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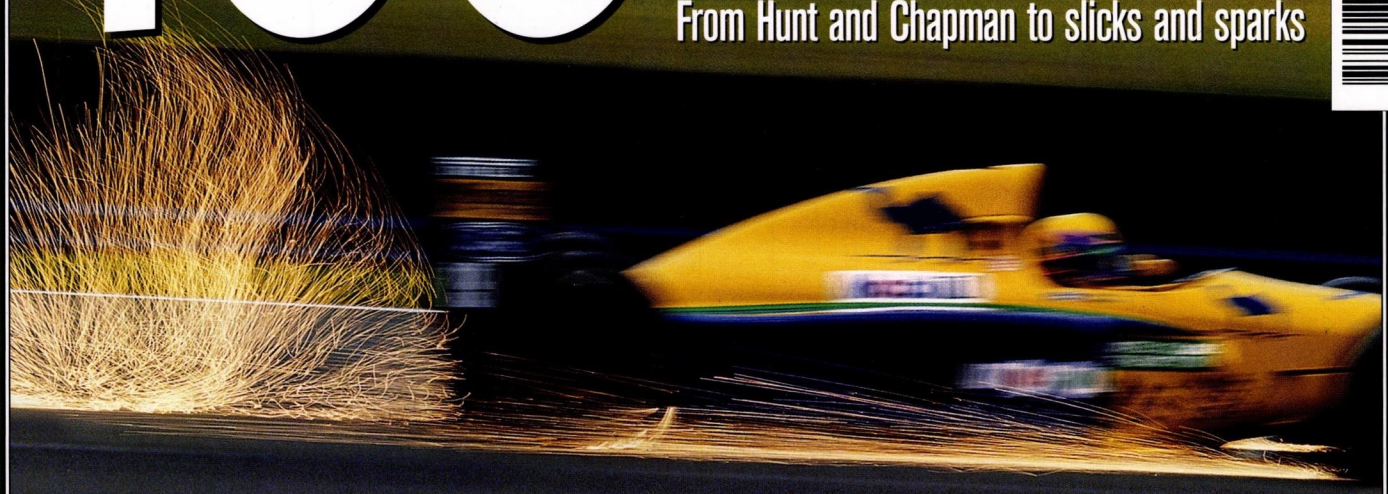
MOTORSPORT

EXTRA! 40-MINUTE LE MANS VIDEO

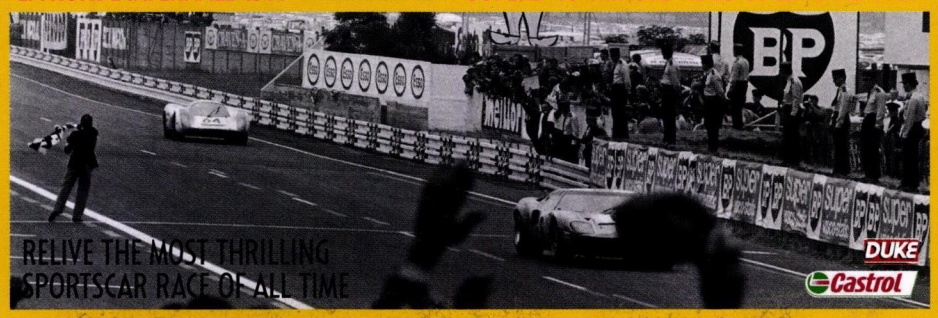
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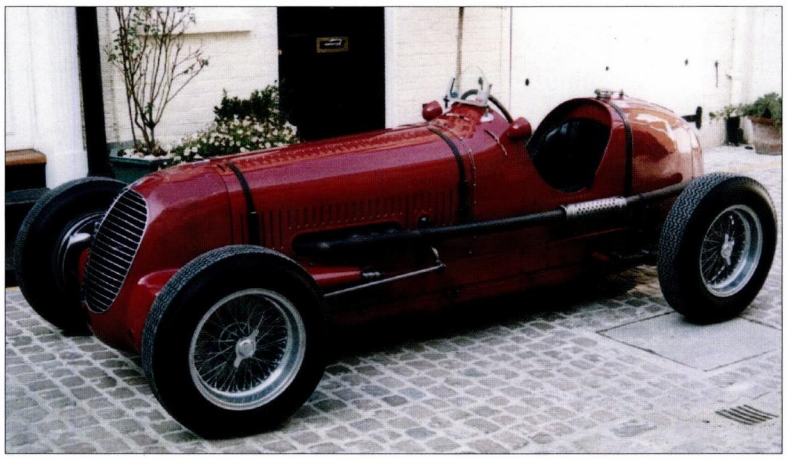
EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS

1930 Alfa Romeo 6C 1750 Gran Sport
1971 Alfa Romeo Ex Autodelta Works Tipo 33/TT3
1952 Allard J2X
1937 Bentley 4 1/4 litre Top Hat
1938 Bentley 4 1/4 Litre 'MR' Overdrive
1937 Bugatti Type 57 Stelvio
1959 Cooper-Maserati T51 Ex Centro Sud
1950 Delahaye 175S Ex Jean Trevoux & Louis Chiron
1923 Delahaye Type 84N 14-18hp
1959 Ferrari 250GT LWB California Spyder- FIA Papers
1965 Ferrari 275 GTB/2 RHD
1985 Ferrari 288 GTO
1964 Jaguar E Type Competition Ex Nick Faure / Stirling Moss
1963 Jaguar E Type Competition FIA Papers
1953 Jaguar XK 120 Barchetta by Barou
1939 Jensen S Type
1931 Lagonda 3/ 4 1/2
1936 Lagonda LG45
1958 Lotus 15
1960 Lotus 18 F1 2.5 litre Ex Jim Clark/ John Surtees
1963 Lotus Type 24 Ex Parnell, Gregory, Revson
1937 Maserati 6CM Ex Works Car
1958 Mercedes-Benz 300SL
1955 Mercedes-Benz 300SL Gullwing
1938 Morris Post Office Van
1933 Rolls-Royce 20/25 Sedanca Coupe by Freestone & Webb
1964 Rolls-Royce Silver Cloud III
1933 Standard 10 Avon ex-Amy Johnson
1936 The Cartier 'Style et Lux' concours winning Voisin C28 Chanellerie
1965 The Ex Giotto Bizzarini Iso Bizzarrini competitzione berlinetta
1956 Tojeiro Jaguar
1973 Vollstedt Offenhauser Indy car

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1934 LAGONDA M45 FOX & NICHOLL TEAM CAR TYPE LE MANS TOURER.
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editorial



BEFORE WE BEGIN OUR MONTHLY wallow in glorious nostalgia... wasn't the Australian Grand Prix absolutely fantastic? It was clear that the teams had been dragged from their comfort zones, that they weren't sure what to expect and so were having to think on their feet. That Ferrari should make such a mess of it shows how tough it must have been. And would McLaren have risked those inspired early pitstops – one of them before the race had even started – if its men had been on the first or second rows? Probably not.

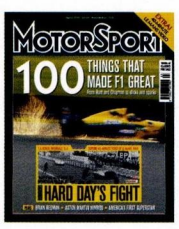
Of course, the excitement had a great deal to do with the wet-dry conditions – something that even not even Max can control – but it was clear that F1's regulations have taken a step in the right direction. One can understand where Ron and Frank are coming from with their talk of the need for the stability of regulations, but I am afraid they will have to be ignored for the time being. Let's face it, Ron's team won (in fact both his drivers were in with a shout) and Frank's team should have won (how refreshing that Monyota confessed to a race-costing mistake).

Matters will no doubt settle down as the teams learn how to play the new game, but the fact that Williams and McLaren were the first two to make a reasonable fist of it proves their worth, makes them all the more admirable. And hey, if Ferrari gets the jump on them in Malaysia, so be it. We won't think any worse of them. For, in truth, Formula One's pecking order probably hasn't changed in the long term (Schumacher's performance minus his bargeboards Down Under was still the drive of the race), but if it gets shuffled around in the short term, surely everyone is set to benefit.

But nothing is perfect. That would require the very best of different eras to be amalgamated. Impossible, we know – but we've had a go, listing (nearly) all the worthy Formula One items that have been sadly lost to racing's past. Some of them are irrecoverable, but some of them are not. And yes, we know that F1 has changed (almost) beyond recognition in the last 10 years, but while we are (nearly) all in the mood for change, the sport should not lose sight of some of the lessons that can be learned from history.

It's still the future that is more important, however. And now that is looking rosy once more.

FINALLY, ANOTHER CALL FOR YOUR HELP. MARIO ANDRETTI can now be added to the list of racing greats who have agreed to sit in our Hot Seat. All we need now are your questions for Mario – and Sir Stirling Moss, Dan Gurney and Derek Bell. Either post them to us here at Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT or e-mail motorsport@haynet.com. We are positive that you're a knowledgeable bunch, so don't be shy.



LAT

Roberto Moreno's Benetton kicks up sparks – one of the things we miss today

Vol LXXIX No 4 APRIL 2003

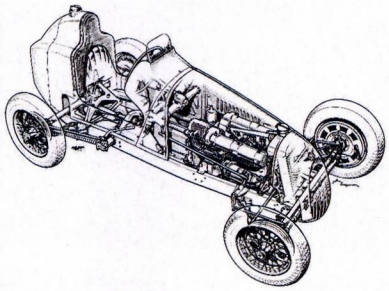
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SEVENTY-NINTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



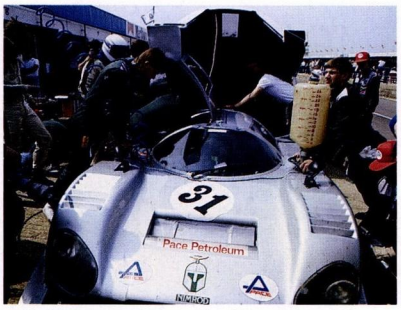
Halcyon days *Admit it – some things really were better back then. We've homed in on 100 which once gave our sport its flavour, and which we'd love to see reappear. And some of them are serious. Page 25*



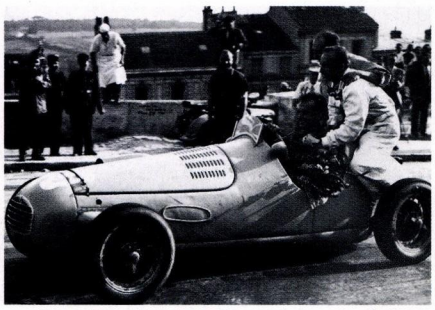
Pint-size *Austin's 750cc racers were little gems, but were they worth the cost? Page 52*



Open verdict *Time was when the WRC had a healthy rival – in Britain. Page 68*



Privateer on parade *How Aston Martin came back to racing by the back door. Page 38*



French collection *Evocative images of the myriad street circuits of post-war France. Page 58*

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Jim Haulgrave

Nearly the entire TGP field uses Cosworth power

COSWORTH TO SPONSOR TGP

COSWORTH WILL SUPPORT THE FIA THOROUGHBRED GRAND Prix Championship in 2003 to mark the Northampton firm's 45th anniversary.

The 'Power by Cosworth' insignia will be included in TGP graphics and clothing to recognise the founding of the firm by Keith Duckworth and Mike Costin.

Cosworth holds the record for the number of wins in Formula One with 175 victories.

"Cosworth Racing is delighted to be the principal supporter of the TGP Championship. It gives us a unique opportunity to celebrate the enormous contribution by Cosworth, and notably its founders and employees to the history of Formula One," said Brendan Connor, the CEO of Cosworth Racing.

"The DFV engine is the key to the whole TGP movement," said series organiser Stuart McCrudden.

Registrations are already up to the 30 mark ahead of the opening race of the season at Jarama in mid-April, with all cars using DFV engines bar one Ferrari. Among them should be the Lotus 91 in which Elio de Angelis scored the 150th F1 race win for Cosworth. Now being prepared by Classic Team Lotus, the car will be raced by Nico Bindels.

Another Lotus entered is the 87B of David Coplowe, who is returning to the series after a short absence.

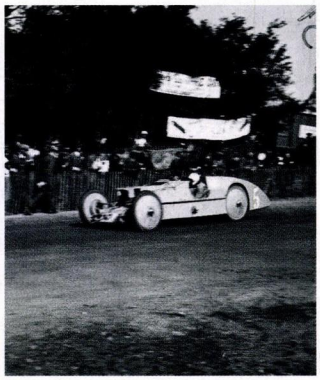
STREAMLINERS AT TOURS RETRO

TWO REMARKABLE STREAMLINERS HEAD the attractions for an event commemorating the 80th anniversary of the 1923 French GP at Tours.

Set for June 7-8, organisers hope that spectators around the 22.8km Touraine circuit will see both the Voisin *Laboratoire* replica *and* the Bugatti T30 'Tank', which astonished the racing world at the time, as well as Delage V12 and Roland-Pilain racers. Sadly, no examples of the winning Segrave Sunbeam exist.

A concours and demonstration in the town centre, plus scenic road rallies, make for a busy weekend, open to all pre-1960 cars and motorbikes.

Contact Association du Grand Prix de Tours on 00 33 2 47 64 13 13, or visit www.grandprixdetours.com.



LAT

Bizarre Voisin Laboratoire ran in '23

GOODWOOD TEAM NOT TO BLAME FOR ACCIDENT

THE DEATHS OF DRIVER JOHN DAWSON-DAMER AND MARSHAL Andrew Carpenter at the Goodwood Festival of Speed in June 2000 have been judged as accidental by a jury at Chichester.

The tragedy occurred when Dawson-Damer's Lotus 63 crashed into the finish-line gantry. Another marshal, Steve Tarrant, suffered serious leg injuries.

Although a lengthy police investigation identified several flaws in the operation of the event and the set-up of the finish gantry, it was not considered that the matter amounted to gross negligence.

An MSA statement confirmed that further improvements to safety at the Festival of Speed had been made by the organisers following the accident.



LAT

The late Dawson-Damer at speed in his 4WD Lotus 63

HISTORIC RACES FOR BRDC'S 75TH

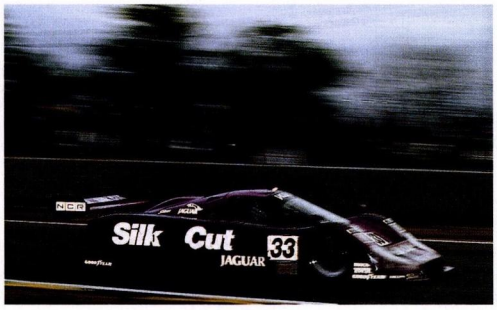
THE BRITISH RACING DRIVERS CLUB WILL MARK its 75th anniversary with several historic races during the British F3/GT meeting at Silverstone on May 25/26.

A pair of races for Group C cars will feature on Monday's programme, along with a round of the BRDC Historic Sports Car Championship. Additionally, a race for Formula Ford 1600s of all ages will attract a 40-car field to the Grand Prix circuit which is the Club's home.

RECEIVERS ARE IN AT TWR

THE TWR EMPIRE COULD BE SOLD OFF FOLLOWING ITS recent financial collapse. Tom Walkinshaw's organisation, valued at more than £100 million by administrative receivers, has extensive investment in automotive development facilities, including a technical centre at Leafield in Oxfordshire.

The TWR Group grew out of Walkinshaw's own racing and came to prominence with BTCC titles in 1980 and '81 with the Mazda RX7. Le Mans victories with Jaguar in 1988 and '90 preceded more BTCC success with Volvo and a return to Le Mans with Nissan in 1997-98.



all LAT

TWR was in its pomp running the Jaguars at Le Mans

50 YEARS OF LOW-COST SERIES

THE 750 MOTOR CLUB WILL MARK THE 50TH anniversary of the 1172 Formula during its two-day Silverstone race meeting at the end of August.

Although finally discontinued three years ago after several name changes, the low-cost Ford-engined formula encouraged mechanical ingenuity, and in its heyday was responsible for highlighting the talents of constructors like Eric Broadley and Arthur Mallock.

FAMOUS TEAMS RESURRECTED

TWO FAMOUS TEAM NAMES ARE SET TO return to racing this season.

Ian Walker Racing will be revived to tend a Lotus 26R for Sean Walker, son of the founder, in HSCC events and European races. IWR (right) was one of the first semi-works Lotus teams, running Elans, 23s and FJs.

Meanwhile, Italian firm Nordauto, which builds and runs Alfa Romeos in European Touring Cars, has changed its name to Autodelta, the name of Alfa's racing department (right below) from 1963 to 1985.







Privateer Escort of Robin Hillyar and Jock Aird on its way to fourth on '71 Safari

ESCORTS SAFARI

HISTORIC RALLYSPORT WILL FIELD FOUR immaculate Ford Escort MkIs in the 50th anniversary Safari Rally event this December.

Mark Solloway's company will prepare BDA-powered machines for Richard Gower, Ray Bellm, Anthony Ward and Simon Glover.

All four men will also contest the British Historic Rally Championship season before heading to Africa.

Ward's version was used in its heyday by no less than Roger Clark for recce purposes on the Safari.

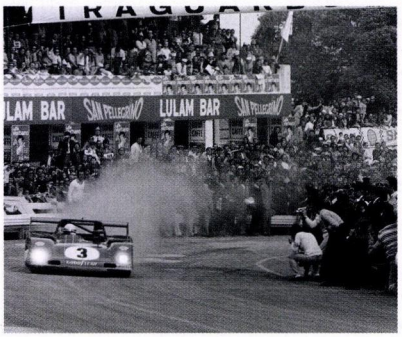
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Blow-up: Merzario/Munari 312PB on 1972 Targa

F2 RETURNS TO THE STREETS OF PAU

A RACE FOR 1600CC FORMULA TWO CARS has been added to the schedule for the Pau Historic Grand Prix on June 1. The race will support the FORCE 3-litre F1 event.

F2 featured at the street circuit from 1958-60 and 1964-84.

"F2 has such a history at Pau," said FORCE boss David McLaughlin. "We are delighted at this opportunity for drivers to race on the street circuit."

news in brief

VAUXHALL MOTORS WILL MARK its centenary year with a recreation of the 1000-mile trial of 1903 this May. Including veteran and vintage cars as well as cars from later periods, the event will start from Newbury on April 28 and finish at Milton Keynes on May 10, visiting Wales and Scotland in between.

* * *

PORSCHE 911S DOMINATED the opening round of the Armajaro MSA British Historic Rally Championship. In the Nottinghamshire forests, Steve Perez took his first major win in the Historic section, while Nick Whale took the Post-Historic spoils.

* * *

THE MATRA FACTORY IN FRANCE is to close after considerable losses. In recent years, the former Le Mans-winning constructor and F1 entrant has manufactured cars for Renault but will now close down after attempts to sell the company failed.

* * *

THE DOWNTON ENGINEERING company is for sale as current owner Stuart Mickleburgh plans to emigrate to Australia. Famed for its tuning and development work on BMC engines, the company is currently based in Norfolk rather than its native Wiltshire.

* * *

AFTER MANY YEARS OF refusals, Bernie Ecclestone has finally agreed to an authorised biography. It has been written by Susan Watkins, wife of F1's medical supremo, Sid, and will be published by the Ebury Press in May 2004.

* * *

THE JAGUAR ENTHUSIASTS' Club is planning a series of E-type races in 2003. Four events will start at Croft in late June and take in Donington Park and Snetterton in August, in a bid to establish dedicated E-type racing in Britain.

LONDON-SYDNEY RECREATED

THE LONDON-SYDNEY MARATHON OF 1968 WILL BE RECREATED IN JUNE 2004, WHEN NICK BRITTAN'S company runs a 30-day, 10,000-mile trek to Australia. Open to pre-1978 historic rally cars as well as under-2000cc modern cars in near-standard trim, there is also a regularity class for modern 4WDs.

The original Marathon was won by Andrew Cowan's Hillman Hunter – co-driven by Colin Malkin and Brian Coyle – from Paddy Hopkirk's BMC 1800.

"It's still one of the greatest car adventures on the planet," says Cowan. "I've lost count of the rallies I've done, but the London-Sydney is the one I remember."

The gruelling month-long route crosses France, Italy, Greece, Turkey, India and Australia, with up to three timed stages over closed roads each day.



RAFMSA's Hunter leaves the start at Crystal Palace in '68

all: LAT

obituaries



Barry Sheene

MOTORSPORT LOST ONE OF its true characters when Barry Sheene succumbed to cancer at the age of 52. An emotional and victorious appearance at the 2002 Goodwood Revival Meeting proved to be his farewell to thousands of British fans.

Despite two horrific motorbike crashes, at Daytona in 1975 and at Silverstone in 1982, he bounced back to keep on winning on two wheels. He was 500cc champ in 1976 and 1977.

He switched to cars in 1985 and contested the British Touring Car Championship at the wheel of a Toyota Supra (above left), before trying his hand at truck racing, and then returning to classic bike events.

He remained as popular as ever with his fans, and received a massive ovation when he raced at Goodwood last autumn.

Mary Wheeler

THE FOUNDER OF THE BRITISH WOMEN Racing Drivers Club died recently at the age of 93. Having started racing in 1958, she was best known for driving TVRs in sportscar events.

She was awarded an MBE for charity work later in her life.

Barry Playle

THE OWNER OF THE HAWKE RACING CARS company died suddenly in March.

Having raced a Hawke in Formula Ford in the 1970s, Playle later acquired the company from Mike Keegan and was due to start producing cars again this season.

MIKKOLA IN NZ ESCORT



Mikkola in his, er... Audi days!

HANNU MIKKOLA WILL CONTEST New Zealand's Dunlop International Otago Classic Rally in a Mk2 Ford Escort BDA. The May event is based at Dunedin and will cover 14 gravel stages.

Mikkola, whose co-driver on this occasion will be Tony Mason, won the 1979 New Zealand Rally in a similar car and was a four-time winner of the RAC Rally.

EVENTS OF NOTE



Helmut Schnug

Three track races are highlight of 12th Tour

MARCH

22 SILVERSTONE (GB)
HGPCA races for grand prix cars and drum-braked sportscars, plus the opening BRDC Historic Sportscar Championship race.
Tel: 01327 857271

APRIL

5 SILVERSTONE (GB)
MG Car Club's opening meeting of the season, with the usual mix of MG races.
Tel: 01235 555552

5 KIRKISTOWN (GB)
Northern Ireland track opens its 50th season with a visit from AMOC Historic FJ Championship.
Tel: 02891 771325

5/6 DONINGTON PARK (GB)
British F3/GT meeting's support events include BRDC Historic Sportscar Championship.
Tel: 01332 810048.

7-12 TOUR AUTO (F)
See preview on p8.
Tel: 00 33 142 59 73 40

12 SILVERSTONE (GB)
Vintage Sports Car Club's Spring Start meeting runs on the International circuit for the first time.
Tel: 01608 644777

12 DONINGTON PARK (GB)
Cloth Cap Sports Cars and GTA Challenge races feature in Jaguar Car Club meeting.
Tel: 01926 885835

13 DONINGTON PARK (GB)
Historic Sports Car Club season opens with a packed meeting incorporating all of the club's championships.
Tel: 01327 858400.

18-20 DIJON (F)
The International Supersports Cup kicks off at the splendid French track over the Easter weekend.
Tel: 01785 281113.

20/21 BRANDS HATCH (GB)
The opening race in the FORCE Formula 5000 Challenge shares a modern club meeting on the Indy circuit.
Tel: 01306 730517.

24-26 ISLE OF MAN (GB)
The popular Three Hills Challenge offers hill climbs on three sections of closed roads on the Isle of Man.
Tel: 01624 670150.

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IT'S GOING TO BE ANOTHER CLASSIC YEAR



LAT

Maximum Revival: Goodwood's race meeting is unsurpassed anywhere in the world. If you go to one big historic gathering in 2003, this surely has to be it

THE CHOICE OF MAJOR CLASSIC AND HISTORIC EVENTS gets better by the year. And if enthusiasts are willing to travel over to mainland Europe, a whole raft of possibilities opens up, with superb meetings at stunning venues. Below we have focused on 10 European events which we think are particularly worth visiting, but there are many others that deserve your attention.

The arrival of impossibly cheap flights to many European destinations, coupled with quick and easy Channel crossings, means that there's never been a better time to make a long weekend out of a trip to a meeting. Atmosphere-laden circuits such as Spa, Imola, Pau and Clermont-Ferrand make for attractive alternatives to Snetterton, Mallory Park and Pembrey.

At home, meanwhile, there's no doubt that Goodwood sets a standard no other organiser can come close to matching. Its Festival of Speed, over the weekend of July 12/13, and the Circuit Revival Meeting, on September 6/7, are magical events, steeped in nostalgia, both human and mechanical. The build-up to each of these will be covered by MOTOR SPORT over the next few months, and previewed in depth closer to their dates.

The Vintage Sports-Car Club also continues to provide wonderful motorsport for those whose main interest is pre-war machinery. The club's headline race meeting will again be the two-day Donington Park event on June 21/22, when the

TOUR AUTO, FRANCE (APRIL 7-12)

www.tour-auto.com

THIS RECREATION OF THE TOUR DE FRANCE PROVIDES a glorious journey, both through 20 years of GT cars and the French countryside. From its Paris start to the finish in Cannes, via timed sections on closed roads and visits to the Dijon, Charade and Ledenon circuits, this is a truly fabulous event.

Star names pepper its entry list – Danny Sullivan, Walter Röhrl, Bobby Rahal, Jean Sage – and the vehicles are mouthwatering. For instance, among this year's 200 entries there are no less than 50 Ferraris, of which over 20 are 250GTs!



Helmut Schnug

Ferraris dominate in great Tour entry

RAC ESPAGNE CENTENARY, JARAMA (APRIL 11-13)

website not available

MARKING THE CENTENARY OF SPAIN'S MOTOR-sporting authority, this spring event offers a tempting escape from British climes on a cheap weekend flight to nearby Madrid.

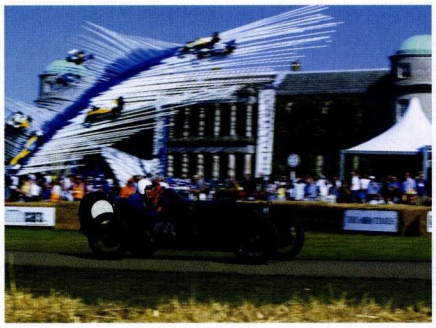
Headlining the programme is the opening round of the FIA Cup for Thoroughbred Grand Prix cars, a series which is set for a great season. Local dignitary Joaquin Folch should head its field.

Supported also by the Historic F2 series, it promises to be a highly enjoyable event at the former home of the Spanish GP, where the viewing is first class.



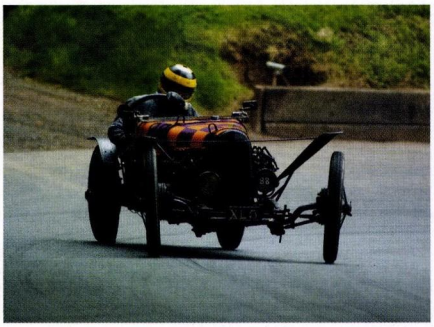
Erich Jauch

Folch dance: TGP will star in Spain



LAT





Jim Houlgrave



both: Jim Houlgrave

Clockwise from top left: Festival of Speed, HSCC saloons, VSCC Prescott and Donington are highlights

10th anniversary of Senna's majestic European Grand Prix win will be celebrated.

However, two of the most popular events in the VSCC's calendar are its Shelsley Walsh and Prescott hill climbs. Sunday July 6 is the Shelsley date, which is assured a fine entry and a big crowd to witness the ERAs battling for FTD. The class dedicated to Shelsley Specials helps make this a memorable day out, as intrepid pilots urge their remarkable devices up the side of the Teme Valley.

VSCC Prescott is run over the first weekend in August, when a 200-strong entry takes on the challenge of the Gloucestershire venue.

Other VSCC hill climbs are held at Wiscombe Park, Harewood and Loton Park, and a visit to any of them is a fine way to spend a day.

While Shelsley moves to within two years of its centenary, Oulton Park celebrates 50 years as a race circuit this summer. To mark this the Gold Cup will be held over the Bank Holiday weekend of August 24/25. Building on a successful first running last year, the Gold Cup should be bigger and better in 2003, and winter redevelopment work at the circuit has eased the fussy Knickerbrook Chicane, to the likely approval of the historic racing fraternity.

Headline attractions are races for FORCE Classic Grand Prix and Formula 5000 cars, as well as single-seater and drum-braked sportscar events from the Historic Grand Prix Car Association. The sight and sound of Flavien Marçais wailing the BRM P180 to victory last year left the enthusiastic crowds eagerly awaiting the HSCC-run 2003 event.

The HSCC will also be in charge for the big Brands Hatch affair, the annual Superprix over the weekend of July 5/6. Additionally, this rare run-out on the Kent track's Grand Prix layout for the HSCC championships includes rounds of the BRDC Historic Sportscar Championship and the International Supersports Cup. Expect packed grids and exciting racing – even if the spectacular Dingle Dell 'launch pad' will have fallen victim to a round of pre-season circuit changes.

Added to the HSCC mix for 2003 is a new series for 1970s Road Saloons, which is based along the same lines as the very successful Road Sports series. Although likely to start modestly, it could readily become an important part of the entry-level historic racing scene.

Sadly, the Thoroughbred GP cars are due only one UK race in 2003, as part of an FIA Sportscar meeting at Donington on August 9/10, while the Group C racing movement has a support race to the DTM touring car feature at Donington Park two weeks earlier.

In Ireland, the big event of the year will be the Gordon Bennett centenary over the first weekend in June. Cars from 100 years of motorsport will take part in three hill climbs centred in the Athy region, home to the original event. **Paul Lawrence**

GP DE HISTORIQUE, PAU (MAY 30-JUNE 1)

www.bearn-online.com/sport/grandprix/grand-prix/formule

RUN ON THE FAMOUS STREET CIRCUIT IN THE SHADOW of the Pyrenées, this event is one of the best in Europe for content and atmosphere. Steeped in history from its long-standing Formula Two race, this demanding circuit is right in the heart of the picturesque town.

Now historic racers get the chance to tackle it, and the result is a wonderful weekend, with much to do and see apart from some great motor racing.

Boasting the FORCE Classic GP cars and the European Sports Prototype Trophy, this is a must-do trip.



Jim Houlgrave

Desirable street cars: Pau Historic

LE MANS LEGENDS (JUNE 14-15)

www.motorracinglegends.com

ALTHOUGH THE LE MANS 24 HOURS IS REASON enough to hit France in June, the 2003 race has an added attraction for those with a love of the event's heritage – the Le Mans Legends race.

Held on Saturday morning before the big race starts, it celebrates the 1959-71 period in the event's history. And this guarantees a packed field of Ferrari GTOs, Ford GT40s, Porsche 908s, Ferrari 512s and Porsche 917s. Memorable, we are sure you will agree.

Smaller cars will be there, too, with Triumph, Chevron, Lola, MG and many more marques represented in the large field. ➳



LAT

Endurance image: AC chases pack

EUROPEAN HISTORIC GP, ZOLDER (JUNE 20-22)

www.circuit-zolder.be/en/fset

OKAY, ZOLDER HAS ALWAYS BEEN THE POOR RELATION to Spa in Belgian racing, but the circuit still offers a difficult challenge and is easily reached by motorway from the channel crossings. Only a couple of hours from Calais, and even closer to Brussells airport, Zolder is a realistic weekend hop.

The Historic Grand Prix event has grown and grown in stature and now, in its 29th season, draws some of the top European historic series, most notably Group C, Sports-Prototypes, FORCE Classic GP, FORCE F5000 and races from the HGPCA.

Add in the trio of FIA historic series and the result is a packed weekend featuring many of Europe's best historic series.



Zolder

Zolder iron: within easy reach, the other Belgian track offers top historic action

TROPHEES HISTORIQUE, CLERMONT-FERRAND (JULY 26-27)

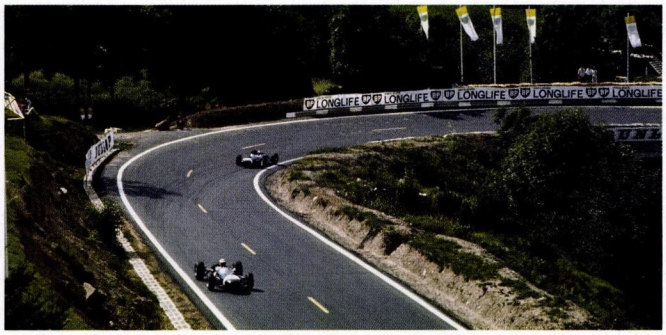
www.charade.fr/eng/accueil

NEW TO THE MAJOR EVENTS CALENDAR IS A LATE JULY meeting at the Charade circuit in central France. Better known as Clermont-Ferrand, the original, and longer, circuit was occasionally home to the French Grand Prix until 1972.

Set in the volcanic Auvergne region, a short drive from the town of Clermont-Ferrand, the current 2.5-mile track nestles in a spectacular setting and retains some of the character of the original circuit.

Aside from a classic endurance race, the big event will be a FORCE Classic Grand Prix race, with the aim of recreating a period 1960-70s grid.

Supporting events include a round of the Historic F2 Trophy.



LAT

Auvergne ready: Clermont-Ferrand hopes to recapture spirit of its heyday

OLDTIMER GRAND PRIX, NURBURGRING (AUGUST 8-10)

www.nuerburgring.de/eng/index_e.htm

STILL THE BIGGEST EVENT OF THE GENRE IN EUROPE, the Oldtimer is a mighty weekend of historic action with a paddock usually bursting at the seams.

This, the 30th running, will be as intense as ever. Aside from FIA Historics, you will be able to enjoy HGPCA single-seaters and sportscars, Group C, and the excellent European Sports Prototype series, with three Porsche 908s and a pair of Ford F3Ls in an evocative field.

All you have to do to complete a great weekend is add in a visit to the awesome 14-mile Nordschleife.



Jim Houlgrave

Oldtimers on track's new GP layout

CLASSIC SIX HOURS, SPA (SEPTEMBER 13-14)

www.spa-francorchamps.be/en/index2.html

NO ROUND-UP OF EUROPEAN FORAYS COULD MISS out Spa, where the Six Hours classic is the centrepiece of an historic weekend on the world's finest track.

The sound of 40 sports-racers plunging into Eau Rouge makes the International Supersports and European Sports Prototypes a real feature.

A fine line-up will also include races for BRDC Historic Sports, FORCE Classic Grand Prix and F5000, and the splendid Top Hat and Cloth Cap series.

Simple to reach, a wonderful setting, great racing; what more could you ask for?



Jim Houlgrave

Francorchamps champs: V8 muscle

CIRCUIT DES REMPARTS, ANGOULEME (SEPTEMBER 13-14)

website not available

THIS IS ONE OF THE SECRET TREASURES IN THE historic racing calendar. Described as Monaco without the sea, the round-the-streets race in the pretty French town of Angoulême first ran in 1939.

Revived in 1978, it now provides a glorious gathering for both pre- and post-war cars. One race is dedicated to Bugattis, and the spectacle as the exhaust notes reverberate from the ancient city walls is a magical one.

Just inland from Bordeaux and the Atlantic coast, this would fit in perfectly with a short break or family holiday.



Alan Cox

A beautiful Bug ball in Angoulême

TROFEO ALBERTO ASCARI, IMOLA (OCTOBER 11-12)

www.autodromoimola.com/english/index.asp

NOW ANNUAL, AND GROWING IN STATUS, THIS Alberto Ascari commemoration at Imola is held in autumn, when the parkland setting shows off the circuit in its finest colours. This is a fitting finale to the historic season.

The double world champion is remembered by several HGPCA races as well as a trio of FIA championships, including the splendid Lurani Trophy Formula Junior series.

Close to Bologna airport, the event could easily be linked with a Mille Miglia pilgrimage, the road race in which Ascari first made his name. M



Jim Houlgrave

Italian job: a horde of mini Coopers



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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

LIGHT RELIEF

SIR,

I would like to congratulate MOTOR SPORT for at last taking the lead in presenting the Cooper story.

I would, however, take issue with you in respect of quoting me about Sir Jack Brabham's pranks: these occurred in the workshop only. He would never have committed such an act in the pits; this would be very irresponsible. When you work hard, there are many such occurrences, for light relief. Most of us participated in these pranks from time to time.

I would also point out a small correction referring to the supply of tubes. All the cars were completely built by Cooper employees; at no time were tubes supplied as a separate item. When the customers purchased a car they could, however, buy an incomplete vehicle which could have no tyres or something similar; then in some cases the client would not be required to pay Purchase Tax.

Thank you for giving an insight into the real Cooper, and not what most of the general public relates to – "Oh, you mean the Mini-Cooper".

I AM, YOURS ETC

TERENCE J KITSON, CLAYGATE, SURREY

* * * *

COOPER, SUPER

SIR,

Many thanks for the 'Super Cooper' issue of February. The contribution made by Charles and John Cooper to motor racing between 1946 and 1970 has, in recent times, tended to be overshadowed by those who came later.

Hopefully, your excellent issue has helped to redress the balance and will bring their endeavours back to the forefront, where they belong.

I AM, YOURS ETC

RICHARD NEALE, PRESIDENT, COOPER CAR CLUB

* * * *

MASTERS OF STYLE

SIR,

A sentence in your article on Tony Brooks – "All flexing fingertips, silken style and arrowing accuracy" – brought to mind Manfred von Brauchitsch, whose obituary was only a few pages before.

In the 1980s I was working in Germany and, on the 50th anniversary of the death of Bernd Rosemeyer (28 January 1988), there was a documentary on television in which the silver-haired Manfred appeared. He used virtually the same expression to describe Rosemeyer's driving style – "*er war so leicht*" – using his hands and arms to describe someone almost caressing a steering wheel rather than forcing the car against its will.

Tony Brooks always impressed me as someone who came to a race to do a job, got down to it, did it quietly, and went home at the end of it. No histrionics.

I AM, YOURS ETC

PETER WHYBROW, AMPTHILL, BEDS

AMON TO THAT

SIR,

It was with great delight that I saw the subject of Chris Amon's missed championship raised in your most recent issue. I have been a lifelong fan of his and I'm looking forward to the new biography being written by Eoin Young.

Yes, that 1968 season could have been the one to change forever the life of the 'most unlucky' driver. The Ferrari 312 was a good-looking and useful tool, with a wonderful sound, that should have paved the way to real success.

As the article states, the Belgian Grand Prix was a real let-down. As Chris said at the time: "If not for bloody Bonnier it all would have been so easy!" And so should have gone the whole season!

I AM, YOURS ETC,

KEIR DELANEY, NEW JERSEY, USA

* * * *

PROPHET WITHOUT HONOUR

SIR,

Your article on the resurrection of the Kieft Grand Prix car in the March edition, coupled with earlier writings on the AJB flat-four racing engine, sent me rummaging in my collection of old photos.

You mentioned Cyril Kieft's recollections and I was surprised that he didn't make any reference to his earlier attempt at a grand prix car, circa 1952-53, particularly as it was, I believe, the first postwar design for a rear-engined grand prix car. It was well in advance of Jack Brabham's T40 Bobtail sportscar conversion raced at Snetterton in the '55 Redex Cup. Of course, in 1952 and '53 Formula Two was the interim grand prix formula, and Cyril may therefore not regard it as a grand prix car. It was nonetheless an interesting and seemingly forgotten step.

In the AJB article you mentioned the sale of an interim engine to Kieft, and it was this device, in 2-litre form, that was fitted to the car seen at the Prescott hill climb in 1953. The car was driven by Michael Christie, a successful hill climber of that time, who also brought along an 1100cc JAP V twin-engined Kieft F3 car.

The 2-litre car was a typical Kieft design and appeared nothing more than an enlarged F3 car. It had unequal-length wishbone front suspension and swinging arm rear, suspended by bungy rubber!

The engine was fitted with four vertically mounted Amal carbs with long stackpipe intakes which protruded through the rear engine cover. Under the top of the cover and behind the driver's head was the fuel tank. On the rather bulbous nose was what I can only think was a dummy air intake, since the engine was air-cooled.

I remember that the car's performance was unspectacular and I assume this resulted in Cyril's decision to revert to the front-engined layout of the car reviewed.

I do not recall seeing or hearing of this odd car again. Did it die or is it hidden away somewhere?

I AM, YOURS ETC,

DAVID STICK, ST AUSTELL, CORNWALL

* * * *

CLAN GATHERING

SIR,

We were most interested to see your article (March 2003) about Clan's 15 Minutes of Fame. We purchased this very car from Clan in 1973. It may only have been famous for 15 minutes but has subsequently done 30 years of service to our motorsport activities – principally rallying – formerly of the *Motoring News* Championship variety, but latterly in historic events via the HRCR.

It is still in immaculate condition and is a tribute to the longevity of GRP bodyshells!

WE ARE, YOURS ETC,

DAVE & JOAN WILLIAMSON, BECKENHAM, KENT

* * * *

X-RATED

SIR,

I am writing to say how pleased I was to see the contemporary cutaway drawing of the Lotus 29 printed across a whole spread, as it would have been when originally published, in the new X-Ray Spec series.

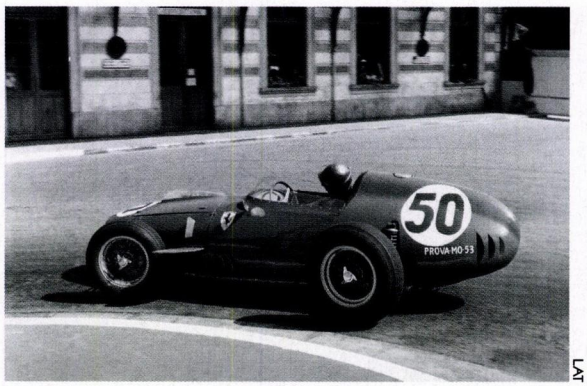
As a former *Autocar* technical artist I find it galling to see how often illustrations are reproduced far too small for any detail to be seen. The *Autocar* drawing of the same car (by John Marsden) was penned from a very similar viewpoint; perhaps the Lotus workshop was just too narrow for the artists to draw the car from the side!

Continue with the cutaway illustrations, and you will have my subscription for life!

Incidentally, in the cover article about the six drivers who narrowly missed world titles, is it significant that three of them were Ferrari drivers? Does it take a Lauda or a Schumacher (and associates) to bring Ferrari to a consistent level of competitiveness?

I AM, YOURS ETC,

JOHN HOSTLER, BRUNDALL, NORFOLK



Tony Brooks showed similar delicacy at the wheel to Rosemeyer

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LETTERS FROM READERS

IRWIN REMEMBERED

SIR,

I was pleased to find your article in last month's issue on Chris Irwin, a driver who I felt possessed great potential, and yet about whom there seem to be few points of reference. Of course, your item goes some way to explaining the reason for this, given that Irwin's whereabouts these days appear to be a mystery.

As a motor racing-mad child of the Sixties, the up-and-coming drivers such as Irwin, Piers Courage, Derek Bell and Brian Redman all had a particular fascination. The list of promising drivers is almost endless and, as we all know, some made it; some fell by the wayside due to financial constraints; some (prematurely or realistically) decided they would not make it; and, tragically, some were lost to us before reaching their prime.

I remember reading a little about Irwin's accident at the time and also of the grave consequences. Even the specialist press, however, seemed to have little further to say after the report of the race weekend itself.

I do recall, however, a later TV programme on the subject of racing drivers' wives in which Loti Irwin featured and, without being specific about the accident or its physical consequences, she referred to how Irwin seemed to have difficulty in recognising their children and expressed anger over his situation.

A family tragedy that, for those of us who miss a great deal about earlier eras of the sport, does at least highlight safety as the one area that has improved for the better.

I AM, YOURS ETC,

MIKE GARDENER, CHELTENHAM, GLOUCS

* * * *

WHERE'S F1'S MOVABLE FEAST?

SIR,

I feel compelled to write about an issue of potential interest to fellow fans of Formula One. As an avid fan of grand prix racing and a MOTOR SPORT reader for 41 years (having been captivated, aged 12, by the Ferrari 156 of Phil Hill, and then the articles of Denis Jenkinson), I am rather surprised and saddened that no official museum or hall of fame exists to honour the fascinating human and technical history of our great sport.

Here in the US it seems that every major branch of motorsport has such a museum, including NASCAR and drag racing! It's a wonderful way to retain the interest of existing enthusiasts, and educate new fans about the sport's past.

Like many, I support historic grand prix racing by amateurs, and I am aware of the Donington Collection. But given the fortunes made in F1 by figures such as Bernie Ecclestone, and the resources Max Mosley has at the FIA, should there not be a truly superb retrospective created? I am not aware of even a token effort in this regard.

Such a project need not even be a structure of bricks and mortar in one country – it could be a mobile exhibit accompanying the F1 circus to each grand prix, featuring rotating exhibits and maybe track demonstrations.

I AM, YOURS ETC,

FRANK HENRY, BELMONT, CALIFORNIA



In an era full of rising British stars, Irwin's light shone brightly

* * * *

SILVER SCREEN CAN-AM

SIR,

As with many folks out there I have reached a mid-life crisis, and would like to relive some of the great times and memories of the original 1966-74 Can-Am era.

In my bid to accomplish this quest, I have been aided by some fabulous books on the Can-Am cars and races by Pete Lyons, Dave Friedman, Eoin Young and Karl Ludvigsen. But there is no substitute for colour, sound and motion. Therefore, I'm anxious to see films of this era.

I know that there have been some nice recent releases of the Can-Am reunion races; however, I am trying to find footage of the original events. I know that ABC aired some races, such as Watkins Glen and Mid-Ohio in '71, and that there are some early '65-66 films of Laguna Seca and Riverside offered by Dick Wallen.

Nonetheless, I know that a company filmed most races – at least of the '66-69 seasons – and these were produced by Triangle Films of Philadelphia. These would be big sellers to offer in VHS or DVD format.

Given the success of Can-Am books and the age of any likely consumers, surely these films would be successful. Can anyone of the many readers out there help me locate any such footage, or determine its owners?

I AM, YOURS ETC,

FRANK KNAPIK, ROCKVILLE, MARYLAND

HISTORY STANDING STILL

SIR,

I remember listening to the BBC news sometime in 1957 and hearing the reader state something to the effect that: "The future of Formula One grand prix racing is in doubt. Escalating costs have already caused the Connaught team to fold, and it is feared that a number of other teams will be forced to retire from racing as well."

Well, nearly 46 years have passed, and costs are still escalating and people are continually forecasting an end to F1.

Things don't change, do they!

I AM, YOURS ETC,

MICHAEL STARK, MAIDSTONE, KENT

* * * *

CAUGHT IN THE ACT

SIR,

When I was at school in Ealing just after the war, a fellow sixth former invited me to ride my bike to Silverstone, stay on his uncle's farm and watch the first post-war grand prix.

His uncle had a field right beside the circuit so he opened it up as a car park. Before the race started the field was full and he was in the milking parlour counting out the money. Some months, or even years later, he received an ambiguous letter from the income tax authorities that simply said: "We have reason to believe you have understated your tax return."

Attempts to find out what they knew failed, so he decided that it must be the car parking money. He admitted that he had "helped a few drivers park their cars" but felt it wasn't worth declaring, or perhaps he had forgotten. The Inland Revenue then produced an aerial photograph showing that you couldn't have got another car in the field if you'd tried. Don't ever underestimate the taxman.

I AM, YOURS ETC,

GRAHAM ARNOLD, DEREHAM, NORFOLK

* * * *

OVER THE HILL

SIR,

A news article in your March edition stated that the Embassy Hill Formula One team was testing its GH1 chassis at Paul Ricard in 1975 before boss Graham Hill and other team members made their fateful last flight back to England.

I remember this to not be the case. After an earlier unfruitful test session, it was the new car, GH2, which was taken to the south of France, where in the hands of the brilliant young Tony Brise it performed favourably.

After Graham's death the car, which never competed, passed to the National Motor Museum.

I AM, YOURS ETC,

DAVID MORYS, VIA E-MAIL

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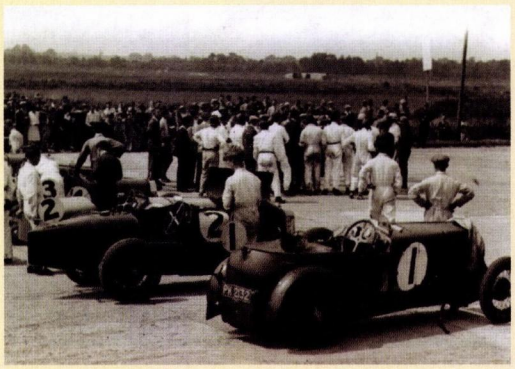
BRIDGWATER

Monday 7th April & Monday 4th August

The popular West Country venue at Bridgwater in Somerset will host two sales this year, Monday 7th April and a summer evening event on Monday 4th August. Easily accessible, 30 minutes from Bristol and close to the M5 Motorway, these sales attract a broad variety of historic and collectors' vehicles and automobilia. Consignments for these sales are now being accepted.

BROOKLANDS

Monday 2nd June



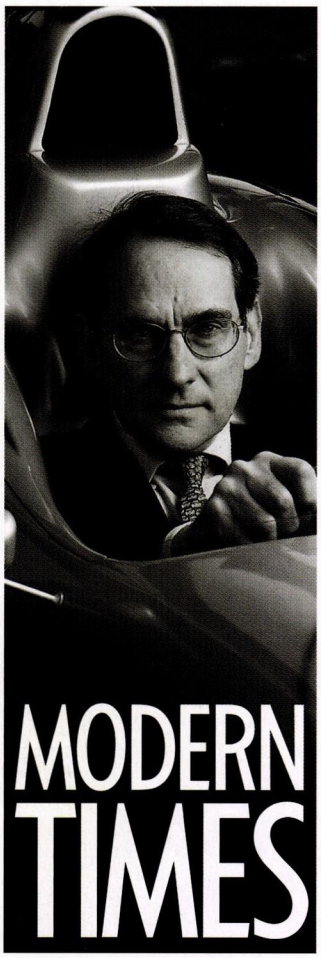
Our June summer evening sale will be held at the Brooklands Museum, Weybridge. To reflect the historic importance of this venue, a suitable entry of Edwardian, Vintage and Post-Vintage motor vehicles is invited. Entry to this event is strictly by catalogue, and the museum will be open to those attending. Should you have a suitable vehicle, items of related automobilia or aeronautica you wish to consign to this sale please contact our specialist consultants, Robin Lawton or Peter Bourne.

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MODERN TIMES

UNPREDICTABILITY WAS WHAT WE wanted from Formula One's new rules. But as Michael Schumacher took his 51st pole in Melbourne, and F1's first-ever one-shot qualifying resolved itself into an all-Ferrari front row, the Australian Grand Prix was looking depressingly predictable.

We needn't have worried. Barely 24 hours later we were mulling over a fascinating and complex race, in which four drivers shared seven changes of lead, and five different chassis finished in the top six. We were celebrating McLaren's leap to the top of the world constructors' championship. And we were contemplating the extraordinary sight of Ferrari languishing in fourth place in the table, after the first grand prix finish without a red-overalled driver on the podium since 1999.

So can Max Mosley and his rule changes take all the credit for spring-cleaning F1? Not quite. What did more than the new rules to turn this race upside down was the changeable weather. A pre-race shower and overcast skies encouraged some teams to opt for wet weather tyres (McLaren) and others for intermediates (Ferrari), when in fact a rapidly drying track surface meant that dry rubber was the correct choice. McLaren rescued itself more adroitly from this bad call than Ferrari did, while Williams' wise choice of grooved slicks was hobbled by two safety car periods, and then Montoya's spin when he was leading.

I've already said that Max deserves loud applause for his determination to use radical solutions to get to the heart of F1's maladies: but, with the hindsight provided by one race so far, the recipe may not be quite right yet. Meanwhile Ron Dennis and Frank Williams are taking the FIA to arbitration for bringing in the changes without due notice and discussion, a wearisome process which will grind on until the middle of next season, by which time the world will have moved on anyway. But, more pragmatically, it has been agreed that the Formula One Commission will meet again after the three fly-away races to re-evaluate the changes and see if any adjustments can be agreed with Mosley for the common good.

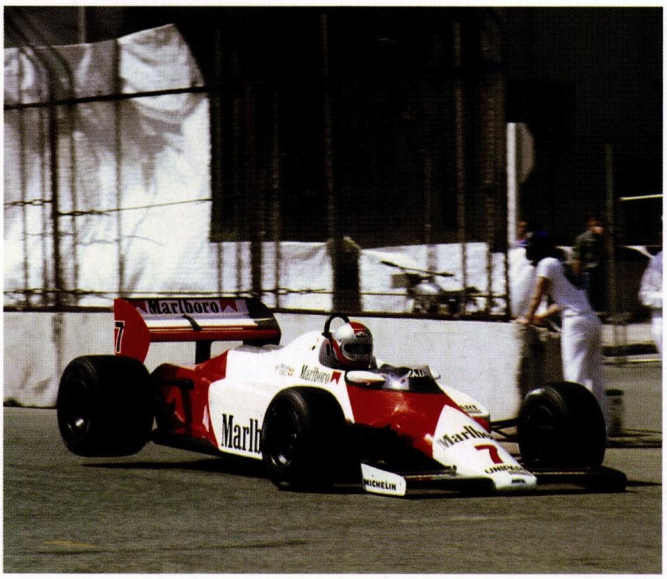
There's no doubt that the reduction of high-tech driver aids, which will really come in for July's British Grand Prix, is all to the good. I look forward avidly to the introduction next season of smaller, FIA-supplied wings. And I am all for preventing bespoke 'one-lap-wonder' qualifying cars. I also believe that, in principle, one-shot qualifying should make an exciting and climactic pre-race spectacle – as it already does in Indycar.

The trouble is that, in Melbourne at least, it didn't. Because of the *parc fermé* system, which prevents any but the most basic attention to the cars between qualifying and the race, there was a general air of caution running throughout that grid-deciding session. No refuelling between qualifying and the race, remember, so race strategies had to be more or less decided beforehand. With different cars running different fuel loads, it was hard to identify the storming performances – and, because no-one wanted to risk damaging his car, few of the performances *looked* particularly storming.

The refuelling ban is an unashamed effort to jumble up the grid – which in Australia it certainly achieved. But somewhere in all of that the once-great spectacle of qualifying has become less of a test of man and machine and more of a game of poker, which is a cause for regret. In the past, qualifying has often given us some of the best entertainment of an F1 weekend. No-one who saw it will forget Keke Rosberg's superhuman lap of Silverstone in 1985, which left the old circuit's record for all time at 160mph. If Keke's fuel loads had been compromised by race strategy for the morrow, it wouldn't have been quite the same. The refuelling ban will certainly be on the teams' agenda for the meeting after Brazil.

But if Saturday in Melbourne was a mild disappointment, Sunday was marvellous, and we saw a great motor race. Last year's Ferrari, with Michael Schumacher at the wheel, is still the car to beat, but in Melbourne both Schumacher and strategy king Ross Brawn got it a bit wrong for a change. The world champion damaged his car clouting a kerb, as a result of which his barge boards fell off, although he adapted brilliantly to the changes in his car's handling and lost little pace. Brawn, for his part, missed the chance to switch strategy and load up the Ferrari with fuel when Schumacher had to come in for dry tyres on lap 7. He thus needed one more stop than the McLarens during the race.

McLaren, by contrast, thought fast, and brought Kimi Raikkonen in for dry tyres at the end of the parade lap, accepted the downside that he would have to start from the pitlane – and refuelled him. Coulthard came in for dry tyres and fuel at the end of lap 3, and then settled down to a flawless drive which displayed all his experience and level-headedness. It was Raikkonen who gave us the fireworks, at one point hanging onto the lead by elbowing Michael Schumacher



John Watson leapt from 22nd in qualifying to win at Long Beach in 1983



During one of Melbourne's safety car periods, the McLarens sandwich Schumacher's Ferrari

both: LAT

brusquely onto the grass; but it was DC who was there when the flag fell. However, Kimi cannot be blamed for the drive-through penalty that cost him the race. The McLaren's rev-limiter had him 1.1km/h over the speed limit for the first 10 metres of the pitlane. As we said after his magnificent battle with Schumacher at Magny-Cours last year, Kimi's day will come, and come soon.

That rev-limiter robbed us of the shock result of a grand prix being won by a car that started from the pitlane. As it was, David's 11th on the grid is the lowliest starting position for a race winner for some while. Michael Schumacher won Spa for Benetton in 1995 from 16th on the grid, but the drive up the field that will always stay with me was another McLaren effort: John Watson at Detroit in 1982. Helped by exactly the right rubber, 'Wattie' came storming through from 17th to win, overtaking cars right and left. (His four McLaren victories were scored from fifth, 12th, 17th and 22nd places on the grid, the latter being at Long Beach in 1983.)

This opening grand prix provided much encouraging food for thought. Mercedes has taken a big step forward in horsepower and, even before its new car appears, McLaren has a far better package than at this time last year. Williams, the only one of the top three teams to have its new car in Melbourne, showed much better than its European test sessions augured. Renault was also impressive, and Fernando Alonso is going to be every bit as good as the pundits predicted. BAR's new Honda engine is clearly hugely powerful, and Jenson Button showed himself to be quicker in race conditions than his disdainful team-mate Jacques Villeneuve. Button's race was ruined by Villeneuve missing his pitstop and coming in on Button's lap instead, so Jenson had to sit behind him in the pitlane as if in a toll-booth queue. Jacques' excuse was that he could not hear his radio – but inevitably the cynics are wondering if it was a deliberate act. If so, David Richards should jump on Jacques, and fast. Jenson was furious after the race, but his track performance shows the psychological edge within the team is swinging his way.

In many ways, it's harder to make it into your second year of F1 than it is to get into F1 in the first place. Only one of last year's rookies, Mark Webber, is still on the grid (although in the case of Allan McNish that's an injustice). Among this year's crop, da Matta and Pizzonia were lacklustre in Melbourne. Ralph Firman's accident would have looked even worse for him if Rubens Barrichello hadn't done the same thing at the same place moments earlier. Meanwhile, despite an almost total lack of testing and no qualifying time, Justin Wilson did a first-class job for Minardi until the car failed him. On intermediate tyres and a damp track he was tremendously brave in the opening laps, briefly holding an astonishing ninth place. Of all of them he had by far the best debut.

It's a nice irony that the man whose team garnered the most from the new regime first time out was its loudest critic, Ron Dennis. All credit to him and his team for setting aside their complaints when the time came to go to work, and getting on with the job to such excellent effect.

By the time you read this, the story from Malaysia may be rather different. I admit I'd still put money on Michael Schumacher winning his fourth title on the trot this year. But we're going to have a lot of good racing to watch before he does. M

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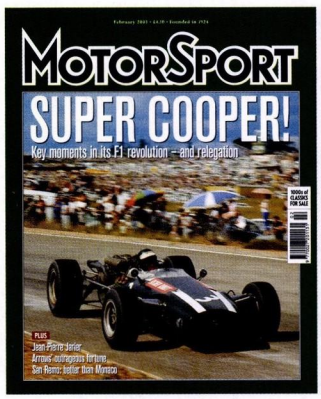
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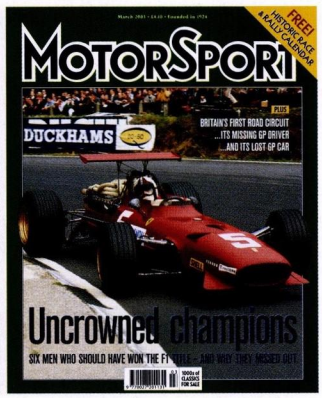
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LEGENDS

JIM CLARK

WITH SOME ASTONISHMENT, I REALISED the other day that 40 years have gone since Jim Clark and Colin Chapman began a revolution at Indianapolis, and that 35 years have passed since that awful Sunday when Jimmy was killed.

It came to me as I watched one of my Dick Wallen videos. An ace with a camera, Wallen filmed countless American races, from Langhorne to Trenton to Salem, and thus there exists a record of how oval racing – on pavement or dirt – was back then.

I hadn't watched this particular tape for some time. After footage of the 1963 100-miler at the notorious Langhorne in Pennsylvania – where Jim Hurtubise took the pole, Bobby Marshman led, A J Foyt won, and one Colby Scroggin lost his steering and T-boned the Pace Car – action moved on to another 100-miler on dirt, at Springfield, Illinois.

Of particular interest is footage from before the start. Marshman is standing by his championship dirt car, talking to a stranger in this paddock, Dan Gurney – and sitting in the car, playing with the wheel, is J Clark. We can't hear what is being said, unfortunately, but Marshman and Gurney are in hysterics as Jimmy chats away, making looping up and down movements with his head to indicate how he suspects his afternoon would end were he to race one of these things.

This was Saturday, 17 August, 1963, a USAC Championship race, and Clark was in the States for another such at the paved Milwaukee Mile the following day. Whether he and Gurney had driven the 300 miles to Springfield or hopped in a light aircraft, I have no idea, but I find tremendously appealing the fact that he was drawn there by pure love of racing, by curiosity, by a desire to see something new.

(On the Friday evening before the Indianapolis GP is either the Hoosier 100, at the Indiana State Fairgrounds, a dirt mile, or a USAC midget show at the Indianapolis Raceway Park. Quite a lot of folk from the F1 paddock are to be seen there, but I have yet to spot one of the drivers.)

Back to Springfield 1963: Ward beat Foyt, and the next day AJ was second again – this time in a roadster, behind Clark, whose Lotus-Ford started from pole and led consummately throughout. It was Jimmy's first win in the car. A few weeks earlier, he had controversially come second in the Indianapolis 500, beaten by Parnelli Jones, due to a certain ignorance of the Brickyard rule book and a chunk of Hoosier Establishment prejudice.

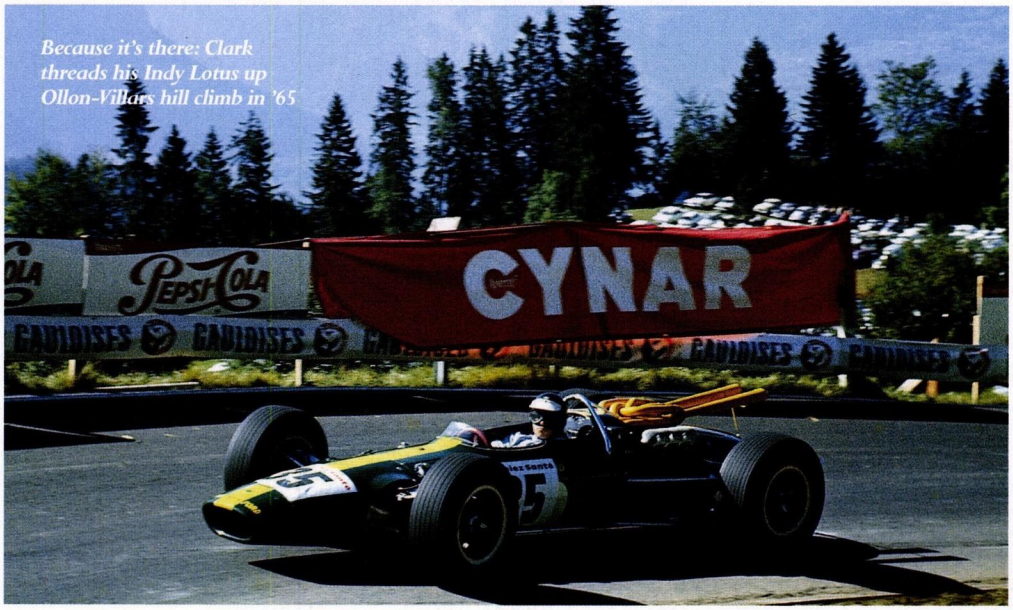
Still, he'd gained everyone's respect, not least because he didn't make a fuss. In the late laps Parnelli's roadster had been dropping oil, and Clark's Lotus, then the fastest car in the race, fell back on the slick surface. But while Eddie Sachs, who crashed on the oil, got into a fight with PJ afterwards, Jimmy kept his peace. Two years later he ran away with the 500 – and Parnelli was second. That, in the mind of Clark, was the right response.

Jabby Crombac, a close friend of Jimmy, attended every Indy 500 he was involved in, although he did not see him win at Milwaukee that first year. When I mentioned the dirt car incident, Crombac was not surprised.

"I remember when we were over for Indy the second time, in '64, that we all piled into Jimmy's hire car one evening and went off to Sun Valley, for the Little 500. This was an unbelievable event: a quarter-mile track, 500 laps, with 33 starters, so the guy on the front row was in the exhaust pipe of the guy at the back! And I remember in the race that Jimmy was up on his feet, cheering – he was so excited by it! He always wanted to drive a sprint car or a midget."

Crombac has always rightly contended that Clark's ability to win races in all types of car was proof of his true genius – and nowhere was this seen to greater advantage than in America. But he remembers that initially Jimmy was a little unsettled by Indianapolis.

"In the first year, 1963, he didn't know what to make of it. Remember that he was from a small village in Scotland – it would amaze him to walk into Gasoline Alley and have



Because it's there: Clark threads his Indy Lotus up Ollon-Villars hill climb in '65

all LAT





Clark loved to drive absolutely anything – whether it was sheep or Mini Mokes

people come up and talk to him, without having been introduced first! Americans are naturally friendly, but for Jimmy it came as a bit of a shock.

"And the rookie test made him very angry – he had almost won the world championship the year before, and he was offended by having to drive so many laps at 100mph, then 110...

"They were very friendly at Indy – but on the other hand they were trying everything to f*** Team Lotus! In qualifying, for example, there are certain procedures when you line up in the pits, and they made sure Lotus didn't know these properly: 'Sorry, man, you got it wrong – we're ahead of you now.' That kind of thing. In '63, it was very much an 'us and them' thing, because they recognised that the Lotus was a threat to their roadsters, and within Team Lotus there was a general air of, 'We're crusading against these guys'.

"Jimmy was very much a part of that, but after the first year he started liking Indy more and more, because he got familiar with it. Eventually he came to love it. By then he'd got used to the States, to the way of thinking, and became much more amenable to it. And he'd also realised that, financially, it was a very good deal!"

Particularly in 1965, for Clark dominated the 500 that year, and won for himself and Lotus a total of $166,621 – at a time when a grand prix victory paid around $5000!

"Jimmy desperately wanted to win Indy," Crombac says. "He was not thrilled by driving there, as he was at the Nürburgring, for example, but he never bad-mouthed it, and he rated some of the drivers very highly. Indy was a challenge, and he always revelled in a challenge. He could have won it in both 1963 and '64, and in '65 the atmosphere was even tenser because there was the feeling that, 'This time we must do it'.

"Doing Indy that year meant missing Monaco, which clashed, but he was prepared to sacrifice it. Jimmy realised that, worldwide, Indy was probably more important than a world championship. In those days, a world championship title didn't get into newspapers all over the world, but a victory at Indy did. He had never won at Monaco, of course, but he thought there was plenty of time for that. Of course, he didn't know his life would shortly come to an end."

Jackie Stewart once told me he had never come across anyone who loved cars more than Clark, but Crombac puts it another way: "No, I don't think he loved cars – he loved *driving*."

So much did Clark adore driving that in 1967, living in Parisian tax exile, he commuted to the European grands prix in his yellow Elan. Stewart rolls his eyes at the memories of his friend.

"Jimmy never could resist driving anything that interested him – he'd drive things I wouldn't even sit in! We'd do the Tasman Series over the winter, and you'd find all kinds of weird specials down there, like the Lycoming Special. He *had* to drive it, just couldn't help himself, and it amazed me that Chapman let him do these things."

The final grand prix of 1967 was in Mexico, and Clark won it in the Lotus 49. But while the rest of the drivers promptly returned to Europe, relieved the season was over, Jimmy went next weekend to drive a Ford in the NASCAR race at Rockingham. "It was something new," he said. "How could I turn it down?" In a field of 44, he was running 12th when the engine failed.

A month later he was at Riverside for the final USAC race of the season. Lotus was not involved, so Clark accepted a ride in a Vollstedt-Ford, hardly the hot ticket, but in Jimmy's hands miraculously a competitive proposition. He qualified second to Gurney's Eagle, pressured Dan into a mistake, moved into the lead, and then missed a shift, bending a valve.

"A great day, that," Gurney beams. "I won the race – and had a reminder that even he could make a mistake! That kind of gave you heart.

"I think he and I were very similar, in that we liked to drive all kinds of cars. When I think of Rouen in '64, for example, I remember two things: that I won the French Grand Prix, and that in practice Jimmy went out in Patrick Lindsay's ERA, which was there for the vintage race. He'd never driven anything like that but, as I recall, he was quicker than Lindsay!"

"The truth was that, in a car, he liked to show off a bit," Stewart says, "and that was in total contrast to his normal character. He dreaded making speeches, and you had to push him into the VIP lounge at an airport."

Hardly a wonder that he is so well remembered. M

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MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd

EDITORIAL DIRECTOR Mel Nichols
CHAIRMAN Eric Verdon-Roe

SUBSCRIPTION RATES – 12 issues
UK £49.40; Europe & Eire £55.99; Airmail: Middle East, Africa, India £82.99; Rest of the world £95.45. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel 08456 777819. Fax 08456 775555

USA (airfreight) per annum $72. Second-class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570
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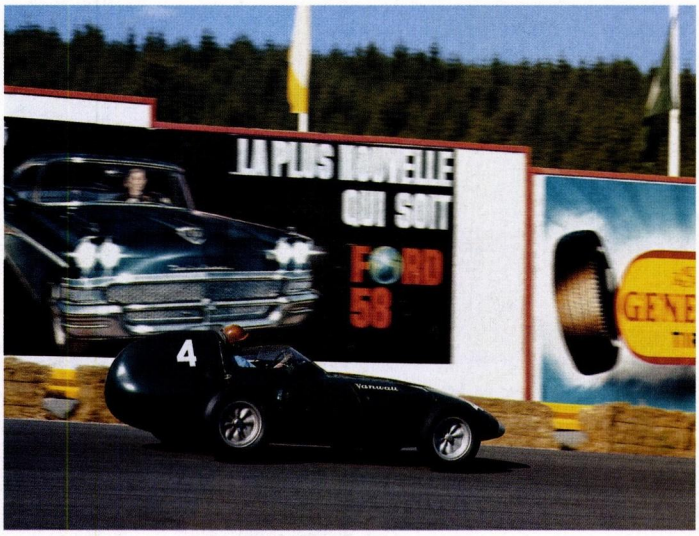
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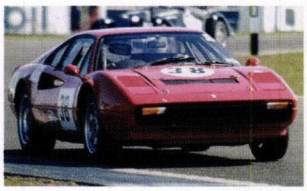
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The Historic Sports Car Club

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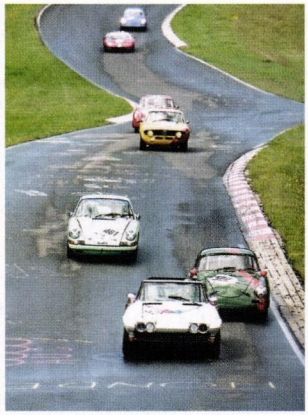
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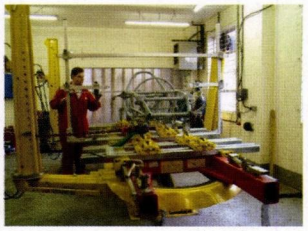
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For anyone interested in starting historic racing, or perhaps getting back into the sport after a break, Race Car Warehouse is a great place to start. More often than not, if someone is looking for a particular type of car, McLurg can help. He is also a mine of information and advice about historic racing.

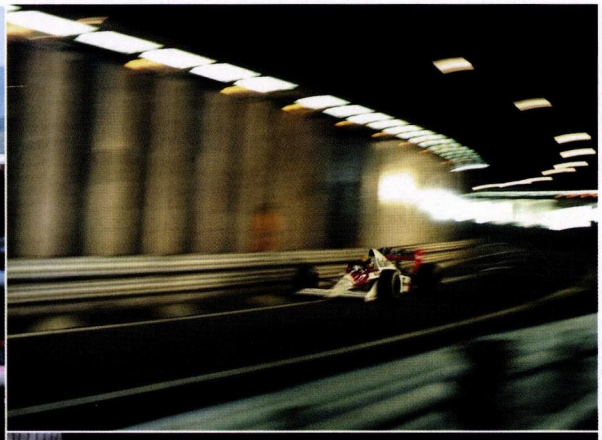
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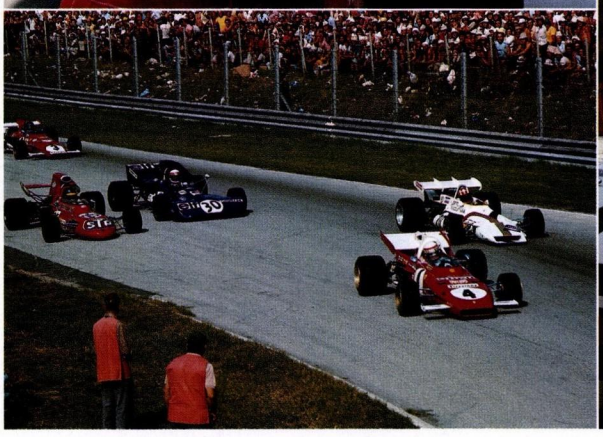
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100 THINGS THAT MADE F1 GREAT









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photography by LAT



Monza without chicanes

It was crazy and more than a little dangerous, but it was also racing at its most thrilling. The Italian grands prix of 1953, '65, '67, '68, '69 (above) and '71 had more overtaking manoeuvres than some entire recent seasons. Modern Monza is still very quick (good on yer, Mr Montoya), but it doesn't ebb and flow like the old one.

Big, fat slicks

The 'dragster' tyres of the 1970s looked the business, but also provided the drivers with plenty of progressive grip with which to wow the fans – unlike today's darty, narrow, grooved affairs. Surely Goodyear must have its old moulds lying around somewhere.



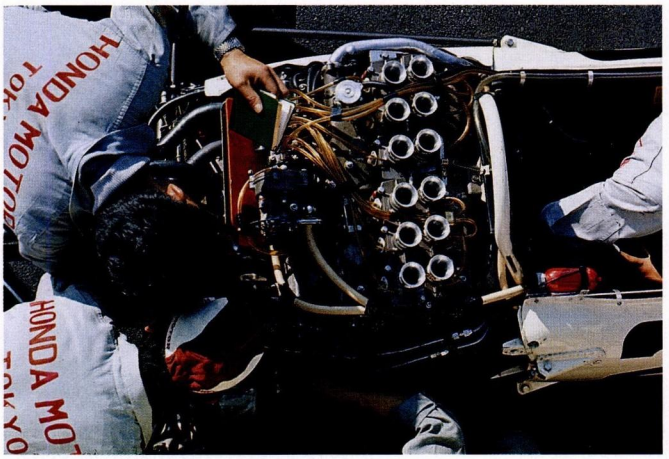
Rainer Schlegelmilch

The Old Woodcote

So you're flat out up from Club and through Abbey, all the time thinking about Woodcote, whether this time there'd be a lift, involuntary or otherwise. It was mighty, wasn't it? A thing of beauty – with an awkward bump at its apex. The chicane that besmirched it in 1975 wasn't bad, but it still wasn't a patch on the real thing. And as for the current-day Luffield… words fail us.

Slipstreaming

Sorry to bang on about it, but it didn't have to be Monza – any short straight in the 1960s would see this edge-of-your-seat tactic employed, giving the less powerful but more nimble cars a chance to stay in the hunt. And it was a subtle art, saving engine and fuel, as well as providing heaps of overtaking opportunities. This was, of course, before 'air' became a 'dirty' word.



V12s (and V16s), but not W12s

When Ferrari finally fell into V10 line in 1996, the sport lost something precious: the spine-tingling sound of 12 pots cracked wide open. It seems apt somehow that the emotional Jean Alesi never raced a V10 Ferrari. Sure, this configuration gives designers the best of both worlds – revs and compactness – but its noise is suitably compromised. V16s, meanwhile, should be built, not to be raced (unless you are Auto Union), but to be listened to as they are warmed-up in the paddock. W12, however, should remain always the postcode it was meant to be. So join us, if you will, to help save the 'Vélizy Wail'.

Chapman versus the Police

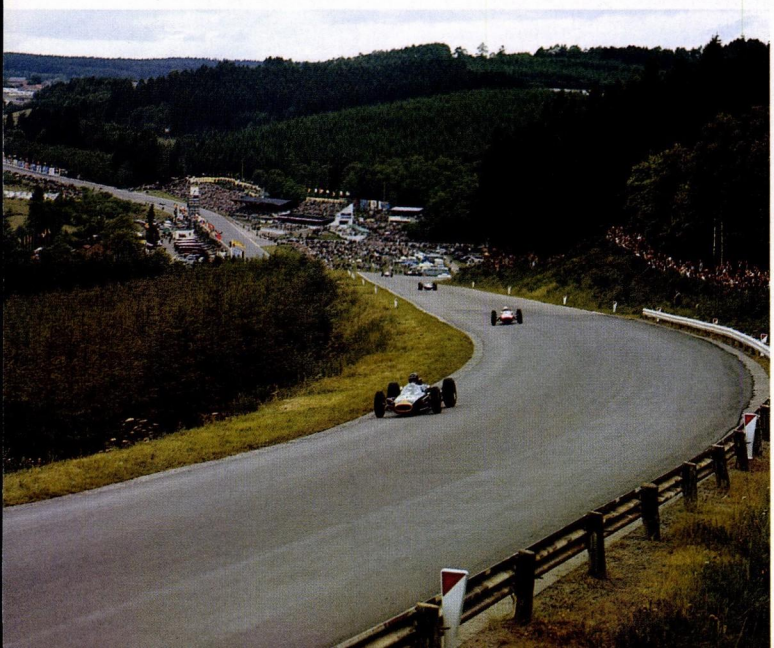
Formula One's most innovative designer had his faults. Among them were: he didn't like being ordered about and he had a quick temper. This incident (right) took place at the 1959 Italian GP, two years before Jim Clark's involvement in Wolfgang von Trips's fatal accident would make all races at Monza edgy ones for the Lotus boss. He also once managed to get himself manhandled by those nice liberal boys in blue of the Dutch police force in the early 1960s. So many coppers can't all be wrong.



Simple crash helmet designs

Michael Schumacher is a genius; his crash helmet is a fright, an amalgam of all that's bad about A-Level airbrush art. He deserves better – as do most of the current crop. If there is one good thing about the recent departure of Eddie Irvine from F1, it is that we will no longer have to stare at his hideous bachelor pad-poster of a helmet. What's odd is that his old orange tribute to Senna wasn't too bad. Guys, the simpler the better, the more memorable, the more marketable. There, that last one should do it.





The old Spa, Clermont-Ferrand Nurburgring & Osterreichring

To be honest, there's a whole host of circuits that you would wish still to be part of the scene, but these are the ones that provided drivers with their greatest challenges. And just think, in the early '70s you could expect to visit at least three of them in the space of a couple of months – now that's intense.



Gilles Villeneuve

Everybody loved Gilles. Even those who thought him overrated by his fans. For he spoke about his sport with an honesty and a passion that was refreshing even then – and he drove like the very devil himself. He was always on the edge – sometimes beyond it – but you always felt that he would be able to bring it back. More than the man himself died on the day that he was unable to.

Gold wheels on Ferraris

So how can the Scuderia possibly improve on last year's car? Bolt some shiny gold wheels onto this year's, that's how. Let's face it, the 1973 Ferrari B3 was an absolute dog, but it still looked good, courtesy of its gold wheels. In fact, Ferrari could go the whole hog and put the 2003 car back into the team's traditional scarlet as opposed to TV-friendly Marlboro Day-glo.

THE MAGNIFICENTLY MOODY REIMS POLICE CORDON
A packed line of gendarmes would sweep along the pits straight bouncing everyone out of the way – whether you were meant to be there or not. Yet despite their efforts the starts here were often shambolic, courtesy of the yes-no-maybe antics of doddery flag-dropper 'Toto' Roche. It was, however, all done with a certain panache – unlike today's robotic performance. No matter how many red lights go out, it shouldn't mean go.



ROPEY TRANSPORTERS
There have always been slick transporters – check out Merc's one-car 100mph job of the mid-1950s – but at least these were leavened by the converted Bristol buses of Britain's amateur brigade. And even into the 1960s the likes of Bob Anderson and Pete Lovely would rock up with their Brabham (above) and Lotus crammed onto the back of a VW flatbed. Now, of course, every team has million-pound units that are parked with millimetre accuracy – impressive, but at the same time depressing.

JOCHEN RINDT (SEE SMOKING DRIVERS)
Maybe not the most polished performer F1 has ever seen, but certainly one of the most dramatic – and fastest. He constantly fretted about the fragility of his Lotus, yet he exuded a winning insouciance. And no F1 driver has blown cooler smoke rings…

SMOKING DRIVERS
We know it's bad for you, but the evil weed still carries a certain cachet. Keke Rosberg's 160mph lap of Silverstone was made all the more compelling by his purposeful stubbing out of a tab behind the pits. 'Right, let's do it!' A swig of isotonic drink doesn't cut it.





Rainer Schlegelmilch

SPARKS
There used to be huge showers of them as titanium struck Tarmac. This spectacle lifted many a dull race and should be reintroduced forthwith – even by artificial means.



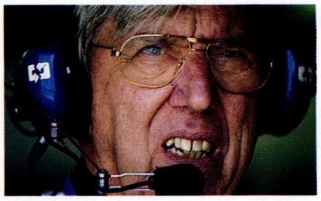
GORDON MURRAY
His cars were innovative and beautiful; he came out of left field and had facial hair. He was very successful, too, yet still felt compelled to rebel against the increasingly strict rule book and baled out to build the world's best supercar. He should still be building the world's best F1 car. It's our loss.

INCONSISTENT, LOVABLE FERRARI
The Big Red Machine has never been better. But is it us, or is the modern incarnation harder to like than any of Maranello's hit-and-miss outfits of the past? No team will knowingly dial in unreliability and inconsistency, but we're sure that modern Ferrari could shed the 'them and us' attitude it has recently adopted. Of course people are jealous of its success, which makes it all the more important that it opens up rather than becoming more insular.

SPECTATORS IN DUFFLE COATS
Autograph book in hand, on the grid and rubbing shoulders. Not the Mansellmaniacs who invaded Silverstone, but the 'Excuse me, Mr Moss' types. Today you shove your book through a slot in a fence, which is why fans are stalkers and drivers are paranoid.

PINSTRIPED HONDA MECHANICS
Most of our lot, bless their cotton socks, were in boiler suits, oily rags jutting from every pocket; the men from the Orient were in tailored kit, topped by a natty cap. It was clear that both sides had something to learn from this East-meets-West era.

CAST-IRON BRAKE DISCS
Longer braking distances equal more overtaking opportunities. Not difficult, is it?



KEN TYRRELL
Top bloke. Straight as a die. Thunderous laugh. Much missed. He said that the sport didn't owe him anything. He was wrong.



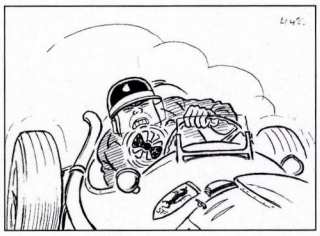
Geoff Goddard

Photographers on the apex

Today's lensmen are usually fenced in and distant from the action. This is a far cry from the cluster of photographers leaning over the small brick wall at Copse; their lenses may have been short, but they stood tall in the bravery stakes. For instance, there is an image of Jim Clark in which he appears to be singing as he blasts along. In fact, he's cursing snapper Michael Cooper, whose right foot is on the racing line!

Mike Hawthorn's bow tie

And it would have been even better if it had whizzed around as he sped along.



Gear levers

Swapping cogs is a skill that should still play a part in racing. It's satisfying to do – and to listen to, especially if you know that it's being performed by another human being, albeit one with a special talent, rather than by a piece of software. And anyway, a cockpit without a gear lever looks emasculated. Steering column changes should be reserved for soggy 'Yank tanks'.

Racing drivers in cool road cars

Coulthard has a nice 'Pagoda' Merc, Jacques used to own a Camaro, but usually today's F1 drivers turn up at a circuit in a private plane, or something swift but sensible from their supporting manufacturer's fleet. Give us Mike Hailwood in a Citroën SM or an Iso Grifo any day of the week.



Ayrton Senna's qualifying laps

They bordered on the spiritual. Such intensity sometimes made him a bit scary in the races – but in qualifying, his speed was absolutely pure. Schumacher will soon beat Senna's record of 60 poles, but he will never match the frisson of Ayrton, for nobody wanted, needed, pole more than the Brazilian.

Jimmy Clark's starts

In the days before traction control, getting off the line was an art – and nobody did it better than Clark. Any number of photos from the 1960s show him away and gone before the rest have even moved. Maybe he jumped some starts – that butter-wouldn't-melt shy farmer exterior surely hid a steely competitive interior – but he couldn't have done so on every occasion. And if he did, why didn't everyone else?

When Max Mosley was in F2

This suggestion was put forward for our 100 before the urbane FIA President grasped the nettle and made this current F1 season something to look forward to rather than dread. But we still thought it amusing, so we left it in. Respect due, though, Mr Mosley.



Nigel Mansell's charges

Sure, he hammed it up occasionally – well, perhaps more than occasionally – but what a showman. Give him a 'lost' cause and some new rubber, and you knew you were in for half an hour of serious commitment and excitement. The man was an absolute star – in the car. And that, when it boils down to it, is what motor racing is about.



Arturo Merzario's stetson

'Little Art' wasn't a bad pedaller, but it's his hat that he's famous for in F1 circles. Sadly, word has it that he lost said titfer recently. Did 'Pickles' have any puppies?

Brands Hatch hosting the British Grand Prix

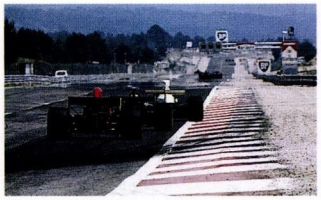
Silverstone had its charms (see The old Woodcote), but variety is the spice of life. And there can be no doubt that the dipping, swooping Kent track provided a much greater thrill.





Dunlop blue overalls

Unadorned save for a small sponsor's logo and, often worn proudly on the breast pocket, that all-important British Racing Drivers' Club badge, these nigh-on universal items are the symbol of a much simpler age. They weren't much use in a fire, though.

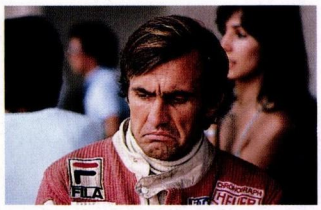


The Mistral Straight
Long and shimmering, with Signes awaiting the skilful, brave and foolhardy at its distant end. Every circuit should have somewhere the cars can reach their maximum speed. Hockenheim used to, but its tree-hemmed straights were positively dowdy and dismal compared to Paul Ricard's original blind.

Lotus's green & yellow
BRG is a colour of many hues and, despite its importance, none of them are easy on the eye. That was until Colin Chapman pinched just the right amount of pizzazz from Indy and slapped a yellow stripe onto his sublime 25 in 1963. A legendary brand was born.

Lotus's Gold Leaf colour scheme
Sponsorship: we can't do without it, but we're not keen on how it impinges on the purity of our sport. Just imagine, then, if the first colour scheme of its ilk had been an eyesore. As it was, the new era was ushered stylishly in by the red, white and gold of Gold Leaf. Even the naysayers couldn't say the Lotus 49 looked hideous in its new livery. Far from it – few have bettered it.

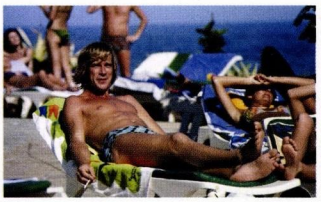
Lotus's JPS colour scheme
Tell today's marketing men that you plan to paint your F1 car black and they would cart you to the funny farm. But having a Filofax and a nice suit doesn't make you right all the time. Fact: Jo Public still thinks JPS is in F1…



Carlos Reutemann's moods
Even if you knew nothing about motor racing and Carlos walked past you on the street, you would think to yourself, 'There goes a racing driver'. This Cary Grant of Formula One had everything – almost. It was as if he didn't know how good he was, that maybe he thought about it all a bit too much. But his bouts of introspection and self-doubt were dotted betwixt numerous flashes of genius, a mix that made him the most compelling driver of his generation.

Instantly competitive teams
Do you recall the excitement of Wolf winning (below) first time out in 1977? Sadly, such spontaneity, it would seem, has gone forever. For new teams, not that we are likely to get any, talk of 10-year-plans for success. And, even more sadly, they are right to.





James Hunt
'Master James' was most definitely different. There was an element of spoilt brat about him, but it was difficult not to like someone who would turn up at a swanky black-tie do in jeans, t-shirt and bare feet – and carry it off, most of the time. And to think that Barry Sheene was a world champion in '76, too!

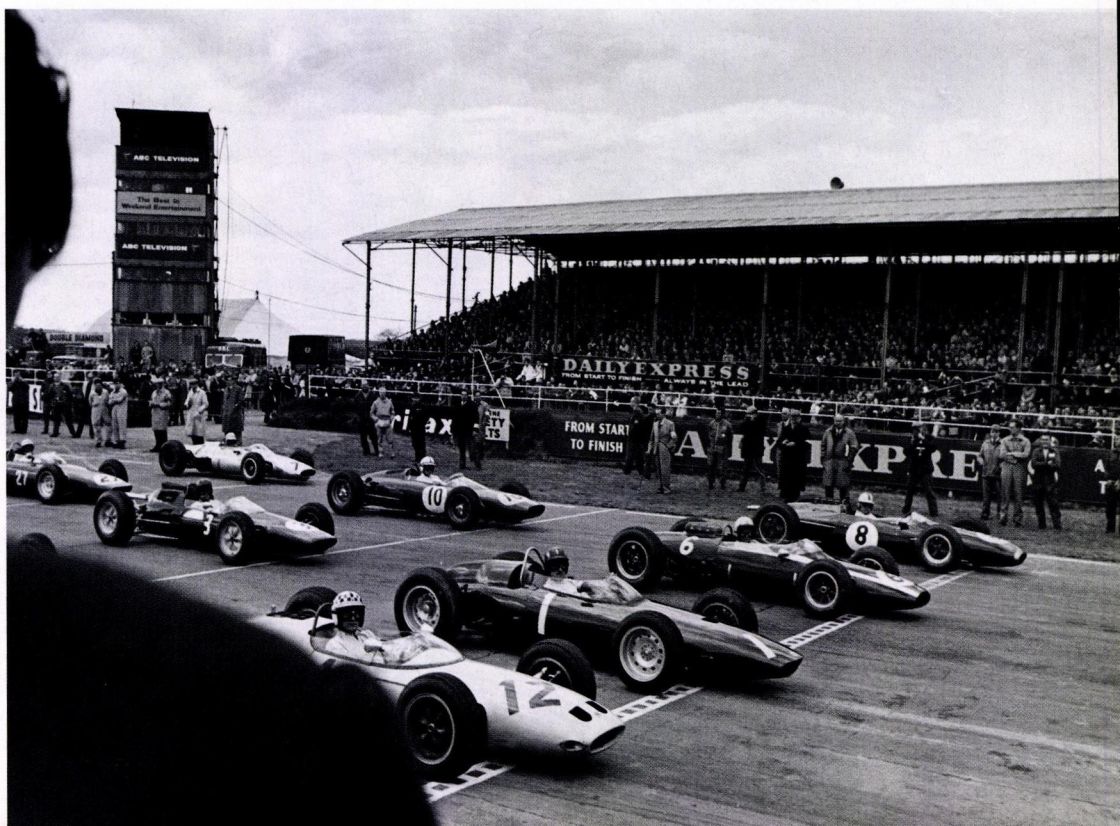
Ligier
Guy's team always seemed more French than did Renault: a blue livery and Gitanes sponsorship helped. And some of the early JSs were superb, providing a natural habitat for a succession of tousle-haired Gallic fliers. To lose such an obviously nationalistic (in the best sense) team was a bitter pill.

Chapman's hat-throwing
A black corduroy affair underarmed high into the air in celebration of another Lotus victory. Oh, and he'd be halfway across the track at the time. Also of note was John Cooper's forward roll.



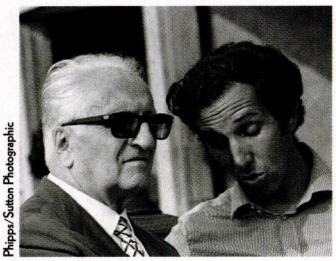
Picturesque circuits
Ever wondered why modern Formula One photography majors on the close-up? The reason is that backgrounds tend to be uniformly uninspiring at today's anodyne tracks (even Monaco has fallen victim to charmless high-rises). In contrast, Montjuich Park (left) wended its way through leafy parkland and past bizarre World Fair-type architecture. Modern snappers would kill to find so many angles in such a small space.

4-3-4 starting grids
We don't know how they did it – fit all that metal into such a tiny space – but they did, though, didn't they? And the officials would be happy to stand on the grass, right next to the grid, at the start. 'Don't worry, good drivers these blokes. They know what they're doing.' They must have. ➳



Mauro Forghieri

Ferrari's long-time tech boss was perhaps the last man capable of designing every part of a GP car. Hugely expressive, occasionally impossible to work with, he would never fit in with today's super-slick Ferrari. That doesn't necessarily make him wrong, just different.



Phipps/Sutton Photographic

Enzo Ferrari's huffs

There were occasions when the team simply failed to turn up, its martinet of a boss railing against this, that or the other, and sometimes threatening to quit for good. He never did, of course, but the Old Man could teach today's lot a few new theatrics or two: balls-out arias rather than libretto tittle-tattle.

Keke Rosberg

Character: bristly – like his moustache. Driving style: occasionally unkempt – like his 'tache. This straight-talking, no-nonsense racer made us Brits realise that not all Finns are monosyllabic down-in-the-dumps. For here was the Northern Hemisphere's answer to Alan Jones.



Long Beach's Linden Avenue

F1 meets Bullitt. Seemed outlandish at the time. Appears positively otherworldly now.

Interesting support races

A fine car the Porsche 911, but it's been droning around before grands prix for far too long now. F3000 is worthy, too. But how about this for an idea? Marque provides a field of supercars – five of which will be earmarked for the top F1 qualifiers of the weekend, who then go head to head with a host of quality series regulars. Now you're talking. It was called Procar (right), wasn't it?





Phipps/Sutton Photographic

Homemade grandstands

Preferably advertising hoardings with the signs kicked out so that the impecunious fan can get a better view of his heroes. Such antics undoubtedly added to the meeting's atmosphere. Okay, so one or two of these rickety constructions collapsed, but as it says on your (£100, grandstand extra) ticket, motor racing is dangerous.

Grace Kelly on the Monaco podium

After 100 laps of grinding, pummelling Monaco, you're hot, sweaty and parched – not at your debonair best in other words. And yet this is the precise moment you have to swap small talk with Hitchcock's most beautiful blond. Never has Serene sat so well with Highness.

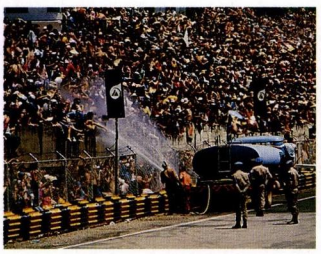


Chassis versus engine

Today's talk is of the 'complete package'. But once you could approach the challenge from opposite ends and meet competitively in the middle. Slow on the straights but fast in the corners, and vice versa, made for great races.

Feverish South American crowds

Britain in January and February: freezing cold and utterly miserable. Photographs in those months' Autosport: half-crazed fans getting hosed down in baking-hot open grandstands. Different world. And all the better for it. Britain in winter was now that bit more bearable. Roll on July and the British GP – not that you used to have to wait that long (see Non-championship races).





Yumps, bumps and suspension movement

Tripping the flight land-tastic. An F1 car in mid-air made the hair on the back of your neck stand up. Nowadays, drivers ensure everyone gets it in the neck if there's so much as a ripple in the track. In the interests of them, and us, we need to bring back suspension movement. ➳

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March 23 Ferrari Hill Climb Championship North Weald

APRIL

April 6 Pirelli Maranello Ferrari ChallengeSnetterton

April 21 Ferrari Hill Climb Championship Bouley Bay

MAY

May 3/4 Ferrari Hill Climb Championship Prescott

May 10 Ferrari Hill Climb Championship Harewood

May 24 Ferrari Hill Climb Championship MIRA

May 24/25 Ferrari Festival, including Pirelli Maranello Ferrari Challenge and Ferrari Formula Classic Donington Park

JUNE

June 7 Pirelli Maranello Ferrari Challenge Oulton Park

June 7/8 Ferrari Hill Climb Championship Shelsley Walsh

June 27-29 Pirelli Maranello Ferrari Challenge Zandvoort (Holland)

June 28/29 Ferrari Hill Climb Championship Prescott

July 20 Ferrari Hill Climb Championship Gurston Down

July 26/27 Pirelli Maranello Ferrari Challenge Donington Park

July 26/27 Ferrari Hill Climb Championship Loton Park

AUGUST

August 9 Ferrari Hill Climb Championship Curborough

August 16/17 Pirelli Maranello Ferrari ChallengeBrands Hatch

August 22-24 Pirelli Maranello Ferrari Challenge Spa-Francorchamps (Belgium)

August 30 Ferrari Hill Climb Championship Loton Park

SEPTEMBER

September 13 Ferrari Hill Climb Championship Harewood

September 13/14 Pirelli Maranello Ferrari Challenge and Ferrari Formula Classic Castle Combe

September 27 Pirelli Maranello Ferrari Challenge Thruxton

September 27 Ferrari Hill Climb Championship Longleat

OCTOBER

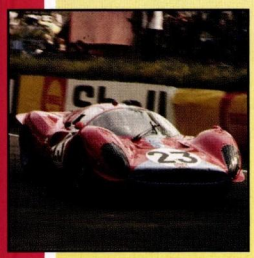
October 5 Ferrari Hill Climb Championship Curborough





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WIVES AND GIRLFRIENDS DOING LAP CHARTS
Bette Hill, Pat McLaren, Nina Rindt – among others – could keep track of an entire field armed with some squared paper, a pencil and a couple of stopwatches. They may have been doing it to take their mind off the worst aspect of F1, but it certainly made it a more personal pursuit. How touching that it was Bette who told Graham that he had missed the cut at his beloved Monaco in 1975.



BRAKE DUST ON DRIVERS' FACES
Probably a health hazard, but it provided evocative 'war paint' as the knackered but elated winner climbed the podium to accept his reward and smudge the cheek of a 'sweater girl'. It's to Schuey's credit that he climbs from his car looking so fresh, but as an image it's just too 'Because I'm worth it'.

OBSTREPEROUS BACKMARKERS
Preferably, he would be a former hotshoe unhappy at being given the cold shoulder by a front-running team in favour of some new beau. Some would say that the likes of René Arnoux and Jean-Pierre Jarier did their reputations little good in the closing stages of their F1 careers, but there was something to be enjoyed in their cussedness. Today, of course, ignore two blue flags and you go directly to jail.

ELF'S DRIVER SCHEME
France's new fuel giant was brash and ambitious, and motor racing was the chosen medium to get its message across as quickly as possible. Which is why we have to thank it for Beltoise, Servoz-Gavin, Cevert, Depailler, Laffite, Pironi and Prost. We guess it was something they just had a flair for.

NO TRACTION CONTROL
And it wasn't just the starts; it was everything. For throttle control is even more important than manual gearchanging. It's at the core of what separates the great from the good. Thank God for Max.



Rainer Schlegelmilch

DRIVER BRIEFINGS ON THE GRID
The heroes of yesteryear may not have taken kindly to being given a lecture from a public schoolboy in a worsted jacket in front of the grandstands, but it made for great photo opportunities – and was, vitally, a million miles from today's behind-closed-doors mentality.



INTERESTING AIRBOXES
March's swaged-in sculpture of 1973, Ligier's crazy 'teapot' (above), Tyrrell's soon-to-be-dropped twin-pronged affair on the six-wheeler, the forward-of-cockpit approach employed by Eifelland. Oh, for the days when aerodynamics was little more than a wetted thumb held up to the breeze.

NON-CHAMPIONSHIP RACES
Let me just check my diary: Lombank Trophy at Snetterton in March; Goodwood's Glover Trophy in April – oh, and the Aintree 200; Silverstone's Daily Express Trophy in May; the GP in July; all rounded off nicely by the Gold Cup in September. Being a British F1 fan in 1963 was so much more fulfilling.

ROB WALKER
Best of an important breed (see Competitive Privateers). If he was good enough for Moss, he was good enough for everybody.

GRAHAM HILL'S ONE-LINERS
It's no wonder the public loved him, he was motor racing's answer to Terry-Thomas. His annual banters with JYS (who more than held his own on these occasions) usually stole the show at the BBC Sports Personality of the Year Awards, and his forays into the commentary box were riots of 'funnies'.



COMPETITIVE PRIVATEERS
There is something engaging about someone doing a sport for fun. And it's even better if they are able to put one over those who have one eye on making money out of their pursuit. Lord Hesketh was the last of the amateur breed – and what we wouldn't give for a bit of his team's joie de vivre right now.

A MINARDI ON THE FRONT ROW
God bless Pierluigi Martini, Aldo Costa (unsung design hero) and Pirelli. Just a shame that it happened at Phoenix. ➳

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29/30 March The Morgan Motor Company Challenge750 Motor Club - Donington Park

APRIL
26/27 April The Morgan Motor Company Challenge 750 Motor Club - Snetterton
27 April Morgan SCC Speed Championship Curborough

MAY
4 May Morgan SCC Speed Championship Olivers' Mount
17 May Morgan SCC Speed Championship Shelsley Walsh
24/25 May The Morgan Motor Company Challenge MG Car Club - Rockingham
31 May Morgan SCC Speed Championship Prescott

JUNE
8 June Morgan SCC Speed Championship Harewood
14 June Morgan SCC Speed Championship Gurston Down
14 June Morgan SCC Speed Championship Barbon Manor
21 June The Morgan Motor Company Challenge Jaguar Car Club - Oulton Park
28 June Morgan SCC Speed Championship Aintree

JULY
5 July Morgan SCC Speed Championship Colerne
12 July Morgan SCC Speed Championship Loton Park
13 July The Morgan Motor Company ChallengeMorgan Sports Car Club/BRSCC - Mallory Park
13 July Morgan SCC Speed Championship Harewood
19 July Morgan SCC Speed Championship MIRA
26 July Morgan SCC Speed Championship Goodwood

AUGUST
2 August Morgan SCC Speed Championship Goodwood
1 to 3 August Mog 003 International Event Gosforth Park, Northumbria
16 August Morgan SCC Speed Championship Elvington
17 August The Morgan Motor Company Challenge, MG Car Club - Snetterton
30 August The Morgan Motor Company ChallengeBentley Drivers' Club - Silverstone

SEPTEMBER
6 September Morgan SCC Speed Championship Wiscombe Park
13 September Morgan SCC Speed Championship Curborough
21 September The Morgan Motor Company ChallengeJaguar Car Club - Snetterton

OCTOBER
4/5 October The Morgan Motor Company ChallengeMG Car Club - Brands Hatch
18 October Morgan SCC Speed Championship Castle Combe

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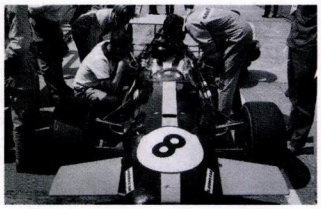


Peaked crash helmets

Because they looked right. Best of all was the Bell with the press-stud peak that turned through 90 degrees at its leading edge (as modelled by Jo Siffert). The drivers must have liked them, too, because they kept their 'skid lids' for ages, which is how they got their fabulous patina.

Testing anywhere but Barcelona

Do you remember when the teams used to disappear to Kyalami for a month? Those tyre tests were like an extra couple of GPs. It all seemed so faraway and glamorous – unlike the Circuit de Catalunya, which has not one iota of the charm of nearby Barca.



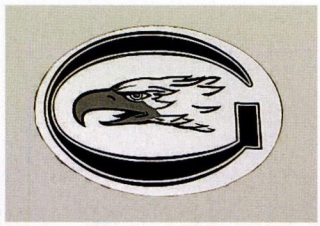
Ron Dennis as a mechanic

McLaren is the epitome of modern-day F1... slick, rich, hi-tech. But at its core is an oily rag background for its boss (above right). That's what will always make them racers.



Jimmy Clark wearing a cardigan on top of his overalls

Well, Scotland is the home of knitwear. We're not sure how he got it past the safety scrutineer, though. Perhaps there wasn't one. And anyway, if the best driver in the world felt a bit chilly, he was quite within his rights to wrap up warm.



James Mann

The Eagle

It starts with the best nose-cone in motor racing and ends in a fanfare of chromed exhaust pipes. Dipped in deep royal blue, Dan Gurney's racer was a classy piece of kit – just like its constructor.

Corners with evocative names

Turns One, Two, Three etc – doesn't anyone in F1 have some imagination? Flugplatz, Burnenville, Jukskei Sweep, Hunzerug, Nouveau Monde – isn't that better?



Sporting Pictures

Senna versus Prost

Formula One's most Wagnerian duel. Two legends, in one of the best cars ever built, given free rein to express themselves. Did it matter that McLaren won all but five races of the 1988-89 period? Not really. To be honest, we're not even bothered which of them won the title in what year, we're just glad that we saw it. It wasn't quite so good when Prost jumped ship to Ferrari, but it was still a clash of giants among pygmies.

Hans Heyer

A man with a penchant for Tyrolean hats fails to qualify for the 1977 German GP. Ah, but he blags his way onto the grid – and starts the race. Not only that, but his privateer Penske retires before officials have the satisfaction of black-flagging him. And that was his only GP. What a star!

Fleetwood Mac's 'The Chain'

Okay, hum the theme tune to ITV's F1 programme. We're waiting... Our point is made. Dow, der, der, der, da, na, da, na, da, dow. Yep, the Beeb got it spot-on.



courtesy of Warner

Obscure, hopeless Italians

Sounds harsh, but don't forget that we are 'in praise of' here. But why just Italians? Because they start with an advantage denied (most of) us Brits: a fast-sounding name. So I say a heartfelt thank-you to: Giulio Cabianca, Gerino Gerini, Lamberto Leoni, Alessandro Pesenti-Rossi, Domenico Schiattarella and Prince Gaetano Starrabba.

Interesting paddock visitors

We're talking George Harrison (below), James Garner, Henri Leconte and Peter Ustinov – not Leo Sayer. And turning up at Monaco doesn't count.



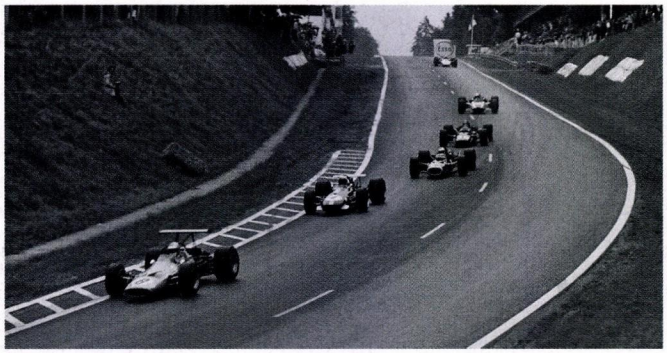
Phipps/Sutton Photographic

Interesting driver quotes
The likes of Andretti, Jones and Lauda all had plenty to say, and they weren't afraid to say it. Now we have press conferences. Sigh.

Nigel Mansell's injuries
He was as tough as old boots – raced with a broken neck, sat in a bath of petrol in his first GP – yet at times he seemed to play the wounded soldier. Real soap opera stuff.

Schumacher in not the best car
He's proved he can win races and titles in such, witness 1994, 96-99, and during this time the rest of the field – Hill, Villeneuve, Hakkinen, Coulthard – got a look in. However, since everything gelled at Ferrari, nobody else has had a sniff. Not good.





Rouen's downhill sweepers
There were three, bordered by sharp drops and high banks. With no margin for error, they claimed several victims, but those who mastered them knew they must be worth their salt.

Teams not running two cars
It was not unusual to see four or five Ferraris on a GP grid in the 1950s – maybe one of them in the yellow of Ecurie Francorchamps. The Yardley and Marlboro BRM teams carried this multi-car standard into the '70s, but two cars per team was by now the norm. And today, it's the law. Which is a shame, because punchy one-car teams often used to shake up the establishment.





Round steering wheels
Thin-rimmed (preferably wooden), three or four spokes, and with a small team logo at its centre. While we're at it, let's bring back dials instead of those infernal fairy lights.

Andrea de Cesaris
In his first full F1 season he wrecked a record number of cars and scored just one point. Yet he hung in there – he was well connected – and contested 208 grands prix, with 10 teams. And he wasn't too bad by the end.

Drivers on commercial flights
This way they'd have time to mull over the GP just gone with the assembled press (like they used to), and as a result the following week's reading would have more of a voice than perhaps we get today. Plus it would do them good to rough it once in a while.

Drivers wearing laurel wreaths on the podium
They must have felt like a lead weight around your aching shoulders, but they looked good, were a strong link with the past and emphasised the gladiatorial nature of the sport. The sponsors, however, weren't keen on them since the foliage covered up their logos. So F1 was pruned.







both: Rainer Schlegelmilch

Number 27

Its significance kicked off with Jones and Williams in 1978; its immortality was assured when Villeneuve took it to his death in '82. It was thereafter carried by Tambay, Alboreto, Mansell, Senna, Prost and Alesi. But it has been out of use since 1996, which is when F1's numbering became more logical, i.e. boring.

Seventies sideburns

For best effect these hirsute additions had to be in conjunction with Elvis shades, the type with holes drilled in their arms. Emerson Fittipaldi had the most famous F1 'sideys', but Reine Wisell's were maybe better (below).



When British drivers dominated...

Thanks to Moss, Brooks, Hawthorn and Collins in the 1950s, and Clark, Hill and Surtees in the '60s, it was not unheard of for the British stars to sweep the podium.

Castrol R

Ah, you can't kid the Castrol R kids. No smell in racing comes close to beating this vegetable oil when it's done to a turn inside a Maserati or Ferrari. Nectar!

...and German drivers disappointed

Barring a brief flurry by von Trips in 1961, the Fatherland suffered a severe drought of favourite racing sons. Which was fine by us. And still would be but for the Schumachers.

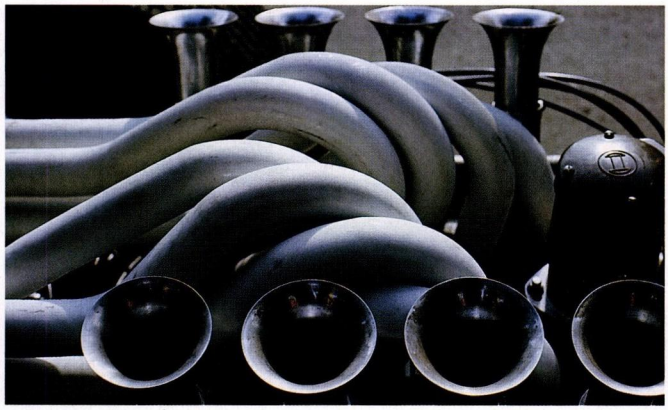
Flaming turbos

Those small in-line fours and V6s emitted a strange wuffly engine note. But this aural deficit was made up for by a visual feast... huge sheets of flame jetting out the back.

Goggles

Be they RAF-type or ex-tank commander, they knock mirrored visors into a cocked helmet.

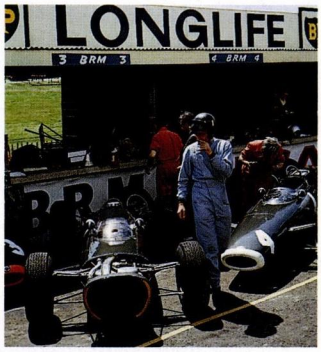




Rainer Schlegelmilch

Twisty exhaust pipes

These items are still works of art today – it's just that you can't see them. It seems a shame to go to all that trouble if you're not going to plonk them inside the vee for all to see.

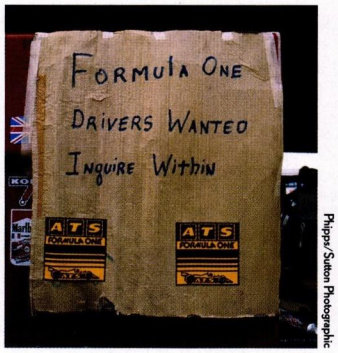


BRM

Oh, the flak this team got during its V16 era and the immediate aftermath. Some of it was due, for they underachieved for Britain, but in its defence others were learning from its mistakes. And how right that it should have its seasons in the sun (1962-65). A 1.5-litre P261 with an orange band on its nose, and Hill or Stewart at its helm, is one of the most enduring images of British motor racing. And how apt that it all should collapse into a morass of mismanagement and overenthusiasm. The P207 is something British motorsport tries to forget.

Driver strikes

The comrades of the Grand Prix Drivers' Association weren't averse to flexing their muscles during the 1970s and '80s. The best of these disputes occurred at Kyalami in 1982, Lauda taking the opportunity of his (very) financially rewarding return to immediately bring the brothers out. While FISA and FOCA were going at it hammer and tongs, the men the spectators came to see wanted to make sure they had their say – and got their slice of the cake. Given the calm since, it's reasonable to suggest that most of their demands were met.



Phipps/Sutton Photographic



Straight-armed driving position

In the days of open cockpits, style played a greater part than it does today. Making it look easy was part of the game, and no-one could beat Moss in this respect either.

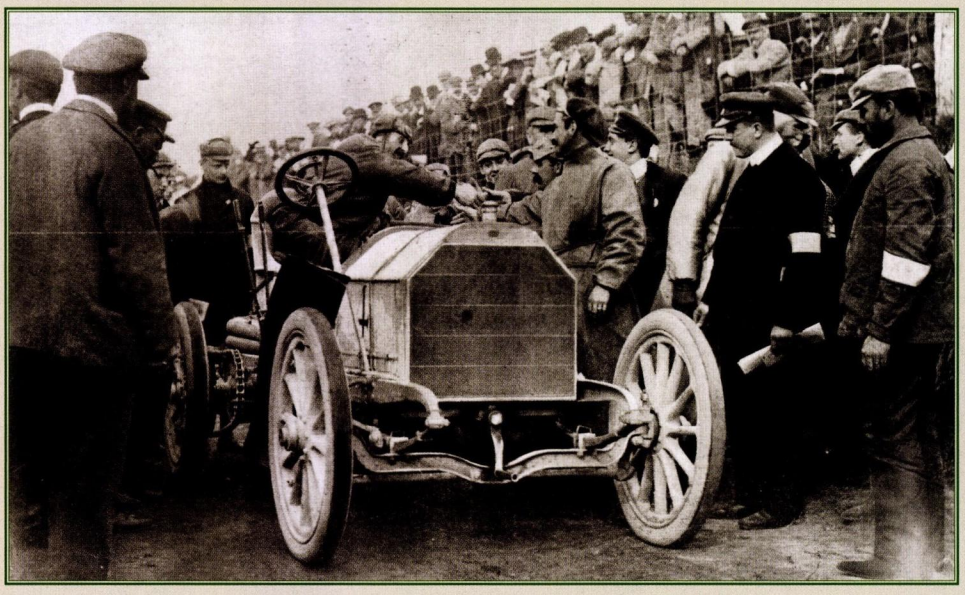
Jenks's Letter from Europe

In the days before satellites, rolling news and long lenses, DSJ's monthly round-up in Motor Sport was like a beacon from some distant planet. He was the only link that true racing enthusiasts had between themselves and, say, the South African Grand Prix, and they clung to his every word. And he in turn never let them down.

Rose-tinted spectacles

These must be worn at all times for maximum effect. M

The Irish Gordon Bennett Cup Race Centenary Festival



At the end of May, a very special event will be held in Ireland to celebrate the centenary of one of the first races to be held in the British Isles.

The Irish Gordon Bennett Cup Race Centenary Festival will be held over the Bank Holiday weekend of May 31/June 1/June 2 and will re-create the amazing spectacle of the 1903 race held on closed roads around the town of Athy.

"This will be the Goodwood Festival of Speed, Irish style," says event organiser Edward Fitzgerald. Running on closed public roads, one hundred years of competition history will be in action on each of the three days. While some of the older cars will take part in demonstration runs, there will also be plenty of serious competition against the clock on the three hillclimb courses.

The Gordon Bennett Cup was the event that started motor racing in Ireland and Great Britain. Devised as an internations competition, it was first held in France in 1900 and was then hosted by the previous year's winners. The 1902 victory for Selwyn Edge (Napier) in the Paris-Innsbruck race meant that Britain would host the 1903 race. However, closed roads were not permitted in England, so it was switched to Ireland where the government took a more flexible attitude to motorsport. It was held over 330 miles on roads around Athy, which will now be central to the centenary event.

All three venues will be easily accessible to the public, with free admission a feature of the whole event. The three hills, all under a mile in length, will be contested by around 100 cars, the oldest over 100 years old. The organisers plan to have a core of around 30 or 40 cars to compete each day, with the other places taken by a variety of race and hillclimb cars. Some famous name drivers will be in action throughout the event.

Probably the oldest car will be the 1902 Napier of Johnny Thomas, while Lord Montague of Beaulieu will be sending a 1903 Napier from his collection. Lord Montague has particular links to the event, as his father was instrumental in promoting the original act of parliament that allowed such events to take place.

Several Gordon Bennett type cars will travel from Europe for the occasion, including a 1904 Gladiator. Elsewhere in the field will be a 1930s TT Fiat, a Lotus 18 and the ex-John Watson Brabham BT16 and dozens of race and rally cars spanning 100 years of the sport.

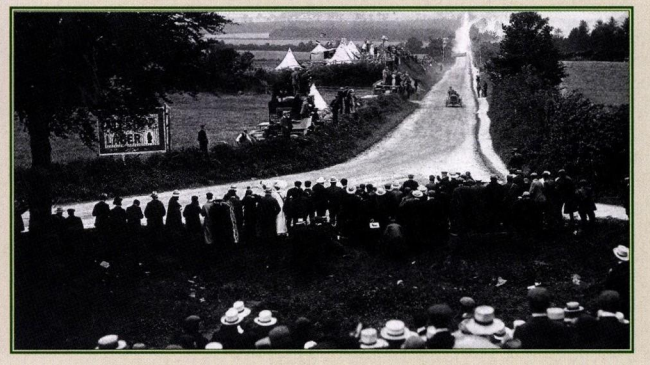
Saturday May 31, Athy.
The Heritage Centre in Emily Square will play host to a Gordon Bennett re-enactment, with cars, steam engines and a period fun fare. In the afternoon, a time trial will run close to the town before the cars return in the evening for a display in Emily Square.

Sunday June 1, Bagenalstown.
The hillclimb will start on Weir Quay at the Old Mill and climb for just over a kilometre before turning right where a natural grandstand will provide excellent viewing before the short dash to the finish.

Monday June 2, The Heath, Portlaoise.
The final event will be run over part of the original 1903 Gordon Bennett route. A vintage day will be organised to coincide with the competition.

For more details about this unique event, visit the website at: www.gordonbennett.ie







Blind AMbition

TWENTY-THREE YEARS AFTER ITS LE MANS WIN, ASTON MARTIN RETURNED TO LA SARTHE. SORT OF. RICHARD HESELTINE EXPLAINS HOW A ONE-TIME CLUB RACER FIRED UP A SLEEPING GIANT AND GOT A RUDE AWAKENING

photography by LAT

WHEN CLUB RACER-TURNED-ENTRANT Robin Hamilton moved into the big league with his ill-starred Nimrod Group C venture, he was tarred with the more derogatory connotations of the word 'amateur'. But he was blessed with many of the good ones, too.

"When we were racing, Robin came in for abuse from the press," recalls Nimrod driver Tiff Needell. "He was naïve at times, and there were occasions when he was a little out of his depth, but the Nimrod was very much his baby. The whole project was carried along by his enthusiasm."

Enthusiasm was one thing the former Rolls-Royce apprentice did not lack. Nor ambition. On being made redundant by the Crewe firm in the early 1970s, the Midlander turned to repairing and restoring Aston Martins. Perhaps inevitably this led to competition, initially with a DB4 and, from '74, a near-standard '69 DBS V8. Within three years of his first tentative foray at the Curborough sprint track in the latter, he remarkably went the distance at Le Mans in the same car, albeit now barely recognisable.

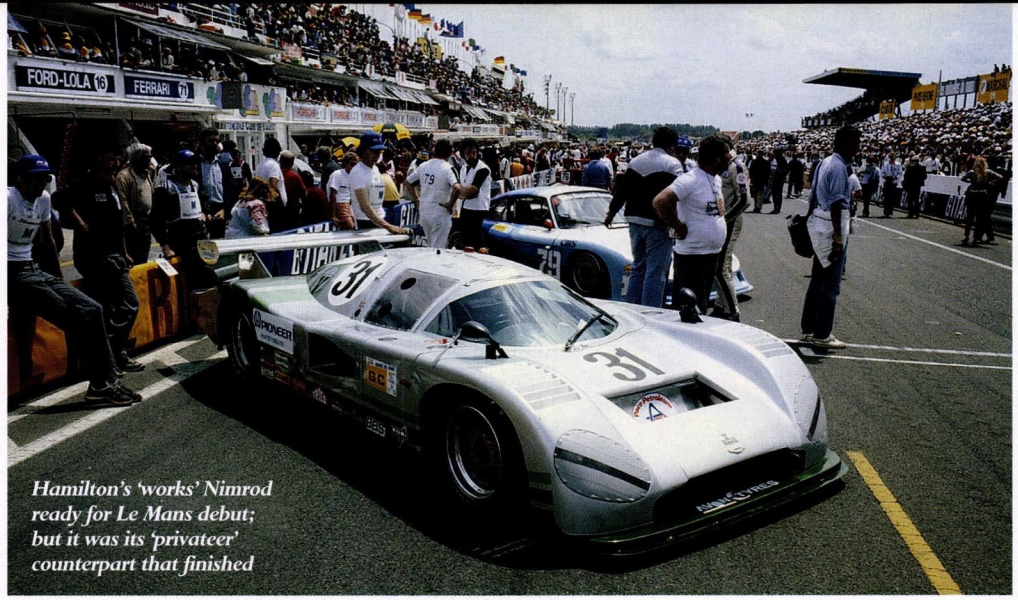
And it was at this juncture that a proper La Sarthe challenger with AM V8 power was mooted. This Tadek Marek-designed unit had featured in two works Lola T70s during the 1967 running, and both retired early. But it was to Eric Broadley that Hamilton turned to realise his vision. Only after a great deal of persuasion did he agree in 1980 to design a car, codenamed T385, as an entirely private venture. Its starting point was a monocoque distantly related to the '60s classic, a T70 body being briefly used on the prototype while in the workshop, although the only carry-overs on the completed car were the pedal mounts and windscreen. (The latter caused problems at Le Mans as it was below the 1000mm minimum height regs, prompting 'taxi sign' extensions.)

A lack of money forestalled development until a saviour appeared in the form of Victor Gauntlett. In 1981, the Pace Petroleum boss bought the controlling stake in Aston Martin, and the arch-enthusiast agreed to partially fund a race programme for '82, the first year that the World Endurance Championship was run to Group C regulations. The marque's US distributor Peter Livanos also promised backing, although at no point was the team ever a fully sanctioned Aston Martin programme.

After initial testing by Derek Bell at Silverstone in '81, the official launch of Nimrod Racing Automobiles ➤



One of the main Downe Nimrod architects, Ray Mallock, dives into Copse in the twin-turbo version at '84 Silverstone 1000Km



Hamilton's 'works' Nimrod ready for Le Mans debut; but it was its 'privateer' counterpart that finished







was held at Goodwood on November 19, with James Hunt and Stirling Moss performing demonstration runs. Also present was Tiff...

"It was a great day out. The cars looked good and we had a nice lunch at Goodwood House. There were a lot of drivers like myself who were there hoping to forge careers in sportscars including, I seem to remember, Nigel Mansell." Needell was signed up, as was F5000 and sometime F1 driver Bob Evans, and reigning European F2 champ Geoff Lees.

And then it all began to go horribly wrong. Livanos pulled out, Gauntlett and Hamilton having to dig deep to cover the £110,000 shortfall. Then there were the engines. AM Tickford was chosen to build and develop the enduring V8, a move that was to become a bone of contention with Hamilton. Using standard block, head, camshaft and crankshaft, the claimed 580bhp at 7250rpm was debatable. Its lack of reliability was not. By the time the works car arrived at La Sarthe, Hamilton's brave new world was yet to register a single finish. The squad had endured 13 engine failures, most embarrassingly at the team's season-opener, the Pace Petroleum-sponsored Silverstone 6 Hours.

"It wasn't a bad first go," claims Evans. "The Nimrod was heavy and never likely to challenge the Porsches or Lancias, but we were on for a good finish until the car died at Becketts." Face was saved, at least for Gauntlett, by the sixth place (fourth in GpC) of Viscount Downe's privateer Nimrod.

This racing peer and AMOC president had become embroiled in the fervour of an Aston-powered Le Mans challenger, selling his prized GT40 to fund its purchase. Gauntlett underwrote the deal while Simon Phillips, who was down to co-drive at Le Mans, picked up the tab for the operating costs. Running this team was the experienced Richard Williams, who tended Downe's fleet of historic racers.

By the Silverstone race, and only a month after receiving chassis 004, Downe's lead driver Ray Mallock had tweaked the suspension (junking the rocker-arm front end and revising the Champ Car-derived rear from Lola's T600) and improved the cooling and plumbing. Williams, recognising the potential for engine problems, also insisted on running lower revs in an effort to stave off budget-crippling blow-ups. The works drivers could only look on enviously at his meticulous approach.

Evans: "By the time we got to Le Mans, I was having serious doubts. I was having more and more disagreements with Robin, wishing that he would take a closer look at what Williams was doing: Richard's team was properly drilled and knew racing inside out."

Needell is less forthright: "Robin was, I suppose, still learning the ropes. I think some of the mechanics were taken from his Aston garage. It was only my second time at Le Mans and I remember the atmosphere before the race being positive. It was like racing in the golden days. Unfortunately, during the race the car tried to kill me!"

At 7am, while holding 12th place, Tiff found himself ricocheting down the Mulsanne Straight: "It was a big accident. The rear bodywork subframe collapsed and the car veered to the right. I put on some opposite lock and just bounced along for what seemed like ages. Having a rear-hinged engine cover wasn't a great idea, and when it went up, it acted like an air brake."

Miraculously, Needell emerged unscathed, but Evans was incensed: "Hamilton blamed the tyres, which was rubbish. We knew there was a potential problem with the rear bodywork, but nothing was done about it. The Williams team identified it and fixed it. I was really very unhappy about that accident. That was the turning point for me."

The fact that the Downe car was running fourth for much of the night

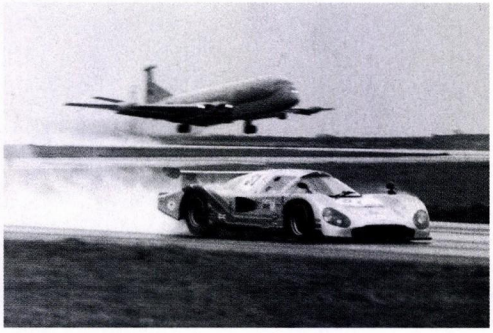
Clockwise from top left: Nimrod squad ready for Le Mans; Ludwig's C100 chases Mallock in Downe car, Spa '82; Goodwood launch run-out

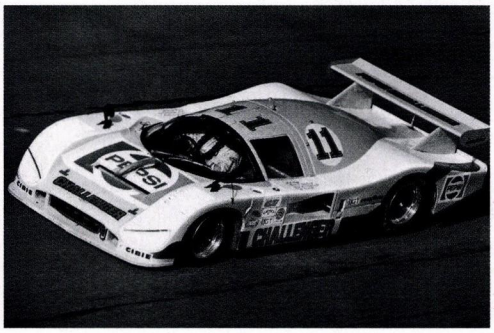
'We achieved what we did on Porsche's catering budget'



Le Mans '84: the Mallock/ Olsen car ran as high as fifth before tragedy struck and wiped out both Nimrods







probably didn't help Bob's mood. Only a compression problem saw it slide down the order, limping home to a well received seventh overall.

More was to come. With a further top 10 placing at the following round at Spa, and a ninth spot at the fifth and final round at Brands, the Downe squad had done enough to guarantee third in the Makes title chase for Aston.

"That was a fantastic achievement," says Williams. "When we started the programme we weren't naïve enough to think that we could take on the big works teams. I still maintain that we achieved what we did on Porsche's catering budget."

Tellingly, Hamilton hadn't made it to the Kent round: he'd run out of money. Having previously made free and frequent use of the press in his efforts to stir up support for the project, he issued a release haranguing British industry for a 'shameful lack of interest'. Then *Motoring News* merely pointed out that it was he who had been unable to get a car to the finish from three starts, and that if anybody should feel any sense of entitlement, it was Viscount Downe.

Hamilton's response was to pack his bags and head Stateside, taking 002 and 003, and an incomplete fifth car, with him. IMSA beckoned. Its first round at Daytona should have been a turning point.

"It was my first time at the track," recalls Needell, bought in for this one event. "I was there with an Argentinian driver ['Yo-Yo' Maldonado] and two of the biggest names in American racing – Darrell Waltrip and A J Foyt. It was incredible. Typical of Robin. He'd persuaded Pepsi to sponsor us."

Left to right: Taxi sign needed to pass scrutineering; Evans takes on the RAF; AJ Foyt drove at Daytona '83 before a switch to winning Porsche

'I was there with two of the biggest names in American racing'

Sadly, the Pepsi Challenger wasn't to make its mark. Despite running as high as fifth, with Foyt up, it retired on the 121st lap. "That was disappointing," recalls Needell. "The car seemed suited to Daytona. Bizarrely, one of the welded sump baffles had come loose and got chewed up."

Upscaling efforts to run a second car only added to Hamilton's worries, and – aside from a creditable fifth at Sebring thanks to Reggie Smith, Lyn St James and Drake Olson, the best ➤

result for a Nimrod – the writing was on the wall. Or, more accurately, the windscreen. A sign attached to the previous year's Le Mans car in the paddock read 'For sale or rent'. Relying on pay drivers as the season progressed saw no reversal of fortune and Nimrod Racing Automobiles was disbanded on August 22, 1983. The remains of Hamilton's equipe, including a completed 'evolution' NRAC3 carbonfibre tub, were sold to John Cooper.

Meanwhile, in Brixton, Mallock had comprehensively redesigned the Downe car, roping in Alan Jenkins and Ron Tauranac to help with an all-new high-downforce, low-drag body. With funding from building firm Bovis, the revised car promised much.

"It wasn't rocket science," admits Williams. "The old car was way too heavy and already an old design. We needed to pare the weight and help it run through the air more cleanly."

The Silverstone 1000Km passed without incident, Mallock and Salmon finishing seventh. Le Mans, however, wasn't so successful. A broken fuel line prompted eventual engine failure. Yet despite non-finishes at Spa and Brands, the Downe equipe's tally of four points was enough to repeat third place in the final standings!

An ultimately joyless Daytona trip kicked off 1984, the Downe equipe augmented by the arrival of Nimrod 005, as completed by John Cooper. Funded in part by Livanos, he was keen for it to showcase Tickford's experience with twin turbos. Williams wasn't pleased: "I was dead against it. The exercise was a blind alley. We did not have the resources to play around with that sort of set-up."

At the Silverstone 1000Km, Salmon drove the normally aspirated car along with dentist John Sheldon and Dickie Attwood, while the twin-turbo was shared by Mallock and Olsen. It soon transpired that Tickford's claim of 650bhp with forced induction was a tad over-optimistic, Mallock trailing around no higher than 15th. The car's appetite for oil was so great that it was eventually withdrawn. The normally aspirated version retired because of a dropped valve.

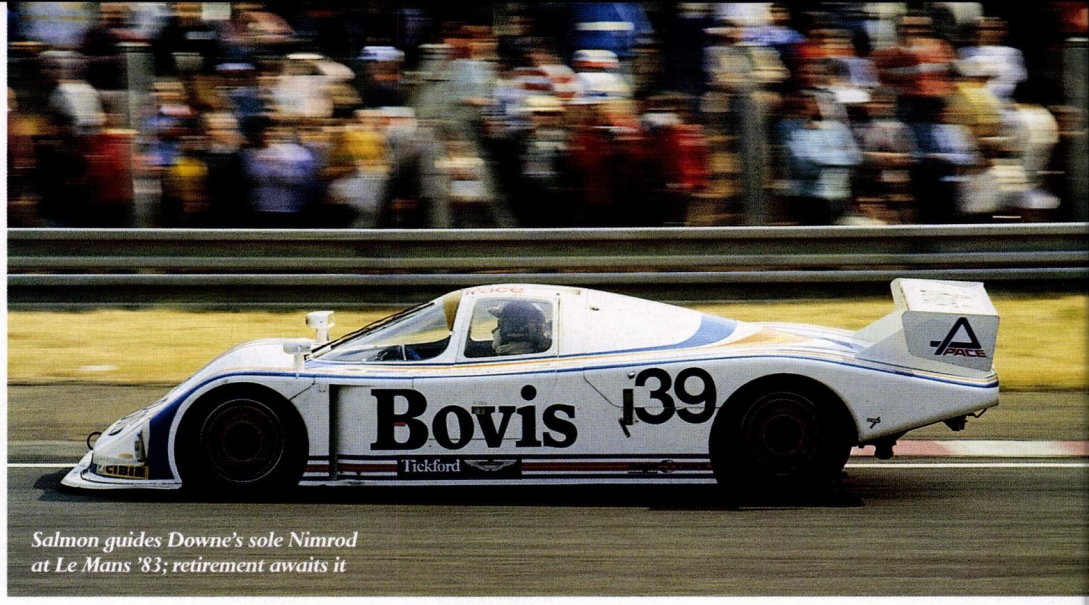
As June rolled around, the turbo engine wasn't an option for Le Mans, although the Silverstone driver set-up remained. With the rare bonus of a spare engine and something approaching a realistic budget, the mood in the camp was bullish. At one point the Mallock/Olsen entry was as high as fifth, only for a puncture to drop it down the order. And then, at 9.21pm, disaster struck. Sheldon suffered a blow-out and his Nimrod became an airborne fireball. Remarkably, a badly burned 'Driller' survived to race another day, but a marshal, Jacky Loiseau, was killed by debris.

Just to heap on the tragedy, the sister car, driven by Olsen, was running 8sec behind on the road, despite being a lap ahead, and was right in the tracks of Jonathan Palmer's Porsche 956. As the latter braked to avoid the accident, Olsen was forced to jink to the left, prompting a major smack against the Armco.

This was the Nimrod's last outing in contemporary motorsport.

And Robin Hamilton? Having lost almost everything, he disappeared off the motorsport radar. But he retains his defenders. Needell: "I still feel that Robin and the Nimrod have been unfairly maligned. He made mistakes but there was never any malice. If anything, he was a dreamer, but he built a racing team up from scratch and took it to Le Mans. That in itself is an achievement. From a personal point of view, it allowed me to race in Group C for another 10 years."

Williams is equally affirmative: "Our experience with the Nimrod allowed us to go into C2 with Ecosse and then C1 with Aston Martin. It was a great stepping stone." Which, though not what Hamilton would have wished for at the outset, is at least some consolation for his efforts. M



Salmon guides Downe's sole Nimrod at Le Mans '83; retirement awaits it

LE MANS RHAM EFFECT

Before Nimrod came RHAM 1. Not the most romantic title, but this ungainly device was Hamilton's first dip into Le Mans waters and led to Nimrod's full immersion.

The basis was a '69 DBS V8, although very little was retained by the time the car made the Le Mans grid in '77 – hence the Robin Hamilton Aston Martin 1 chassis number. Pitted against factory Porsches in the GTP class, it was never going to be in the fight for class honours, yet the 520bhp beast steered by Hamilton, autocross star Dave Preece and former Maranello Concessionaires driver Michael Salmon, finished 17th overall.

Unable to compete the following year due to lack of funds, Hamilton returned for '79, RHAM having undergone major surgery, not least a 3in roof chop. Derek Bell drove it, now twin-turbocharged to 650bhp, at May's Silverstone Six Hours and the following August's Brands Hatch enduro, with little to show for his efforts. For Le Mans, the '77 squad regrouped but weren't to finish.

A further outing the following year at Silverstone proved short lived and the project was mothballed. But not before Hamilton broke the World Land Speed Record for towing a caravan (124.91mph) at Elvington Airfield.

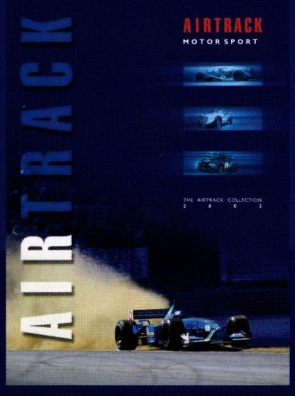


'If anything, Hamilton was a dreamer, but he built a racing team up and took it to Le Mans'

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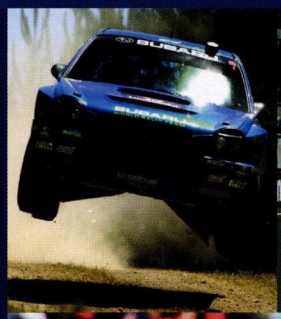
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David Bruce-Brown oozes a calm confidence aboard his monstrous Fiat. He had the racing world at his feet



NAHC

THOSE WHOM THE GODS LOVE

AMERICAN DAVID BRUCE-BROWN HAD IT ALL: MONEY, LOOKS, TALENT – AND, AT JUST 22 YEARS OF AGE, TIME. BUT, AS MARK HUGHES EXPLAINS, HIS STELLAR CAREER WAS CUT TRAGICALLY SHORT

AS HE WRESTLED WITH HIS FATE IN THE SPLIT SECONDS AFTER A REAR TYRE had burst at 100mph, it may have occurred to him that his best hope was to be flung clear in the impending plunge into a Milwaukee ditch. If so, he got his hope. Both he and riding mechanic Tony Scudelari were pitched through the air as the huge red Fiat reared before hurling itself to destruction.

Most in the racing community believed David Bruce-Brown to be 25. But this was a six-year hangover from when he'd lied, as a 16 year-old, to assure the organisers of a small-time novices race at Empire City, near Yonkers, that he was 19. They probably believed, too, that the Oldsmobile he used was his, not his mother's. He won the race.

In the gap between that underage rookie foray and this violent ejection from a works Fiat, he had become arguably the greatest driver of his era. Has any racer since scaled such heights at so tender an age?

He adapted instantly to the huge machines of the time, outpacing peers and team-mates of legendary status, all whilst competing as an amateur. He beat the combined cream of American and European racing at his first attempt – and his second. He had a natural feel for the pace of a race and his attack would come with an exquisite sense of timing. Yet his first and only race in Europe – the 1912 French Grand Prix – showed that when carrying an outclassed car, he could fight the odds from the front, transcending his circumstances to pull out something truly extraordinary.

Ralph de Palma, safe in his car dealership at Lafayette, Indiana, in the late 1930s, after a glittering racing career spanning three decades, said that of all those he'd raced against, Bruce-Brown had made the biggest impression. Even the notoriously edgy and sour Victor Hémery – the great pre-WWI star whom Bruce-Brown had beaten to win the 1910 American Grand Prize – was said to have been taken by the New Yorker's panache, charm and extraordinary ability.

But unlike these stalwarts, Bruce-Brown never got to be an old man with time to reflect. Even as he was flying through the air that day at Milwaukee, during practice for the 1912 Vanderbilt Cup, he might still have believed his future was limitless. He'd probably never had cause to doubt before; he'd been born blessed – with money, looks, strength and talent. Little wonder he came across as supremely confident. Allied to a forceful competitive sporting spirit and the streak of mischievous independence that so often sparks racing careers, he had it all.

While his broad-shouldered physique must have helped convince those Empire City officials that he was older than he was, it also played its part in his ability in the car. Brute strength was a prime requisite when hurling a bucking behemoth over the rough roads of the time. But it was about more than just that. These cars also responded to the feel and balance of a driver, in just the same way as every subsequent race car. They broadsided on loose surfaces to an extraordinary ➤



Bruce-Brown and Scudelari were a tight-knit crew who impressed onlookers with their highly efficient pitstops

both: NAHC

degree with their fat torque and thin tyres, and were only slightly less out of line on Tarmac. From the off, Bruce-Brown proved to be a natural at it.

In 1908, a couple of years after his first taste of the racetrack, he could stand the confinement of Harstrom's prep school in Norfolk, Virginia, no longer. He did a runner and made his way to Florida for the Daytona Speed Trials. That confident charm did the trick again; he talked his way in on the pretence of his being a mechanic. Once inside, he befriended Fiat's New York importer Emanuele Cedrino and told him (almost certainly wildly exaggerated) tales of his racing exploits. Cedrino allowed him to be his riding mechanic.

By this time, however, Bruce-Brown's mother, alerted by the school to her son's disappearance, was hot on his trail. She arrived at Daytona to discover that he'd been promoted from millionaire mechanic to millionaire driver and, encouraged by Cedrino, was due to make a competitive run in one of the Fiat racers. The lady threatened to sue the organisers if they let her son compete. But maybe his charm worked once again, because he not only ran, but broke William K Vanderbilt's one-mile amateur record that had stood since 1904. Sitting alongside him was Scudelari, not long since arrived from Fiat to help Cedrino, and who was making a new life for himself in New York.

Mrs Bruce-Brown was reportedly caught up briefly in the excitement of her son's achievement, before perhaps realising that he was now a man, immune from her protection and unlikely to take up the place at Yale that had been expected. His mother, a widow and clearly a lady of some spirit, features prominently in this story. As her son – one of two – took leave of his New York society life to contest his next race, so she would depart from the family townhouse at 18 East 70th Street, or the country retreat in Islip, Long Island, and follow him. Once there she would harangue him, threaten to disown him, make him promises of gifts – if only he would give up on this crazy, lethal sport. And each time Bruce-Brown would climb into his car and win, and his mother would be flushed with pride and excitement. A psychologist would have found a wealth of material here.

Bruce-Brown followed his Daytona exploits with another amateur class win in the hill climb at Shingle Hill, ironically an event sponsored by Yale University. Emboldened by success and sufficiently wealthy and talented not to bother with lesser machinery, for 1909 he purchased the 1908 Grand Prix Benz with which Richard Hanriot had finished fourth in the American Grand Prize. With this 12.5-litre device he lowered his own record at Daytona and took a flurry of victories in national speed trials and hill climbs.

The Benz team had clearly been impressed by the form of their customer because, for Long Island's Vanderbilt Cup race of 1910, he was part of its factory line-up. Unfortunately, the team was in complete disarray following the career-ending accident of Bruce-Brown's team-mate George Robertson during a demo run. So in his first big-time race, Bruce-Brown struggled to 13th after myriad problems.

But the main event of 1910 was the American Grand Prize at Savannah, Georgia, a few weeks after the Vanderbilt. This was the most prestigious motor race in the world that year, given the cessation of grand prix racing in Europe at the time. Among the entry were the European factory teams of Fiat and Benz, and one of the 15-litre Benz was earmarked for Bruce-Brown. In this company, he was an unknown quantity, up against legends like Felice Nazzaro, Hémery and Louis

Bruce-Brown shocked the establishment with his win for Benz in the 1910 Grand Prize. He seems calm, though

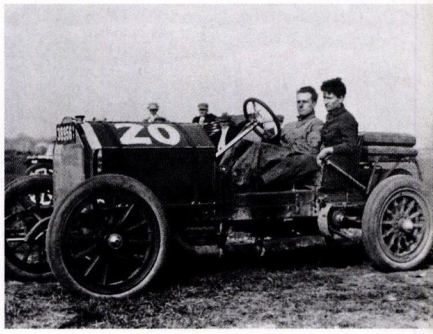
Wagner, not to mention the young American superstar de Palma in one of the works Fiats. Alarmed even more than usual, on account of Robertson's serious accident at Long Island, Bruce-Brown's mother made the trip to Savannah to plead with her son once more.

It should have been de Palma's race. His Fiat was in a commanding position with just two of the race's 24 laps to go when a stone went through its radiator. That left Bruce-Brown in front, ahead of team-mate Hémery. This was the first time he had led the race, but his had been an approach of stealth. Rarely was he out of the top three and, unlike the others, he had got by on just one pitstop – when a fresh right-rear tyre was fitted. It was a spookily mature performance.

Beginning the last 11.5-mile lap, Bruce-Brown was 2min ahead. Hémery, a truly great and very experienced driver, pulled out all the stops and made a stunning last lap. He crossed the line first but everyone had to wait for his team-mate to find out who the victor was on elapsed time. It was Bruce-Brown – by 1.42sec. Hémery admitted that the result and the narrow margin was hard to take, but pronounced Bruce-Brown "a young master" and proceeded to empty a bottle of champagne over him.

Like Benz the year before, Fiat was happy to sell its works racers rather than take them all the way back home. Bruce-Brown duly bought one and entered it in the inaugural Indy 500 of 1911. From a starting position of 25th, he was leading within a dozen laps. He dominated most of the race's first half, building up a lead of 7min at one point, but ultimately was beaten by the superior pit strategy of Ray Harroun. Towards the end Bruce-Brown's spark lever broke, allowing Ralph Mulford past, too.

Fiat recruited Bruce-Brown to their factory team for the 1911 Vanderbilt and Grand Prize races, both at Savannah. He retired from the Vanderbilt race with broken suspension, but was very much one of the favourites for the prestigious Grand Prize after his victorious 1910 performance. Again, he drove with a masterly balance of speed and tactics, always near the front but only occasionally leading. With two laps to go he pitted from the lead for new tyres. Joining him in the pits came the second- and third-placed cars of Eddie Hearne (Benz) and Ralph Mulford (Lozier). It created an electric piece of drama. Mulford, needing only fuel, was first away but broke a driveshaft after an overenthusiastic flight over a (not so) level crossing on the subsequent lap. Bruce-Brown recorded his third-fastest lap, almost 3min quicker than Hearne, on his penultimate lap. This was the knockout blow and he duly took victory for a second successive year.



Bruce-Brown drove this Fiat in the inaugural Indy 500 of 1911. He led 81 of its 200 laps and finished in third place

If Mulford had been too rash and Hearne too cautious, Bruce-Brown had hit the middle ground perfectly, all the while having a turn of speed up his sleeve to shade either of them. When looking closely at his lap times and his steely delivery at the critical time, it was as if the apparent closeness of the race was a mirage, due to nothing more than his own calculating judgement. He had them tied to a tree all along. He truly was a winning machine, with an innate sense of when to reveal his blistering speed and when just to let it simmer.

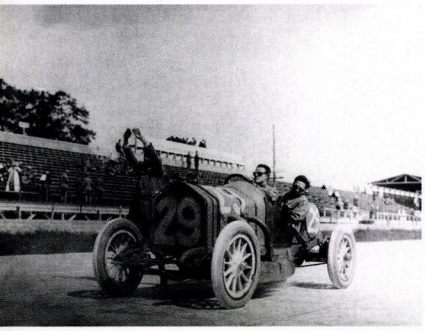
"I am certainly proud of my boy," declared Mrs Bruce-Brown at the post-race ceremony. Asked if she would let him race again, she replied: "I can't say about that now. We have enough in the present to be joyful about without borrowing trouble from the future."

Grand prix racing proper returned to Europe in 1912. For the ➳



The second Grand Prize win was more comfortable than the first, Bruce-Brown's Fiat finishing three minutes ahead

Lew Baldersen Collection; NAHC



Bruce-Brown's second attempt at Indy was at the wheel of this National. He retired early on, but team-mate Joe Dawson won

French GP at Dieppe, Fiat was there – along with Bruce-Brown. He had as team-mates his countryman and friend de Palma and Wagner, a formidable line-up. But there was a half-scale fly in the ointment in the form of the new twin-cam Peugeot. This instantly rendered monsters like the Fiat out-of-date, something the brilliant Georges Boillot lost no time in demonstrating during practice.

Hanging back and playing the waiting game was unlikely to work for Bruce-Brown in these circumstances. With nothing to lose, he carried the fight to the opposition from the off – and was magnificent. After six hours of racing he ended the first day leading Boillot by 2min, he and Scudelari impressing the Europeans with their athletic and synchronised pit work, fine-honed after working together so long in America. The other Fiats were 27 and 48min behind.

On the second day it was raining, as if ordered by the more nimble Peugeot. Still, Bruce-Brown and Boillot fought tooth and nail until a dog crossed the path of the Fiat. Bruce-Brown was unable to avoid it and it ruptured the car's fuel tank miles away from the pits. After repairs he had to take on fuel out on the course – which was illegal. As Boillot passed, Bruce-Brown indicated to him that the Fiat was out and that he had no need to overstress his car, an act of sportsmanship that made a big impression on the Frenchman who duly drove to victory.

That was the end of June. Bruce-Brown had three months to enjoy his socialite life before travelling to Milwaukee, venue of the Vanderbilt Cup and Grand Prize races. He missed Monday Vanderbilt practice and was late arriving on the Tuesday, in the company of fellow wealthy American Caleb Bragg – a team-mate and close friend. Their other team-mate 'Terrible Teddy' Tetzlaff had already shattered the record with a lap of 6min 15sec, and so Bruce-Brown needed to get straight down to business. After some exploratory laps he pitted for fuel, ready now to push. Asked if he wanted to change tyres, he declined. Tetzlaff was already out there and Bruce-Brown took off after him, using him as his target. His first flying lap took 5min 53sec, an average of 83mph. Down the long straight leading to 'graveyard turn' Tetzlaff knew Bruce-Brown was gaining on him. But as he got to the corner, he noted his sparring partner was no longer there.

Bruce-Brown and Scudelari lay dying in an adjacent field. The *Milwaukee Sentinel* recorded the following harrowing scene: 'The daring driver, after regaining consciousness for a brief spell, made a Herculean effort to raise himself. In a mumbled tone and yet audible to his anguished fellow drivers, who stood silently by, covered with dirt and grease, but plainly showing their emotions in tears, Brown asked for his mother. It was his last effort.'

He died at the nearby Trinity Hospital from a fractured skull and internal injuries. Scudelari passed away a week later.

Bragg, who went on to win the race, was the man who had to make the phone call to Mrs Bruce-Brown to give her the news she had feared most. Yet motor racing's loss was almost as acute as hers. It was arguably the first time in the sport's history that it had lost its acceped standard-bearer.

The sport had been robbed, especially when you consider Bruce-Brown's youth. Born in 1890, he was the same age as subsequent aces Pietro Bordino, Antonio Ascari and Tazio Nuvolari. In a perfect world the four of them would have been fighting it out for decades. M

Both: Lew Balderson Collection



Bruce-Brown and Scudelari celebrate their victory in the 1911 Grand Prize. To the left of the car is B-B's mother

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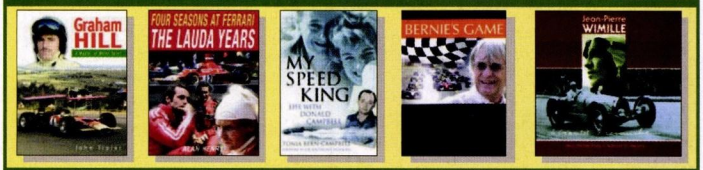
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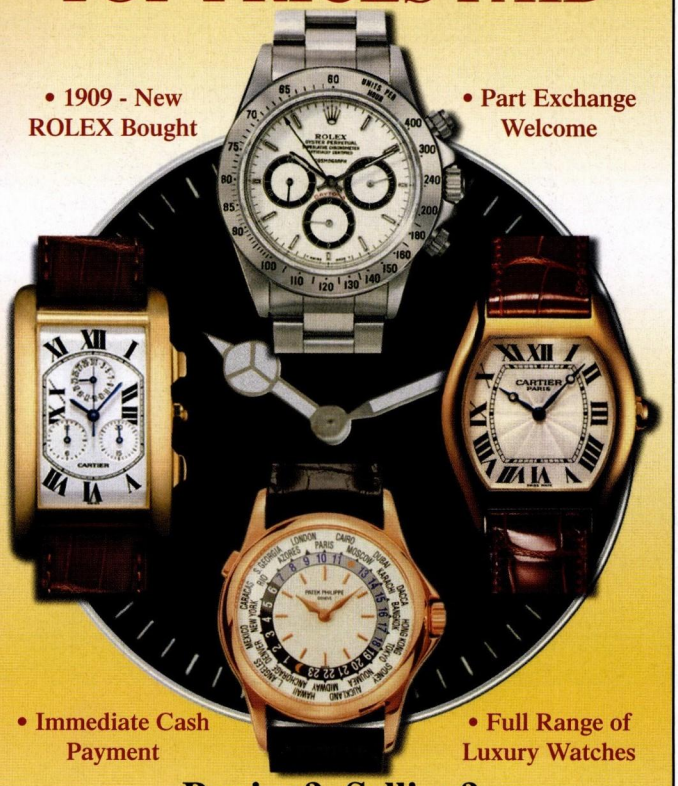
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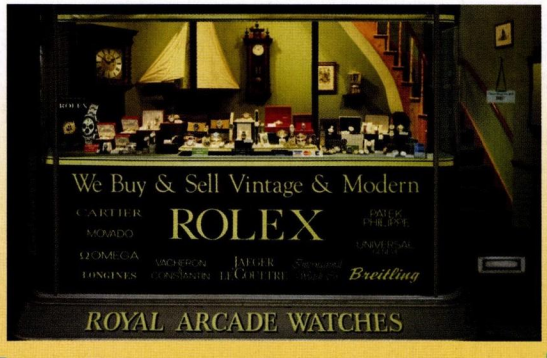
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Slick getaway: Mass (right, behind Regazzoni's Ferrari) surges up from ninth place Right: Jochen collects his thoughts as Hunt collects…



all: LAT

THE ONE THAT GOT AWAY

SLICK TRANSIT GLORIA

JOCHEN MASS 1976 GERMAN GRAND PRIX

WITH THE CHANCE OF GLORY IN HIS HOME GRAND PRIX, PLUS THE NEED TO BEAT HIS NEW TEAM-MATE, IT WAS TIME FOR A GAMBLE… BY ADAM COOPER

IN THE 30 YEARS THAT SEPARATED THE DEATH OF Wolfgang von Trips and the arrival of Michael Schumacher, Germany had just one grand prix winner. Or rather half a grand prix winner, for Jochen Mass's place in the history books as victor of the aborted 1975 Spanish GP is forever tarnished by the accident that injured Rolf Stommelen and killed four people. But the following year Jochen had a chance to win not only a full-length race, but also his home event at the Nürburgring. It would have made him a national hero.

"To me, in my head, Spain was a non-event," says Jochen candidly. "It's good to be there in the statistics, and I was the only one disciplined enough to drive with caution, but one of the guys who was badly injured was a good friend. So winning at the Nürburgring would have meant a lot, because I would have been the first German to win the German Grand Prix since the war, and that would have been nice."

It would also have strengthened his position at McLaren, a team that was increasingly dominated by James Hunt. In 1975, Jochen had held his own against Emerson Fittipaldi, but from early in '76 newcomer Hunt had the edge.

"I could cope with Emerson reasonably well, and in some races I was certainly slightly quicker than him. I knew James from before, I knew he was strong and I knew he was a Brit and that it was a British team, so I didn't think that I would have a particularly marked advantage. Naturally, I settled in to see what would develop. And what did develop was exactly what I had feared, because he was very quick!

"But you mustn't forget that in those days we did have different engines, which we only learned about much later. I think I would have found it more difficult than 1975 in any case, but I don't think I would have looked as daft had we been given the same equipment."

Give or take a disqualification or two, Hunt had won at Jarama, Paul Ricard and Brands Hatch. At the 'Ring, Mass saw his chance to strike back.

"I felt I could have won the 1975 grand prix at the Nürburgring had my tyre not blown near the



Foxhole. And in '76, I also felt that I could do it.

"To drive an F1 car around the Nordschleife was fantastic, because it was nimble and light relative to the sportscars I drove there, which were more of a handful. In a single-seater it was magic, and the McLaren was a good car that handled well there. It was wonderful."

It rained on race day morning, but it stopped before the start. Nevertheless, no-one on the damp grid was brave enough to fit slicks – except Mass.

"We were all on jacks with no wheels on, and everybody was looking at what everybody else was going to do. Then I called over Herbert Linge, the chief of the safety crews, who had just come back from a reconnaissance lap.

"I asked him, 'How wet is it? Is it like here, wet but no puddles?' He said, 'It's like this, except at the Foxhole, where water is running down the road.' I asked, 'Where is it completely dry?' and he said from Hohe Acht – that's exactly halfway. So I told the guys to put the slicks on. They sort of shrugged and said, 'Let him do what he wants to do.' They had no idea. They didn't know any more than anyone else, so they had to live with it.

"We did a warm-up lap round the little loop – the first bend, the opposite straight, and then this little concrete stretch and round again to the start…"

In the early stages of the first lap, Mass was just about able to keep up.

"We didn't have heated tyres then, so on cold slicks it was very exciting! It was difficult for anyone to overtake me, though, and I was reasonably quick until we got to the Foxhole, where it started to float, but luckily it didn't do too much. So I kept it on the road and then got it straight again on the way up the hill."

Once he got to the dry stuff, he picked off the cars ahead one by one and, at the end of the lap, only Ronnie Peterson's March lay ahead.

"I followed Ronnie past the pits. I saw that I could keep up with him, and my tyres were warm by then. I caught up with him very quickly in the dry bit, so I had no worries. I was just taking it easy."

He slipped ahead of the Swede, and at the end of the second lap had a huge advantage over everybody else. But then this race was aborted, too.

"I only knew that the red flags were out. I had no idea what had happened, I just saw them going up the hill round the back towards the Karussell. I had no idea why; my first thought was they'd stopped it because I had an unfair advantage!"

It was, of course, much more serious than that. Niki Lauda had crashed and the track was completely blocked.

"Niki was a long way back because he'd stopped to change tyres. So he was on cold rubber. He had only a narrow line to drive on with his cold slicks. It was very tricky because, once you got out of shape, they gave you violent kickback, and then you could not control it. I think that's exactly what happened. He went over the kerb a little too high, so he bounced to one side and came violently back to the other side and turned into the barrier. I heard from Linge and his guys that Niki was okay, but that he had a lot of stuff in his lungs and was on the way to hospital in Mannheim."

After a delay a new race was declared and Mass went back to his original grid position, ninth. And this time everyone started on slicks. His chance was gone.

"The restart was so frustrating. Coming out of the Karussell, Andretti missed a gear in the Lotus and I pulled alongside. We were side by side, bumping, up towards Hohe Acht. And I was the one who spun around. I didn't hit anything, but quite a few cars went past me."

Jochen eventually recovered to finish third, behind Hunt and Jody Scheckter, but that was small reward for a gamble that could have earned him so much more.

"It was particularly frustrating that I didn't win it, the last GP on the Nordschleife. It irked me no end, but what can you do? What a pity that it had to happen to me."

Would achieving a success there have boosted his confidence?

"One thing leads to another, absolutely. Once you liberate yourself by winning one, two or three races, then it leads to more. It's such a big thing to win a grand prix. Once it happens, it's easy." M

GREAT BRITAIN DID NOT RANK VERY highly in the construction of racing cars for international events before the First World War, the exceptions being Sunbeam and Napier, with Weigel having a short-term try. However, we must not overlook the efforts of Sir Herbert (later Lord) Austin.

When responsible for Wolseley cars he built a number of racers, with the horizontal engines which he then favoured, up to the unusual-looking Wolseley Beetles, the largest of 11.9 litres. They were entered in the Circuit des Ardennes and Gordon Bennett races from 1902-1905. After starting to make cars under his own name Austin had successes in Russian and Austrian international trials from 1910-1914, his powerful engines were used in racing boats, and he recognised the publicity value of GP racing.

He built a team of six-cylinder, side-valve 9-litre 170bhp cars for the 1908 French GP at Dieppe, for drivers Dario Resta, who crashed twice in practice and went to prison for a time, Moore-Brabazon (18th) and Warwick Wright. As a try-out four cars competed at Brooklands beforehand, in a tyre-changing contest. Two of them had chain drive, the other two shaft drive and I produced, unwittingly, what I think was the first Sherlock Holmes pastiche, when MOTOR SPORT had the famous detective don an old coat and carry Trade plates, deceiving Dr Watson, when on his way to solving the problem of who had raced which of them.

After the GPs, touring bodies were fitted and one notable customer was the black heavyweight boxer Jack Johnson. The other GP cars were also sold. In post-war days one of these was used by Lord Brabazon of Tara to open the new Campbell Circuit at Brooklands in 1937, and one led the parade of cars in 1950 at the Vickers Anniversary party. It is now in the Gaydon Museum.

In pre-WWI days a very successful Brooklands Austin was 'Pobble', raced by Oscar Thompson. His sister Muriel used the car to win the 1908 Brooklands Ladies' Bracelet handicap. It was a developed 1907 25/30hp tourer with larger engine, 2.36:1 top gear ratio, and a number of different bodies fitted between 1908 and 1912. Versatile Percy Lambert also drove a racing version of the 19hp Austin, 'Pearley III', in 1911, before he changed to Talbots. This was sufficient for Austin to temporarily give up racing.

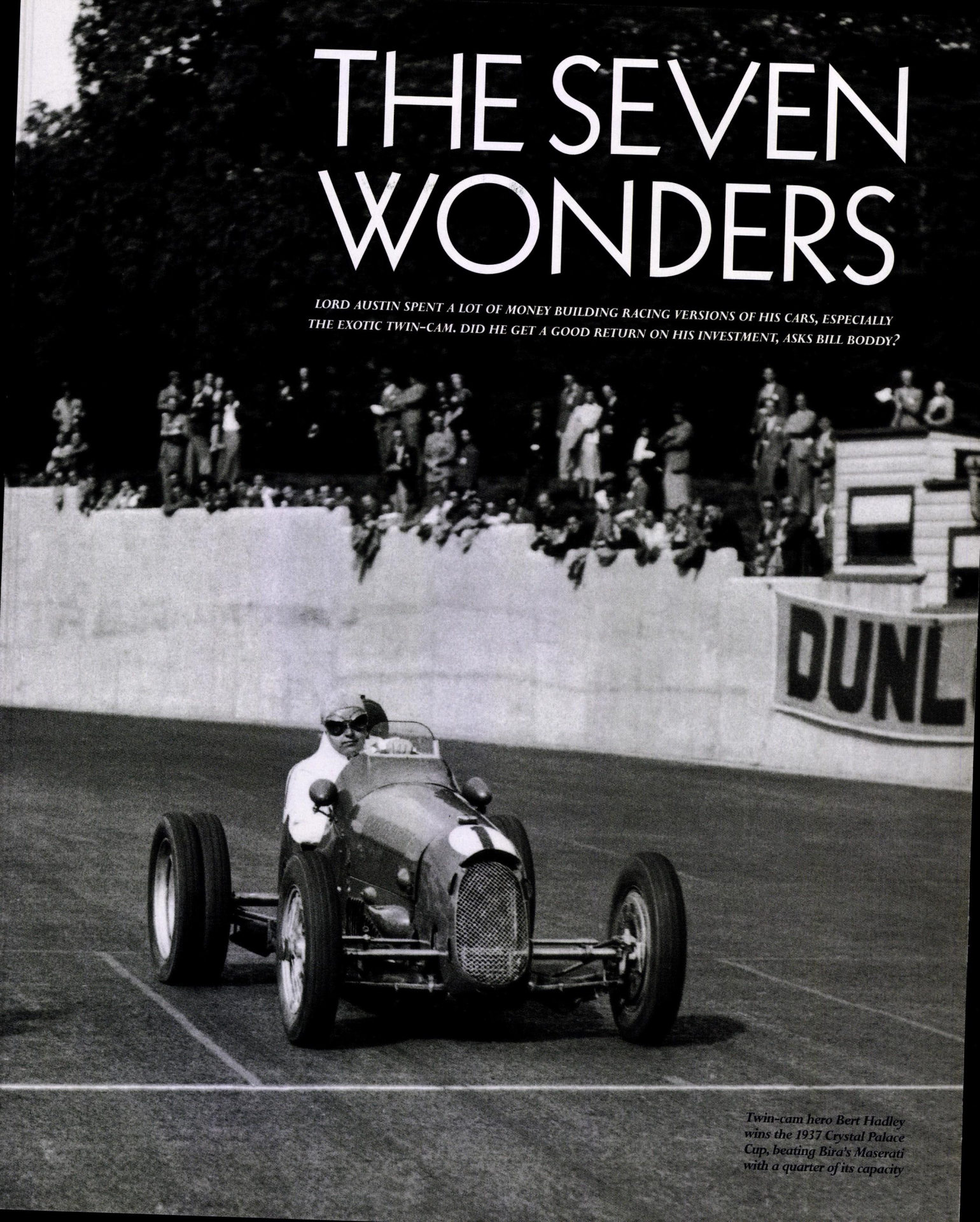
After the Armistice and reopening of Brooklands, Felix Scriven got ➳



National Motor Museum

THE SEVEN WONDERS

LORD AUSTIN SPENT A LOT OF MONEY BUILDING RACING VERSIONS OF HIS CARS, ESPECIALLY THE EXOTIC TWIN-CAM. DID HE GET A GOOD RETURN ON HIS INVESTMENT, ASKS BILL BODDY?



Twin-cam hero Bert Hadley wins the 1937 Crystal Palace Cup, beating Bira's Maserati with a quarter of its capacity

the factory to modify a new Austin 20 and had immediate success. This prompted Herbert Austin to prepare the works racing Austin 20, 'Black Maria', for Capt Arthur Waite MC, who had sensibly married Austin's daughter, to reply to Scriven's successes. Otherwise Austin might not have resumed racing. The outcome in 1921/22 was as follows: 'Sergeant Murphy' (Scriven), three wins, one second and one third; Lou Kings, Austin's works driver in 'Black Maria', and Waite, entered by his wife in a tandem-seater 20, one first, two seconds, four thirds, in the main 1921/22 BARC events.

After this Austin concentrated on racing A7s, but Scriven continued to race and trial his car. From this came the £975 Brooklands Sports 20, able to do 80mph stripped of touring clobber. But how many of the 50 built were sold, as enthusiasts waited for the 3-litre Bentley or an ohv 30/98?

The competition debut of the Austin Seven, aimed by Sir Herbert at killing off the motorcycle-and-sidecar, came at Shelsley Walsh in 1922, with Kings driving a 696cc Chummy up the hill in 89.8sec, well received by the onlookers. The company followed this with racing Sevens from the Longbridge, Birmingham, factory. They were very effective, achieving remarkable lap speeds at Brooklands.

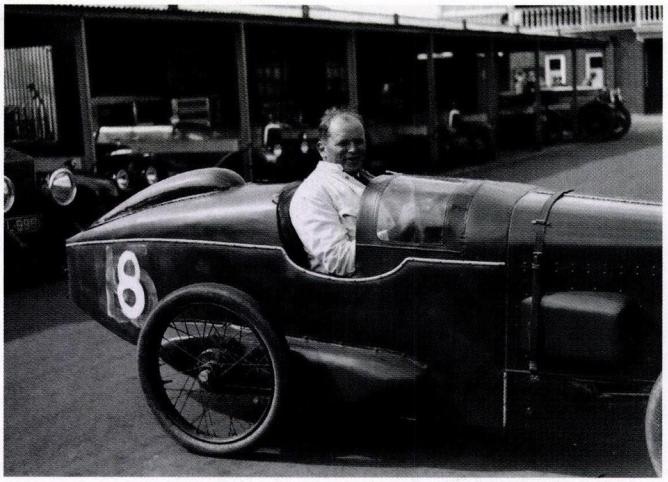
But in fairness, it was the rather remarkable Eric Gordon England who prompted this having, after a gliding accident, asked Sir Herbert to let him have an A7 chassis from which to build a racer, as he thought this would help to convince people that a baby car was a sound proposition. His was by far the most reliable, but later Waite, with two A7s, got going, and his best lap was an astonishing 75.46mph, compared to England's best of 71.15, on 749cc in 1923! By now Longbridge had built a racing Seven – with fabric body but standard components – and on Easter Monday, Waite won at Brooklands with it.

Gordon England was one of the greatest A7 exponents, competing in the Le Mans 24-hour race in 1925, from which evolved his delightful GE Cup Model, with fabric two-seater body, the spare wheel carried transversely in the bump at the rear. By 1925 England was also selling, for £265, the 75mph Brooklands Super Sports A7. Given a Cox Atmos carb and Hartford shocks, Waites' car was taken to Monza for the Cyclecar GP. "Far enough away if it goes wrong," said Waite! It didn't. The tiny car won

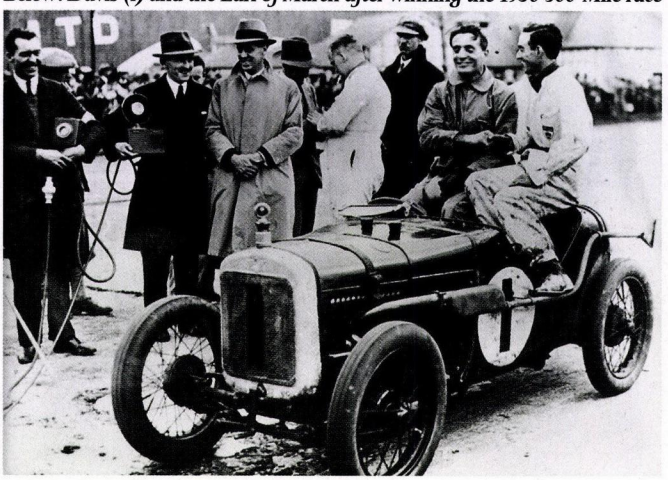


LAT

Bert Hadley was a sprint specialist. Here he ascends Shelsley Walsh in 1938



Above: Gordon England began A7's racing career; this is 1924 streamliner.
Below: Davis (l) and the Earl of March after winning the 1930 500-Mile race



both: Brooklands Society

the 250km road-race at 57mph, beating its close rival, Ordorici's Anzani.

Three similar cars with twin Cox Atmos carburettors were entered for the Boulogne race over the circuit which VSCC members now tackle each year on bicycles. It was a disaster, all three drivers – Waite, Kings and Cutler – retiring with big-end failures. This was later cured by pressure-feed, as used by England and for the Ulster Austins. However, there were other good placings and, by 1924, England had the 300-mile record up to 80mph at Montlhéry. He was later to win the 750cc section of the JCC 200-Mile Race three times consecutively.

Success continued at many diverse venues. In 1925 Austin's racing department, under Arthur Waite, produced the first supercharged racer, with their own blower, which increased power from the original 10bhp at 2400rpm to 36 at 5000rpm. MGs were now challenging the A7s to be the first 750cc car to do 100mph and 100 miles in one hour. The battle was intense but MG got there first, and any class records set by Longbridge were quickly bettered by Abingdon.

For sportscar racing Austin made good use of the production Ulsters, selling in 1929 for £185 unblown and for £225 with a Cozette Z5 supercharger driven from the timing gears, pushing up bhp from 24 to 33.

With a 'works' Ulster, Gunner Poppe won his class in the six-hour Irish 'GP' at Phoenix Park in 1929, and Sir Herbert entered three Ulsters in the TT (their name derives from this race) for S V Holbrook, G E Caulicutt and Archie Frazer-Nash. The last two came third and fourth behind Caracciola's Mercedes and Campari's Alfa Romeo, warmly praised by the German driver. It's impossible to list all their successes, but at Phoenix Park in 1930, Frazer-Nash's Ulster was third.

One of the greatest Austin performances of all, in my opinion, came in that year's BRDC 500-Mile Race at Brooklands, when Sammy Davis of *The Autocar* and the Earl of March won at 83.42mph, including pitstops, holding 5000rpm for most of the race in a stripped s/c Ulster. Five days later the same Austin took Class H records from 50 miles to the 12 hours, at 81.71mph, stops included, and the flying-start km at 89mph – with no attention since the '500' according to Davis! Of course, MG soon took its revenge. That ended the first period of Austin's racing.

The second era began in 1931, notably with the sophisticated ➤



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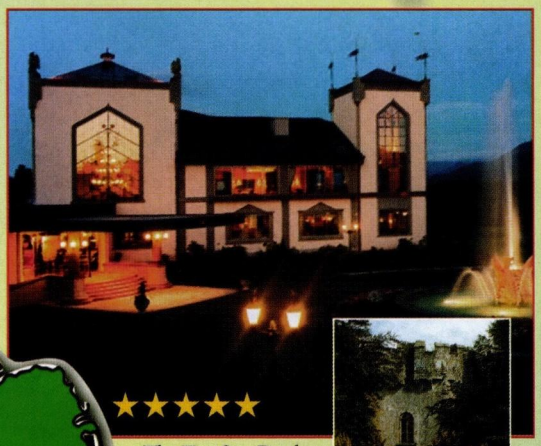
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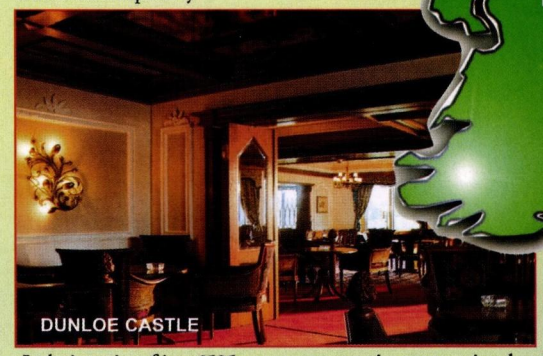
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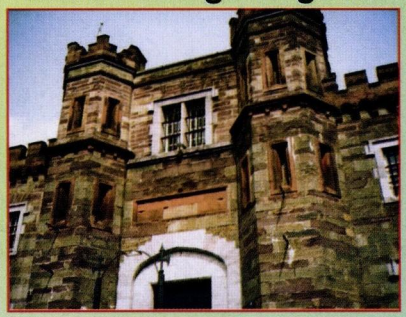


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blown side-valve single-seaters, later called affectionately 'Dutch Clogs' or 'Rubber Ducks'. Waite was in charge. The first special car had outboard streamlining between front and back wheels and, with Roots blower, gave 56bhp at 6000rpm. After some problems Leon Cushman did 102.28mph for the two-way km at Brooklands; but MG had been first to the 'ton', at Montlhéry, where Gwenda Stewart then did 10km at 109.5 before the crank broke. At Brooklands in 1932, Driscoll raised the class lap record to 103.11mph.

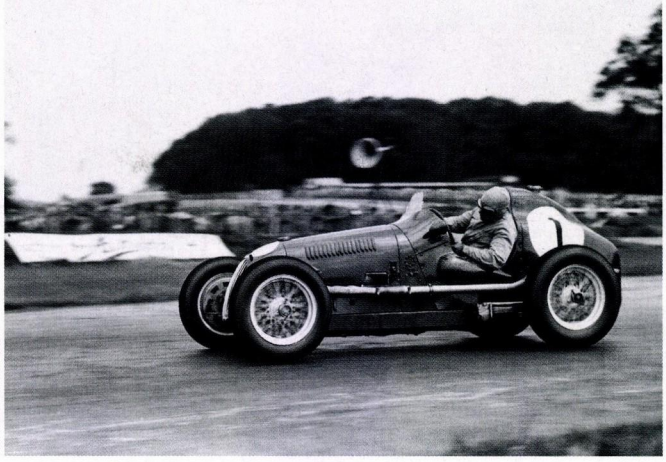
The new cars had minor successes, a team of fast but uncomfortable 'Ducks' winning the 1931 LCC Relay Race. At Southport sands Driscoll did the flying-start km at 122.7mph.

Lord Austin then gave Murray Jamieson the task of designing completely new race cars, which he hoped would enhance British prestige.

The specifications of his twin-cam Austin were exciting, even if he was required to keep to 750cc and use a transverse front spring and quarter-elliptic rear springs in the A7 tradition. He used a wet-liner block with very big valves at 90deg opposed angle, each closed by three springs, and dry-sump lubrication. The crankshaft ran in two roller bearings and a plain centre bearing, and the camshafts were driven from the back, as was the 22lb-boost Roots supercharger running at 1.5 times engine speed. The aim was 120bhp from 744cc at 11,000rpm, but prudence prevailed with 7600rpm. A double-reduction back axle lowered the propshaft, and the cable brakes had cast-iron drums. A 25-gallon fuel tank allowed for 4-7mpg. The wheelbase was 6ft 10in, tyre size 525x16, racing weight 9cwt 84lbs.

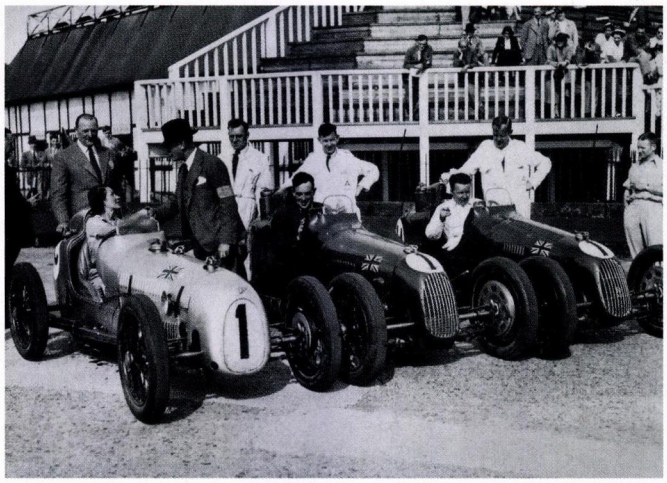
By October 1935 Jamieson had tested at Donington, and two more twin-ohc cars were built. Lord Austin called a meeting at the Grand Hotel in Birmingham in March 1936 to announce his new racing programme.

It was all most exciting, and must have cost Austin much money. Did he get a reasonable return? Not at first, because a mysterious collapse of the pistons, disguised as ignition or fuel-feed failures, afflicted the twin-cam cars, causing Driscoll and Goodacre to retire from the JCC International Trophy race. Baümer's side-valve Austin beat Goodacre's twin-cam at Shelsley Walsh, and all three twin-cams retired at County Down and at Donington's Nuffield Trophy race, though Prince Bira's side-valve was fifth. On a shorter assignment at Madresfield, the piston crowns survived and the three twin-cam cars dominated, Hadley fastest (31.6sec). Alas, at Backwell hill climb, Driscoll crashed, was badly injured, and his twin-cam Austin written-off.



National Motor Museum

Charlie Dodson's twin-cam heads for victory in Donington's 1938 Empire Trophy



Above: Lord Austin congratulates Kay Petre after the team's LCC Relay win. Below: By 1933 tuned A7s were a mainstay of racing, bringing good publicity



LAT, Brooklands Society

Then SU solved the problem via dual float-chambers, and Hadley broke the Craigantlet course record (82.2sec) and, at Shelsley, Goodacre won his class (45.48sec). Nothing was achieved in the BRDC '500', but Charlie Dodson set a mass of new class records, doing 122.74mph over the flying kilometre.

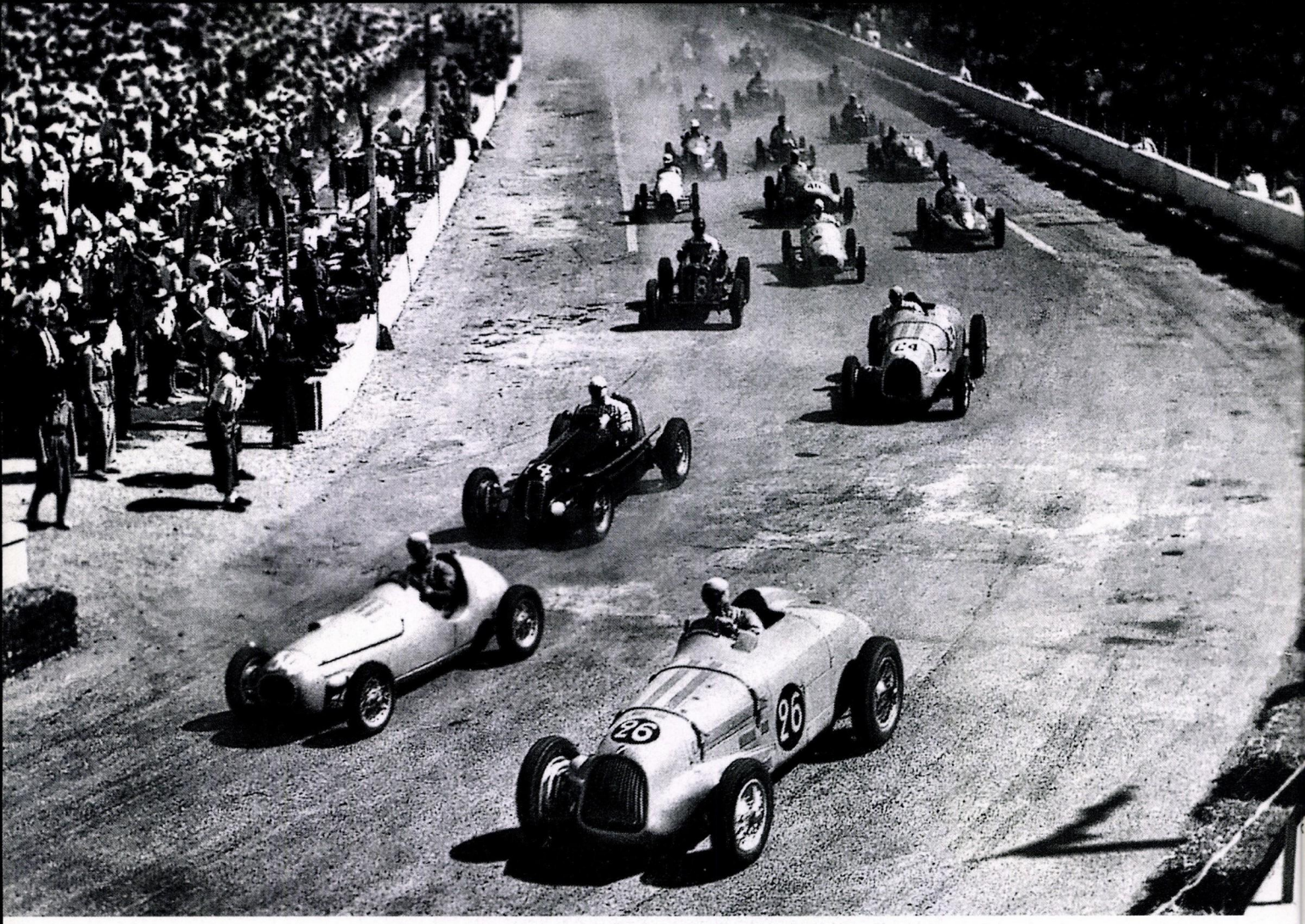
Things continued to go well in '37. Although in the Empire Trophy race Driscoll's car caught fire and Kay Petre retired, at Donington's Coronation Meeting, Goodacre won all four races, the bigger cars ineffective in the rain. At Shelsley Walsh, Hadley put up a staggering 40.83sec in the wet to Mays' 38.90sec in ERA R4B. Austins took the Team Prize and were 1-2-3-4, (Hadley, Baumer, Goodacre and Petre) in their class. In the LCC Relay Race at Brooklands the scratch Austin team won at 105.63mph, an average never beaten. There was a fine showing at the Crystal Palace Cup race, in which a wet track helped Hadley beat Bira's 2.9-litre Maserati. He then twice lowered the Craigantlet record, and at Shelsley he and Goodacre both beat the class record, and Kay won the Ladies' Challenge. In the '500' race both twin-cams had troubles, but Goodacre managed a third behind the ERAs at the Palace.

In 1938, rumour said that Lord Austin, who had spent much money on it, was giving up his racing programme. Not so! That year there was a fourth at the Palace, a splendid win in Donington's Empire Trophy, two second-FTDs at Shelsley, Buckley's class win at Prescott, second in the Nuffield Trophy, the Team Trophy at Shelsley, FTD at Craigantlet and a win in the Brooklands Dunlop Jubilee.

The 1939 season saw a second in the Empire Trophy race, a fine second in the Crystal Palace Cup, a class FTD at Shelsley and Hadley's great victory, from an MG, in the Palace's Imperial Trophy race. And the 750cc Mountain and Campbell circuit lap records will forever stand to Dodson and Hadley.

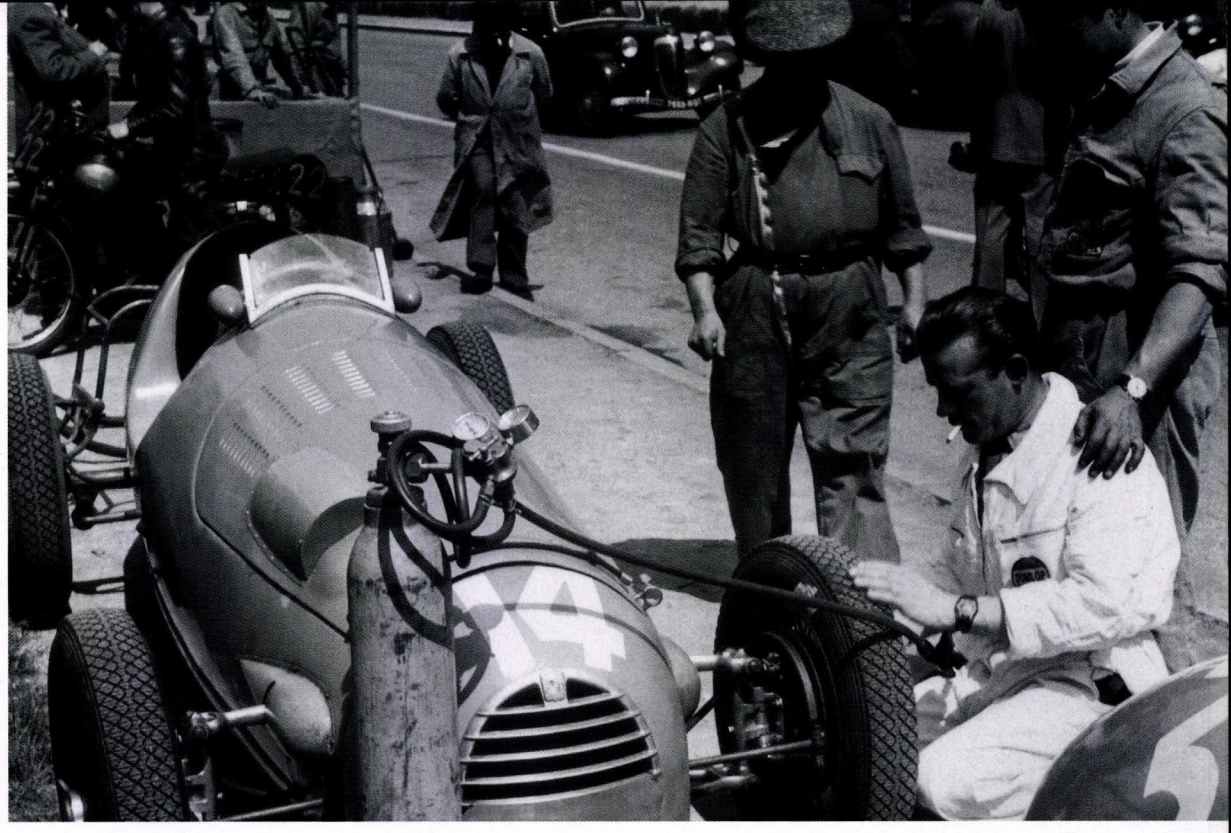
Perhaps Lord Austin *did* get value for money from racing, especially the attractive twin-cam, which Sir Stirling Moss has described as "beautifully controllable".

But what if this fine car had been given a larger engine? M



THE FRENCH RENAISSANCE

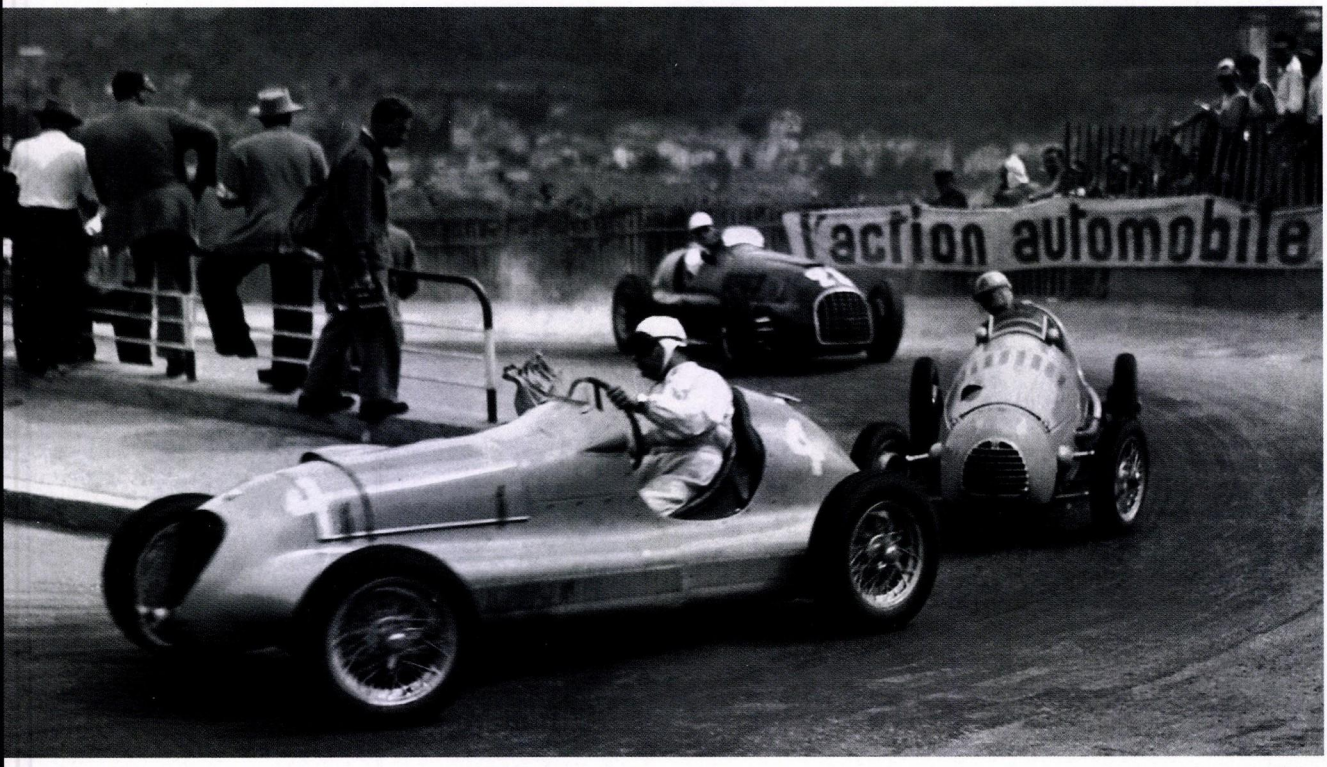
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Opposite: Albi was a 5.53-mile, tree-lined road circuit. In 1947, Luigi Villoresi's Maserati 4CL lapped at 96.25mph. But the win on a blistering day went to the steady Talbot of Louis Rosier (26)

Above: The Bois du Boulogne held the first post-WWII race in 1945. Six years later, it hosted its final race, the GP de Paris. It was won by Farina in a 4CL. Trintignant's Gordini retired with clutch trouble

Below: The twisting Angoulême circuit was the shortest and slowest on the calendar. Here, in the 1949 F2 final, Trintignant's Gordini and the Ferrari 166 of Bruno Sterzi are about to lap the Simca of 'Robert'

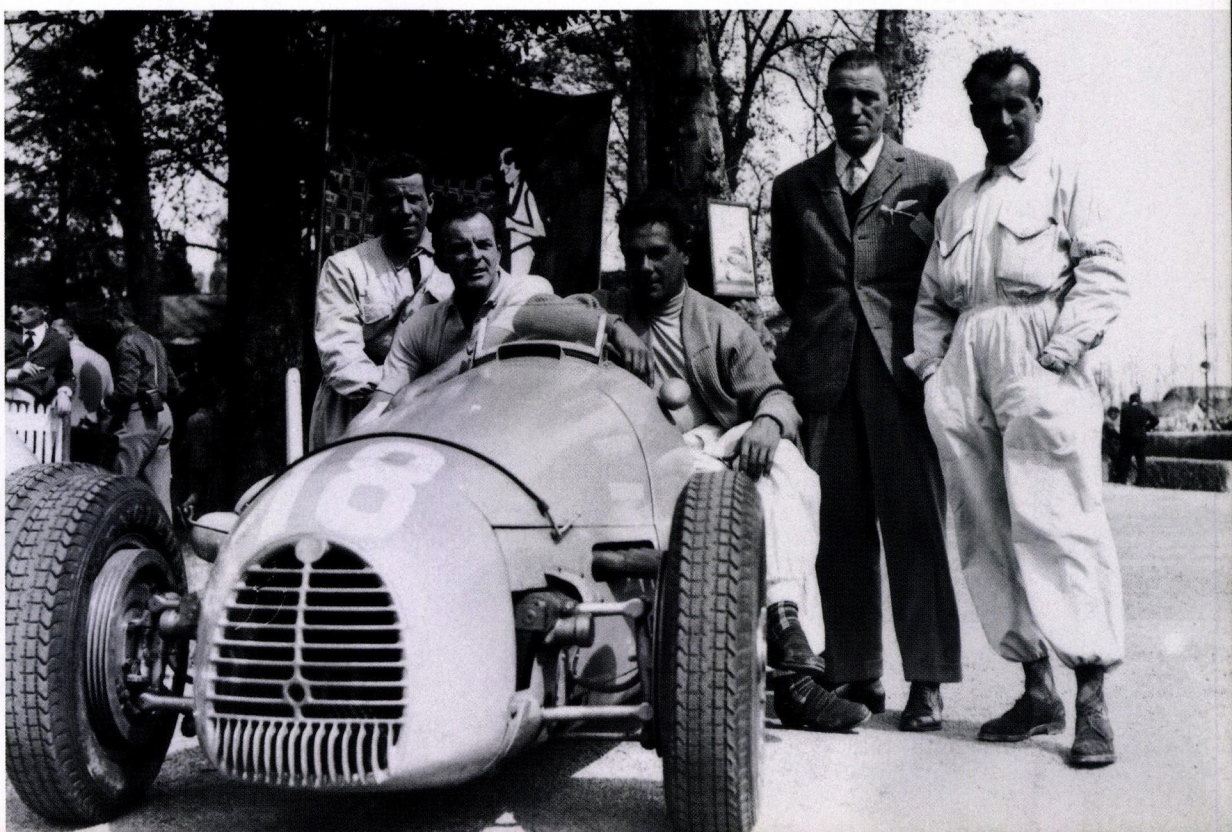


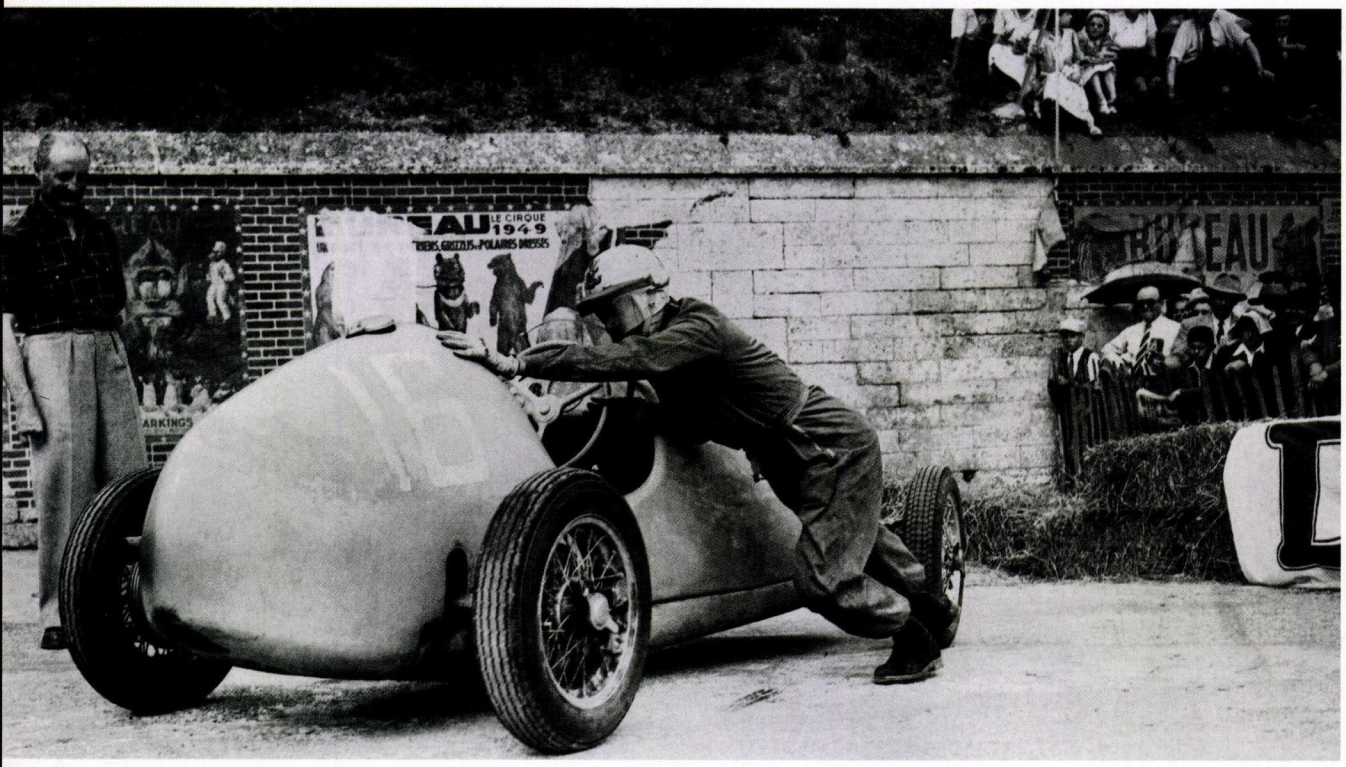

SIMCA

Opposite: Gordini celebrate after Trintignant's victory in the 1949 Circuit des Remparts, Angoulême. In fact, the team had scored a 1-2, thanks to Robert Manzon, who can be seen wiping his face here

Above: Angoulême's last race was in 1951. The 80-lap final was won by Rudi Fischer's Ferrari, but the fastest lap (44.92mph!) was set by Louis Chiron's HWM (20). Sadly, he'd been badly delayed on lap one

Below: France's finest – the Gordini equipe at the 1953 Pau Grand Prix. (From left to right) Andre Simon, a distracted Harry Schell, a raffish Jean Behra, a slightly careworn Amédée Gordini and Trintignant





Above: The big story of the 1949 Circuit des Remparts was the 'retirement' of Trintigant from his heat (above). Several rules were bent to allow him to start the final in another Gordini. He won

Below: Alberto Ascari's Ferrari (6) romped to victory in the 106-lap Pau GP of 1953. The Gordinis of Jean Behra and Trintignant (20) gave spirited early chase, but there was no stopping the champion



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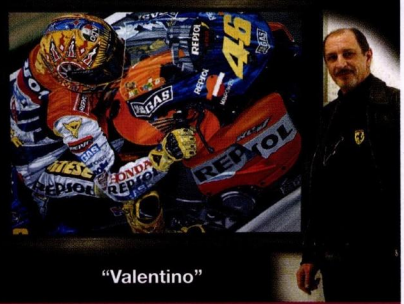
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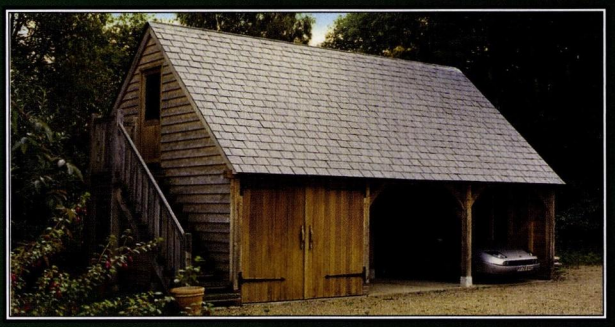
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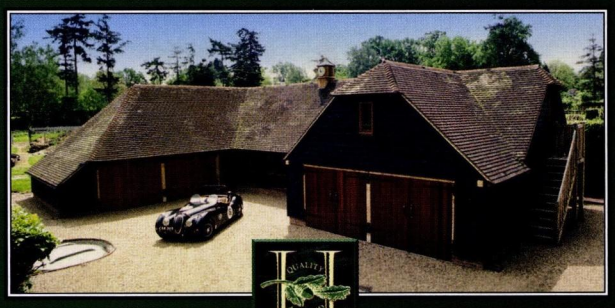
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A face in a Krause: Bill (second from right) sits in front of Jo Bonnier and next to Roger Penske at the briefing for the '63 Daytona Continental

BILL KRAUSE

CALIFORNIAN HOT

ON HIS DAY HE BEAT MOSS, GURNEY AND BRABHAM. HE WAS THE FIRST TO RACE AN AC COBRA, AND HE HAD AN F1 OFFER. SO WHY HAVEN'T WE HEARD OF HIM? WILLEM OOSTHOEK EXPLAINS

BILL KRAUSE HAD THE POTENTIAL TO BE A WORLD-CLASS RACE DRIVER. Everybody thought so. Said so. Yet, beyond an ageing generation of Californian sportscar fans, his name is virtually unknown today.

Bad luck, wrong choices (although appearing perfectly rational at the time) and often substandard equipment resulted in a string of lost opportunities, and he finally threw in the towel in the mid-1960s. Yet Sir Stirling Moss, no less, remembers him as a fierce competitor, and on one sunny October afternoon in 1960, at Riverside in California, Billy beat the best that the world had to offer.

Born in 1933, he grew up in a racing environment. His father ran a machine shop in the LA suburb of Compton and was heavily involved in the local midget racing scene. So it came as no surprise when, aged 18, Krause Jnr began building and racing midgets as well. But after a couple of big shunts – plus a 1955 midget title – family pressure steered him towards the emerging sportscar racing format, which was considered less risky. His dad bought him a brand-new $10,000 Jaguar D-type with 3.4-litre engine, and Billy entered a sportscar race. He started it from 13th and, to everybody's surprise, won.

By 1958 professional sportscar racing was taking hold in California, with the Riverside Times Grand Prix in October providing the last round of the new USAC road-racing championship. By now the Krause D-type had been bored out to 3.8, and Billy finished third, behind Chuck Daigh's Scarab and Dan Gurney's Ferrari. Afterwards French ace Jean Behra, trailing him in fourth place, commented that Billy was the best driver in a field of top GP, Indy and SCCA racers.

Benefactors emerged for 1959, in the form of Jack Brumby and Rey Martinez, who had just bought Tony Parravano's Maserati 450S. This powerful car scared Brumby, used to racing Abarths, and he offered Krause a drive in it at Pomona. With only the fairground parking lot to practice in, Billy took the 'Bazooka' to second place behind Richie Ginther's 4.1 Ferrari, beating Ken Miles, Bob Oker and Gurney.

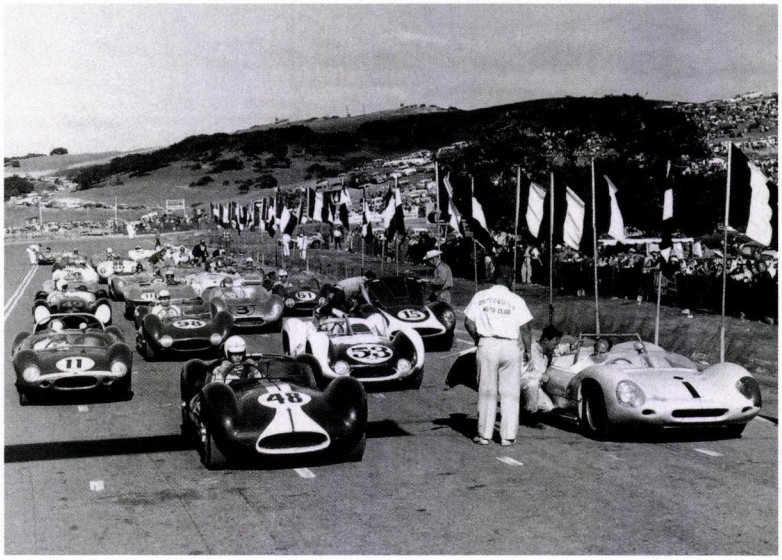
Things looked even better during the USAC season-opener in March, again at Pomona. Krause led a highly competitive field in the 450S until a tyre blew with one lap to go. Now 70, Krause vividly remembers the drama: "A spring leaf came out and cut the right-rear tyre. I did a 360, just missing a large telephone pole." He continued on three tyres and one Borrani wheel – and finished fourth! "You talk about a big car. It was huge! It steered so hard that I had to work out all the time. At Pomona it broke the steering brackets right off the frame. There was something wrong with it. You had to steer with the throttle, as you just could not turn the wheel."

The Kiwanis GP at Riverside in July proved equally frustrating.

Below: Laguna Seca 1960. Krause (53) is behind Moss and Jim Hall, alongside Brabham. Heat two was tough – he went from last to third. Note battered hands in post-race interview (right). Below right: Chasing Gurney at Riverside in modified D, 1959



Willem Oosthoek



Willem Oosthoek



Bob Tronolone

Running second, Billy had to be dragged semi-conscious from the 450S: "We put an extra air scoop on because of the heat. But all the oil and gas fumes went straight into the cockpit. I was dozing off going down the straight!" But his aggressive drives had been noticed, and the fans nicknamed him 'the Compton Comet'.

Krause also continued racing his D-type, now upgraded with a Corvette engine. But his next big opportunity came in 1960, again via Brumby, now service manager of the Maserati agent in Beverly Hills, who had ordered a new Birdcage for the Times Grand Prix. The factory had assembled it in a mere four days, and the team found leftover spaghetti wrappers and an old wine bottle in the cockpit.

This was the first time that Billy had a truly competitive car. After a few laps at Riverside he added an old dirt-car trick, a side harness, fastened to the chassis tubes, which allowed him to take the long, banked, 180-degree Turn Nine faster because he no longer had to cling onto the steering wheel. With this mod Krause set the fastest qualifying time – until two new Lotus 19s arrived.

Essentially F1 cars with sportscar bodies, the 19s of Moss and Gurney claimed the first two positions on the grid. Krause: "I saw their tiny brakes and thought that they would fade early if I could put enough pressure on them." And he did. He battled Moss for second place until the first Lotus broke down, and then went after Gurney. When the second Lotus dropped out as well, it was Billy all the way. An otherwise stellar line-up of sportscar racers was relegated to fighting for the runner-up slot.

Just one week later the same field met at Laguna Seca, although Gurney couldn't get his Lotus 19 ready in time. It was Moss's 19 on pole, with Jim Hall's Birdcage next to him. Krause, on row two, had qualified with the same time as Hall, but had done so later. Next to Billy was reigning F1 world champion Jack Brabham in a Cooper Monaco.

On this tight course the rear-engined Lotus and Cooper were clear favourites, yet it was the Birdcages battling the Lotus for the early lead. In the end Moss was not to be denied, winning both heats, but Brabham was another story.

Krause: "In the first heat I was running first and second with Moss, back and forth, chucking dirt all over Brabham in third. He got real mad. But I was driving so hard that day that I did not spend much time on my mirror. To keep up with that Lotus I was running off the road on both sides, and I guess the Birdcage was throwing stuff at Brabham. I don't think that caused his flat tyre, but he blamed me."

Krause retired from heat one when a screw fell out of the Maserati's distributor rotor. Starting heat two dead last, he finished third behind Moss and Augie Pabst. Fellow Birdcage driver Jim Jeffords, another hard charger, commented on how he saw Krause trying to overtake Pabst's Scarab three times on the outside of Turn Four, a left-hander without guard rails, bordering a rocky cliff. Jeffords: "He looped three times, but by God he tried!"

Krause concurs: "That was the hardest I drove all my life. I wore through my gloves – and my skin. My hands were bleeding and were stuck fast to the steering wheel."

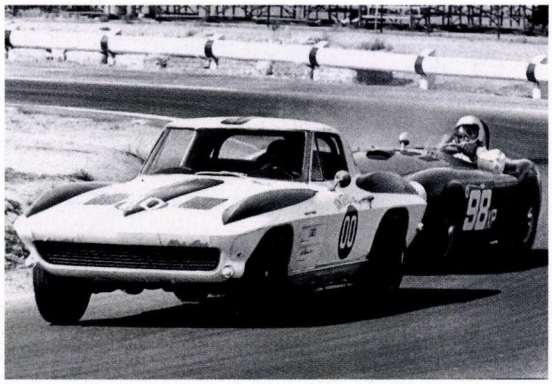
After the Birdcage was sold in 1961, Billy ran a variety of cars, from 'Old Yeller' to a Lotus 19. Then the Maserati agency purchased an older Birdcage, in which he either broke down or won during 1962.

In that Fall another opportunity arrived. Carroll Shelby hired Billy for his new Cobra team. He did most of the early development and raced the car at Riverside and Nassau.

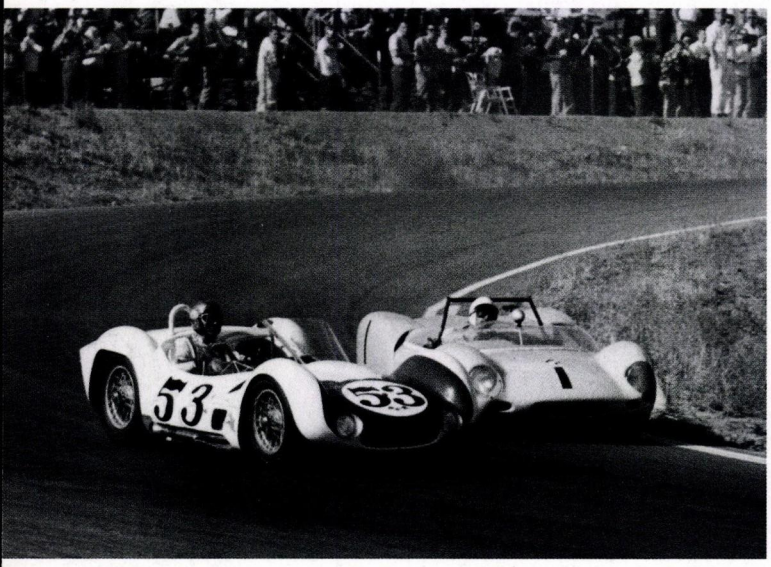
'My hands were bleeding and were stuck fast to the steering wheel'

Krause: "It wasn't that good to begin with. It needed a lot of development. And in the meantime Mickey Thompson kept calling me about a deal with Chevrolet involving some new superlight Sting Rays for Daytona, Sebring and Le Mans. And unlike Shelby, Thompson was going to Indianapolis as ➳

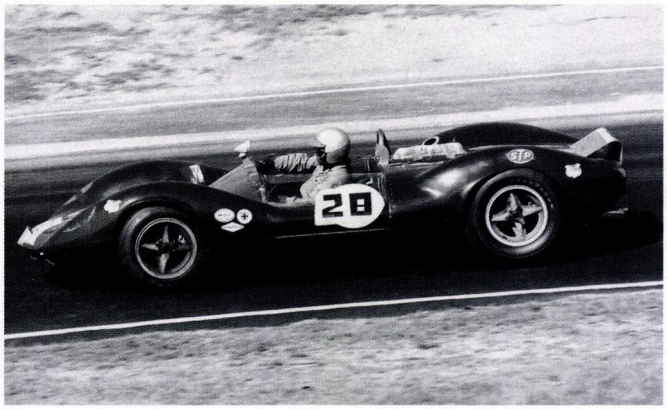
Below: Using a big sprint-car steering wheel, Krause muscles his Maserati past Moss in the 19. Right: Double debut of Sting Ray and Cobra – Billy chases Dave MacDonald. Below right: Krause won in Lotus 30 – possibly only driver to like this car



Willem Oosthoek



Willem Oosthoek



Bob Tronolone

well, with new rear-engined cars." It sounded good, but Krause's subsequent switch from Ford to Chevrolet essentially ended his career as a professional racer. Instead of being the premier driver of a team that went on to produce and develop the successful King Cobra and GT40, he became a victim of GM politics. His only races for Chevrolet were during the Daytona Speedweek early in 1963.

Krause: "Thompson bet A J Foyt $1000 that I would lead the first lap of the three-hour Continental. But I didn't! Foyt passed me in Turn Two. My car was full of fuel and bottoming out as though it was about to break in half. And here comes Foyt: I went on the inside of a Pontiac, he went on the outside. Coming out of the last turn we were door to door, but Foyt beat me. But he didn't make the turn into the infield, so I led for a while. Then, halfway through the race, my engine exploded."

After Daytona, Chevrolet terminated the Sting Ray programme, but Thompson still had his new-fangled Indianapolis cars for Billy…

"Mine had those little 12in wheels with real hard rubber. When they let go there was no warning. And while I was doing 200mph on the back straightaway, hot oil would come out all over my face and goggles. I lost confidence. I probably could have qualified the car, but I couldn't have raced it with 32 other guys, because I could not tell where it was going. So I decided to pack up and go back to California." Team-mates Graham Hill and Masten Gregory couldn't manage the cars either, but in Krause's case it had a psychological impact. "Indy changed my attitude. I had lost my motivation. I did race after that, but it was never the same."

By now Billy had started a Honda agency, which developed into a big dealership. As a result his racing was confined to selected local events in other people's cars: in the 1963 Times GP he drove Art Snyder's Elva Mk7. Jim Clark had a Lotus 23B, but it was Krause who led the under-2000cc class for most of the race – until the Elva's steering acted up and Clark passed him.

Europe almost had the opportunity to witness Krause's talents in grand prix racing. In January 1963, Hugh Powell, owner of Tony Settember's Scirocco team, had invited him to drive in Formula One. The Compton Comet turned him down – Indy was a greater draw.

By 1964, Krause's racing was sporadic, but on one occasion he was at the wheel of a Lotus 30, winning the SCCA race on the Saturday before the professional Monterey GP at Laguna: "Few liked that Lotus 30, but I did. It was hairy, but you could dirt-track it."

Billy also drove the Pacesetter Lola T70 in the 1966 USRRC series at Stardust and Riverside: "I didn't like that Lola. Unless it was a real high-speed corner, you couldn't powerslide it. And I liked to run right on the edge, with the car slipping just a bit. That is what made the Birdcage my favourite. It suited my style. It was so well balanced that I could drive it much like the open-wheel cars that I ran on dirt tracks."

Billy retired from driving but, just to keep in touch, worked as a mechanic for Patrick Racing, on the cars of Gordon Johncock, Mario Andretti, Chip Ganassi, Bobby Unser and Emerson Fittipaldi. And it is a little known fact that he was part-owner of John Paul Jnr's 1983 Michigan 500-winning Penske.

How would he like to be remembered?

"I hope as a strong and colourful driver, who enjoyed matching skills with competitors from all types of racing. I always thought I could find a way to win any race I entered."

Talented and confident, brave but never reckless, he was considered to be the best US driver of the time by both Shelby and Thompson. And Moss said recently: "I want to tell Bill that I remember him as a tough, strong driver. Come and join us in historic racing. But you will have to be less aggressive because the cars are worth a fortune now!" What a shame that Billy did not get the breaks his talent deserved. M

'Few liked that Lotus 30, but I did. It was hairy, but you could dirt-track it'

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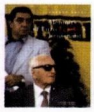
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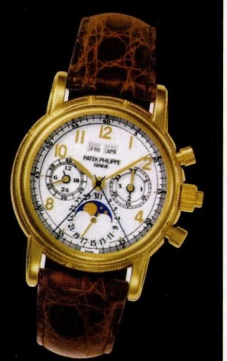
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Henri Toivonen's Ascona 400 blasts through the Manx lanes in 1982. It was beaten by Jim McRae's sister car, the Scot thus securing the Open title

OVER CREST OVERSTEER & OVER HERE

TODAY RALLYING'S BIGGEST NAMES ONLY HIT BRITAIN FOR ONE EVENT. BUT THE STARS USED TO BE REGULAR VISITORS THANKS TO THE BRITISH OPEN CHAMPIONSHIP. JOHN DAVENPORT RECALLS THE DAYS WHEN OVERSEAS HEROES PLAYED IN OUR BACKYARD

photography by LAT

ONCE UPON A TIME, WHEN THE WORLD RALLY championship was very young, there was a national championship that played the Prince to its King. That 'WRC 2' – as it might have been known had it existed in these modern times – was the British Open International Rally Championship.

Over the course of the mid-to-late 1970s, and on into the '80s, it attracted a line-up of drivers that would have done justice to any WRC round of the day: Blomqvist, Mikkola, Mouton, Röhrl, Toivonen, Vatanen, Eklund, Waldegård, Kullang, Airikkala – even a very youthful Kankkunen. And quite a few of them were competing regularly for the title.

For the British rally spectator this was a special kind of heaven in which the leading drivers came to your neck of the woods in the same cars with which they were trying to win the world title.

It had a positive effect on the British drivers, too. Jimmy McRae, who secured three of his five British Open titles when the series was at its Group B zenith in the early 1980s, is in no doubt of the impact the arriving stars had.

"In the good old days, the fact that you were competing against the Mikkolas, Vatanens and Blomqvists made it just like a miniature world championship," he says. "It was very special; there was no other European country with that level of competition.

"And we were all driving relatively equal machinery. A young driver with some backing could buy an Opel Manta like mine or an Escort RS like Ari's. It lifted all our efforts."

Double Open champion Russell Brookes concurs: "The British championship really got going when the foreign competitors arrived. Their presence gave it a tremendous boost and that made it an exciting time for us all. We didn't want to feel that we were competing in a parochial series."

Undoubtedly the appearance of the sport's best overseas talent on the special stages of Britain's top rallies, competing on a level basis with the local crews, had a beneficial impact on the latter. Which is why, when it came to the RAC Rally in November, you were just as likely to find Brookes, McRae or Tony Pond in the top 10 as any of the Scandinavians.

So how did this rallying nirvana come about – and why doesn't it exist today?

The history of rally championships in Britain over the last 30 years is a complex one. Put in simple terms, prior to 1974, there were two principal national series: the RAC National Championship for special stage events and the *Motoring News* Championship for navigational night rallies.

The RAC series was essentially the preserve of Roger Clark during the early 1970s and so there was definite room for innovation. It came in January 1974, in the midst of a swathe of event cancellations caused by a petrol crisis: the new 11-round Castrol/*Autosport* special stage championship was announced. Designed to fit between the RAC and the premier clubman series run by the BTRDA, it was an immediate success, and the unsponsored RAC series began to look mundane.

In response Ford, in the person of Stuart Turner, who had been behind Clark's earlier participation in RAC series, decided to take action. He encouraged foreign stars such as Ari Vatanen and Pentti Airikkala to take out British licences and do a full season in Britain during 1976. At the same time *Motor* was persuaded to put its name to the RAC championship, and those manufacturers involved started funding TV coverage of the events. Vatanen ➤➤





Top: Hannu Mikkola wins the 1978 Welsh Rally… Above … as Russell Brookes gives chase on Epynt. Below: Opel's Walter Röhrl did the Welsh in '77. Bottom: Per Eklund's Celica tackles the '81 Scottish









Top: Björn Waldegård's Quattro on the '82 Welsh. Above: Overseas stars raised Jim McRae's game... Below: ... but Blomqvist beat him on '83 Scottish. Bottom: Henri Toivonen's Talbot stirs dust in '80





emerged as the champion, closely pursued by Messrs Brookes, Clark and Airikkala – all driving Escorts.

This move to 'enfranchise' the Scandinavians was not universally popular, however.

"There was a lot of fuss when the RAC decided to let us Finns take out British licences and drive in its championship," remembers Airikkala. "But it didn't come from the other drivers; it was from some of the older guys who ran the sport. I think there were even some resignations from the Rallies Committee. The other drivers thought it was great having us there, and it wasn't long before they learnt how to beat us at the rallying game."

Turner's initiative had paid off – for Ford in particular. But such success was bound to attract others. The following year Mikkola drove a Toyota Celica in the UK, while Airikkala almost wrested the title from Brookes's Escort in a works Vauxhall Chevette.

It was at this point that the idea of creating a much more focused championship arose in the minds of Jack Kemsley, the father of the RAC Rally, and Mike Greasley, RAC executive in charge of sponsorship. Why not run a championship based solely on the international rallies within the UK, restrict it to cars complying with Groups 1 to 4, but throw it open to drivers from all round the world? Thus was born the Open championship.

Greasley even had a keen sponsor on board, Martin Stanbrook, whose company Sedan Products had been supporting a race series. Thanks to Martin's generosity and enthusiasm, the new championship boasted a major prize fund and separate Group 1 and manufacturer awards for 1978.

So now there was a proper demarcation between the Open and the Castrol/*Autosport* series. And for the first time there was also a visible ladder of progress for aspiring young drivers. It is significant that, in the inaugural year of the new arrangement, Mikkola took the Open title and up-and-coming Malcolm Wilson lifted the Castrol/*Autosport* crown.

Although it was probably not realised at the time, this was a very exciting period for British rallying. Gradually more and more foreign drivers of the highest calibre appeared in a variety of cars, some to tackle the whole championship, some to contest only a couple of events. Rally fans in the British Isles have never been so privileged.

The overall effect was extremely positive, and soon the successful drivers from the minor series were making their presence felt, first in the Open, and then beyond our shores: Brookes, McRae, Pond, Wilson, Andy Dawson and Terry Kaby all made the grade and were able to try their hand against the best drivers in the world.

It is difficult to pin down all the reasons for this success. But one, certainly, was the symbiotic relationship between the series. Another was the easy availability of cars within Groups 1-4, and later in Groups A and B, that enabled drivers to compete on equal terms with their peers. Vatanen might beat them, but at least they knew it was not just because of his car.

"The cars we were driving were all pretty competitive," explains Airikkala. "To start with there were a lot of Escorts, but then there came Vauxhall, Toyota, Sunbeam, Datsun, Triumph, Opel and Audi. It was a very good, interesting mix, and because some events were Tarmac and some were gravel no-one had a complete advantage with their car."

It was a help to the whole British scene, too, that the Open championship was getting good TV coverage at a time when the world championship was not. The advent of the Audi Quattro and then Group B in the early 1980s improved the coverage of both championships, but the UK definitely stayed ahead for the time being. This was very encouraging to the teams and the manufacturers, such as Opel and Audi, that supported it.

"Part of its success was due to the fact that the world championship was weaker at that time and wasn't well promoted," agrees Brookes. "By contrast, we had some of the best TV coverage of the time thanks to the funds provided by sponsors and manufacturers."

'The other drivers thought it was great having us there, and it wasn't long before they learnt how to beat us'

The quality of that production made a big difference as new fans tuned into the sport. Airikkala: "They got Barrie Hinchliffe's BHP company to make those programmes and rallying looked really good on TV. Of course, now, the world championship has brilliant coverage, but the stuff they put out on the British series is terrible."

The events were attractive, too. Nowadays the costs of staging an international rally have escalated beyond all reason. Everything from renting Forestry Commission roads to the provision of medical and safety cover has rocketed so that modern stage rallies are shorter and less demanding, albeit more professional. It is little wonder that one looks back with affection to the days when endurance had to be wedded to skill, the ability to drive at night was a key item on a driver's CV, and the social side of a rally was considered almost as important as its itinerary.

As with all good things this golden period lurched to halt. When the sensational GpB machines were outlawed by the FIA at the end of 1986, their demise caused rallying the world over to stagger, and triggered a long period ➤



Above: Mikael Sundstrom was Peugeot's GpB representative in the UK in 1986. Below: TV coverage made the series extremely popular. This is the '82 Manx





The Finns landed (on two wheels!) in 1976, courtesy of Ford. This is Ari Vatanen, that year's champion, thrilling spectators on the Manx International

of confusion. On the world stage Lancia was the first to come up with a winning 4WD car built to Group A rules, and its Delta swept the board for the next three years. The Open, meanwhile, had to tolerate a mixture: Group B cars were not accepted on rallies that were in the European championship, but they could do the others. However, the magic that had attracted the manufacturers' big foreign stars was waning.

'Some chap in a WRC Subaru costing £275,000 blew us all away. That sort of thing is never right'

The major stumbling block with Group A was that these specially developed and costly cars were not widely available, and nor were their homologated parts. There were major discrepancies in performance, too. And thus two of the cornerstones of the Open's period of success were gone.

"I think the championship moved into the doldrums when Group B was dropped," says Brookes. "Before that the Group A cars were all two-wheel drive and reasonably equal. But then just a handful of manufacturers had four-wheel-drive rally cars and it was much less equal. For years they messed around trying to find an answer.

"The last time I competed on a BRC rally was in friend's Porsche on the Rally of Wales, and some chap in a WRC Subaru Impreza costing £275,000 blew us all away on Wirral Promenade. That sort of thing is never right."

Eventually the special 4WD Group A cars developed for the world championship began to filter through to the Open, and by 1989 Group B was long gone. But by '95 it had been decided to adopt the new 'Formula Two' rules, and the 'Open' title was dropped.

It may not be possible to bring back the old events, or lure top-class drivers over to the UK again because of the rapid expansion of today's world championship. However, if Britain is going to stay near the top of the rally tree someone with power and vision needs to again create an Open championship, a new arena which would give international drivers a parallel field of competition on these shores.

Airikkala, for one, is not holding his breath: "When you look at how things are run today, how difficult it is to get rallying – by far the most exciting branch of motorsport – properly organised, it makes you wonder why it has never broken away from racing. The problems we have are identical to what would happen if you had soccer and rugby run out of the same office." M

THE OPEN CHAMPIONS

1978	Hannu Mikkola	Ford Escort RS
1979	Pentti Airikkala	Vauxhall Chevette HSR
1980	Ari Vatanen	Ford Escort RS
1981	Jimmy McRae	Opel Ascona 400
1982	Jimmy McRae	Opel Ascona 400
1983	Stig Blomqvist	Audi Quattro
1984	Jimmy McRae	Opel Manta 400
1985	Russell Brookes	Opel Manta 400
1986	Mark Lovell	Ford RS200
1987	Jimmy McRae	Ford Sierra RS Cosworth
1988	Jimmy McRae	Ford Sierra RS Cosworth
1989	David Llewellin	Toyota Celica GT4
1990	David Llewellin	Toyota Celica GT4
1991	Colin McRae	Subaru Legacy RS 4WD
1992	Colin McRae	Subaru Legacy RS 4WD
1993	Richard Burns	Subaru Legacy RS 4WD
1994	Malcolm Wilson	Ford Escort RS Cosworth

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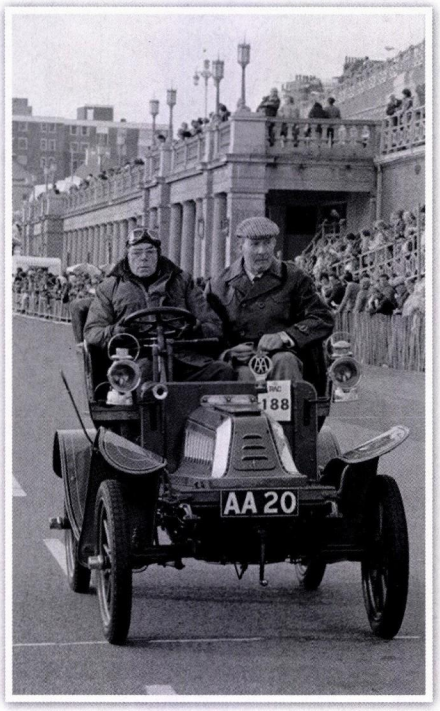
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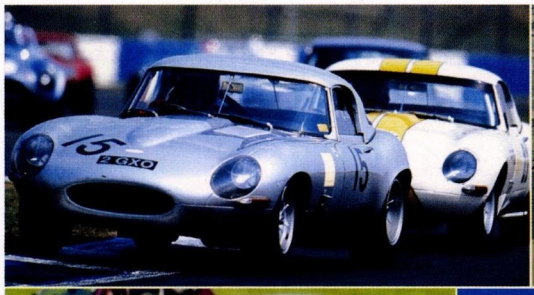
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William Boddy MBE, Brocklands Society founder. Congratulations on reaching your 90th. Best wishes from the Society membership for the future

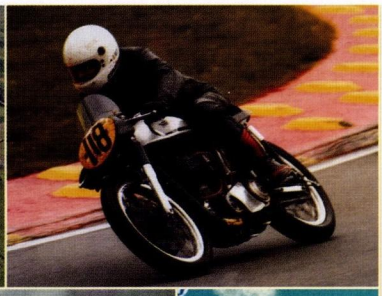
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X-RAY SPEC

BRM P578

KEITH HOWARD PROBES THE SECRETS OF THE CAR WHICH ENDED BRM'S DROUGHT WITH TONY RUDD, THE MAN WHO TURNED A LOST TEAM INTO WORLD CHAMPIONS

WHEN SIR ALFRED OWEN, WHOSE EPONYMOUS Owen Organisation had bought BRM in 1952, summoned Tony Rudd into his presence in autumn 1961, he had good news and bad. The good news was that he proposed to put Rudd in overall charge of the team, thereby sidelining BRM co-founders Peter Berthon and Raymond Mays.

The bad news was that Owen had done what nobody with an expensive pastime should ever do: count the cost. The figures showed that BRM had consumed over £1m to date, for which it had delivered – in scant compensation for the public ridicule it had attracted – a solitary world championship victory, at Zandvoort in 1959.

Not prepared to throw good money after bad, Owen issued Rudd an ultimatum: either the 1962 season was to be more successful or he would pull the plug. When, with an engineer's desire for precision, Rudd asked what would constitute sufficient success, the two men agreed that two world championship wins – twice what the team had achieved over the years to date – would be the benchmark.

In the event Rudd and his team did rather better: four wins, the constructors' title and the world championship for Graham Hill.

The car which prevented the curtain falling at Bourne was the Type 57 – officially designated the Type 578 when fitted with BRM's V8 engine rather than the previous Climax four – although to a generation of racegoers it would become known as the 'Stackpipe' BRM because of the early car's upswept exhausts. It began life as a product of BRM's bizarre fiefdoms, with design of the engine jealously guarded by Peter Berthon, and that of the chassis and suspension falling to Rudd.

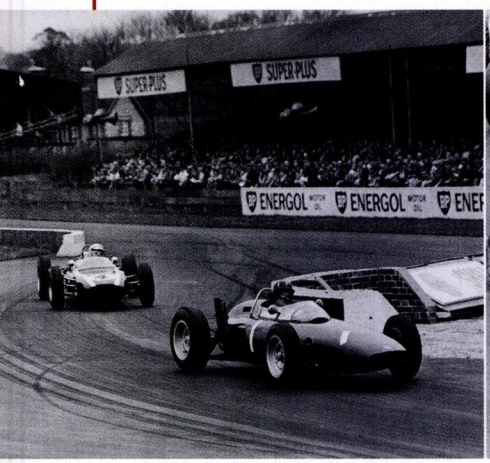
Both ingredients would make important contributions to victory in 1962, but the development path, particularly for the engine, was long and rock-strewn. Only after August 1962, when Shell had helped cure its high-speed combustion problems, did the V8 finally behave as intended. "We took the revised engines straight to Monza," recalls Rudd, "and Graham and Richie Ginther just drove away from everyone."

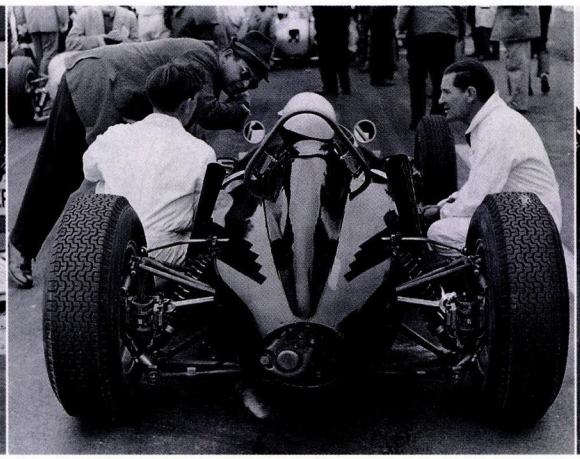
Yet this was the engine which infamously had a list of 26 things wrong with it when first assembled, including major items like the camshafts not fitting, the mandated starter motor being omitted and the compression ratio being 8.2:1 instead of 12:1. The engine which, it would eventually emerge, had Imperial (2in diameter) big-ends on the V16-derived conrods, married to metric (50mm) journals on the crankshaft! Plus big-end bolts incapable of sustaining the stresses incurred running to its envisaged 12,000rpm maximum, and incorrect crankshaft balance weights.

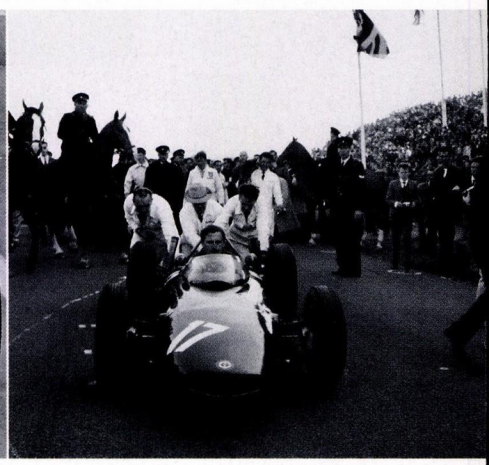
I put it to Tony Rudd that, in Bourne's engine department at least, the design process at that time appears to have been decidedly hit or miss: "Well, a certain amount of missing went on. There were a lot of stupid mistakes." None of which, due largely to an untiring if fraught development programme, prevented Sir Alfred being mollified and BRM surviving.

all LAT

Below left: Graham Hill blasts through Goodwood's chicane in April '62, showing famous 'stackpipe' exhausts, which brought more power than initial 4-2-1 system. Below centre: rear wishbones pivot on common centre bolt to minimise camber change. Below right: though Hill won 1962 season-opener at Zandvoort, cracked blocks from vibration problems dogged new V8 until traced to incorrect crankshaft balance weights

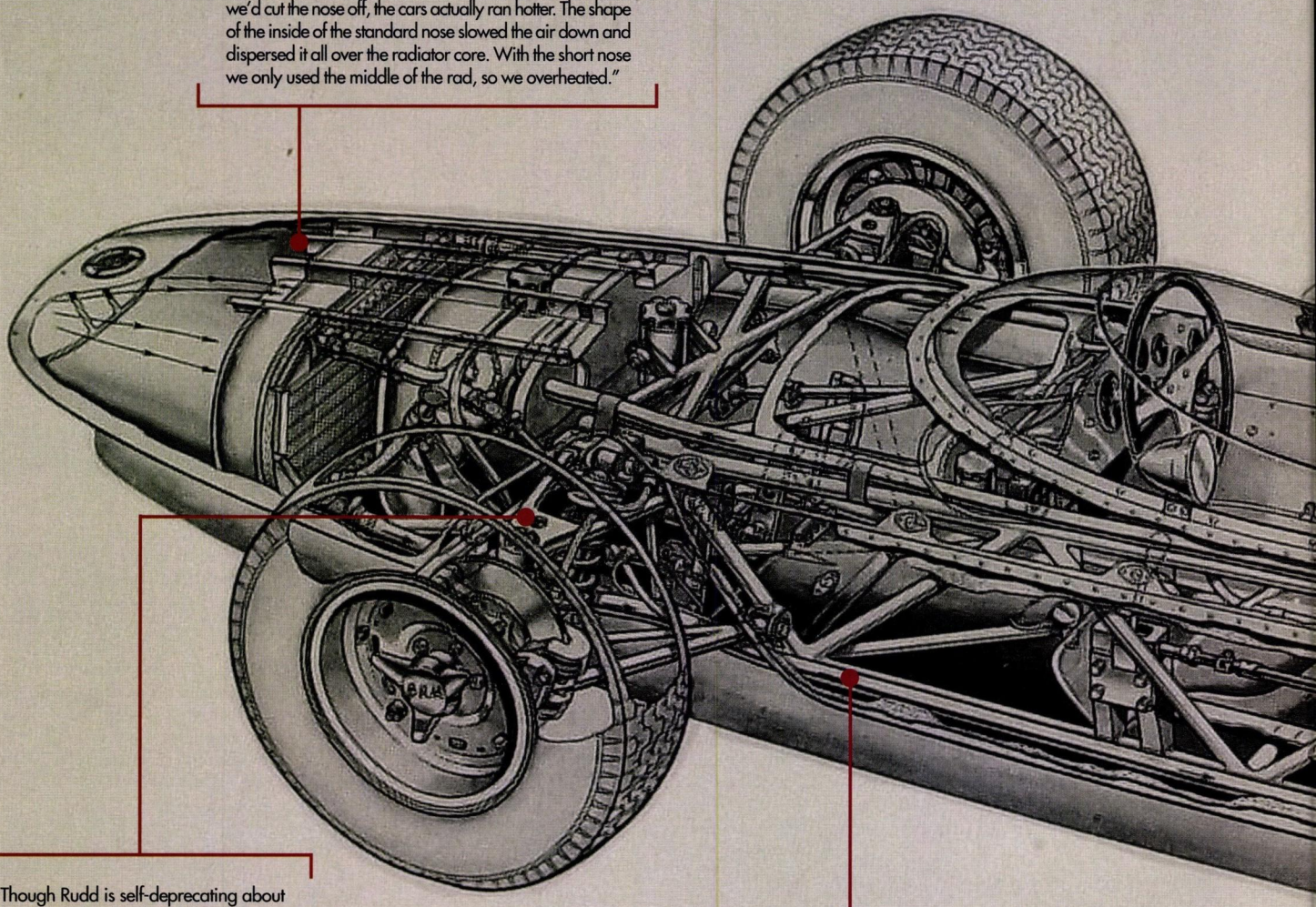






X-RAY SPEC: BRM P578

A special short-nose version of the car was made for Monaco but the modification was not a success. Rudd: "The idea was that you didn't get the nose crumpled when you ran into the car in front! But we found that, although we'd cut the nose off, the cars actually ran hotter. The shape of the inside of the standard nose slowed the air down and dispersed it all over the radiator core. With the short nose we only used the middle of the rad, so we overheated."

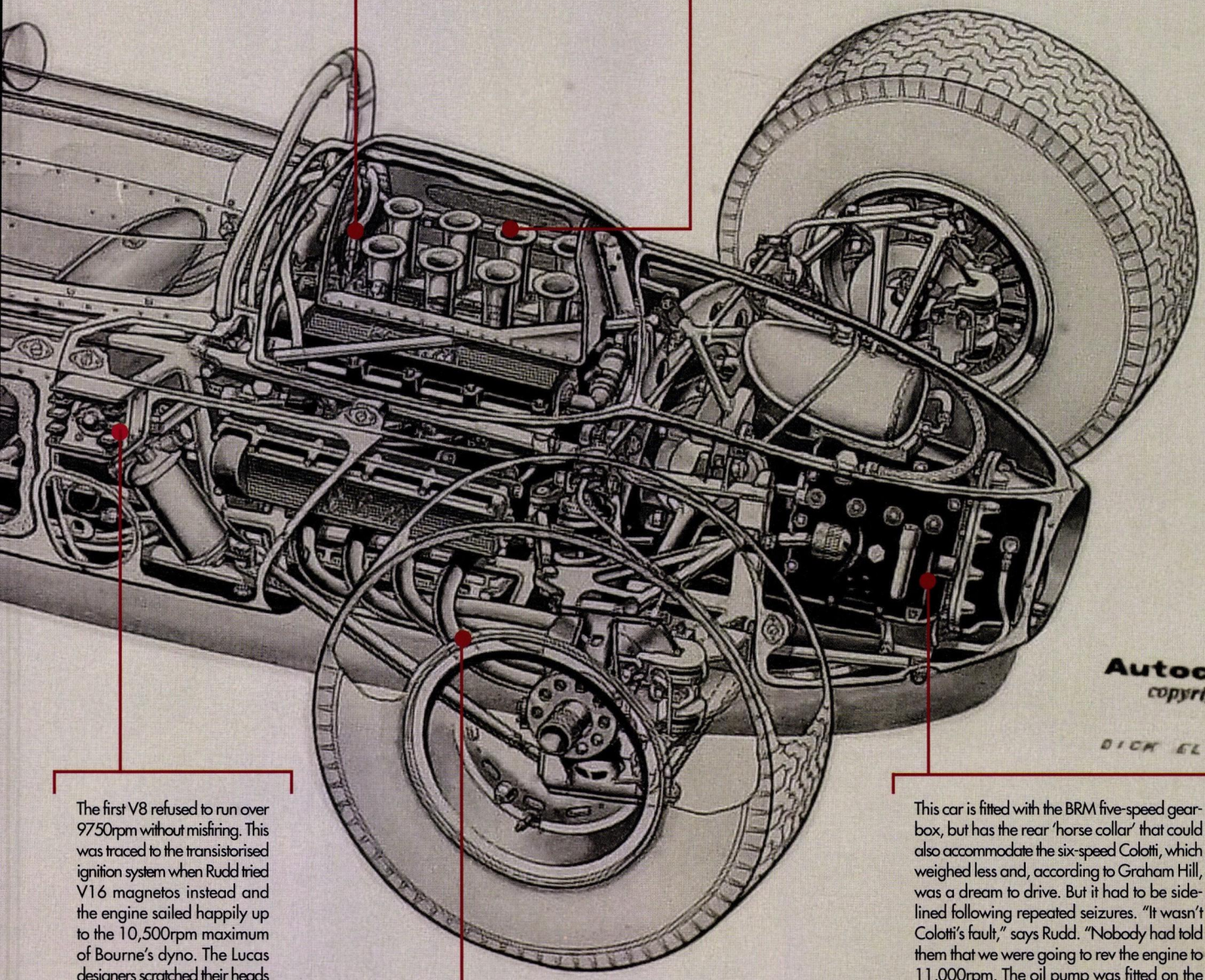


Though Rudd is self-deprecating about his suspension design ability, the Type 57's all-round double-wishbone system made it one of the fastest-cornering cars of 1962: "I was considered to be a bit of an amateur in this department and I used to get lots of fire from the Owen Organisation about it. I had this profound theory about lots and lots of wheel movement. The snag is, if you have lots of wheel movement you get lots of camber change. What this picture doesn't show is that the bottom rear wishbones have a common inboard pivot – there is one large bolt attaching them to the car – so that they are as long as possible, to minimise camber change at the driven wheels."

BRM placed a premium on chassis torsional stiffness and, unlike other teams who paid lip-service to it, actually took the trouble to measure it rather than plucking optimistic guesstimates from the air. Without access to his records (which are with Doug Nye for his BRM magnum opus) Rudd recalls that his spaceframe for the Type 57 achieved substantially over 3000lb ft per degree: "We had some lengths of extruded Duralumin that were actually main spars from the defunct Bristol Brabazon airliner, which we initially used for loading ramps. Each car had an Austin Loadstar transporter and the steel ramps we had used to buckle because the old V16 weighed well over a ton. The Brabazon spars did not buckle! For torsional testing we'd put one of them across the shop floor and bolt the car to it through its front suspension mountings, then fasten the rear of the car down at the pivot point and attach a six-foot lever to the rear suspension mountings, with a block-and-tackle and a spring balance at the lever's far end. With 300lb on the balance we put 1800lb ft of torque into the chassis."

One of BRM's advantages for much of 1962 was that it had exclusive use of the Lucas shuttle-valve fuel injection system. This gave significantly more top-end power than the quad twin-choke Webers on customer engines, but according to Autocar at the time, the carburettors gave more power below 9750rpm. Rudd demurs: "I suspect that was Harry Mundy guesswork because I made bloody sure no power figures got out. We were in dreadful trouble with our customers because the carburettor engine was hard-pressed to give much over 180hp and they were complaining that the works cars, with over 190bhp, were so much quicker. But Graham used to say the carbs had better throttle pick-up."

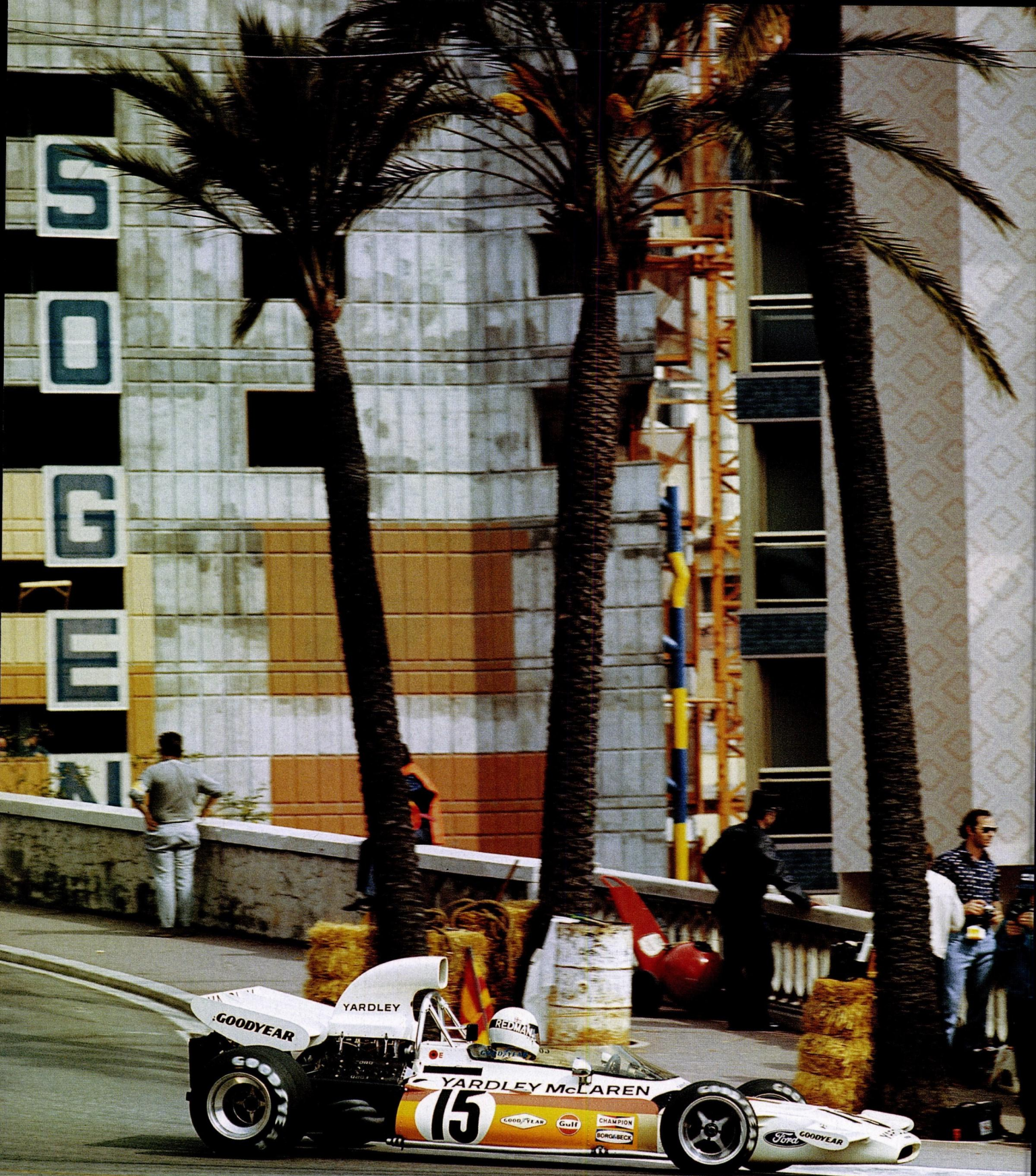
The first F1 engine to use slide throttles, the BRM V8 actually gained this feature by default when the original throttle butterflies proved sticky. Rudd: "It was the Lucas injection man, Eric Downing, who suggested we try slide throttles because he knew from Jaguar's Le Mans programme that they worked. It was also his idea to try upstream injection – against the airflow – which made the engine much less sensitive to mixture. Our slide throttle was too good initially – when you shut the throttle the engine would suck on the slides and you couldn't move them. We came up with a small bleed hole to cure this, enough to break the suction without upsetting the mixture. On the dyno the slides gave us 5 to 7bhp more."



The first V8 refused to run over 9750rpm without misfiring. This was traced to the transistorised ignition system when Rudd tried V16 magnetos instead and the engine sailed happily up to the 10,500rpm maximum of Bourne's dyno. The Lucas designers scratched their heads and eventually produced a revised design that could provide the 700-plus sparks per second needed at 11,000rpm

The 'stackpipe' exhausts were replaced by low primary pipes and a flattened expansion chamber, as shown here: "One time the megaphones fell off the stacks; Graham tried revving it higher and found he recouped power. That was a bit of inspiration."

This car is fitted with the BRM five-speed gearbox, but has the rear 'horse collar' that could also accommodate the six-speed Colotti, which weighed less and, according to Graham Hill, was a dream to drive. But it had to be sidelined following repeated seizures. "It wasn't Colotti's fault," says Rudd. "Nobody had told them that we were going to rev the engine to 11,000rpm. The oil pump was fitted on the inlet shaft and it cavitated, aerating the oil. Actually, the Colotti was a clever design that solved a lot of gearbox problems of the time."



Redman qualifies his M19 McLaren 10th at Monaco in 1972. In the torrential rain of the race, he finished fifth



THE OTHER LIFE OF BRIAN

BRIAN REDMAN'S FORMULA ONE RECORD IS POOR COMPARED TO HIS SPARKLING SPORTSCAR CAREER, YET HE PREFERRED TO RACE SINGLE-SEATERS – AND HAD PLENTY OF SUCCESS IN THEM, TOO. SO EXACTLY WHY DID HE TURN DOWN FERRARI, ASKS TIM SCOTT?

AS A SPORTSCAR DRIVER, ON HIS DAY BRIAN Redman was a match for the very best: Ickx, Siffert or Rodriguez. But there is an incongruity in his CV. At a time when top drivers regularly dovetailed campaigns in Formula One and endurance racing, rarely in a 30-year career did Redman join his peers in the sport's highest echelon. In the same seven-year period in which he won 15 world championship sports-car races, in JW Automotive Ford GT40s, factory Porsches and Ferraris, he started only 12 grands prix, usually as a fill-in driver, for six different teams. What adds further curiosity to these statistics is that the man himself is adamant that single-seaters were his favoured discipline.

There is certainly evidence that Redman had the necessary ability to carve out a long and successful career in F1. His glaring sports-car successes cause people to forget what a capable single-seater driver he was. During the mid-1970s, away from European eyes, he became the undisputed king of Formula 5000 in the USA. He won that championship, a series that was essentially the forerunner to modern-day ChampCar road racing, three years in a row, 1974 to '76. And in doing so he beat fair and square, time and again, no fewer than four F1 champions-to-be: Mario Andretti, Jody Scheckter, Alan Jones and James Hunt, along with other established American headliners such as Al and Bobby Unser.

Redman's first two title-winning seasons were characterised by season-long battles with Andretti. The American legend has no doubts about his former rival's credentials as a single-seater racer: "I regarded Brian as a formidable competitor. There were others out there you had to be concerned with, but his name was always the one that was at the top of my list."

Redman's former F5000 team boss Carl Haas also agrees that the Lancastrian was out of the top drawer as a single-seater driver: "Brian's very underrated. He was very quick, but very intelligent, too. I'd put him very high up on the list of drivers I've worked with."

Most would accept that Redman's best GP performance was at a soaking Monaco in 1972, when he joined the McLaren team as a replacement for Peter Revson, away on Indianapolis qualifying duty. Having never driven in the Principality before, and in a dry qualifying, Redman put his M19A 10th on the grid, just four-tenths slower than team leader Denny Hulme – whose M19C featured a superior suspension set-up. Then, in a soaking wet race, he put in an excellent performance to finish fifth, staving off Chris Amon's Matra in the closing stages.

"At the start I was following Denny, and because he was team leader and a former champion, I didn't pass him," recalls Redman. "And early on he went down the escape road at the Chicane... and I followed him, because I couldn't see through his spray. As soon as we'd let everyone past, I was so maddened that I passed him. I carried on, picked off a few ➤

more and scored points."

The team thought it was a great effort, as McLaren designer Gordon Coppuck attests: "Brian was a first-class driver, and his fifth place was an excellent drive. He did what he was there to do. And we all thought it a very fine achievement that he went as quickly as Denny in qualifying."

However, Redman's reading of his performance is hugely revealing about why he never forced his way into a regular F1 seat: "I drove well that day, it was a very competent race – but I didn't drive with heart."

For what Redman had come to learn by then was always to drive only as fast as was absolutely needed. In an international career bookended by huge accidents, he had already had two lucky escapes. He had decided that it was unnecessary to give ten-tenths, if nine would suffice – only Redman was good enough for his nine-tenths to make him still better than respectable in an F1 field.

"When you're racing you sometimes drive outside yourself, but when you do that you're working purely on reaction and without thought – and that's the time you make mistakes," he explains. "So I never felt it necessary to take excessive risks. I always tried hard, of course, but often within a degree of control."

This attitude can be partly explained by the fact that Redman was already 30 by the time he had his first single-seater race, an astonishing fact given his later successes. By then he had a wife, Marion, and a young family. And when fellow Lancastrian David Bridges offered him a chance in European Formula Two for 1967, it was the first time Brian had stepped out of national racing to become a professional driver. Not unnaturally, therefore, he had a different perspective on life than many of his peers.

One race in particular reinforced this. In April 1968, Redman was offered an outing with Ferrari's F2 squad in the Eifelrennen on the Nürburgring's south circuit. Early in the race his goggles were smashed by a stone. He was hugely lucky to receive only a heavily bruised eye socket, and after a pause to check the damage to his face, he pitted for a new set of goggles. With only one eye functioning, and team-mate Ickx's dark-tinted goggles further reducing his vision, Redman "drove like a maniac", repeatedly smashing the lap record as he rose to fourth. Afterwards team manager Mauro Forghieri phoned Enzo, who told him to sign Redman for F2 – with F1 runs to come by mid-season. But Redman's dislike of being required to take huge chances, something he felt the pressure at Ferrari forced upon its drivers, made him refuse the deal.

After the race I got back to the hotel and was almost in tears, thinking 'I'm going to get killed'

"After the race I got back to the hotel, sat on the bed and was almost in tears, thinking 'I'm going to get killed'. So when Forghieri made his offer I said, 'No thanks. If I drive for Ferrari I'll be dead before the end of the year'."

Redman's bravery is unquestioned – just look at his quick return to the cockpit after being badly burned in the 1971 Targa Florio, or his speed at the daunting Nordschleife and Spa – but he felt extremely uncomfortable about being placed in situations that pressured him to drive beyond his ample abilities.

He has no regrets about turning down a Ferrari F1 drive as, at that time, offers were coming thick and fast as he rapidly proved his worth in the international arena. By the end of 1967 he'd done enough in F2 to attract the attention of the JW Automotive sports-car squad, which placed him with star driver Ickx for the end-of-season Kyalami Nine Hours. They won and Redman was signed for 1968, his path to becoming one of the all-time great sportscar drivers now set.

But his experience of the South African track also led John Cooper to invite him to join his F1 team for the 1968 season-opener in the Southern Hemisphere. In his second GP race, at Jarama, Redman and team-mate Ludovico Scarfiotti trailed round at the back in the uncompetitive BRM-engined T86s, ➤



Redman (4) impressed Ferrari at the Eifelrennen of 1968, but he chose not to accept Enzo's F1 offer

LAT



Phipps/Sutton Photographic





Top: Redman briefly replaced the late Piers Courage in the de Tomaso of 1970

Above: Redman's crash helmet bears the scars of his Can-Am flip at St Jovite

Right: A partnership with Haas (right) and Hall (left) brought three US F5000 titles

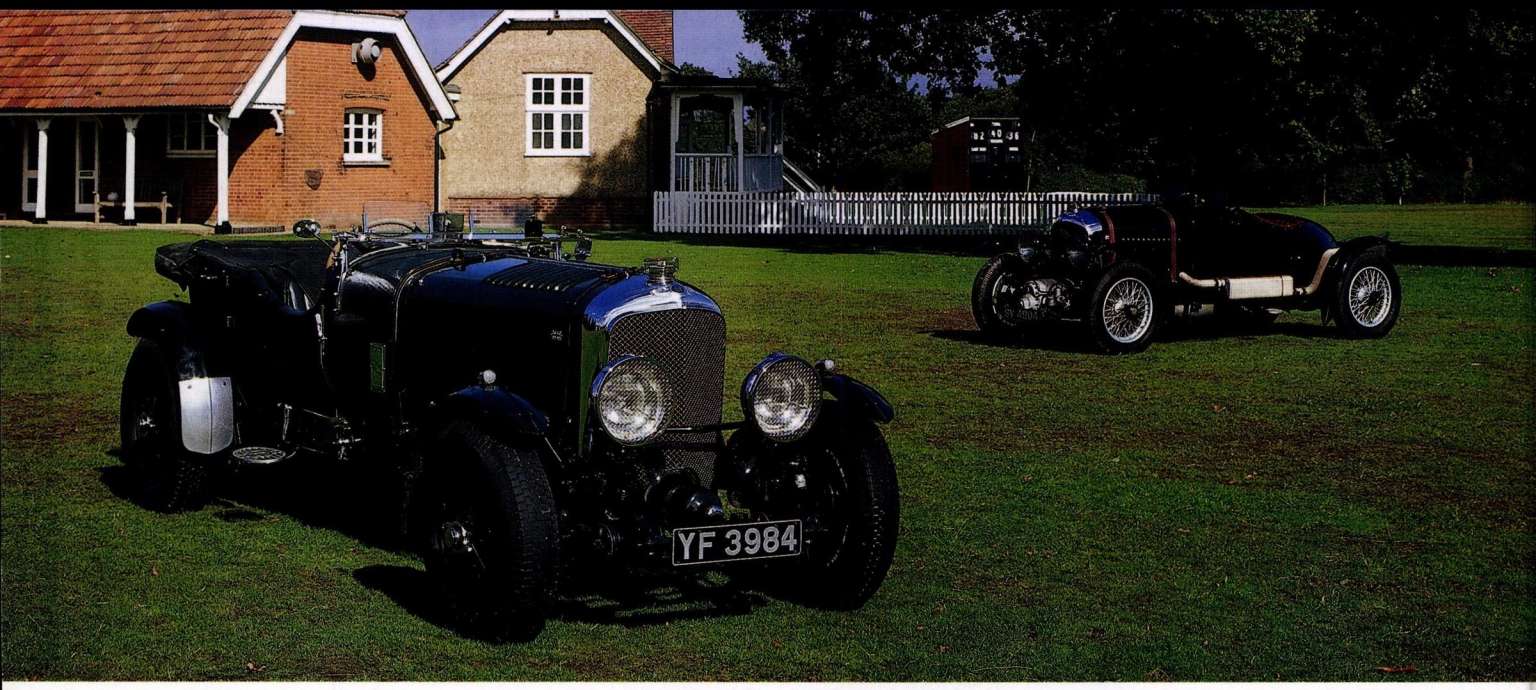
Below: Breaking point. The Cooper's wishbone snaps and a crash is coming



LAT, Brian Redman Collection

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but once past his team-mate, a high attrition rate meant Redman finished third.

Then, in early June, a superb F2 drive at Crystal Palace in Bridges' Lola T100 – Redman finished behind only Jochen Rindt amid a stellar field – prompted inquiries from Lotus *and* Honda. However, this gathering momentum in a nascent single-seater career was lost a week later when he crashed in the Belgian Grand Prix.

At Spa, a track at which he always excelled, Redman did well to qualify 10th. But in the race a front-right wishbone snapped and he veered off the road at Les Combes. The car ploughed into a concrete wall and slid along it before piercing the safety barrier, hitting a marshal's parked car and bursting into flames. With a badly broken right arm, Redman was unable to get out of the wreck.

"It was horrendous," says Redman. "At the time of the crash you don't actually feel any pain because of the shock – but I felt my arm break, and the next thing I knew I was breathing in fire extinguisher powder. This marshal appeared through the cloud of smoke to undo my belts, with a cigarette in his mouth!"

Eventually he was dragged clear, but he was out for the rest of the season and steered away from single-seaters for 1969 to join the factory Porsche sportscar team full-time. The dangers still sat heavily on his mind, though, and he retired at the end of 1970. "I enjoyed the life," he relates, "But I said to my wife: 'So many of my friends are being killed. Most of them don't believe that it will ever be them, but I think it more than likely that I *will* be killed'. So I decided to stop."

The Redmans emigrated to South Africa to run a BMW dealership, but it did not suit, and Brian accepted an offer to join Surtees for the 1971 South African GP. "I didn't know how to do anything else," he says.

Redman's F1 career subsequently comprised three outings with McLaren in 1972, which included another fifth place at the Nürburgring, but also two practice accidents – "I just made a complete balls of the whole McLaren thing" – and then a one-off with BRM at the end of the year. Late in 1973, he joined Shadow for the US GP at Watkins Glen and promptly outqualified regulars Jackie Oliver and George Follmer. This led to team boss Don Nichols making him an offer for a full-time ride in 1974...

'Brian, you are going to be the world champion, aren't you?' I replied, 'I don't think so'

Redman was happy to let this on-off approach to F1 take its course, mainly because he had no particular desire to reach the top of the sport; he was content doing what he enjoyed and making a good living.

"I never had the burning ambition to be world champion," he says. "That was one of my greatest failings; if you talk to any champion, that was always their sole aim in life."

Certainly, it was not an attitude that was entirely acceptable in the increasingly commercial F1 paddock, as Redman discovered during two abortive appearances in Frank Williams's de Tomaso during 1970. At the German GP, Redman was bumped off the grid because Graham Hill was given a bye. His nonchalance caught Williams's attention.

Redman: "Frank said to me, 'Brian, you are going to be world champion, aren't you?' I replied, 'I don't think so. I've never really thought about it'. The look on Frank's face told the whole story."

After his return from retirement, what had begun to suit Redman nicely was Formula 5000. By the start of 1971 he no longer had his place in Porsche's sportscar team, and so drove in European F5000 for Sid Taylor. The next year, attracted by the prize money, this duo began shipping their Chevron B24 over to race in the US F5000 series. Brian's performances there attracted the attention of Haas, Lola's US distributor, and his partner, Chaparral boss Jim Hall. They offered ➤



Redman hustles his Lola through Laguna's Corkscrew in 1974 – the year of his first US title

Bob Tronolone

Brian a full-time contract for 1973, beginning a four-year spell that netted 15 wins from 29 races. Redman was superb from the off, winning five races in his Lola-Chevrolet T330. But clashing Ferrari sportscar races meant he missed out on two rounds and lost the title to Scheckter.

For 1974, Andretti returned to road racing with the Vel's Parnelli team, which bought a Chevrolet-powered Lola T332 similar to Redman's Haas-Hall car. Their titanic season-long struggles for the next two years were the selling point of the series. Andretti can point to various mechanical failures or problems in both years, especially 1974, which hindered his progress, and there's little doubt the Haas-Hall preparation was slightly superior. But Redman also had his problems, and in both years they won the same number of races. No-one else got a look in.

Andretti often took pole – his Firestones tended to be better in qualifying than the Goodyears used by Redman – but there were days, such as Ontario in 1974, when Redman was untouchable.

"Brian deserves all the credit in the world, because he always brought it home, and he was always quick," says Andretti. "He was very correct as a racer, but hard. I always looked at him as a very aggressive single-seater racer." Praise indeed.

Haas: "If you look at those Brian raced against, and beat – Andretti, Scheckter, the Unsers, Brise – it makes its own case. Brian was not the flashiest driver, but he could really keep a car together and bring it in at the end. I'd sum him up as a smart driver who could go quickly when he needed to."

Being allowed to race that way, the way he wanted, in a more relaxed US scene, was good for Redman. "It suited me very well," he says. And that's why he turned down Shadow's F1 offer – in order to continue with Haas-Hall. Nichols hired Revson, who was killed in testing at Kyalami. A further twist was that, days later, the F5000 series was cancelled, and Redman joined Shadow for three grands prix. But by Monaco, F5000 was back on and a call from Haas persuaded Redman to go back to the US.

Shadow designer Tony Southgate recalls when Redman informed the team of his decision, just after qualifying: "He was a very popular bloke, easy to work with – and he always had good stories to tell because he had that chirpy sense of humour. But after practice he wasn't happy. He was pondering, and decided he wanted to go back to the States. He said that the effort he had to put in to be on the F1 grid, let alone in a decent position, was so high, that with a similar amount he could be winning races in America. At 37 years old, you couldn't argue."

'If you look at those he beat – Andretti, Scheckter, Brise, the Unsers – it makes its own case'

That Monaco race was Redman's last GP, and he now majored on F5000, scoring that title hat-trick before the series was reborn as Can-Am for 1977. But in practice for the first race of that new format at St Jovite, he suffered a huge accident. His Haas-Hall Lola, sporting enveloping bodywork, flipped at 150mph, landed upside down and, with its roll-hoop broken, dragged Redman's head along the ground for 100 yards.

He made a full recovery from the severe shaking his brain took, as well the broken neck, and his comeback drive the following March at the Sebring 12 Hours netted a glorious win. This started a new chapter of his career in IMSA sportscars, which included the drivers' title in 1981.

His career in front-line single-seaters, though, was over. But Redman has no regrets. "I had so much fun, and I feel very fortunate. I survived three big accidents where many of my friends didn't even walk away from one. I never wanted to be world champion; I always enjoyed myself."



In this livery, the Lola of Redman was the car to beat, as he matched speed with consistency

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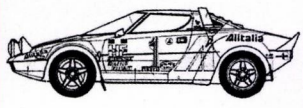
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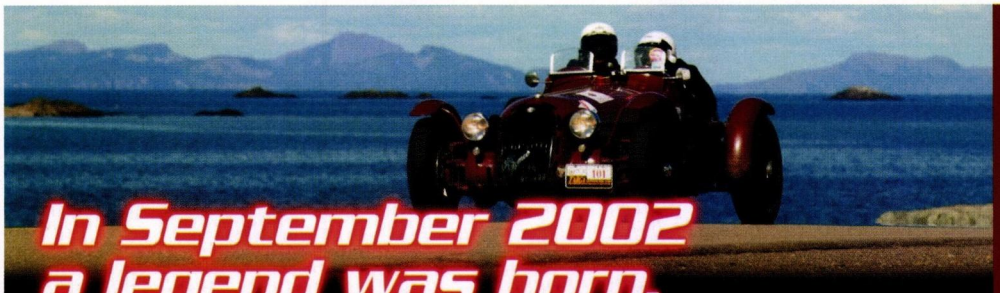
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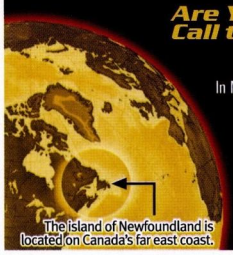
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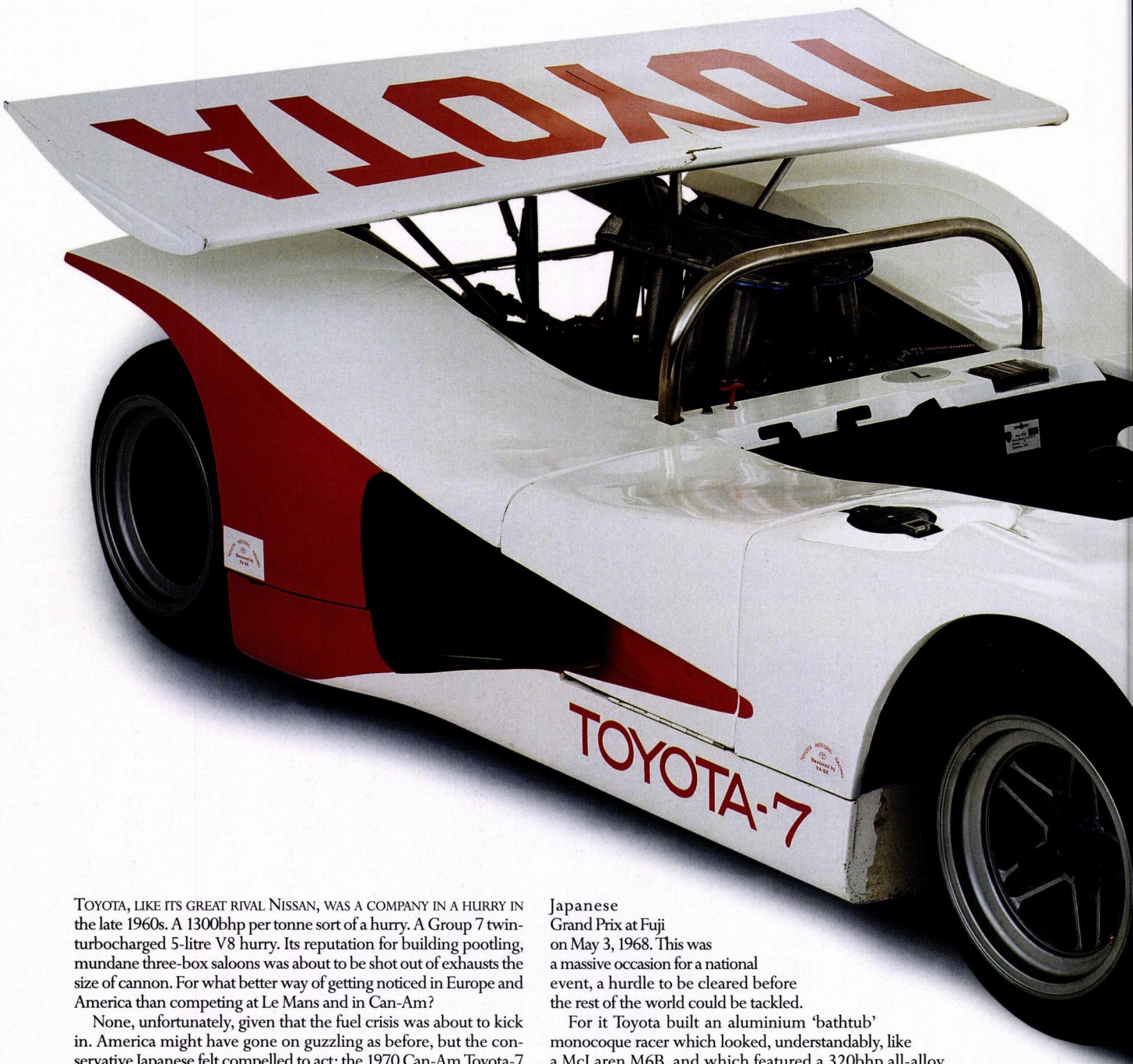
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TOYOTA, LIKE ITS GREAT RIVAL NISSAN, WAS A COMPANY IN A HURRY IN the late 1960s. A 1300bhp per tonne sort of a hurry. A Group 7 twin-turbocharged 5-litre V8 hurry. Its reputation for building pootling, mundane three-box saloons was about to be shot out of exhausts the size of cannon. For what better way of getting noticed in Europe and America than competing at Le Mans and in Can-Am?

None, unfortunately, given that the fuel crisis was about to kick in. America might have gone on guzzling as before, but the conservative Japanese felt compelled to act: the 1970 Can-Am Toyota-7 'war machine' you see here never raced. Three years of development shelved in the stroke of a piston.

In 1967, Jiro Kawano, the man behind the gorgeous Toyota 2000GT sportscar, had been asked to build the company's first all-out racer. And the pressure was on, because Nissan had just absorbed the Prince company which had been racing its mid-engined R380s for two seasons.

The date for the showdown was set: the Japanese Grand Prix at Fuji on May 3, 1968. This was a massive occasion for a national event, a hurdle to be cleared before the rest of the world could be tackled.

For it Toyota built an aluminium 'bathtub' monocoque racer which looked, understandably, like a McLaren M6B, and which featured a 320bhp all-alloy 3-litre V8. In fact, Toyota built five of them.

'Toyota was a company in a hurry. A 1300bhp per tonne sort of a hurry'

But Nissan had hardly been idle. Its brand-new R381s were bewinged Group 6 coupés which were supposed to be fitted with a self-built 6-litre V12. The latter unit was not ready in time, however, so 5-litre Chevys prepped by Dean Moon in Los Angeles were fitted instead. This move was indicative of Nissan's pragmatic approach. Toyota, in contrast, was keener to do as much as possible, chassis ➤

7 SAMURAI

TOYOTA HAD NEVER MADE A TRUE RACING CAR, BUT THAT DIDN'T STOP IT FROM THINKING BIG. THE RESULT WAS A 800BHP MONSTER. SADLY, WRITES PAUL FEARNLEY, IT SOON BECAME A DINOSAUR

photography by James Mann



3750mm long, 2040mm wide, 840mm high and weighing in at 620kg – a sort of white McLaren M8 – the turbo version of the 1970 Toyota 7 was built to contest the all-action Can-Am series

and engine, in-house (or with its close ally Yamaha at least), whereas Nissan was happy to use a Lola platform as its base. Toyota steadfastly stated it was going motor racing to learn as much as to win. Which was a good job, because they bombed on their debut. The 7s struggled to keep up with Nissan's old 2-litre R380s, never mind the R381s, and could do no better than eighth and ninth. There was to be no hiding behind the class win either: Nissan had finished 1-2-4-5-6.

'The last 7 is the physical embodiment of a sport carried away with itself'

Hiroshi Fushida was Toyota's ninth-placed driver that day: "The programme was well funded, but we had a lot of catching up to do. The first 7 had a reasonable chassis, but it did not have enough power. And it was quite tiring to drive – even allowing for the fact that all cars back then were quite difficult to drive."

Matters improved during the rest of that Japanese season, with a brace of wins in 1000-kilometres races, but the real test was to be the World Challenge Cup at Fuji on November 23. This would see the arrival of 10 'true' Can-Am machines. The dominant McLarens of Bruce McLaren and Denny Hulme were not among those scheduled to come, but the likes of Mark Donohue and Peter Revson would provide a good benchmark. And as it turned out, they were streets ahead, Revson winning, the best Toyota almost 10 laps adrift in fifth. There was a lot more to do.

The next evolution of the 7 appeared in mid-1969. With a more angular body hung off an aluminium spaceframe and a 5-litre V8 amidships, it was much more purposeful – but not without fault.

Fushida: "Now we had the power, but perhaps not the chassis."

As it stood, however, 1969 was not a wipe-out – far from it. Fushida, with Yoshio Ohtsuba as his co-driver, won the Fuji 1000Km – the new car's debut – but again the season was geared around the Japanese GP in October and the second 'CanJapAm' in November.

"We didn't have a series, we had one-offs." explains Fushida. "The Japanese GP was our World Cup Final. For a country that was relatively new to big-time racing, this event was then more important than Formula One or Le Mans." Which is why it must have hurt so when Nissan, its open-cockpit R382 fitted with overdue V12 power, scored a 1-2.

Toyota, though, would have the last laugh.

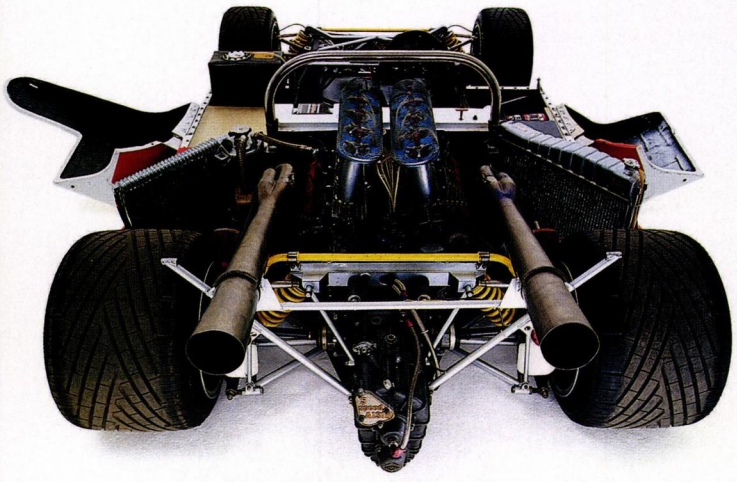
Once again 10 Can-Am regulars made the trip to Japan in November. Once again McLaren's 'orange crush' was absent. But this time the locals won. Jack Oliver's Ti22-Chevy had been quickest in qualifying, just ahead of Fushida in a Toyota-engined McLaren, and was leading the race when fuel feed problems kicked in. The win fell instead to the Toyota-7 of the impressive Minoru Kawai, ahead of John Cannon's Ford G7A. True, the opposition could have been stronger, but it was still a considerable achievement, and Toyota could look confidently towards its new, North American horizons – with newfangled turbo power.

Fushida: "The 1970 car [pictured] would have been the one. We spent a lot of time working on the chassis, making it stiffer, lengthening the wheelbase to make it more stable, altering the suspension geometry to make it easier to drive over long distances. I am sure it could have coped with the turbo engine."

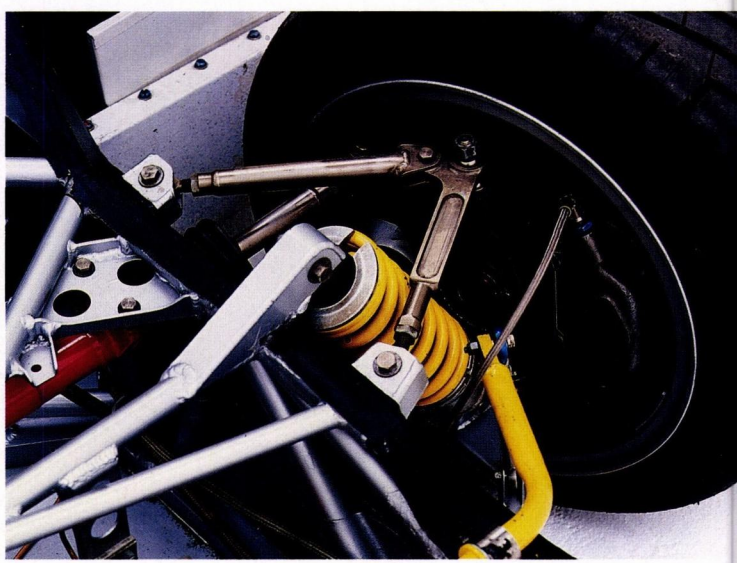
The new car was built and tested, but the fuel crisis – and Kawai's death in testing – put an end to the project. And since then Toyota has taken a more measured approach to its expansion – and its motorsport involvement. The last of its 7s is the physical embodiment of a sport carried away with itself: magnificient, but ultimately flawed.

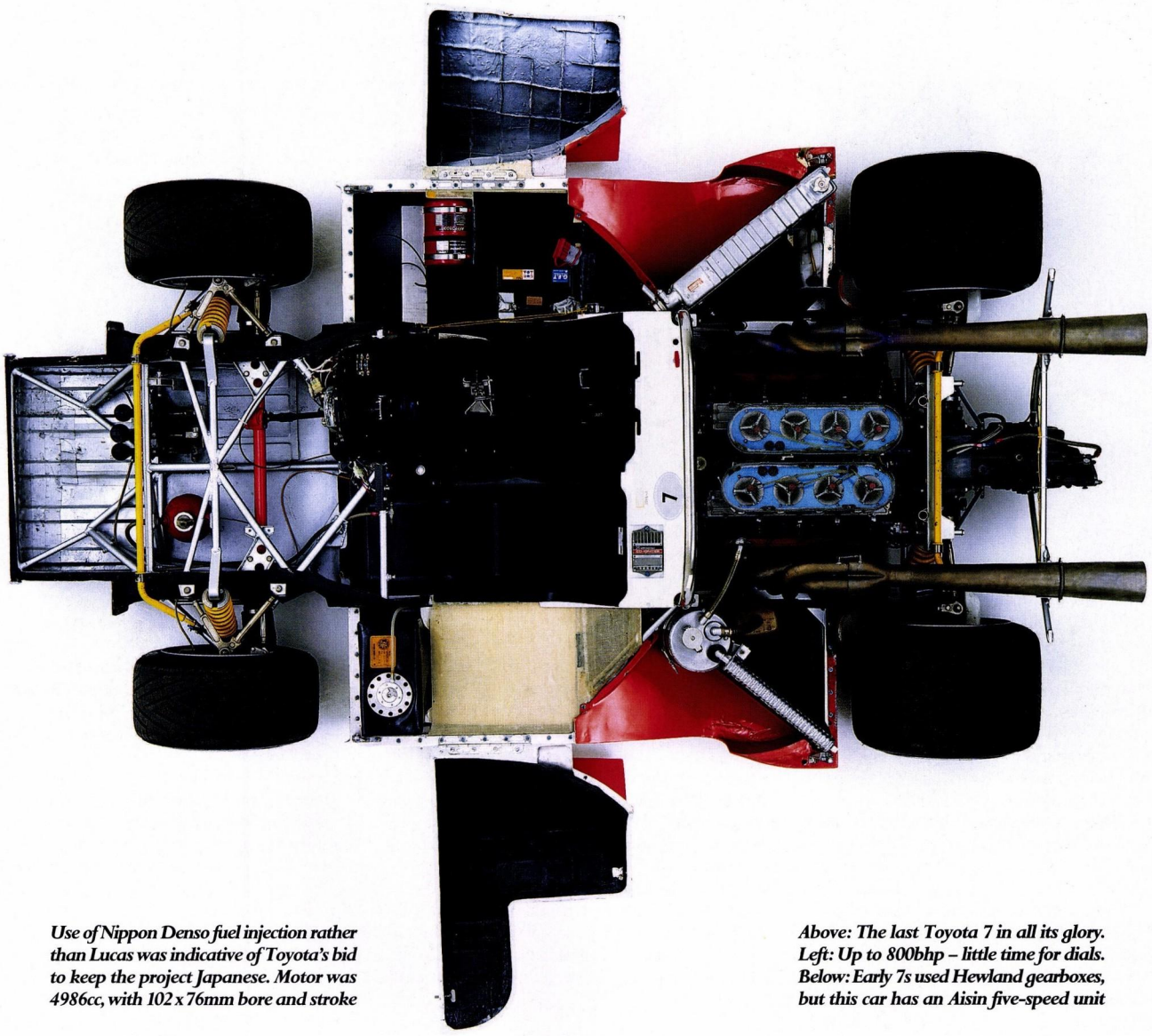
An increasingly commercial world demanded a more knowing approach. For instance, rumours of a Toyota F1 programme were flying about at the time of its Group 7 foray, yet it took 34 years for this to come to fruition. Still Toyota is building everything in-house. And still the speed is there. The difference is that now, confident of its place in the car industry, the hurry has gone. M

Rebuilt by Toyota engineers under the guidance of Kazufumi Toriya, the car is in normally aspirated 550bhp mode. This would have been 'Le Mans' configuration



Spaceframe construction replaced earlier version's aluminium box-sections. Front suspension features double wishbones; rear suspension has four-link trailing arms

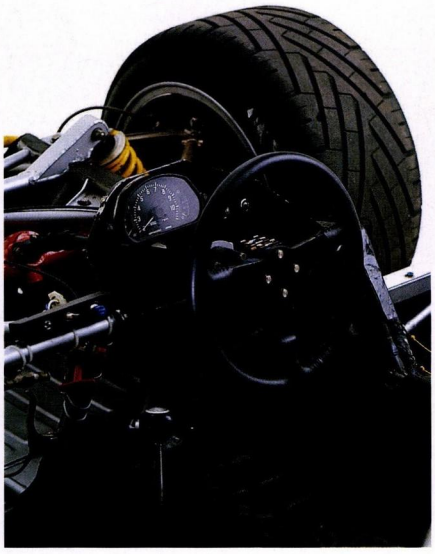


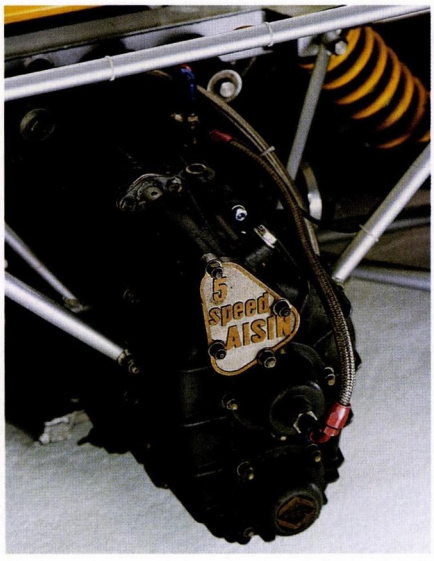


Use of Nippon Denso fuel injection rather than Lucas was indicative of Toyota's bid to keep the project Japanese. Motor was 4986cc, with 102 x 76mm bore and stroke

Above: The last Toyota 7 in all its glory. Left: Up to 800bhp – little time for dials. Below: Early 7s used Hewland gearboxes, but this car has an Aisin five-speed unit







RISING IN THE WEST

MITSUBISHI STARION: BRITISH OPEN RALLY CHAMPIONSHIP, 1988

FORD WAS EXPECTED TO DOMINATE OUR HOME SERIES WHEN IT WENT FULLY GROUP A IN 1988. BUT FOR A WHILE, JOHN DAVENPORT EXPLAINS, THE BLUE OVAL WAS ECLIPSED BY A RED SUN

Group B's legacy was the universal adoption of turbos and four-wheel-drive for rally cars. But initially, the new breed of Group A cars took a time to filter through to national levels, which is why we had two turbo *rear*-wheel-drive cars slugging it out for the Open title in 1988. And one of them, until the first round in February, had only appeared infrequently on European rallies – and usually retired. This was the Mitsubishi Starion Turbo which, for a season of British rallying, was 'a contender'. In fact, in the hands of Pentti Airikkala it darn nearly won the title.

In 1987, Airikkala had campaigned GM cars as the lead driver for Safety Devices Motorsport, a division of the roll-cage manufacturer founded by Brian Wilkinson. That same year the chief engineer of Mitsubishi Ralliart Europe, Alan Wilkinson – no relation – had been developing the Starion Turbo by rallying it in the Middle East with Lasse Lampi. They carried off the Group A title within the Middle East Championship, but were less successful on the 1000 Lakes, where the turbo blew, and at Ypres, where the car went off the road. The model had been homologated as long ago as 1983 and, on its import to the UK, become a successful production car racer. But it had not been rallied here.

Safety Devices was based in East Anglia, not so far from MRE's home in Maldon. Thus, when Tony Willis, MD and partner to Brian Wilkinson, approached MRE about the idea of running a Starion in the 1988 Open Championship, geography and commercial interests were both in its favour. The crew would be Airikkala and Ronan McNamee, and the car would start the season with sponsorship from Pirelli and Lucas, later to be joined by Castrol.

The deal was that MRE would own the car, but that Safety Devices would prepare and run it using the specifications provided by Alan Wilkinson. MRE looked upon Safety Devices as a satellite team which could choose the driver, but any changes made to the car had to be discussed with them...

Airikkala: "'I became good friends with Alan in 1989, when we worked on the Mitsubishi Galant VR-4. But that year with the Starion was difficult. It was my fault, because Alan had said, 'Do what you like to the car so long as I know about it...'

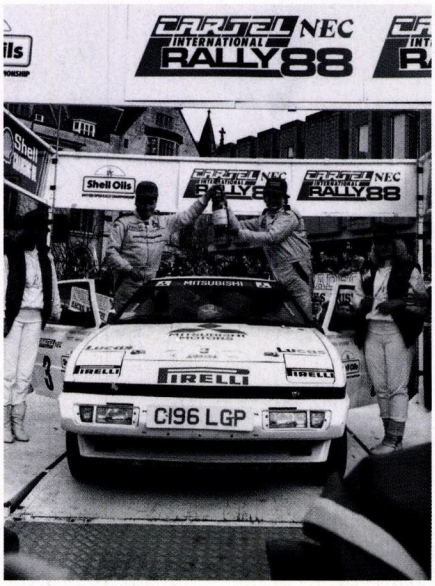
"Before the first rally I tried it and the traction was not so good. I phoned Alan and discovered that all the rear suspension joints were metal. So I got the Safety Devices guys to put standard Starion rubber joints in the main links. This made a big improvement. But we forgot to tell Alan...

"We went to the Cartel Rally – and won it. We were having a bit of a celebration afterwards and everyone was happy, particularly Alan. Then I put my foot in it. In front of everyone, I told him about the rubber joints. He went pale and then became very angry and stormed out. No-one enjoyed the party much after that."

The question of Japanese company politics came into play. It was impossible for MRE to lose face and admit that the car had been altered without its knowledge. The Cartel victory could thus have been reported as a result of brilliant driving or the taking of major risks. They took the latter course.

MRE then insisted that Airikkala should not be responsible for testing the car before the next rally, the Circuit of Ireland, as he 'had little experience on Tarmac'. Airikkala was a bit surprised but, realising that he had not played his cards well in Yorkshire, kept quiet.

Pentti got to drive the car the day before the start in Ireland and discovered that it was pretty difficult to keep under control – a sort of 'wild Starion': "It appeared that the rear wheels were set with toe-out. I asked Alan and he said that, for sure, they were set with toe-in. I drove it like that on the first day and spent most of the time bouncing off bits of Ireland. So I arranged a secret night rendezvous with Safety Devices' mechanics so that we could change the setting. They went like hell with the service car, I met up with them off-route and we changed it to toe-in – because it *was* set wrong. After that we were one of the fastest cars." It was too late to get on the podium but the Starion finished fifth and chalked up more valuable points.



Gavin Lodge

Starion was a surprise winner of the Cartel Rally

The next event was the Welsh, and this time Airikkala wasn't even allowed to try the car before the start. Despite this, things went well and, after a close fight, he won, lifting him clear in the lead of the championship.

On the Scottish, the car went well despite gearbox problems and Airikkala collected a fourth place. Still he led the championship.

The fifth round was the Ulster and here, for the first time, the Starion began to be outclassed by its rivals. The Group A rules for 1988 had forced all the turbo cars to go back to standard intercoolers, which had the effect of dropping power outputs by 20-30 bhp. Manufacturers such as Ford, who had longer-term plans for their cars, developed bigger standard intercoolers. But for Mitsubishi there was no point, since the Starion was soon to be dropped. Thus the Sierras worked up a power advantage.

On the Tarmac roads of Ulster, Airikkala realised that there was only one way to go quicker and that was to take bigger risks over the jumps. And who better to do that than a Finn? But one jump – or rather its landing – proved too much and Pentti had to go to hospital with a damaged back.

Going into the final round, the Manx Rally, three drivers were in contention for the title: Jimmy McRae, Airikkala and Malcolm Wilson in his Vauxhall Astra. Sadly, the Starion's handling was not improved and, after hitting a couple of banks and sustaining a puncture, Airikkala went for a finish in the hope that his rivals would not. But McRae's Sierra romped home to win the rally and title. Airikkala finished sixth and secured second in the championship.

At the end of 1988, the Mitsubishi Galant VR-4 made a major impact by winning the Asia-Pacific title with Kenjiro Shinozuka. The following year Mikael Ericsson won the 1000 Lakes and Airikkala the RAC Rally, while Airikkala also won the GpN title in the British Open Championship. And 10 years later Tommi Mäkinen won his fourth world rally drivers' title for Mitsubishi.

All these successes had grown from the acorns sown by that troublesome Starion. M

National Rally Productions

LAT



Above: Airikkala and his co-driver McNamee confer during the Circuit of Ireland. Below: Suspension switch led to win and political infighting



SHOWING 'EM WHO'S BOSS

PITLANES THE WORLD OVER HAVE ECHOED TO THE BARK OF KEITH GREENE'S COMMANDS, AND HIS RESULTS SHOW WHY HE HAS ALWAYS BEEN IN DEMAND. GORDON CRUICKSHANK LISTENS TO STORIES FROM 45 YEARS OF MOTOR RACING

REMEMBER THE ALAN MANN FORD FALCONS? Alain de Cadenet at Le Mans? Rondeau winning at the Sarthe? Renault in touring cars? There's one common factor – Keith Greene, team manager. He has run just about every type of racing team going, here and abroad – from privateer sportscars through works saloons to Formula One, with Le Mans his speciality. And he's done so over some 40 years, from 1960s short back and sides to wild hair and flares, and back to today's respectable figure of grey-haired retirement. But he's still quick and wiry, and extremely frank…

Maybe racing was inevitable. Keith's father was Sid Greene, whose Gilby Engineering built and raced their own cars: "By 17, I was driving too much to complete my studies, so my father bought a garage where we made a team workshop. I ran that, and raced." From 1955 to '63 Keith drove sportscars, then single-seaters up to Cooper-Maserati and the Gilby-Climax F1, once finishing third behind the Ferraris in the Naples GP. But one of his clients saw other material in him.

"We made shock absorbers for Armstrong, and they offered me a post as competition manager and rep servicing Cooper, Alan Mann Racing and all the others. I had everyone in F1 apart from Honda and Ferrari. Then, out of the blue, Alan asked me to manage Frank [Gardner] in the Falcon. Alan was an amazing bloke, the best I've ever worked with. We won the British championships, then did the Cortinas and the Escorts for the European and British championships.

"But we also did the F3L. A disaster – it had as much downforce as a Mini. I arrived at the 'Ring an hour after Chris Irwin had his shunt. Alan put me to look after Loti, his wife; I tried to take her mind off things while he was in hospital, but it was tough. A very good driver, but that car… Slippery as a wet rat; a lovely looking thing, but dodgy."

When Mann switched to salmon farming, Greene ran Broadspeed's Escorts – until the phone rang. "Late one night I got a call from Bernie [Ecclestone] to come down and see him. We had a conversation in the car park, and suddenly I was Brabham team manager.

"That was tough. I ran the team in the day and the F2 shop at night. We were also building the truck, the first of the huge white whales… I had only 14 blokes; we were running three different F1 cars [a BT33, a 34 and a 36] and we did all the testing. I had no secretary, I did my own one-finger typing. I was doing what five people would do now. I was the engineer, too; I'd discuss things with Gordon Murray, the only one in the drawing office, but running the cars was down to me.

"The reason I left Bernie a year down the road was simple: I was doing 100 hours-plus a week, and I spent five weeks walking alongside his Merc asking for an extra tenner a week. Finally I said, 'I won't be here tomorrow. *Adios*'. He never stopped ringing me, every week… And later on I went back to set up International Race Tyres for him."

Next he ran Ecurie Evergreen for dashing privateer Alain de Cadenet: "Alain was pretty way-out. Chris Craft took me up to meet him, and he arrived in a full-length fur coat. I did that for two years, converting a McLaren M8C to run a DFV to do sportscar races. Alain was partners with David Weir, who said he was buying a Ferrari to do Le Mans." He did too, a 512, a very good one, and they were running fourth at 4am when the clutch went.

"Then Alain bought a BT33 Brabham from Ron Tauranac. It was built from boxes of parts. It was a tiny entry into F1 – Alain, Chris, me and Keith Baldwin. We had a Transit and a trailer. That was the team. We had no tools – at Le Mans we had to borrow every roll of tape in the pits when the bodywork came adrift. That was a heroic bloody weekend. I slept for 14 hours straight afterwards.

"Things got a bit difficult towards the end, but I'm still friendly with Alain. He could sell ice to eskimos. Not a bad driver, too."

He and Chris Craft moved on to Crowne Racing with Martin Birrane, which expanded from a GT Porsche and Lola T294 for the European 2-litre series, before Ecclestone again took a hand.

"Bernie sold Paul Michaels of Hexagon a BT44 for John Watson to do the North American grands prix, but only if I went as the team manager. So I went, but by the time we'd got the bits from Bernie we had to finish building it in the paddock at Mosport. I found I had no spare wheels and told Bernie; he said, 'See Herbie.' So Herbie [Blash] let have me four wheels – then at lunch-time Bernie took them away. Later he gave them back. It was just to make it clear who was in charge. When Paul lost his sponsor, Bernie had the car back."

After starting International Race Tyres in 1976 for Bernie, Greene ➠

'I had a chat with Bernie in the car park, and suddenly I was Brabham team manager!'



Before sponsor uniforms, the hip cats wore some groovy gear… Keith Greene (left) and Bernie Ecclestone listen to Graham Hill

Phipps/Sutton Photographic





had enormous success with Gordon Spice. As well as running a sales operation, he managed a huge race programme: "We ran the works Ford Capris, and won five 24-hour races, came second in the Spa and 'Ring 24 Hours, and won the Belgian championship.

"Then we did the deal to run the new Ford C100 [Group C car for '83]. We tested at Paul Ricard with Marc Surer and Gordon, where it went very well. But Stuart Turner arrived at Ford and said, 'I don't like racing. Put this lot in the crusher'. Gordon and I were left with an empty workshop. So I got my year's wages and that was it.

"John Fitzpatrick then asked me to run his brand-new Porsche 956 in WEC events. After John had his big shunt at Fuji '83, he brought all his kit to Kyalami, but he decided there and then he was stopping, and said, 'Right, you run the lead car and I'll run the rent-a-drive car'. But I knew it was never going to work. We're both strong people."

Greene baled out to join one of the most successful privateer GpC outfits, Richard Lloyd Racing, with a second at Le Mans in '85. Having been the lynchpin of so many teams, it made sense to experience being a team boss, too. In 1987, Greene started GP Motorsport.

"Dave Prewitt had Costas Los in tow, who was very rich but a lovely fella. He would bring the money and drive. So we got a C2 Tiga and gave it a shot. Dave did the paperwork and I did the car. We brought Costas on well – second in class at Le Mans, a class win at Brands – but he needed to be staightened out. I had to say, 'We can do it, but you have to listen and try what I say'.

This personal conviction has been one of Keith's strengths. A driver will listen to a manager who knows what he's talking about, and in turn the driver's feedback carries more meaning.

"I can observe people's driving and see what's going wrong. I did 10 years of international racing and I was not a complete lemon-head. Not Stirling Moss, but I was half-reasonable, so I have a knowledge of what a driver is telling me, which I can then do something about."

By now his reputation was widespread and, having been brought in to run Nissan's first attempt at Le Mans in 1986, he returned for the Japanese company's full-blown factory campaign in '89.

"Lovely people to work with, though I had one bad experience. We had two cars at Le Mans in '86. For the second night practice we had our race engine in, and I said, 'Just a few miles, and that's it. Boost at 1.2 bar, not 1.6 – we've got 24 hours to do tomorrow'.

"Now, James Weaver had gone 2sec quicker than his Japanese team-mates, and I had a sneaky suspicion what might happen. So I'd taken the boost knob off. During one of Kazuyoshi Hoshino's stops I happened to see his mechanic under the dash, and I knew straight away – he was taking mole-grips to the boost control. I went immediately to the boss and said, 'I don't want anything to do with it'. Ten minutes later the big boss was there, bowing. 'Please run the car. The mechanic has been reprimanded…'

"I had to say it. I've always tried to do a proper job. I won't go and

Left: Greene clears the way for paying driver Costas Los in the Group C2 Spice-Ford run by his outfit GP Motorsport in 1988

Above: Alan Mann gave Greene his management break. He repaid him with several saloon titles. This is Gardner's Escort

Below: Despite a clash of cultures and working practices, Greene was in demand with the Japanese manufacturers





Family concern: Greene tackles the Karussell in the Gilby F1 – by now fitted with BRM V8 power – at the 1962 German GP





Sutton Photographic, LAT

work for somebody just for the money. They have to do it my way. That's why they've employed me.

"Next, Shin Kato asked me to do Le Mans for his SARD Toyota team, and then the Japanese series, running Roland Ratzenberger. That was a whole new learning curve. They have a completely different way of working – you can't do anything without a report and a meeting. After a couple of days I said, 'I will not waste any more hours in a smoke-filled office'. They accepted it; and my mechanics were as happy as sandboys. I spoke hardly any Japanese – I communicated by whistles and signs – but they smiled where the others were dour. And we won at Fuji and Suzuka, beating the factory cars."

A season collaring the BTCC title for Vic Lee followed, and led to the French connection, when Renault entered the BTCC.

"I gave a proposal which got us the job, but the only car that fitted was the 19 – not a very good car. But we actually won some races – it flexed so much it was good in the wet, so we blew them into the weeds at Donington. Renault were over the moon. They knew it wasn't a good car, but they were only learning ready for the Laguna, a much better car. Then the contract went to Williams; even they didn't want to do it, but the money was too good."

An attempt to turn a Corvette into a GT car for helicopter millionaire Rocky Agusta failed – "A nightmare. Too heavy, too big; just not a racing car" – and Greene went to work for his old racing companion Jonathan Palmer, but overseeing his corporate days rather than the Formula Palmer Audi single-seater series. "He asked me to run the FPA cars, but the last thing I needed was 30 fathers telling me that their son's car wasn't right."

Yes. There would have been fireworks. He was always forthright. Still is, about being pushed out of a team, or abandoning another: "A useless driver – always blaming the car. I couldn't stand the bleating".

It's been a remarkable career, spanning a huge technology shift. A computerised turbo GpC car on slicks is a million miles on from a Climax-powered Cooper; yet Greene was never fazed.

"I used to qualify the Can-Am car for Chris Craft if he couldn't get there; and that was an 800hp McLaren M8E. I was quicker than Costas Los in our C2 Spice, and I did systems testing on the 1200hp Nissans.

"I've been around so long, it didn't matter that the technology changed, because it changed around me. My only drop-off point was when computers began to arrive. Yes, your laptop contains a lot of information, but you've still got to know how to use it. I was a seat-of-the-pants-flier. I should've been more computerised if I wanted to stick with it." This from a man who has done 45 years in racing, still musing on what he might have been doing.

He hasn't been to a race since retiring, but somehow an Alfa Romeo 1750GTV has crept into the garage. There are no plans to race it – but if that changes it'll be the best-prepared one in the pits. M

Left: Alain de Cadenet in his private 1972 Le Mans entry. The cash-strapped team brought the Gordon Murray design in 12th

Above: Greene urges Tim Harvey to great things in unlikely Renault 19. The Michelin-shod car was very good in the wet

Below: This Costas Los-backed (and -driven) C2 Tiga scored a class victory at Brands Hatch for Greene's GP Motorsport

CURRICULUM VITE!

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1977-82	Gordon Spice Racing: BSCC champions (x4), Spa 24 Hours (x3)
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1984-86	RLR Porsche: second at Le Mans ('85), first Brands 1000Km ('86)
1987-88	GP Motorsport (own team): three C2 wins, second C2 at Le Mans
1989	Nissan Motorsports Europe: two GpC podiums
1990-91	SARD-Toyota: 1st Fuji 1000Km ('90) & Suzuki 1000Km ('91)
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1993-94	Renault Dealer Racing: two BTCC race wins in both seasons
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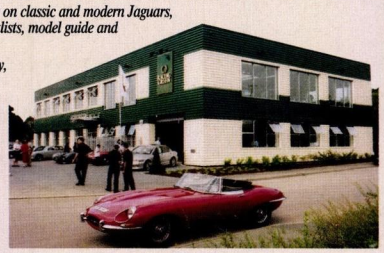
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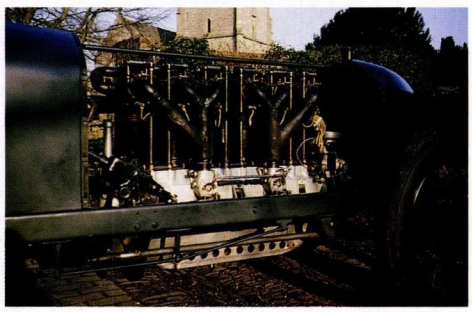


both: Bill Boddy

Reviving the Blitzen spirit

GIANT RACING CARS, WHETHER ORIGINAL, RESUSCITATED OR replica, always excite me. The latest of the aero-engined breed is breathtaking. In action, it will undoubtedly be more so! When I first saw it I felt as though I had been transplanted to Brooklands in 1914, with Hornsted about to venture out in it for some very fast lappery, for it is a replica of one of the famous 200hp 21.5-litre Blitzen Benz.

The Mannheim firm built a few of these monsters from 1909, with very short wheelbase and chain final drive. One went to Brooklands, where Victor Hémery broke the official LSR with it, at 125.95mph. It was then sold to Barney Oldfield over in America, where he did some heart-stopping exploits with it as part of his barnstorming circus until he lost his licence in 1911. He sold it to 'Wild Bob' Burman, who also raised the blood pressure of onlookers – and no doubt his own – when he used it to set an LSR, unofficial in Europe, of 141.37mph at Daytona Beach in what he called the 'Lightning Benz'.



A Benz for straights: 18.8 impressive litres of aero-engine

After the war, two of these enormous Benz enlivened Brooklands. Horace Barlow had one entered by the British Benz Co, and Count Zborowski drove Major R F Cooper's (best lap 108mph). John Duff went over the banking in the Barlow Benz (best lap 114mph), which was rebuilt for the Mercedes-Benz Museum in Germany.

Cooper's was thought dangerous and was broken up, its gearbox going into Zborowski's Higham Special.

Richard Crump, a Maserati man and author of books about these cars, came to appreciate the huge appeal of the giant racing cars from the past. And having been able to obtain from Sweden one of the Type BZ4 18.8-litre 230hp Benz aero-engines, taken from an Aviatik aeroplane immediately after it had been either crashed or scrapped, together with axles, steering and other Edwardian Benz components, he decided they should be used in a replica Blitzen Benz.

After some preliminary work had been done by Charlie Smith, Ben Collings is doing the specialised task of completing this so-exciting car and searching worldwide for the missing parts. His superb work on the 1911 Cottin et Desgouttes and the 1914 KM Isotta Fraschini, which won the Louis Vuitton Concours two years ago, the only Edwardian car ever to do so, have both been covered in MOTOR SPORT.

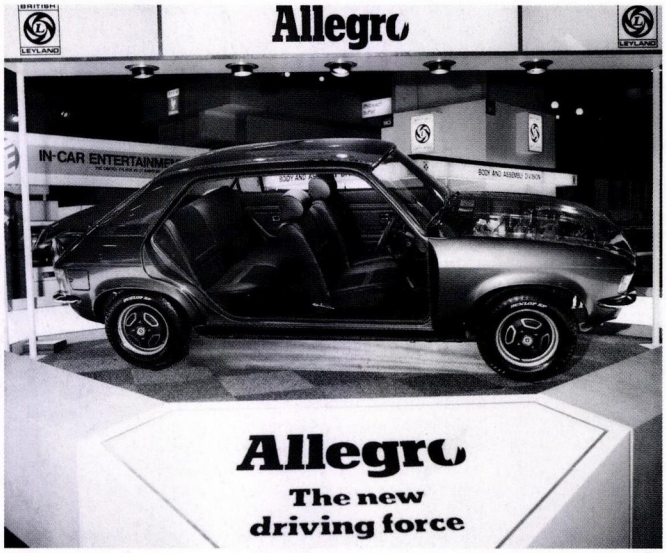
The engine was started recently for the first time in years; it commenced after two revolutions, flames shooting from the stub exhausts. Richard came down from Kent to Mid-Wales for this epic occasion.

Apart from the size of the car, the long bonnet, elongated still more by a radiator cowl and cone-shaped tail, as on the Hornsted car, the engine with its very large twin inlet pipes on the offside, fed via the long riser pipes from the original Benz twin carburettors, is eye-catching. The exhaust pipe on the nearside is horizontal, as on the Hornsted Benz.

The four pushrod-prodded valves per cylinder have been given better lubrication. A new radiator was constructed by John Underwood of Star Engineering. Lubrication is dry-sump with a 'streamlined' oil tank on the nearside. The drive chains, their links twice as wide as those on a 1908 GP Mercedes, give a 1-to-1 final drive, as Hornsted used at Brooklands. Even the instruments are original.

Thus we await with keen anticipation the debut of this impressive aero-engined car, which I hope will give Richard Crump much joy, especially as he lives very close to the roads where Count Zborowski used to unleash the Chittys and his other racing cars.

There will BL to pay



both LAT

WHEN SOME TIME BACK TV LOOKED AT WHY THE BRITISH MOTOR CORPORATION had failed, it came down heavily on the Morris Marina and Austin Allegro. This made me wonder what I had said about them in MOTOR SPORT when they came to us as new road-test cars.

Of the Marina in 1971, I wrote that I was disappointed with a 1.8 TC coupé, and when the normal coupé version was tried over a reasonably big mileage I thought its design mediocre.

For the 1973 preview of the new ADO67, or Austin Allegro, I accepted that the Allegro 1750SS was an acceptable package, but felt the cornering float, baulky five-speed gearbox, engine noise and body shake were against it.

So I suppose I was just about right...



The 'All Aggro' takes its bow (top). This was the car that reinvented the wheel – steering wheel, that is. The squared-off 'Quartic' affair was later dropped

miscellany

I AM NOT SUGGESTING THAT IF IT had not been for MOTOR SPORT there would never have been any motor racing broadcasting on TV, but it is amusing to remember how we were once asked to meet the head of the BBC Sports Department and the then-leading tennis commentator, as far as I remember, to be asked what different problems motor racing reporting might have from the great Wimbledon ball game. Mr Tee, who was then MOTOR SPORT's Proprietor, and I duly attended and tried to provide what advice we could. It was a long time ago and the BBC has since relinquished F1 to ITV.

* * *

THE FEDERATION OF BRITISH Historic Vehicle Clubs continues to monitor UK and EU legislation and to lobby on behalf of owners of vehicles of all ages for freedom to use the roads. Those who run the older vehicles who are not already members may wish for protection and such safeguards. The Secretary is P H J Whyman, Kernshill, Shute Street, Stogumber, Taunton, Somerset TA4 3TU.

* * *

NOTHING TO DO WITH CARS, but you may like to know that that great enthusiast George Daniels, MBE, DSC, FSA, who owns Bentleys, including the Birkin blower single-seater, the 1908 Itala and many others, has assisted the Isle of Man Post Office to issue six special stamps depicting the story of time-keeping. For these you must apply to PO Box 10M, Douglas, IoM, IM99 1PB.

* * *

MODERNITY: FOR THE performances of Rossini's *La Cenerentola* at the Royal Opera House, Covent Garden, a Bugatti has been substituted for the horse and carriage.

VETERAN TYRE RANGE

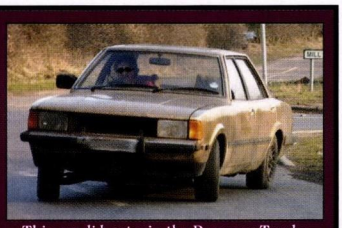
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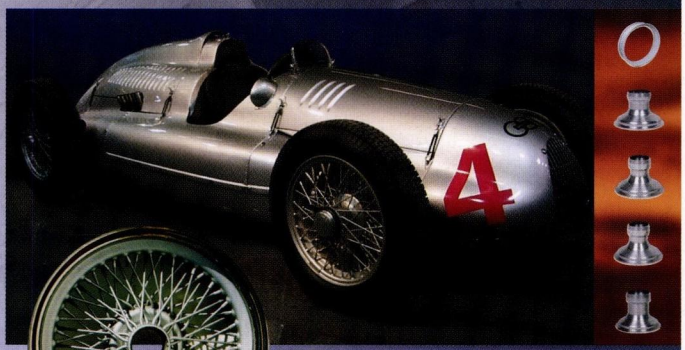
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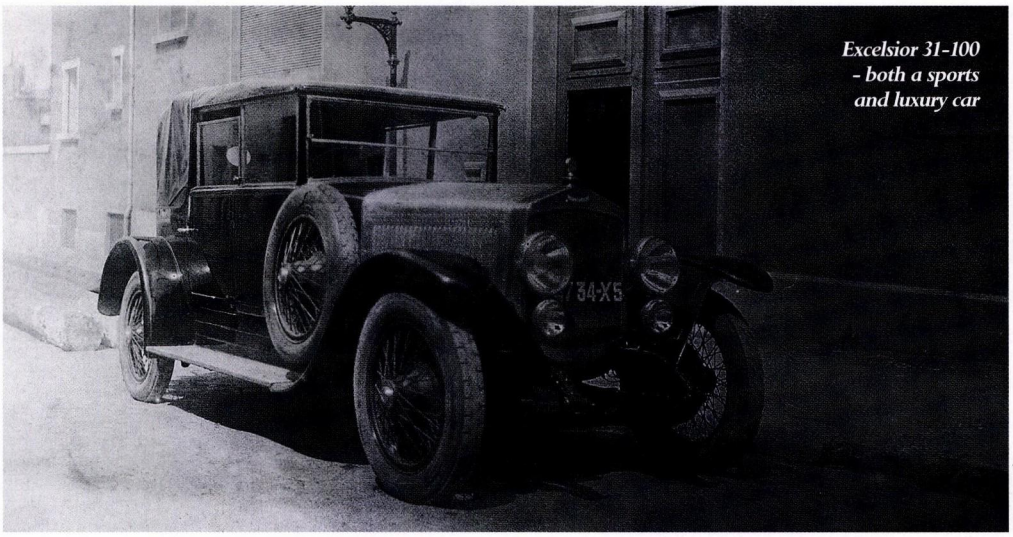
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Sport et Luxe from Belgium



Excelsior 31-100 - both a sports and luxury car

Bryan Goodman

NOT TO BE CONFUSED WITH CARS OF this name made in Switzerland and Germany, this Excelsior started in 1903 in a Brussels factory, but by 1907 Arthur de Cannick was producing these cars in his Liège works, with the individuality of overhead exhaust valves. The 20/30hp version of 1911, in sporting form, would not have disgraced VSCC meetings in later times.

Its predecessor, a 9.5-litre six, ran in the 1908 two-day, 956-mile GP at Dieppe, its driver Christianes being sixth out of 47 starters. Thus encouraged, de Cannick ran two side-valve 6.1-litre cars in the 1913 GP, in which Christianes was eighth and Hornsted the last finisher. One of the 1913 cars survived in England, having apparently been used by Palmer's for tyre testing, but was broken up after the 1930 Brooklands ban on older cars.

Respected at home, the Excelsior never became well-known over here although, by 1927, concessionaires, Hayward Automobiles, announced the 31-100hp Albert 1 luxury car, named for the King of Belgium.

The big Excelsior had some unusual publicity, whether contrived or not, I know not. A letter appeared in *The Motor* asking what was the smart black-and-yellow coupé seen at Southport sand races. Hayward replied to say it was an Excelsior and soon it was illustrated and advertised in MOTOR SPORT. This 31-100hp did well in sportscar races. In 1926, Dils and Caerles were second to André Boillot's Peugeot in the 24-hour race at Spa, and in 1927, Robert Sénéchal and Louis Rigal won this event.

At the 1927 London Motor Show the standard chassis was priced at £1150, the Super Sports chassis at £1250 and the Grand Prix chassis, with dual ignition, at £1300. They were claimed to reach 85, 90 and 110mph respectively.

The six-cylinder 5346cc engine was conventional, with ohc driven by spiral gears. Aluminium pistons were used, still not common even at this date. The Super Sports cars had triple carburettors. Lubrication was dry-sump, with an oil cooler beneath the water radiator.

The four-speed gearbox with central gated lever was soon adopted for the other Excelsiors, and a multi-plate clutch and torque tube transmission was used. The cantilever back springs had an anti-roll device. The rods for the front brakes were carried within the front axle and the cables compensated, and there was a Dewandre vacuum servo. The wheelbase was long, at 10ft 10in, the gear ratios 12.5, 7.5, 5.37 and 3.75 to 1, tyre size 33x5.

By 1929 it ended, when Imperia, of slide-valve memory, took over.

Give and take over Brooklands

I'VE BEEN STUDYING AN ENORMOUS AMOUNT OF MATERIAL about the Daimler-Chrysler proposals for Brooklands, which a delegation from the Brooklands Society brought to me. The Society welcomes the plans as the best way to improve the Track. I suppose one must accept this, especially if the Track is reconnected where the Hennebique bridge was removed, and the Hangar obstructing the Railway Straight is dismantled. However, replacing the bridge depends on Lottery funding, and the new Driving Experience Track will not be suitable for racing.

One will have to accept a three-storey, four-star hotel, a public park and riverside walk, the new Mercedes-Benz museum, a Business Centre with parking for 465 cars, and the Heritage & Technical site housing 150 employees.

325,000 visitors a year are forecast; I hope there will not be, at Brooklands, too many three-pointed stars and Smarts.

miscellany

THE 35TH AMILCAR-SALMSON International Rally takes place at Charlecote, Stratford-upon-Avon, from July 31 to August 1, when entries from abroad are expected to add to the delectable small French sportscars assembling there. Other cars of a similar kind, such as BNCs, Darmonts, Derbys, GNs, Hinstins, Lombards, Sénéchals and sports Renaults, would be welcome to join in. Details from: Mrs J Blake, Daisy Head Farm, Caulcott, Oxon.

* * *

THE VSCC'S POMEROY TROPHY is the club's only event in which moderns compete with vintage cars. You will have your own opinion as to whether a TR3A is a touring car, or whether you would have toured more contentedly in a pre-WWI Prince Henry Vauxhall; but that is what A Ealand drove to win the Trophy at Silverstone. The other trophy winners were P Bullett (Frazer Nash), who was only 1.2 marks in arrears of the TR, and H Windsor-Price, whose Mercer Raceabout took the Edwardian prize. In spite of seven non-starters, 90 cars of all kinds had a stab at taking the famous trophy

* * *

THE PRESENT OWNER OF THE 1928 Amilcar CGSS reg no UC 53, which he has owned for the past seven years, would like to know its history before that.



Bill Boddy

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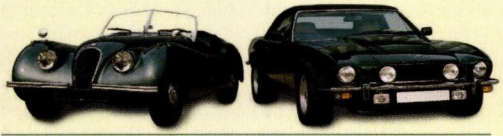
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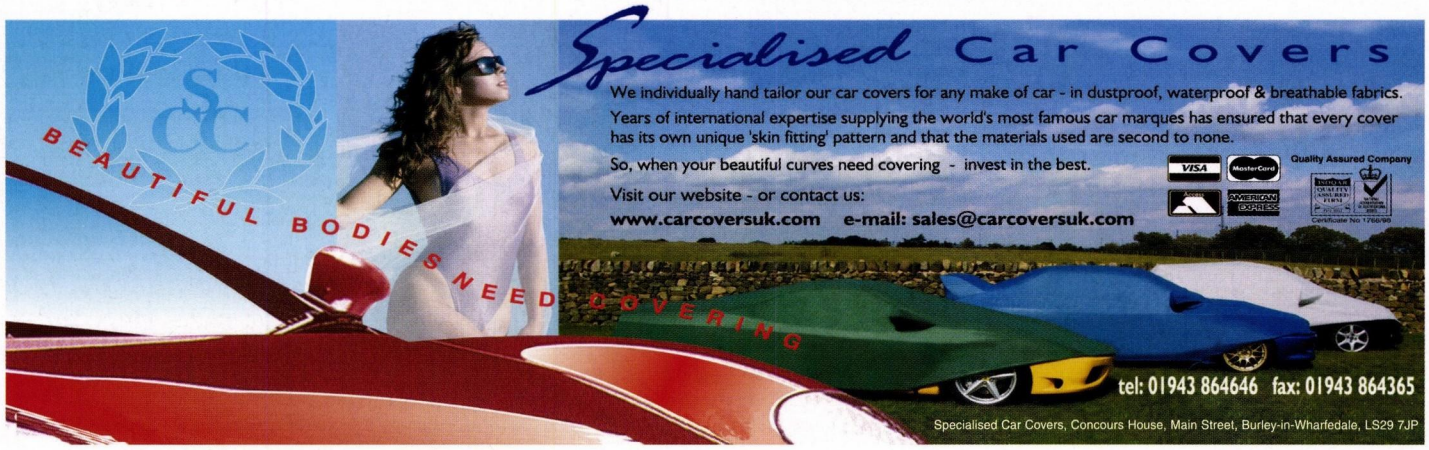
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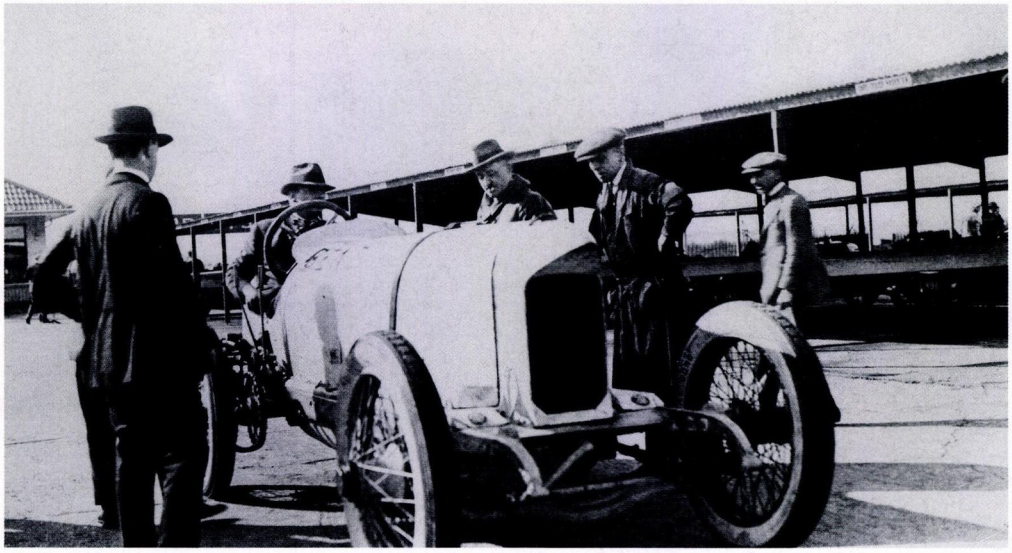
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Blitzen Benz at Brooklands



National Motor Museum

The ex-Hornsted Benz at Brooklands before Duff's crash. This car was rebuilt and now resides in Merc's museum

THINKING ABOUT THOSE GIANT CARS which enlivened racing both before and after WWI reminds me of when I was at the Mercedes-Benz Museum in Stuttgart in 1961...

When I saw the Blitzen Benz at the museum I asked if I could have its bonnet opened, whereupon I noted that its engine number was not that of the LG 'Cupid' Hornsted car. (I knew this from the BARC's records, important books that were signed by the timekeepers and the Track's Clerk of the Course, then Col Lindsay Lloyd, and accepted by the FIA as being authentic.)

In 1922, Dunne of the British Benz Company entered a Blitzen for races at the Surrey Track, appointing as its driver the flamboyant Horace Barlow. The car was the one driven to an LSR of 124.10mph by Hornsted in 1914 at Brooklands – and to a second and third at the Easter Meeting – but it was now announced as a 'hush-hush new Benz'. Its livery had been changed to German white and the radiator given the sharp beak of the German eagle.

Sadly, the car was badly damaged when John Duff went over the top of the banking in 1922, and it was returned to the Mannheim factory.

By the 1950s, however, appropriate cars were being sought for the M-B Museum...

With hindsight, I suppose if you make a replica it is permissible to give it the engine number worn for a top performance, which was that of the Blitzen Benz timed at 142.86mph in America, a record not recognised in Europe. Asked how he did this the driver, Bob Burman, is reputed to have said, "Oh, we waited at Daytona until the sea had gone out and the beach had shrunk, reducing the timed distance!" Joking perhaps, but underlining why the FIA at that time did not recognise such bids.

When some two years later I again visited the M-B Museum, the engine was now on a display stand beside the car and, lo, its number was now that of the 'Hornsted' Benz...

Major R F Cooper presumably bought the other big Benz, the ex-Hémery one, after the war from the Mannheim factory, to where it had been returned just before hostilities had broken out. Unless it had been overhauled it must have been worn out after its long career and its unofficial LSR of 141.37mph in the USA; no wonder, after a few Brooklands races, that Cooper's friend Count Zborowski scrapped it as dangerous!

R-R's new motoring monument

BMW SEE THE NEW PHANTOM AS A 'NATIONAL MONUMENT', presumably to Britain, and have spent £60 million on the Goodwood factory where the BMW-R-Rs will be built, which will be recovered only after 240 cars are sold.

Autocar has now tested the car at 149mph, so the 6.75-litre V12 is, I suppose, doing rather well. Its rear doors are rear-hinged, which was once thought scary, but technology has banished such thoughts, and if anyone goes out in the rain and their butler or a commissionaire is not immediately to hand there are door-mounted umbrellas, an extra which Wolseley and Daimler thought of years ago. Or the occupants might prefer to stay within the Royce watching the DVD cinema-show or using the fitted mobile 'phones.

Try to wish the revived Royce well, and banish from your thoughts the 90mph Continental and London-Edinburgh Royces of long ago.

miscellany

MY THANKS TO ALL THOSE readers and motor clubs, etc. who sent me cards and letters on my 90th birthday, and to Paul Fearnley and all the MOTOR SPORT staff for their generous recognition of my old age!

* * *

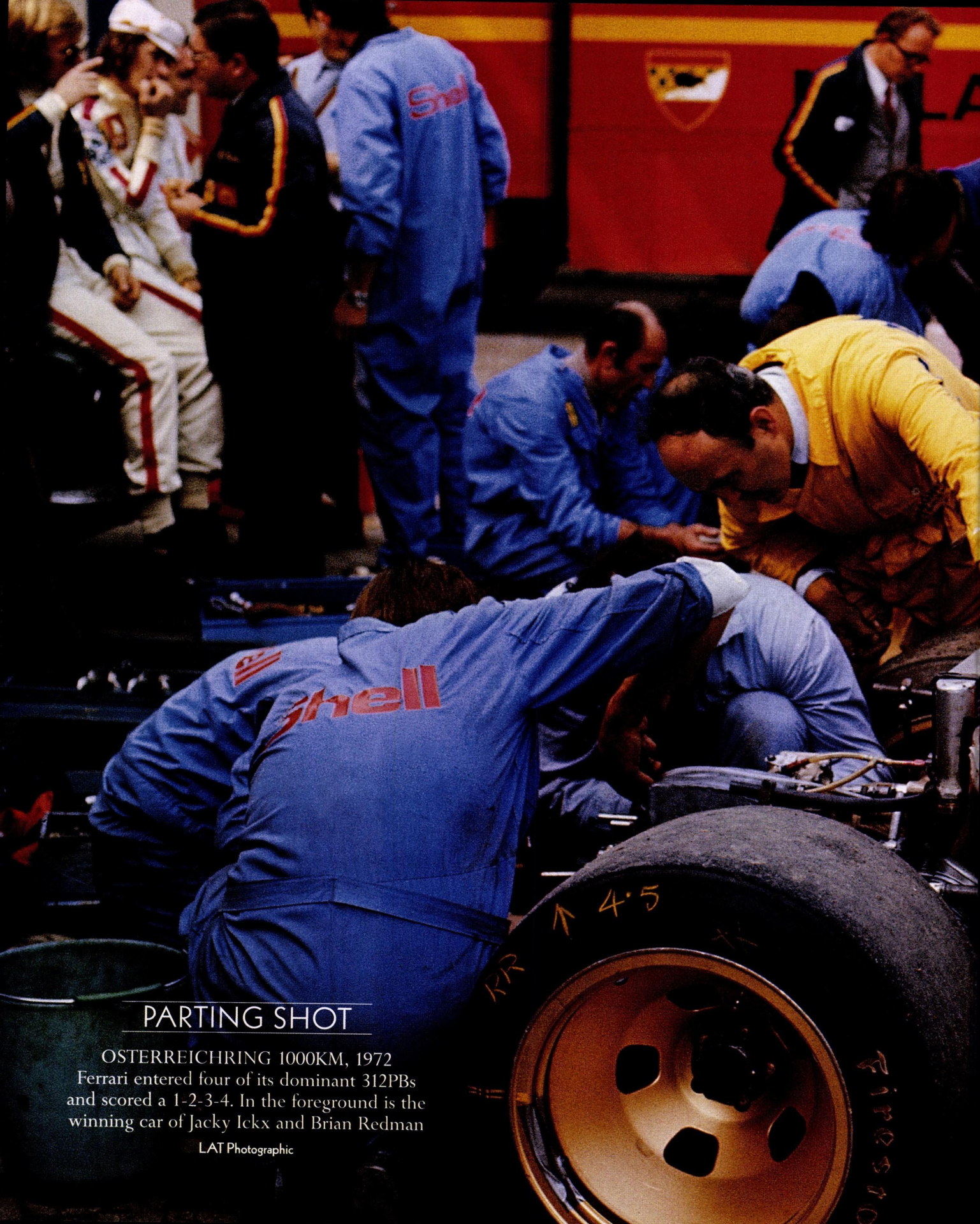
DREOILIN PUBLICATIONS of Tankardstown, Co Meath, have issued three more of their excellent little books: No11 *The Curragh Motor Races, 1947-1954* by Oliver McCrossan, No12 *R J Mecredy – The Father of Irish Motoring* by Bob Montgomery, and No13 *The Wicklow Motor Races – 1950 to 1957* by Joan Carvill. The presentation is good, the many pictures well worthy of what they portray, the price of each, £4.75, very modest.

* * *

DAVE RANDLE'S *The True Story of Skoda* (Sutton, ISBN 0 7509 5, £35) deals amusingly with the joke factor on this now-respected make, then commences with founders Skoda, Laurin and Klement, following this with the complete history of the bicycles, motorbikes, and the Laurin & Klement and Skoda cars, including racing, rally, and commercial vehicles, from 1839 to 2001. Both a fascinating story and a formidable reference work, this will go on my bookshelves alongside those of Bianchi and Voisin.

* * *

MY MEMORY IS NOT YET QUITE AS eroded as a change to my copy in my TT article makes it appear! Leon Cushman's Alvis finished *next* to Kaye Don's victorious LeaF, not third as printed. And in my earlier Albert Divo piece, I wrote that the Talbot-Darracqs won the 1921 and 1922 JCC 200-Mile Race, *not* Fiats, which, as I noted, soon retired! The errors I do make are regrettable, but I like to correct them; when they're made for me it is stressful!



PARTING SHOT

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Ferrari entered four of its dominant 312PBs and scored a 1-2-3-4. In the foreground is the winning car of Jacky Ickx and Brian Redman

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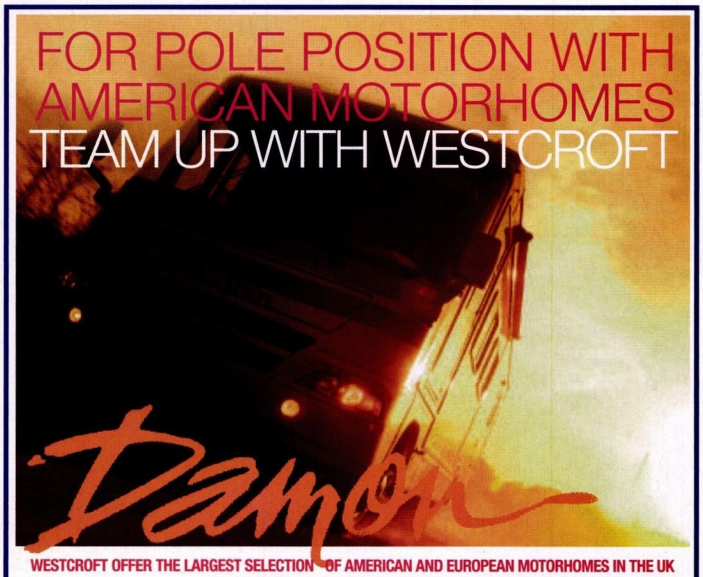
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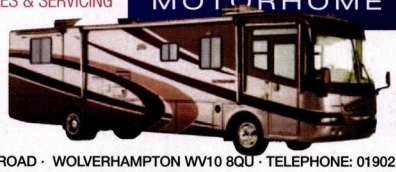
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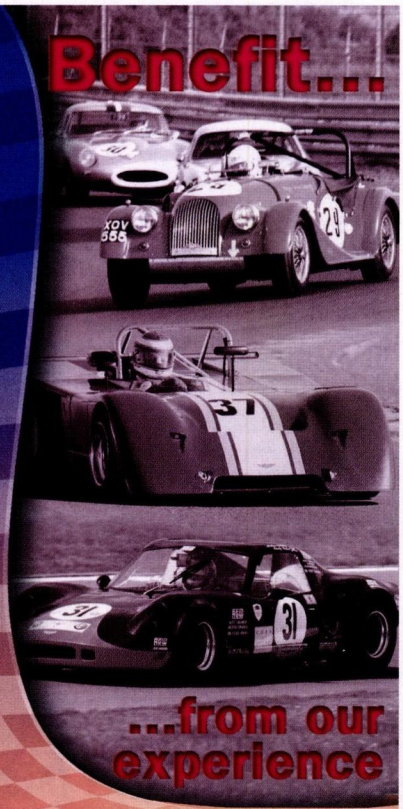


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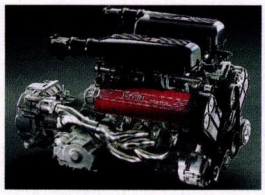
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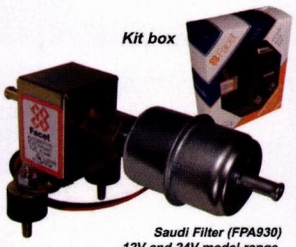
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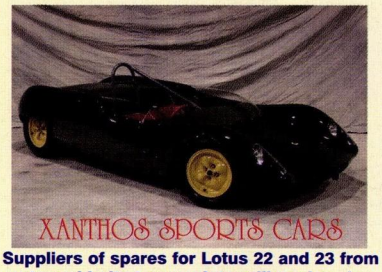
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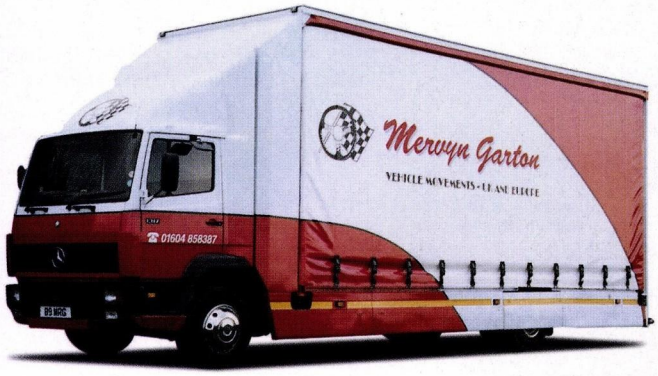
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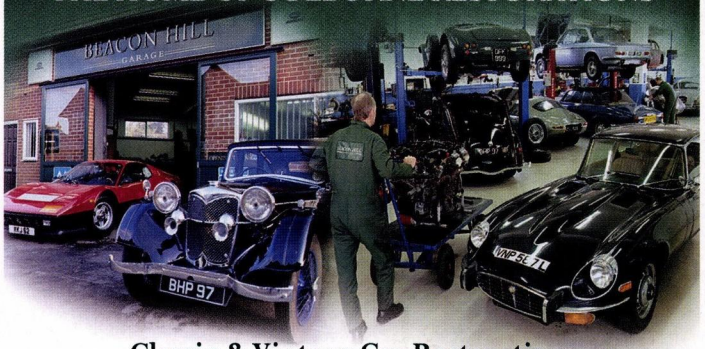


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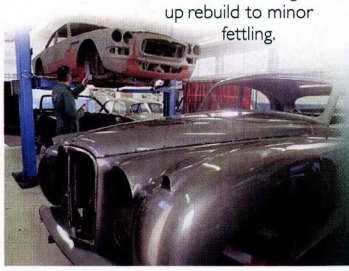
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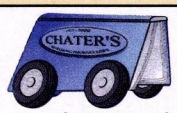
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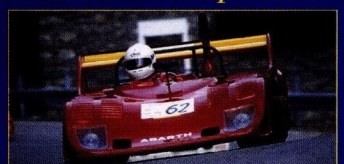
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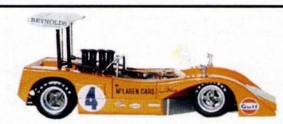
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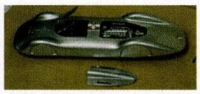
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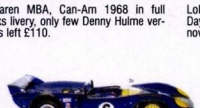
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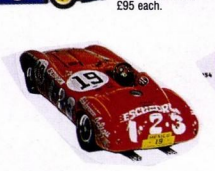
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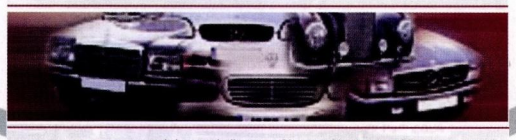
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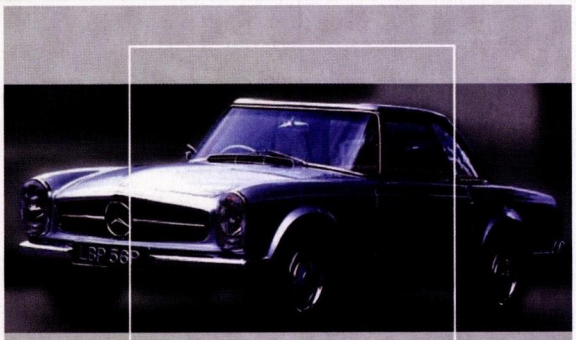


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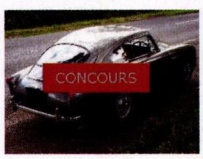
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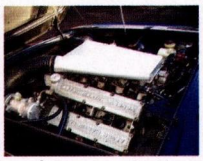
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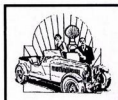
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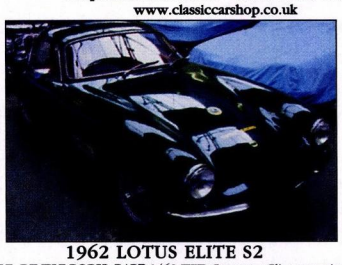
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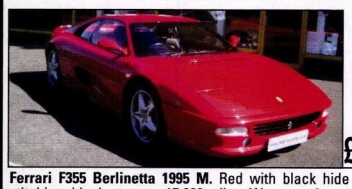
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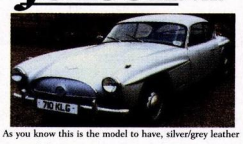
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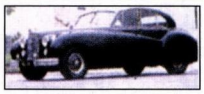
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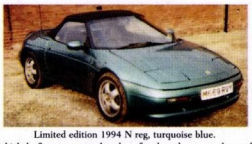
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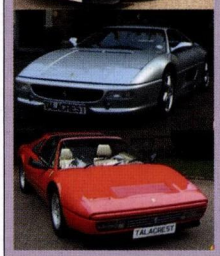


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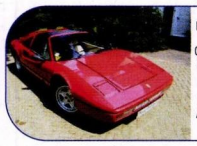
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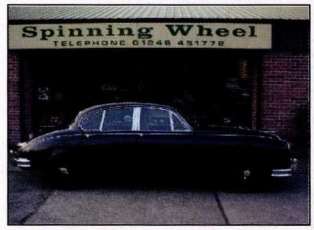
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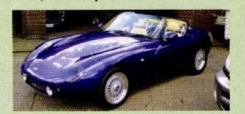


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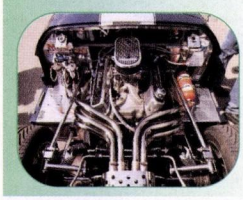
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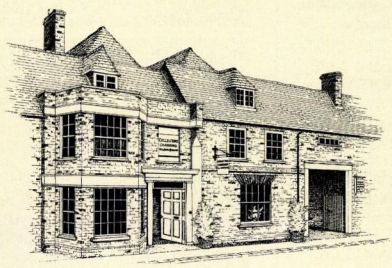
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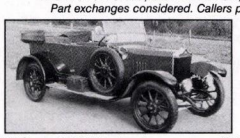
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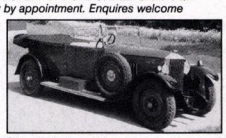
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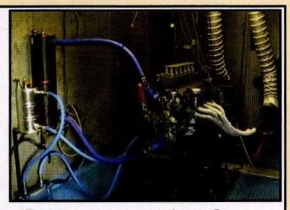
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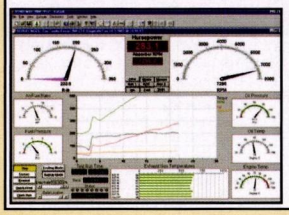
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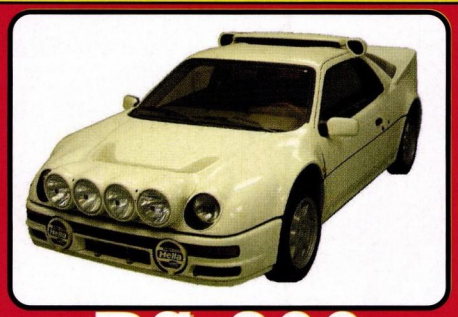
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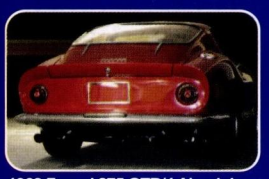
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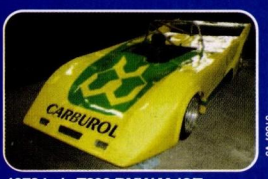
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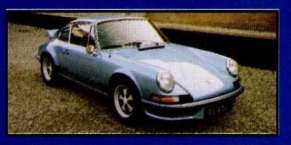
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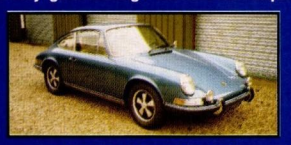
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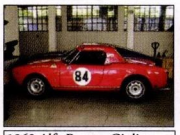
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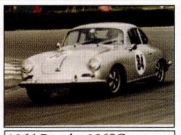
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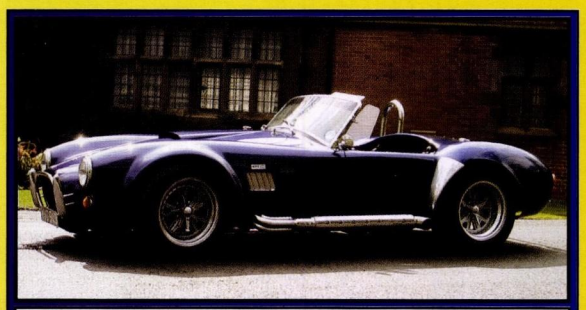
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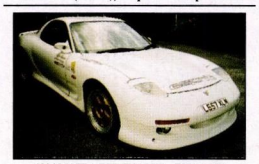
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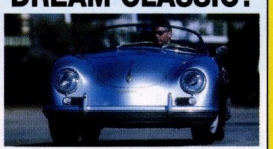


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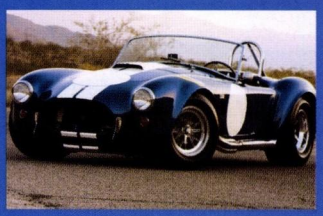
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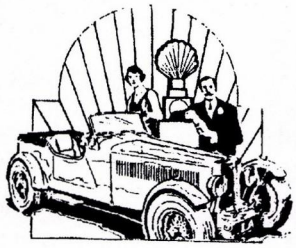


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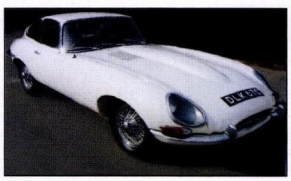
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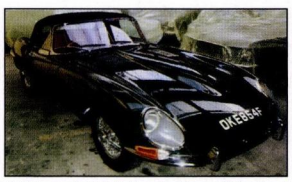
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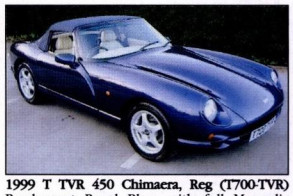
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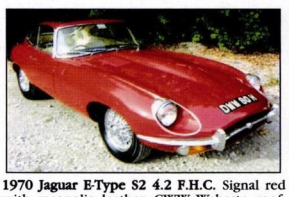
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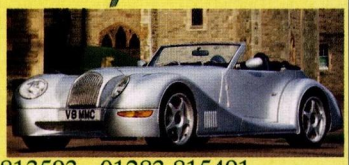
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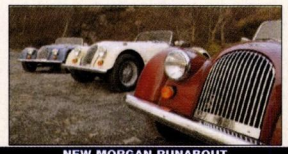
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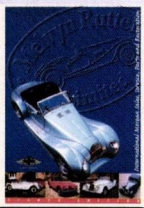


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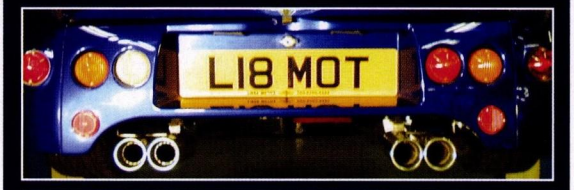
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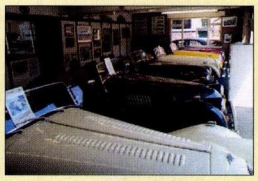
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1997 993 TARGA SILVER 52000 miles
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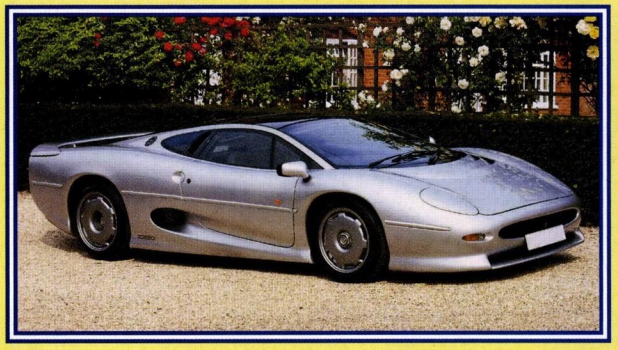
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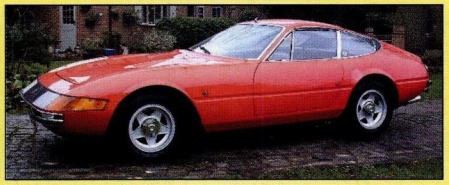
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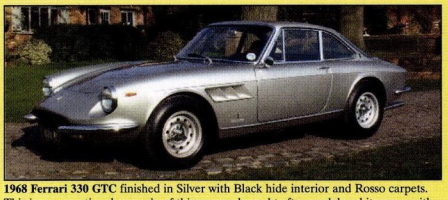
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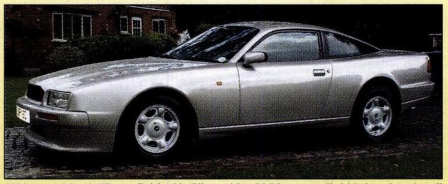
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1967 Aston Martin DB6 finished in British Racing Green with full Black hide interior. Has had an engine upgrade to 4.2 litres, fitted with triple Weber carbs taking it to beyond Vantage specification **£45,000**



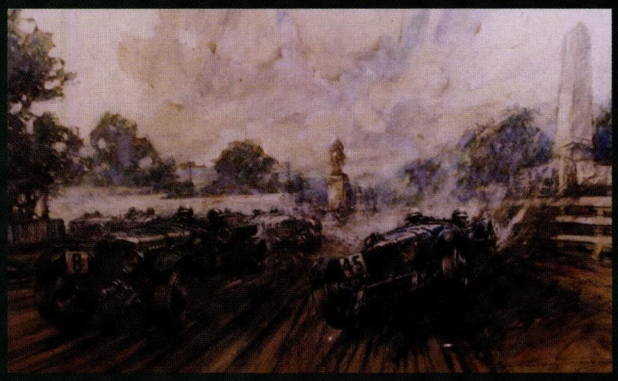
1963 Aston Martin DB4 Srs V Vantage finished in Red. This is a race car which has competed for many years in Group B2 (mildly modified) and has been very successful. It has just undergone a total engine rebuild by Aston Engineering and is now ready for the coming season.....**£49,950**

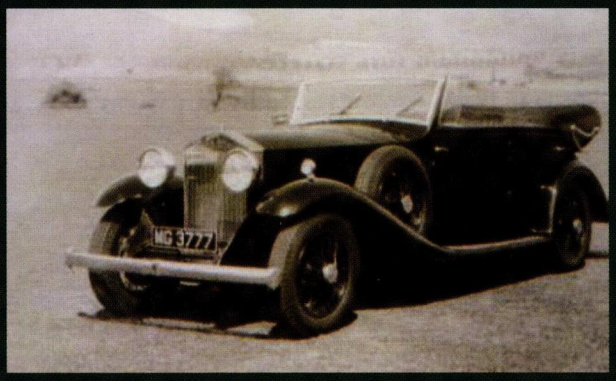
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