard in. I just knew that if I got a sniff of him anywhere, that I was going to be past, because my car was probably the best I'd ever had on the brakes.

"I'd been in F1 for eight years, or something like that, and suddenly I felt this enormous strength and power. It was an incredible feeling, as I saw the McLaren coming closer to me."

He saw it even clearer once he realised that he still had a visor tear-off to use. With perfect vision restored, he set the fastest lap. He would soon be right on Berger's tail...

"Then, going through Turn Five, I heard a strange noise. I radioed in and said, 'I think we have got a problem'. Coming into Turn Seven, the car lost all its drive."

Brundle's bad luck had struck once again, and it was galling to discover that 'finger trouble' was the cause.

"It turned out that the bolts holding the diff together had been put in the wrong way round, and they'd come undone. Anyway, I stopped right by Senna, who was leaning over the barrier. They towed my car in, and then his and mine stood line astern. I took my helmet off and he came up and just said, 'It's tough, isn't it?'

"I was standing there, absolutely gutted, thinking, 'What a lost opportunity'. Then Ayrton started looking around my car. He put his helmet on, plugged into his car and radioed back to the pits. He gave them a run down on my tyres, which were still in supersonic condition. He did this because Michael was catching Gerhard – my team-mate was catching his team-mate! I thought that was extremely smart of him." It was a classic piece of gamesmanship by the Brazilian, but Martin had the last laugh.

"A motorbike came to pick us up. I don't know whether he pulled rank or just happened to be nearest, but he jumped on it. So I took the opportunity to sit in his car and have a good old poke around to see what I could learn, making a mental note of all the switches and buttons, trying the pedals, and generally feeling quite good in it. I suppose I learned diddly-squat, but it was a lot of fun!

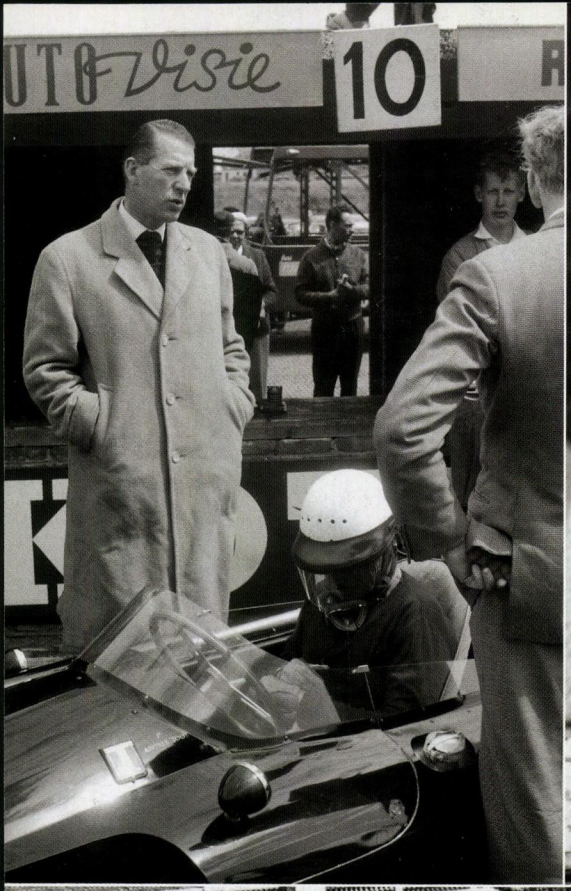
"The last thing I remember of that day is going to the airport. In the lounge, I poured myself the biggest whisky I've ever had. I was half-drunk before getting on the plane, because I just knew that it had been a significant day in my life: it was either the beginning of something, or the end of something. After all that misery, all the trials and tribulations, the broken legs, I'd just had confirmation that I could win a grand prix; but on the other hand, it still hadn't happened."

That first victory never did come, and Martin Brundle ranks an unfortunate second behind Andrea de Cesaris on the list of the most experienced drivers who failed to win a grand prix.

"A win would have meant a completely different career, because at the end of that year I lost the drive, and I was on the back foot from then on. I went to Ligier at the last minute in 1993; I went to McLaren just 72 hours before the first race in '94, then back to Ligier. It all went wobbly. A win is a huge hurdle that, if you clear, elevates you to a different level on team owners' shopping lists."



Benetton B192 and Brundle suited the Montreal circuit. Opposite: Martin gives chase to Berger and Schumacher


10





ROB WALKER: 1917-2002

A WINNER & A GENTLEMAN

MODERN CORPORATE FORMULA ONE IS A MILLION MILES FROM THE CAREFREE DAYS OF RACING THAT ROB WALKER GRACED – BUT HE STILL ENJOYED AND KEPT IN TOUCH WITH IT. ANDREW FRANKEL REMEMBERS AN ARCH ENTHUSIAST WHO DID HIS WINNING IN STYLE

The most telling thing about Robert Ramsay Campbell Walker, I always thought, was not his fine achievements as a private team owner but the fact that his occupation in his passport was given as 'Gentleman'. For most people, such a statement would at best be a joke, at worst an excruciating affectation; for Rob Walker, it was simply the truth. Speak to those who knew him and that one word – gentleman – stands out in every conversation.

By now it will not be news to you that pneumonia took Rob from us on April 29 at the age of 84, and now it seems trite and obvious to say the world of motor racing is a poorer place without him. Though the famed blue-with-white stripes livery had not been seen at a contemporary grand prix since the early 1970s, the man behind it was more than a giant of his sport, he was truly the last of a line.

"Rob was a gentleman," says Tony Brooks, who raced for him in Formula Two. "I never had a contract with him and never wanted one; with Rob, a shake of the hand was all there ever was, and all that was ever needed. And in all the years I knew him, I never once saw him get angry."

Yet this old-fashioned gentleman possessed the professionalism, dedication and savvy to build a team that beat every works team in Formula One on average twice a season during 1958-61.

Life started for Rob Walker on August 14, 1917, and the bug bit early when his mother took him to the 1924 Boulogne Grand Prix. Captivated, he persuaded her to buy him a Bullnose Morris when he was just 11. Most children would have had little use for such a device, but born into a family made wealthy from the sale of whisky, Rob's house came complete with a mile-long drive.

Educated at Sherborne and Cambridge, it was not long before Rob was hooked, owning a string of Austins, a Lea-Francis, a couple of Morgans, some Rolls-Royces, a supercharged Alvis, a Talbot, Tracta and a Lagonda before stumbling across a car that would change his life. Late in 1938, he discovered a 3.5-litre Delahaye Type 135S sports-racer, and he drove it at Le Mans in '39. The race was a triumph for Rob, who drove the last 12 hours single-handed after a leaking exhaust gasket badly burned his co-driver's feet. He finished eighth overall, third in class, against the likes of Wimille, Sommer, Bira and Chinetti.

Rob married Betty Duncan in 1940, and spent the war flying Swordfish, Hurricanes and innumerable other aircraft for the Fleet Air Arm, mainly in the Middle East. He survived being torpedoed and emerged unscathed, knowing what to do next.

He slipped easily into the role of team manager, having promised Betty he would not race again. Success came early with drivers such as Eric Thompson and Tony Rolt, the latter bringing him his first major victory, the Coronation Trophy at Crystal Palace in 1953, the same year that the team entered its first *grand epreuve*, the British at Silverstone, with Rolt at the wheel of Rob's A-type Connaught. Impressively, he qualified on the third row and was lying fourth when he retired 10 laps from home.

But it was in 1956 that the acquisition of both a mid-engined F2 Cooper and ace mechanic Alf Francis that set Rob's course. In Michael Cooper-Evans' excellent 1993 biography of Rob (Hazleton Publishing, £40), Rob said they were "the most important decisions I ever made in my racing career". Years ahead of their time, engineered by Francis, and driven by the likes of Brooks in F2 and Brabham in F1, the Coopers promised much – but delivered little. It took Stirling Moss' skills to put them, and RRC Walker Racing Team, truly on the map.

Driving Rob's Cooper in the first GP of the 1958 season, Argentina, Stirling and Alf decided to do the unthinkable and run throughout without a tyre stop, something no other team considered. With tyres worn to the canvas, Stirling won. It was not just Rob's first win, it was Cooper's, too, the only sadness being that Rob was not there to see it.

He made no such mistake at the next race, in Monaco, where he saw Maurice Trintignant take the flag, proving that it was not just Moss' genius that had brought victory in Argentina. There would be no more wins that season, but with Moss freed of his Vanwall commitments in 1959, he took Rob's team to victory in Portugal and Italy.

The 1960 season saw Moss win at Monaco to provide Lotus' first GP victory, a triumph he followed up with a win at Riverside later in the year. But it would be 1961, with two extraordinary victories at Monaco and the Nürburgring, that would make it Rob's year of years. In both races, Moss' talent and the agility of his Lotus allowed the tiny team to defeat Ferrari in the year when the Italian marque should have been invincible in Formula One.

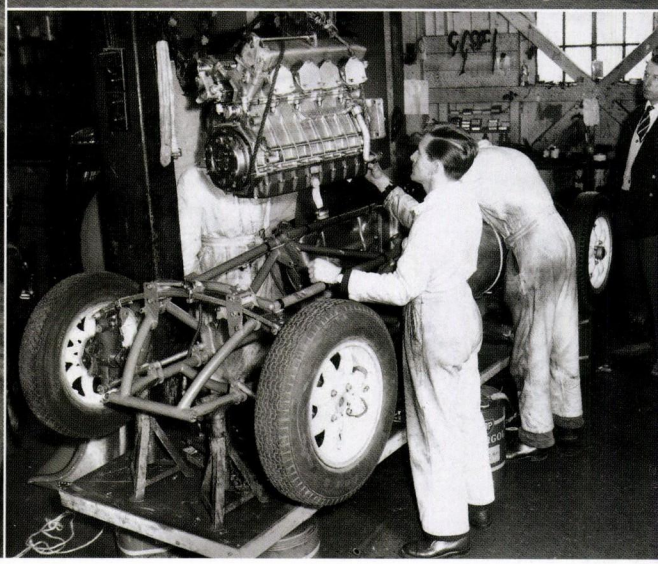
"I still think Monaco was the greater of ➤

Clockwise from left: Stirling Moss' Walker Cooper leads the 1959 Monaco Grand Prix; with Maurice Trintignant and T45 Cooper in Holland, 1958; timing Stirling in the Lotus 18 around Zandvoort in 1961

National Motor Museum/LAT







LAT; Guy Griffiths

the two," says Stirling today. "Every lap, there would be Rob with the timing board showing me how close it was – I could see and feel the presence of the Ferraris. The Nürburgring was a tougher race but ultimately less memorable." Rob could never quite bring himself to choose between the two.

So vast was Stirling's admiration for Rob that, when he finally agreed to drive for Ferrari, in 1962 – 11 years after first being asked – it was on condition that Rob ran the car in his own colours. Staggeringly, Ferrari agreed to this demand. Then, on Easter Monday, Stirling crashed.

Rob had to wait another seven seasons before his last win, fittingly at the British GP, with Jo Siffert at the wheel of his Lotus 49B. Driving a car that was still being built during practice, Siffert fought off all comers, to win from Chris Amon's Ferrari by 4.4sec. It was Seppi's first championship win, Rob's last.

Rob continued to run Lotuses until 1970, switching to Surtees thereafter, but the wins never came again. Increasingly, he followed his other professional calling, that of a journalist, writing for *Road & Track* and many other titles, including this one.

It is easy to see Rob Walker's life as being charmed. Born with the means to indulge his passion, it's not hard to conclude he got where he did because he had the financial backing to hire the likes of Moss and Francis and buy GP Lotus and Coopers. In fact, many others more monied than Rob died on their arses when faced with the full might of the factory teams. Rob made every shred of his success himself and he did it by being a man of total integrity. As a team principal, he commanded the loyalty of his employees not by striking fear into their heart but by earning their limitless, unquestioning respect.

The life of Rob Walker is inextricably linked with that of Moss who, as our greatest living racing driver, recalls the friend we have all lost – and his recollection is so startlingly similar to that of Brooks there can be no doubting its accuracy: "I remember his voice, his smile and mannerisms. The last gentleman of motor racing. In all the years I raced with him, I never even had a letter of agreement from him, let alone a contract. It was not the way you did things with Rob. You'd decide on something and that was it. My relationship with Rob was not like that of a team manager and a driver; he was so passionate about it all, got so involved, he felt to me more like a co-driver."

Long before his ghastly accident, Stirling had decided that while Rob Walker went racing, he would never again race for anybody else.

I last saw Rob two years ago when I had lunch with him and Betty in their beautiful house near Frome. Sitting around his dining-room table, and later in his office, we talked motor racing – not just about the Good Old Days but about the state of the sport today, too. Well into his 80s, his enthusiasm was total, the sparkle in his eyes undimmed. He showed me the trophies, too, not formally arranged in a cabinet, but comfortably littered around his home like old family friends.

It may seem an odd thing to say about the greatest privateer in the history of the sport, but this was not his greatest achievement. The truly extraordinary thing about Rob Walker was he did it all without ever breaking his word, loosing his cool or doing the dirty on anyone. In short, he did it as the consummate gentleman he was.

It's that word again. If you really want to know Rob, think only of that word and every positive aspect it engenders; then add limitless enthusiasm for life and the sport – and you'll have as good a picture as any. M

Clockwise from left: Moss and Rob celebrate their second TT win with the 250GT, in 1961; Rob's Delahaye leads Bugatti at 1949 Brighton Speed Trial; dropping a BRM engine into a Cooper, not his team's best idea

GOOD LUCK AT LE MANS!

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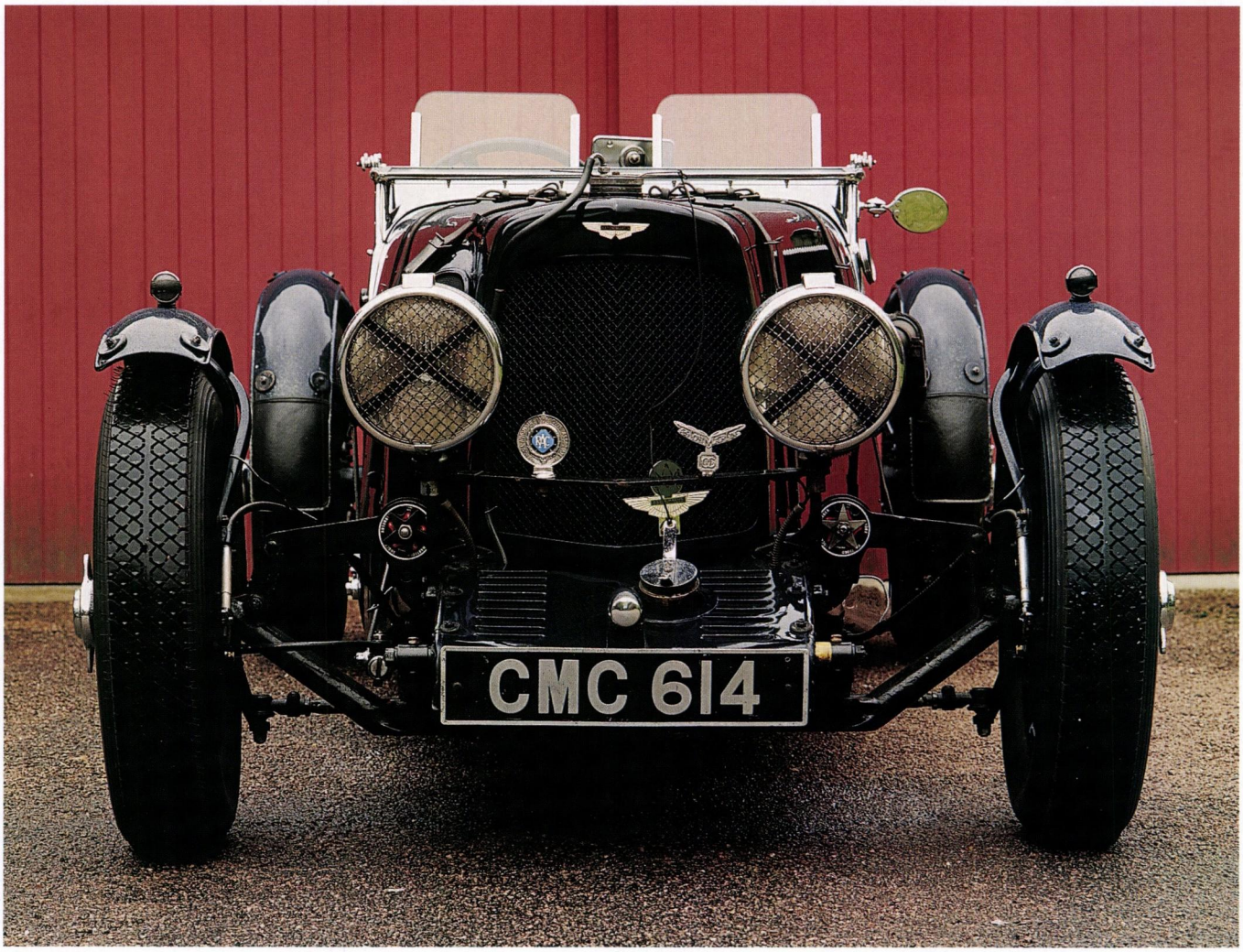
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WARHORSES

Aston Martin Ulster

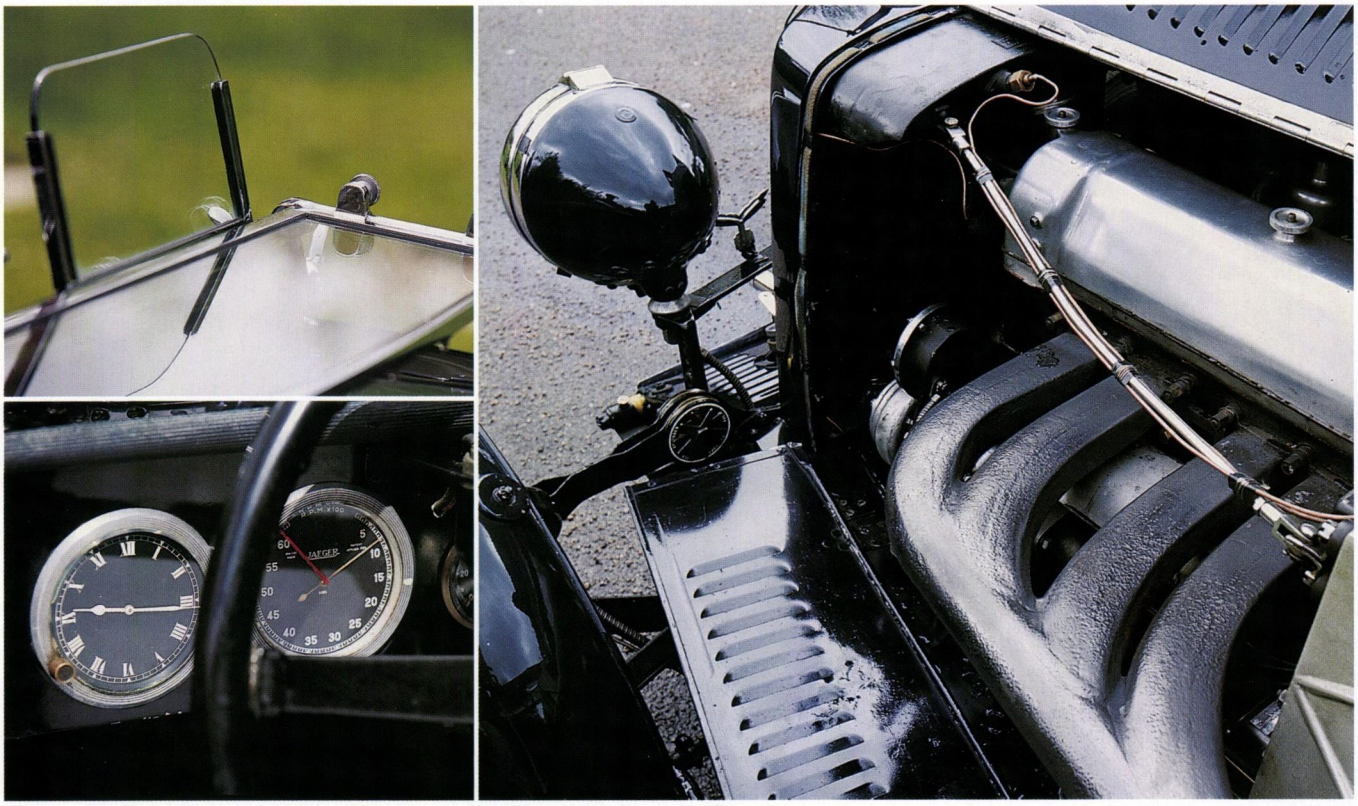
CHASSIS NO. B5/549/U

IT LEFT FELTHAM AS A SEMI-WORKS RACER IN 1935, MADE ITS DEBUT ON THE MILLE MIGLIA, FINISHED EIGHTH AT LE MANS, WENT BACK TO ITALY – CMC 614'S ITINERARY WAS A PACKED ONE. IT STILL IS, AS GORDON CRUICKSHANK REPORTS



MESH GRILLE AND LOW RADIATOR ARE ASTON MARTIN ULSTER'S TRADEMARKS; BLUE LIVERY AND BONNET BULGE DISTINGUISH THIS FAMOUS EXAMPLE FROM ITS BRETHREN

photography by Charles Best



AERO-SCREENS DOUBLE AS SIDE-DEFLECTORS; RARE ORIGINAL CAST MANIFOLD BACK IN PLACE; TIME OF DAY MORE IMPORTANT THAN MPH AT LE MANS, IT WOULD APPEAR

After I drove all the way to Winchester to view this car, Fred Blakemore told me it wasn't really his. Yes, the car lives there, but he says he doesn't feel that it belongs to him so much as just being on loan from Ecurie Bertelli. That's what having a significant history does for a car. Like a stately home which is part of a nation's heritage, the object develops a sort of public importance, which has to be respected by its current guardian.

The car? Aston Martin Ulster CMC 614. Ecurie Bertelli? The top pre-war Aston Martin specialists. Fred Blakemore? Current guardian. The link? Derrick Edwards. To anyone in the Aston Martin world, Edwards was a legendary figure. Racer, tuner and generally one of those special characters we don't seem to produce any more, Edwards was the man behind Aston Martin specialist Morntane Engineering, which begat Ecurie Bertelli, and for over 30 years he raced, tuned, raced, lightened and just kept on racing CMC 614.

In AMOC's Register of Members' Cars, an exhaustive listing of individual histories, 614's race entries go on for page after page, by far the longest in the book. Most of that was with Edwards or his partner Judy Hogg at the wheel; but frankly the car hasn't had much rest since its first event, the 1935 Mille Miglia.

It's one of those cars which needs the right owner, so when the time came to sell six years ago, it wasn't advertised; instead Andy Bell, the guru of Ecurie Bertelli, quietly rang up Blakemore and suggested it was his turn to become guardian. An Aston enthusiast, Fred couldn't say no. "It was Derrick who got me into racing," he recalls. "I had an Aston MkII which I took to him to sort, and as it was never quite ready, he would offer me his cars to race. He even let me drive CMC, and even then I thought it was a superb car to drive. It didn't feel like a pre-war sportscar at all."

That's because of Edwards' constant modifications. Over the years he sat it on small, wide wheels, as everyone was doing then, fitted a 'bunch of bananas' exhaust, stiffened the rear springs and dampers outrageously, and dumped the big 25-gallon fuel tank for a 10-lap sprint version, as well as removing every scrap of weight he could, including lights and dynamo, relying on the magneto for racing. The result was a machine which has beaten MG K3s, 4.5 Invictas and supercharged Alfas – not bad for a 1500cc road car.

Blakemore has refitted most of these parts, which Edwards had conscientiously stored, so that today CMC is pretty much as it was in the 1930s. More comfortable, but not so quick. "I can't match Edwards' times on the track," admits Blakemore, "but as well as all the AMOC meets, sprints and hill-climbs, I've done two MM retros, and I don't think I'd have lasted with the racket from that skimpy exhaust and the battering from the hard rear end."

Those MM retros are especially appropriate for CMC 614, which began its career on that demanding Italian adventure in the hands of E R Hall. It's one of 21 production Ulsters, built pretty closely to the same spec as the works team cars which had collected the team prize in 1934's TT (hence the Ulster name), famous in their red livery and LM-series numbers. These lightweight variants of the MkII Aston had dry-sump four-cylinder 1496cc engines and handsome aluminium bodies with low, mesh-filled radiator shells, and were guaranteed to do 100mph.

Impressive class performances on the TT

'These lightweight variants had handsome aluminium bodies and were guaranteed to do 100mph'

'Eddie Hall hated the hotel and hadn't had the welcome he expected, and so he was going home'

and elsewhere made this purposeful new Aston an attractive proposition for private owners, which is where Eddie Hall comes in.

With his previous Aston experience, including driving works cars, and predilection for driving British sportscars, Hall must have looked a likely prospect to buy one of the production Ulsters, and the Feltham works prepared 614 for its first outing for him. Sadly, it expired at Siena with an oil leak after leading the class; but a month later 614 lined up for Le Mans with the three red team cars. The works entries were red because the Irish wife of designer AC 'Bert' Bertelli was superstitious about green, but the four works-supported private entries stuck with Britain's racing hue, and it can't have brought too much ill-luck as CMC, in the hands of Maurice Falkner and Tommy Clarke, finished eighth.

Hall then decided he would take 614 to the Targa Abruzzo, the 24-hour sportscar event through the mountains above Pescara. But when he got there he changed his mind. Count Lurani, due to be his co-driver, later recalled that he met Hall on the road, saying that he hated the hotel and hadn't had the welcome he expected, and so he was going home. After a tense three days tracking down Bertelli, on holiday 'somewhere in Italy', Lurani got permission to take the car over. He placed third overall on handicap.

That was the last of CMC's works-backed exploits. Hall never did buy it, concentrating instead on his TT exploits in the unlikely Derby Bentley. Instead, it was sold in 1936 to someone called Ian Porter-Hargreaves, who tried to overcome the small capacity by fitting a Centric supercharger. It didn't make too much difference; his race results for the next three years are not spectacular. But it did give the car a distinguishing feature: the bonnet bulge to clear the blower is still there, though the unit is long gone.

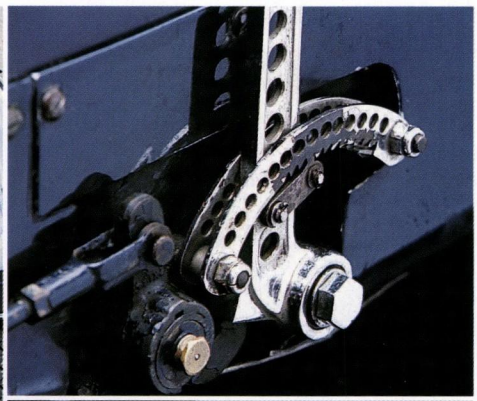
Just after WWII, Porter-Hargreaves sold the car to McNab-Meredith, another keen amateur who raced it often, including in AMOC's newly instituted St John Horsfall Meeting commemorating the charismatic Aston racer who had recently been killed. At some point he removed the supercharger; certainly it was no longer blown by 1958. It was from him that Edwards bought CMC in 1963, and began a new and intense period in its track career. Edwards entered the car in any event it could qualify for – sprints, hillclimbs, sportscar races all over Britain, and latterly a range of continental events, which he especially enjoyed.

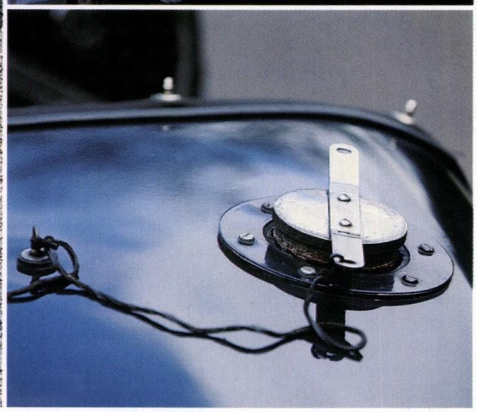
"He went out almost every weekend," says Blakelock. "At first he would drive to the events, but as the car became more highly modified he began to trailer it. The car even went round the world in a container. He sent it to Laguna Seca, got there with minutes to spare before qualifying, then couldn't get it to start. He repacked it in its container and it went on to complete the journey. His comment was 'I hope it enjoyed its trip'."

Although he liked Ulsters generally – and this one in particular – over any other pre-war Aston, Edwards wasn't reverential about his old car. Apart from all those speed mods, he also changed its green paint for the dark blue it still carries. Blakemore: "People keep asking me if I'll repaint it the original green now that Derrick is gone, but it's been blue now longer than it was green, so perhaps it should stay." Certainly the colour instantly identifies ➳

SPARE WHEEL SITS SUPER-LOW THANKS TO UNDERSLUNG CHASSIS; PIERCINGS A TOKEN RESPONSE TO HEFTY FRAME; LARGE FUEL FILLER ONE OF TWO FOR RAPID PITSTOPS







ENDURANCE RACER THAT DOESN'T KNOW WHEN TO STOP





National Motor Museum/LAT

During Derrick Edwards' tenure, CMC 614 ran on 16in wheels (above left, with Judy Hogg, Edwards' partner and enthusiastic pilot, driving); latterly lights, screen, big tank and dynamo went overboard in quest for lightness. Note bulge for one-time blower. Above right, after its Mille Miglia retirement, CMC's next trip was to Le Mans in 1935. Here the team of works and semi-private Ulsters await 4 o'clock; CMC (no33) finished eighth driven by Falkner and Clarke

'the Edwards car' now that it once more looks like the other Ulsters.

Once back in road form on 18in wheels, CMC needed little preparation before its new owner set off for Brescia, though Andy Bell remounted the body and tightened everything up. "It flew round – didn't miss a beat." But then this car has a reputation for reliability. A couple of years ago when a loose wire shorted out the fuel pump, onlookers who knew the car were absolutely amazed: "But this car never breaks down…"

Remarkably, the neat single-cam engine with two SU carbs has not been taken apart for years. It was built up for Edwards by Eckhart Berg, and it just goes on and on.

"Every winter Andy checks the valve clearances," says Fred, "and every year they're the same." Part of this longevity is due to shell bearings instead of white metal and replacing the duralumin rods with steel, letting the unit spin to a heady 5500rpm. In Feltham spec, output would have been an unspectacular 85bhp; Edwards reckoned to be nearing 120, but refitting the cast exhaust manifold will have cut this back notably. The four-speed non-synchro gearbox has a remote change to bring it closer to the driver, who sits almost over the rear axle.

There's nothing especially advanced about the design for its time; it was merely soundly thought out and extremely well built. Almost the only departure from convention is the underslung tail of the chassis, which is why MkIIs look so low and purposeful – Ulsters in particular, with that tapered lift-up tail sculpted around the horizontal spare wheel. Practical and beautiful.

A competition driver himself, Bertelli laboured to make the cockpits of his racing cars an efficient place to work. Just about every lamp on CMC has a separate switch, which not only boosts reliability but allows for some complex car-to-pits signalling – who needs radio? Instruments are few (no speedo at all); the throttle is in the middle (perfect for heel-and-toe). But just so you don't relax, the gear pattern is back-to-front. A flickering ammeter shows that Fred has reverted to coil-ignition and refitted a dynamo, which lets him use the car on the road, while neatly and invisibly tucked under the seats are two oddment trays which Andy fitted for the MM – which just about double the available luggage space. Two quirks: the gear lever is topped by the rubber pull from a lavatory chain, and the cockpit is edged by a split garden hose. But naturally it's a pre-war hose, put there by Bertelli himself.

Edwards always said that the Ulster was the best-handling pre-war Aston Martin, and Blakemore agrees: "I put its success down to its excellent road-holding. It's quite heavy – Astons always were – so it's one of those cars you have to wind up and then rely on the grip not to give any speed away. But you can take your hands off the wheel at any speed and it keeps going straight." He's obviously got it sorted – his window-sill carries a row of glass trophies for his successes, and a large silver cup for a class win at Coys towers over the spread of photo albums, books and magazines which chart this warhorse's history. And there's even a plastic kit: if any of you built the Airfix AM Ulster, well, it was CMC 614 you finished up with.

Next up are the Le Mans Classic and the British Empire Trophy. And Wiscombe. And St John Horsfall… CMC may not be out every weekend nowadays, but there's not much danger of it gathering dust in the garage. M

Onlookers who knew the car were absolutely amazed: 'But this car never breaks down…'

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RACER, DANCER, SOLDIER, SPY

HE WON THE FIRST MONACO GRAND PRIX. HE WAS EXECUTED BY THE GESTAPO IN 1945 FOR SPYING. THE 'WILLIAMS' STORY DOES NOT NEED EMBELLISHING, SO WHY HAVE SOME PEOPLE TRIED, WONDERS BILL CASH?

CHARLES FREDERICK WILLIAM GROVER WAS VIRTUALLY UNKNOWN outside historic motor racing circles – until very recently. To pre-war racing buffs, he was best known as the mysterious British winner of the 1929 Monaco GP.

Held on April 14, this was the inaugural race around the world's most glamorous street circuit. At the wheel of a green, privately owned Bugatti T35B, 'Williams', as he liked to style himself, was one of 16 entrants.

He took the lead early, and the 100-lapper developed into an exciting duel between this determined amateur Englishman and the brilliant young Rudi Caracciola, who was working miracles in a monstrous Mercedes-Benz SSK. They diced until an inordinately long pitstop for fuel dropped the German to an eventual third behind Williams and the Bugatti T35C of Georges Bouriano.

Williams' victory was no fluke. Between 1928 and '33, he won seven grands prix – all of them at the wheel of Bugattis. Admittedly, this tally included a hat-trick (1931-33) in the Grand Prix de la Baule, a sand race, and a victory over a meagre field in the 1928 French GP, which was run to sportscar regulations. But it also included a win in the 1929 French GP at Le Mans, defeating the Peugeot of a determined André Boillot, and a memorable success in the 10-hour Belgian GP of 1931. On the latter occasion, shrewd tactics saw his Bugatti T51, co-driven by Count Caberto Conelli, defeat the Alfa Romeo 8C of Tazio Nuvolari and Baconin Borzacchini, no less. All of which makes Williams arguably the most successful – if perhaps not the best known – British racer before WWII.

There was an outing in a Bugatti T59 in the 1936 Monaco GP, but Williams had, to all intents and purposes, retired from racing by 1933. With his French wife Yvonne, he moved to a large house in the chic Brittany resort of La Baule, where he played golf, tennis and polished his collection of cars, and Yvonne bred Aberdeen terriers. It was a leisurely retirement – until war broke out. Williams, a patriotic Englishman, immediately went to London and signed up for the Royal Army Transport Corps.

The subject of his exact fate, after being captured by the Gestapo while he was working for Special Operations Executive (SOE) in Paris, has recently become the subject of a controversial debate. There had long been Lord Lucan-style sightings. In the 1960s, ➳



Bugatti Molsheim

Grime pays: Williams and his green Bugatti have just completed 100 laps of the Monaco streets – and won



Monaco's big race caught the public's imagination. 'Williams' was awarded huge kudos via his victory

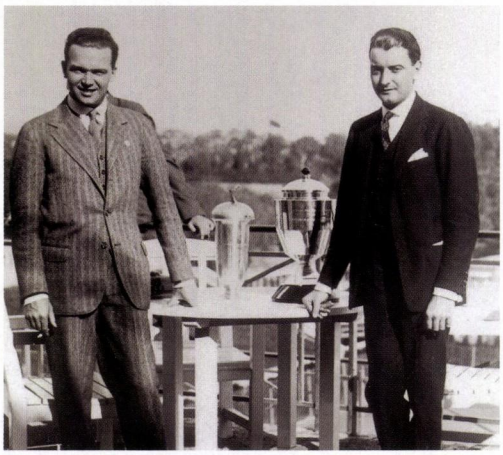
LAT, Bugatti Molsheim

motor-racing historian Doug Nye remembers being told that Williams was alive and well and running a greengrocers in Godalming. But when Nye rang the shop he discovered the man spoke no French and knew nothing about cars.

Still, acting on such racing gossip, journalist Robert Ryan, in conjunction with film-maker Jack Bond, came up with the idea of writing a fictional novelised version of Williams' life, entitled *Early One Morning*. In this, Williams is *not* executed by the Nazis in Sachsenhausen concentration camp during 1945.

In a seven-page *Sunday Times Magazine* cover story published earlier this year, Ryan claimed to have unearthed new evidence from secret SOE files; there was also a George Smiley-esque interview at the Special Forces Club in Knightsbridge with legendary intelligence officer for the French section of SOE, Vera Atkins. She claims that, in addition to being a racing driver who became a WWII spy, Williams "had a top secret life beyond the grave".

According to Ryan, Williams escaped the concentration camp, was given a new identity and was turned into an MI6 undercover operative in France after the war; calling himself Georges Tambal, he then moved back in with Yvonne at her house in Evreux.



Caracciola (left) and Williams display their Monaco spoils

This 'resurrection' theory does have Williams dying at the hands of Germans; only in 1973, after being knocked off his bicycle in Agen by a car driven by West German tourists.

But this new evidence is flimsy.

A 'neglected' letter found in the MI6 archives, and dated May 10, 1947, mentioned that operatives had happened upon a chap claiming to be the former Bugatti racing driver Williams, and that he was asking for help in relocating to America. After WWII, lots of people with suspect war records were desperate to reinvent themselves and often fabricated such stories. Williams had been a famous sporting figure, so would have been a natural target for would-be imposters, especially as people would have known that the Nazis, normally meticulous record-keepers, very deliberately did *not* file away their concentration camp execution lists.

Bond and Ryan also alluded to the 'encouraging' fact that, whereas Robert Benoist's widow had received a war pension – the former Delage and Bugatti racer had been strangled by Nazi piano wire in Buchenwald in 1944 – Williams' widow had not. Surely this proved that Williams did not die in 1945?

Unfortunately for Bond and Ryan, their theories have been

discredited: by Williams' brother Frederick, a former professor in Canada, and by the Bugatti Trust, in whose extensive archives Ryan spent many hours.

"I can assure you that the kernel of Ryan's argument did not find any evidence to support it here," says Richard Day, curator of the Bugatti Trust. "We're certain Williams died in the concentration camp. As far as we are concerned, what has been reported about him surviving the war is pure fantasy."

The Bugatti Trust was founded by respected marque expert Hugh Conway. While compiling his Bugatti papers, Conway visited Yvonne in France, where he even met Georges Tambal. According to Conway's son, Hugh Jnr, the idea that his father could have met Williams, without knowing it was him, is absurd.

Moreover, Williams was intensely proud of winning the first Monaco Grand Prix and doted on the impressive silver trophy he had received. Yvonne travelled to England to present it to the Bugatti Owners Club (BOC) in the 1960s; the idea that Williams would have parted with his most prized personal possession 10 years before his own 'death' was described to me by one BOC committee member as, "One of the most implausible suggestions I have ever heard".

The real truth about Williams is more prosaic. According to his old friend René Dreyfus,

'Who was this man sitting alone in French cafés, wearing dark glasses, saying little?'

another pre-war Bugatti team driver, Williams' clothes and possessions were returned to his family after the war in a paper parcel. Dreyfus was luckier, and went on to open a famed New York restaurant. One evening there, he bumped into Frederick Williams at the bar. Frederick confirmed to him his brother's fate at the hands of the Nazis.

More recently, Bugatti historian John Staveley, who has spent the last eight years researching a biography of Williams, tracked down Frederick in Canada: "He only accepts that Williams died at the hands of the Gestapo. Nobody ever contacted him to inform him otherwise."

Even minus this 'extra' chapter, Williams' life is very *Boy's Own* – and not without mystery or intrigue. Exactly who was this man who had a reputation for sitting alone in French cafés, for wearing dark glasses, smoking cigarettes and saying little? Did he have a secret past to hide?

He was born in France in 1903. His mother was French, his father English. There is some dispute concerning his father's occupation. According to Frederick, he originally bred horses in Berkshire for a wealthy Russian prince called Troubetzkoy, who was a consul at the Russian Embassy in London. When Troubetzkoy transferred to Paris, Williams' father followed him, and while there somehow fell into the upmarket end of the chauffeuring business, being, what Staveley calls, a *chauffeur de grand remise*, i.e. a luxury car owner-driver for hire. It ➳



Bugatti Molsheim



Williams was sixth in the 1932 French GP, six years after rising to prominence in the Provence GP (right)

was a business his son also entered. And it was in this capacity that Williams befriended Benoist, who was working in Bugatti's Paris showroom.

Aged just 23, Williams acquired enough capital to buy himself his first racing Bugatti, and his earliest notable result was a second (or third, depending on the source) place in the 1926 Grand Prix de Provence at Miramas.

"One can only assume that he must have been a fairly wealthy man," says Staveley. "By what exact means he made that wealth, I would love to know."

Possibly Sir William Orpen, his society portrait-painting patron, was simply a very generous man. Orpen had been an official war artist in WWI. After hostilities had ceased, he settled in a studio at the Hotel Astoria in Paris, where he mainly catered for rich American clients touring Europe. By 1923, the Rolls-Royce that he had had to sacrifice to the 'war effort' had been replaced by a new model driven by young Williams.

By the mid-1920s, Williams was also chaperoning Orpen's mistress Yvonne (Eve) Aubicq. The striking blonde daughter of the Mayor of Lille, she lived in the house on Rue Weber which Orpen had given her, having been Sir William's model and muse for a number of years.

But the suave Williams was her beau; she loved the adrenaline rush when he drove his cars at speed under railway barriers. They married in November 1929 and were a real High Society couple, winning several dancing prizes at grand hotels along the Côte d'Azur.

'He admitted he had signed Williams' death sentence and taken him to his execution'

During the late 1930s, they owned a villa near the casino in the fashionable resort of Beaulieu-sur-Mère, not far from Monaco. According to Williams' niece Jessie, they used to drive around Monaco in separate cars, and although Yvonne would often be stopped for speeding, the police always turned a blind eye to Williams.

It is only when WWII begins that accounts of Williams' life diverge. It is known that, on joining the army, he was signed up as a driver to a British general, who recruited him in 1941 for SOE. Originally code-named 'Vladimir', he would eventually operate under the name of 'Sébastien'.

After intensive training, Williams was parachuted into France on a clear night in 1942. His task was to set up resistance cells, arms supplies and a sabotage network – to be code-named 'Chestnut' – in and around Paris. He had been chosen for this perilous mission because of his influential French contacts and ability to pass himself off as a local. He lived with Yvonne in her house in Paris.

According to SOE files, one very successful sabotage hit orchestrated by Williams was at Citroën's Paris factory. But in the main, his efforts to establish Chestnut were hampered by the

LAT

inability of the British to supply him with a radio operator. And he also had a rival SOE network, called 'Prosper', to contend with.

When he finally received his radio operator, things began to move forward. Five arms drops were parachuted by the RAF, and Benoist helped him to smuggle the weapons to his country house in Auffargis.

But in July 1943, Prosper was betrayed and Williams' operator was captured. The trail quickly led to Benoist's house, which is where Williams was arrested the following day. Benoist escaped, and made it back to England – he was recaptured in 1944 on his return to France – but Williams was subjected to brutal torture at the Gestapo's Paris headquarters. He was then transferred to Sachsenhausen in Germany where, the official records state, he was shot on March 18, 1945.

"He gave nothing away," says Staveley. "He told the Germans nothing at all, their own records show that. So he had nobody to be afraid of because he had betrayed no-one. In fact, it was Williams who was betrayed, almost certainly with the knowledge of the British Government, who were becoming increasingly worried by the end of the war that the Resistance had too many links with Communism."



His wife's terriers were a constant feature in Williams' pit

The main reason Staveley and other Bugatti historians are quick to dismiss the theories of Williams surviving the concentration camp is the transcripts of interviews with Sachsenhausen's Commandant. In his original statement ("for fear of being implicated in the Nazi war trials"), this senior Nazi official said that Williams had "left" the camp in January 1945, apparently being moved to Berlin for further "interrogation". But, crucially, he altered his story in 1946.

Staveley: "When it became apparent that he would not be sent to Nuremberg, he admitted he had signed Williams' death sentence and had personally seen him taken out to his execution."

That, sadly, is the truth; the resurrection theory doesn't add up.

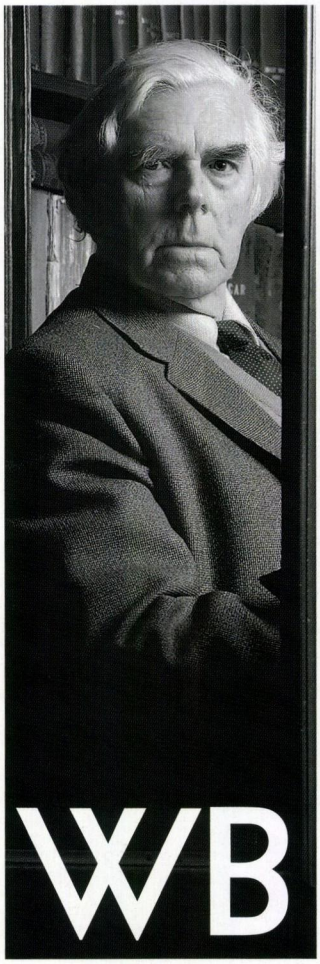
"Just ask yourself why Williams would want to go into hiding for all those years. There was nothing he needed to cover up. It makes no sense. And the idea that he was sent back to work for MI6 is absurd: SOE and MI6 hated and mistrusted each other."

Staveley, like many others in the Bugatti world, is incensed that Williams' memory is being exploited: "He was a war hero – awarded the *Croix de Guerre* by the French– and a very great racing driver."

Nothing more, surely, need be added. M

both: Bugatti Molsheim







Both: Bill Boddy

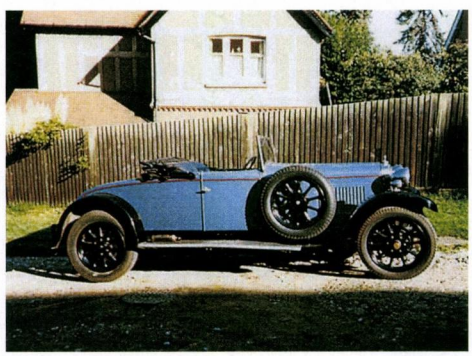
Sweet Sunbeam Sixteen

WENT FROM WALES TO DEVON RECENTLY IN MY 1990 FORD Sierra, still going at 104,000 miles, to help a new owner collect a vintage car. Nothing exotic – a 1929 Sunbeam 16 two-seater, in fact.

Cecil Clutton and John Stanford, in *The Vintage Motor Car* (Batsford, 1954), the first book on such cars, said, after criticism of its too-modest power output, that the 16.9hp Sunbeam "did certainly achieve a standard of flexibility, refinement and durability which, until rediscovered by modern techniques, had become a lost art". Generous praise from authors used to 30/98s and the 1908 Grand Prix Itala!

Designer Louis Coatalen presumably used a 57.5mm-bore engine for low tax and fuel thirst, but was careful to have six cylinders and a 5.5:1 axle ratio to couple these merits with modest performance.

I had already had experience of Sunbeam 16s with my wife's 1927 tourer and the 1930 estate-bodied one I shared with Jenks, who used it to transport his racing motorcycles.



With hood folded, the Sunbeam looks almost sporty

The example being collected was of interest on account of the exceptional care given to it by its previous owner. The car, chassis no. 5046K, engine no. 5017K (block cast June 1928), left the Wolverhampton factory and was registered UL 7905 on March 13, 1929. A two-seater, it has artillery wheels,

whereas other 16s had wire wheels – the former were possibly left-overs, used for the model which sold in smaller numbers than the others: Coatalen never liked waste! The colour was then white-and-black but is now blue-and-black.

No record of the car exists until 1950, when it was owned by a Mr L T Wheeler of London, who joined the just-formed Sunbeam Register. His son seems to have become the owner by May 1956. It went then to J Lester Logue in Saffron Walden, who was restoring this and other Sunbeams.

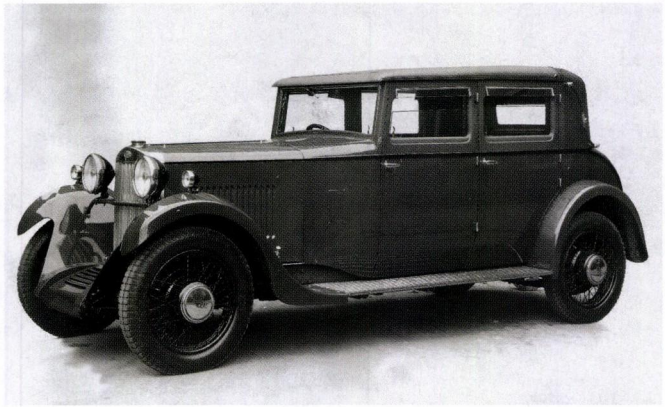
Kenneth Dodd of Newmarket bought it in November 1982 before the restoration was fully completed.

In April 1986, it moved on to H R Mothersole in Earls Colne, and when he decided to buy a yacht, to Mr Alan Pryor of Reigate on September 11, 1987. It was Mr Pryor who, until he died in 1999, took such great care of the old Sunbeam, with sound advice from that modest but 100 per cent Sunbeam man, Roger Carter, whose knowledge of all models must be as great, or greater, than anyone's.

Mr Pryor had kept records of every conceivable item concerning these Sunbeams, such as the 5/- (25p) Maker's Instruction Manual, a road-test report by *The Autocar*, a 1929 spares list, Dunlop, Claudel-Hobson and Autovac booklets, the 1990 equivalent of a VSCC 'Blue Form', and even a colour chart for Shell/BP petrol tins, the one on the running board in what is hopefully a thief-proof clamp.

All of the MoT certificates and licences from 1988, including the original 1929 disc, were there (in contrast to the replica tax discs which are available today, although the firm which supplies them does say they must be displayed only along with a genuine licence!).

There is a complete record of all his many runs, to Club events almost every weekend, including a trip to the Black Forest which took in the Mercedes-Benz Museum at Stuttgart, and the STD French and Jura Rallies. The article on "Sunbeams Between The Wars" by John Coombes and John Wyer, from MOTOR SPORT, which induced me to persuade my wife to form the Sunbeam Register (which all the owners of UL 7905 joined), is neatly bound.



LAT

Most Sunbeam Sixteens came with wire wheels, as here on this fine saloon



Bill Boddy

UL7905 rare in having artillery wheels under its two-seats-and-dickey body

A professional overhaul of UL 7905 costing £8800 was undertaken while Mr Pryor was overseas on business in 1995, but thereafter he undertook the most thorough maintenance on his own, with advice from Carter and others. This was the subject of drawings and data in notes and 47 A4-size sheets; he must have known more about the intimacies of the car than the original engineers and draughtsmen, and perhaps of Coatalen himself!

The engine had been rebored at the factory and the pistons still showed only 0.017in wear. Every worn part was replaced. Jobs ranged from extending the petrol-gauge pipe for a correct reading, to providing a revised lamps-dipping facility and turn indicators, and an electric fan to cope with modern traffic.

When a gear pinion had a chipped tooth it was TIG welded, and when another suffered a fatigue failure, a new gear was made by Bill Barrott.

'Peter the Pipe' produced a 16-gauge exhaust system, and to stop the suction wipers drying up, a Ford tank as a reservoir was hidden under the floor.

The overall mileage is unknown, but Mr Pryor added some 16,200 miles. The total could be over ten times greater.

He was sceptical of the manufacturer's bhp figure, 44 at 4000rpm, and calculated it to be nearer 50bhp. The old Dunlop, Goodrich, Firestone, Insa and Lester tyres were carefully measured to see which ones conformed to the dimensions of the original 21x4.75 Dunlops.

All rather commendable, don't you think, for a vintage car used by a keen owner?

miscellany

SINCE 1928, THE RAC/VCC London-Brighton Veteran Car Run, the re-enactment of the 1896 Emancipation Run, which attracts hundreds of worldwide entries every November and huge numbers of spectators, has been for pre-1905 vehicles, as representing the more primitive period of automobilism. But as from next year, the IMS/MSA will have extended it to those of pre-1907 manufacture. I leave it to you to decide whether my lack of comment is due to space conservation or because I am lost for words.

* * *

I AM TOLD THAT THE FIRST NIGHT of the *Chitty-Chitty-Bang-Bang* musical in London's West End was an enormous success, but that it all petered out on the second night when the flying car refused to fly. The real Chitty-Bang-Bang did better on its initial appearance at Brooklands, flying on the ground to win three events. I think Count Zborowski, its creator and driver, would be amused to know how popular the Chitty-Chitty-Bang-Bang song is, which the theatre audience sang with gusto and enjoyment. Based on a WWI RFC ditty sung in Flying Corps messes, its connotation is, I suppose, harmless, in this pornographic age.

* * *

A PRESS HANDOUT FROM Castrol UK informs us that David Beckham says, "It is exciting to be working with Castrol". For more years than I like to admit to I have used Castrol oil in various cars with the greatest satisfaction, and I have enormous respect for Charles Cheers Wakefield, its producer, who sponsored so many worthwhile motoring and aviation ventures. Now it is to help Beckham. I hope it will not make the balls too slippery.

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Terms and Conditions

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Hotchkiss association

ARISING FROM MY RECENT ARTICLE ABOUT THE performances of vintage and PVT cars, I have been reminded that there is a British Hotchkiss Society, which caters for all cars of this make, including the outstanding Paris-Nice models, of which *The Autocar* timed a 1935 saloon at well over 90mph.

The Society has members from Europe, New England, Canada and Australia.

Michael Scott, who informed me of this, has a 1938 3.5-litre Paris-Nice Mondane saloon, and the Society Secretary is Michael Edwards, whose 1904 C-type Hotchkiss is a well-known Brighton Run car, thought to be the oldest of all known surviving cars of this make.



Paris-Nice saloon one of the best Hotchkiss types



'Steady' Barker on the ex-Wilson 60hp Napier – minus its acetylene lamps

LAT

Tripping the light fantastic

THOSE WHO ROAD TEST MODERN CARS DO NOT SAY much about the lighting. Perhaps all cars now have perfect illumination?

It amuses me a little to think that I have motored behind candle, gas and electric lamps. The horse-age carriage lamps were on Cecil Burney's 1898 3.5hp Benz, CO53, and they cast long shadows as we returned to Weybridge by 8.45pm from a VCC event in 1934, 26 miles in 1hr 55min.

Acetylene lamps were on Ronald 'Steady' Barker's 1909 30hp Napier in which, during the late 1940s, we had been to see Major Sholto Wilson's great 1908 Napier Sixty which 'Steady' later bought. 'Steady' invited Wilson to join us at a VSCC pub night. As we were about to leave, the Major went out to light the lamps, and half the occupants of the bar followed. "What are these people doing?" the match-holder asked. "They're waiting to see you light-up," we replied. "How would we get home if I didn't?" he said.

A splendid gentleman, who lived entirely in the past, he had bought the Sixty new in 1908 and used it into the 1930s, when he decided its braking was unable to compete with drivers jamming on the new-fangled four-wheel brakes.

miscellany

THE VSCC HEREFORDSHIRE TRIAL was won by Barry Clarke (Austin 7). John Gill (Lea-Francis) took the opposite class. First-Class Awards were won by A Cawley (Frazer Nash), G Owen (Morris-JAP), A Johnson (Bugatti), I Williamson (MG), W Urry (Riley), B Collings (Bentley), Joanne White (Riley), J Miller (Chrysler) and T Gosling, A Bee, S Diffey, Isobel Teague in Austin 7s. Second-Class Awards went to S Fathers (Ford), P Blakeney-Edwards (30/98), P Stanton (Ford), S Baxter (Chrysler) and J Fort, P Knill-Jones, R Reed, J Everett, P Bishop and M Purnell in A7s. Third-Class Awards: B Wildsmith (Riley), P Cassidy (Riley), R Marsh (Morris), T Threlfall (Ford) and S Welsh, A Fox, J Brewster, Miss N Banning-Boddy and T Jones in A7s.

THIS YEAR'S SINGER NATIONAL DAY IS on June 16, at Brassingham Steam Centre, Norfolk. The current Singer OC's *Singer Owner* has details, and items on Singer-powered boats, trials teams of the 1930s, and much more. The Club Secretary is Martin Wray, who can be contacted at 11 Ermine Rise, Gt Casterton, Stamford, Lincs, PE9 4AJ.

* * *

THE ROLLS-ROYCE HERITAGE TRUST has published the memoirs of George Bulman, head of the Air Ministry's engine-team from 1928-44. Edited by Mike Neale, it is a unique 373-page recall of aero-engine development from pre-1914, and also engines used in LSR cars, etc, but I swear that the picture of the V8 Hispano is upside down. This is read-on-regardless stuff, available to non-members for £15 (No31 in series), from The R-R HT, PO Box 31, Derby, DE24 8BJ.

BEFORE YOU TELL ME, SPACE restrictions forbade mention of all Ken Wharton's successes in my piece last month. So I would like to add his FTDs at the Freiburg and Bayard Alpine hill-climbs and his third and fourth in those at Susa-Mont Cenis and Grand St Bernard in 1951, in ERA R11B. Also noteworthy were his second place in the Winfield FL race and second in the 1953 Swiss Alpine hill-climb.

* * *

HAYNES MOTOR MUSEUM HAS acquired a 1915 Horstman two-seater, a make of which only five others are said to survive.

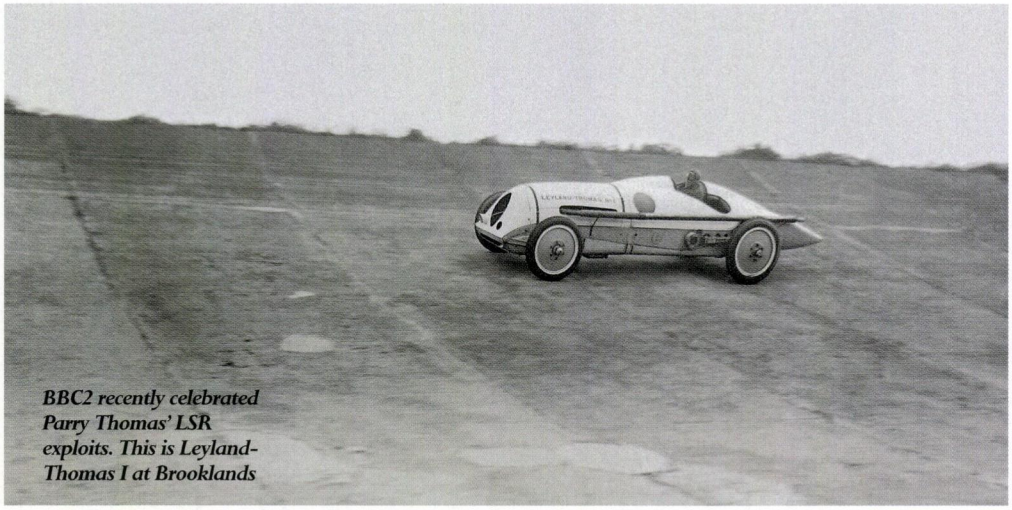
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THE TROJAN MUSEUM TRUST HAS been formed, with the aim of establishing a museum for products of Trojan Ltd of Croydon, cars predominant. David Hambledon (01865 390124) has the details.

ANYONE WHO LIKES AUSTIN 7S MUST try to be at Beaulieu on July 7 for the 750 MC's 40th National Rally for these cars. Those intending to compete will find 26 classes catering for every kind of A7 and at least 37 trophies waiting to be awarded. The Rally Secretary is Neill Carr-Jones, 112 Malling Street, Lewes, East Sussex, BN7 2RJ.

* * *

A READER SINCE 1960 WHO OWNS the Jaguar XK120 which was one of three raced by Risca Garages of Swansea, South Wales, in 1953/54 (chassis 661048) would like to know more about his car's competition record, as he has almost completed restoration. This XK120 was sold to Risca Garages in March 1953 and one of their team was XY7, which has also survived. The Jaguar in question was registered MVF 559 or MVE 559 in September 1953. Letters can be forwarded.



LAT

BBC2 recently celebrated Parry Thomas' LSR exploits. This is Leyland-Thomas I at Brooklands

Parry Thomas remembered

IT WAS VERY THOUGHTFUL OF BBC2 TO show a film of Parry Thomas (and 'Babs') exactly 75 years after he was killed at Pendine on an LSR bid.

But the short film might have been better replaced by newsreel shots, because actors seldom manage to look like racing drivers – remember Rowan Atkinson as Sir Henry Birkin?

Thomas did not wear a towel over his face, as shown in the programme, and Babs looked too shiny and new, although it was nice to know that the exhumed car had at least enjoyed a day or two away from incarceration in various museums.

Appropriately it was filmed on Pendine Sands, albeit at perhaps 70mph, some 100mph short of Parry Thomas' speed. Some of the background details and the rules of record-breaking were more or less accurate.

On the same day as the transmission, Wyn-Owen, who had the foresight to dig up Babs from her 1927 Pendine grave, was at Brooklands and at Thomas' grave, paying his respects.

Schindler's history list

MY ARTICLE ON THE TRIAL OF LORD DE Clifford featured a photograph of his Lordship's M45 Lagonda. A reader has now filled me in on its history.

He bought it unseen from England in 1956, and drove it 450 miles home. It went quite well, but now had front cycle-guards and had been crudely painted green. The new owner, Mr Robert Schindler, found that it was the car tested by *The Autocar* and *The Motor* in 1933, and was used by the police in London during WWII.

In 1962, Mr Schindler sold the car. Once restored, it was the subject of an article in *Automobile Quarterly*, which Beverly Rae Kimes used to edit. I had a letter from her in New York last September telling me she is still busily writing articles and books.

She is an extremely competent and well-informed lady, an expert on vintage cars in particular. Brooklands had long been closed when I took her there, and afterwards found an old-style tea shop as she wanted to sample a traditional English afternoon tea. She tells me she remembers this visit well.

miscellany

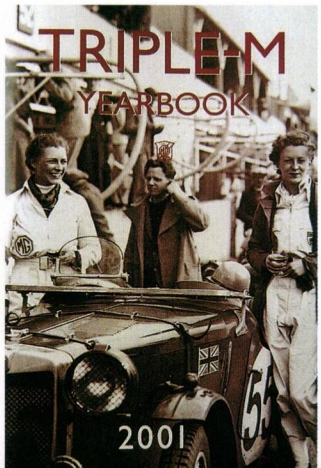
ALTHOUGH NEVER AN MG OWNER, I have always liked the *Triple-M Yearbook*. The 2001 edition (right) has as cover plates one of the best photographs I have seen of Doreen Evans and Barbara Skinner after the 1935 Le Mans race, and of Ron Horton with his single-seater MG at Brooklands.

Articles include new information on the M-type MG/ohc Morris Minor links, MGs at pre-war Le Mans, Ray Masters on his racing MG Specials, recollections of working at Abingdon in the 1930s, including in the Race Shop ('The Cage'), Mike Hawke on K3 007, and last year's competition results. All for £8, plus £2 postage, from the Triple-M Register Library, 28 Allen Road, Great Bookham, Leatherhead, Surrey, KT23 4SL.

BARRY CLARKE HAS REBUILT 'Simplicity', the low-cost race-winning Austin 7 which the late Jack French devised, and has been giving it a new lease of life.

* * *

THE VSCC HAS ELECTED SIR JACKIE Stewart as an Honorary Member.



AS A GHOST FROM ALL THE 'CARS IN Books', with which I used to fill a column in MOTOR SPORT, there are 'the large hearse-like Morris Oxford' in which John Mortimer rode with his family when he was eight, and the 'elderly Jaguar' around which he tells an amusing anecdote in his entertaining book *The Summer of a Dormouse*. And re-reading the book *The Last Enemy* by Richard Hillary, I am reminded of Frank Waldron's 'battered old Alvis' in which Hillary and he drove to their first RAF posting when war broke out.

Looking back, there were so many books, some of which I read far too hurriedly, in anticipation of the interesting cars they might yield.

* * *

THE 2002 YEAR BOOK OF THE Curborough sprint course is now available from Shenstone & DCC. Call 01543 432607.

THE LIGHT CAR & EDWARDIAN Section of the VSCC held its Driving Tests and Trial in April. The results are as follows: Llwynbarried Trophy: Peter Gledhill (1928 A7); Winifred Boddy Trophy: Ann Robins (1928 A7); Hutchings Trophy: Elizabeth Colledge (1929 A7). Driving Tests: First-Class Awards: T Dixon (1929 Morris Minor), P Rosoman (1930 A7), W Teague (1922 GN), C Hamilton Gould (1930 Morris Minor) and D Roscoe (Overland). Second-Class Awards: P Gledhill (A7), R Marsh (A7), R Parsons (GN), C Piecey (Trojan) and P Diffey (Humber). Trial: First-Class Awards: P Livesey (1921 GN), A Thorpe (1929 A7), Sue Woodward (1930 A7), P Gledhill (1928 A7), H Hickling (1917 Dodge). Second-Class: D Roscoe (1913 Overland), Sue Livesey (GN), K Hill (Talbot), R Marsh (A7) and B Gray (A7).

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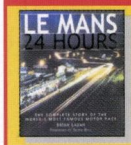
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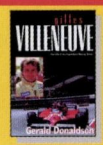
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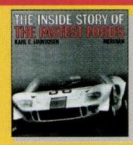
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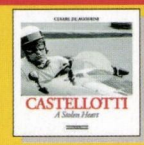
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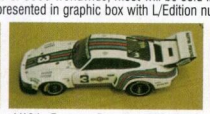
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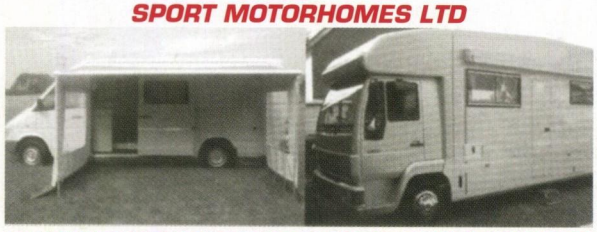
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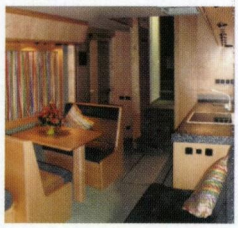
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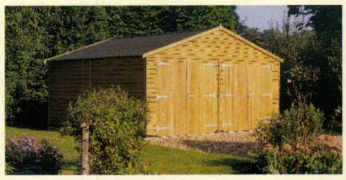
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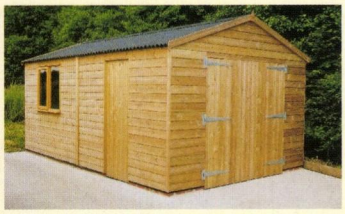
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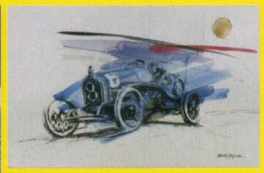
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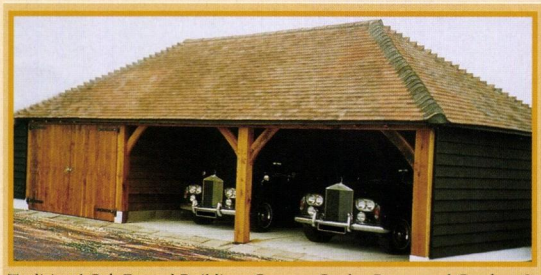
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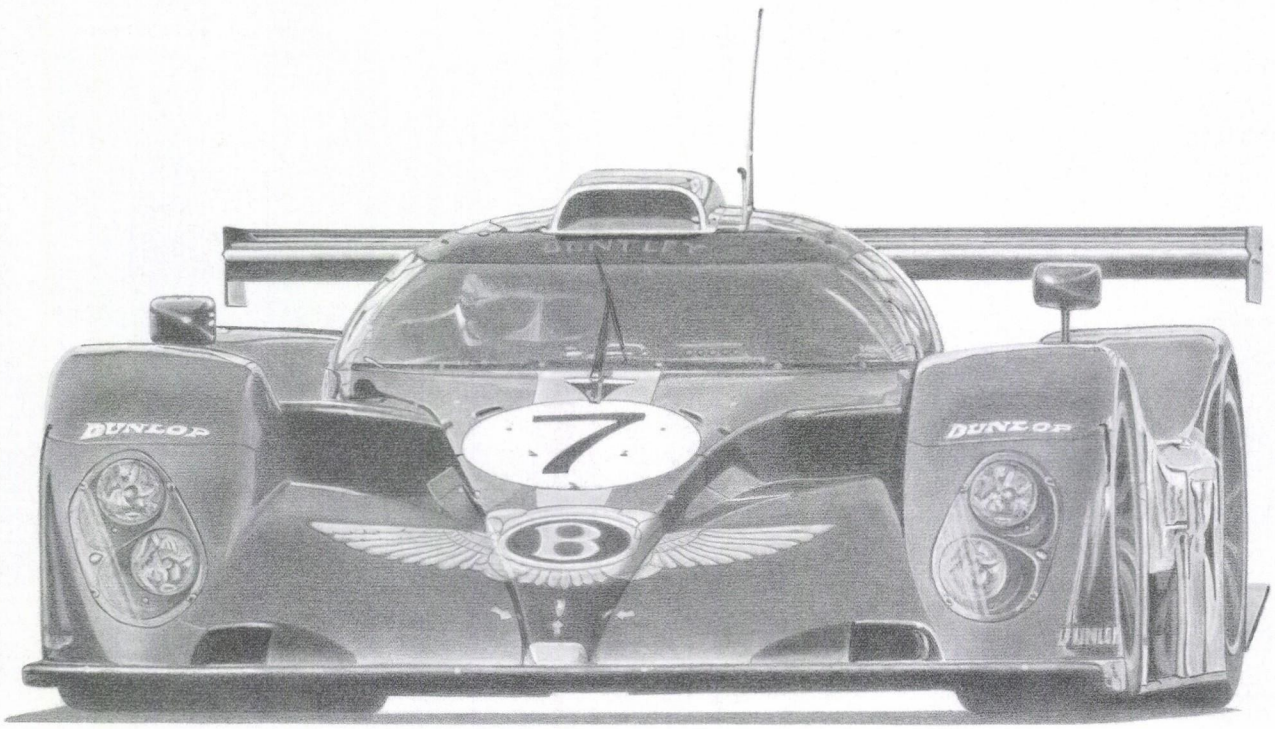




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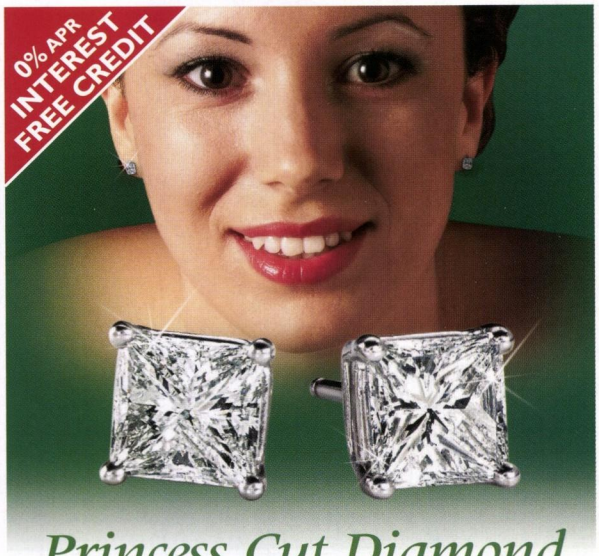
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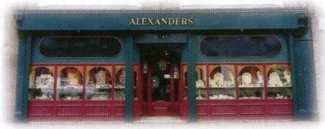
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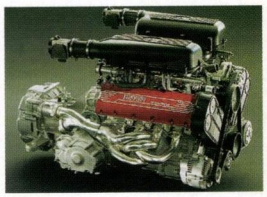
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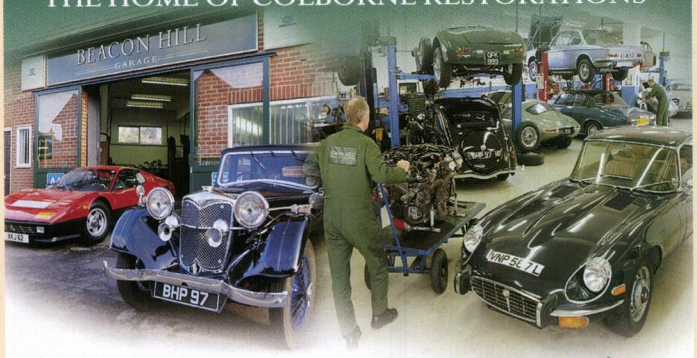




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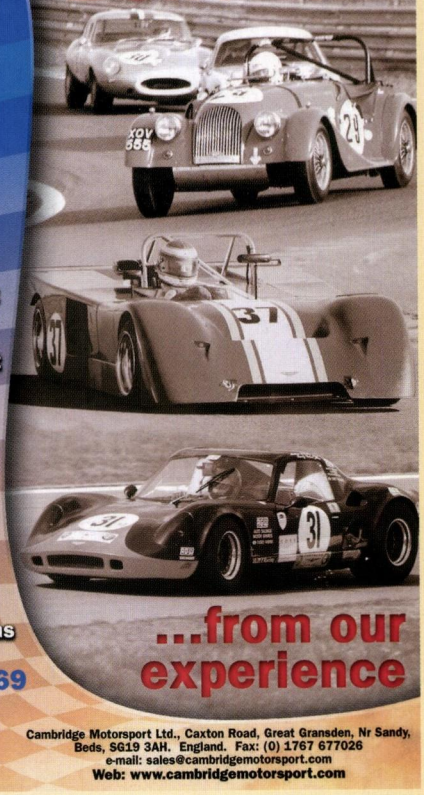


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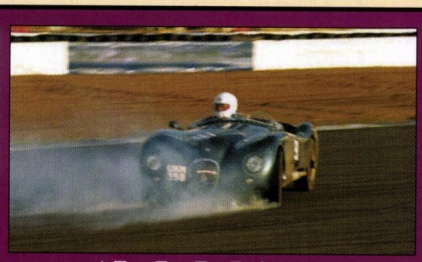
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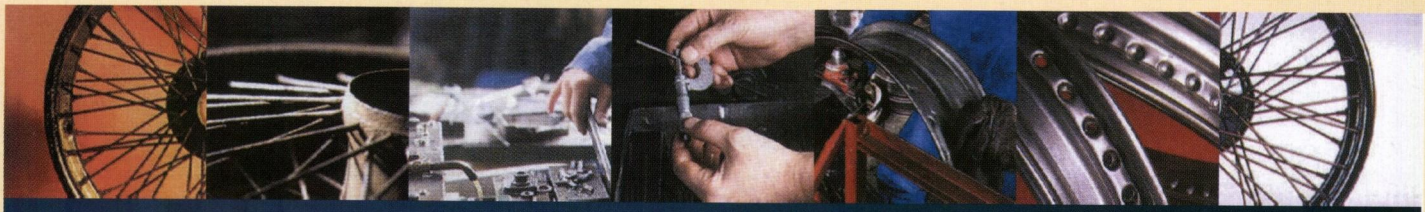
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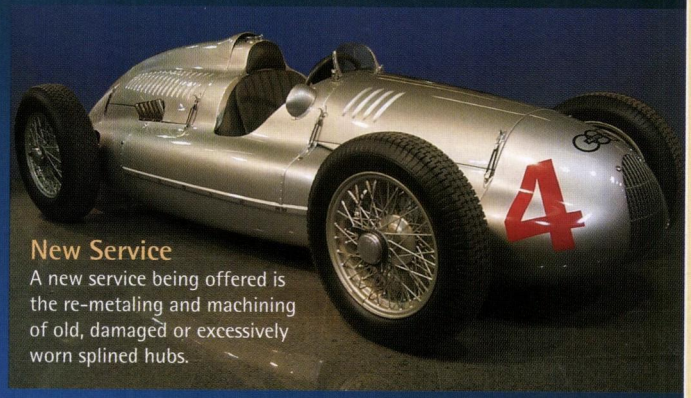
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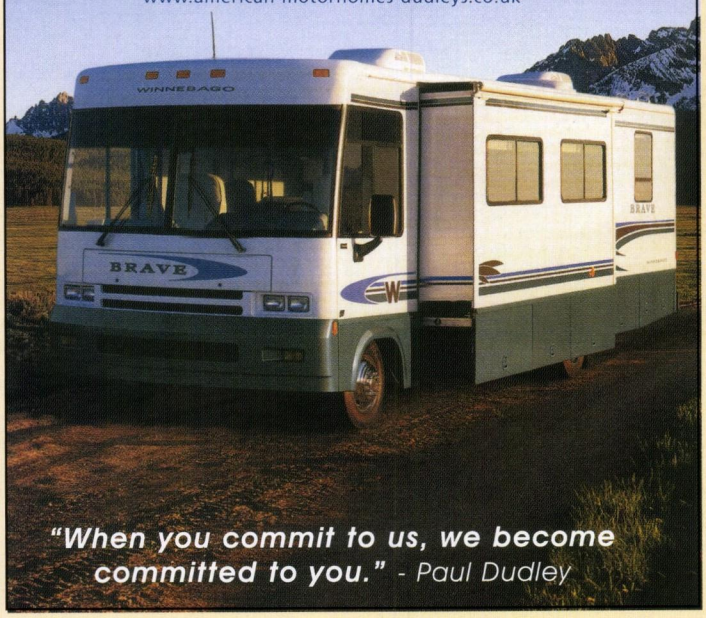
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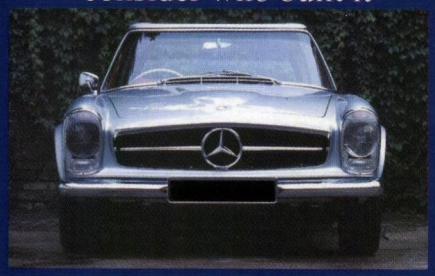
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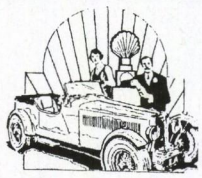


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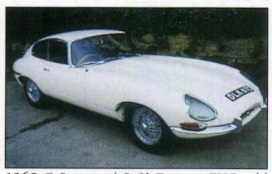
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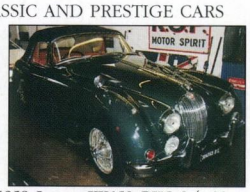
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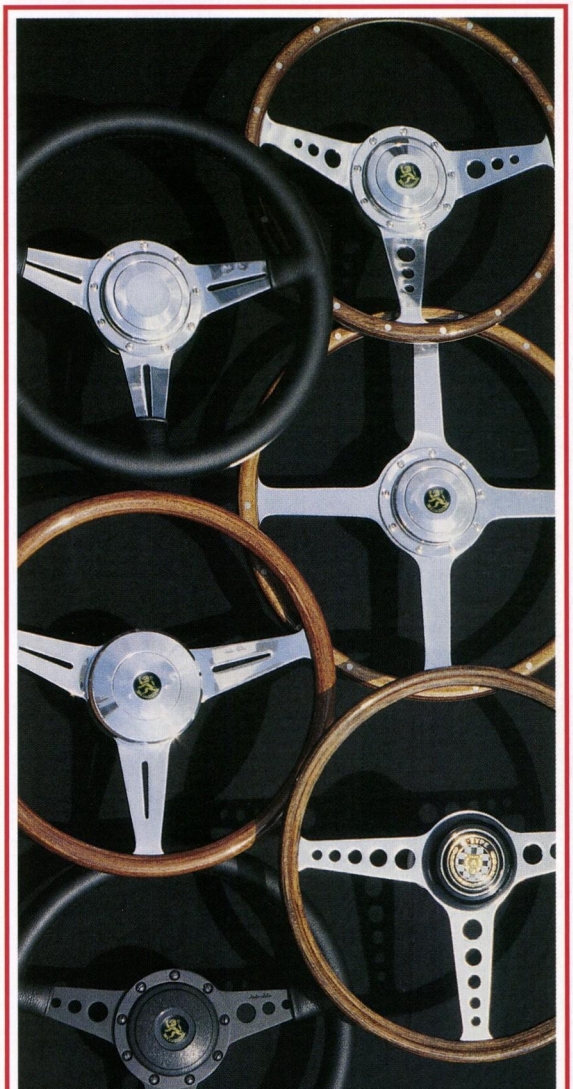
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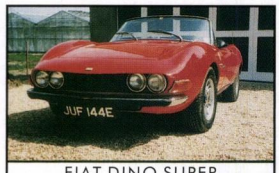
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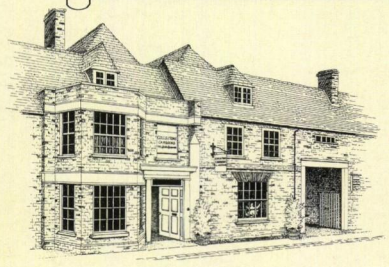
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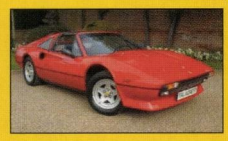
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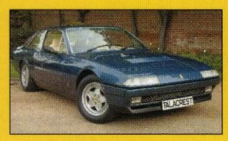
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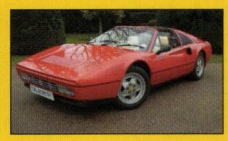
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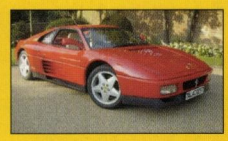
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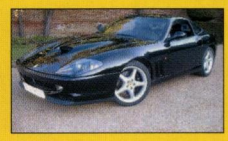
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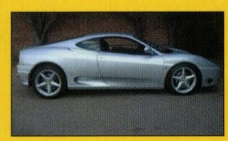
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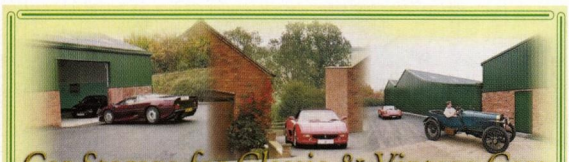
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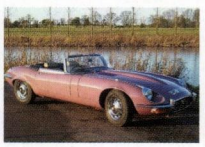
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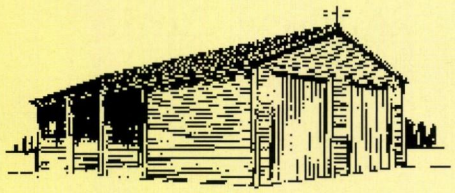
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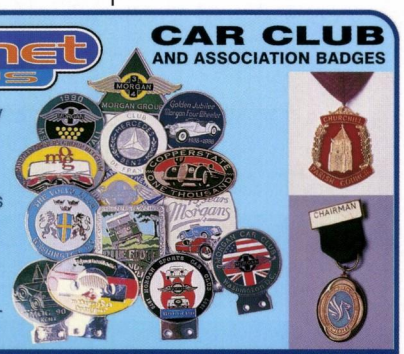
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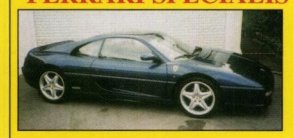
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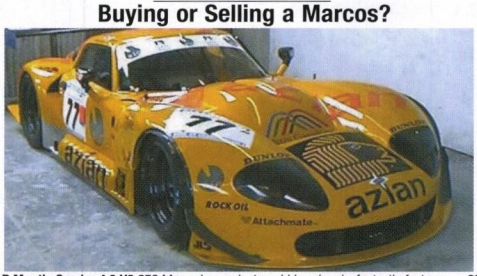
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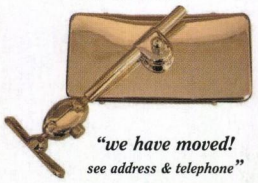
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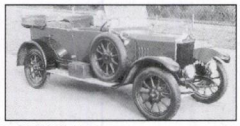
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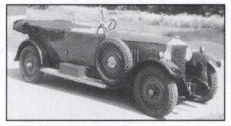
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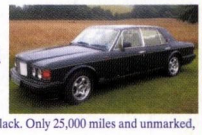
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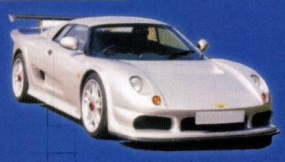
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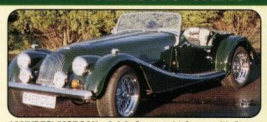
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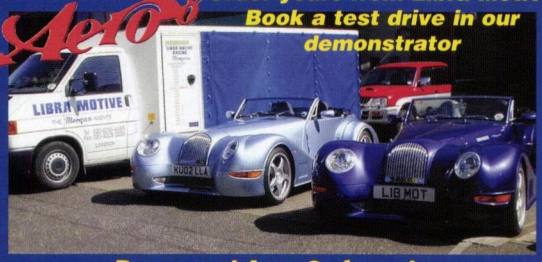
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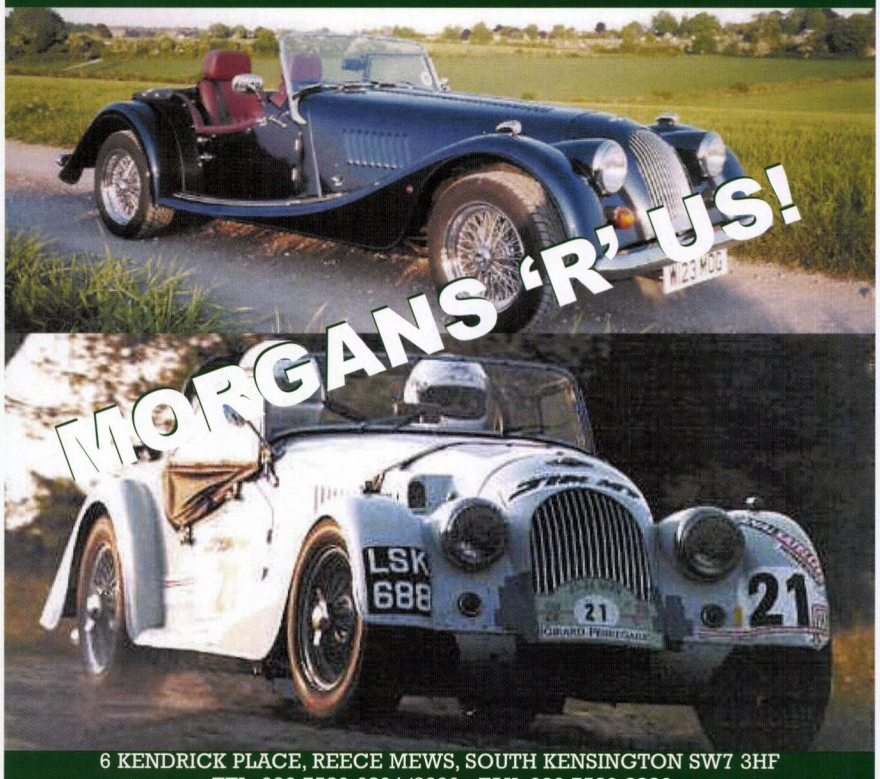
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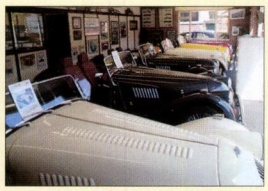
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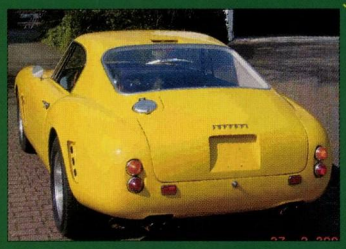
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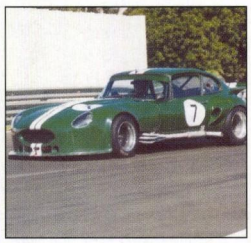
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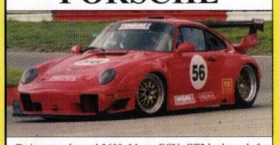
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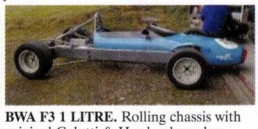
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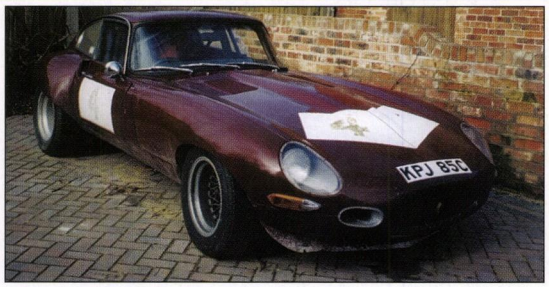


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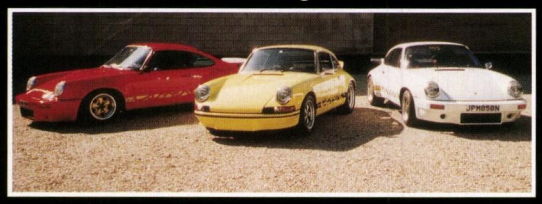
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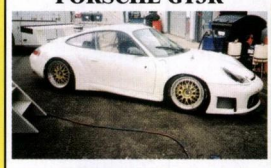
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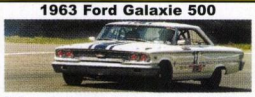
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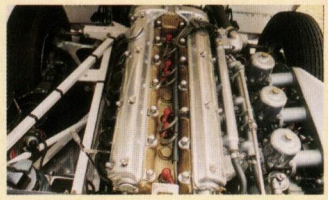
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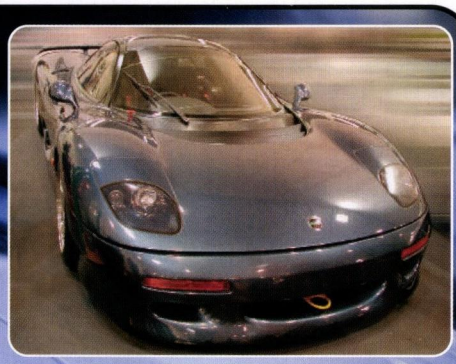
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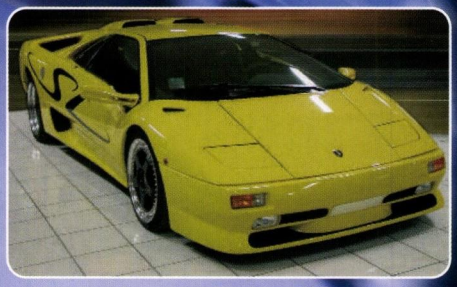
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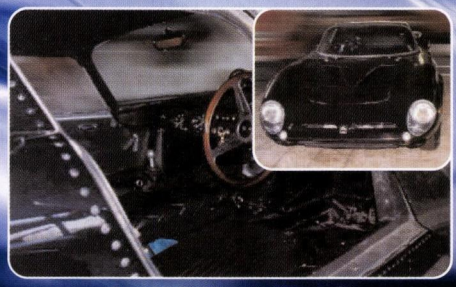
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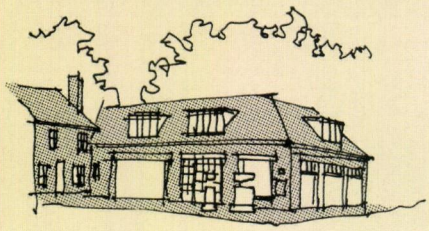
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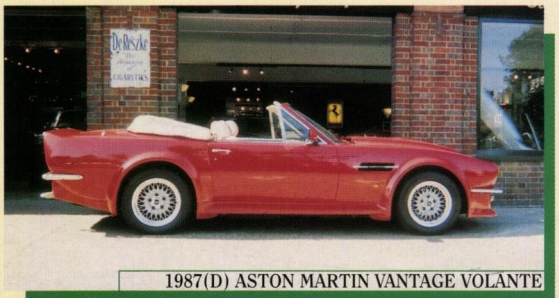


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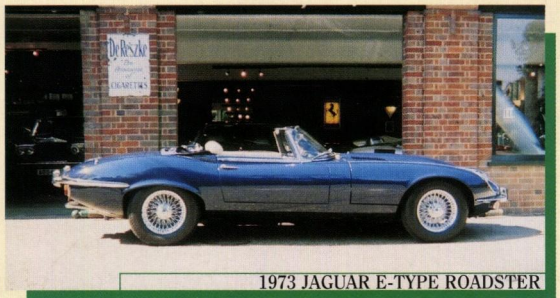


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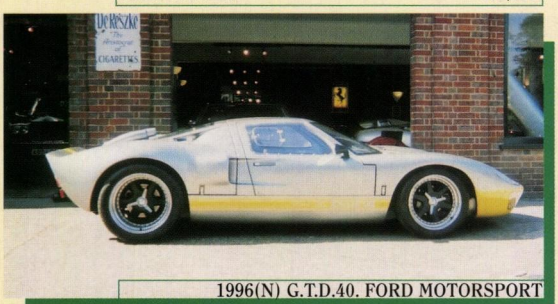
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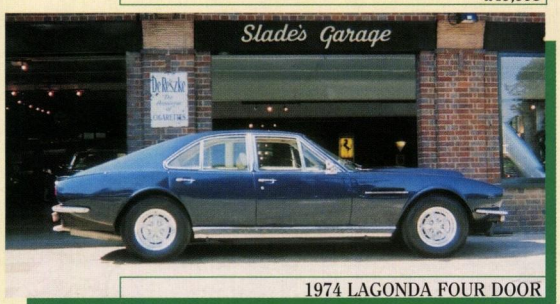
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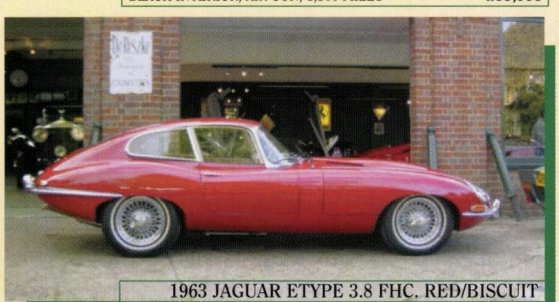
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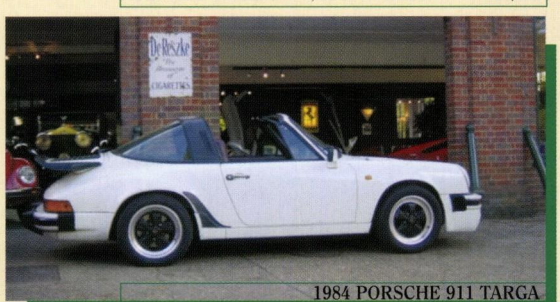
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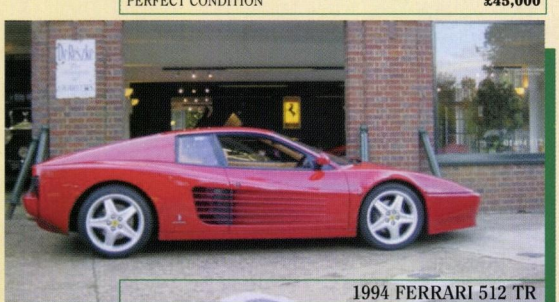
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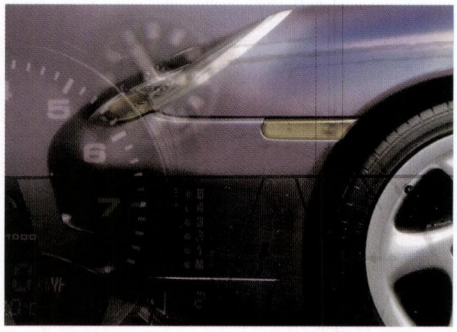
1997 (R) FERRARI 355 SPYDER

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PORSCHE STOCKLIST

2001 PORSCHE 911 TURBO LAPIS BLUE 4000 miles
2000 PORSCHE GT3 YELLOW 16,000 miles
1999/0 PORSCHE GT3 LHD YELLOW 18000 miles
2001 PORSCHE BOXSTER 3.2 S ARTIC SILVER 17000 miles
2000 PORSCHE BOXSTER 3.2 S ARTIC SILVER 15000 miles
2000 PORSCHE BOXSTER 2.7 TIP LAPIS BLUE 23000 miles
2000 PORSCHE 996 CABRIOLET TIP ARTIC SILVER 24000 miles
1999 PORSCHE 996 CABRIOLET ZENETH BLUE 33000 miles
1999 PORSCHE 996 COUPE ARTIC SILVER 23000 miles
1999 PORSCHE 996 COUPE TIP MET BLACK 16000 miles
1997 PORSCHE 911 TURBO 4 POLAR SILVER 41000 miles
1997 PORSCHE 993 TARGA ARCTIC SILVER 15000 miles
1997 PORSCHE 993 CABRIOLET ARCTIC SILVER 41000 miles
1996 PORSCHE 993 COUPE 4 IRIS BLUE 43000 miles
1996 PORSCHE 993 COUPE LHD GUARDS RED 14000 miles
1995 PORSCHE 993 COUPE METALLIC BLACK 54000 miles
1995 PORSCHE 993 CABRIOLET 4 SLATE GREY 31000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 33000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 64000 miles
1999 PORSCHE 911 SSE CABRIOLET RED 71000 miles
PORSCHE 911 COUPE (964) TIP DARK BLUE 62,000 miles
1990 PORSCHE 911 COUPE (964) GUARDS RED 52000 miles
1989 PORSCHE 911 S/E COUPE DARK BLUE 54,000 miles
1988 PORSCHE 911 TARGA RED 72000 miles
1988 PORSCHE 911 TARGA BLACK 85000 miles
1984 PORSCHE 911 S/E COUPE SILVER 99,000 miles
1980 PORSCHE 911 SC COUPE WHITE 76500 miles

AC COBRA / JAGUAR / OTHERS

1967 JAGUAR E-TYPE 4.2 RDST MET SILVER CONCOURS
1966 JAGUAR E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1962 JAGUAR E-TYPE ROADSTER RED 36,000 miles
1936 BENTLEY 41/4 PILLERLESS COUPE BY GURNEY
NUTTING DARK BLUE 1 OWNER 28 YEARS

FERRARI STOCKLIST

2000 FERRARI MODENA 360 F1 MET SILVER 5000 miles
1999/00 FERRARI MARANELLO 550 TITANIUM 11000 miles
1997 FERRARI 456 GTA LE MANS BLUE 7000 miles
1997 FERRARI 456 GTA RED 8000 miles
1996 FERRARI 456 GT YELLOW 32000 miles
1989 FERRARI 328 GTS RED 8000 miles
1997/8 FERRARI 355 F1 GTS LHD 30000 miles
1997 FERRARI 355 GTS RED 14000 miles
1997 FERRARI 355 SPIDER RED 15000 miles
1995/6 FERRARI 355 GTS RED 12000 miles
1995 FERRARI 355 GTB RED 16000 miles
1994 348 SPYDER RED 23000 miles
1991 FERRARI TESTOROSSA RED 8000 miles
1990 FERRARI MONDIAL CABRIOLET 3.4T RED 36000 miles
1987 FERRARI MONDIAL CABRIOLET 3.2 RED 32,000 miles
1988/9 FERRARI 412i BLUE 45000 miles
1988 FERRARI 328 GTS RED 43000 miles
1986 FERRARI 328 GTS RED 30000 miles
1979 FERRARI 308 GT4 RED 54000 miles
1979 FERRARI 512 BOXER BERLINETTA MET BLUE 21000 miles
1974 FERRARI 365 BOXER GTB/4 RED 16000 miles
1973 FERRARI 246 GT MET BLUE 26000
1972 FERRARI 246 GT AZURE 48000 miles one owner
1967 FERRARI 275 GTB4 RED 33000 miles

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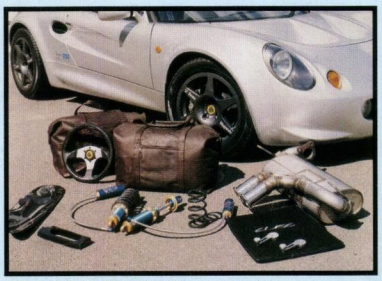
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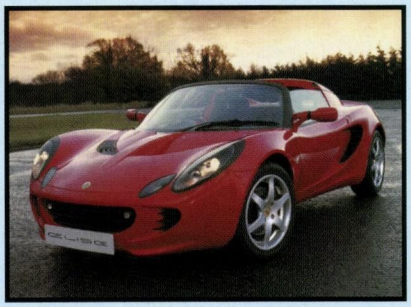
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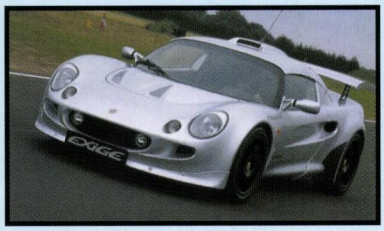
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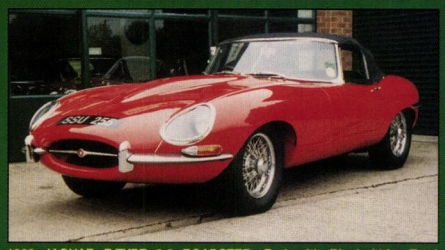
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1952 JAGUAR XK120 ROADSTER, ALLOY BODY. UK car, chassis number 661026, O.E.W. with Tan hide. Total nut and bolt 4 year restoration and upgrading carried out by the most acknowledged experts. Disc brakes, high ratio axle, B Type head, competition wire wheels, uprated suspension and modifications to accommodate the taller driver. Sensationally quick with handling to match. Would cost to replicate, well over £90,000. Quite outstanding.....RHD - £51,995



1963 JAGUAR E-TYPE 3.8 ROADSTER. Red with Black hide. Total restoration, just undergoing extensive upgrades, 5 speed getrag,k comp c.w.w., 4 pot calipers, suspension etc. An outstanding example that would cost to replicate well in excess of £70,000 .....RHD - £49,995



1951 MGTD. Ivory with Biscuit hide and Tan weather equipment. Total ground up restoration to the very highest of standards, the attention to detail is second to none. Equipped with high ratio axle, wire wheels, boot rack, period radio, badge bar etc. A finer example would be hard if not impossible to find.....RHD - £18,995



1963 JAGUAR E-TYPE 3.8 MOD. Opalescent Maroon with Red hide. Wire wheels, webasto sun roof, radio etc. Only 3 owners, 107,000 miles, extensive history. A very original example in excellent condition. Super value.....RHD - £14,995



1967 MERCEDES BENZ 250SL MANUAL. In Deep Blue with Grey hide. 4 owners and a warranted 61,000 miles from new with a most comprehensive history, PAS, rear seat, hard top, period radio and manual gearbox. A most original and outstanding example.....RHD - £21,995



1978 ALFA ROMEO 2.0 SPYDER. Oxford Blue with Mocha trim and Black mohair hood. 83,000 miles, extensive history, restored some years ago to a very high standard, little use since, superb .....RHD – £9,995



1961 JAGUAR 3.8 MKII MOD. In Opalescent BRG with Tan hide. Equipped with CWW, reclining seats, radio etc. Restored some years ago to a very good standard and ready to go. Excellent value.....RHD - £15,995



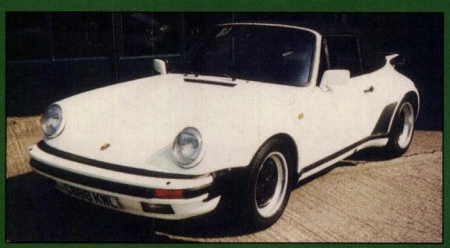
1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO. Carmen Red with Biscuit hide. Restored and up-rated by Vicarage. PAS, W/W, coil spring rear suspension, 4 pot calipers, Alpine music system, wood rimmed wheel, full handling kit etc etc. Sensational.....RHD – £29,995



1960 TRIUMPH TR3A. British Racing Green with Biscuit hide. Overdrive, unleaded head, tonneau cover etc. Professional ground up restoration carried out 2 years ago costing in excess of £24,000. Superb panel fit and a stunning driver.....RHD - £16,995



1961 AUSTIN HEALEY 3000 MKI WORKS REPLICA. Red with Cream hard top. Alloy panels, triple Webers, competition overdrive, rear disc brakes, Halda trip master, 72 spoke w/w, high ratio steering box, bucket seats, full harness, side exhaust, works lamps, just about the lot, total rebuild carried out 12 months ago and only 1,000 miles. About half the cost to replicate.....RHD - £29,995



1986 PORSCHE 911 SSE TURBO BODIED CABRIOLET. GP White with Dark Blue hide. 55,000 miles, FSH, elec sports seats, CD music system, top tint screen, factory alarm, cruise control etc. Impeccable condition and very rare.....RHD - £20,995



1973 TRIUMPH TR6 PI. Signal Red with Black trim. A local car, 30,000 miles from new with extensive service history. Original and un-restored 'time warp condition'. Equipped with overdrive, radio, tonneau cover etc. Hard, if not impossible to find in this condition.....RHD - £14,995

1963 FORD LOTUS CORTINA MKI 'A BRACKET. Team Lotus colours, just in the process of total race prep to a standard rarely achieved. Firstly a perfect corrosion free, seam welded and strengthened shell, the finest of every component available. Will be under homologated weight to F.I.A. spec. In the right hands will be unbeatable .....P.O.A.
1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 1990/95 at a then cost in excess of £100K to the highest standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .....POA – LHD
1977 TRIUMPH TR7 V8. Ex works Tony Pond Manx Rally winner, UYH 863S. Totally restored with 350 bhp Walkinshaw engine, dog box, full correct works spec. Last used 1998 San Remo Rally. Complete with full spares package. Sensational.....£39,995
1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995
1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.....£28,995
1947 MGTC 1250. Black with Biscuit hide and Tan double duck weather equipment. Restored to a concours standard by a leading TC specialist. The attention to detail is second to none. The finest example I have ever had the pleasure of offering £19,995
1953 MGTD 1250. Opalescent Fern Green with Biscuit hide and weather equipment. Total restoration in 1991, little use since. Equipped with wire wheels, spot lamp, badge bar, boot rack etc £15,995
1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely £13,995
1972 MGB ROADSTER. B.R.G. with Black hide. Total restoration on a new heritage shell. Stage 2 engine, uprated suspension, overdrive, C.W.W. etc. Built to the highest of standards, would cost in excess of £20,000 to replicate. Quite sensational.....£13,995
1964 MGB ROADSTER, PULL DOOR HANDLE. In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical £10,995
1987 FORD SIERRA COSWORTH 3DR. Polar White with Anthracite cloth. 3 owners, 50K, FSH, original unmodified, unpainted & simply stunning. I have not seen a better example £8,995
1973 MGB GT V8 (CB). Damask Red with Blue Grey hide. A total bare metal re-build was carried out in 1994 including upgrades to engine, suspension and interior. Equipped with minilite wheels, overdrive, webasto sunroof, CD player etc. An outstanding example..... £7,995
1927 SUNDEAM 500 LIGHT TOURIST. One of the finest bikes of its period. A no expense spared restoration carried out by the specialists, to a standard rarely achieved. Superbly detailed and very easy to ride. One for the most discerning.....£6,500
1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun £6,495
1985 LANCIA GAMMA MK2 AUTO COUPE. Oyster with Tan trim. Possibly the finest example available, only 36,000 miles from new, P.A.S., elec windows, radio/cass, alloy wheels etc. Only used in dry weather, simply sensational £5,995
1964 MINI COOPER 1275S. Blue, White roof, 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted.....£4,995

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1990 Aston Martin Virage. Converted by the Factory to full 6.3 specification including brake and suspension upgrade, side air vents and with full V8 Vantage style bodywork and OZ alloy wheels. Finished in Suffolk Red with Black hide interior and Grey carpets. This car has covered 35,000 miles **£42,500**



1994 Aston Martin 550bhp Vantage. Finished in Oxford Blue with Beige Hide. First of the late shape Vantage series fitted with 550bhp twin supercharged engine and 6 speed manual gearbox. Used as an occasional car throughout its life, it has covered only 17,000 miles from new and has been serviced by Aston Martin Agents. 2,200rpm is 100mph in top gear. Great to drive and unbelievable value at **£79,950**



1991 Aston Martin Virage. Finished in Storm Red with Magnolia Hide piped Red. This car has covered 33,000 miles from new and comes with a detailed service history and has the benefit of side wing vents and OZ alloy wheels. It is in fine condition throughout and sensibly priced at **£33,950**



1989 Aston Martin Zagato. Finished in Chichester Blue with Slate Grey leather interior. Fitted with the desirable 5 spd manual gearbox and all other usual refinements including electric hood and air conditioning. This magnificent example has covered only 3,500 miles from new and is in pristine condition **£79,500**



1971 Aston Martin DBS V8. Finished in Storm Red with Beige hide interior. An astonishingly beautiful car, restored at a cost far beyond its value by its previous enthusiastic AMOC member owner. Fitted with deep veneer wood cappings and an engine bay that will win a concours **£19,950**



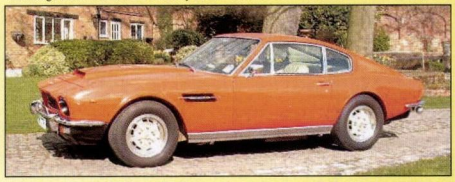
1987 Aston Martin V8 Coupe (fuel injection). Finished in BRG with Tan hide interior. This is an extremely nice example which has passed through our hands before. It comes with a complete service history through to the present day and has covered a total of 73,000 miles. Fitted with cross spoke alloy wheels, automatic transmission and air conditioning and new sills were recently fitted **£34,950**



1963 Aston Martin DB4 Series V Vantage. Come racing with Aston Martin this year. Lots of fun, nice people, huge adrenalin pump. You will have the most fun you have ever had. Enquire regarding this car.



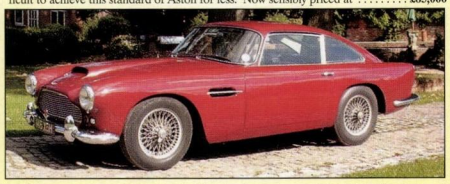
1961 Left Hand Drive Aston Martin DB4 Serikes IV. Rebuilt last year in our own workshop from a bare shell to an extremely high standard. Fitted with high output 4.2 unleaded Vantage engine, uprated suspension, uprated cooling system, Torrino alloy wire wheels, stainless stell exhaust system, additional map pockets, seat roll cage trimmed in leather, increased sound proofing and completely detailed throughout. Can be reverted to RHD and supplied with bumpers if required. The build cost was in excess of £100,000. It is difficult to achieve this standard of Aston for less. Now sensibly priced at **£85,000**



1977 Aston Martin V8 Series III Coupe. Finished in Storm Red with Magnolia Hide. This is a very nice, well cared for example with a detailed service history file, including photographs. The car has recently had new sills and a complete repaint in the mid 90's. Very sensibly priced at only ..... **SOLD**



1958 Aston Martin DB MkIII. Finished in Dark Blue with Grey hide interior. This completely exceptional motor car is fitted with DBD engine (triple SU's and high compression cylinder head). Has covered only 30,000 miles from new and has been in the possession of the last owner for many years. The car is in superb condition throughout ..... **SOLD**



1961 Aston Martin DB4 Series III. This is a very nice example finished in Burgundy with Black Hide. It is one of the rarer overdrive models and was delivered new with electric windows. We have a considerable service history file showing its continuous maintenance over the last 12 years. A nice solid car at only **£39,500**



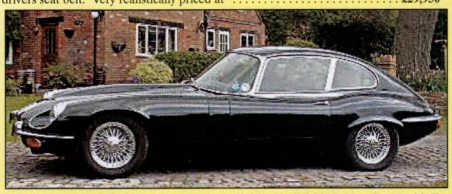
1957 Aston Martin DB 2/4 MK II. This is a truly wonderful car to drive. It was fully restored by us in the mid 90's and was supplied to a personal friend. He has thoroughly enjoyed the car, using it for touring and various Aston Martin Owners Club events in which it has performed very well. It is finished in British Racing Green with Beige Hide interior and has recently had various upgrades including gas flowed head and larger valves, diaphragm clutch and high pressure fuel pump. Also fitted with 4 point harness drivers seat belt. Very realistically priced at **£29,950**



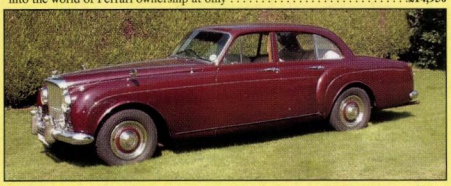
1982 Ferrari Mondial. Finished in Giallo Fly Yellow with Tan hide interior and comes not only with the wheels shown but the original wheels as well. It has covered a mere 42,000 miles from new, has a fully stamped service book and is in quite exceptional condition throughout. The cam belts were changed only 300 miles ago and the car has been the subject of huge expenditure all of which is documented. This is an inexpensive way into the world of Ferrari ownership at only **£14,950**



1975 Jaguar 4.5 Coupe. Finished in Deep Ocean Blue with Magnolia hide and fitted with a "Forward Engineering" upgraded 4.5 engine with triple Weber carburettors. Despite this, the car is docile in traffic yet quick on the open road and has modified suspension and cross spoke alloy wheels. It is in fine condition throughout and is sensibly priced at **£7,995**



1972 Jaguar E-Type V12 Fixed Head Coupe. Finished in British Racing Green with Tan interior and a very unusual electric sliding sunroof. Also fitted with chrome wire wheels and automatic transmission and comes with photographic evidence of restoration work. Lots of service history **£16,995**



1962 Bentley 4 Door Continental Flying Spur with Coachwork by HJ Mulliner. This is a very nice example finished in Burgundy with Beige Hide which has just been re-connelised. All of the wood veneer has recently been professionally refurbished and the car comes with a thick and detailed file of its continuous history. Fitted with the tried and tested V8 Bentley engine and power assisted steering this car offers excellent luxurious period motoring at a reasonable cost. Offers invited based on **£38,500**



1989 Radford Mini. Finished in Deep Ocean Blue with full Dark Blue hide interior. Built at a cost of £35,000 this very special little vehicle has been de-seamed and is fitted with a 1400cc Cooper S engine, air conditioning, electric leather Ricaro seats, electric sunroof, electric windows, disc brakes, special alloy wheels, Burr Walnut dashboard and door cappings and a tracker system. In beautiful condition **£7,995**



1981 Rolls Royce Carmargue III. Finished in Paprika with Tan interior and has covered only 82,000 miles from new. It has a really detailed service history and records kept by the previous owner. Being the third series, it is the most desirable of the Carmargue models and drives beautifully **£15,950**

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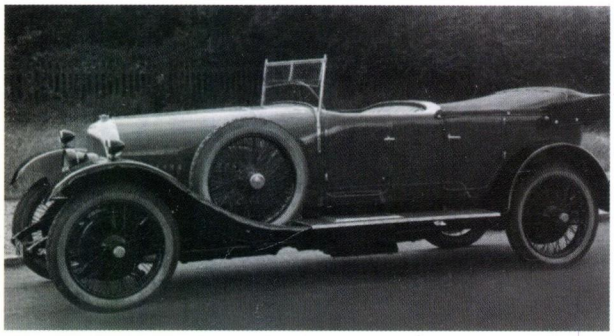


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1967 AC Cobra Mk III
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1964 Austin Healey 3000 Mk III. Estimate: £12,000-15,000
1950 Jaguar XK 120 - Mill Lane restored. Estimate: £48,000-55,000
1954 Bentley R Type Convertible. Estimate: £20,000-30,000
1959 Lotus Elite - Mill Lane restored. Estimate: £38,000-42,000
1975 Rolls-Royce Corniche Convertible. Estimate: £10,000-15,000
1961 Bentley S2 Continental by James Young. Estimate: £25,000-30,000

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