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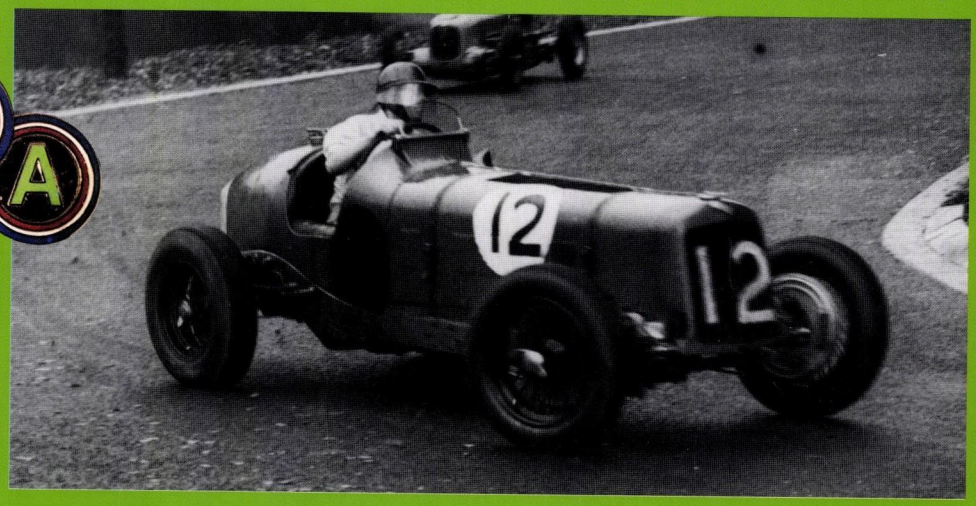
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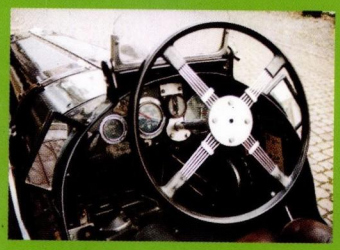
1936 Ex Dr Benjafield ERA R.6.B.

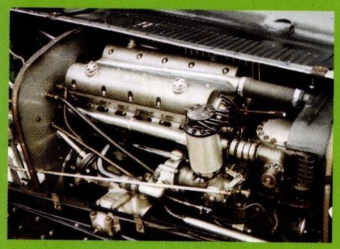




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editorial



IS IT SURPRISING THAT THE TWO Golden Ages of grand prix racing should feature forced induction? Those Silver Arrows sucked in (or, in the case of Mercedes-Benz until mid-1937, blew in) their potent brews at a prodigious rate during the latter half of the 1930s – and contemporaries and historians have waxed lyrical ever since. In the latter half of the 1980s, turbochargers whistled, chirrupped and flamed...

You might already be disagreeing with me about this choice of Golden Age number two – possibly with my first – but allow me to put my case.

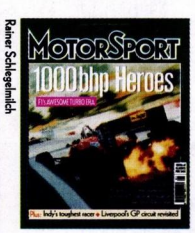
Caracciola, Varzi, Nuvolari, Rosemeyer – even with rose-tinted spectacles removed, this is a very impressive roll-call. But with 11 world championships between them, Prost, Senna, Piquet, Mansell make for a comparable quartet. Add Lang and Stuck, then add Rosberg and Arnoux, and it's still neck and neck.

And why were these drivers able to rise so clearly above their peers, to be remembered so reverentially? Bhp, and lots of it. Until Renault impelled Elf and air into its burbling V6, the Mercedes W125 stood atop grand prix racing's pantheon of power at 600-plus bhp. The ground shook and the crowds took a step back. This, truly, was awesome. A gut feeling as much as a cold, mental assessment. By the end of 1986, however, little Teo Fabi, who excelled on fast tracks, wrestled with 1400bhp to plant his Benetton-BMW on back-to-back 150mph-plus pole positions at the old Österreichring and Monza. The ground shook and the crowds took a step back.

Even those with encyclopaedic knowledge tend to hark back to a handful of moments: Rosemeyer's foggy Eifelrennen win, Nuvolari's Donington success, Mansell's Adelaide blow-out, Rosberg's 160mph lap at Silverstone. For me, these jump out because of the heroism involved. And heroism requires 'distance'. Heroes should be 'untouchable'. To walk past a Lotus 25 – as lovely as it is, as successful and trend-setting as it was, as fantastic as Jim Clark was – hardly causes the hairs on my neck to hackle. Instead there is a feeling, a misplaced one I admit, of 'I could do that'. A feeling heightened when its Climax fires up. It doesn't send you running for cover.

Walk past a C-Type Auto Union or a Williams-Honda, check out their vital statistics, and you know, just know, that with all the will in the world, even with hours and hours of testing, that never, not even in a month of Sundays, could you cope. Not even come close. Almost 200mph on Pescara's straights, 'skiing' around Mellaha's sand-swept sweepers, cranked-up boost and sticky Q tyres ready for a banzai lap at Spa, right foot hard in for Mexico City's bone-shaking Peraltada – no way. Not even if you forced me.

Bhp is racing's gold standard, so it should be no surprise that the Golden Ages have been driven by an excess of it.



Rainer Schlegelmilch

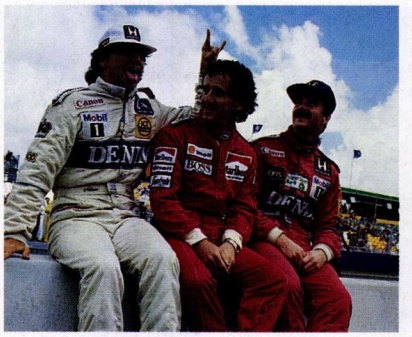
Cover: Stefan Johansson's Ferrari 156/85 flames out at Monaco in 1985

Vol LXXVII No 1 JANUARY 2001

CONTENTS

SEVENTY-EIGHTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Three men and a title *How Prost beat the feuding Williams boys in 1986. Page 22*



Rise and fall of Régie *Renault showed the way to go, but failed to reap what they sowed. Page 30*



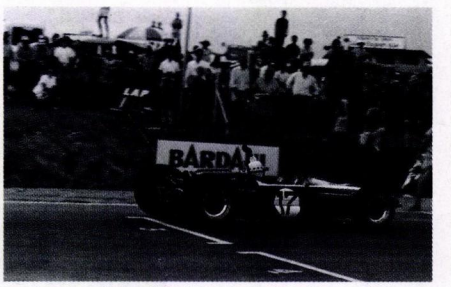
Prancing warhorse *David Piper's Ferrari 330P2 has worked hard for its living. Page 55*



Hard and fast *Jimmy Bryan, one of Indy's greats, and his tragic demise. Page 60*



Ain't that a shame *Grand National and grand prix racing, Aintree had it all. Page 76*



Love and pride *The day a local hero almost beat the assembled grand prix stars. Page 84*

MATTERS OF MOMENT	4
LETTERS FROM READERS	8
MODERN TIMES/*Simon Taylor*	12
SUBSCRIPTIONS	14
LEGENDS/*Nigel Roebuck*	16
NEXT MONTH	19
Adelaide 1986/*Adam Cooper*	22
Renault's turbo revolution/*Mark Hughes*	30
Generating the Power/*Keith Howard* ...	36
Harnessing the Power/*Keith Howard* ...	40
Senna's F1 debut year/*Alan Henry* ...	44
Warhorses/*Gordon Cruickshank*	55
Jimmy Bryan/*Joe Scalzo*	60
Technofile/*Keith Howard*	66
Captain Marendaz/*Bill Boddy*	68
The Car I wish I'd Designed: Neil Oatley	74
Track Test: Aintree/*David Malsher* ...	76
The One that Got Away: John Love ...	84
BILL BODDY	88
PARTING SHOT	94

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



All photographs: LAT

Hangar Straight could become the start-finish straight for Formula 1 cars, complete with permanent pits. Below: Abbey was original site of pit facilities

SILVERSTONE RETAINS BRITISH GRAND PRIX IN 15-YEAR DEAL

THE BRITISH GRAND PRIX WILL REMAIN AT SILVERSTONE for 15 years from 2002 following the cementing of a major commercial partnership between the British Racing Drivers' Club and Octagon, owners of the Brands Hatch Leisure Group.

The deal, which is subject to the approval of BRDC members at an EGM on December 18, will open the way for massive investment at Silverstone including a new Formula One pits complex on Hangar Straight, new access roads and new corporate hospitality facilities.

"Silverstone will change beyond all recognition. The vision is to make Silverstone the world's best motorsport facility," said a spokesman.

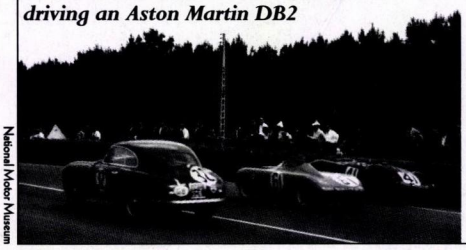
The agreement centres around Octagon taking a 15-year lease on Silverstone, with the BRDC retaining ownership of the venue. The BRDC will receive a multi-million pound fee each year and will continue to focus on promoting the sport, notably young drivers. It is expected that the BRDC members will approve the deal as it satisfies the key criteria previously set out.



"It's a win-win situation," says Martin Brundle who, along with Ron Dennis, led the negotiations on behalf of the BRDC. "We get a slug of money to develop the circuit into the venue we want it to be and we keep the Grand Prix while somebody else pays for it."

Although many details are yet to emerge, it is thought that the deal safeguards the future of club and national racing as well as classic and historic events at Silverstone, including the International Historic Festival. **PL**

Clark was seventh in 1952 Le Mans, driving an Aston Martin DB2



National Motor Museum

obituary

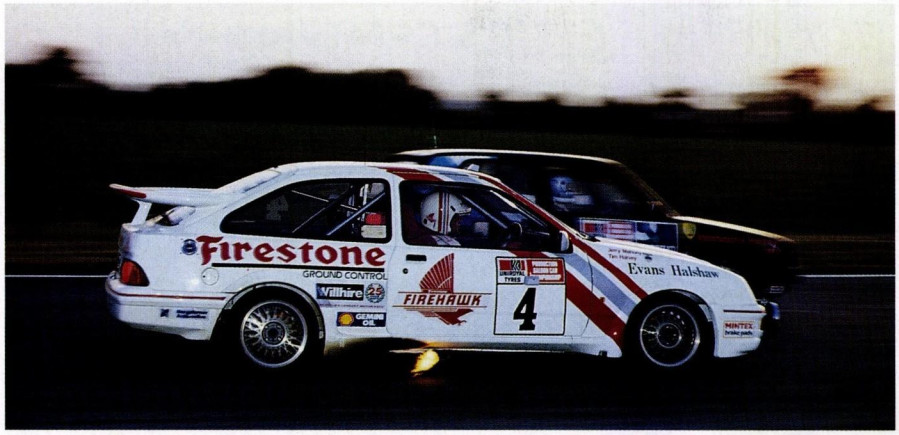
Peter Clark

Peter Clark, who became the first chairman of Silverstone Circuits Ltd when the company was formed in 1972, has died, aged 85.

The London-born, Malvern-educated Clark caught the motor racing bug in the mid-1930s and came to prominence with the HRG marque. He entered a 1500cc model at Le Mans in '38 finishing second in class, co-driven by Marcus Chambers, who later became BMC's first competitions manager. HRG never ran an official works team, but Clark flew their flag well, winning Le Mans' 1500cc category at his second attempt. His HRG successes continued after WWII, winning the Spa 24-hours in 1948 and '49, and taking another class victory at Le Mans, in 1949.

Peter retired from racing in '53, but remained closely connected with the sport. Appointed a life vice-president of the BRDC, he helped secure the British GP's first commercial sponsorship: Woolmark the surprise backers in 1971. **PF**

SNETTERTON'S 50TH BIRTHDAY CELEBRATIONS PLANNED



Great memories of dusk racing in Norfolk are sure to be sparked by Snetterton's 50th celebrations

TWO OF BRITAIN'S LEADING RACE-ORGANISING CLUBS for period cars, the Historic Sports Car Club and the Aston Martin Owners' Club, are working together to organise a two-day race meeting this summer to celebrate the 50th anniversary of the Snetterton circuit.

The East Anglia track opened in 1951 as a 2.7-mile course on the former US Air Force base, and included the long Norwich Straight running parallel to the A11. Subsequently it has since been shortened, but remains one of Britain's busiest tracks with little in the way of limitation on usage due to its remote location.

A range of period races are planned including a recreation of the *Autosport* 3 Hours, a traditional Snetterton sportscar race in the late 1950s-60s. Snetterton was also home to Britain's only 24-hour event, the Willhire saloon race of the 1980s. **PL**

BREEDING THE F5000

EUROPEAN CIRCUITS WILL ONCE AGAIN SHAKE TO THE thunder of packed F5000 grids next season thanks to the new Force F5000 Transatlantic Challenge. Series organiser David McLaughlin, encouraged by the success of a one-off race at Brands Hatch last year, has now tracked down more than 60 up-and-running cars and believes that over 30 of them will race in 2001.

"Lolas and McLarens abound, but there will be rare cars too," he said. "Ian Giles has bought an Eagle and has tested it over in the US. We also expect three Trojans, and should have the two VDS Chevron B28s raced by Peter Gethin and Teddy Pilette. There will be three Surtees – two TS8s and a TS11."

Entrants have been attracted to the series by the low running costs incurred by big stock-block Chevys compared to DFV-powered F1 cars.

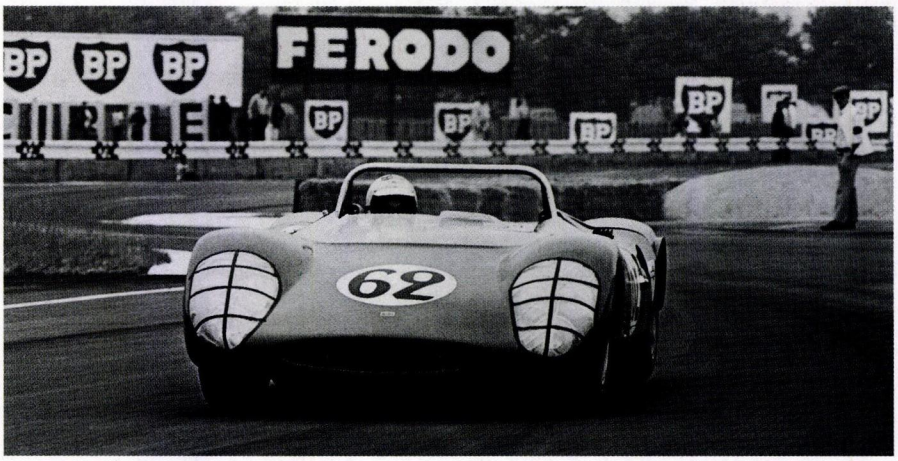
The calendar has yet to be finalised, but is expected to kick off at Nogaro on 1 April and McLaughlin hopes to have six or seven rounds, including races at Mondello Park and Brands Hatch GP. Other venues should include Zolder and Dijon.

Further spice will be added by a Europe vs America element. Said McLaughlin: "We've spoken to Brian Redman, who lives over in the US and was so successful in F5000 there, and he's keen to come over and race a Lola." **PF**

NOMAD HEADS BACK TO THE TRACK

SOUTH WALES-BASED RACER TERRY DAVISON WAS unfortunate to damage his rare Nomad Mk3 sports-racing car at Silverstone earlier in the season. But while that car remains under repair, Davison has just acquired Mk2, which stood for many years in the Midland Motor Museum near Bridgnorth, Shropshire.

Only three examples of the pretty Group 6-type car were produced and Davison now owns two of them. The Mk3 is being rebuilt by Roger Dowson at Silverstone and should be ready for the HSCC's RJB Thundersports series again this season. The Mk2 will also need work before it is race-ready. **PL**



Nomad MkII at Le Mans in 1969. It could yet race again, after years in the Midland Motor Museum



For 2001, TGP reaches full championship status and gains a new manager

NEW SUPREMO FOR TGP

THE FIA THOROUGHBRED GRAND Prix car series will have a new boss for the 2001 season and beyond, following confirmation that Stuart McCrudden will now manage the category. The series, which gains full championship status for 2001, regularly attracts around 30 F1 cars and is expected to have eight or nine races at major European circuits.

McCrudden takes over the running of the category from Steve Lydon and brings experience as both a competitor and promoter, having previously handled the Classic Touring Car Championship.

Traditionally the series visits venues such as the Nürburgring, Monza and Donington Park, all of which are likely to feature in the schedule that McCrudden is currently compiling. As many as 50 cars – falling within the 1967-85 boundaries – could be on the roster to race in 2001. **PL**

MIDLAND AUTOMOBILE CLUB'S CENTENARY

THE CENTENARY OF THE MIDLAND AUTOMOBILE Club will be marked by a special three-day event this summer at the famous Shelsley Walsh hillclimb venue, near Worcester. The club, formed in January 1901, has run events at Shelsley since August 1905 having originally run timed events at Sun Rising Hill, near Banbury.

Over the Bank Holiday weekend of 17-19 August, the 1000-yard hillclimb course in the beautiful Teme Valley will host cars from all eras of the club's 100-year history competing in a range of classes. On Saturday, members of the Vintage Sports-Car Club will compete on the hill.

As well as competitive action, the event will include demonstration runs, cavalcades, displays and an autojumble. Many former champions will be attending as well as some famous cars, including some never before seen at Shelsley. The MAC is hoping to attract local resident Martin Stretton and his six-wheeled Tyrrell Project 34. **PL**



LAT

Major Coe's Vauxhall 30/98 tackles the famous hill in 1924. Midland AC is still going strong 76 years on

HISTORIC MACHINERY AT BTCC EVENTS?

THE BTCC'S NEW BOSS HAS GIVEN A clear indication that races for historic and classic machinery could feature in the series' support race package next season.

Richard West commented recently that he is on the lookout for 'noisy' and 'spectacular cars' to be involved in the programme at times during the 13-meeting calendar.

The BTCC meetings will feature three races for the headline category and three permanent support races for Renault Clios, Renault Sport single-seaters and Lotus Elises. That leaves space for one or two guest races and West's comments point to series like the Thoroughbred Grand Prix Car and International Supersports Cup being attractive to him.

In April 2000, TGP cars guested on a BTCC programme at Brands Hatch and proved popular with the spectators, and further moves of this nature now seem likely.

West is committed to rebuilding the popularity of the BTCC and sees the inclusion of high-profile historic and classic series as one way of broadening its appeal. **PL**

VSCC: MORE POWER, MORE PASSION

THE VINTAGE SPORTS-CAR CLUB AND Historic Grand Prix Cars Association have announced an alliance which will see them run themed historic events, starting with the Richard Seaman meeting at Donington Park.

Running under the banner 'The Power and the Passion', it is hoped that a joint venture will offer more to the spectators and provide an even more attractive package at circuits around the country.

HGPCA Chairman Julian Sutton said: "The HGPCA has a fabulous range of historic grand prix cars, but wishes to pack more punch with circuits and event organisers. This is achieved by working with the VSCC, the world's largest historic car club and, coincidentally, the parent organisation from which we came many years ago, and with whom we have a considerable overlap in membership."

The Richard Seaman Meeting is expected to be held at Donington on 19-20 May 2001, and will include the *Historic Motor Racing News* Gentleman Drivers' Series; in its third year, this comprises two classes – pre-66 GT cars and pre-63 sportscars. **DM**

TUNIS GP RECREATION PROVES A SUCCESS



THE GRAND PRIX HISTORIQUE DE TUNIS enjoyed a successful sun-kissed event in November, when 30 classic sportscars – predominantly from the UK, Italy and France – raced around a circuit which was especially designed for the event, in the Berges du Lac area of Tunis.

The Bugatti 35 of Michael Steele (above) won one of the races, but the real coup for the organisers was the presence of the car which won the last Tunis GP, in 1955 – the Talbot-Lago T26. Appropriately, its owner, Richard Pilkington, won his heat.

DON'T FORGET!

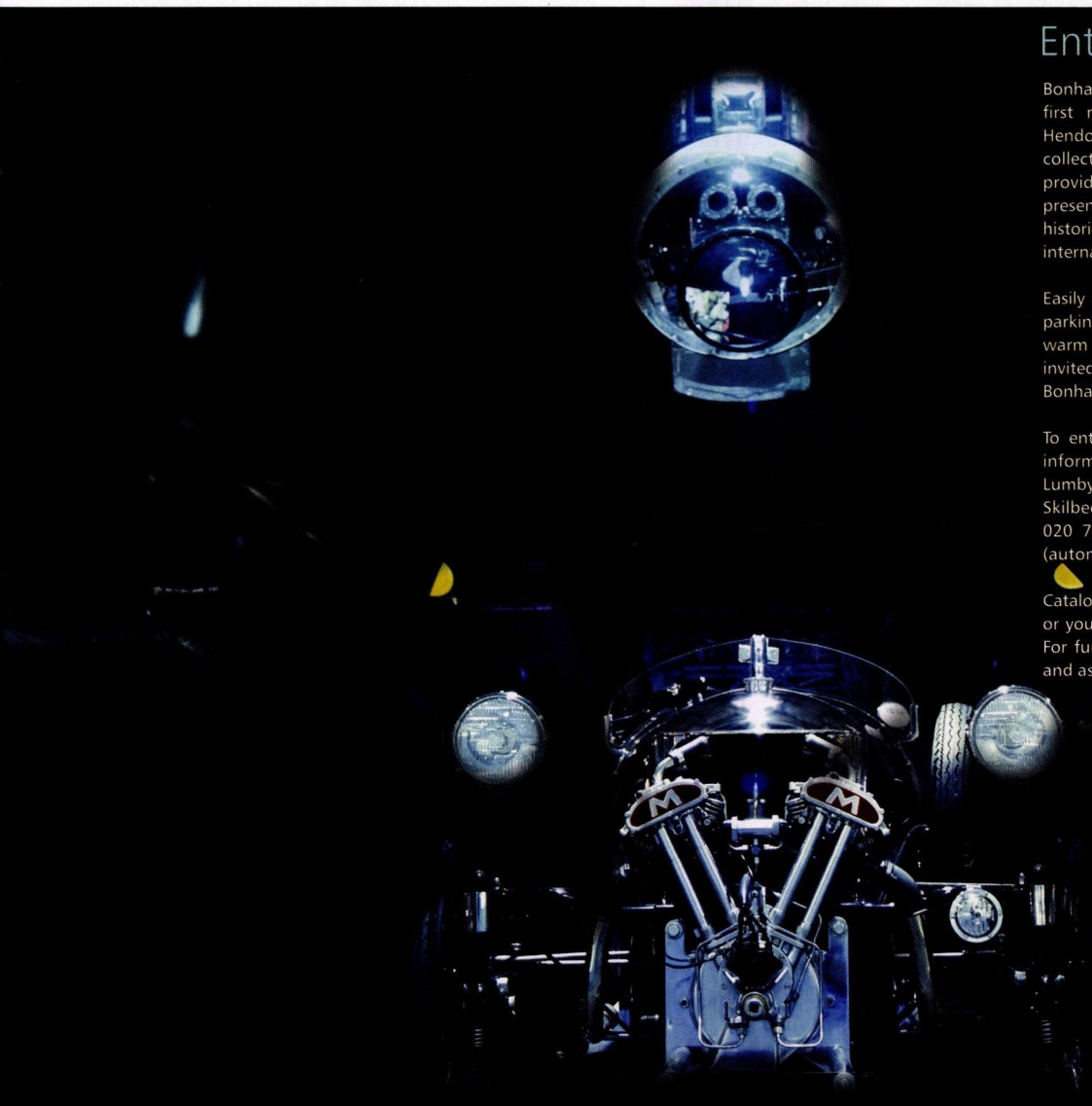


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Easily accessible from the M1 and M25 with ample parking and catering facilities, Hendon provides a warm and inviting atmosphere and entries are invited for this important inaugural event in the Bonhams & Brooks sale calendar.

To enter a car for sale by auction or for further information please contact James Knight, Nick Lumby, Tim Schofield, Malcolm Barber, Stewart Skilbeck (motor cars), on 020 7393 3822, fax 020 7393 3915. Peter Card or Jonathan Vickers (automobilia) on 020 7228 2000.

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The Editor reserves the right to edit all letters

CURSE OF ENZO'S 'FAVOURITES'

SIR,

First I must compliment your publication. It is a breath of fresh air amid the sea of 4x4, Harley, Hotrod and Yank-tank magazines that smother our news-stands.

Within your *Legends* profile of Peter Collins (November 2000 issue), Nigel Roebuck quoted Mrs Collins as saying, "Ferrari looked on him as a kind of surrogate son". I swear I have heard the same comment made about our Gilles Villeneuve.

I am not superstitious, and I hope this does not offend anyone, but has the word 'curse' ever been used where being a son of Enzo is concerned?

I AM, YOURS ETC,

STERLING DUBARRY, ONTARIO, CANADA

* * * *

GOLDEN GOLD CUP MEMORIES

SIR,

Having read *Modern Times* in December's MOTOR SPORT, I truly believe the late 1960s and early '70s to be the best years for motor racing spectators.

I was a regular at Oulton Park during that time, having been introduced by way of a friend's father who helped in race control during the BRSCC events. I was engaged as a 'runner', taking all manner of information to competitors.

The highlight of those days were a couple of laps of the circuit in a dark green Jaguar, driven by Clerk of the Course, John Ellison. I vividly remember trying to peer out of the window while being pressed into the seat rounding Esso. For a 10-year-old boy it couldn't get any better.

The Gold Cup was a fantastic day's entertainment, with every race packed with entrants. The 1-litre F3 cars provided a train along the main straight where the leader reached Knickerbrook before the last man came over the crest. There was no ridiculous chicane at the end of the straight in those days, and three-abreast soon had to reduce to single file to negotiate the bend and onwards up Clay Hill.

The Gold Cup meeting was the first time I'd ever seen a 'current' F1 car, and the year the Ferraris came (1968?) was of great excitement to everyone. I was amazed at how 'rough around the edges' they looked. After just watching practice for the race, though, you knew you were witnessing the very best drivers in the world because of the way they were still accelerating where the others were backing off or braking. Some of the drivers drove in sportscars and saloons too, and we used to pick heroes and villains of the day for some on-track misdemeanor.

This fondness for racing days gone by and, for me, one era in particular, is probably why many of us subscribe to MOTOR SPORT nowadays. It is the only publication to revisit those days with such accuracy.

I AM, YOURS ETC,

NIGEL DAWSON, CONGLETON, CHESHIRE

PETER COLLINS REMEMBERED

SIR,

Legends by Nigel Roebuck in the November issue captured the spirit of racing during the '50s, and of Peter Collins the man.

I live a mile or so from the village of Shatterford where Peter lived, and can well remember the day he died, and the shock to the local community.

I attend his grave on 3 August each year and each time there is a small bunch of flowers on the grave. It is nice to think he is still remembered over 40 years on. Inside Stone Church there is a framed photograph of him in a racing Ferrari, and also a memorial window. Upon seeing these a lump still comes to my throat.

Thank you for featuring a true gentleman.

I AM, YOURS ETC,

PATRICK COLLINS, ALVELEY, GLOUCESTERSHIRE

* * * *

'RING OF UNTRUTH?

SIR,

I am writing in response to a letter in October's issue of MOTOR SPORT in which Mr Johnson-Hill suggested Stirling Moss was superior to Jim Clark on the basis that he was was 6sec faster in practice, 6sec faster in the race and 1min17sec ahead by the end of the 1961 German GP at the Nürburgring.

Mr Johnson-Hill must be joking, surely?

First of all, Moss was at his peak in 1961, while Clark had only limited experience in single-seaters.

Secondly, Mr Johnson-Hill should also remember that back in the 'good old days' the 'Ring was 14.2 miles long and had over 170 corners. Six seconds difference there probably equates to about one or two hundredths on a track of more normal length, say two or three miles.

Given the circumstances, this example hardly proves superiority.

Finally, one must remember that Clark won the world championship twice; Moss never won it.

And don't think that I'm biased; I have always considered myself a fan of Mario Andretti and Juan Manuel Fangio.

I AM, YOURS ETC,

PATRICK NAYLOR, INDIANAPOLIS, USA



Ferraris of '68 made a lasting impression at Oulton's Gold Cup

CRYSTAL PALACE SHINES ON

SIR,

I read with some interest your article last month on the old circuit through the park at Crystal Palace. I have to say, however, that I was a little surprised by the final paragraph as, for the past four years the park has most definitely echoed to the sound of racing engines being driven competitively, as they sprinted around a 700-metre combined section of pre- and post-war circuits.

Together with the London Borough of Bromley, Sevenoaks & District Motor Club have resurrected the old Spring Bank Holiday meeting for a fine selection of cars from pre-war Austins and Bentleys right up to cars which featured at the circuit as it closed in 1972.

Plans are already under way for next year's event, when it is hoped to feature the UK competition debut of Emerson Fittipaldi's Formula 2 Lotus, which previously held the outright lap record. Any interested competitors should contact the club via our website www.sdmc.btinternet.com.

So please, before you write off a venue as being dead and buried, remember there are still enthusiasts who are able to bring events back to life.

I AM, YOURS ETC,

NEIL BROOKS-JOHNSON,

EVENT DIRECTOR, SEVENOAKS & DISTRICT MC

* * * *

GUARDING AGAINST DISASTER

SIR,

With reference to Adam Cooper's excellent feature about Jochen Rindt in October's MOTOR SPORT, and further to Malcolm Ginsberg's letter the following month, I was living in Italy at the time of that tragic GP at Monza, and much was written in the local press.

It transpired that the reason the crash was fatal was not so much hitting the retaining post of the guard rail but the fact that there was only one layer of barrier about 50 centimetres above ground. The Lotus 72's wedge-shaped nose simply pushed into the gap with devastating consequence. Had there been a double layer of guard rail, even at the high speed at the braking point for Parabolica, the accident would surely not have caused Jochen's death.

The following March, I was at Monza for the first round of the European touring car championship and, of course, a double-layer guard rail had been erected.

On another note, the Targa Florio articles were excellent. Can we now have something about Mugello? Not the current track but the old road circuit in the same area. I saw the last four races there and would say they were at least as good as the Targa, but were probably more dangerous (if that's possible!) due to the number of trees lining the circuit.

I AM, YOURS ETC,

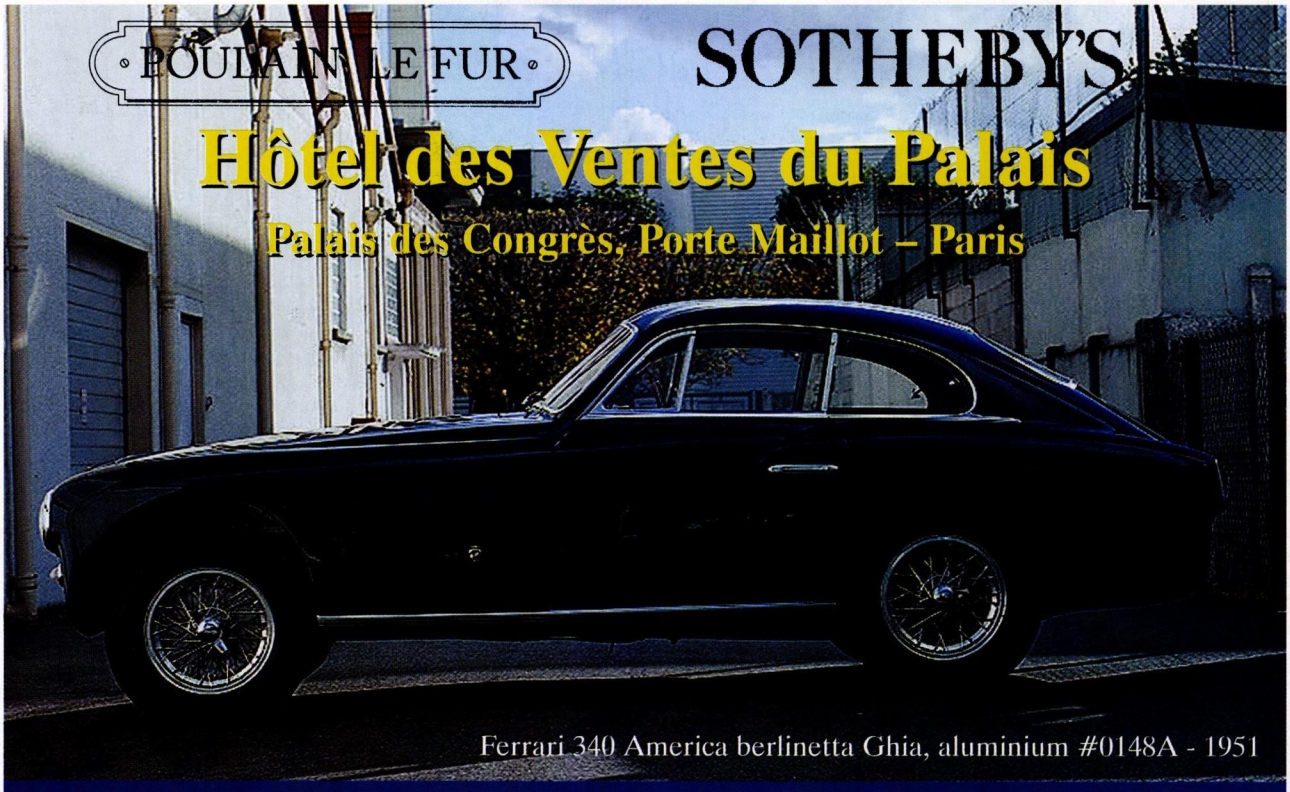
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POULAIN LE FUR

SOTHEBY'S

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Palais des Congrès, Porte Maillot – Paris



Ferrari 340 America berlinetta Ghia, aluminium #0148A - 1951

Monday, December 18th, 2000

at 7.30 p.m.

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LETTERS FROM READERS

CHAPARRAL SNEAK PREVIEW

SIR,

Robin Herd's retrospective assessment of the Chaparral 2E (November 2000 issue) was most enjoyable.

As an industrial design student attending the Institute of Design in Chicago during 1966, the wondrous designs of Jim Hall were often the subject of discussion among fellow students who loved automobiles, and several of us connived our way into the Hobby Industry of America trade show in January 1967 to study and photograph Hall's 2E displayed in the Cox exhibit.

Perhaps our greatest surprise was to come in the September of that year when a group of ID students were visiting the General Motors Technical Centre as guests of Warren Fitzgerald. We had toured the Design Centre (we saw Bill Mitchell's stuffed Mako Shark) and entered the Chevrolet Engineering garage through an employee entrance. We could not believe the sight that lay before us: the revolutionary Chaparral 2G.

Nonplussed, Mr Fitzgerald surveyed our group and proclaimed, "Gentlemen, you didn't see that!"

So, we didn't see it. But it proved to be the highlight of our trip!

I AM, YOURS ETC,

BOB JOHNSON, NORTH CAROLINA, USA

* * * *

IMAGINATIVE HONDA PAINTING

SIR,

I believe I can answer Bill Boddy's query regarding the painting of the Honda F1 car in the rain (November issue). It was used on the cover of the December 1966 edition of *Model Cars*, a copy of which sits before me, and depicts the 3-litre Honda of that same season.

The painting is by Laurie Bagley, who provided a large number of the cover illustrations for this magazine and its predecessor, *Model Maker*.

As to this painting's content, it is purely speculative, as the editor commented:

'On the cover: We make no apologies for depicting the new Honda holding off Ferraris and the like in the rain at a circuit somewhere in Europe.

'Before you all write in to say that it never rained when the Honda ran this season, we are going to claim artistic licence! [The] Man responsible for the downpour was Laurie Bagley, at our suggestion.'

In the published version the Ferrari is renumbered as 6.

To add to your speculation as to the blue car depicted, how about it being French privateer Guy Ligier at the wheel of his Cooper-Maserati? I know he did not race against the Honda in this car as he had broken his kneecap at the Nürburgring prior to the Honda's debut at Monza. But perhaps I can claim artistic licence, too.

I AM, YOURS ETC,

NIGEL WOOD, LANGAR, NOTTINGHAMSHIRE



LAT

Carbs were sufficient to propel 300SLs to Le Mans 1-2 in 1952

INJECTION INTERJECTION

SIR,

After reading Keith Howard's excellent article on Lucas Fuel Injection in the December edition, I just wish to correct one point.

The article makes reference to Mercedes using fuel injection as early as 1952. In fact, the 10 300SLs built by the factory in 1952 were not fitted with any form of fuel injection but instead had three Solex 40 PBJC carburettors. These ten cars were fitted with M194 engines which produced 171bhp – depending on the type of race for which they were entered.

The first 300SL to be fitted with the Bosch Fuel Injection was the 11th built, completed in 1953, which saw its power rise to 225bhp at 6000rpm with the use of the fabled M198 engine.

Keep up the hard work – the articles get better and better.

I AM, YOURS ETC,

IAN GUNNEY, VIA EMAIL

[Our apologies. Keith Howard got it correct and we made it wrong. We are currently flogging ourselves with a flexible toothed belt in reparation.]

* * * *

TOUGH AND SPYKER

SIR,

Bill Boddy asks in his article on S F Edge's record-breaking Spyker (December issue) why he chose a Spyker. I can answer this by quoting directly from a treasured letter I have from Gwenda Hawkes who, in 1922, was Mrs Gwenda Janson.

"The attempt was organised by my then-husband as combined publicity for both the car – of which he had the agency – and S F Edge. If I remember correctly, my own participation was mainly designed to attract more publicity – the star turn was Edge, certainly not me."

Gwenda Janson is shown in the photograph accompanying the MOTOR SPORT article astride a 249cc Trump-JAP motorcycle. In the Double 12 run, she covered 1071 miles and 1180 yards, at an average speed of 44.65 mph. Gwenda was tough!

I AM, YOURS ETC,

JAKE ALDERSON, FULWOOD, SHEFFIELD

BRIDGEHAMPTON VISIT

SIR,

May I say how much I enjoyed Nigel Roebuck's *Legends* article on Bridgehampton in MOTOR SPORT last month.

I have a great deal of sympathy for him being unable to have a look at the track. I was rather more fortunate when I visited there in June 1996, as they still had minor race meetings there back then. I managed to have a walk around on the day before the meeting.

I then flew home just in time to visit the Goodwood Festival of Speed. This proved to be a good decision as there were Chaparrals, GT40s and much Can-Am machinery on show so, in juxtaposition, I could visualise exactly what it must have been like some 30 years earlier.

I AM, YOURS ETC,

JULIAN NOWELL, BRENTFORD, ESSEX

* * * *

MAGNETTE INFO MAGNET

SIR,

I am tracing the history of an MG Magnette, chassis K2001, registration MG2191, colour red.

The Magnette was delivered to University Motors Ltd, on 6 March 1933. The first owner was a Mr R P Slade of Hanover Street (or perhaps Square), in London W1.

The second owner was a Mr H J Searle living at 24 Rodway Road, Bromley, Kent, who competed in the 1934 Royal Scottish Automobile Club Rally.

There is a gap in its history until it turned up in Holland in 1949 being raced by Jaap Zwart.

The car was re-registered in England on 28 August 1951 with registration RPK637. Then there is a further gap until 1958 when the colour was changed to green. I have the history thereafter.

Will the K2 owner who rang me with information regarding Druce's Garage please contact me again on 01429 263551. And if anyone has any further details, I'd be delighted to hear from them.

I AM, YOURS ETC,

BRIAN SAYERS, SEATON CREW, HARTLEPOOL

* * * *

KEEPING TRACK OF IT ALL

SIR,

In only being 'motorsport aware' from the days of Mario and Ronnie in the Lotus 79, I have much enjoyed your *Track Test* series looking at the older tracks which we can only read about or perhaps see on old movies and film.

I am sure that many, like me, have missed some of your reports over the last couple of years. Could you please package up all your *Track Tests* into a special edition, supplement or book? It would be a good reference if all the reports were collected into a single volume.

I AM, YOURS ETC,

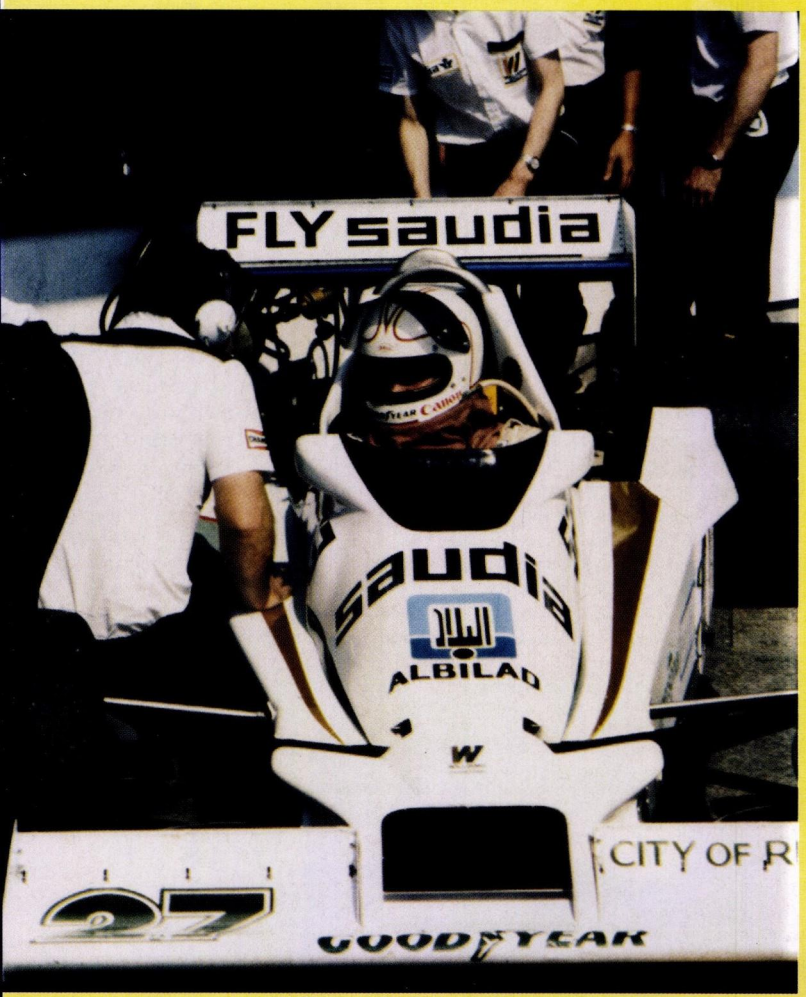
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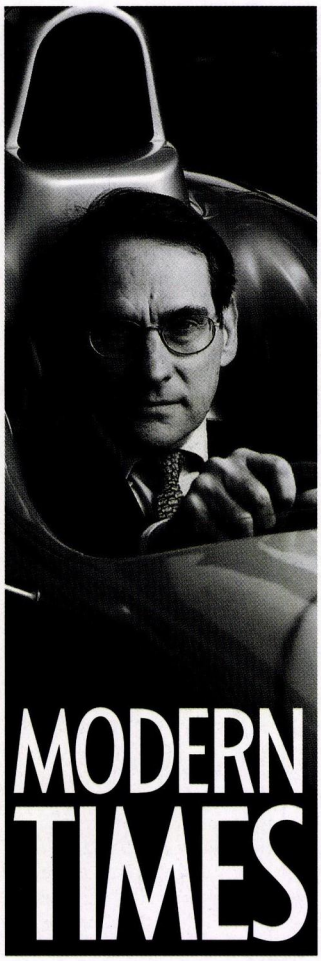
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MODERN TIMES

IN MY BOOK, THE 2001 SEASON BEGAN on 4 December 2000. That's when F1 testing got under way again after the FIA's November ban. Now we're into the customary annual segment of rumour and counter-rumour that filters back from the test sessions. Have you heard? The new Ferrari's got an insoluble handling problem. They're having to do a total redesign on the Benetton's oil system. The new Prost is faster than the new McLaren. The Jaguar's had three engine failures in two days. Montoya is 2sec faster than Ralf. Montoya is 3sec slower than Ralf. And all this is offset by expressions of bland optimism from each team member you manage to speak to.

I've been to some of these winter test sessions in Spain, and they're eerie. A bleak, deserted race track, flurries of rain, naked spectator banks populated only by last season's crumpled programmes and rusting cans. A paddock that, devoid of the throng and energy and crowded colour of a grand prix weekend, looks vast and forlorn, with just a couple of transporters huddled in one corner. The pitlane a dead end of closed garages. But no: one is open, with three or four mechanics, and there's an engineer on the pitwall.

And, echoing around this emptiness like a ghost from last summer's grands prix, the sound of a single Formula One car, its engine note rising and falling through the gears, going round and round and round. And round. An out lap, three flying laps, an in lap. A quick conference, some adjustments. An out lap, three more flying laps, an in lap. And so on, all day, from 9am to 6pm, perhaps for three or four uninterrupted days. Then pack it all up and trek across Spain, from Jerez to Barcelona, and from Barcelona to Jerez, and unpack it again and carry on. Most teams like to swap circuits every few days, not because everyone is going out of their minds with boredom, but because you can miss something if you spend too long on the characteristics of the same track. It's an unglamorous and hugely expensive process, and for the richest teams it fills much of the three months from December to February. Of course, if those three months can settle a difficult car's handling, or solve an elusive reliability problem, the money will be well spent.

If, that is, you've got the money. And testing budget is one way to differentiate between a team that gets the results, and a team that doesn't. In 2000, every single F1 race was won by one of two teams. Stewart had a single lucky win in 1999, but otherwise over the past three years only Jordan has scored victories, two of them helped, it has to be said, by problems in the McLaren and Ferrari camps and really only one – Magny-Cours 1999 – in a straight fight.

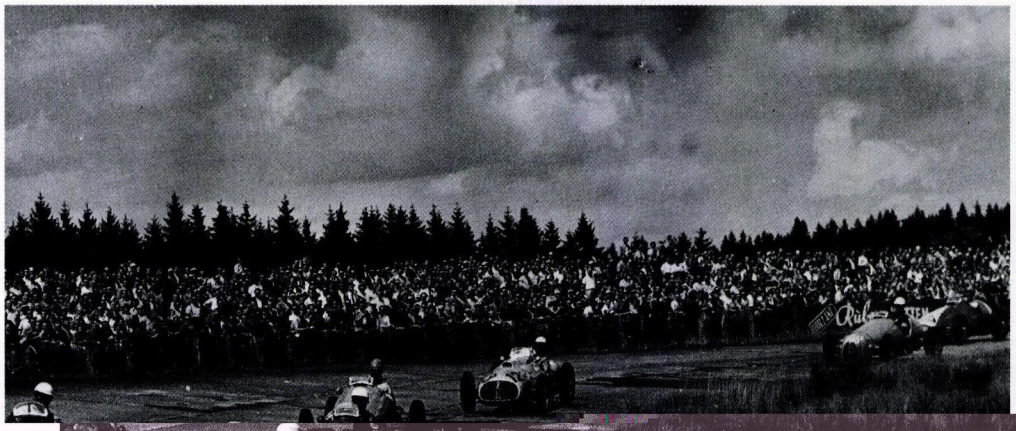
There has always been a huge gulf in F1 between the top teams and the rest. Sometimes there has been total domination by a single team. Alfa Romeo won every round of the world championship's first year (apart, *pace* the pedants, from Johnny Parsons' Kurtis at Indy). Then it was Ferrari, and then Mercedes. By 1958 it was Ferrari versus Vanwall, although in those days of greater mechanical uncertainty, underdogs always had a chance, because sometimes all the favourites broke down. But if you look down the last 50 years you'll find that more seasons than not have tended to be a battle between the two top teams of the day. Sometimes one team gets the upper hand to such an extent that the only excitement is which of its two drivers will win – like Ayrton Senna versus Alain Prost at McLaren in 1988, or Damon Hill versus Jacques Villeneuve at Williams for much of 1996. For the lesser teams further down the grid, victory has become an impossibility.

So why do they do it? What, for example, motivates those perennial tail-end charlies, Minardi? In their case, the answer is sheer enthusiasm and love of the sport, from founder Giancarlo Minardi downwards. Since 1985 the team has taken part in a remarkable 244 grands prix, and has introduced drivers like Alessandro Nannini and Giancarlo Fisichella to F1, as well as giving the once great Michele Alboreto his final F1 drive (he scored a point for them in Monaco



All photographs: LAT

Minardis haven't always been found at the back of the grid. At Phoenix in 1990, Pierluigi Martini qualified second





Brave underdog: Robert Manzon's Gordini splits the Ferraris of Alberto Ascari and 'Nino' Farina, 1952 German GP

in 1994). It has had fleeting moments of glory, like when Pierluigi Martini led the 1989 Portuguese GP for one glorious lap, or qualified on the front row for the 1990 US GP at Phoenix. But on today's ultra-big-bucks stage, despite a budget which would have seemed generous when they started 15 years ago, the brave little team from Faenza is out of its depth. In fact, it's an achievement that Marc Gené and Gaston Mazzacane qualified for every round in 2000, and finished 21 times in 34 starts.

Minardi's cruellest moment came in that topsy-turvy 1999 European Grand Prix at the Nürburgring, when Luca Badoer was holding an astonishing fourth place. Then the engine blew. Badoer slumped down beside his smoking car and sobbed. As it turned out, with so many other retirements that day, team-mate Marc Gené finished sixth, and earned Minardi's only point in five years. Of course, they're facing the new season with their usual optimism but, as I write, it's still not clear who will actually own the team by the time the circus arrives in Australia next March.

Start making a list of unsuccessful F1 teams, and it's hard to know when to stop. If unsuccessful means teams that have never won a grand prix, then Arrows – after 354 GPs – still has to be included, at the moment along with Sauber, BAR and Jaguar. But you have also got, from the 1990s, Lamborghini, Pacific, Simtek, Lola, Dallara, Andrea Moda, Life, Larrousse and Forti. The 1980s brought us Eurobrun, Onyx, Zakspeed, Osella, AGS, Coloni, Spirit, ATS and Rial. In the 1970s, when the kit-car concept of a Cosworth DFV, a Hewland gearbox and other bought-in parts made producing an F1 car of sorts comparatively simple, the list included Connew, Amon, Ensign, Hill, Kojima, Surtees, Bellasi, Theodore, De Tomaso, Copersucar/Fittipaldi, Token, Tecno and Parnelli. There were others, too.

If Minardi's motives are sheer enthusiasm, there are multitudinous reasons why other teams have come into F1, and failed. Some, in their ignorance, thought it was going to be easy, found out how wrong they were, and retreated. Or they underestimated the speed with which the cost of just participating, let along winning, was accelerating: the two noble efforts in 1994/5 from Pacific and Simtek come to mind. Others never expected to get to the front, but reckoned they could make an honest living mid-field and, for a while anyway, some of them did just that. One or two found a rich sponsor and took him for an expensive ride, until either he got wise or his money ran out.

A few were private individuals who wanted to do their own thing, in their own car. This gave us marques like the Merzario, which had a cockpit so small that only its diminutive stetson-hatted principal Arturo Merzario could drive it. The brave David Purley got Mike Pilbeam to design a neat car for him in 1977, named Lec after the family refrigeration firm. It was scarcely competitive against the Laudas, Andrettis and Scheckters of the day, but during the pitstops in the wet Belgian Grand Prix at Zolder that year David heroically led the race – and was castigated by Niki Lauda for not humbly waving him by.

The enraged Austrian categorised him, along with other slow and presumably timid drivers, as a "rabbit". The irrepressible Purley, who was the very reverse of timid, turned up at the next race with a rabbit proudly painted on his helmet. The following month he was dreadfully injured, and the Lec destroyed, in a horrifying accident at Silverstone.

In every decade there have been parallels to the gallant Minardi team. Once in a while a David would slay a Goliath. When cars that won races were all painted red (or, for a time, silver), I was a fan of the Gordini team because, as a nervous nine-year-old autograph hunter in the Silverstone paddock, I found the cheerful French team more approachable than most, and the heroic Jean Behra signed my programme. Amedée Gordini's cars, lacked power, but they were simple, light and handled well, and Behra got astonishing results, notably holding off Ascari's hitherto invincible Ferrari to win the 1952 non-championship Reims Grand Prix. But Amedée was always strapped for cash, and the more complex straight-eight T32 of 1955 was a bridge too far. He was saved by Renault, who wanted the Gordini name on their warmer road cars.

Therein lay a prophecy for the future. Today, the great god Marketing has turned Formula 1 into a game for giant manufacturers: DaimlerChrysler, Fiat, Ford, Honda, BMW, Renault and now Toyota. Never again will we see brave little teams beating the big boys at the sport's highest level – just as I doubt we will see for much longer brave little road car firms worming their way through the maze of regulations and legal tripwires to put their own dreams on the market for you and me to buy. M

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Nigel Roebuck

Fangio signs the wall at London's Steering Wheel Club on the occasion of Nigel Roebuck's interview with him in '79

JUAN MANUEL FANGIO

WHEN I WAS A KID, I WOULD READ IN the racing magazines of this place in London, The Steering Wheel Club, and as time went by it grew to mythical proportions in my mind. It was mentioned frequently, for example, in my hero's diary entries, published in the first book about him, *Stirling Moss*, by Robert Raymond. Was it really true that 'the racing crowd' met there, that Graham Hill – broke and looking for a way into the sport – had endlessly hung around at the bar, making a half a bitter last all evening?

Evidently, it was. In his autobiography, *Life At The Limit*, Graham confirmed the story. "One of my ploys to meet racing people was to go to the Steering Wheel Club in Mayfair, where I would soak up the atmosphere, and talk racing. I'd go there with one shilling and buy myself a half, and I'd stand there all evening with it – eventually it got so warm that most of it evaporated.

"Of course I could never accept a drink from anyone, because I didn't have the money to buy one in return, so people must have thought I was a bit stuffy from that point of view. I always used to walk in as if I were a member, which I never was, but in this way I got to know more racing people..."

If ever I found myself living in London, I vowed, I would lose no time in joining the Steering Wheel Club and, in 1967, the year of my 21st birthday, both these things duly came to be. The first time I ever went there, I saw at the bar Gregor Grant, the founder of *Autosport* and a man I'd been reading for years. 'Boy', I thought, 'this really is the place to be', and when I realised that the man he was talking to was Innes Ireland, my cup indeed ran over.

At that time, Ireland had recently retired from racing and had gone to work for *Autocar*, as Sports Editor. In the fullness of time, when I, too, began to write about grand prix racing for my living, we became good friends, and one evening the subject of 'The Wheel' came up. Innes, with his passion for 'Scottish wine', had spent countless long evenings there over the years – indeed, the handle for the door of the gents' loo was the twisted steering wheel from his Lotus 19, wrecked at Seattle in 1963. Over many a glass, we reminisced about the club, which had recently, sadly, closed its doors for ever, like its Paris counterpart, 'L'Action Automobile'.

If I, too, had passed many enjoyable evenings there, however, my abiding memory of 'The Wheel' will always be of a Saturday morning, in June of 1979. Juan Manuel Fangio, then 68 years old, was over to drive a Mercedes-Benz W125 at the Gunnar

Nilsson Memorial meeting at Donington Park the following day, and I was offered the chance of interviewing him. The Steering Wheel Club, it was suggested, would be a suitable venue.

Over the years, I was privileged – and I don't use the word lightly – to meet Fangio a number of times, but that was the first, and it was the only occasion on which I ever interviewed him at length. I was a touch apprehensive as I walked along Curzon Street that morning: this was not, after all, a simple matter of chatting to a mere mortal.

He was utterly charming, from first to last – if anything, more shy than I. A little stooped now, a little bandy-legged as always, he smilingly came over to shake hands, then introduced me to the Spanish lady who had come along as act as interpreter. She was extremely attractive, a fact which clearly had not escaped him.

Very amusing, too, as it turned out, and well able to do justice to the nuances of Fangio's anecdotes. There was mischief in his eyes as he spoke, and occasionally she burst into giggles. I assumed that, in his soft voice, he was speaking only of motor racing, but maybe not.

At one point I said something about the relationship between teammates, about the games played by drivers to get themselves preferential treatment. As he had this relayed to him in Spanish, Fangio cackled with laughter. There was nothing new under the sun.

"Mr Fangio remembers that, at Monza, in 1953, his Maserati had a terrible vibration all through practice, and it could not be cured. He says that, in every team he drove for, he always made sure of having the mechanics on his side; he would tell them that, whatever he won, they would get 10 per cent of it. So, the night before this race, he complained again about the vibration – and on Sunday it was miraculously cured."

She paused, then looked at him, eyes twinkling: "He says he has no idea how they solved it – but he remembers that Felice Bonetto's teeth fell out during the race."

Later, replying to a question about the 1957 German Grand Prix, his expression was more solemn. His chase of Mike Hawthorn and Peter Collins that day at the Nürburgring has gone into motor racing legend, and if it were the greatest drive of his life, so it follows that it has never been bettered by anyone.

He remembered the day well, of course, but more than anything with a sense of relief. "Mr Fangio says he can feel fear, even now, when he thinks of that race. After his pitstop, when he was going after Hawthorn and Collins, he beat his own lap record by 24 seconds. He knew what chances he had taken.

"More than any other circuit, he loved the old 'Ring, and he believes that day he conquered it – but on another day, maybe, it would have conquered him: the next year, Collins died there.

"He says he had a strange feeling after that race – he had never driven like that before, and knew he never would again. Although his Maserati wasn't very powerful, it was a beautiful car to drive, and he felt he could make it do anything. Everybody has always said it was his best race, and he thinks they are right."

It was at the end of 1957, when he had won the world championship for the fifth time, that Fangio decided to stop. After that, he says he was never tempted to come back. He was by then 46 years of age, and very tired, after all those years of racing and travelling – and being away from home. He loved his 10 years as a grand prix driver, but he did not miss it afterwards, because there had been great sacrifices – necessary, to stay on the top, but sacrifices nevertheless.

"During that time, around 30 drivers died, and he says that, while he did not allow it to influence him, his sadness deepened every time. Racing is beautiful when you are full of enthusiasm, but when it becomes work you should stop. By the end of 1957 it was becoming work for him."

If he inevitably loses stamina with age, so there is a belief that a really great racing driver never loses the fundamental ability of his salad days. Fangio periodically appeared in a racing car, even into his seventies and the magic was still intact. The day after our meeting, he drove the W125, and when he came out of the chicane on his first lap, being unfamiliar with the car, he dabbed the throttle a little too early. The tail flicked out of line, and we held our breath, fearful that he was about to look foolish.

Before you could blink, though, the slide had been checked, and the power was on again. Close by me, also standing on the pitwall, Dan Gurney and Mario Andretti whooped like schoolboys. The great Fangio was still having fun.

His last grand prix was at Reims in 1958, and he agreed to do the race primarily as a favour to the Maserati people, of whom he was very fond. "Mr Fangio had plenty of time to think in that race, because there were plenty of straights. He thought about his career – how he'd come to Europe originally for just one year, and never thought he would win a race, and in the end stayed 10 years and won five world championships! But now he wondered what he was doing here, and knew then it was over and time for the rest of his life. When he stopped racing, he was made President of Mercedes-Benz Argentina – him a lad from a little town."

The lady was enchanted by him, and so was I. ■



Fangio considers his 1957 German GP drive to be his best. So good was it, he knew he would never better it, and that the time was coming to call it a day

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On sale Friday 19 January

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FERRARI vs McLAREN: POLITICAL STORM

TYRRELL vs THE NORM: 6-WHEELED P34

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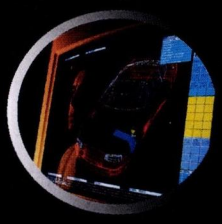
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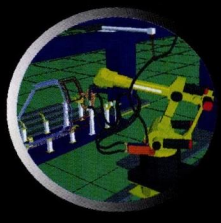














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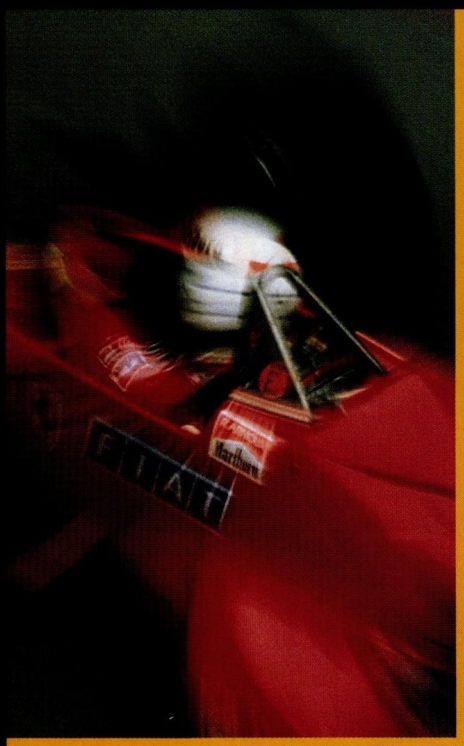
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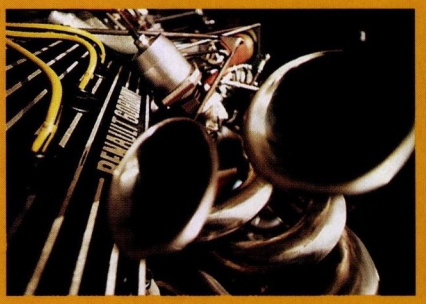
THE TURBO YEARS

A MERE 12 YEARS FROM GERMINATION TO TERMINATION, THE TURBO ERA SPAWNED THE MOST SPECTACULAR F1 CARS EVER. SOME 23 YEARS ON FROM RENAULT'S BRAVE LEAP, WE CELEBRATE THE MEN, MACHINES AND RACES



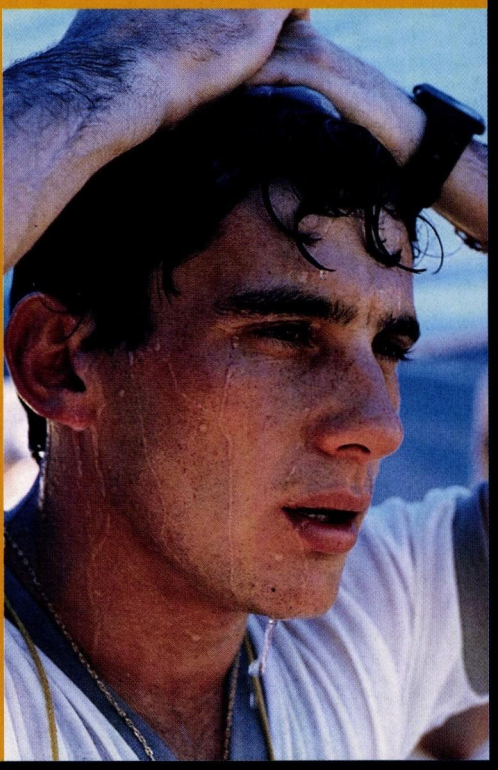


Paul-Henri Cahier





Photographs: Allsport/Vandystadt

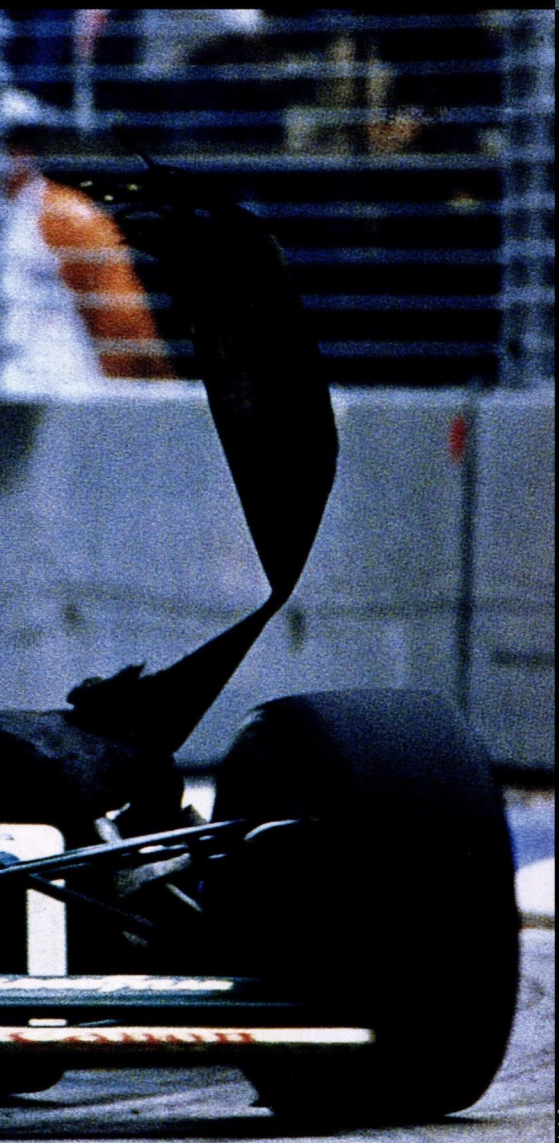


Goodbye TO A Goodyear



ARRIVING AT ADELAIDE IN 1986, MANSELL, PIQUET AND PROST EACH HAD A CHANCE OF TAKING THE WORLD CHAMPIONSHIP. BY THE TIME THEY LEFT, THE BEST DRIVER HAD BEATEN TWO ACES WITH SUPERIOR CARS. ADAM COOPER RECALLS THE DRAMA OF THIS CLASSIC CONFRONTATION





Above: Heart in mouth, dream in tatters – Mansell wrestles his car to a halt after the 190mph blowout. Top: Prost, untroubled Piquet and tired Johansson

Photography this page: Sutton

By any standards, 1986 has been a great season. Rounding off the cliff-hanging nature of the final race, Alain Prost explained that his fuel computer had been telling him he was about five litres out for the last 20 laps. 'There was no way I could ease off in the circumstances, so I just had to hope it was wrong,' said the Frenchman

Denis Jenkinson
Australian GP report
MOTOR SPORT December '86

A FEW WEEKS AGO, *THE OBSERVER* PUBLISHED A LIST of the 10 worst sporting mishaps of all time. The collapse of the Queen Mother's Devon Loch in the 1956 Grand National was a predictable winner, beating such dramas as the Oxford crew sinking in the 1951 Boat Race and Wakefield Trinity's Don Fox missing that absurdly easy goal kick in the 1968 Rugby League Challenge Cup final.

But up there in third place was motorsport's sole contribution: Nigel Mansell's spectacular demise in the 1986 Australian GP has earned a more secure place in the nation's psyche than any of his victories. His wild trip between the Adelaide walls, sparks flying and left-rear Goodyear flailing, is the most famous TV image this sport has ever produced.

It came at the end of a remarkable season, which saw Williams team-mates Mansell and Nelson Piquet take their private championship battle to the last race. After a bad race in Mexico, Mansell had 70 points, while Nelson was on 63. But sneaking in between them, and by no means out of the picture, was reigning champion Alain Prost, on 64.

That set up what was perhaps the most gripping single event of the turbo era. With a little help from Murray Walker's BBC TV commentary, some of the key players in the drama tell the story of that unforgettable showdown. It's 26 October 1986...

Murray Walker: "This is absolutely *the* critical moment of the race. Nelson Piquet and Mansell together. And it's go! And that's a superb start from Nigel Mansell ... Senna goes through into second place, ahead of Piquet, and the two McLarens slot in behind them."

Patrick Head: "It was a bloody difficult year, because Frank was injured right at the beginning of it. Nelson was in his first year with the team and Nigel was in his second, and I wasn't really aware of what had been agreed between Nelson and Frank. He was literally at death's door for three months after the accident; I wouldn't say he clinically died, but he certainly stopped breathing three or four times and had to be resuscitated. And I was going back and forwards to Honda in Japan. I remember being absolutely exhausted at the end of it. I think I went to Japan 15 times during the year."

GOODBYE TO A GOODYEAR

Jo Ramirez: "The McLaren domination of 1984 was very unexpected, because we had so many problems at the beginning of the year in testing. Then when the racing started it was plain sailing, fantastic. Then we had a few problems in '85, but we still managed to win the championship. We had a few more problems in '86; everybody was starting to catch up, and we had to improve our act. In those years we didn't have all the electronics that we have now. We had turbos, intercoolers and all those things, so the cars were complicated. But we carried less people and everybody seemed to work harder and get the job done. Now we carry a lot more people and still moan and complain that we need more people."

Right: Alain Prost and Nigel Mansell got along well in 1986, despite their rivalry. Below: Sheer joy from a sheer genius. Alain is one of few F1 drivers to have back-to-back world titles, an achievement heightened by the fact he was in less than the best car

Ron Dennis: "Each season is different: the way they unfold, the nature of the competitiveness of the cars. It was an era when fuel consumption played a role. Every set of circumstances was different."

"Look at that! Keke Rosberg in front of Nelson Piquet. So Rosberg leads the Ital... the Australian GP – a magnificent bit of driving. Rosberg started from seventh position on the grid. He's got ahead of Berger, he's got ahead of Arnoux, he's got ahead of Prost and Senna, and Piquet, and of course Nigel Mansell."

Head: "I think they were spectacular cars, obviously mainly because of the engine. But a large part of making those cars work was to make something that could take the power of the engine and cool them properly and so on. In my view, FW11 was a very good car; it was as good a car as the Honda was a good engine."

Frank Williams: "They were great cars, and Honda was a great partner with a real racing culture. They were very quick motor cars."

Dennis: "The turbo cars were fun. We made our own engine and were very involved in it. It was Porsche maintained of course, but we were very, very involved in the whole programme. It was as close as we got to winning with our own car and engine."

Head: "Nigel and Nelson did not get on very well. Trying to keep both of them happy was difficult. They were both immensely talented, completely different characters, and of course Nelson realised that Nigel sometimes responded well to what you might call teasing – although some of it was pretty direct. The more he realised he got a response, the more he went at it. Nelson's view was that you didn't just race on the track; anything you could do that diminished the position of the other driver was part of the game. Nigel didn't see it that way."

Williams: "Nigel was the more competent and better driver I would say, by the closest of margins, but the bottom line was Nelson scored more points.

"They were both challengers for the title, but it wasn't a struggle where they were at each other ➡





Photography this page: LAT



Left: From pole, Mansell made a good start to lead Senna's Lotus, the other Williams of Piquet, and the McLaren duo of Prost and Rosberg into the first corner. But, playing the caution card – an unfamiliar one to him – Nigel offered little resistance to his pursuers



NIGEL – SO NEAR, YET...

Mansell went into 1986 in a confident frame of mind: he had two wins to his name and had proved as quick as Keke Rosberg. He felt ready to take on anyone – including new team-mate, Nelson Piquet.

At Rio, however, he crashed out at the first corner after a clash with Ayrton Senna, and could only seethe as he watched Piquet lead Senna home to a Brazilian 1-2. Then in Spain, Senna beat Nigel by 0.014sec.

Alain Prost proved supreme at Imola (Nigel's engine failed), and then dominated Monaco (Nigel was fourth).

At last, at Spa, Mansell got his first win of the year – albeit a lucky one – and dedicated it to Elio de Angelis, who had been killed just 10 days earlier.

'Red Five' then sat on pole in Montreal, and Nigel put in a perfect raceday performance to beat his title rivals. In finishing fifth at Detroit he was lapped by the victorious Senna, but at least had the consolation of seeing Piquet crash out.

Mansell's third and fourth wins of the season came in succession: in France he defeated Prost and demolished Piquet, while at Brands, Nelson had no answer to Mansell – and Prost, in third, was lapped by the pair of them.

Piquet-Senna-Mansell was how they finished in Germany and Hungary, but none of these three finished in Austria, where Prost won.

At Monza, Mansell outqualified Piquet for the sixth time that year, but Nelson changed his rear wing settings on the grid and beat him as comprehensively as he had at Hockenheim.

At Estoril, Nigel led from start to finish, beating Prost. Senna dropped out of the championship tussle by running out of fuel on the final lap, which allowed Piquet a lucky third place.

So a win in Mexico was all Mansell needed. But failing to select a gear at the start forced him to play catch-up, which screwed his tyres. No-one could catch the Pirelli-shod Benetton of Gerhard Berger but, predictably, Prost came closest, while Piquet was fourth. Mansell's points for fifth were dropped under the odd 'best 11 scores' rule.

Still, all he needed now was to be third in Adelaide, in the best car. Simple... **DM**

hammer and tongs at most races. It was a battle, but it wasn't always at very close range. There were a number of races that Nelson won by a handsome margin. And in most of those either Nigel wasn't still running or there was a car driven by someone called Prost in between them. There was one instance when, arguably, team orders might have earned a drivers' title for Nelson that year. That would have been telling Nigel, one lap before the end of a brilliant struggle at the British GP, in which they lapped everybody twice, to concede his place to Nelson. But we didn't waste anybody's time with that instruction!"

"Keke Rosberg is now leading by nine seconds, but if Prost can get ahead of Piquet, he will be on target for the world championship because, down in fourth position, is Nigel Mansell. If Prost can get past Piquet he could then close up on his team-mate Keke Rosberg, who might well then get an order to let Prost through."

Head: "In truth we went to Adelaide as favourites to win the championship. I think Nigel only had to get a fourth place or something like that. It seems rather naïve now, but I thought the ethical position of allowing two individual drivers to race was more important than the title. I didn't necessarily think that it was going to cost us the title. It sounds very moralistic and, as I say, naïve when you actually think of the commercial pressures. But the commercial pressures weren't as big then, and I felt that to tell a driver who has won races during the year to move over... Well, I think both drivers would have raised two fingers to us anyway."

Williams: "We were genuinely so far ahead of the rest, we didn't think that teams orders were going to be an issue. As I said, the only time we could have given a valid team order that didn't also promote Prost or Senna was at Brands Hatch, which was one of the best motor races I ever watched."

"And off spins Piquet! Wowie! Piquet goes off, Prost goes through. Now we have the two McLarens first and second. Rosberg leads and Prost is second. This could change the race?"

Alain Prost: "We had nothing to lose, and it was a combination of strategy and working very hard with the tyres. We knew that we had a problem with the tyres, and we had a strategy also with Keke, and the ambience within the team was also very good. Although we knew it would be difficult, we put every chance on our side, let's put it this way. Then when you achieve the result it is very, very good."

Ramirez: "We were the last people with any chance. You know how Alain bites his nails? His legs were shaking on the grid. He always seemed nervous but, once he was in the car, he was okay." ➳

GOODBYE TO A GOODYEAR

"Alain Prost on lap 33 is into the pits. And this is a bad change by modern standards ... over 17 seconds for Alain Prost, and that is not good. That could be critical."

Prost: "We were nowhere during the season in terms of pure performance. It was maybe not the best McLaren, but the chassis wasn't bad. But the engine at this time was not as good as the Honda.
Head: "Prost was always very strategic and very clever. I think he always raced to win, but if you actually look at his races, very often he'd be hanging back in the early stages. You've got to remember that in those days we started with a full tank of fuel to do the full race distance. Alain knew that looking after the tyres was a very large part of racing."

"Piquet is certainly intending to have second place ... and he takes it. And Nigel Mansell did not fight there. Nigel Mansell is using every ounce of his considerable intelligence, acumen and experience and letting Piquet go through, knowing that if he stays where he is, he's still going to be world champion."

Ramirez: "Some people say we lucked in because Alain had a puncture early in the race, so he came in and changed tyres. It wasn't a particularly good stop. He came out and just kept going. Then Keke had a blowout."
Head: "We'd had tyre failures with Goodyear before, and we said we thought there was a problem with the tyres, and they said no. Because we had more engine power and the car was reasonably good, we probably had a bit more downforce than the other people, or exerted a bit more load on the tyres than other teams. So if there was a problem we usually found it first. And in fact the next year there were a couple of failures, and Goodyear responded pretty quickly to strengthen the tyres up."
Ramirez: "Williams should have stopped Nigel as a precaution, and probably would still have won, but they didn't. Alain had fresher tyres because of the puncture, and we just kept going."
Williams: "I was invited to the BBC studios. I can't remember why I went there because I could have stayed home and watched it! I was obviously disappointed when Nigel dropped out."

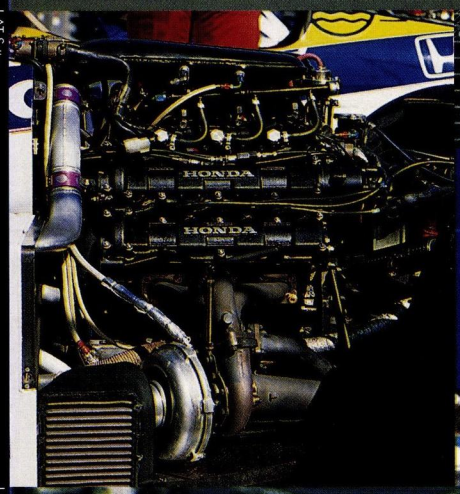
"And look at that! That's ... a colossal ... that's Mansell, that is Nigel Mansell! And the car is absolutely shattered, he's fighting for control, and you can see what's happened. Mansell is out of the race. Now, this could change, and will change, the world championship."

Head: "Nigel had his tyre failure, and Nelson was then in a position where he would have won the world championship. But we called him in to do a stop which effectively prevented him from winning the title. He fully supported the decision after the race and didn't question it at all. I don't remember how it was at the time, but I'm sure it was a hard decision. One or two people outside the team came out with some rather extreme reactions that I was not very impressed with. But the tyres weren't strong enough for the load that was put on them." ➤



LAT

In his final GP, Keke Rosberg was McLaren's hare, and led until his tyre failed with just 20 laps to go (below right)





LAT, Sutton

Right: Honda's V6 trod the fine line between power and fuel efficiency, and took the superb FW11 to nine wins in 1986



LAT

Rosberg's tyre failure left Piquet leading, but he pitted as a precaution, allowing Prost to win the race and the title



LAT

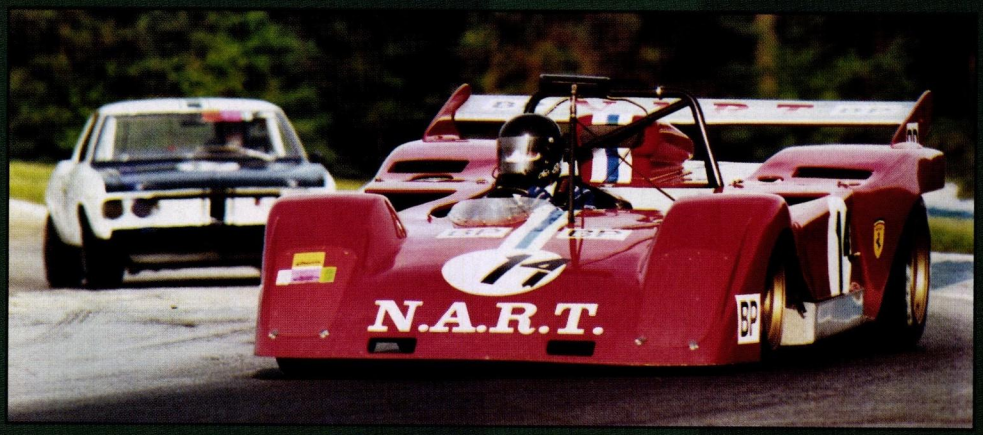
Turning point: Prost's puncture on lap 33 forced him in for fresh rubber. Had he run non-stop, might he have hit tyre trouble?

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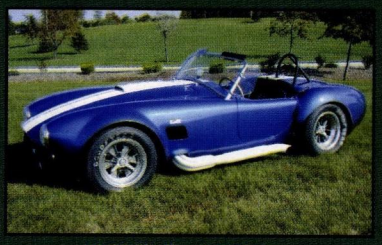
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GOODBYE TO A GOODYEAR

Ramirez: "It was like, 'Bloody hell, if we finish it's going to be perfect.' I was really nervous. It was really fantastic. We were prepared for anything, but the party was so much better afterwards!"

"The crowd is rising to this popular little Frenchman, who has demonstrated once again that he is the driver of the day. He takes the chequered flag, he wins the Australian GP, he wins the world championship of 1986! Absolute euphoria in the McLaren pit. And he stops immediately."

Ramirez: "He ran out of fuel just after the line. I remember he got out of the car and jumped up. I've got a picture with him about a foot and half in the air, with his hands up. It was so unexpected."
Dennis: "I think it's one of those classic photographs. One photographer managed to get him, with the right perspective, looking like he was three feet off the ground. That was more than half his height!"
Prost: "It was not only the surprise, it was the way we managed the whole weekend, the whole race. And then, at the end, if you have the result, it gives you more fun and more pleasure."
Ramirez: "It was one of those unusual races where Alain took his wife, because she very rarely travelled. So he was coming up to the podium one way, and I rushed to the pit, got his wife, and took her to the podium on the other side. As he came onto the podium I came out with Anne-Marie. Alain didn't expect to see her there – there were no words, only tears. That was just fantastic. I don't think there were any photographers there – it was great. Coming back to what I said before about him being so nervous, I said to him, 'I told you you didn't need to be nervous.'"
Dennis: "I don't think it was unexpected, because you never give up until it's finally over. It was for us a fitting end to a difficult season."
Ramirez: "You could almost see through Keke's brakes! A few more laps and there would have been no more brakes on his car, it was unbelievable. But when you saw Alain's brakes, they could have practically done another race – and Keke had done 22 laps fewer. It was incredible. I was amazed how much smoother Alain was on brakes, gears and everything else."

"But let us not forget in the joy of the occasion for Alain Prost's victory, the bitter cup of Nigel Mansell, who has had the world championship dashed from his hands; let us not forget the bitter disappointment of Keke Rosberg, who might well have won the race; let us, too, sympathise with Nelson Piquet, who failed to win the world championship for the third time."

Williams: "We should have won the title, with hindsight, given the strength of our team and driver line-up, but there are loads of reasons why you should have done things, and that's just how it is."
Head: "It wasn't a good time because I had to go straight from there to Japan for some sort of promotional thing with Honda, and you could tell that Honda weren't desperately impressed. But to their credit they didn't say anything. They were pretty good that way." M



LAT



Mansell's pace shocked Piquet. At Brands, the Briton won a hard duel, and the intra-team rivalry became a bitter war

LAT



Head believes it would have been unethical to prevent Nigel racing his team-mate; Piquet did not agree, of course

LAT



Had Nigel won in Mexico two weeks earlier, he would have been champion. A startline goof sent the title to the wire in Oz

LAT



So Prost had No1 for 1987. Williams didn't make the same mistake this time though, and won both world titles

VINTAGE MOTOR CARS AT

AMELIA ISLAND

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Sold at $2.1 Million



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RENAULT
CHEVRON
MICHELIN
LONGINES
RNOUX
Turbo
FACOM
CHAMPION
RENAULT



Rainer Schlegelmilch

Typical Renault: René Arnoux and Alain Prost wrapped up the front row at Zandvoort in '82. Arnoux had a huge shunt and Prost led for four laps before retiring with engine failure. The win went to Didier Pironi and Ferrari – the second team to board the turbo bandwagon

They blew it!

RENAULT PIONEERED TURBOS IN F1 AND THIS BRAVE MOVE SHOULD HAVE REAPED DIVIDENDS. INSTEAD THESE FELL TO THE LATECOMERS. MARK HUGHES TELLS A STORY OF...

FRUSTRATION...

JEAN-PIERRE JABOUILLE TOOK UP HIS POLE POSITION slot at Dijon 1979. The sun glinted off the bright yellow bodywork, and as he looked in his mirrors he saw the heat haze rising from the burbling V6, that crazy engine that was about to change the face of racing. He was in the 'zone', experiencing that perfect feeling of invincibility only ever granted a favoured handful of sportsmen.

"I looked in the eyes of those around me," he says, "people from the team and from Elf. All I saw was pressure, worry. But I didn't feel any of that, I was at a different place. I knew I couldn't lose."

He still knew, even as Gilles Villeneuve took advantage of his normally-aspirated Ferrari's better response off the line and led the Renault away. He knew even as Gilles led the first half of the race. When the moment came, on lap 46, Jabouille's move at the end of the pit straight was clinical. As was his subsequent devastating sequence of laps that convinced even Villeneuve his cause was lost. At the flag the turbo Renault was 15sec clear of the epic Villeneuve/Arnoux battle for second.

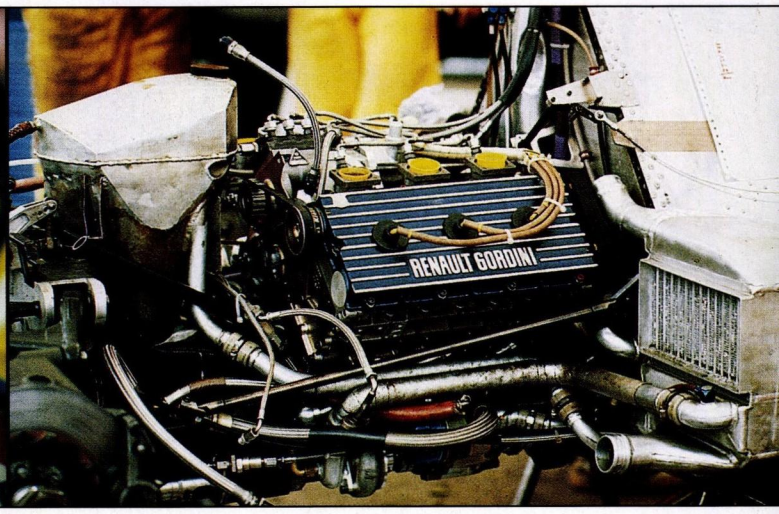
At the celebration meal that night, as the Gallic chatter and laughter drowned out the songs of the cicadas around the chateaux, Jabouille still felt detached. "Now everyone was happy and relieved. I was pleased – for myself and for them – but I was not as lost in the moment as they seemed. I was already thinking about the next race and the future."

If he'd looked hard, really hard, into that future he might have made out a scene from the Kyalami pit garages in 1983. Four and a half years after his historic victory, almost all of that time with a significant performance advantage over its rivals, Renault had still to win a world title. Now, on ➠

THEY BLEW IT!

Ludvigsen Library, LAT, Rainer Schlegelmilch





Clockwise from top left: Prost should have been the man to give Renault the titles it so craved; the little V6 didn't make much noise, but packed a large punch; Jean Sage, Renault's Sporting Director in the turbo years; Arnoux contends with a fractured oil pipe at Long Beach in '79, but neither RS01 made it to the grid after each suffered universal joint failures; undermanned and naïve initially, Renault became a race-hardened outfit – but not before internal politics removed their sting

the cusp of achieving it, its driver Alain Prost felt anything but invincible. He felt hunted down like a tired fox, as the lead hound, Nelson Piquet, devoured his points advantage with a relentless late-season run in his exotically-fuelled Brabham-BMW. As Alain looked into the eyes of his team around him, all he saw was confidence – but blind, unrealistic confidence. He knew he was going to lose.

Well, not quite every team member had that look in their eyes. If Prost had cared to look into those of team boss Gérard Larrousse he would have seen daggers. The relationship between them had irretrievably broken down earlier that season – and not for reasons that had much to do with motor racing. It was soap opera stuff and had a suitably climactic ending. Prost was sacked within days of losing the championship. Renault, the team, never won another race in two years of trying.

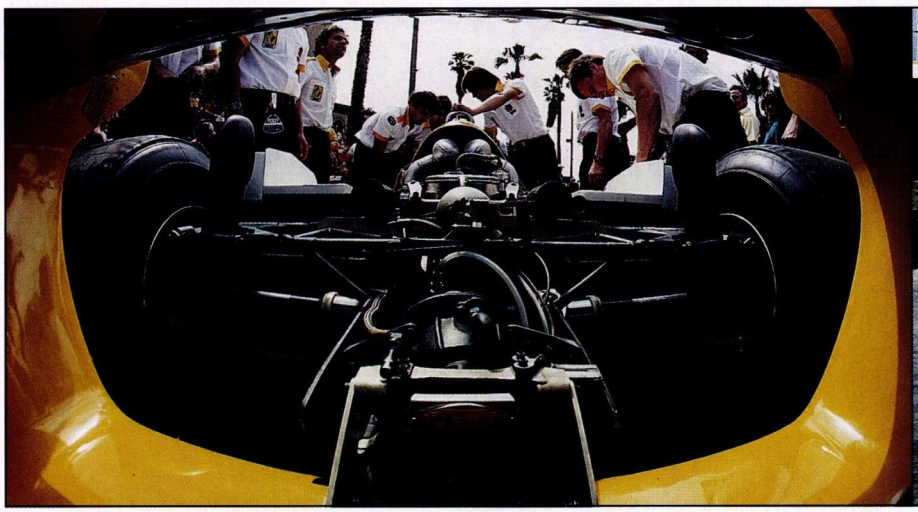
Ever since Renault management and Elf had together posed the question of F1 and the Renault Sport offshoot had come back with the surprising answer of 'turbo', this project was fantastically audacious. It brought together a young, inexperienced bunch of people, threw them into a technical programme previously uncharted, of the highest profile, with attendant huge pressures and potential rewards and with tools completely untested. There were always going to be fireworks – and the odds were always going to be stacked against them.

"The technical team was François Castaing, Jean-Pierre Boudy and myself," says former engine chief and turbo specialist Bernard Dudot. "Very small, very enthusiastic. Because we didn't have a complete view of the problems of doing F1 with a 1.5-litre turbo, we were able to convince the president of the company that this was the way." It was because they didn't know any better that it got a green light.

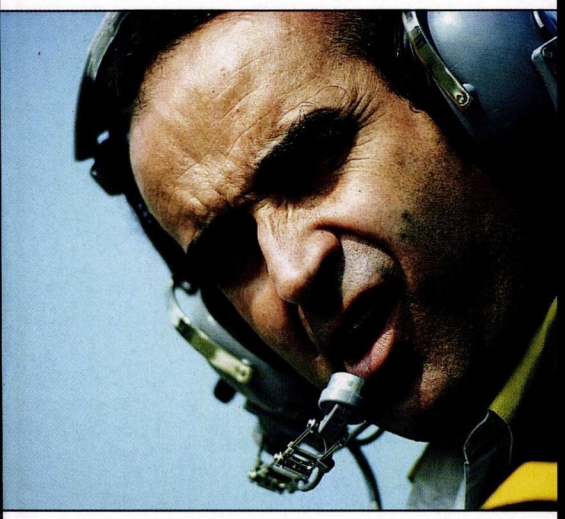
Jean-Claude Migeot was an aerodynamicist for the team from 1981 to '85 and was in regular contact with the team even before it made its F1 debut in '77. He summarises the decision: "The whole idea of the turbo engine was completely crazy at the time. If I make the comparisons with all the advanced projects we can have now, it would look very silly to put all that effort into something that was so far from being competitive."

Says Jabouille: "Through 1977 and '78 we had blow-up after blow-up, sometimes at 10 laps, sometimes 30, but always with lots of smoke. Sometimes it was tough to stay motivated and to believe. But

Rainer Schlegelmilch, LAT







during the winter of '78-79, I began to see that, yes, it really was going to be possible to win."

He was definitely in the minority, even at that point. Michelin had become so disenchanted with the test miles denied it by Renault unreliability that it had switched its main effort to Ferrari.

Castaing, the original technical director of the project, left during the '79-80 off-season. Some insight into the intensity of the experience is revealed as he explains why. "Being under the microscope with all the pressure of representing a big company like Renault was very tough. Also, motor racing is such a narrow, focused world. Although it's good to be focused, at some point it keeps your mind from growing. I told Larrousse that I wanted us to try to win the world championship in 1980 and then I was going to do something else.

"I thought winning the title in 1980 was realistic. But I was having arguments in private with Larrousse. We already had Prost under contract and we could have had him replace Jabouille for '80. I was arguing that keeping Jean-Pierre was attaching a weight to our foot because, although he was adding value, he was not a potential champion in any sense. Larrousse was saying, 'No, we have time to do that later', and I became frustrated. I was not convinced he saw the window of opportunity we had. If we didn't win in 1980, it would be much more difficult when everyone else had their own turbos and our advantage evaporated. I sat down with the senior people at Renault and told them I wanted out; they wanted people for a new project in America. We packed and went that same day."



'It was the culmination in the faith Jabouille has had in the turbocharged Renault from the start. Over the past two years he has suffered in his efforts to get the Renault to the front and has always been remarkably philosophical about the trials and tribulations, never once suggesting that his 'career' and 'prestige' were undermined by the failings of the car... The quiet Jabouille is a good example to a lot of drivers in Formula One; his success has been well and truly earned'

Denis Jenkinson
1979 August, MOTOR SPORT

Of course the title didn't come in 1980 and not in the Prost years of '81-83. The window of opportunity Castaing had spoken of was well and truly closed thereafter as the British teams found turbo engines of their own – but only after a core of them had tried to have the whole concept banned from F1. When that initiative failed, the Brits got their heads down and beat the Renaults through engine parity and superior chassis technology.

"The engine was always the main asset," says Migeot. "We lacked a chassis culture. There were a lot of good people but we weren't properly equipped. Renault in those days would never have committed to a moving-ground wind tunnel – and that's what was required."

The intervening years, before the Brits caught up, were lost to poor reliability. Only part of this was down to pioneering the turbo route, as Migeot explains: "In 1982, for example, we lost about eight races for the sake of an electric motor that cost 100 francs. That was because the electronics department was one man, doing everything from electric plugs to the sensors on the fuel injection, and he couldn't cope. The next year the pieces for the new motor cost 100 times more. It was underevaluated in all sorts of respects."

Dudot concurs: "We were alone. A new team, with a new concept, new tyre technology from Michelin and doing everything ourselves. Only Ferrari was doing this and they had a big history."

By the end of '83 and the lost championship, this core of adventurers had been moulded into a team of hardened racers, with only the conservatism and inertia that is part of any big corporation holding them back – preventing them, for example, from retaliating when Brabham made its rocket fuel leap in the second half of the year. But those corporate constraints became tighter, not looser, following the '83 debâcle. It was a development accentuated by the replacement of president Bernard Anot, a racing fan, by Georges Besse, who then nominated production car man Gérard Toth as team chief after Larrousse left at the end of '84.

It was the beginning of the end. Derek Warwick signed as Prost's replacement believing he'd made the big time, only to see that dream – as well as the original one of Castaing, Boudy and Dudot – crumble around him: "There were some super people there in '84, hard-nosed racing pros. But at the year's end we lost most of them and they were replaced by people from the production car company who had no knowledge of racing. The '85 car was diabolical, the whole thing turned to shit."

But it wasn't quite the end. The engine would power Ayrton Senna to victories in a Lotus as late as 1986. More importantly, as Dudot points out, "It gave us the possibility of this expertise in the company. The five Renault world titles of the '90s were built on the school time of the turbo programme." ➤

...AND INNOVATION

IT WAS THE LATE 1960S WHEN RENAULT FIRST BEGAN taking an active interest in motor racing. At that time its competition activities were undertaken by two contracted independent companies – Gordini did the engines and Alpine the cars, broadly speaking. François Castaing worked for Gordini, where he was later joined by Jean-Pierre Boudy. Over at Alpine in Dieppe, Bernard Dudot worked away.

Castaing and Boudy designed, in 1972, a 2-litre 90-degree V6 for use in European sports-prototype racing. It won the championship in '74 and later took Jean-Pierre Jabouille and René Arnoux to F2 titles. This same motor was the basis for all the Renault turbo F1 engines – though such a development was not foreseen at the time of its birth.

"We designed it with a very strong cast-iron block," says Castaing, "and a very narrow valve angle. The buzzword among engine designers was 'scavenging' the oil. It was thought an engine would succeed or fail not because of its specific combustion efficiency but on how effectively the oil in the crankcase could be sucked out within the engine's pressure cycle. We went cast-iron so we could have a very strong bottom end and ensure good flow to the bearings and so limit the amount of oil needed.

"As for the valve angle, we got some help from Moteur Moderne in designing the camshafts and powertrain." This was the company largely responsible for the Matra V12 F1 engine which, in its initial 1968 form, featured a very wide valve angle. When combined with the engine's big bore it made it horribly thirsty. The narrow angles on the Gordini engine was a reaction to that. "In retrospect," continues Castaing, "we should have made the angle between the port and the valve more open and had more of a Duckworth philosophy of breathing."

By 1974 Renault had bought out both Alpine and Gordini, combining them to create Renault Sport. Castaing was chief engineer. In the meantime Dudot had been experimenting with turbos. "The first time we tried a turbo was on an Alpine for the Rally of Cevennes in '73," he says. "It was just a 1.6 engine from the Renault 16 but Jean-Luc Thérier almost won. A stone in the turbo was all that stopped us."

After winning the 2-litre championship Renault wanted to move up to 1000-kilometre racing to fight with Porsche and Alfa rather than Chevron and Abarth. This category had a 3-litre capacity limit but turbos of up to 2-litres were also allowed. "It was Bernard who was really convinced that the way to attack it would be to use a turbo on the existing engine," says Castaing. Dudot went to America, then the capital of turbo knowledge, to begin a liaison with Garrett and meet associated suppliers, building up his knowledge of the subject over several months there.

The resultant engine won its first race – at Mugello in 1975, with Larrousse/Jabouille, but never repeated the feat until triumph at Le Mans three years later.

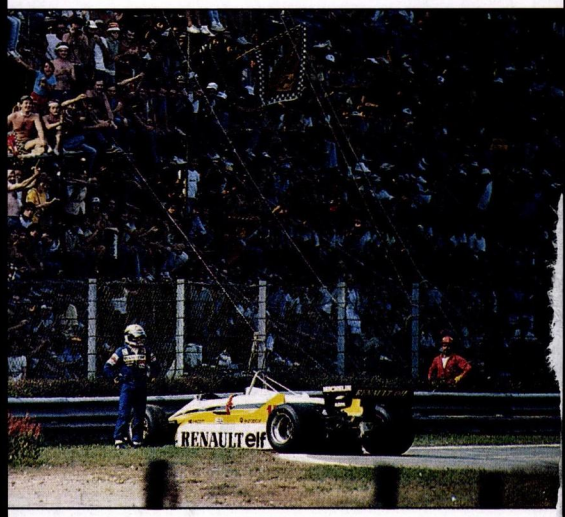
"It was in late 1975 when François Guiter from Elf asked us what we would do if we went to F1," says Castaing. "Guiter was very keen to get Renault there and the Renault president at the time was a fan of F1. Bernard, Jean-Pierre and I realised this was our big chance. We had two competing ideas. One was to do a W9 3-litre engine using three banks from the V6. In F2 form, the V6 had 310bhp so we figured we'd be starting with 450bhp – which was about where the Cosworth DFV was then.

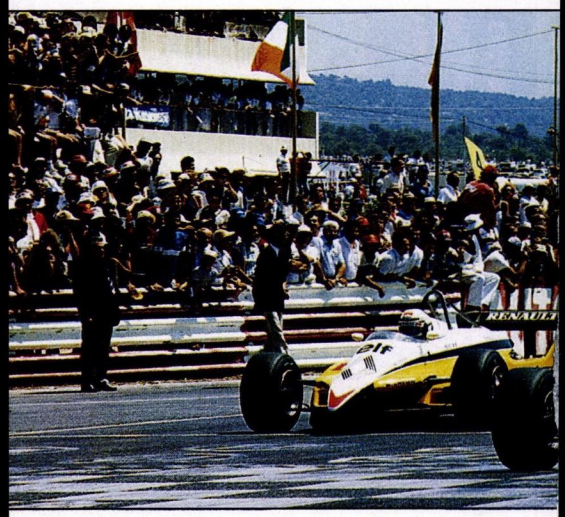
"The other idea was to do a 1.5 version of the 2-litre turbo V6. The convention was that such an engine was not feasible on pump fuel. Forced induction had only been possible in the '50s and before the war when they were able to use nitro and alcohol-based fuels. Initially I was far less convinced about a turbo with pump fuel than Boudy. But Elf really loved the idea because they could see something so different would make great marketing sense for them. At the same time Jean Piramosi, who was running the Renault Sport programme from the marketing and merchandising side, was very keen on this idea. So we built a couple of prototypes – with single Garrett turbos – and on its first run on the dyno it was already giving over 500bhp. Suddenly we all became very excited."

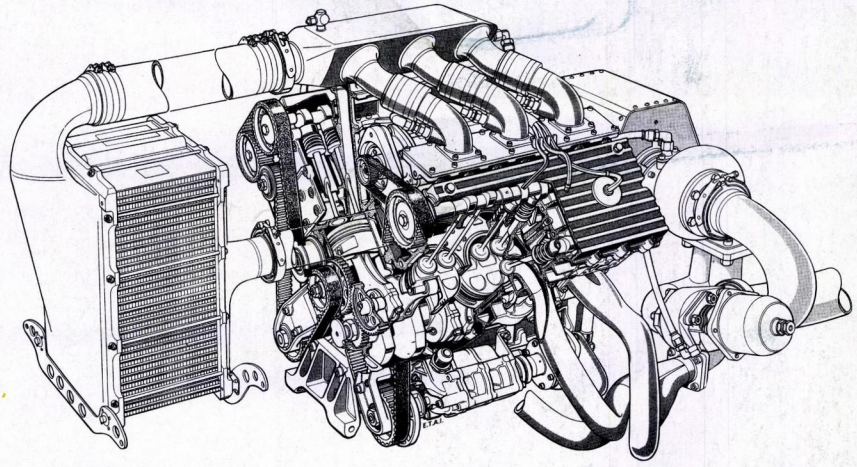
One of these engines was fitted to an Alpine A442 sports racer and at a cold, deserted Paul Ricard Jabouille tried it for the first time. "It was shit," he recalls. "On the straight it pushed like hell, harder than anything I'd driven before, but everywhere else there was nothing, just like a normal road car.

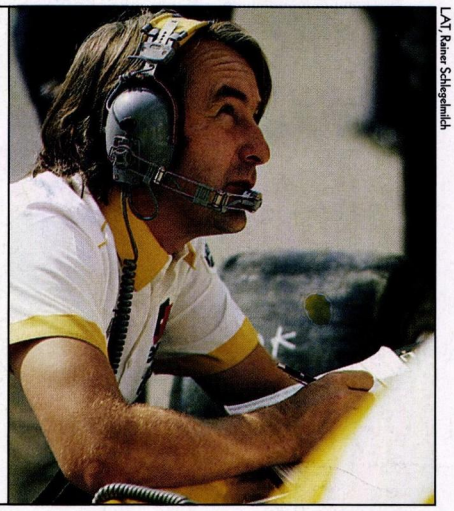
'Truth be told, I think that Patrick Tambay and Derek Warwick would have been very happy to miss the final race of the season... True to 1985 form, both Renault RE60Bs retired from the Australian Grand Prix with transmission problems, and on that rather flat note Renault's eight-year turbocharged Formula One career came to an end as far as the works team was concerned. Not on hand to witness the team's demise was Gérard Toth... It was probably just as well'

Alan Henry
1985 December, MOTOR SPORT









LAT, Rainer Schlegelmilch

I said to Boudy and Dudot, 'It's too difficult, I don't think this is a good way.' But then they made a few adjustments and immediately it was much better and I thought maybe there was something in it."

"We tested through the winter of '76 with a mule single-seater," says Castaing. "We were only using around 1.7 bar boost and the cold weather didn't reveal any of the detonation issues we subsequently encountered."

A pukka car, designed by Hervé Guilpin, Marcel Ubers and Jean-Claude Guynard, was revealed in early '77, together with the formal announcement that Renault was re-entering GP racing after a gap of 70 years. Michelin would be coming with them, marking the F1 debut of the radial tyre.

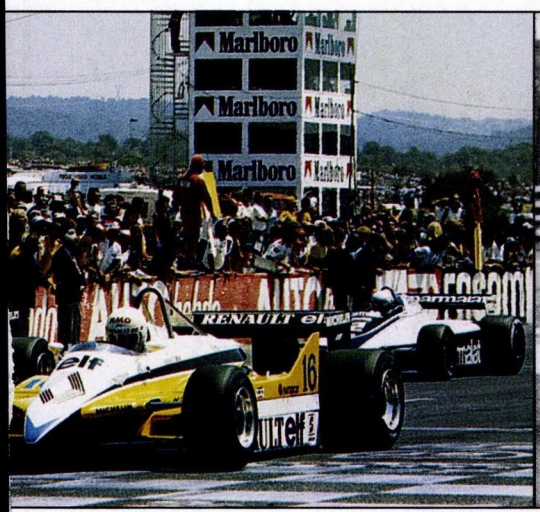
The engine Jabouille used to qualify 21st at Silverstone in July seemed a pale imitation of the responsive, reliable unit it had been during the winter. "Suddenly we discovered the misery of racing an F1 turbo on pump fuel," says Castaing.

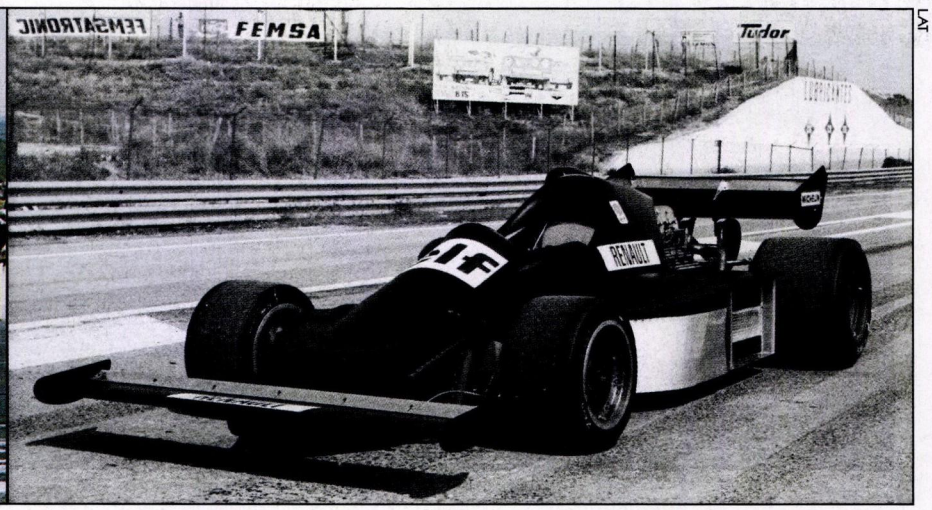
"The stress was very high on pistons, valves, sleeves, rings and bearings," says Dudot. "The big thing was to educate our suppliers of the special task of these parts in a small, powerful turbo engine. The next big step forward was controlling the temperature of the intake and we did that with a water/air intercooler. The single turbo was just too slow to respond, so from 1979 on the new wing car we had two smaller turbos and this increased the response vastly. Then for 1983 we got electronic injection which allowed us to adjust the mixture far better and have a good temperature and mixture at the same time."

"After I left, I read books about the British aircraft engines between 1940 and '43," says Castaing. "The reason why the Spitfire went from 1500hp to almost 3000 was that they learned how to control compressions and design pistons and parts that could withstand higher boost pressures. I wish I'd read this in 1977. Also, I never thought about putting additives in the fuel. It was supposed to be pump fuel but I hadn't realised that pump fuel is very different according to where you go in the world and it would have been quite legal, within the octane limit, to have added some anti-detonation agent that could have helped us.

"I was disappointed at the time, but given that we were so new and what we achieved with a brand new concept – winning our first race 24 months after entering – I'm very proud of what we did." M

Clockwise from top left: fuel injection dramas sidelined Prost at Monza in '82. His mood was not improved by a start-to-finish win for his team-mate Arnoux; was the turbo route so odd bearing in mind that an alternative considered by Renault was a 3-litre W9? Team manager Gérard Larrousse fell out with Prost for reasons unconnected with motor racing; testing mule racked up the miles in '76; Paul Ricard in '82 should have been a celebration – Arnoux leading Prost to a 1-2 in front of a home crowd – but René disobeyed team orders and left the team at year's end





LAT



Rainer Schlegelmilch

Classic turbo vs Cosworth battle – Nelson Piquet's BMW-powered Brabham BT52 spits fire pursuing eventual winner, Rosberg's Williams, Monaco 1983

GENERATING the POWER

WHEN BMW DECIDED TO TACKLE FORMULA ONE, THEY STARTED WITH A HUMBLE FOUR-CYLINDER SALOON CAR ENGINE – AND QUICKLY EXTRACTED POWER OF A LEVEL WE MIGHT NEVER SEE AGAIN. KEITH HOWARD ASKED PAUL ROSCHE, THE MAN IN CHARGE OF ENGINE DEVELOPMENT, HOW THEY DID IT

ONE OF PAUL ROSCHE'S FAVOURITE PHOTOGRAPHS (IT was on the wall of his office at BMW Motorsport for years) was taken at the first, secret test of the M12/13 turbocharged F1 engine at Paul Ricard in 1981. From under the back wing of the Brabham BT49T a huge sheet of flame erupts on the overrun, perhaps a metre long. Looking more like the efflux of a rocket than the exhaust of an internal combustion engine, the image was an appropriate portent. Within a couple of years, BMW's four-pot turbo would be delivering something over 1400bhp in qualifying trim – vastly more power than any Formula One driver has had available before or since.

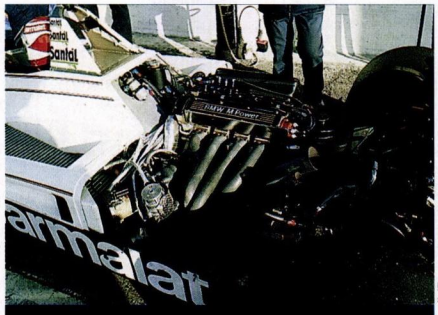
BMW's decision to enter F1 was no rush of blood to the corporate head. The Munich firm had already made impressive turbo engines for the German touring car championship and IMSA in the US, and a very successful normally-aspirated engine for F2. Formula One was the obvious next step.

To maintain at least a nominal link with the company's showroom products, they decided to base the engine on the cylinder block from a road car. That meant the in-line four from the 316/318/518, designed by Alex von Falkenhausen as long ago as 1959. It was less than ideal, and looked a little daft alongside the bespoke turbo V6s of Renault and Ferrari, but basic strength wasn't one of its problems.

Stories are legion about the measures taken to prepare this humble casting for F1 duty, but the truth is that, at least initially, very little needed doing to it. When the same block was used for the F2 engine, Rosche's team soon discovered that second-hand, high-mileage examples were preferable because they had been stress-relieved by service, improving their dimensional stability. For the F1 engine a heat treatment process was used to achieve the same end, with blocks lifted straight from the production line.

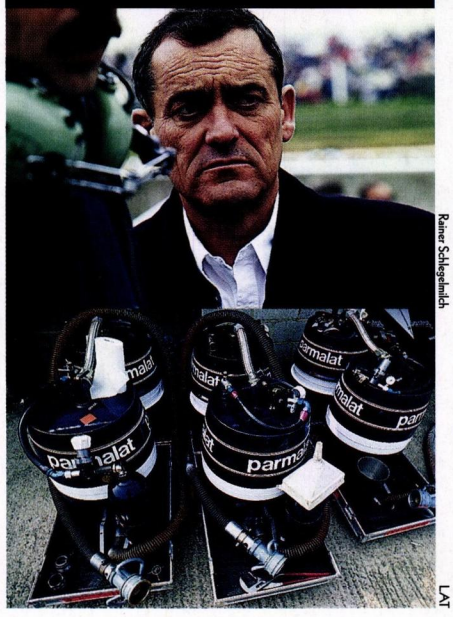
The only other modifications were to machine internal surfaces to improve oil return and remove stress raisers, and to remove redundant ribs and mounting points. Together these shaved about 7kg from the weight. Only when the power rose above 750/800bhp did strengthening prove necessary.

Everything else on the engine was purpose designed. The DOHC four-valve head, based on the F2 design, was cast in aluminium, the camshaft carriers and inlet manifold of magnesium. To cope with the extreme combustion pressures, Mahle forged aluminium pistons passed the baton first to H-section titanium con rods, and thence to a forged steel crankshaft running in five main bearings. Although oilways were widened to improve lubrication, the bearings themselves remained the same size as on production engines. A shallow cast magnesium oil pan fed the dry-sump lubrication system.



LAT

'We went to Ricard for more testing and that week broke 11 engines'
Paul Rosche



Rainer Schlegelmilch

LAT

Fuelling was by Kugelfischer mechanical injection pump, to which a stepper motor was added, controlled by Bosch electronics, to provide the three-dimensional fuelling map (engine speed, engine load, boost pressure) required by a turbo engine. Initially the control electronics were analogue, and they proved a major headache during 1981 and the engine's first fitful race appearances in 1982.

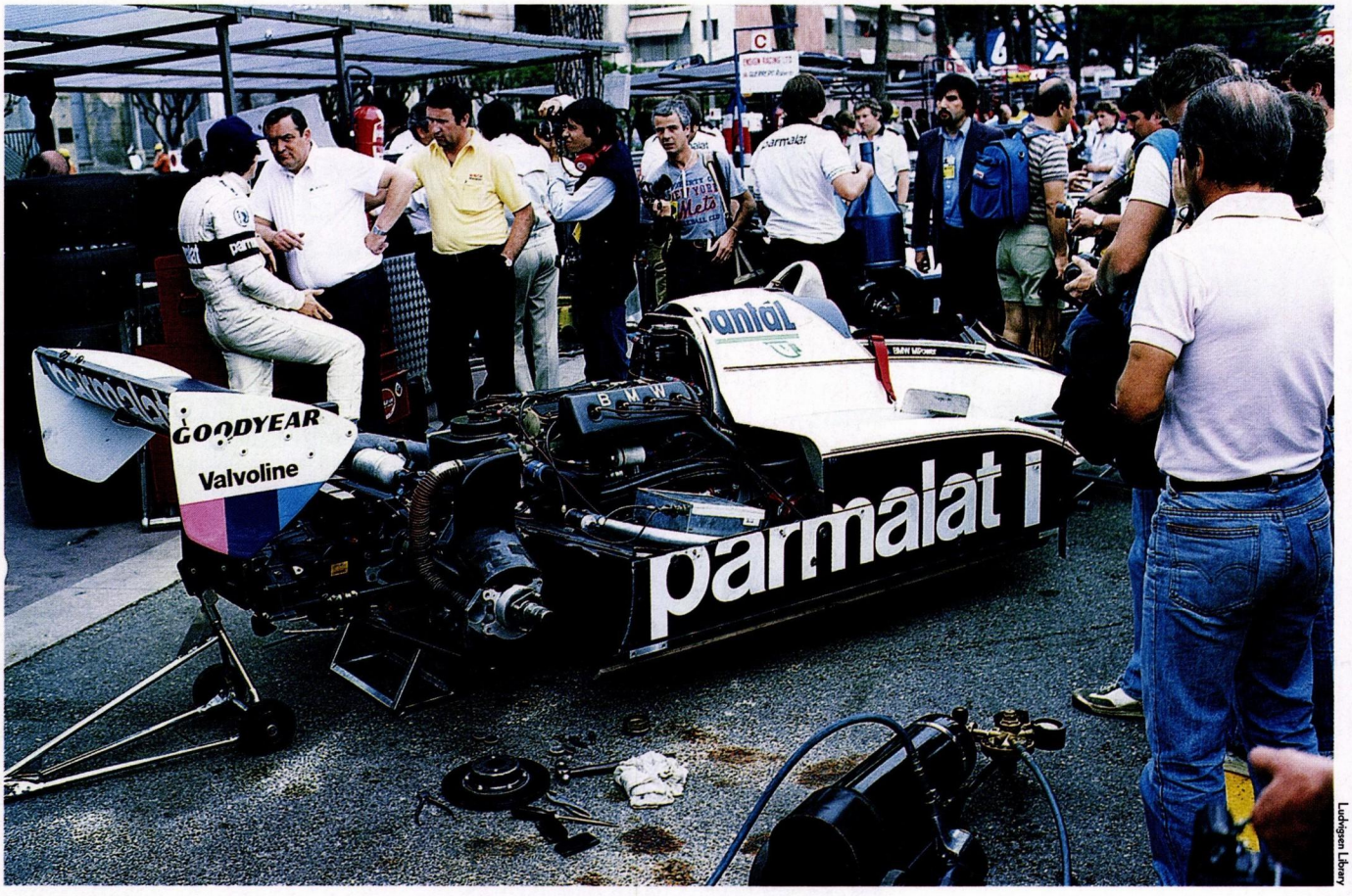
Able now to laugh at problems which, at the time, nearly resulted in a terminal split with Brabham, Rosche jokes: "With the analogue system, I think it was only luck that gave us the right mixture. We had no idea how the engine behaved on transients – we had no dynamic dyno at BMW then – and therefore we had to find this out on the race circuit.

"For the whole of 1981, we ran on circuits – mainly Donington, Silverstone and Paul Ricard – for this reason. We were the first to use a telemetry system [bought from aircraft manufacturer MBB] and it was an important step to developing the engine. The acquisition system fitted in a small truck, and in those days the computers were so limited we had to write all the data down on sheets of paper. But it was very helpful."

Unfortunately human error was to undo much early development work. "We found a set-up where Nelson [Piquet] said the engine was fantastic, don't touch a thing. The Bosch technician then took the controller back to the factory to note down the settings, but he plugged it into the mains rather than 12 volts and the whole box burnt out. So Bosch made some new boxes and we went to Ricard for more testing – and during that week we broke 11 engines. I don't think we ever found that ideal setting again." Only when the analogue control box was superseded by a digital controller for 1983 were the engine's reliability problems finally put behind it.

All up, complete with heat exchangers, the M12/13 weighed about 170kg, some 30kg more than

Top to bottom: Turbo four in BT49T mule in '81 suffered reliability problems until new digital electronics arrived – but its basic strength was never an issue; Paul Rosche was mastermind behind project; churns of exotic 'rocket fuel' proved key to allowing extreme boost pressures and astonishing 1400bhp output



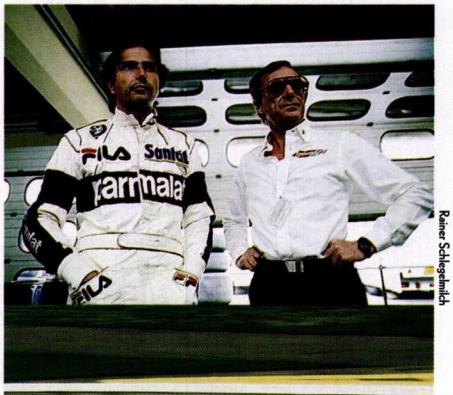
Ludvigsen Library

'A fuel mix was unearthed that had been developed for Luftwaffe fighters during WWII'

the Cosworth DFV. But that was a small penalty to pay for a whole new world of power. BMW's 1.4-litre touring car turbo engine had developed around 540bhp at a time when the Cosworth was worth about 470bhp, so it was plain that the F1 engine, with 100cc greater capacity, would easily see off the 3-litre normally-aspirated competition. It began life with around 560bhp (557bhp was quoted) and a boost pressure of 2.9 bar absolute from the single KKK turbo, after which things went slightly mad.

In the search for greater power from their own turbo engines, Renault and Ferrari both started using water injection to cool the inlet charge. The idea was that this would increase the amount of boost pressure that could be used before detonation set in (this being the era before FIA-mandated boost-limiting pop-off valves).

BMW had tried the same but to no useful effect. Water concentrations of up to seven per cent had been tested, beyond which the power began to tail off. All they discovered, in Paul Rosche's own ironic words, "was that water doesn't burn." So instead, Rosche telephoned a contact at chemicals giant BASF and asked if a different fuel formulation might do the trick. After a little research, a fuel mix was unearthed that had been developed for Luftwaffe fighters during World War II, when Germany had been short of lead. Rosche asked for a 200-litre drum of the fuel for testing and, when it arrived, he took it straight to the dyno.



Rainer Schlegelmilch



Rainer Schlegelmilch

"Suddenly the detonation was gone. We could increase the boost pressure, and the power, without problems. The maximum boost pressure we saw on the dyno was 5.6 bar absolute, at which the engine was developing more than 1400 horsepower. It was maybe 1420 or 1450 horsepower, we really don't know because we couldn't measure it – our dyno only went up to 1400."

This fuel formulation was used from 1983. "Maximum power was strictly for qualifying, though, only for one or two laps. In the race we ran about 1000 horsepower. This was one of the reasons we won the championship in 1983."

And when an engine did fail under the strain of such enormous outputs, was it the block that wilted? Not usually. The engine's weakest point was actually the piston, around the gudgeon pin. That low-born street lump was still game for more.

Top to bottom: Piquet and Rosche, on left, discuss the BT51's complex installation at Monaco in 1982; Nelson with Brabham team owner Bernie Ecclestone; Brabham and BMW finally took the championship in 1983 after the new fuel boosted the BT52's power off the dyno scale, and blew away Alain Prost's Renault

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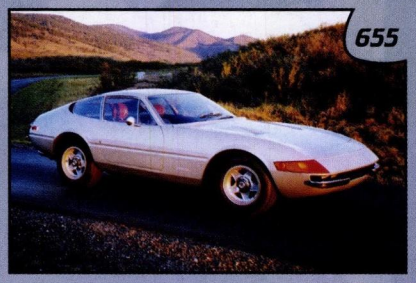
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HARNESSING the POWER

FORMULA ONE DEMANDS THE ABILITY TO ADAPT QUICKLY TO EVER-CHANGING CIRCUMSTANCES, AND GORDON MURRAY HAD FEW PEERS IN THIS ART. HE DESCRIBES TO KEITH HOWARD HOW HE DESIGNED A BRABHAM TO COPE WITH HUGE POWER OUTPUTS – AND DEVELOP IT INTO A CHAMPIONSHIP-WINNER

"IT WAS A PARTICULARLY LOONY TIME," SAYS GORDON Murray, a comment which encapsulates two quite disparate emotions: a fond recollection of his part in it, tempered by a clear understanding that it was a path leading nowhere.

Both 1981, the development year for the BMW M12/13 turbo engine, and 1982, its first season on the track, were difficult ones for Brabham and BMW, Murray and Paul Rosche. Nobody doubted the potential of the engine, but its fragility strained relations almost to breaking point. Without reliability, the engine could never be a race-winner, nor could it be developed to extract more power. Straight out of the box, it produced more grunt than the Cosworth DFV, but it was heavier and lacked the normally-aspirated engine's immediate throttle response. Consequently the M12/13 in the BT50 was no quicker than the Cosworth-powered BT49C/D – a situation that persisted until the reliability problem was cracked, and BMW could concentrate on extracting more oomph.

For Murray, designing a car to carry a turbo unit brought a whole basket of unfamiliar problems. The first was the intense heat. "You've got a lot more cooling to do. You've still got to cope with the normal heat rejection from the water. You've got a little more heat rejection from the oil. The big problem is the turbo itself.

"Paul [Rosche] was adamant the single turbo route was the right way to go, and we started using a KKK truck unit. The packaging problems around having this eight-kilogramme lump of metal running at 1000 deg C in the middle of the car – next to the engine, next to the fuel system – plus the extra heat rejection from the intercooler, were enormous. Radiated heat was easy enough to deal with: you began sticking heat shields on anything the turbo could 'see'. But the heat soak problem was another matter. The heat would leak from the turbo to whatever it had a path to. The first thing that suffered was the bearing between the turbo and the compressor – all the tolerances just went right out the window.

"So one of the first things we had to develop was some form of turbo cooling system. When we began experimenting with pitstops, the car was stationary for about 15 seconds and the turbo seized every time. Because we had air jacks, we took a tiny bleed off the air line and built our own air ejector – a venturi into which you introduce a small amount of high velocity air which then drags up to nine times the volume of air through it. This blew air across the bearing housing.

"There were dozens of heat management problems like that, some of them an issue when the car was stopped, others when the car was running."

Paul Rosche had promised massive increases in power once the engine's reliability issues were sorted. This and the banning of skirts for 1983 heavily influenced Murray's design approach when penning what was to be the first championship-winning F1 turbo car, the BT52.

"We'd never have won the '83 championship with a complicated, fragile car that drivers wanted to fiddle with because we'd not have had the time to solve the engine problems. The BT52 was the least adjustable racing car in modern F1 history, I think. Apart from the fact we had to design and build it in three months because skirts were banned after we already had the BT51 ready, I deliberately kept it simple. It was almost a bloody-minded statement: we're going to have a hell of a year sorting the engine integration, so I am not going to make the car fully adjustable.

"You could adjust the ride height, damping and only the flap on the front wing; it had a fixed front anti-roll bar, no rear anti-roll bar and you couldn't adjust the rear wing. Because we were losing 60 to 70 per cent of our downforce with the skirts gone, I realised we wouldn't want to take any off, so it was maximum all the time. I made a conscious effort to get as much traction as possible. I thought: I'm going to move seven per cent more weight on to the back axle, which is the most I could get, and run the fixed rear wing. The B version had little winglets on the side to generate even more downforce.

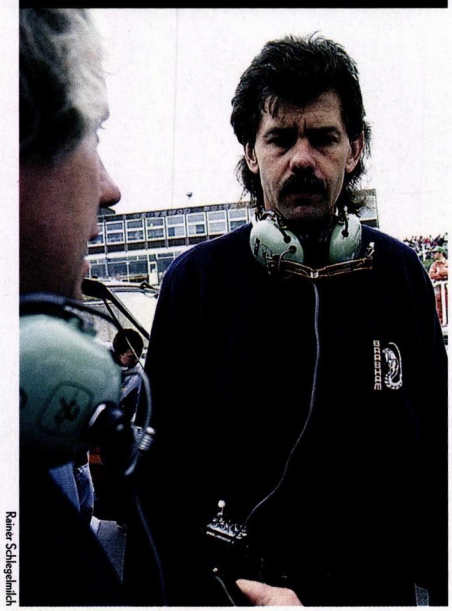
"I said to Bernie [Ecclestone], 'We'll get to the first race and everybody will have done this, put all the weight on the back'. But no one had. I just couldn't believe it. That's why the BT52 said goodnight to all the rest at Rio.

"People were just slow to understand the ramifications of losing so much downforce. As we'd generated more and more sidepod downforce with



LAT

'The BT52 was the least adjustable car in modern F1 history'
Gordon Murray



Rainer Schlegelmilch

LAT

Top: 1983's season finale was a great race for Brabham-BMW. Patrese (pictured) won the race, while Piquet became F1's first turbo-powered champion. Above: "We'd never have won the '83 championship with a complicated fragile car," says Murray "because we'd not have had time to solve engine problems"



Piquet prepares to qualify the BT52 on the front row at Detroit in 1983. A year earlier on this track, the BMW-powered BT50 hadn't even made the grid

'Long before the engine reached its limit, we had driveshafts twisting through 360 degrees'

sliding skirts, the centre of pressure had moved further and further forward. You had to keep the centre of gravity in line with the centre of pressure, so every year you'd struggle to move more weight forward. We had 19-inch-wide rear tyres and only 500bhp or so from the DFV so, except off the line and in hairpins, traction wasn't an issue. We ended up with only 53 per cent of the weight on the back axle of the 49D but we were generating over two tonnes of downforce. Losing two-thirds of that, and gaining all that power, required a complete rethink."

So did the transmission. "With any turbo racing engine, but particularly one with a single turbo, you can't afford to lose turbine inertia – you've got to keep it spinning. We went to a six-speed box and later a seven-speed. The six-speed box was to keep the engine on the boil; the seven-speed box was a reaction to the increasing power differences between qualifying and race engines, so that we didn't have to keep changing ratios between practice, qualifying and the race.

"The other massive problem as the power escalated was mechanical failure. Long before the engine reached its limit we had driveshafts twisting through 360 degrees and CV joints being destroyed. Putting twice the torque through the gearbox meant we trashed them. So we needed stronger gears, stronger shafts, stronger CVs. We then stopped breaking things, but once we had over 1000bhp, we ran a gearbox just once and that was it. After qualifying with a gearbox, you didn't rebuilt it, you threw it away. Everything had stretched and stayed stretched."



All photographs this page: LAT

And as the difference between race and qualifying power widened, the team also had to rethink attempts to alter the car's set-up in response.

"We gave up in the end. Even today you could not design a chassis to cope with the difference in power between qualifying and the race. Nelson said, 'You're wasting your time anyway. I don't drive the car in qualifying. I come out of the corner, wait until the car is absolutely straight, get it back to the middle of the circuit and then floor it. That's all I do. I leave myself plenty of room to brake for the next corner and just go around it in the middle of the road. You can't drive the car, you just aim it.'"

So was this Formula One, or drag racing in disguise? Whatever your view, the boost pressure-limiting valve would very soon put an end to it. M

Top: With skirts banned for 1983, Murray decided traction was all and moved as much weight over the rear axle as possible, thus creating this beautiful shape. Above: To keep the turbo spinning, the Brabham BT52 used six- and seven-speed gearboxes. But with over 1400bhp, they were junk after one qualifying session

WILLIAMS AND McLAREN: IT'S NOT WHAT YOU'VE GOT, IT'S WHAT YOU DO WITH IT

While the Brabham-BMW combo made its debut in the opening round of the 1982 season, it wasn't until the second half of '83 that McLaren and Williams raced turbos. And they, like Brabham, discovered how a huge leap in power immediately highlighted – or indeed, created – chassis deficiencies.

"There were three fundamental problems with the FW09 in 1983/84," says Frank Dernie, then Williams' aerodynamicist. "One was throttle response – the Honda RA163-E didn't have any. As a result you had two choices with the set-up of the car. You could set it up with a nice balance, but when the driver picked up the throttle there was a good chance he would spin; or you could set it up with a massive amount of understeer, which drivers hate, of course, especially Keke. The latter route was the one we had to choose. We didn't realise for a long time it was throttle response causing the handling problems.

"There was also a structural problem in that the engine hadn't been designed with proper engine mounts in mind, so there was flexing which Keke thought was in the chassis. The lower engine mount was on the oil pump, which was only held to the block by four 6mm studs, and the top engine mount was in the cylinder head, which was a long way from the engine's periphery.

"The other problem was power. When Nigel Mansell jumped in the car for the first time at Donington after leaving Lotus, he did a reasonable time, came in and said, 'The car's not bad, a bit of understeer, but there's a big problem with the engine – I've got no boost.' The data showed it was normal. It turned out that Renault had been running something like 0.3-0.4 bar more boost in the races than we qualified with. If you reckon there's about 30 horsepower for every 0.1 bar, our engine was around 200 horsepower down in the races. Everybody assumed the Honda was the most powerful engine. They didn't realise that it lit up the wheels because it had very sudden throttle response. It was actually down on power."



Honda-powered FW09 scored points on its debut

Over in the McLaren camp, going the turbo route was proving similarly complicated, but for different reasons. John Barnard had always intended that the TAG turbo engine which McLaren had commissioned from Porsche – and which he had meticulously specified – should begin racing at the start of the 1984 season. Niki Lauda had different ideas, though, and used sponsor Philip Morris as a lever to prise the engine out of Barnard's hands and into the MP4/1 for the last four races of '83. On paper, it was clearly a mistake. The engine's seven sorties saw six DNFs (although one secured Lauda 11th place) and one disqualification, adding zero to the 34 points gained using the Cosworth that season. But does John Barnard reckon in retrospect that anything good came from it?



By Lauda's request, TAG started four GPs in 1983

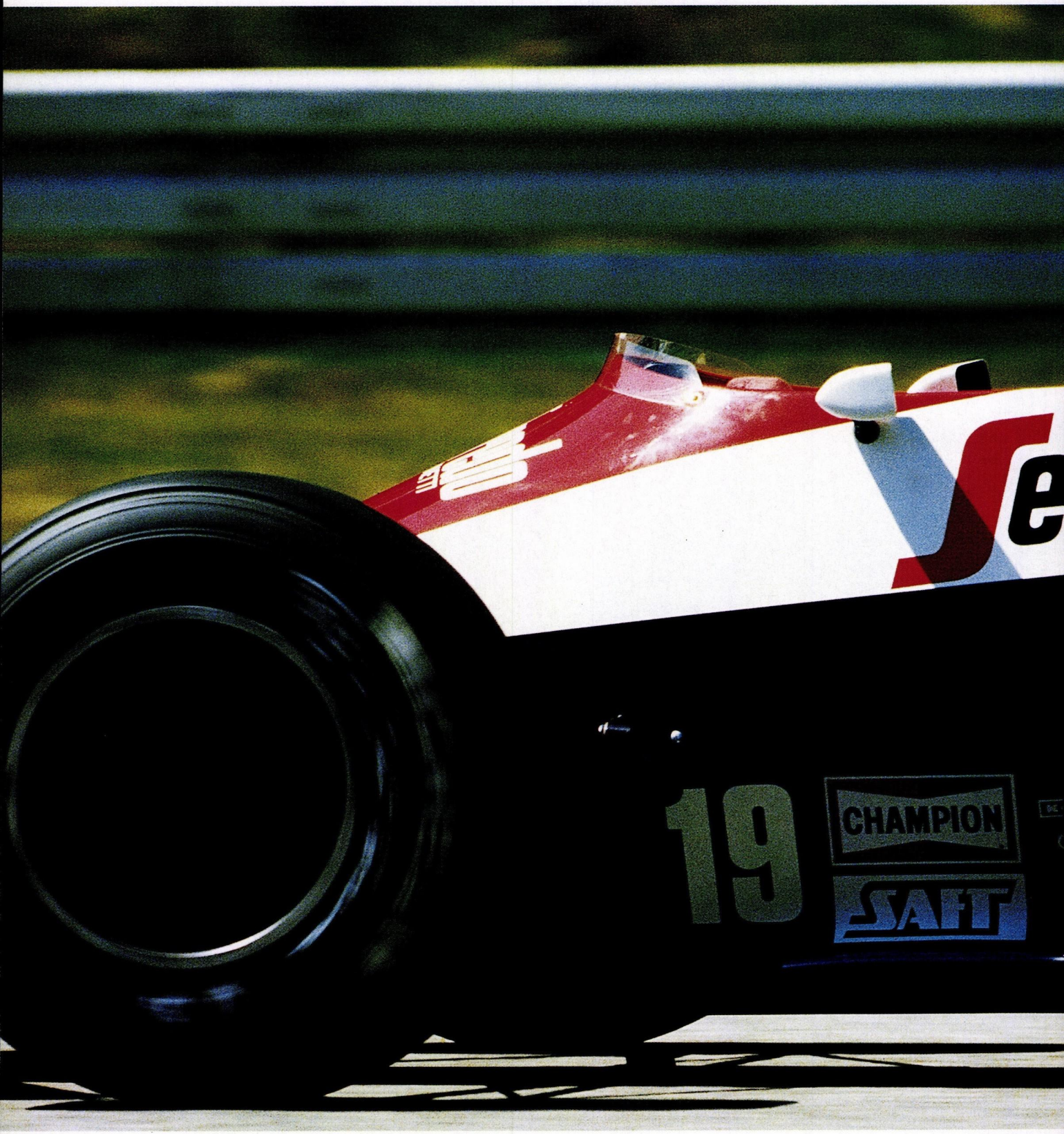
"Yes, I suppose there were a number of things that it showed up. I'd been trying to run carbon brakes throughout the season. We were running solid discs and, with the Cosworth, just getting away with it. With the turbo engine our top speed increased alarmingly and suddenly we had brake problems. So it uncovered stuff like that which we hadn't really thought about.

"In terms of the engine itself, it also put some pressure on Porsche. We had to persuade them that this wasn't like going to Le Mans. For instance, they had loads of room in their sportscars and were used to enormous oil tanks. We put the engine in the car and took it to Silverstone to test and just couldn't run it – it was using oil at about the same rate it was fuel!

"So putting the engine in the car made them realise they were dealing with a very different animal. After that first day's testing they had to go away and reinvent the whole piston ring package.

"From our point of view, dropping in the new engine involved a hell of a lot of extra work in the middle of a season – the pressure was huge. 1984 was a good year so we didn't actually suffer, but at the time I felt we would."


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THE FRESHER UNDER PRESSURE

THE JUMP FROM F3 TO F1 HAS ALWAYS BEEN TOUGH; IN THE TURBO ERA IT WAS A GIANT LEAP. ALAN HENRY REFLECTS ON THE GAMBLE TOLEMAN TOOK WITH A LOW-COST HART ENGINE AND ROOKIE AYRTON SENNA

Photography by LAT


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IF FORMULA ONE POWER OUTPUT WAS MEASURED exclusively in terms of brake horsepower per pound sterling expended, then there would be no question as to who produced the best grand prix engines over the past 20 years. That accolade would go to Brian Hart, the Harlow-based technical wizard whose private F1 engine preparation business survived as a gallant independent before being swallowed up by Tom Walkinshaw's Arrows empire in 1998.

Much of Brian's time in F1 was spent fighting against the prevailing tide, trying to squeeze precious test and development work from threadbare budgets insufficient to provide a day-to-day living, let alone invest anything for the future. And yet Brian's is not a story of unremitting gloom. Far from it. Back in the glorious summer of 1984, his tiny engineering company came close to upending the F1 form book in dramatic style. Thanks to the Toleman TG184 and a shy, cautious young man who carried on him the stamp of greatness. His name was Ayrton Senna da Silva.

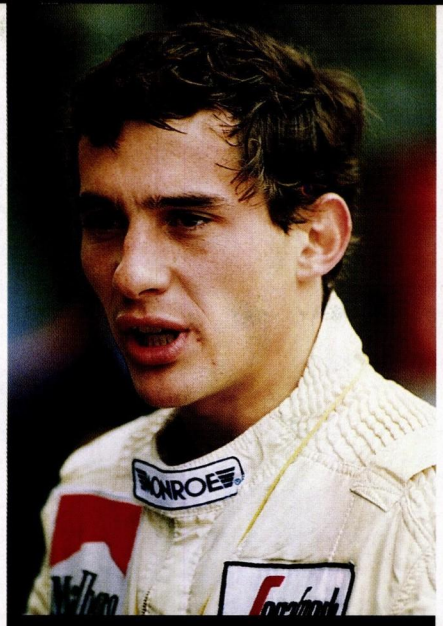
In 1979 Brian Hart Limited built the superb 2-litre, all aluminium, 420R four-cylinder engine which powered Brian Henton's Toleman TG280 to the European F2 Championship title. Having dominated the F2 business, Toleman's far-sighted chairman Alex Hawkridge set his sights on F1. But this was the start of the turbo revolution and, despite advice to the contrary, Hawkridge wasn't about to saddle any emergent Toleman Grand Prix squad with an outdated Cosworth DFV. No, he reasoned, we must do our own turbo. And Brian Hart is the man to do it.

It was a painful process of technical gestation. The first Toleman-Harts appeared at the 1981 San Marino Grand Prix, the fourth round of the season, but not until Monza, the 13th, did Brian Henton manage to qualify one of the ungainly TG181s. In 1982 the team steadily gained credibility, with Derek Warwick scoring Toleman's first championship points at Zandvoort in '83. By then he was committed to switch to Renault in 1984. But Toleman need not have worried.

Hart takes up the story. "Late in 1983 we were testing at Silverstone when Alex arrived in the Toleman helicopter accompanied by a young man with remarkably intense eyes who had been blowing everybody away in F3. Alex said, 'This is Ayrton Senna, our new driver for next year.' I was very excited, as I'd been to a couple of F3 races where he and Brundle had been battling it out. Clearly the guy was super-talented.

"This was absolutely typical of Alex. Who else could have pulled off something like this? Ayrton had tested for Williams and McLaren, but Alex managed to persuade him that he should be driving the Toleman. Alex was really amazing."

By the start of the 1984 season Rory Byrne, Toleman's chief designer, had really got a handle on the flat-bottomed aerodynamics with the new TG184, but the real story of that year was Ayrton. Hart was totally knocked sideways by the self-assurance and meticulous mind-management displayed by the man who would come to be regarded as the greatest grand prix driver of his generation. Even during these early days, all the right signs were there.



Far left: A dry session saw Senna qualify 13th in Monaco. But on a rain-soaked track on raceday, his Toleman was one lap away from a shock win. Still, he made up for his disappointment in 1987, '89, '90, '91, '92 and '93. Left: Even in '84, Senna told it how he saw it

'Ayrton Senna, winner of last year's British F3 championship, held everybody's attention with some aggressively positive laps... and underlined that he has all the hallmarks of a future champion. He knows only one way to drive – flat out... Watching him manhandle the Toleman round Rio left this writer suffused with enthusiasm'

Alan Henry
1984 Brazil GP report, MOTOR SPORT

"What an incredible bloke," remembers Hart to this day, "as well as being an unbelievably quick, motivated and complete racing driver. He rang me up in the winter of 1983/84. 'This is Ayrton,' he said. 'As you know, Alex has signed me. I want to know all about the engine, what boost we're going to use, how I should drive it.'

"I thought, 'Hang on, you haven't even driven it yet!' But this approach was characteristic of his determination to understand every detail of the car he would race.

"One of the problems in early 1984 was that we didn't have sufficient manufacturer clout to get the right turbochargers. Both cars suffered turbo failure at the first race in Brazil and Ayrton was pushing even then, asking, 'What are you going to do about it?'

"Eventually we became desperate and I think it was Alex who realised that Iveco trucks, who were sponsoring the team, used Holset turbochargers for their products. So I went to their factory and met Steve Miller, who subsequently went to Cosworth."

Holset were initially a little reluctant to get involved in the programme, but the Toleman team's enthusiasm and sense of purpose won them over. Just four days later, Brian returned to Holset and came away with some turbos, after which the team enjoyed virtually perfect reliability through to the end of the '84 season.

"We had that superb British GP at Brands Hatch where Ayrton finished third behind Lauda and Warwick. Gérard Ducarouge, Lotus' chief engineer, came up to me and said 'Brian, you've got the best driver. But you've also got a bloody good engine.'

"At that time we also got involved with Zytek, again pushed by Alex, who helped us enormously on the electronics development side. It was all storming along extremely well, with Ayrton obviously the inspiration for the whole operation."

Of course, the highest spot of Toleman's '84 season came at Monaco, where Ayrton was narrowly beaten into second place by Alain Prost's McLaren as the race was flagged to a premature halt on a near-flooded track.

"Despite Senna crossing the line ahead of Prost, Clerk of the Course Jacky Ickx stopped the race so the order on the lap before gave victory to Prost," remembers Hawkridge. "My enthusiasm for F1 never recovered from that cruel blow. Brian deserved that win, as did the team."

Hart is more self-effacing, having quickly come to realise that Senna's technical grasp of F1 was in another dimension compared with some of the drivers he'd worked with.

"To be honest, it didn't take us long to work out that Ayrton's talent easily outstripped the technical potential we could offer him," he reflects. "I'd seen the first signs of this at a test session we ran at Donington Park just after the Brazilian Grand Prix. The technical feedback he gave us was just astounding for a guy who had done just a single F1 race. ➤

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THE FRESHER UNDER PRESSURE

"Even then, I think we knew that the bloke was going all the way to the top, but I think the clincher was that third place at Brands. He decisively outdrove several people whom he had no right to beat in the car-engine combination we provided. From then on, Ayrton cemented the whole thing together and we went to races knowing we could get the job done. We built some special engines for Hockenheim and we were going to blitz it."

Ayrton later reported it had been easy. He had the Toleman-Hart TG184 running right up there with Lauda's McLaren-TAG and the Lotus-Renault of Elio de Angelis. Then the rear wing broke and he spun into the barrier approaching the Ostkurve. It was a big shunt.

Hart recalls Senna coming back to the motor home in a very pensive mood. Clearly upset that the car had suffered such a dramatic technical failure, he was even more disappointed over losing the chance to show what he could do. That was the moment, thinks Brian, that Ayrton realised he would have to consider a move to another team.

"Ayrton had remarkable mechanical sensitivity," recalls Hart with relish. "I remember he was doing fuel mixture control tests at Brands Hatch and he could feel the response of the engine. We ➳

Right: Kyalami and the rookie prepares for his second GP. Not yet F1-fit, Senna would drag the old TG183B into sixth place, to score his first ever point





A chat about relative budgets? Paul Rosche of BMW with Brian Hart, who became one of Ayrton Senna's greatest fans

'At Brands, Senna decisively outdrove people whom he had no right to beat'

Brian Hart

SENNA'S ROOKIE YEAR

Rio Qualifies 17th, retires with loss of turbo pressure.
Kyalami 13th on the grid; finishes 6th, three laps down.
Zolder Outqualified by team-mate Johnny Cecotto, but is gifted another points-finish when Tyrrell's are revoked.
Imola Fails to qualify after problems with Pirelli tyres.
Dijon With new TG184 and on Michelins. Qualifies 13th but turbo fails on raceday.
Monaco Climb in torrential rain from 13th to 2nd. About to take lead when race is halted early. Half points awarded.
Montreal Qualifies 9th; finishes 7th.
Detroit 7th on grid; crashes under pressure from Rosberg.
Dallas Qualifies 6th; races 4th but twice hits a wall – retires.
Brands Hatch Qualifies 7th; finishes 3rd.
Hockenheim Crashes out of 5th place when rear wing fails.
Osterreichring Running 3rd when engine starts to seize.
Zandvoort Qualifies 13th, but engine failure puts him out.
Monza Suspended! Stand-in Stefan Johansson finishes 4th.
Nürburgring Qualifies 12th, crashes out at first corner.
Estoril Qualifies 3rd, finishes 3rd. Takes 10th in title race.

The fifth round of the season at Dijon saw the TG184s using Michelin tyres. From then on, Toleman would really make their mark



Rainer Schlegelmilch

THE FRESHER UNDER PRESSURE

would check it all out on the dyno, and he would be right. He told me, 'I use the rev counter perhaps for fifth to sixth, but in all other gears I just wait until the boost gauge is at the right point. I can feel the engine struggle a bit, and I stick it into the next gear.'

"He would just read everything off that was in his mind the moment he got out of the cockpit. He wouldn't come back in the evening and say 'oh, and by the way, I remember so-and-so.'

"Then we went to Zandvoort and heard Ayrton had signed this pre-agreement with Lotus for 1984. He was always very emotional about his first F1 season, and in later years would reflect on what it meant to him, but Alex got very upset about the Lotus approach and suspended him from the Italian GP. He just couldn't take it in, couldn't believe it."

Yet Senna tried his utmost for Toleman right to the last race, the Portuguese GP at Estoril, and drove a fantastic race to finish third behind the McLarens.

Brian remembers it fondly: "After the race I walked up the pitlane to see Ayrton on the rostrum, and Creighton Brown of McLaren came up to me and congratulated us on our achievement. 'It's a shame he's going,' he remarked, looking up at Ayrton, 'but he looks as though he absolutely belongs up there.' He was right about that." M

Herr Lauda and heir apparent. Senna's drive at Brands Hatch yielded third place and high praise from Brian Hart.





Brands wasn't all good news: Senna's car had a fire in practice and his team-mate Johnny Cecotto suffered a major shunt

'We went to Zandvoort and heard Ayrton had signed a a pre-agreement with Lotus'

Brian Hart

A FOND FAREWELL

Many drivers aren't seen for dust following the final race of the season, particularly when they're about to switch teams. But Senna wasn't like that. The day after finishing third at Estoril, he stayed on to help Toleman conduct preliminary tests for potential replacement drivers.

"Ayrton arrived the next morning with a very mild hangover, and we had a chat in the truck," recalls Hart. "He said, 'I want to ask you, am I doing the right thing going to Lotus?' I told him, 'Yes, you have to go with Renault and Lotus for your career. They understand it more than we do and they have backing and finance.' Then he went out and ambled this car round two-tenths quicker than he had in qualifying, waving to me as he rounded the hairpin!

"A few weeks later, he called and asked me to come over to Witney where Rory and I sat with him in the drawing office and he told us how difficult it was for him to leave, but he knew that the technical potential at Lotus was more than Rory and I could offer him."

Mixing it with the big boys. Senna is surrounded by Prost, Rosberg Piquet and Mansell at the start of 1984's finale in Estoril. Ayrton went on to finish third in his final race for Toleman



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Renault Dauphine, £4,550
Jensen Interceptor Convertible, £26,750
Bristol 400, £13,900
Austin-Healey 3000, £16,900
Auto Union 1000S £2,890
Singer 9 Le Mans, £9,525
Ferrari 365GTC, £44,405

What to do if you're....selling

Good cars, in fine original condition, regularly make more at auction than they do in a private sale. You need to write an honest description of the car, noting its plus points and any significant events or journeys it has completed. Don't overemphasize its condition, though an accurate description gives the BCA selling team a good basis from which to build a catalogue description of your car.

Whatever vehicle you are selling, it makes sense to present it as best you can to maximise its price. There are 80 or so cars in the viewing hall to choose from, all under intense scrutiny, so the well presented will attract more attention. That means making sure it's clean, complete and working properly. Don't leave boxes of old spares in the boot - and it's amazing what a good T-cut and polish can do. On arrival at the venue, hand over all relevant paperwork, MOTs, bills no matter how old, along with the keys. BCA then takes care of everything and once the car is sold, pays out within 7 working days.



This 1963 Jaguar E-Type 3.8 Coupe was sold for £20,575,
representing just one of a number of these notable sports cars successfully auctioned by BCA.

British Car Auctions



This legendary Jaguar XKSS, faithfully created by Proteus, generated much excitement in the auction hall and sold for £22,000.

What to do if you're...buying

Do your homework

Find out about the model you want to buy, either through the specialist press, through a car club, or simply by buying an appropriate book. That way you'll quickly be able to determine that the car is what it should be, and to pinpoint a model's known potential trouble spots.

Registering to bid

First you must register to bid so buy a catalogue if you do not have one already, and fill in the form to obtain a bidder's number which you will need to show to the auctioneer if your bid is successful. Remember that you'll also need some identification. Normally you'll have to pay for and collect the vehicle by noon the day after the sale.

Take a good look

In BCA's spacious, purpose-built surroundings, cars can easily be inspected on the morning of the sale right up until bidding and in some cases by arrangement, be viewed beforehand. BCA's knowledgeable staff are always on hand to give professional guidance and BCA is the only auction house where you can see cars start, run and drive through the auction hall. Pre-sale viewing is also welcomed on the previous afternoon.

Gain some experience

Attend a couple of sales before you go to buy, that way you'll understand how the auction works before you take part and become confident in making a bid on your chosen car.

Don't overspend

Decide how much you've got to spend, and don't bid over that figure, it's too easy to get caught up in the heat of the excitement. Remember that you'll be paying 7 per cent buyer's premium plus

CLASSIC AND HISTORIC



This fabulous 1932 Delage D8SS Tourer by Henri Chapron sold for £76,000 inc. premium.



BCA's Historic Division also attracts rare vehicles such as this Mercedes Gullwing.

VAT on top of the bid price. So a £5000 car, will in total cost £5411 before you can take it home. But also remember that you have an advantage over any dealers that are bidding; they have to make a profit and you don't, so you can often afford to pay slightly more and still go home with a good buy.

Helpful Professionals

Robin Lawton, Head of the Classic and Historic Division, has over 33 years specialist experience both as a buyer and seller. He joined BCA in 1995 and is a keen vintage car enthusiast, owning and enjoying a 1928 Austin 12/4 Clifton tourer.

Sale dates for 2001

Monday January 29
Blackbushe, Surrey
Auction starts 12 noon

Monday March 26
Blackbushe, Surrey
Auction starts 12 noon

Monday May 21
Blackbushe, Surrey
Evening auction starts 6pm

Monday July 23
Bridgwater, Somerset
Evening auction starts 6pm

Monday September 24
Blackbushe, Surrey
Auction starts 12 noon

Monday December 3
Blackbushe, Surrey
Auction starts 12 noon

BCA hosts two more of its highly successful summer evening sales starting at 6pm at Blackbushe and Bridgwater, Somerset. "Our evening events are a special highlight of the auction year and are unmissable dates for discerning enthusiasts." says Head of the Classic Division Robin Lawton. These prestige events will exclusively feature important veteran, vintage and post-war cars and potential vendors are urged to reserve their place in these sales without delay.

For more details contact Robin Lawton

British Car Auctions Ltd
Classic and Historic Automobile Division,
Blackbushe Airport
Blackwater, Camberley, Surrey GU17 9LG
Direct line 01252 877317
Fax 01252 878741
www.classic-car-auction.co.uk

British Car Auctions

WARHORSES

Ferrari 330P2

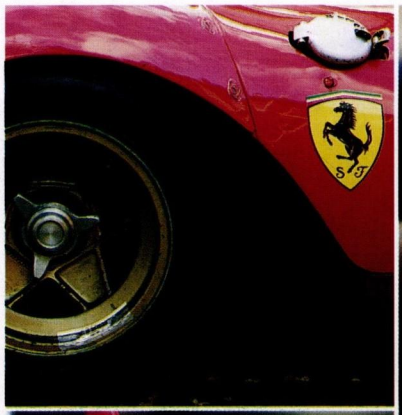
CHASSIS NUMBER 0836

IN THE FIRST OF A NEW SERIES, GORDON CRUICKSHANK TRACES THE CAREERS OF CARS WHICH HAVE JUST NEVER STOPPED RACING. WELL, HARDLY EVER



photography by Charles Best

DAVID PIPER'S GLORIOUS FERRARI 330P2, CHASSIS NO. 0836, JUST UNLOADED FROM ITS TRAILER AFTER YET ANOTHER RACE WEEKEND IN A BUSY 35-YEAR CAREER, ALMOST ALL OF IT IN THE HANDS OF THIS WELL-KNOWN BRITISH PRIVATEER







Racing cars, in general, have short lives. After one or two seasons they are uncompetitive, overtaken in both senses. Today, with the expansion of the historic scene, huge numbers of them have been recommissioned and have returned to the track. But certain cars have been lucky enough to have owners who kept the faith, who continued to use them for their proper purpose even when out of fashion, and when it was hard to find a class to race in. These are the warhorses – time-served, hard-raced, fixtures in the paddock, cars with glowing histories and, frequently, glowing exhausts.

David Piper is such an owner. Arguably Britain's best-known privateer racer, successful with 908 and 917 Porsches, but more famously a favoured customer of Enzo Ferrari. A regular at races large and small for 40 years, he bought his Ferraris straight from the factory and has never stopped racing them. Perhaps his 250LM is better-known, but he reckons his 330P2 is the purer racer.

Providing an important stage in the steady development of the Scuderia's V12 sports-prototypes from 250P to the sensuous P4, the P2 arrived in 1965, and Piper bought his from Maranello towards the end of that year.

'Piper bought his Ferraris from the factory and has never stopped racing them'

In its single season as a factory entry it had won the Monza 1000 Kilometres in the hands of Mike Parkes and Jean Guichet. The same pairing also led that year's Le Mans 24-hour race, but unfortunately 0836 spent 50 minutes in the pits changing discs – all of the new P2s suffered brake problems. Despite this, the car was lying fifth in the 23rd hour when the gearbox, overstretched by being used for compensatory braking, jammed in fifth, and it retired.

As was usual for Ferrari, the factory, already evolving next season's P3 version, arranged to sell the P2s to select privateers – Luigi Chinetti, Col Ronnie Hoare, Jacques Swaters and Piper – but with slightly less sophisticated versions of the V12. Customers received two-cam 4.4-litre units of 380bhp, the factory retaining the magnesium four-cam 410bhp 4-litre units to fit to the new P3. But it was nevertheless a jump on from the 250LM.

"A brilliant car," says Piper. "Loads of torque with the bigger engine, and we could stay with a P3, except on the long straights."

Both Hoare and Piper ordered their cars in Group 7 spec, seeing opportunities on the other side of the Atlantic in the shape of the new Can-Am series which would begin in 1966. That meant ditching the full-width 'touring' screen – "like a sail", Piper recalls – for a cut-down version, and replacing the distinctive faired roll-hoop with simpler, tougher tubing. The mods didn't affect the price: "I paid £6000. That was my standard price for all my Ferraris, the GTOs, the LM…" All painted, of course, in Piper's own shade of bright green.

As soon as Piper collected his new machine, he set out on a tour of duty which took him to Canada and Africa, and quickly proved the car's effectiveness. After a second at Ste Jovite and fifth at Mosport Park, he was asked to do the whole Can-Am series but chose

Unlike so many Ferraris, 0836 is entitled to wear the Cavallino badge on its flank, top left, as it was a factory-entered racer in its first year, winning the Monza 1000 Kilometres; scuffed steering wheel is healthy evidence of the car's numerous races since 1965; Ferrari sponsorship demands in 1979 imposed a red colour scheme, but Piper plans to restore famous vivid green livery soon

SCARRED BUT SHAPELY NOSE, MAIN PICTURE, CARRIES BLANKING PLATES WHERE DRIVING LAMPS ONCE WERE – CAR HAS MUCH NIGHT RACING HISTORY AT LE MANS AND REIMS; DAVID PIPER – PRIVATEER AND ARCH-ENTHUSIAST WHO WAS SO KEEN HE CREATED RACES FOR HIS COLLECTION OF SPORTSCARS TO COMPETE IN; BEAUTIFUL UNRESTORED BODY, BOTTOM RIGHT, IS SKIMPY CLADDING FOR LIGHTWEIGHT TUBULAR CHASSIS

instead to fly the car to Kyalami in South Africa for the Nine Hours where, co-driven by Richard Attwood, he added a fifth victory to his tally in that event. Then he loaded the car onto a scruffy Portuguese cork freighter and headed for the Grand Prix of Angola.

"Luanda was a wealthy place then, like a small version of Monte Carlo," he recalls. "The Auto Club was almost as lavish as the RAC Club in Pall Mall, all gilt and marble. I remember watching National Service men welding down the drain-covers and building up sandbags to stop the cars flying into the foyer of the Hotel Continental."

This was a tough event because of the intense tropical heat: "I carried a flask of iced lemon water. And I won. Very satisfying. Especially as, in those days, starting and prize money for a longer race could total £3000. That was what kept the wheels going round. It got you to the next race."

And especially rewarding because the boat from Europe, which docked the day after Piper had arrived, disgorged from its bowels Ecurie Francorchamps Ferraris for Willy Mairesse, Lucien Bianchi and Jean Blaton to drive, a Filipinetti-entered 7-litre AC Cobra for Jo Schlesser and a nimble Brabham BT8 for Denny Hulme, no less. Piper's earlier aside to his mechanic that the race would be "a piece of cake" rebounded on him. But he still had it. And ate it.

For the following season, 1966, Piper again selected his favourite races to enter his stable for. 0836 brought him yet more South African wins – the Kyalami Nine Hours and Cape Town Three Hours – a fifth in the Scott Brown Trophy at Snetterton and a ninth in the Tourist Trophy at Oulton Park. But his favourite result was the win he secured in the Auvergne Trophy around the snaking Clermont-Ferrand circuit, backed up by Attwood taking second in Piper's 250LM.

In 1967, Piper was living in Modena: "I had a workshop near the Autodrome, and they let me test there for free." Handy, as new FIA regulations meant altering the car to carry twin vertical luggage boxes slipped in each side of the exhausts. The car also received revised and updated bodywork with yet another windscreen, the present sleek all-enclosing affair. It still carries its token baggage lockers, their drop-down bottom panels closed with self-tappers as if to drive home the tokenism of this rule.

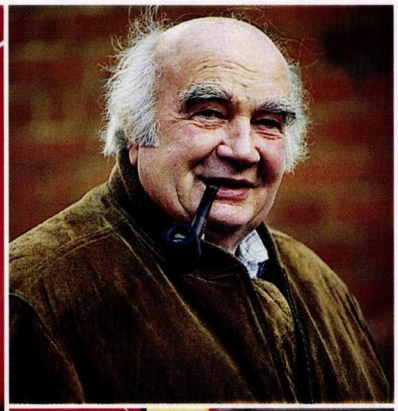
'He loaded it onto a scruffy freighter and set off for the Grand Prix of Angola'

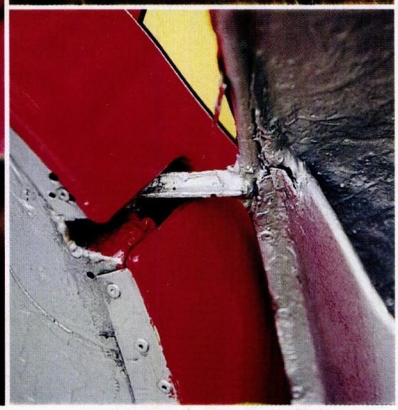
Piper still has the old tail, as well as the original tall screen, different spoilers and the car's original set of Dunlop-style pierced wheels, replaced by a set of the famous gold five-spoked Campagnolos when Maranello upgraded it with some of the P3 modifications. In fact, if it weren't for the air-intakes over the rear wheels, instead of chiselled into the doors, you might think it was a P3.

The new bodywork, though, lasted only days. On the way to ship the car to Daytona, a cement lorry ran into the trailer, damaging the tail, and Piper rushed back to Modena, where Piero Drogo hastily repaired it. By catching a plane, they just made it to Daytona, only to retire with gearbox failure when lying in second place. The same fault caused another DNF at Sebring.

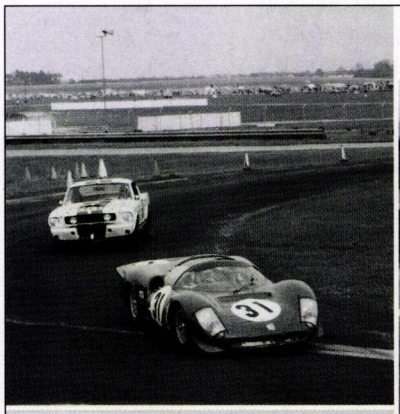
There was drama in the Reims 12-hour ➳

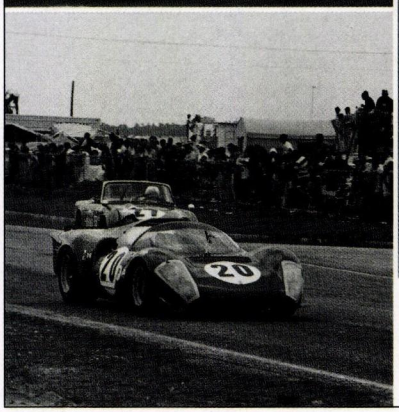






THE EARLY YEARS: UPDATES AND DOWNSHIFTS







Photographs this page: LAT

FOR 1967 PIPER AND ATTWOOD CONTESTED THE 'TROPHÉE EUROPE-AMERICAIN' WITH 0836, COMPRISING LE MANS AND REIMS PLUS DAYTONA, TOP LEFT, AND SEBRING, LEFT. BUT GEARBOX FAILED IN BOTH US RACES, RECALLING 1965 LE MANS, ABOVE, WHEN PARKES AND GUICHET LED, ONLY TO STOP IN THE 23RD HOUR. NOTE DUNLOP ALLOYS AND EARLY BODY WITH CLUMSY SCREEN

race, where he shared the car with with Jo Siffert. While Siffert was driving and the car was leading, and with only two laps to go to the finish, a rod came out of the engine. Jabby Crombac, who was nearby, shouted to Siffert not to start another lap, and instead he pushed the P2 over the line to finish second, losing their lead to Guy Ligier and Schlesser in a 7-litre Ford MkIV. Quite an achievement, but the social side impressed too: "Afterwards Moët et Chandon threw a tremendous party at their chateau – huntsmen in red coats blowing bugles, fireworks, and Toto Roche presiding. The French really know how to throw a party. There's no style left nowadays, except maybe at Goodwood."

But it wasn't only high-profile events: with racing in his blood and start money as the essential lubricant, Piper used his exotic machine in almost any race it could enter, be it at Croft or Crystal Palace ("I crashed – brake pipe broke"). He keeps notes, but his patience doesn't run to making a full list: "I used to do about 35 races a year, you know."

It's here that 0836 has a brief holiday in its extensive career. With Ford overshadowing Ferrari at the Le Mans showpiece, the older prototypes had become also-rans, though Piper still sought class honours in his 250LM. But the P2 seemed redundant, and he sold it through Colin Crabbe to a Swiss collector.

It sat still for a couple of years, until sentiment got the better of Piper and, in 1970, he repurchased it: "I just felt I ought to have it back – I was rather fond of it."

'Piper used his exotic machine in almost any race it could enter'

He also made an approach to Enzo Ferrari for a quad-cam engine, to return the car to factory specification – and got it. He always got on well with *Il Commendatore*: "A real patriarch, but great fun and a good sense of humour." Because of this mutual respect, 0836 is now the only P2 fitted with the 4-litre magnesium power unit.

Trouble was, at that time there were no suitable races for an old sports-racing car, no matter how significant or beautiful, so there it sat, looking gorgeous and desperate for action – until the arrival of the FIA historic championships. Now Piper was faced with a dilemma. Ferrari offered him sponsorship for 1979, but only if he repainted his green cars: "They thought all Ferraris should be red, whereas I liked being the odd one out. But I had to do it to get the deal." And 0836 has been red ever since, though he would love to revert: "It's just the cost. But we returned the LM to green for this year's Le Mans event; perhaps this one will be done next year."

While the FIA series offered some competition, Piper had a dream of a proper grid of Sixties Le Mans cars, and finally accepted that it was up to him to make it happen.

"In 1982, Mike Knight and I started the SuperSports series. At first there weren't enough Le Mans cars so we ran with Can-Ams, but as more and more prototypes came out of museums, grids improved, until Charlie Agg and I agreed that he would run the Can-Ams and I the Le Mans cars."

For a while the series supported the grands prix, allowing Piper to exercise the P2 and his other charges at Spa-Francorchamps, Österreichring and Dallas, but before long the novelty faded for organisers.

"The money dried up," says Piper, cutting to the quick as usual. Despite having been a professional until 1970, Piper is the archetypal privateer and laments the passing of the start money system. "It was John Webb [Brands Hatch's supremo] who stopped paying it. First he only paid finish money, then he stopped that too. Now you have to pay them. And there are many wealthy people who didn't have the chance to race these cars new who are prepared to do it."

During the Eighties the Oldtimer Grand Prix at the Nürburgring was drawing huge crowds, and the British were winning all the races, yet there was no equivalent here. Piper,

ENGINE BAY DOMINATED BY COILS FOR TWIN-PLUG IGNITION AND TRADEMARK WEBER INTAKE THROATS IN CENTRE OF V. P2S WERE SOLD TO PRIVATEERS WITH LARGER TWO-CAM UNITS, BUT PIPER HAS REFITTED ORIGINAL-TYPE 4-LITRE FOUR-CAM ENGINE; SEDUCTIVE CURVED SCREEN WAS FITTED IN 1967 TOGETHER WITH SLEEKER P3-STYLE BODY; SAGGY SEAT AND UNPOLISHED GEAR GATE PROVE THAT RACING COMES BEFORE SHOW

who became FIA historic champion in 1990 with 0836, saw the potential: "I was on the BRDC board and wanted to bring a British equivalent of the Oldtimer GP to Silverstone." Thus was born the Christies (later Coys) Festival, the first and biggest of the historic race meetings which have been such a popular success.

From the Eighties on, the number of historic meets expanded, and more recently the Shell Ferrari Challenge has tempted yet more Le Mans Ferraris on the track. Now there are as many suitable races for the P2 as there were in its youth, and Piper has campaigned it continuously, either driving himself or loaning it to trusted pilots. How many races? Even Piper isn't sure: "I keep saying I'll write a book about it all, but I'm too busy keeping the cars going. I do about 10 races a year, and if the 512s fall off, I'm usually on the podium with the P2."

In all that time, 0836 has never suffered a 'restoration' – it still features the extended footwell and adjustable pedal-box demanded by Parkes' lanky frame – instead merely the ongoing maintenance of a racing car, carried out by Piper's own two-man team in his packed workshop. There's barely any room between his 330P, the famous 250LM (its engine removed for overhaul ready for January's Kyalami race) and the P2 we have come to see. Behind another door, four wheels showing beneath a blanket turn out to be attached to the wonderful Matra MS650. Resting on top of the Matra is a spare, fibreglass tail for the LM, which is fitted if the team consider a race to contain a high risk of contact. On the high-lift ramp above is yet another Ferrari, the green 365P. Rows of trophies crowd the shelves, not on display, merely stored here along with lamps and coils and bearings. Outside, cars clearly come first: where once there might have been flower borders or lawns, there's concrete, transporters and trailers.

The P2 has just been rolled out of its trailer, after returning from Mugello where John Lewis finished fifth in it and won his class. From a distance it gleams; closer up it shows all the signs of hard work. There's race dirt on the Campagnolos, scrapes on the corners. In the cockpit the chassis tubes are polished with wear, the wheel's leather rim scuffed. There are no scrutineers' tags from its days as a factory entry, or even from the scores of races it's done since – they are stripped off ready for each new race.

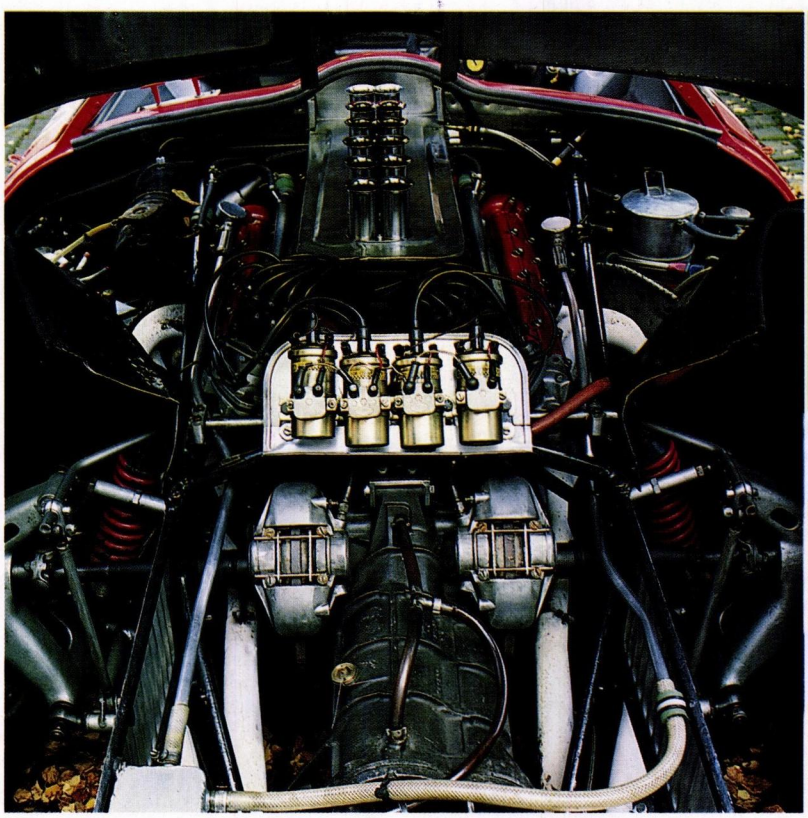
'Chassis tubes polished with wear, the wheel's leather rim scuffed'

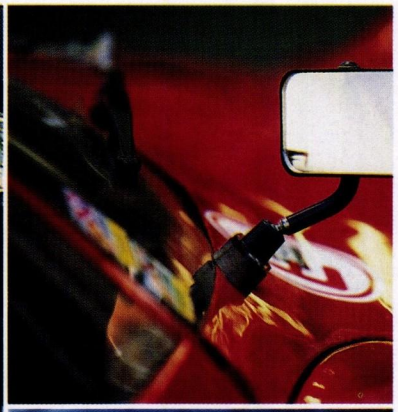
Under the skin it's conventional Sixties Ferrari: tubular frame, wishbones up front, trailing arms behind. The row of paired Weber carb intakes dominate the engine, like the missile silos on a nuclear submarine, and the block is enmeshed in cables for the twin-plug, twin-distributor ignition.

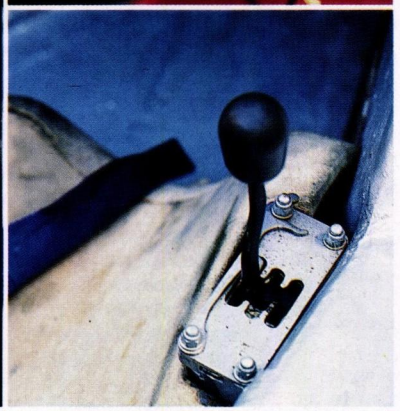
For simpler access the clutch is on the tail of the gearbox. Piper's own mods are few: a Gurney flap, some air trunking to the rear discs, a forward intake to improve demisting. It's not bulled up; it's just a well-used 35-year-old racing car.

I spot black rubber scuff marks and dented aluminium. Evidence of hard racing? "No, someone ran into the trailer on the way back."

Sometimes history repeats itself. M







'He'd let his guard down. And his favourite place in the world had taken the opportunity to rise up and annihilate him. RIP, Jimbo, you poor sonofabitch'

THE ROUGH-TOUGH AMERICAN DIRT-TRACKS OF THE '50s TOOK NO PRISONERS – INCLUDING THE ROUGHEST, TOUGHEST BADASS OF THEM ALL, JIMMY BRYAN. JOE SCALZO UNRAVELS THE CONTROVERSIAL DOWNFALL OF AN INDY 500 WINNER

Jimmy Bryan's accident in the Langhorne 100-mile dirt-track race on 19 June 1960 was bad enough, but its aftermath was worse: bereft members of the Indycar culture, like Rodger Ward and chief mechanic Clint Brawner were conceding, gloomily, that Jimmy had brought the whole thing down on himself.

Bryan, once Langhorne's grand master, broke into the lead at the beginning, even though he hadn't raced a dirt car in two-and-a-half seasons and had been away from Langhorne for three. At full flight into the downhill area called 'Puke Hollow', his car – A J Watson's Leader Card Special – appeared to go into a long skid, and then was enveloped in a conspiracy that included Don Branson, Jim Hurtubise, Jack Rounds and Jim Packard. Amidst thunderous Offenhauser warwhoops, the white Leader Card reared and began overturning. And when all the flipping ended, Bryan, the almighty emblem of dirt-tracking, was on the receiving end of (as 1950s hard-guy lingo put it) 'all of it'.

World racing was already numbed – this was the same calamitous weekend that Formula One lost Chris Bristow and Alan Stacey at Spa – but next came those shocks and revelations from Ward and Brawner. Ward, the Leader Card Special's regular driver, claimed that he had warned Bryan about the automobile's tricky handling; the Leader Card, a cross-torsion bar Watson, was a finesse car, and therefore hardly Jimmy Bryan's cup of tea. And Brawner, who was arguably Bryan's 'creator', bitterly weighed in, recounting a strange conversation that he and Bryan had just before the green, when Bryan had seemed abnormally apprehensive.

Put together, the two accounts seemed to say that, truly, Jimmy had done it to himself. And in the fallout that followed, Bryan, formerly a colossus, was devalued. He'd let his guard down. And Langhorne, his favourite place in the world, had taken the opportunity to rise up and annihilate him. RIP, Jimbo, you poor sonofabitch.

Ward knew more dirt-track tricks; Tony Bettenhausen had more



mystique; Bob Sweikert was more unorthodox; lackadaisical Jud Larson, when the spirit moved him, always outbroadslid everybody; and the taciturn Johnny Thomson could sometimes match Bryan around Langhorne. Jimmy Bryan, nevertheless, was grand master.

He and his trademark Dean Van Lines Special won 17 of 45 dirt champ 100-milers from 1954-57; they took second or third 10 times; they racked up a streak of eight consecutive match wins.

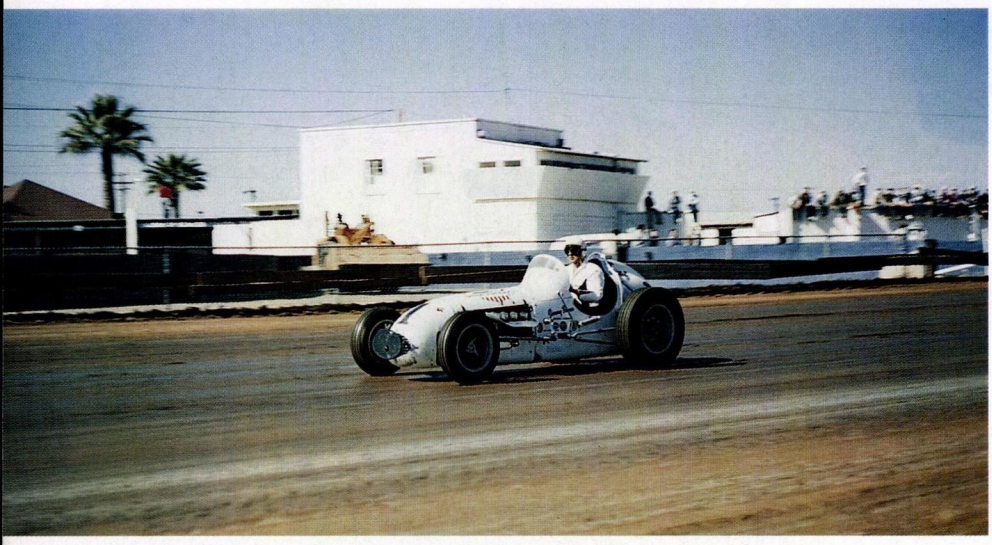
How does anybody achieve such dominance? In Bryan's case it was a matter of unleashing a new strategy on dirt-tracking based on aggression, intimidation, superhuman discipline, complete lack of fear in traffic and a fanatical obsession for every rough surface from Langhorne to Sacramento. 'The Walking Ox' was what continentals named him after he'd gone to Italy in 1957 and blown away all of them at Monza's Race of Two Worlds, and the tag was apt. Bryan had the stamina to carry a fractured race car home on his broad back and still win, as he and the disintegrating Dean nearly did on the bricks of Indianapolis in 1954, when they were overcoming the Fuel Injection Special of Billy Vukovich. And what about Bryan at his home crucible Phoenix in '57? After either getting crowded off the groove or just losing it, he left the track – just disappeared through a hole in the fence. And just when everybody thought they'd seen the last of him this time, he re-entered the race, bringing pieces of the fence with him. Winning, he pulled his 'Look Ma, no hands,' celebration stunt of throwing both mitts into the sky, one of two Bryan trademarks: keeping a long and unlit cigar clamped in his kisser was the second. At Phoenix, though, there'd been even more zest than normal, because the victory made Bryan national Indycar champion for the third time in four campaigns.

Bryan had so many hard miles on him he looked older, but he was only 33 when Langhorne took him out. Born on 28 January 1927, ➳

Indianapolis Motor Speedway; Nigel Roebuck



Unlit cigar was a Bryan trademark. Grizzly looks belied the young age at which fate overtook him at Langhorne in 1960 (left)



Bob Tronolone

'He was ready to fight, even if he had to take on every Vukovich in Fresno. Instead, Bill congratulated him'

Above: Bryan plunged through a track-side fence in Phoenix in '57, but then reappeared to win the race outright. Below: 1958 Indy 500 win was double-edged as it took Bryan away from his beloved dirt tracks. His eventual return proved fatal



Indianapolis Motor Speedway

son of a Phoenix firefighter and a loving, nerve-wracked mother who disapproved of his racing, he left Arizona as a teenager to get in on World War II. Many unreconstructed warriors took up racing following the armistice, and Bryan, who emerged from the Air Force with his wings despite being only a kid, was one.

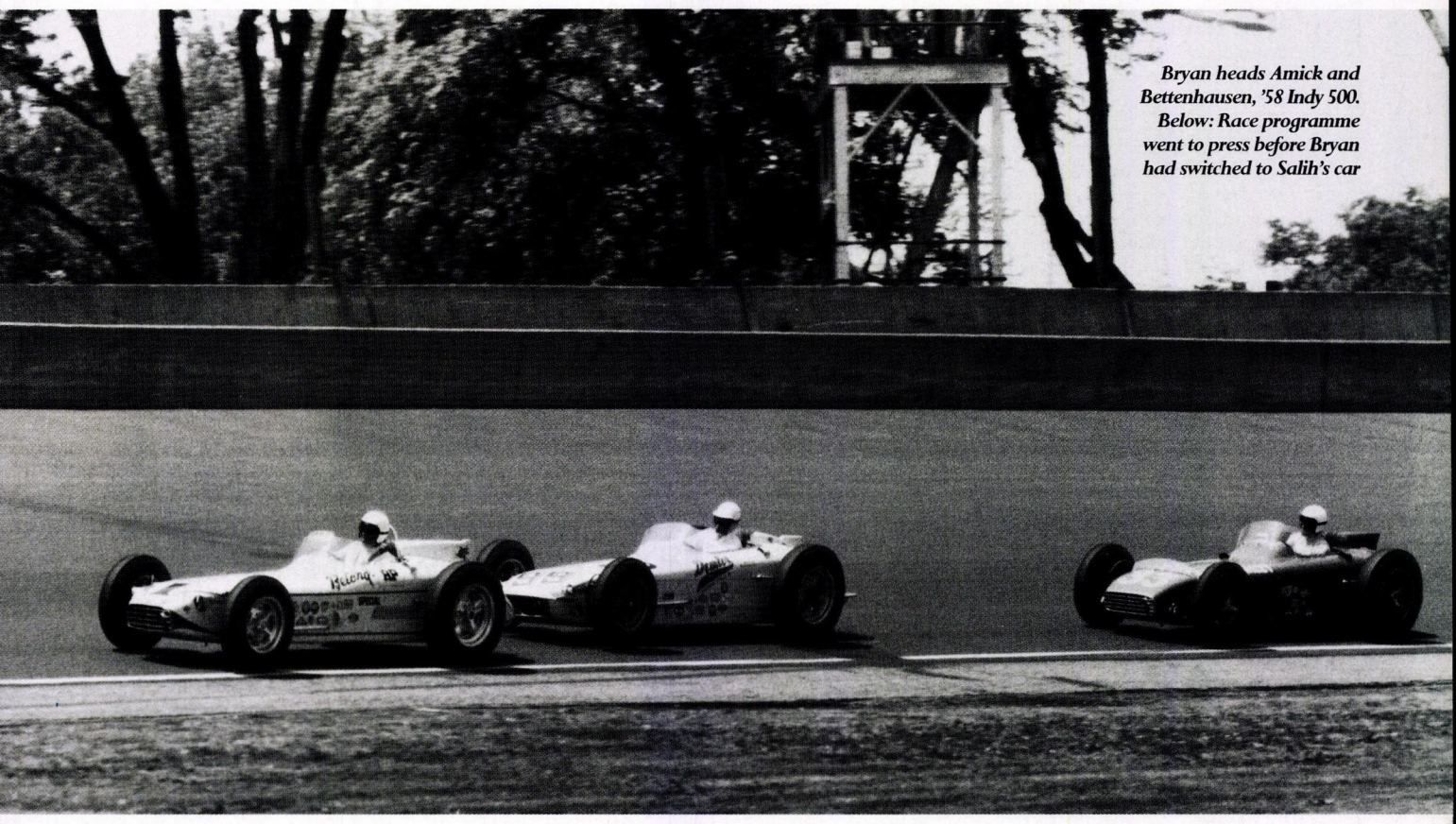
Two monster races, one in a midget, the other in a sprint car, created his early legend. The first was at the California racing citadel of Fresno, home of Vukovich and all his irascible relatives. 'Vookie' stuffed a wheel up to Bryan's elbow, and Bryan, in an unthinking, automatic response, did the same thing in retaliation. Afterward, when 'The Mad Russian' presented himself, apparently preparing to brawl, Bryan was ready to fight in return, even if he had to take on every Vukovich in Fresno. Instead, Bill congratulated him.

Bryan's second breakthrough took place when he was travelling across Pennsylvania and happened upon a sprint car engagement at Williams Grove, a short track that the Pennsy-Dutch deity Tommy Hinnershitz guarded like a fortress. Bryan threw an impossible manoeuvre around the outside and waxed 'Terrible Tommy'.

But midgets, sprints, and stock cars weren't Bryan's medium: his genius broke loose when he started shaking down 270 Offenhausers on the big dirt miles. His initial championship success was in 1953, when he won the 100 Miles of Sacramento for winsome car owner Bessie Lee Paoli, but his real story began in 1954 when the Dean Van Lines team recruited him to race its white-and-blue Kuzma.

Officially, the Dean outfit belonged to Al Dean, a sportsman and rake from the Martini-and-country club circle. But the team's true boss was its holy terror of a chief mechanic, Clint Brawner – hardliner, roarer, inspired racing strategist and sly deceiver. With his trademark Bedouin bandana and ancient straw hat, Brawner, just like Bryan, looked grizzled beyond his years. Furthermore, his explosive temper and blaring voice stampeded racing officials, stewards, and especially drivers. Yet Brawner was fully aware of the calibre of race driver he possessed in Bryan and would do anything for him. Once, when Bryan appeared to be getting cheated because of a yellow caution flag, Brawner, choleric, tried physically assaulting three stewards at once. A race that Bryan was clearly losing to Bob Sweikert ended instead in yet another Bryan victory after Brawner – who had worked with Sweikert, and knew that pressure could unhinge him – tormented Sweikert and finally did him in with a trick signal.

Sweikert, who defeated Bryan for the 1955 AAA national championship was, while he lived, probably Bryan's most ➳



Bryan heads Amick and Bettenhausen, '58 Indy 500. Below: Race programme went to press before Bryan had switched to Salih's car

formidable adversary. The pair even shared the same flaw: an obstinate fondness for race tracks from Hell. Salem Speedway, down in the drowsy but sinister apple orchards of southern Indiana, was Sweikert's favourite. Rimming its tall walls, Sweikert and his brother high-bank sensualists chilled out one and all. Even Bryan wouldn't race there.

Bryan's chosen baliwick was Langhorne, 'the big left turn', in Pennsylvania's equally rural Bucks County. Just what a war theatre as infamous for bloodbaths as Langhorne was doing in Bucks County – a haunt of high-brow writers and artists – has never been explained. Diehards rated the 100 searing miles of Langhorne one of the few ennobling experiences in racing, others being the Indy 500, the Mille Miglia, Spa and the old Nürburgring. Bryan would have agreed. Langhorne was where he always worked at the absolute limits of his talents. The first driver to win twice in succession, his 1954 score demolished the standing record by three minutes; then in '55 he topped that by winning despite only three of four Offenhauser cylinders firing.



Nobody else roused the Langhorne faithful like Bryan. And Brawner, oddly enough, hated it. Brawner was so proud of Bryan that sometimes the chief mechanic imagined that Bryan was his *Pygmalion*. But after spending three harrowing summers watching him hang his hide out zapping around the 'Horne, Brawner came to despise what he'd created. Just like all 1950s drivers, Bryan – who weighed in at a righteous 14 stone – was totally exposed in the cockpit and vulnerable from hips to helmet top. Spending 100 agonising miles watching Bryan work Langhorne's outermost fringe – up where the track merged against a rampart of dense woods – twisted Brawner's belly into an excruciating knot. Eventually he couldn't make himself watch at all. Like so many alleged tough guys, Brawner was secretly sentimental. Vowing not to be the chief mechanic whose race car killed Jimmy Bryan, he sadly informed Jimmy that if he still wanted to race at Langhorne he'd have to do it with somebody else.

In 1958, following six previous failures there, Bryan won the Indy 500. But to do so, he'd had to abandon Brawner and Dean Van Lines and race the celebrated sidewinder Offy of George Salih and Howard Gilbert. Brawner never fully forgave him for it.

And then – too late – Bryan discovered he had outsmarted himself. In the exuberant but lethal 1950s, Indy's champion was unofficially sentenced to the agony of semi-retirement. He was expected to climb off the devouring dirt tracks and go enjoy his big payday. And sure enough, for 1958 and 1959 Bryan accepted accolades and commercial endorsements and made himself a model winner by hitting the banquet circuit and mouthing goodwill ambassador speeches. He also made himself miserable. Another famous old warhorse named Napoleon went through the same ordeal: happy at war, a mess when at peace. By 1960, Bryan couldn't take it anymore and sought serious action.

His opportunity to race again came about in the most casual way imaginable. During an otherwise routine boozy June night at the bar of the Holiday Inn across from the Brickyard, A J Watson – car constructor and star mechanic of team Leader Card – came walking out of the gents just as Jimmy came walking in. Knowing that Ward wasn't going to, Jimmy asked A J: "Who's going to run your dirt car at Langhorne?" And A J replied automatically, "You are."

Ward was horrified when he heard. Most of his vivid generation had already succeeded in killing themselves off, including Sweikert who, in 1956, had bought it – call it rough justice or hubris – at ➠

Indianapolis Motor Speedway; Nigel Roebuck

Salem. Accordingly, Rodger tried arguing Bryan out of it. He failed.

One thing was sure. On that last afternoon of his life, Jimmy still knew his way around the 'Horne; his time-trial lap was second-fastest, and parked him on the outside of the front row. As for the opposition he was confronting, he had been away so long that he scarcely knew Don Branson, Jim Hurtubise, Jack Rounds or Jim Packard. But all four of them well knew what a great target Jimmy Bryan made – and set aim accordingly.

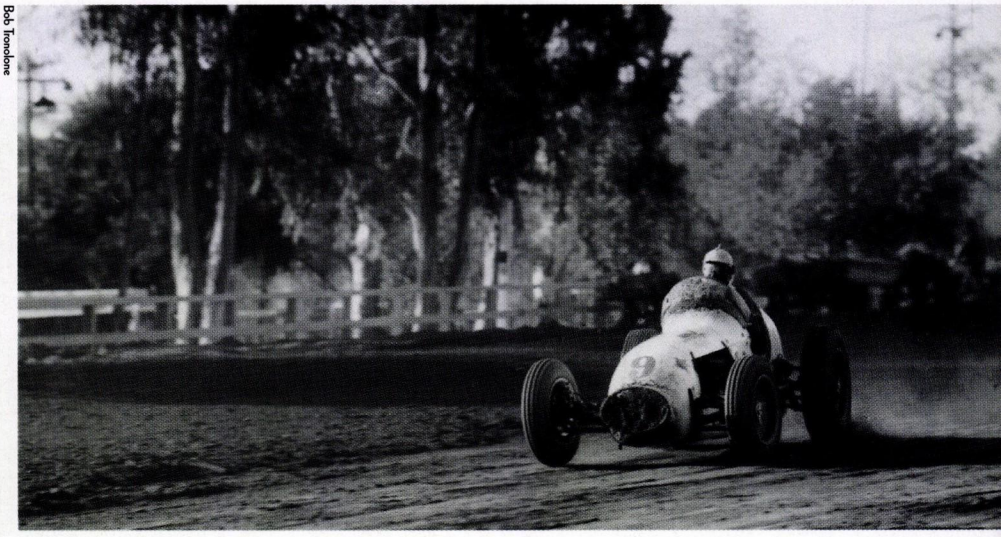
Bryan's body was returned home to Arizona, then buried on an even more hellish Phoenix afternoon than usual – desert temperatures hit 106 degrees. Afterwards, his widow and two young daughters disappeared into mourning; and back in Indianapolis, just to make everybody feel bad, a mawkish dirge called *The Ballad of Jimmy Bryan* ("The other drivers were a-cryin' for their good friend Jimmy Bryan, but Jimmy was a-dyin'") became the new jukebox favourite at the White Front. This was the famous house of spirits where Bryan used to rough-house after dark with all the other hellraising drivers and carousing mechanics. Sometimes it got so crowded you couldn't find a place to sit down, so jovial Jimbo was in the habit of clearing a table for himself by heaving a counterfeit M80 firecracker in its direction, making the occupants bolt. If they still didn't, the next banger Bryan tossed would be the real thing.

Long, long after 19 June 1960, broken-hearted White Front denizens would wait in vain for that familiar ka-bloom!

IN 1999, JACK ROUNDS, THE LAST LIVING member of the quartet of young bloods who attacked Bryan in 'Puke Hollow' all those years ago, bought the jackpot by augering in with a private plane. Rounds, better known as 'Upside-down Rounds', had started Langhorne in the row immediately behind Bryan. He was occupying, in other words, the best seat in the house when Jimmy began his last skid. And his version of what took out the great Bryan wasn't the accepted one, to say the least.

According to Jack, driver error had nothing to do with it. Rather, it was a deflating tyre that put Bryan on his head. The individual who'd mounted the tyre – not A J Watson – had inadvertently pinched its inner tube. And the facts have always been kept under tight wraps to spare his reputation and conscience. 'Upside-Down' was serious – and could get quite worked up about it: "I admired Jimmy Bryan as the greatest dirt-track driver of all. I never bought the theory that at Langhorne he was some old has-been who couldn't adjust to a new car. And," he forcefully concluded, "I never will." M

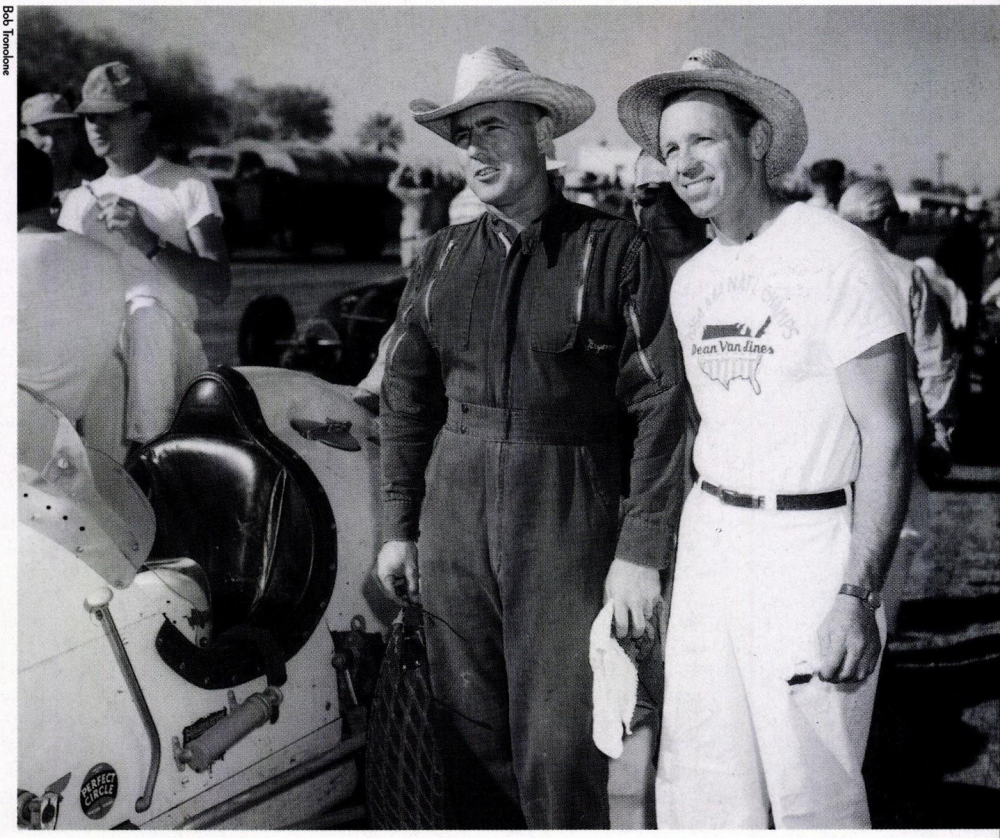
Bob Tronolone



Above: Sacramento's dirt-track was the scene of Bryan's first big win, USAC '100'. Below: In 1954 Bryan (in overalls) joined the Dean Van Lines team, where he was moulded by Clint Brawner (in t-shirt), a "holy terror" of a chief mechanic

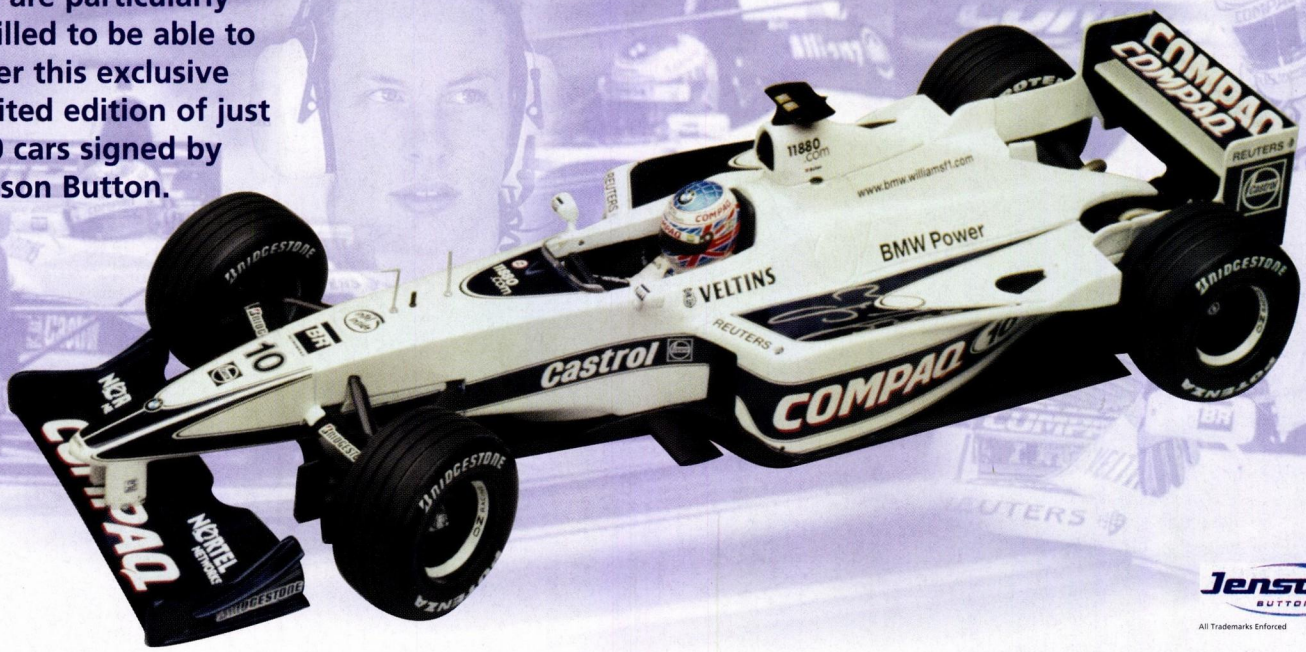
'Back in Indianapolis, a mawkish dirge called 'The Ballad of Jimmy Bryan' became the new jukebox favourite'

Bob Tronolone



A signed 1:18 limited edition of Jenson Button's BMW Williams FW22

We are particularly thrilled to be able to offer this exclusive limited edition of just 500 cars signed by Jenson Button.



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It is no exaggeration to say that Jenson Button has taken the world of F1 by storm this year. After a number of high profile flops in recent years there were many who assumed that Jenson would befall a similar fate. Indeed some commentators, quite unwisely, went very public on their pessimistic predictions!

But with 8th position in the Championship, Jenson actually finished higher than Prost, Senna and Schumacher did in their first seasons.

But this was not a case of getting lucky by gaining a seat in the season's best car. Whilst the car was undeniably competitive, one of the most impressive aspects of Jenson's performance in his first season was the way in which he matched up to his more experienced and highly rated team-mate, Ralf Schumacher. And at Spa, he even out qualified Michael!

Jenson's talent and temperament mark him out as an outstanding prospect for the future; a driver of undoubted World Championship potential. And the British public has taken to him in a major way. Already he has filled Damon's driving boots and has shot to the top of the UK driver popularity poll.

If Jenson goes on to fulfil his early promise, this unique and exclusive collectors' item is going to become very valuable indeed.

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The BMW powered FW22 marks a turning point in the fortunes of the Oxfordshire based team after the disappointment of recent seasons. Nobody expected the new partnership to perform so well in their first season together. The future looks bright.

This 1:18 die-cast metal replica, measuring some 10" in length, is made by leading Formula One specialist, Paul's Model Art, of Germany.

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The unsigned car **(DC2018)** costs **£42.99** . The signed version **(DC2007S)** costs **£99.99**

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But you may need to move quickly; at the end of November as we went to press, less than 100 of both the signed and unsigned cars remained.

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BELL FULL-FACE HELMET

GIVEN THAT EARLY RACING WAS ON UNSURFACED ROADS, IT'S SURPRISING THAT FACIAL PROTECTION FOR DRIVERS TOOK SO LONG TO ARRIVE. KEITH HOWARD CHARTS THE APPEARANCE OF THE ONE SAFETY FEATURE WHICH RACING HAS BORROWED FROM 'BIKES

photography by Charles Best

Ask any neurosurgeon and he will tell you that the living human brain is nothing like the firm, grey, formalin-preserved specimens you see in glass jars in anatomy labs. It's light pink in colour because of the blood coursing around it, and it has a consistency something like thick porridge. It's so soft, in fact, that it can't support its own weight.

Even within its cushioning cerebrospinal fluid and meninges, and the hard, tough shell of the cranium, this delicate structure is, unsurprisingly, susceptible to damage as a result of the high forces involved in car accidents. Susceptible but not exactly vulnerable, since the tolerance of the human animal (young, healthy examples, at any rate) to high decelerations is remarkable – as the redoubtable Colonel John P Stapp of the US Air Force proved in a series of hair-raising experiments conducted first at what is now Edwards Air Force Base in California and then at Holloman AFB, New Mexico, over a period of seven years from 1947.

The best known statistic from Col. Stapp's final, 10 December 1954, ride on Sonic Wind I, the rocket sled that fired him and other human guinea pigs across the desert with ever increasing ferocity, is that it blasted him from zero to 632mph in five seconds, making him the fastest man on earth. But the sled's top speed and the 5.8g average acceleration provided by its 12 solid fuel rockets weren't the significant part of the test, which was intended to simulate the forces involved in ejecting from an aircraft at supersonic speeds. That came at the end of the run, where the sled hit a water splash designed to decelerate it with even greater force.

On that last outing Stapp was brought to a halt in a time of 1.4sec, an average deceleration of 20.6g with a peak of over 40g. He suffered temporary loss of vision and had to be removed from the sled on a stretcher, but he made a full recovery and lived to the impressive age of 89. Without such innate resilience human beings could never have gone motor racing, or competed in a host of other rough-and-tumble sports.

For obvious reasons, the focus of helmet design at that time was on enhancing protection of the brain. The hard outer shell was intended to function as a kind of secondary cranium, providing limited protection against penetration, while the compressible lining within acted to reduce the deceleration experienced by the brain if the head impacted anything in the course of an accident. This, and the fact that helmets for motorsport followed the example of helmets designed for aircraft, which had to allow access to the mouth and nose for an oxygen mask, meant that open-face designs were universal.

In retrospect, it seems surprising that racing drivers didn't quickly call for something better, because there is much else a motorsport helmet can and should do. The romantic images of drivers with blacked faces, relieved only by two pools of clean, goggle-protected skin around the eyes, hide the fact that it wasn't only exhaust fumes from the car in front which flew up at them. Dan Gurney, who was to play a key role in promoting a better helmet design, still clearly recalls one frightening example.

"I was in Frank Arciero's 4.9-litre Ferrari and I was trying to overtake a car ahead of me which fired a stone from under a rear tyre. It went right through the windscreen. It was more akin to a bullet than a pebble. I thought, 'That would've really smarted!'"

Gurney had already contrived a leather face mask to give improved protection, but it wasn't until he went to watch some dirt-track motorcycle racing at Ascot Speedway in Los Angeles that he found a complete solution already in use. In dirt-track racing the problem of flying stones was even worse – "like a fire-hose full of them" – and the bikers had an altogether superior defence against it: the full-face helmet, introduced by Bell Helmets, which extended the protection under the eyes, over the nose and mouth and down to below the chin. Instead of the rider having to wear goggles, a fixed visor provided eye protection.

Gurney realised that here was a ready-made solution to the racing driver's similar problems. Although he wasn't the first to wear a full-face helmet in a racing car – his protégé Swede Savage, an ex-biker, beat him to it in 1967 – Gurney it was who brought the design to everyone's notice when he wore it for the first time at the Indy 500 in 1968 and, in F1, at the Nürburgring that same year.

He was an instant convert. "I wasn't the shortest guy in racing, so I normally caught my share of things in the face. The full-face helmet was just so much better – like you were driving a coupé instead of an open roadster. I didn't know if it would work in the rain but, with anti-fog treatment on the visor, it turned out to be better in the wet, too. It was such a big leap forward it was sensational."

Other drivers took a little more convincing, although within a couple of seasons most saw the light. Why the delay? "Human nature and the reluctance to change was part of it. Then there was concern about whether it would fog up under these often difficult conditions in the rain, but it turned out it didn't. And some people are claustrophobic – I think there was also some concern about that."

Welcome as it was for drivers not to have their faces peppered with flying stones, the full-face helmet deserves to be regarded as much more significant a development than that. As the letter from surgeon Alistair Gray in our November issue emphasised, a full-face helmet can make the difference between escaping unscathed and sustaining injuries that can cause permanent disfigurement.

You often hear talk of the world of motorcycling contributing technologically to car design, but the idea of it contributing anything to safety seems faintly ludicrous. The full-face helmet is the exception.

The only puzzle is: Bell never patented it.

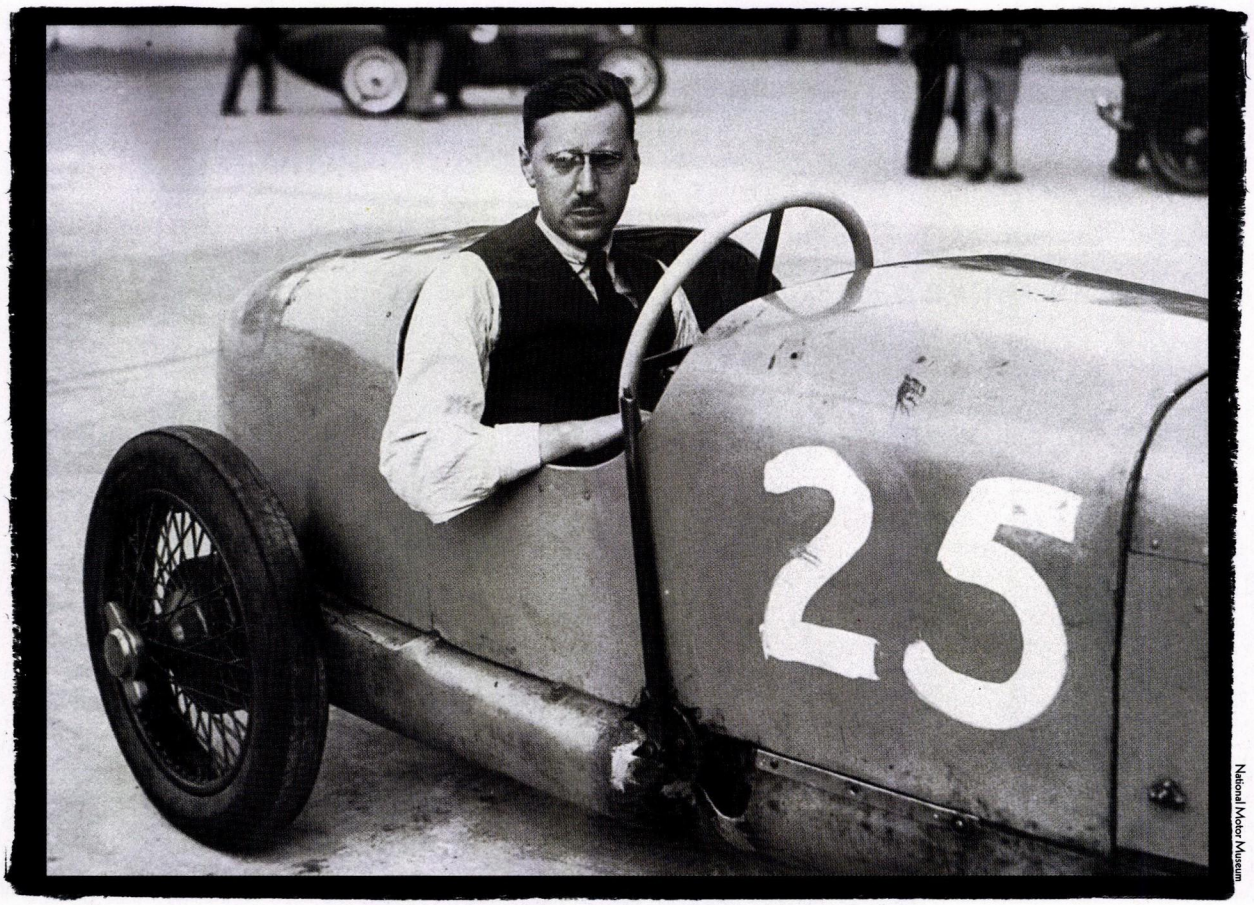
Thanks to Don L'Heureux for his help in preparing this feature



LAT

Classic design and colour scheme: Amon sports Bell's F1 trendsetter

Helmet courtesy of Claire Schecter



National Motor Museum

Captain D M K Marendaz racing one of his cars in the 25-mile Gold Star at Brooklands, on Whit Sunday, 1928

SPECIAL

WORLD WAR ONE PILOT, CAR MANUFACTURER, AIRCRAFT BUILDER AND ART COLLECTOR – CAPTAIN MARENDAZ BOASTED HE'D DONE IT ALL. BILL BODDY SEPARATES FACT FROM FICTION

Among small-output British sportscars the Marendaz Specials have a definite place, made more memorable by their colourful, self-publicising creator. They were raced and rallied and sold as individual, fast road cars, and were the product of Capt Donald M K Marendaz, whose family came from Switzerland in the 1700s and settled in Wales. He flew Armstrong-Whitworth FK8s of No35 squadron RFC during WWI, having been fascinated by watching C S Rolls flying balloons and aircraft near his school at Monmouth. However, he was invalided out of the service in 1918 and though he retained a life-long interest in flying, he never flew again.

Before the war, Marendaz had been apprenticed to Siddeley-Deasy in Coventry and after demobilisation he entered the motor industry, joining T G John, later the celebrated Alvis designer, at Holley Bros, carburettor makers, in Coventry.

DMKM then elected to make 500 gearboxes for the Emscote cyclecar, a project of Marlowe and Seelhaft, the former ex-works manager at Standard's, the latter an apprentice with Marendaz at Siddeley-Deasey. Alas, the Emscote never materalised, although 260 gearboxes lay awaiting it. Marendaz then joined Seelhaft in production of the Marseel at the Atlantic works at Stoke. Seelhaft pulled out in 1922 and the car's name was altered to Marseal.

Marendaz has been described as colourful; I would think awkward and ingenious more appropriate. He took me to task for calling the car he had raced at Brooklands in 1923 a Marseel, instead of a Marendaz. I could only reply that he had entered it as a Marseel on the official race card… (The company folded in 1925 and the cars were then called Marendaz Specials.)

Then Stone told me that when he was racing an AC at the Track in 1926, Marendaz parked very close to him at the start, and as the AC was apt to slide sideways on getaway, he suggested that the Captain might like to move his car over a bit, to avoid a possible clash of wheels.



National Motor Museum

Alfred Moss invested heavily in Marendaz, and his wife Aileen competed regularly in this trials Special

AGENDA

Marendaz said nothing. At the start, there was mild contact, which did no harm but Marendaz drove straight back to the Paddock, registered a protest, and demanded financial compensation for a lost race.

His new venture was based in Camberwell in south-west London, on the first floor of the depot of the London General Cab Co, where Bugatti also had its depot. Whatever else he was, Marendaz was a great publicist. His new cars had radiators which aped those of Bentley, albeit in smaller form. These were made for him by L T Delaney, father of Tom, in Maida Vale. Apparently Bentley Motors decided that Marendaz was so financially insecure that they would gain nothing by sueing. In fact, DMKM used to send an employee to collect a single radiator or set of lamps at a time, telling him to go when the managers were at lunch, as he was more likely to be successful with a mere storeman. However, the cars looked the part, very smart and sporting. The engine was the well-tried 1496cc Anzani four, though with identifying marks removed. The 11/55 Marendaz Special looked like a baby Bentley, and a supercharged 11/20 was listed, as well as an 1100cc 9/20. Catalogue and publicity prose was such that these cars sounded irresistible...

Mr Graham Skillen, to whom I am indebted for much help – no-one can know more of the make, as his truly extensive files confirm – has owned two Marendaz cars for many years, a 1926 11/55 and a 1931 13/70. The former, well-known to the VSCC and the Brooklands Society, had a Wolseley Hornet body when found but now has a very good replica of the racing body it used when taking 1½-litre-class records at Brooklands in 1927, DMKM averaging 70.56mph for three hours, 71.13mph for 500km. With a linered-down 59x100mm Anzani engine, Marseels had lapped Brooklands at 78 and then at over 80mph.

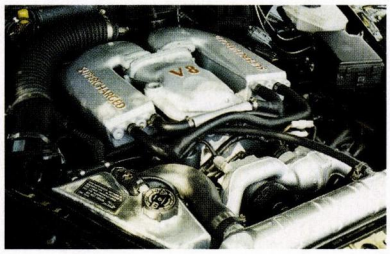
While still at the 1-3 Brixton Road premises, Marendaz had done some racing at the track, with a win in 1925 and two seconds in 1929. He also did some effective record-breaking with Graham-Paige cars, perhaps explained by this make having a depot at the same address and the Captain offering his services as their racing driver.

By 1932 Marendaz, having made some 30 cars, had moved to the Cordwallis works at Maidenhead, leasing what he described as a new factory but which was in fact an enormous shed. He introduced a new range of six-cylinder cars, as handsome as the earlier ones, the 'Bentley' radiators and three external exhaust pipes aiding their appealing appearance. The engines were initially American Continentals, with the identity plates removed and dummy covers ➠

The ultimate Mk2 a reality







A limited number of the worlds first (and fastest) genuine supercharged V8 Jaguar Mk2's now built to order

Dr. Greg Beacham, Managing director of the world renown Beacham Independent Jaguar Specialists in New Zealand, gave the following address at the recent launch of what is believed to be the worlds first, and certainly most lovingly re-created 1961 Jaguar Mk 2 utilising the latest, state-of-the-art, power, handling and creature comfort technology.

"I have spent the last 10 years chasing my dream to produce the best Mk 2 Jaguar yet... we have named it the BJR V8 Supercharged MK 2. Many ideas have evolved and been put into production. But it is only in the last 2 years that the ultimate potential of the Mk 2 has been reachable.

Sir William Lyons and Jaguar gave us the most elegant looking saloon ever built in the MK 2, forty one years ago. Jaguar cars, in the last 3 years has produced one of the world's best engines in the Supercharged V8. After 18 months of planning and development, Beacham Cars has the honour of combining the two to produce what must surely be the most elegant, compact, exciting and unique car of the last 4 decades. We have been able to retain the classical elegance with the very best of modern motoring. Our BJR V8 Supercharged MK 2 now becomes one of the fastest saloon cars in the world, with braking and safety systems of the millennium.

In achieving this, the dream has become reality, with such an opportunity only perhaps occurring once in a lifetime. But remember that any work of art needs not only quality, but dedication, passion and an unswerving vision by all the staff at Beachams.

The BJR V8 Supercharged MK 2 will be produced in limited numbers. I invite you to be part of our dream and achievements and join the exclusive group of people around the world who share the Beacham ideals and vision." Dr Beacham ended his address by adding "I feel sure that Sir William Lyons would have given his'thumbs up' to the BJR V8 supercharged MK 2."

Super specs provide the best of both worlds

The BJR V8 Supercharged MK 2 is a fine blend of old and new and boasts a specifications list that ensures the driver the ultimate in modern motoring luxury.

The BJR journey begins with a carefully selected then totally stripped and rebuilt Jaguar Mk 2 body shell. Power is provided by the current Jaguar 4.0 litre V8 Supercharged engine developing 370 BHP (280kw) & 397 lb ft of torque @ 3000rpm with full catalytic converters used. Power is transmitted through the Jaguar 5 speed electronic transmission with "J-gate" gear selector and switchable sports/normal modes.



Original front suspension is used and up-rated with heavy duty coil springs, Koni adjustable shock absorbers, heavy duty anti-roll bar and nolathane bushes. XJ8 independent rear suspension is utilised, fitted with Koni coil over springs and shock absorbers and heavy duty anti-roll bar.

Brakes are vented discs all round with 4 pot callipers fitted to the front. ABS with full Electronic Traction Control is standard as is Jaguar Series Three rack and pinion power steering. Tyres are Pirelli 215 /60 -15 P6000 "W-Rated" tyres fitted all round on competition wires.

The interior is simply exotic. Check these out: Electric 8 way adjustable front seats (heated front and rear), including electric headrests and lumbar support adjustment. Front/rear seats and centre console are from the latest Daimler Super V8.

Steering column is fully electrically adjustable for both rack & reach and three storeable memory seating position settings are included for both the drivers seat and steering column. Electric door mirrors and electric windows with one touch operation. Electric sunroof and combined heater and air-conditioning system. Cup holders and picnic tables add a nice touch too.

Stereo system is dynamite with RDS six stack boot mounted CD unit output through 8 speakers. A fully integrated 'hands free' digital phone system is sensible as is the steering wheel mounted controls for radio, phone and cruise control operation.

The dream continues with electrochromatic auto dipping rear vision mirror, automatic switching on of lights, central locking with keyless entry, full Jaguar security system, and alarm. Heated rear screen, colour coded retractable seat belts to front and rear and trip computer all topped off by the full XJ8 instrument pack with message display centre.

And, of course, safety is paramount with driver, passenger and side airbags.

Beacham's web site proves a winner too!

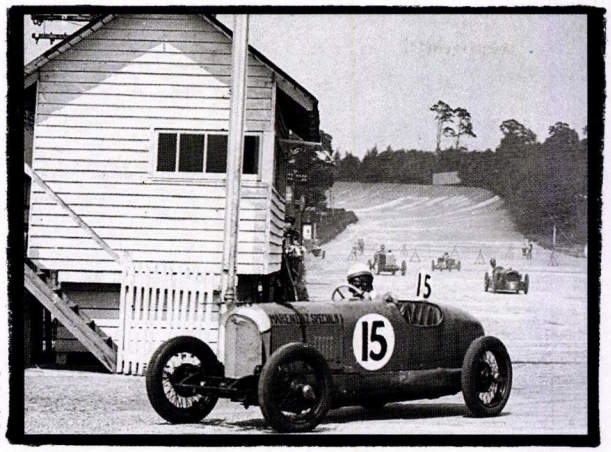
Judging by the volume of visitors to the Beacham Cars web site, it is *the* place for full details on their expansive restoration and car building business including the new BJR V8 Supercharged Mk 2.

www.beacham-jaguar.co.nz

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ADVERTISEMENT FEATURE



Graham Skillen



National Motor Museum

Marendaz Specials competed widely. Left: J N Forrest driving an 11/55 in 1928 JCC 200-mile race. Right: 13/70hp, Bugatti OC Hillclimb at Amersham, 1934. Below: the 1100cc 9/90 with which Kaye Don, Gwenda Stewart and Douglas Hawkes took records at Montlhéry in 1928

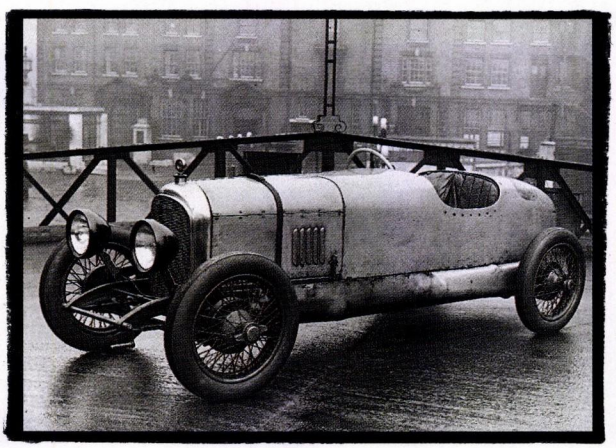
'Though it was flagged off, Marendaz claimed a class win because there was no one else in the class'

over the sparking-plugs, giving the apparence of an ohv power unit, on which was stamped 'MS' or 'Marendaz Special'. Later Marendaz made its own copies of this engine. Bodies were made in-house, apparently assembled by moonlighting Aston-Martin workers from nearby Feltham.

Certainly it was all well publicised, and his Marendaz Special-headed note paper claimed "The only cars on earth that have ever obtained three world's [sic] international 24-hour records", although one of these was actually done in a Graham-Paige.

By this time Marendaz was being well-financed by Alfred Moss, (father of Sir Stirling), hence the special white trials two-seater Marendaz Special for Mrs Aileen Moss. But when the collapse of the company – now called Marendaz Special Cars, Ltd – seemed imminent, Alfred Moss went one Sunday, with a legitimate door-key, and took away the only cars that were moveable: the straight-eight Miller and the Marendaz which Earl Howe had driven in the French GP.

The Miller poses a problem which Mr Skillen has researched very thoroughly and has generously permitted me to quote. In 1930, MOTOR SPORT photographed a Miller at the Brixton works which was almost certainly the 1½-litre one which Eldridge had crashed at Montlhéry in 1927. A year after this accident, the engine was used at Brooklands in a Vulcan-built Lea-Francis 14/40 with which Purdy took the class hour record at 110.63mph. The engine then went back into the crashed Miller, which did nothing but went to Marendaz, perhaps for storage. It now had an 11/55 Marendaz Special front axle – to replace the one which broke in Eldridge's crash?

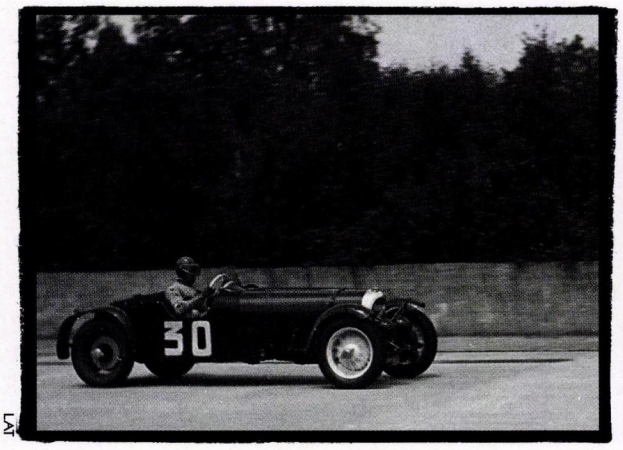


National Motor Museum

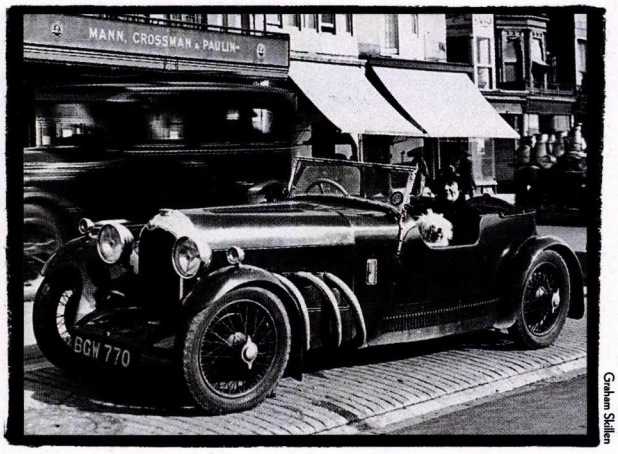
As stated, Alfred Moss took the Miller 122 away in 1936. He sold it to Guy Griffiths, who had plans to put it into a special but when he returned from Army service it had vanished. It was later in Paul Emery's care, then sold to Bobby Baird, also living in Ireland. When Baird was killed in a Ferrari while practising at Snetterton in the 1950s, it was apparently owned by Miller expert Griff Borgeson who, in the late 1950s, had bought what is thought to be this engine from Weldangrind Ltd in England, in conjunction with Mark Dees, who took sole ownership when Borgeson left the USA in 1961. The engine is now supposed to be in the Indianapolis Speedway Museum.

Marendaz was friendly with Kaye Don but had given up racing himself by 1931, whereas he had previously been active not only at Brooklands but at Montlhéry. At the Paris track in 1928, an 1100cc Marendaz driven by Douglas Hawkes, Kaye Don and Mrs Gwenda Stewart ran for 24 hours at 58.1mph, in spite of bad weather, a broken timing chain (1½-hours wasted), a gearbox defect leaving them only top gear, and having to make a new half-shaft after a mechanic had driven into a petrol pump and damaged the axle – another legal letter, I imagine. That same year, an MS took the 24-hour record at just over 59mph, Hawkes and Forrest driving, in fog. In much the same awful weather, a Graham-Paige got that third 24-hour honour. In more bad weather in 1930, Marendaz set the class 200-mile record in the Brooklands Graham-Paige, at 101.86mph.

McCalla, the Irish driver, tried a Marendaz in the 1935 Ulster TT; it was too slow and was flagged off though, as it was still running, Marendaz claimed a class win because there was no one else in the class! Hope of glory abroad then fizzled out; somehow Earl Howe, mildly criticised for racing foreign cars, was persuaded to compete in the 1936 French GP in a 2-litre Marendaz Special, this being a 621-mile sportscar contest, at Montlhéry. He disliked the ➠



LAT



Graham Skillen

Left: Earl Howe was persuaded to drive a Marendaz in the 1935 French GP – with conspicuous lack of success. Right: The rather handsome 13/70 in touring form, looking like a small Bentley. Below: Marendaz backer Alfred Moss drives, while Mrs Moss bounces in Lands End Trial

'He made many flights to Germany, and in 1940 was arrested for security reasons and imprisoned at Brixton'

steering, hit a bank, and walked away, leaving co-driver Tommy Wisdom to limp home last, 26 laps in arrears, to make sure of the starting money.

After the Captain had stopped racing, his secretary/companion Miss Dorothy Summers raced for him, winning in a white 15/90 four-seater, which won a 1936 Easter short handicap from the Leyland Thomas, with a lap at 95.78mph. This, Marendaz insisted, was the first time a woman had won against the men. Complete nonsense! But in an earlier race the aforesaid loose gearbox caused a monumental blow-up, although steel had replaced aluminium for the universal joint casings. In 1934 Miss Summers had netted a third place.

From 1933 to 1936, Stan Duddington worked at Maidenhead and often got the unwelcome task of collecting those one-at-a-time components. The clutch gave out on Mrs Lace's drophead coupé Marendaz at the end of a rally in Torquay, and when an immaculate white-overalled mechanic lined-up to help at the main garage, DMKM waved him away. Instead Stan, in his oily boiler-suit, was told to do the job, the clutch being easy to change on these cars.

The 12/40 Marseal tourer had a claimed top speed of 75mph and the new cars from 1931 should have sold well. The 65x100mm (1991cc) three-carburettor 15/90 would do 54 and 73mph in second and third, with a top pace of over 84mph, and sold for £425. It weighed 22cwt 71bs unladen and could do 0-60mph in just 15.8sec. There was a 1:2 reduction gear for clutch and brake pedal, to reduce effort, and from 30mph to rest the Lockheed hydraulic brakes took 25 feet. DMKM claimed this to be a record, but some boffins thought it an impossibility. The 11/55 cost only £375, and the 17/80 with 2½-litre Coventry-Climax cost £475.



Graham Skillen

Before the war, Marendaz had listed a 14/55 1495cc straight-eight with cross-flow exhaust-over-inlet valve gear, for £500 as a chassis, £650 if supercharged, when it was known as the 14/125. When the cash ran out, Marendaz went up to Bedford to run a flying school and make aeroplanes. The first was lost in a mysterious fire at the Cordwallis works, and an ambitious four-seater biplane with retractable undercarriage was never completed, but the Marendaz Trainer monoplane with 90hp Cirrus Minor engine flew in 1939 and was given to Halton ATC, by Marendaz Aircraft Ltd of Barton-in-the-Clay.

However, the Captain's politics were about to bring trouble. He was a follower of Oswald Mosley and, in the 1930s, made many trips by aeroplane to Germany. In 1940, he was consequently arrested for security reasons and imprisoned at Brixton Gaol, but intervention by the *Sunday Express* secured his release after only a few days, because of his record in the WWI.

In 1949, Marendaz emigrated to South Africa where he manufactured diesel engines, returning to England in '72. He bought two houses in Asterby, Lincolnshire which he joined and called, with typical modesty, 'Asterby Hall'. Hoping for an interview, Graham Skillen wrote to him, only to receive the reply: "Invitations to visit the doyen of Automotive and Aeronautical Engineers originate from Asterby Hall, and none are programmed for you."

In a local newspaper interview in 1975, DMKM claimed to be developing a new tractor, but nothing came of it. He also boasted of an art collection which included works by Titian, Rubens and Corregio, and of his extensive knowledge of art. He had in his possession, he said, letters of thanks from royalty and art historians worldwide for putting them right. He died in 1988, aged 91. M

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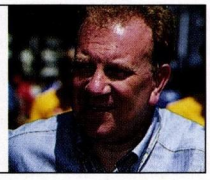
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McLAREN M8B

BRUTAL CAN-AM CARS OF THE '60S ARE THE ANTITHESIS OF TODAY'S HI-TECH FORMULA ONE MACHINERY, BUT SOMETIMES SIMPLE IS BEST. A BIT OF HERO WORSHIP AND A LOT OF THUNDERING BHP HELPS, TOO

NEIL OATLEY
Chief Designer
McLaren International



THIS IS A BIT LIKE *DESERT ISLAND DISCS* – THERE IS A number of cars over the years you ought to pick. But I think what I'd select would actually be a McLaren – the M8B Can-Am racer of 1969. It's a very straightforward car, but very successful. There were 11 Can-Am races that year and it won every one. A 100 per cent record hasn't happened that often in international motorsport – we almost did it in F1 in 1988, apart from 'The Miracle of Monza', and Ferrari did it in 1952 when grands prix were being run to Formula Two regulations and the opposition wasn't very strong.

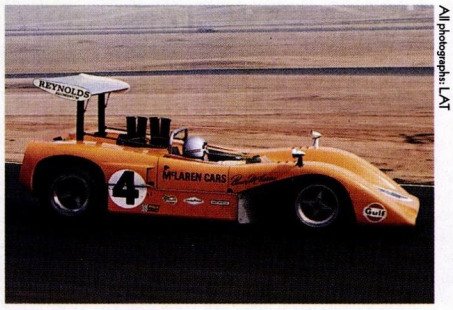
One of the creeds of motor racing is that you design your car to win every race it enters, and it's easy to lose sight of that goal. Chaparrals were always very innovative cars, and I was a big fan of them, but in the hard light of day they did Can-Am for five years and won one race. Not that impressive a record, despite having the kudos of being so advanced. There have been many occasions in grand prix racing when people have fallen into that trap as well.

I used to go and watch those Can-Am cars at Brands Hatch when I was 11 or 12, before they disappeared from England at the end of '66, and they always impressed me – the sheer blood and thunder of them. There's just something about a very large capacity stock-block engine – it vibrates your chest as you stand there. They're very crude but there's an aura about them too. They had over 600bhp and probably double the amount of torque we have in a current Formula One car. Impressive lumps really, and a completely different style of driving – finesse wasn't exactly the prime requirement.

I was an enthusiastic youngster then, and Bruce McLaren was an icon to me – team owner, engineer and driver all rolled into one – something to aspire to. From that point I wanted to be a racing car designer. It's coincidental that I ended up working for McLaren, because it's a completely different organisation than it was in those days. But I think anyone in their 40s or 50s will have fond memories of that type of racing. And of course probably half the grand prix drivers were competing too, with Americans like Mario Andretti and Mark Donohue racing against the Europeans.

The first time I actually saw an M8B, however, was at this year's Goodwood Festival of Speed – there was a replica someone had built. It was interesting to see just how small it looked compared to how I remembered it from the pictures 30 years ago. You associate a big engine with a big car, but it was actually quite compact.

To call the M8B crude is probably being a bit rude, but there was nothing particularly clever about it; all the elements were done well. It was a development of the M8A, the 1968 car. It was a half monocoque, ending at the front of the engine; the engine may have taken some loads, but there was a tubular substructure around it with simple wishbones and outboard spring/damper units. Probably the only innovation was the high-mounted wing.



All photographs: LAT

M8B reworked McLaren's familiar chisel-nose, but benefited from the team's first Can-Am wing

Of course the idea had been used three years earlier on the Chaparral, but it was a novelty as far as McLaren were concerned, even though they had dabbled with the idea many years before. You might have seen pictures of a Minivan with a wing sprouting from the top which they played with in and around the streets of Colnbrook; people didn't spend much time in wind tunnels then, and that was their way of testing it.

I'm not sure if the M8B ever had a designer accredited to it – I imagine Gordon Coppuck was the chief designer at that time, but I guess it was a group effort developing what they had done the year before. Obviously Bruce himself was an engineer, an inspiration to the team, a great motivator. It was all very different to the massive drawing offices we have today. I wouldn't be surprised if there was just one engineer and a draughtsman working on that car, largely by eye, with a few stress calculations. And I doubt if it ever saw a wind tunnel – it would have been largely intuitive. There were several people around with aircraft experience, and that's maybe where they stole the wing profile from.

The bodywork was a development of the year before, looking at lessons they'd learned and at other cars, and very likely through Bruce and Gordon walking round it in the workshop and saying, 'We'll chop this out here and move this along'. Intuitive engineering on limited budgets; Can-Am was relatively lucrative, but the total prize money can't have been that great. McLaren only had Chevy pick-ups and trailers to ferry the cars around – and they were the best team of the time.

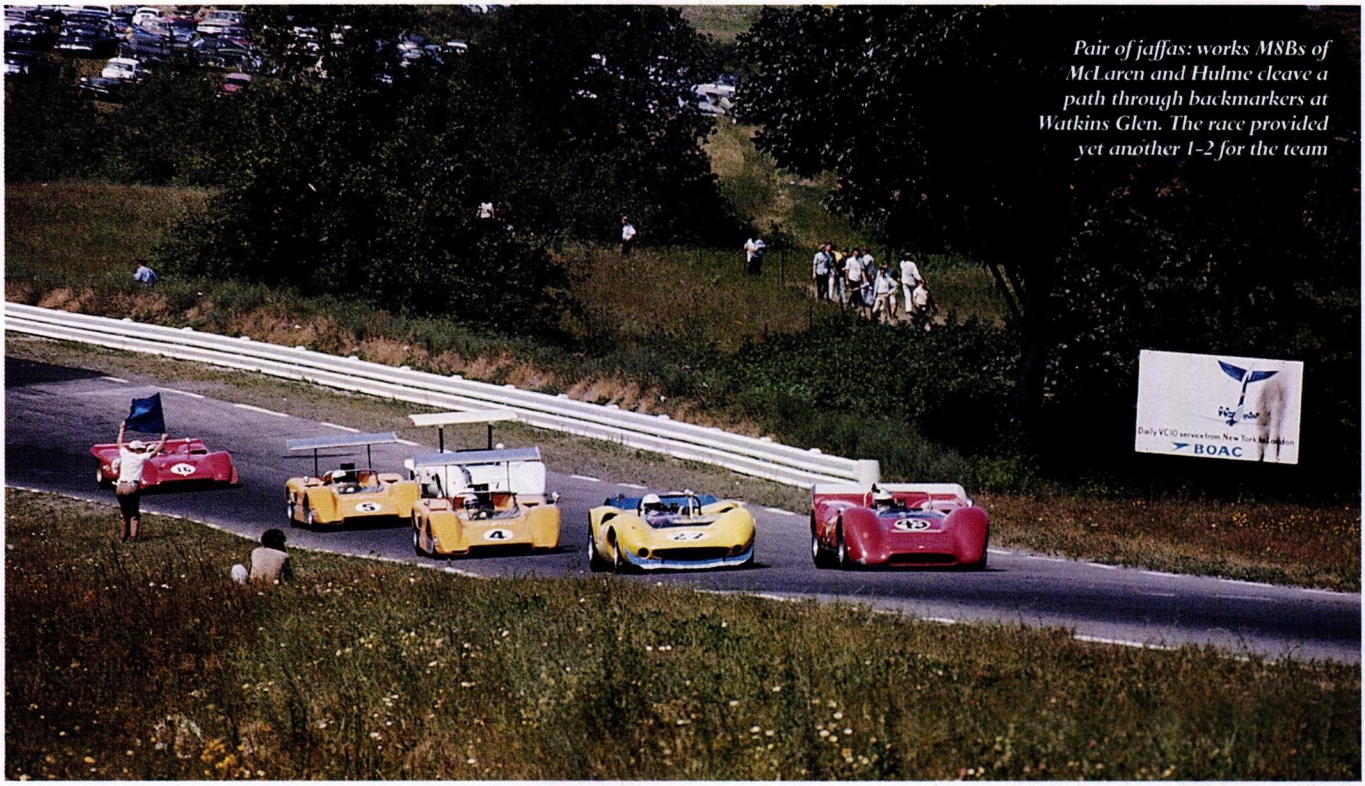
That said, Can-Am probably helped to keep McLaren alive financially. They knew there was a job to be done and they developed a car to do exactly that without trying to be clever. They did not have anything anyone else couldn't have – the others just weren't as focused. In those days you did not have the technical resources to mess around – you just had to do something straightforward. You've got to finish races, which the Chaparral rarely did.

Last time I was at the Canadian GP, a few years back, I went up to Ste Jovite where they used to have Can-Am races, and I was staggered at the circuit – it's like Cadwell Park with a long straight. The thought of Can-Am and grand prix cars on it is hard to comprehend. Must have been exciting to drive round. The two Canadian tracks, Ste Jovite and Mosport, were twisty three-dimensional circuits while Riverside had a mile-long straight, and there were a couple of ovals; Can-Am had a very varied schedule, but in those days they were just tweaking springs and dampers and changing gear ratios – visually the cars didn't appear to develop during that period, give or take a Gurney flap.

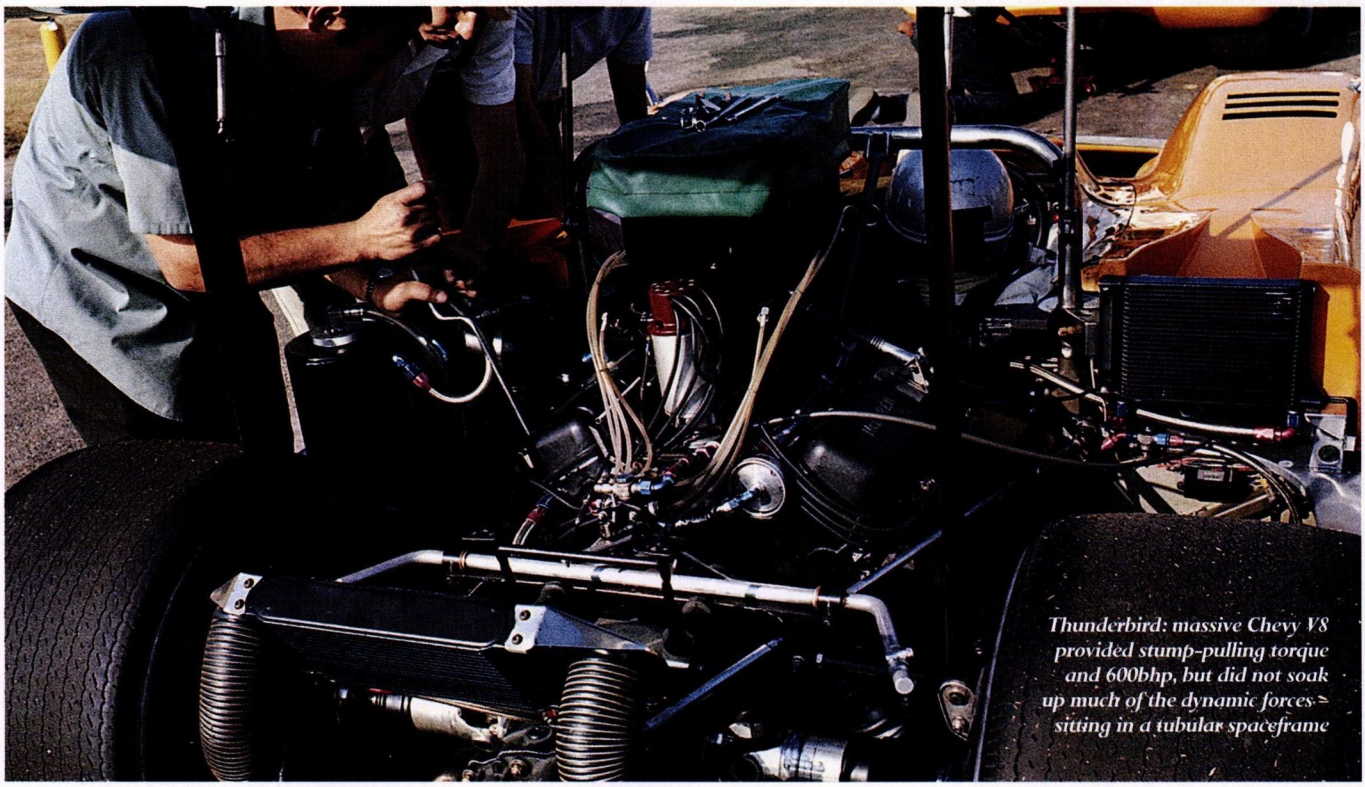
I think a good engineer would be good at whatever car he turned his hand to, but the levels of commitment then were so different; you could do a Can-Am car early in the year and get it racing, and then start on your F1 car in late summer or autumn. What it took to design a car was so simple then that you could do two or three projects throughout the year.

I came straight into GP racing and I've never felt the desire to leave it for another category; despite the technical limitations, it's still very interesting. For me the peak of F1 was probably 1993, when we had such freedom – it was technically very, very interesting, and the racing was good that year, particularly by the end, with a lot of cars of differing concepts evenly matched.

Neil Oatley was talking to Gordon Cruickshank M



Pair of jaffas: works M8Bs of McLaren and Hulme cleave a path through backmarkers at Watkins Glen. The race provided yet another 1-2 for the team



Thunderbird: massive Chevy V8 provided stump-pulling torque and 600bhp, but did not soak up much of the dynamic forces sitting in a tubular spaceframe

AINTREE

PERHAPS BECAUSE OF ITS UNFASHIONABLE LOCATION, AINTREE'S MOTORSPORT HERITAGE HAS BEEN OVERLOOKED. IT IS TIME, RECKONS DAVID MALSHER, TO REDRESS THE BALANCE

photography by Ian Dawson

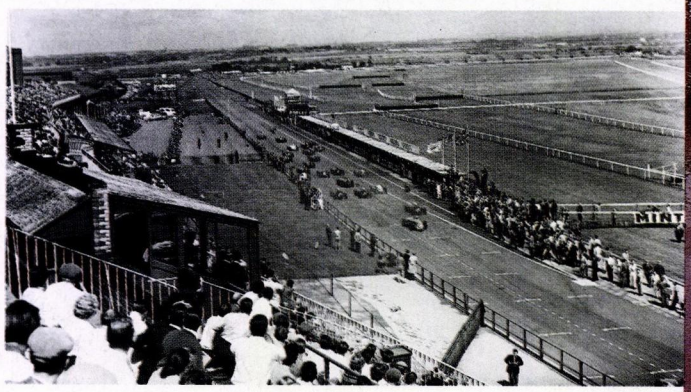
Think Aintree – motor racing at Aintree – and if you're like me, you will conjure up two streaks of silver flashing past the chequred flag, just two-tenths of a second apart. The white-helmeted figure in the lead raises a gloved hand in acknowledgement of his first win in the highest echelon of motorsport.

"And Moss wins the British Grand Prix," the plummy voice declares excitedly before adding, grudgingly, "albeit in a German car." Patriotism, they called it. Ah, but Mercedes-Benz were wise to that, had learnt their lesson from Le Mans three years earlier, when a 1-2 for the silver cars had been greeted in silence by the French crowd. So Stirling's W196 bore a Union Jack on its flank. And maybe – as Moss himself has wondered since – the victory, too, was a gift to a Briton in Britain. Whether it came from Alfred Neubauer or Juan Manuel Fangio, who knows? If there was a secret, the men involved took it to their graves.

Over 45 years on, I'm in a Mercedes at Aintree, but my thoughts are not of Stirling's wins here, nor are they with German aristo Wolfgang von Trips at the head of a Ferrari 1-2-3 in 1961. No, what I am wondering is how Aintree wooed the CSI away from the green fields of Northamptonshire to a three-mile course just a 10-minute drive from smoky, dank Liverpool. Don't get me wrong; having a circuit set against the backdrop of industrial Merseyside has more appeal than on a wind-ravaged ex-airfield. There is the thought that here motor racing was being brought to everyone, rather than being perceived as a clandestine event where the trilby-and-tweed set drove down goat-tracks in the middle of nowhere to chatter patronisingly in Home Counties accents about the right crowd and no crowding.

On that hot summer's day in 1955, an estimated 150,000 ➤





Pitlane's line evident and elegant balconies still exist, but fence forces one-at-a-time on what was the pit straight. Start of 1959 Grand Prix (below): Jack Brabham will lead throughout



people piled through the gates to watch Stirling lead home his three team-mates, Fangio, Karl Kling and Piero Taruffi. Had they been there a little over a year earlier for the Aintree 200 – the track's first race – they would have seen Moss win then too, but in differing circumstances: he was in a Maserati 250F; it was wet; and everyone was going the other way round.

Believe it or not, at the first Aintree meeting, the cars went the same way as the horses, anti-clockwise – and couldn't cope. Or, to be more precise, their drivers had problems with Bechers Bend which, approached in that direction, possessed an ever-decreasing radius. Colin Chapman was one of those to drop it there that day and, so the story goes, Mirabel Topham, Aintree's patrician owner, was annoyed at seeing her virginal grass chewed up by sliding cross-plies. So clockwise it was.

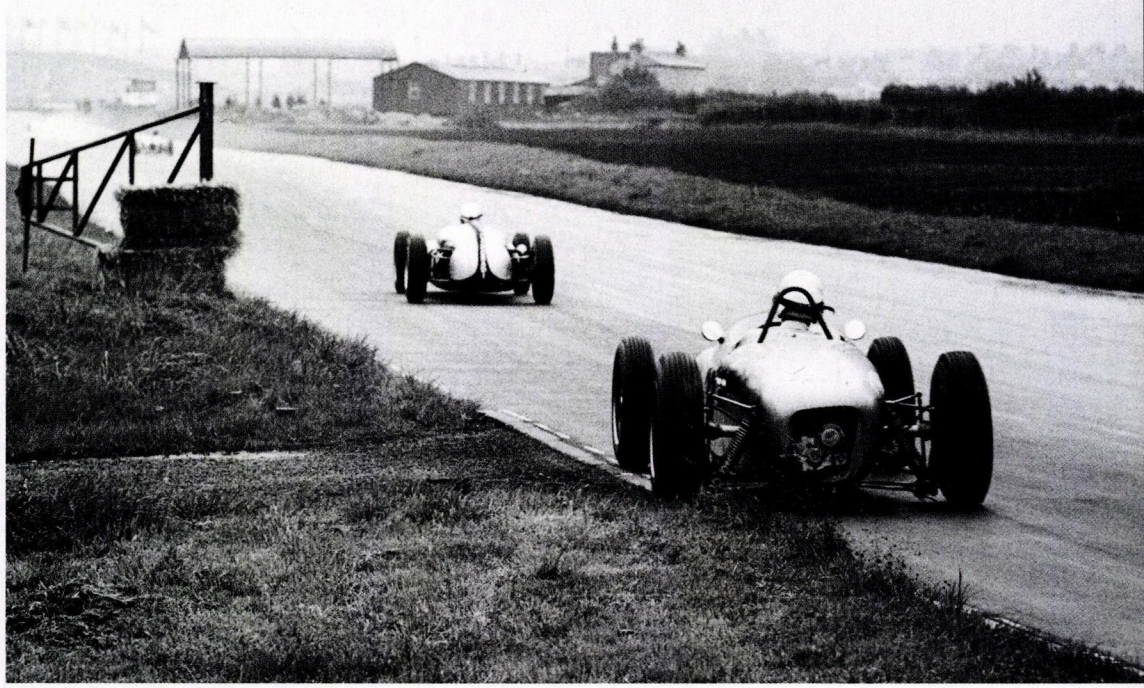
Circulating in the traditional way, Bechers was – and remains – merely an endless, undemanding right-hander, devoid of any character, in stark contrast to the view 90 degrees to the left of its exit. Becher's Brook, even for those of us who care little about horse racing, is an awesome sight, which instils a sense of respect for the nags that each year hurtle over it and cope with the five-foot drop between take-off and landing platforms, all for the greater glory of a short man dressed in multi-coloured silk pyjamas.

Aintree has been home to the Grand National since 1847. Its foray into cars, at the highest level at least, was much briefer. But I am pleased to report that the Grand Prix circuit is intact. Along the start/finish straight – now an access road – there are still the bricks, which marked the beginning and end of the pitlane. And across the other side of the resurfaced track looms the main grandstand, now clumsily interrupted with a modern glassy reworking, complete with a large ugly overhang. But there the elegant arched balconies remain, and the view is magnificent for those lucky enough to find a high vantage point.

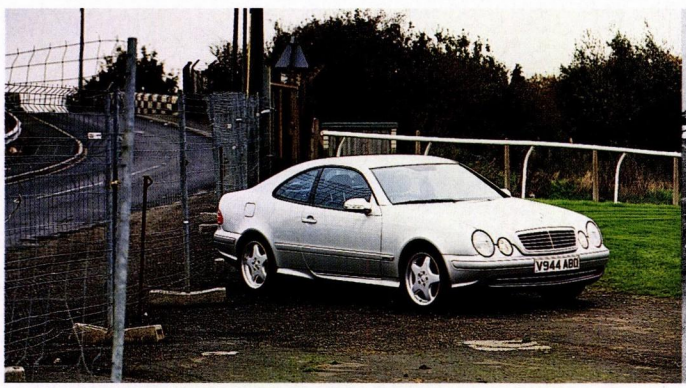
Looking down the straight to Waterway Corner, you realise that this was definitely a turn which demanded respect. Get it wrong, or get a puncture, and on the exit there's just a foot of grass before striking a wall – on the other side of which lies a canal. It made me shudder to stand there and think of Moss flinging team-mate Tony Brooks' Vanwall through Waterway in 1957, carving up the British GP field, desperate to retake the lead which he'd held in his own car until its engine expired. Sure, he might never have succeeded had Jean Behra not had his Maserati's clutch explode 20 laps from home, but let us not underestimate Moss's dedication to duty that day: his fastest lap was a full second under his pole position time.

Running parallel to the canal wall, we reach Anchor Crossing, where the track first transects Melling Road. And this is where we are brought to a halt by razor wire. However, when we do reach the exit of Anchor, it is gratifying to stand on the inside where photographers once crouched to get that shot that said 'Aintree', and note that the hump-backed bridge still has those black and white chequers on the wall. Pleasing too, that the straight where even the

Anchor Crossing led onto Sefton Straight, which retains original track surface but is now fenced off at each end



'At the first meeting, the cars went the same way as the horses, anti-clockwise'





Melling Road crosses the circuit at Melling Crossing and here – the far less fearsome Anchor Crossing. Gawaine Baillie's Galaxie heads Clark's Cortina, '64



1.5-litre F1 cars drifted to the very edge of the grass, hasn't been resurfaced. On the left there is now a small football pitch where there was once a car park, and at the end of the straight there is another metal gate further preventing an uninterrupted circuit. But even so, it is easy to see how, having built up momentum since the first turn, an underpowered car would be shown up long before it was time to brake and change down for the left-handed Cottage Corner.

This is where it strikes me: the lack of an obvious line. A paucity of landmarks, combined with the topography of a snooker table, makes Aintree far from being an easy circuit to learn.

Joining the Club Circuit – still in use and therefore resurfaced – you pass a clubhouse on the left and reach Country Corner, which remains what it always was: the archetypal 90-degree left-hander. Swoop in from the right, kiss the apex – same concrete kerbing, though its paint has long since disappeared – and run out wide on the exit to head once more towards the canal wall. But this time there is the beautifully manicured horse-racing course between you and a watery oblivion.

'A paucity of landmarks... topography of a snooker table makes it far from easy to learn'

By common consensus, the next part of the circuit – curiously named The Picnic Loop – was rather dull, for drivers and spectators alike. But a circuit where it's straightforward to drive flat out often makes for great racing. The Aintree 200 of 1958 finished with the battling Cooper T45s of Moss and Brabham just 0.2sec apart. The following year's British Grand Prix saw Moss in a BRM P25 split the superior Coopers, finishing a mere wheel ahead of Bruce McLaren.

I am reminded at this point that Jackie Stewart regarded the 1973 Italian GP as his finest race. Yes, he'd won at the Nürburgring and Spa, but if you were the best at what you do, that was expected. What made his Monza performance special was that it was on a track where *anyone* could drive fast, yet he made up a whole heap of time by driving perfectly, to climb from 19th place after an early puncture to fourth.

Aintree, I daresay, was much the same, but that is no cause to denigrate it. As a place where tenths of a second counted, where momentum was hard won and easily lost, if you missed an apex by six inches, the chasing pack would be swarming all over you. It should be no surprise that Moss won so often here. Or that Jim Clark led the '62 GP from start to finish to win by 50sec – the same year in which he won the Aintree 200 by a minute and a half.

Bechers Bend leads onto the longest blind of the lot, Railway Straight, which passed the massed ranks of spectators perched on the banking that stretched along its length. A length long enough for the timid to fret about what was awaiting them at Melling Crossing, and for the heroes to ensure they were ready to squirm over the cinders left by the horses. Oh yes, where the track once more transected Melling Road, a fast right-left-right-left that was the place's one true challenge, there were demons in wait behind the huge gateposts. Phil Hill conquered them in practice for the 1961 British Grand Prix. Driving the exquisite shark-nosed Ferrari 156, he set pole. But raceday would be a different matter. ➳



Peter Ashdown in Cooper passes Ron Flockhart's spun BRM, '59 British GP. Short straight from Cottage to Country Corner is where biker grid remains

THE VINTAGE DAYS OF 2001







Ben Redgrove

Make sure the following dates are entered in your diary. They will all be occasions when you can see the finest cars being used as their makers intended, in a competitive, but relaxed atmosphere. You will find that the admission charges will not break the bank and you will have lots of opportunities to see the cars at close quarters.

Saturday 21 April	**'Spring Start' Race Meeting Silverstone** – just off the A43 near Towcester
Sunday 6 May	**Curborough Speed Trials** – Lichfield, Staffordshire
Sunday 13 May	**Wiscombe Park Hill Climb** – near Honiton, Devon
Saturday & Sunday 19 & 20 May	**Celebration Race Meeting Donington Park** – just off the M1 junction 23A
Sunday 10 June	**Shuttleworth and Nuffield Trophies Race Meeting Cadwell Park** – on the A153 between Horncastle and Louth
Date to be advised	**Bob Gerard Memorial Race Meeting Mallory Park** – just off the A447 near Hinckley, Leicestershire
Date to be advised	**'Racing Green' Race Meeting Silverstone** – just off the A43 near Towcester
Saturday & Sunday 4 & 5 August	**Prescott Hill Climb** – near Gotherington, Gloucestershire
Saturday & Sunday 18 & 19 August	**MAC Centenary Celebration Hill Climb Shelsley Walsh** – near Droitwich, Worcestershire
Sunday 2 September	**Loton Park Hill Climb** – Alberbury near Shrewsbury

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The dates given may be subject to change; please call the VSCC on 01608 644777 (Tuesday to Friday, 9.00am to 5.00pm) to confirm them before travelling.

THE VINTAGE SPORTS-CAR CLUB

THE CLUB THAT SPARKED A PASSION



Jean Behra, always brilliant at Aintree, looks elated after winning the 200 in 1959, having beaten Tony Brooks' similar Ferrari Dino

In his biography of Hill, William F Nolan wrote: "The sky over Aintree was soot-dark, a combination of factory smoke blown downwind from Liverpool and fat-bellied storm clouds... By 2.30pm, rain was falling hard and steadily..."

Phil had changed his brake balance in dry practice, putting more to the front. Leading the race on lap six, he hit the middle pedal for Melling Crossing and the front washed out, putting him off line, forcing him to get off the power and pitching him sideways. He told Nolan: "I could see that big post coming right at me. But then I just barely managed to get pointed in the proper direction again and, using all my power and what traction I still had, shot through the gate and on down the road. I remember thinking, 'They can have the damn championship!' That was a frightening moment and it affected my entire performance during the remainder of the race."

Indeed it did: his team-mate von Trips won by almost 50sec, and Phil was only second because his other Ferrari team-mate, Richie Ginther, backed off and waved him through.

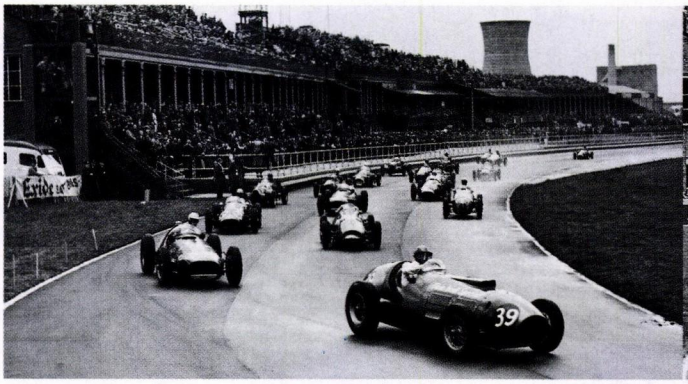
The golf course exit at Aintree echoes the shape of the entry to Melling Crossing, but has moved about eight feet to the right – and the gatepost has been removed. Two now stand on either side of the horse course, but it requires little imagination to realise how threading a 120mph needle here, while coping with barely-cleared cinders – horses don't enjoy galloping on Tarmac – would have been a hold-your-breath moment of minimal wheel movement and delicate on-off-on throttle-tickling. Having drifted out left towards the barn, which has been replaced and moved slightly, it must have been a relief to finally have the rear wheels in line with the fronts to ensure a nice straight entry into the relatively simple Tatts.

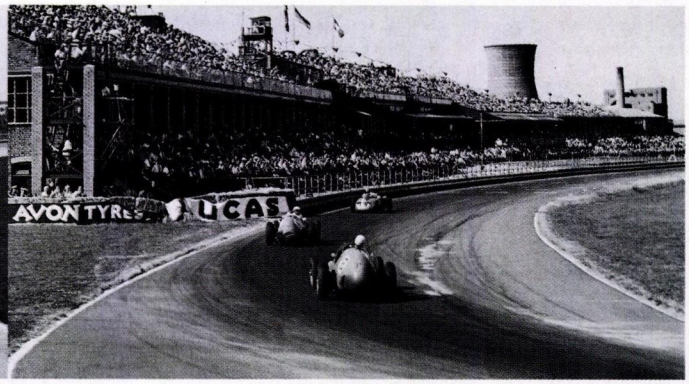
As I gently rolled our Mercedes over the speed humps that now lead to that final corner, it struck me there was another element of fear attached to Melling Crossing. Make a mistake, and your cock-up and its consequences were plain to see for all those in the main grandstand. And was your peace of mind helped or hindered knowing that an ambulance waited near that corner with foreboding prescience?

'There are no significant challenges on Aintree's Club Circuit, the Zolder of Merseyside'

Sauntering past where the pits used to be, I still find it hard to associate this track with motor racing. The Club Circuit on the far side of Melling Road was the scene of Aintree's last big car meet, when Gunnar Nilsson's F3 March-Toyota won the Blakeford Trophy in 1975, and it is still used by motorcycles and for a few test days, but aside from tyre marks on the grid, there are few signs that it is used by anything more powerful than golf buggies. One should perhaps not shed too many tears over that, however, for there are no significant challenges on the Club Circuit, the Zolder of Merseyside.

The full three-miler is a different matter and it's sad that, here ➳





Peter Collins leads Formula Libre field the same way as the horses in '54. By '55, Kling (Mercedes), Castellotti and Trintignant (Ferrari) are racing clockwise

if you didn't know it had hosted five British GPs, there are no signs to enlighten you.

I will concede that in Aintree's challenges lay its downfall – not enough run-off at crucial corners for an increasingly safety-conscious motorsport world. On the plus side though, it is worth remembering that Aintree's organisers overcame its flatness by providing elevated spectating facilities, while the local police and vast car parks by all accounts coped well with the huge crowds at F1 races. And most important of all, the track rewarded the best, whatever the category.

But this was deemed insufficient to prevent the GP from heading south – permanently – from 1963 onwards; one year later, Aintree's GP circuit ran its last race. I would be the first to admit that Brands Hatch is the better track, but I can't help but feel that Aintree deserved more time in which to jangle its jewellery. M

Thanks to Dickon White and the Aintree staff for their help with this feature



HOW 'GENTLEMAN JACK' TAMED 450 WILD HORSES

"Aintree was a lucky circuit for me," recalls Jack Sears. "I had quite a few wins there, and so on that basis I have happy memories of it. As well as the Galaxie victories, I won there in 1960 in the Aston Martin DB4 GT run by Equipe Endeavour; in a 3.8 MkII Jaguar in '62; and in the Cortina GT in '63.

"I particularly remember that Jaguar win, because a week before, down at Snetterton, my team-mate Mike Parkes had had a huge shunt when the halfshaft broke, and Tommy Sopwith withdrew my car until more testing had been done.

"When we got to Aintree, Sopwith put Michael in my usual car and hired another Jaguar from Peter Berry, for whom I had finished fourth in the 1960 RAC Rally in a MkII. Bob Jane, the previous year's Australian saloon car champion was also in Liverpool, driving a Coombs Jag MkII. He was very sure of himself, quite confident he could beat us. He did lead the race for a while, but then Michael took the lead and I was third, right behind them when, approaching Melling Crossing, Jane spun it right across the grass. Later I passed Parkes to win, and we left a rather sheepish Bob Jane in fourth place."



Another Aintree 'pot' for Mr Sears

Jack's biggest Aintree wins came in the International meetings of 1963 and '64 driving that gorgeous great Willment-run Ford Galaxie: "My Galaxie was prepared by Holman & Moody to NASCAR spec, with fibreglass bonnet and bootlid and aluminium bumpers. But it was still a good half-ton heavier than the Jaguars.

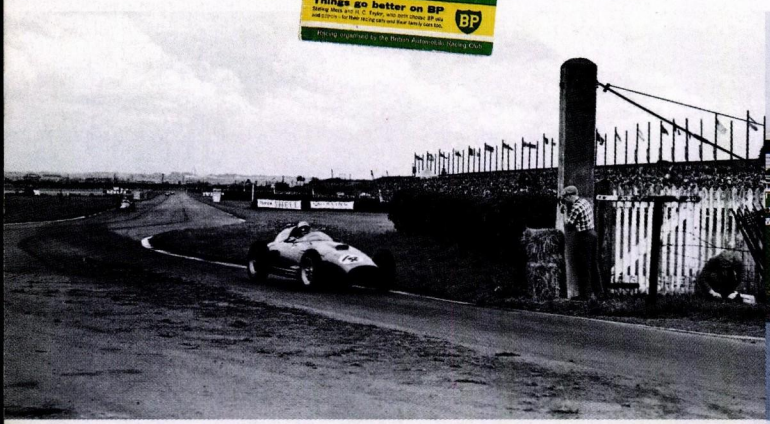
"We were worried about the brakes lasting 100 miles for each of those races – there was a lot of braking required round Aintree. But although the Jag's brakes were slightly better, I was never outbraked by or even beaten by them. The exit of slow corners required so much grunt, and the Galaxie had plenty of that. It was, in fact, unbeatable. The Lotus Cortinas never beat me in a Galaxie either, though Jimmy Clark used to hang on in there like a terrier. He was the only one that ever came close to passing me."

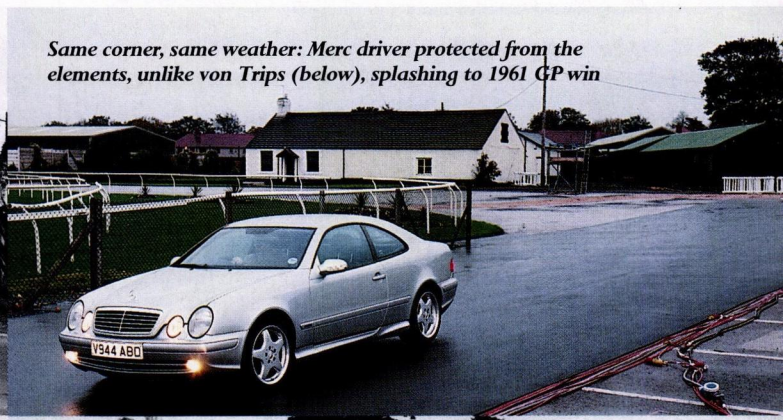
So what made Sears so good at Aintree, in such varied cars?

"Aintree required precision. You had to get the apex right, otherwise you'd be wandering out early, forcing you to stay off the throttle for longer and therefore losing time. One thing that might have helped me was my rallying. You never had a chance to do a recce, so you had to judge the corner as you saw it. And I seemed able to assess corners quite well.

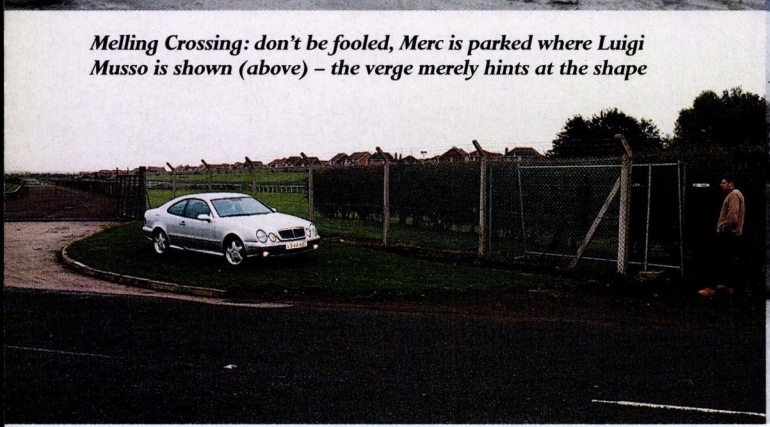
"Well, I treated Aintree like that: I saw a corner and just attacked it. Of course, the one that did exercise the mind and cause one to concentrate was Melling Crossing. That could be taken very quickly if you were on the perfect line; if you weren't, you could lose quite a bit of time. It was the key to a good lap."

And numerous wins.





Same corner, same weather: Merc driver protected from the elements, unlike von Trips (below), splashing to 1961 GP win





Melling Crossing: don't be fooled, Merc is parked where Luigi Musso is shown (above) – the verge merely hints at the shape

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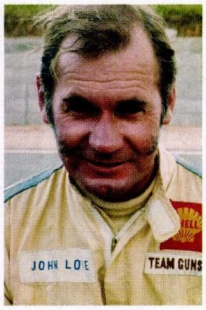
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TRUE LOVE STORY

JOHN LOVE 1967 SOUTH AFRICAN GP

IN OUR NEW SERIES, DRIVERS RECOUNT HOW FATE DENIED THEM POTENTIAL SUCCESS. JOHN LOVE, ON THE VERGE OF BECOMING THE LEAST-KNOWN GRAND PRIX WINNER OF ALL TIME, HAD IT ALL GO WRONG. HE TOLD HIS SORRY TALE TO ADAM COOPER

OVER THE DECADES EVERY TOP RACING DRIVER HAS lost a potential victory in unfortunate circumstances, but few have suffered a greater blow than that experienced by John Love, an underdog who came within six laps of winning the 1967 South African GP.

Had he enjoyed a clear run to the chequered flag, the native of what we now call Zimbabwe would have carved himself a unique place in the history books. He was a 42-year-old privateer, racing an obsolete car on a miniscule budget, and what's more, he was making only his fourth world championship start. Of such things are legends made.

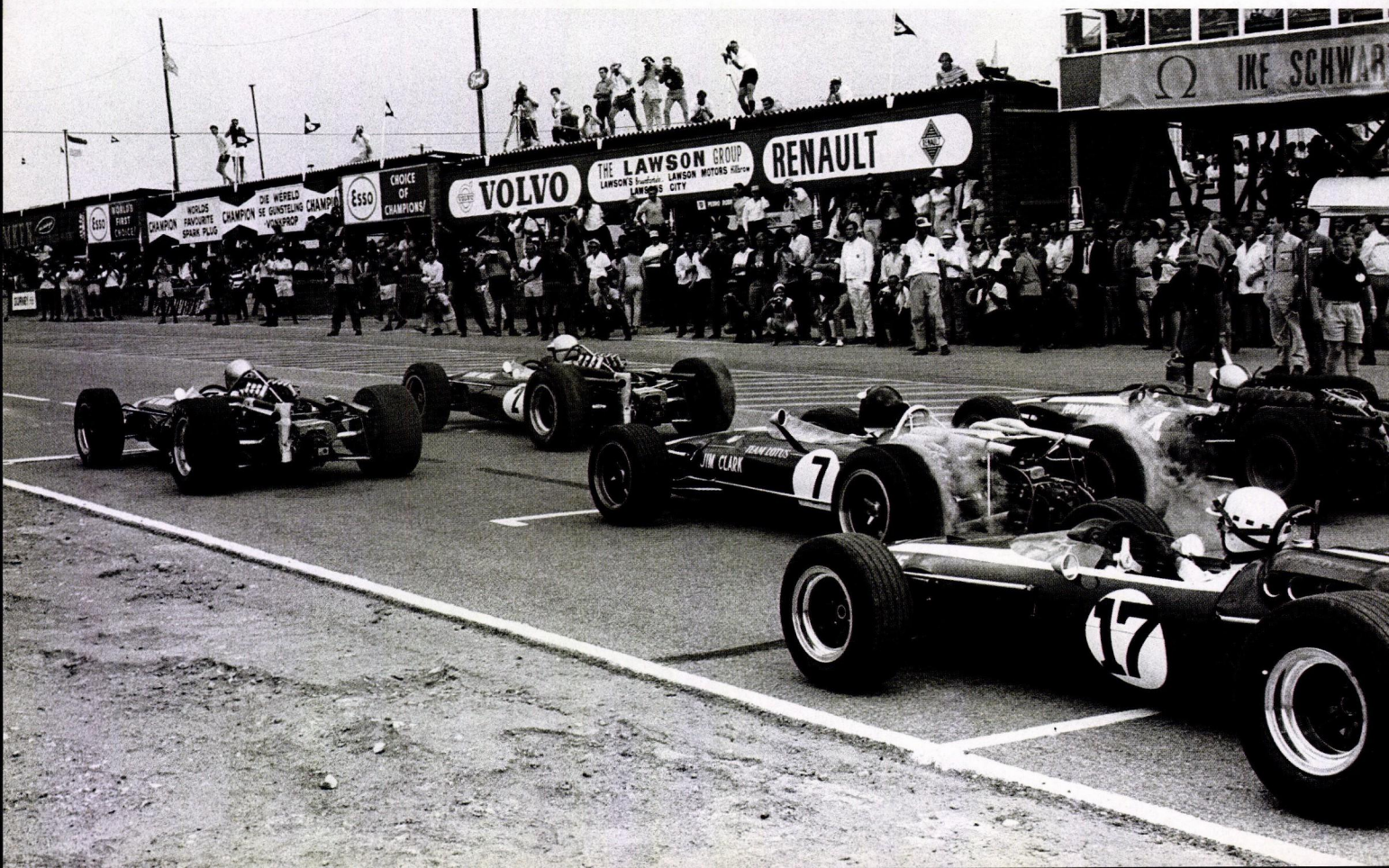
Born in Bulawayo, Love had set off to make his name in England with Ken Tyrrell's Formula Junior team in 1961, at the relatively late age of 36. The following year he also raced works Mini Coopers, but a Formula Junior crash at Albi left him with arm injuries that still affect him today. The mishap effectively marked the end of his career in Europe.

"I have no wrist movement in my left arm," explains John. "I didn't think I was going to be capable of controlling an F1 car. Ken offered me a drive back in Formula Junior, but that wasn't the way I wanted to go. I wanted to go into the top level and it just wasn't going to happen, so I didn't think it was worth going back."

Instead he concentrated on the South African scene. He won the first of six ZA drivers' titles in 1964, while occasionally taking on visiting F1 ➳

Love put his Cooper-Climax (No17) fifth on the grid, lining up behind the two Brabhams, Jim Clark and eventual victor, Pedro Rodriguez (No4)

All photographs this page: Phipps/Sutton Images



An ex-Tasman Cooper T79 with a 2.7-litre Climax was hardly the best car for Kyalami, but Love was quick enough to benefit from the ill luck of others

stars of the era in both the GP at East London and the non-championship Natal and Rand events.

Love usually headed the local contingent on such outings, but even he did not expect to achieve much at Kyalami in 1967.

"We had an ex-Bruce McLaren Tasman Cooper. It was a sprint car, because in Australia they only had sprint races. Bruce realised that and the car was built specially for that series, so it was not a grand prix car.

"It was a good car, and of course our races in South Africa weren't that long. But it didn't have the fuel capacity to take us through for a full grand prix, so we made a couple of aluminium slab tanks and put them on each side. We had a 2.7-litre Climax four-cylinder, and because all the works cars entered, we thought we would probably be a couple of laps adrift by the end of the race. We looked at the face value of the race and the cars we were competing against. Brabham had the Repco, BRM had the H16, the Honda was there – they were all pretty quick motor cars."

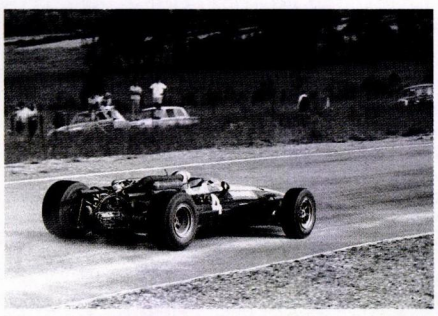
This was the first world championship race at Kyalami, but more than half of the visitors had raced there before, and three days of practice gave everyone more than enough time to cancel out Love's local knowledge. In fact the meeting stretched over two years, because qualifying took place on 29-31 December 1966!

Love didn't run at all on Thursday, but stunned everyone by being second-fastest to Denny Hulme on Friday. He then chose not to drive on Saturday – not because he felt he couldn't improve his time, but out of financial necessity.

"We were racing on a shoestring, and we really didn't have any money. We didn't have a spare motor if we blew that one, which I'd already borrowed from Sam Tingle. It was a bitza, quite honestly."

It was a good idea to save the car, since the intense heat was creating fuel vaporisation problems, and much attention was paid to ensuring pumps were well cooled and were up to the job.

"We were in the same garage as Jo Siffert, who was driving Rob Walker's Cooper-Maserati. We had two Bendix pumps, and Jo wanted to borrow one because he didn't have the right stuff. We had two, so he took one and we took one."



Pedro Rodriguez was as surprised as anyone to score his first win, driving the Cooper-Maserati T81

On Saturday Jack Brabham, Jim Clark and Pedro Rodriguez went quicker and demoted John to a still creditable fifth. Since it was New Year's Eve, a party of epic proportions took place that night, and it was just as well that Sunday was a rest day. The teams reconvened at the track on Monday 2 January, where a huge crowd of 100,000-plus made for a wonderful atmosphere. All were keen for Love and fellow locals Dave Charlton, Sam Tingle and Luki Botha to put on a show.

John didn't make a good start and slipped into the midfield, but he soon picked up a sparring partner.

"I had quite a tussle with Dan Gurney. He also had a 2.7-litre Climax in the back of the Eagle, and we had competition throughout the race."

Both men began to make progress up the order, with Love to the fore. They gained spots when Jackie Stewart and Clark retired, and by the time they caught and passed the Honda of John Surtees, they were up to fourth and fifth. Then the '10 green bottles' scenario really kicked in. First Jochen Rindt retired from third, putting Love up into a podium spot. Then Gurney suffered broken suspension, leaving John without pressure from behind.

Now only the Brabhams of leader Hulme and team boss Jack lay ahead. Then shortly after half distance the reigning World Champion pitted with an electrical problem, putting Love up to second behind Denny. ➤

"I couldn't believe my eyes," John recalls. "I just kept plodding on and plodding on. These things are what you want, but you don't believe that they could really happen."

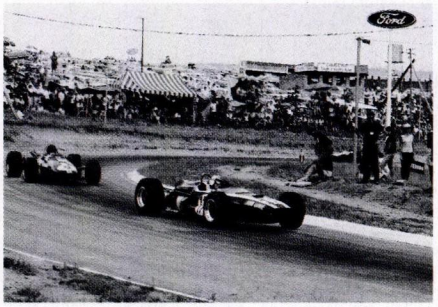
Hulme still looked safe with a huge lead, but then the impossible happened. He came diving into the pits, shouted instructions at his crew, and charged back out again. The mechanics dashed around, and the following lap he was back in. The brake fluid was topped up and dry ice packed around the fuel pump. But by the time Denny was sent on his way, Love was ahead.

"When I took the lead I just saw the whole place erupt. Going down the straight I saw the whole grandstand stand up! I just couldn't believe it. It was, I suppose, tear-jerking – I knew what was happening, that I was in the lead of a grand prix event. But whether I was going to still be there at the end of it was going to be another story."

Just 19 laps remained, but he had every reason not to celebrate too soon.

"When we switched over and tried to pump some of the fuel into the top tank during the race, it didn't actually pump enough fuel from the side tanks. It started to misfire out of Clubhouse, continuing for 10 yards, and then 15 yards, and then 20 yards, and there was no response at all. The motor was starving, and then it picked up when the fuel levelled off.

"I realised that we had a problem. The pump that we took was the faulty one, and Jo Siffert had the good one! You have to adapt to what's going on, so you don't have to cry buckets or anything like that. You know perfectly well that you're in the cactus, and you have to get out of it. But once you stop, then the whole system is over."



The early stages of the race featured a fierce duel between Love and Dan Gurney's Eagle-Climax

With just six laps to go, John accepted that he had no option but to head into the pits.

"They stuck in some fuel and we popped out again, but by that time Rodriguez had got past."

'When I took the lead I just saw the whole place erupt. It was, I suppose, tear-jerking'

Having struggled throughout, the Mexican had indeed hauled his Cooper-Maserati into the lead. Love put in some storming final laps, but Rodriguez was 26sec clear when the flag fell. John still claimed second, a lap ahead of third man Surtees, but it was a case of so near, and yet so far.

"There was a bit of disappointment, but you know you've got to lose and you've got to win. You've got to be good at both, I think. That grand prix just slipped away from us, but that's the way it was."

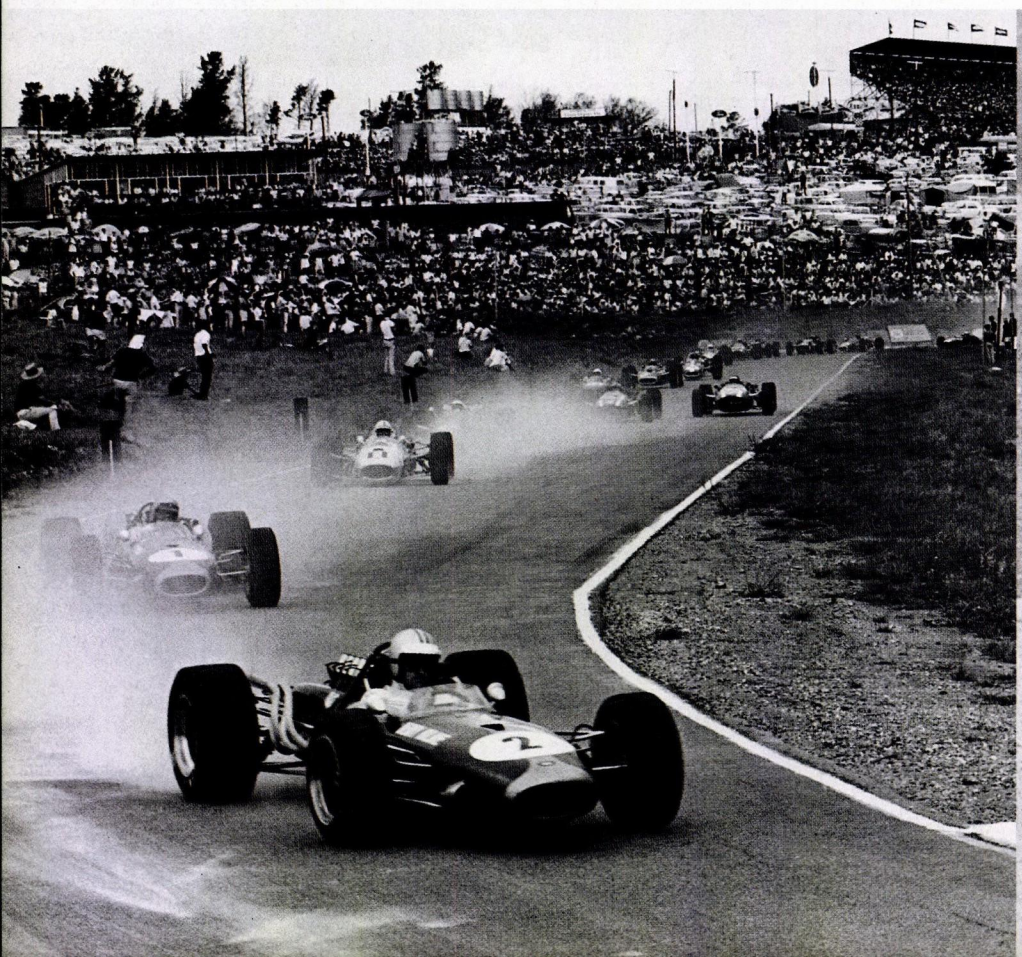
Love would compete at Kyalami until 1972, but he was never able to recapture the magic of '67. He qualified a respectable 11th out of 18 with a Lotus 49 in '69, and finished eighth – albeit two laps down – the following year.

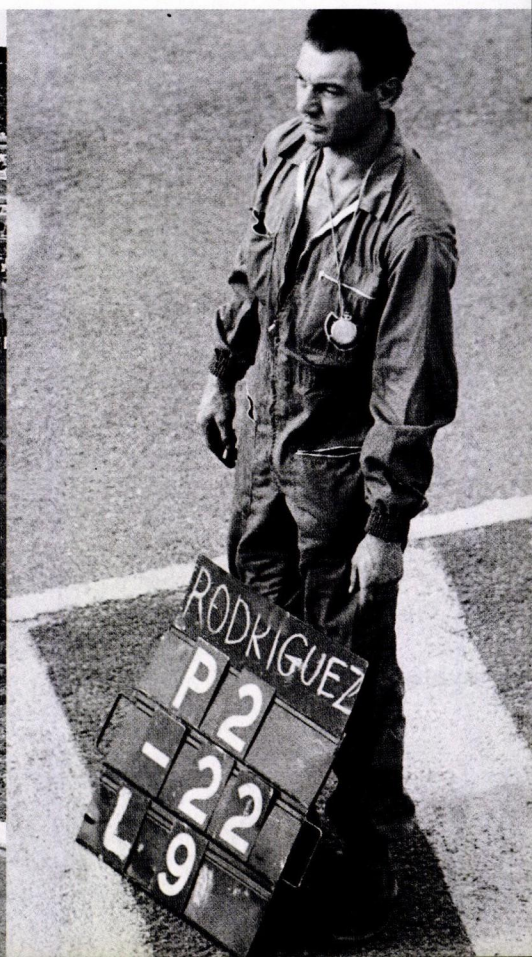
Now 76, he still runs his garage business in Bulawayo, and says he's enjoying life, despite his country's problems. But would having that victory on his CV have changed anything?

"For me, it would have been nice to be the bloke who won the South African GP in 1967, but it didn't happen that way. It was still one of the great moments in my life. I don't know if winning would have made a lot of difference; you would have just chalked it up and put it on the wall, and that would have been the end of the story, wouldn't it? As the years go on, it doesn't make a lot of difference." M

Below left: Denny Hulme led the first 60 laps. Below: Rodriguez was a long way back, but two laps later Love dived in for his splash-and-dash

All photographs this page: LAT





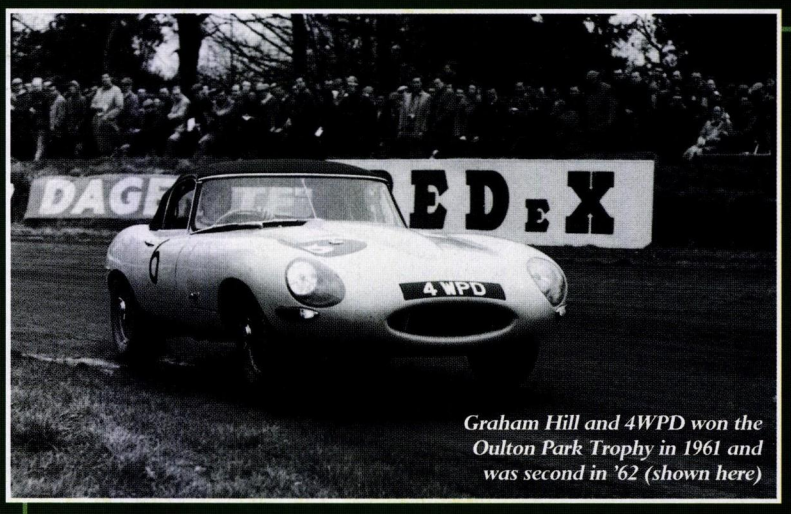
40 YEARS OF THE JAGUAR E-TYPE

The E-Type Racing Experience

Easy question: what do the greatest cars have in common? Pedigree, a soulful engine, fine handling and an evocative shape are the essentials. Many machines down the years have fulfilled one of these criteria, a few have achieved two, while those with three are rare.

And then there are those possessing all four qualities - the absolute elite, the cars that will remain desirable for all time, the true icons.

Each country can boast a few and one of Great Britain's, without a doubt, is the Jaguar E-type. At its launch in 1961, it caused a stir like few cars will ever manage. At a time when 90 per cent of the automotive industry was churning out drab, seen-it-all-before shapes, Sir William Lyons of Jaguar slapped people in the face with one of the sexiest cars ever, complete with 150mph capability. An instant hit.



Graham Hill and 4WPD won the Oulton Park Trophy in 1961 and was second in '62 (shown here)

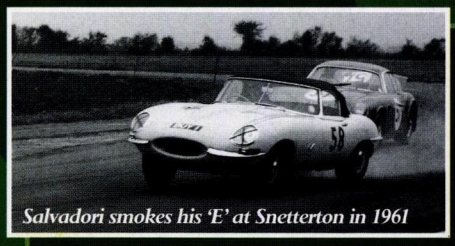
THE E-TYPE RACING EXPERIENCE

2001 E-TYPE 40TH ANNIVERSARY

Later that year, the E-type made it onto the racetrack. There were high hopes, for this car did, after all, come from the same stable as the remarkable C-type and D-type. And the XK120 had proved a sensation on road and track. No problem! In the 1961 Oulton Park Trophy Race, Graham Hill scored its first race win and the cornerstone of a legend had been set.

Now, 40 years on, it's time for that passion and excitement to return with the E-type Racing Experience, an eight race series which will star at some of the legendary circuits of Europe, including Silverstone, Nurburgring, Donington Park and Imola. In a remarkable but true time-warp, a grid of 22 Jaguar E-types - each built to the same specification aside from bodyshape, each in original E-type colours - will enthrall spectators with close dices, spectacular sights and amazing sounds.

If you want to compete, a drive in the eight race programme costs £75,000 and this covers race preparation and transportation of cars, insurance, testing, five-star accommodation for two and quality hospitality at each race circuit. It is an amazing and exclusive opportunity for those who want to race but who lack the facilities necessary for competition preparation.



Salvadori smokes his 'E' at Snetterton in 1961

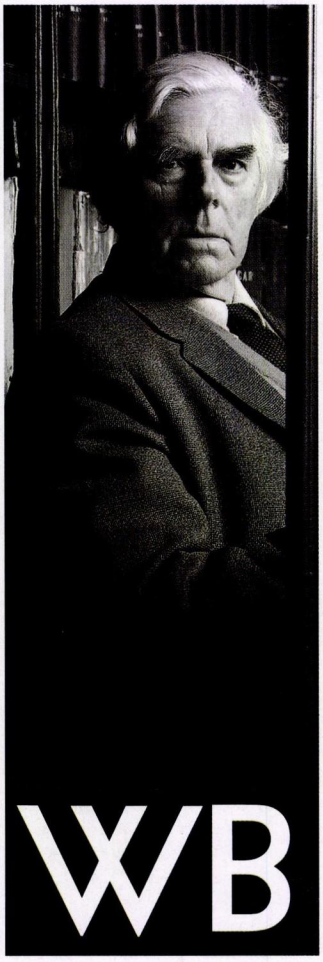
As if this wasn't enough of a sensation in itself, here is the absolute clincher: everyone can get involved, from as little as £60, by becoming a member of the E-type Racing Experience. With six different levels of membership, you can enjoy some remarkable benefits such as VIP days, passenger rides in the E-types, VIP hospitality, first-class trips to the European events, merchandise and 40th anniversary memorabilia. So as well as a chance to enjoy the wonderful racing of the 1960s, you can relive the special atmosphere of motorsport from a bygone era. Truly, it will bring sportscar aficionados closer to the action than they ever thought possible in the 21st century.

No motor racing fan with a soul could fail to be stirred by this opportunity to relive a golden era. For all those who drooled over the E-type at its launch, the E-type Racing Experience is the closest thing to heaven on earth.



Pin-sharp handling in a cutting-edge shape, as Jack Sears discovers at Crystal Palace

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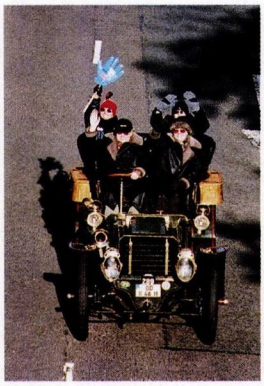
A stormy Brighton Run

IN SPITE OF FLOODS AND A STRONG wind that tried to blow down the finish arch on Madeira Drive, that great adventure, the 2000 London-Brighton Run for pre-1905 cars was its usual success. The entry of 432 from all over the world is remarkable.

Oldest vehicle was the 1875 Grenville steam carriage. It was reported to have reached as far as Crawley by midday and finished the 57 miles in 8½ hours, in heavy rain and a gale, its water being replenished every half-hour. It recalls the 1897 Craigievar Express steamer which Maurice Smith of *The Autocar* coaxed through the '71 Run; it now resides in the Grampian Transport Museum.

Of the pre-1898 finishers, Paul Rees on the primitive steamer entered by the Bristol Industrial Museum was joined by an 1895 Benz, the 1896 Whitney steamcar, an equally old Leon Bollée, and 1897 Beeston, Daimler and Delahaye, the last fitted with a limousine body, the petrol primitives.

HRH Prince Michael of Kent, such a great ambassador for the sport, praised the organisation and the help of the police. It is not a race, but first at the official finish by the pylons was John Bentley in a 1902 Panhard-Levassor, which has done every Run since 1938, and cost then £35.

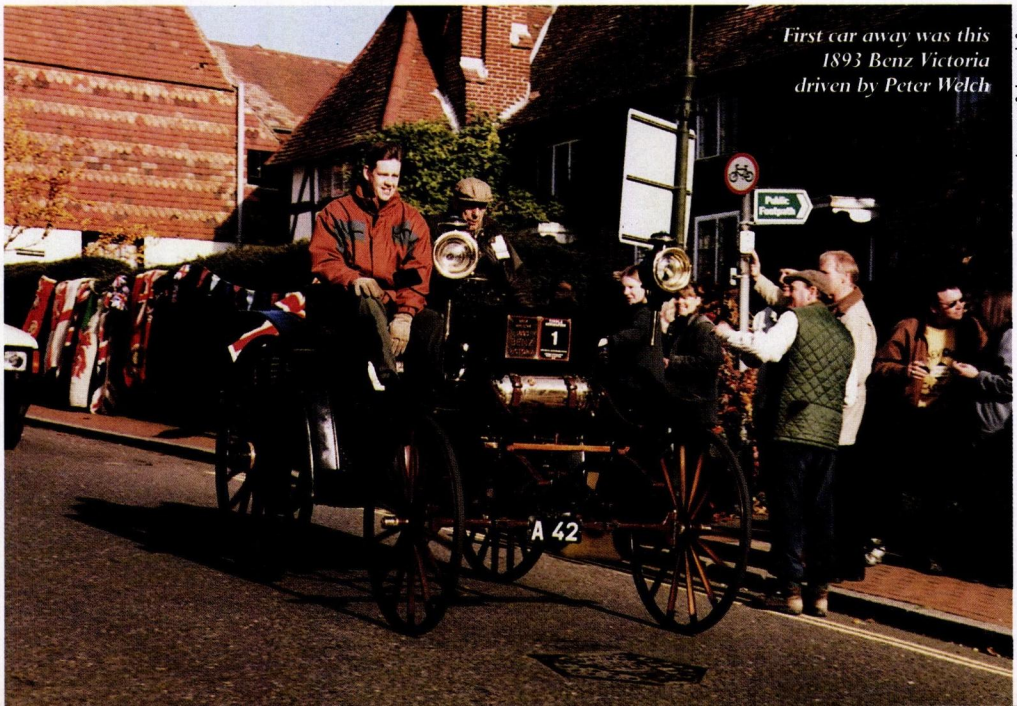




1903s: Maxim of Hans Steffens and Lord Montagu's Daimler

Ms Elspeth Thomas had a good drive on the 1903 Napier which she conducted on the 1000-Mile Trial re-enaction, but Mike Timms' 1903 Motobloc was on its first run. Sir Ray Tindle, sponsor of the event and a regular participant, had ex-Minister of Transport, Peter Bottomley MP, on his 1904 Speedwell. Lord Montagu was a little late, the 1903 Daimler this year suffering from a gasket problem. Sympathy must be extended to Loïc de L'Arbre from Belgium, who had mistaken the time difference, so arrived an hour late, hastily used a blowlamp to get up steam on his 1901 Steamobile – presumably a special – but retired at Croydon. The 1898 Testa et Morot shed a chain, while Maitland's Orient Buckboard lacked power, and a 1904 Wolseley expired after finishing.

No one is likely to do otherwise than applaud those who have kept veteran cars in good order and use them on the Brighton Run. Even famous racing drivers have been seen in this traditional event. For instance, SCH Davis, Sports Editor of *The Autocar*, was a regular, on his 1897 Leon Bollée tricar, from 1930 onwards, after an initial baptism on a borrowed Benz. He was preceded, however, by Richard Shuttleworth, who took part from 1928 onwards, in an 1897 Panhard and other cars. Sir Malcolm Campbell had a go in



First car away was this 1893 Benz Victoria driven by Peter Welch

Photographs this page: Eric Sawyer

1932 with a Sunbeam, and Vernon Balls followed suit in 1933, to appear on many occasions thereafter on his 1901 Oldsmobile. Anthony Powys-Lybbe could not resist it and took a borrowed 1899 Fiat on the 1933 and later Runs, and I went with R G J (Dick) Nash on his 1900 Peugeot in '36. Alvis exponent Philip Fotheringham-Parker went on an 1899 Century tricar the same year, and again later, and that year no less a racing celebrity than Prince Bira took part with a 1902 Peugeot. Brighton was an event that all-rounder Tommy Wisdom had to experience, which he did in 1937 with a 1900 Wolseley, and this was the Run in which R J B (Dick) Seaman took part, using a 1901 Benz.

The popularity of this International VCC fixture, with its combination of achievement and unique adventure, was now so widespread that some showbiz and TV personalities began to request rides, or even drives. But racing drivers still took part.

Sir Jack Brabham was sufficiently keen to do three in succession, starting in 1960, at the wheel of the same 1904 Sunbeam. Bruce McLaren and Chris Amon then picked up the Antipodean baton and drove the same car in 1964. Sir Stirling Moss can look back on Runs in 1978, in a little Renault, and in 1995 driving a Mercedes. Not to be denied, Jackie Stewart piloted Lord Montagu's ex-racing 1903 Daimler to Brighton in 1974. Nigel Mansell did it in 1995 and Richard Noble went from LSR monster to Lord Montagu's nice little 1903 de Dion Bouton on the '83 run.

It had by this time become a queue of film folk, TV celebrities, and directors, disc jockeys, Miss Worlds and writers like Jilly Cooper, all wanting the experience with VCC members, but no-one minded Richard Dimbleby, on James Allday's 1903 Mercedes, Prince Rainier and Peter Ustinov joining in, in 1946. The 'man in the street' – literally, as crowds of onlookers lined the route and packed the Madeira Drive terraces – had been giving great support to the Run and could wave to George Formby when he rode in Fred Bennett's single-cylinder Cadillac in 1953.

The Veteran Car Club's Brighton Run is typically English yet a world renowned happening.

Just as it should be.



Photographs this page: LAT



Jack Brabham (above) did Run from '61-63; Bruce McLaren (below) in '64

Two interesting books

ALL IN GOOD TIME, BY GEORGE DANIELS, IS THE SORT OF BOOK YOU KNOW YOU are going to enjoy before even opening it. It is the 'rags to riches' life story of one of the world's greatest horologists and maker of exclusive watches with his revolutionary co-axial escapement. So much of the book is about that, with lots of wonderful colour plates of watches and their interiors.

That apart, it covers Daniel's 13 Bentleys, his other vintage and Edwardian cars and motorcycles and his racing, with a large quantity of fascinating shots of them. The publishers are Premier Print, Unit 1, Shugborough Training Estate, Bradden, Isle of Man IM4 4LH. Price £33 including postage (£35 to USA).

Another long-awaited autobiography is that of Lord Montagu of Beaulieu. *Wheels within Wheels – An Unconventional Life*, which runs to 322 pages, is of absorbing interest, especially to motoring enthusiasts who are fully aware of his Lordship's long interest in the veteran and Edwardian movement, his participation in all manner of events in such cars, and how he started the Montagu Motor Museum, and developed it into the National Motor Museum.

There is a very large number of pictures, mostly unpublished, which show personalities along the years (Montagu is now 75) and the many outstanding events in his life. The 'Montagu Case' is dealt with frankly and shows the police and the courts of the time in a tarnished light. The book is published by Orion Publishing, price a notably modest £20. ISBN 0 297 81739 6.

miscellany

I QUERIED WHAT HAPPENED TO the 1911 10.6-litre 60hp Cottin-et-Desgouttes that 'Jumbo' Goddard restored. Kevin Wheatcroft reminds me that it can be seen in the Donington Grand Prix Collection, which includes other cars besides the largest public display of grand prix racers. The Museum is open from 10am to 5pm, seven days a week.

* * *

THE BOOK REVIEWS PAGE HAS dealt with the 2000-page *Beaulieu Encyclopedia of The Automobile* which its industrious editor Nick Georgano has asked me to mention. The two volumes weigh 1½ stone, so some shelves might require strengthening! This indicates the extent of this new edition and if, here and there, a few important technical features are missed, it is gratifying to find MOTOR SPORT recommended it as additional reading for some of the rare makes.

* * *

A STAINLESS-STEEL SCULPTURE of a full-size model-T Ford – recently voted Car of the Century – has been unveiled at Ballinascarthy, West Cork, where Henry Ford's father was born in 1828.

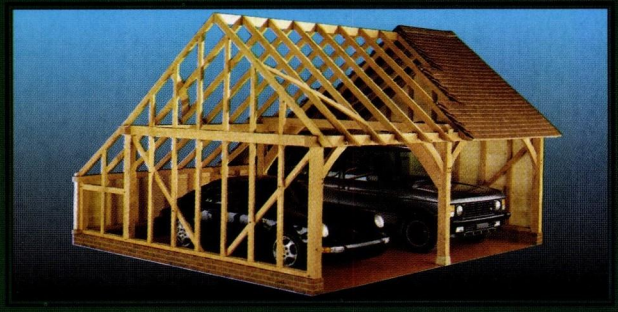
* * *

THE MSA, WHILE understandably looking at safety factors, has placed a tough burden on those who want to race Austin 7s, of the mildly modified kind, as distinct from the well-established and more advanced 750 Trophy Specials. They require drivers to go to a racing drivers' school, to learn how to drive, not 12bhp A7s but 150bhp racers, buy costly fireproof overalls, and pay for a medical, not to mention rising entry fees. Graham Chambers hopes to do something to reduce the expense of A7 racing.

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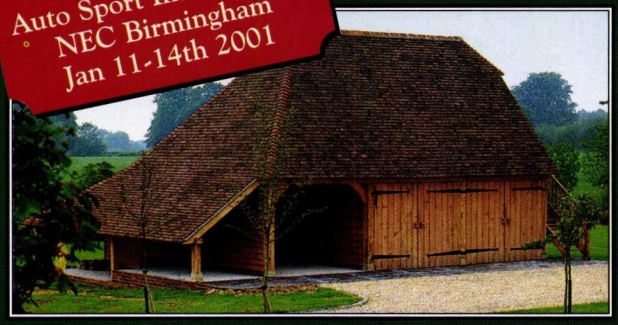
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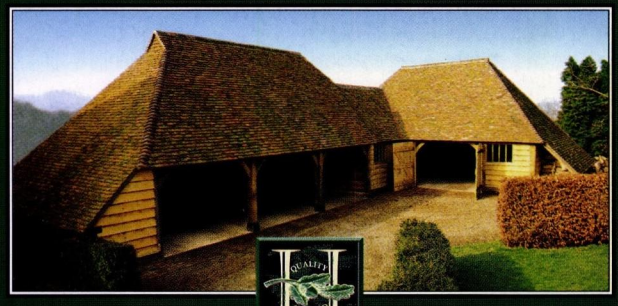
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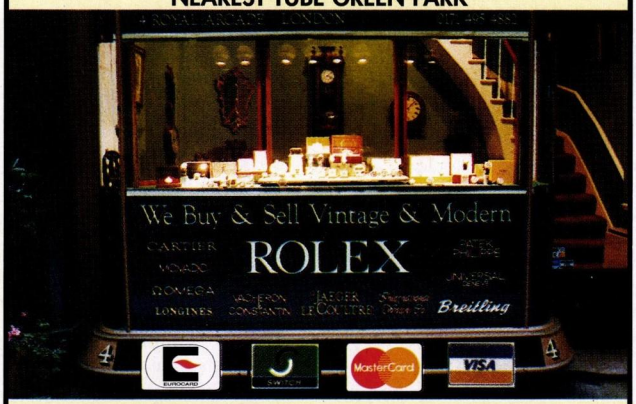
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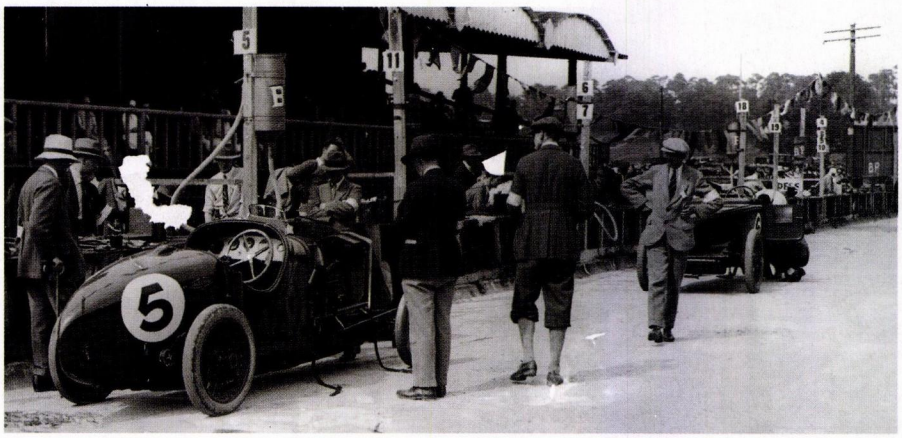
Success for ingenious JCC

THE CAPTION RELATING TO THE LEAD PICTURE WITH my discourse on small French sportscars last month was of the 1925 JCC High Speed Trial, not the 1926 Production Car Race, which prompts me to recall this happy event, when amateurs could compete against works cars, another idea of the Junior CC.

The cars were allowed to run stripped and the tuning rules were lenient, but otherwise they were sportscars, and had to carry ballast equal to one, two or three passengers, in the 750, 1100 and 1500cc classes. The course was that of the 1925 '200', which involved two hairpins, one in the finishing-straight, the other round the Fork, at Brooklands. The duration was three hours.

The entry contained three Brooklands-model A7s and four 12/50 Alvises, C M Harvey driving the works beetle-back, the others being ducks-back two-seaters. They were opposed by an OM, two Lea-Francis, Aldy's Frazer Nash, an Ansaldo and Randall's four-seater side-valve Aston-Martin.

Of the 1100s, Vernon Balls' latest low-chassis Amilcar was up against five twin-cam Salmsons with Jack Dunfee, Dr J Benjafield and George Newman among their drivers.



Bagshawe's Frazer Nash showed well in the 1926 JCC Production Car Race, finishing in second place

The 1½-litre cars accelerated rather slowly out of the corners due to carrying 396lbs of ballast, but Harvey's Alvis was the quickest. Harvey and Norris in a Lea-Francis led at first, with the Frazer Nash well up, and passing went on, even in the bends.

The first pitstop was by Oates, who retired the OM with a blown gasket. Then on lap two, Arthur Waite was in, the works A7 misfiring. He went on, then changed the magneto, a total loss of 25 minutes. Green's Alvis ran a big-end and McDonald stopped because a ring had hurt his finger (the oddest pitstop reason ever?) before the engine of the Alvis blew up. Three out in eight laps.

The spectators had more pitwork to watch, but Harvey with a lead of almost four laps was the obvious winner – until he came in with a broken valve spring. This let Hazlehurst's Salmson close up, although its slim tyres had hampered it on the hairpins against Balls' better-shod Amilcar.

Now the long race became exciting, as Harvey spluttered round and the Salmson closed right up on the Alvis, which had had another stop. The Aston-Martin broke a valve, and as the finish maroon boomed (the 1907 semaphore signal having started this ingenious race) it was Hazlehurst's Salmson which won, at 62.9mph, two laps ahead of Bagshawe's Frazer Nash and Balls' Amilcar. Harvey was fifth, behind a Salmson.

The JCC did it again in 1927, as the four-hour Sporting Car Race, when Harvey got his revenge, his 'beetle-back' 12/50 Alvis winning, at 63.2mph.

DSJ's prophecy

I TURN TO ALAN HENRY'S COLUMN IN *Autocar* first, because it is about motor racing. But the last time I read it, I had a terrible shock. Its theme was that F1 might dispense with safety cars, replacing them by slowing down all the cars racing by electronic means.

The reintroduction of traction-control prompts this forecast, and it reminds me how, many years ago, Jenks, disliking any electronic control of racing drivers, said, "One day, Bod, cars will race without drivers, controlled by the boffins in the respective pits or control posts."

The idea now is that as F1 is sponsored by the industry and if our road cars are to be speed-limited by black-box technology, motor racing should follow, to please its financial masters. But how on earth is every private car and commercial vehicle to be fitted with such elaborate equipment, even if deemed legally compulsory? What of a driver whose controller fails to function, so that he or she drives too fast for the limit Big Brother has imposed through the ether? Pulled up, as a frantic law-breaker, presumably. In racing, how many protests will be based on claims that incorrect operation or faulty transmitters slowed drivers, momentarily or otherwise, during a race when no speed restriction beams had been transmitted?

When Jenks made his comment, it was a problem so far in the future that we could afford just to smile. But now Mr Henry, you've wrecked my sleep, as I dream of our close proximity to Big Brothers, on the road and in motor racing.



Itala moves on

PLEASANT SURPRISE: GEORGE DANIELS CALLED BY (ABOVE), TO SHOW ME THE famous 12-litre 1908 GP Itala, which he has bought from the Williamsons, who cared for it and used it so well after Cecil Clutton had campaigned in it VSCC events for some 50 years, with successful and spectacular results.

The old car is going as well as ever, and George intends to put back the Vincents touring body it wore from about 1911, after its 11th place (driven by Cagno) in the French GP and its races at Brooklands (best lap 101.8mph) were over. Roger Collings drove the mighty Itala back and was greatly impressed.

Tyre building won't perish

A NUMBER OF HISTORIC BUILDINGS associated with the Motor and Allied Industries have been destroyed, sadly. These include the Talbot works in North London, most of the fine Argyll building in Glasgow, the line of Brooklands' sheds and the spacious bungalow 'The Hermitage' where Parry Thomas lived with his 'housekeeper', Mrs Duke-Williams and her husband and children, who were friends of the Welsh designer/racing driver. Several other such structures which should have been preserved have also gone.

So it is good that the India Tyre Building in Inchinnan, Scotland, is to be saved. Formerly a Beardmore factory, where a number of bombers and airships were built, including the R34 which made the out-and-back Atlantic crossing in 1919, India Tyres took over in '27, and Segrave went there to talk tyres for Golden Arrow. The remaining Art Deco administration block was built in 1930.



Gibb Architects

Listed facade of former India Tyre building will front a new development

After the demolition in 1980 of the Firestone Building on the A4, this is one of the few Art Deco motor buildings remaining in the UK, on a site whose occupation dates back to AD597. The Scottish Development Agency bought it from Dunlop Holdings for £2 million in 1987, and Graham Technology, who purchased the site in 1999, are now renovating the Grade A-listed Building and extending it, using the airship as a basis for the design. The architects of the project are Gibb Architects, 5-6 Park Terrace, Glasgow G3 6BY.

An unstoppable lady racer

TO CHEER ME UP AFTER THINKING OF ELECTRONIC CONTROL of racing cars (see page 91), I recalled a driver at Brooklands who ignored any idea of stopping her. She was the lively Fay Taylour, who after a fast drive from scratch at Brooklands, which brought her in second, only four-fifths of a second behind Doreen Evans' MG, in the 1934 Autumn Ladies Mountain Handicap, decided not to stop.

The officials were left watching the Penn-Hughes 2.6 Alfa Romeo the ex-dirt-track girl was driving go on and on. Flags were waved, officials became very cross, but only when a brave marshal stood in her path did the brakes come on. A fine and exclusion followed.

I suspect that if they had employed a Safety Car, Fay would simply have overtaken it.



LAT

Taylour at Boreham in '52 – where she wasn't excluded

Books on Dunlop, MGF and XJ-S

DREOILIN SPECIALIST PUBLICATIONS Ltd of County Meath, Ireland, have published Jim Cooke's *John Boyd Dunlop* (ISBN 1 902 773 10 1, £4.50). It is most informative about the tyre pioneer, and should interest historians of cycling as well as cars.

David Knowles has written a book about the MGF for Haynes Modern Sportscar series (ISBN 1 85960 637 7). It is truly comprehensive, its 144 pages dealing with every aspect of this hydragas survivor of the famous British sportscar marque. It is a book to appeal to car stylists and to students of the subject, as well as to historians. The development of the MGF is described in detail, starting with the mid-engined PR3 prototype developed by Rover, featuring hitherto unpublished colour photographs and design sketches, the 942bhp record-bid EX253 and EX255 and EX254 super-sportscar concept. Fascinating. Price: £17.99.

Veloce Publishing (01305 260068) have *The Story of the Jaguar XJ-S*, by Brian Long. It covers not only the car itself but its competition career, original price-lists and production figures and restoration information. Over 200 colour pictures. Price: £29.99, (ISBN 1 901295 43 5).

miscellany

A LONG-TIME READER OF MOTOR SPORT, Mr E Kehoe, who is 96 "so still only middle-aged", covers appreciable mileages each year although he does stay overnight on a 208-mile journey to Silverstone and back. It was a namesake of his who edited MOTOR SPORT for an issue or two in the 1920s.

* * *

THE PRE-WAR AUSTIN 7 CLUB Bert Hadley Memorial Championship, which comprises sprint and hillclimb speed contests, was won this year by Paul Jenkins in a 1930 A7 Special. Reg Nice in his '31 Ulster won the Murray Jamieson Trophy and Judy Fairless took the Kaye Petre Award for Best Lady Competitor, with her 1929 Ulster Special. The Newcomers' Cup, and second in the road class, went to Darrell Woods ('36 Special). The Championship is in memory of works racing driver, Bert Hadley, who did so well in twin-cam A7s before the war. His son, Clive Hadley, provides much moral support. Details of the 2001 programme should be available from Geoff Roe in January (0115 989 4091).

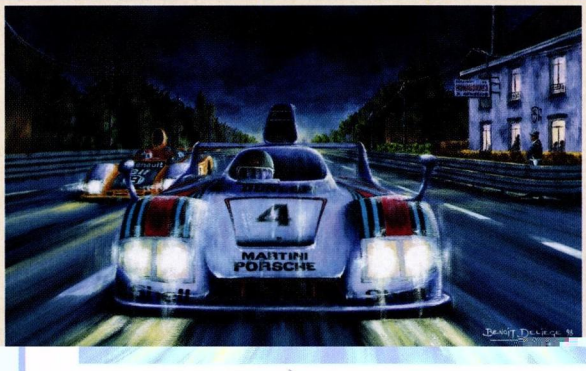
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CAN ANYONE IDENTIFY THIS CAR? The picture was taken by Lt R B Langrishe, India Army Service Corp, in the Chumbi Valley, Tibet, between late 1906 and early '08, when British Troops of the Indian Army were stationed there. The proud occupant is Tashi Lama.



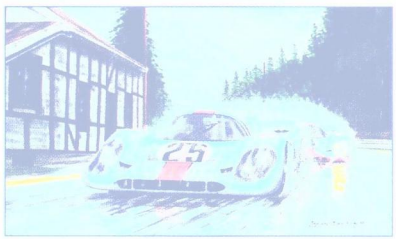
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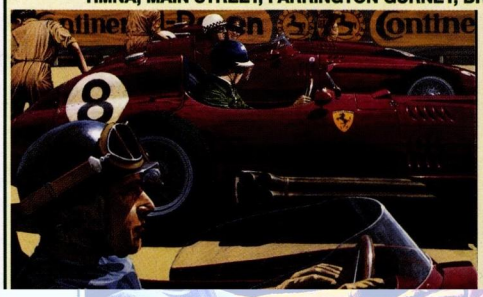
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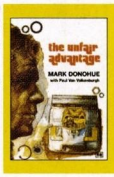
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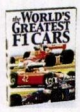
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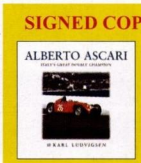
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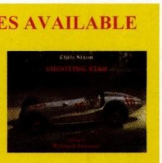
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40 YEARS OF THE JAGUAR E-TYPE

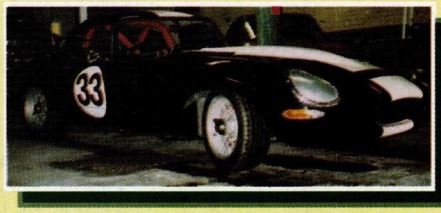
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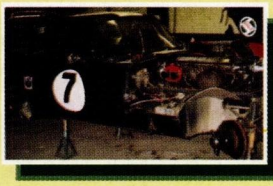
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British Car Auctions



The Jaguar E-Type has always been one of the most popular cars at BCA's Classic Auctions with several models and styles always available at each sale. One of the most exceptional to be sold at any BCA sale would have to be the E-Type Roadster Series III (Commemorative model). It was one of just fifty examples made to signify the end of production for this motoring legend. What made this particular example stand out from its contemporaries was that it had covered just 650 miles since leaving the factory in 1975. As expected the black coachwork and tan interior were in excellent condition throughout and in selling for £74,000, it achieved the highest value for a standard model in recent years.

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The Jaguar E Type is universally recognised as one of the great British classic cars of all time The manual transmission vehicles came off the production line, equipped with a Delphi Borg & Beck clutch. Delphi Borg and Beck being the preferred supplier, entrusted with the responsibility of transmitting the huge amounts of raw engine power through the gearbox to the wheels.

These parts are still available today, and as many of these vehicles are still in existence, sales are remarkably healthy.

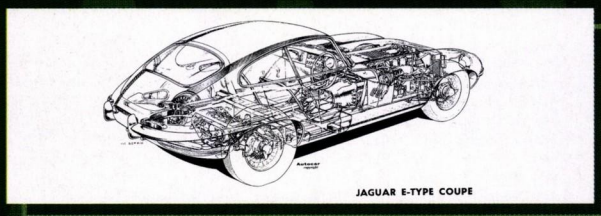
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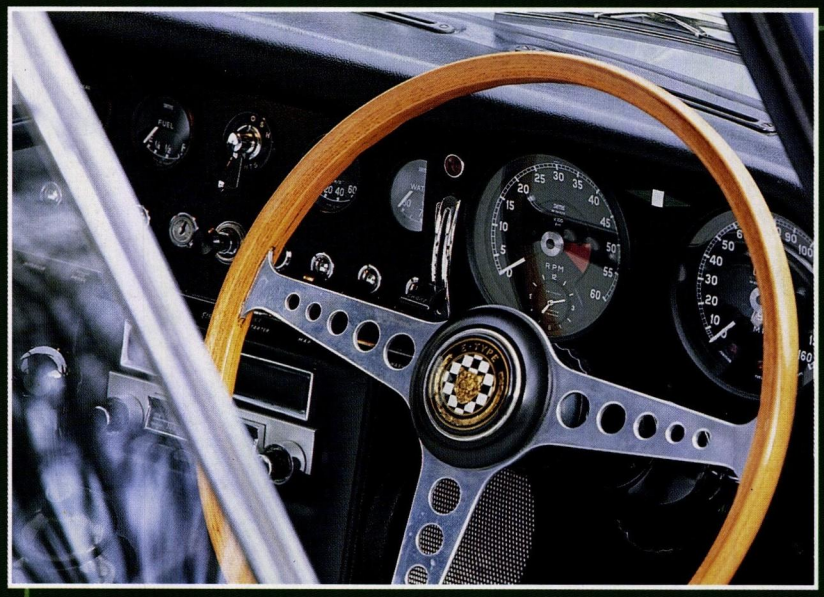
1957 Wingfield "D" A fine copy of Ecurie Ecosse Le Mans winner



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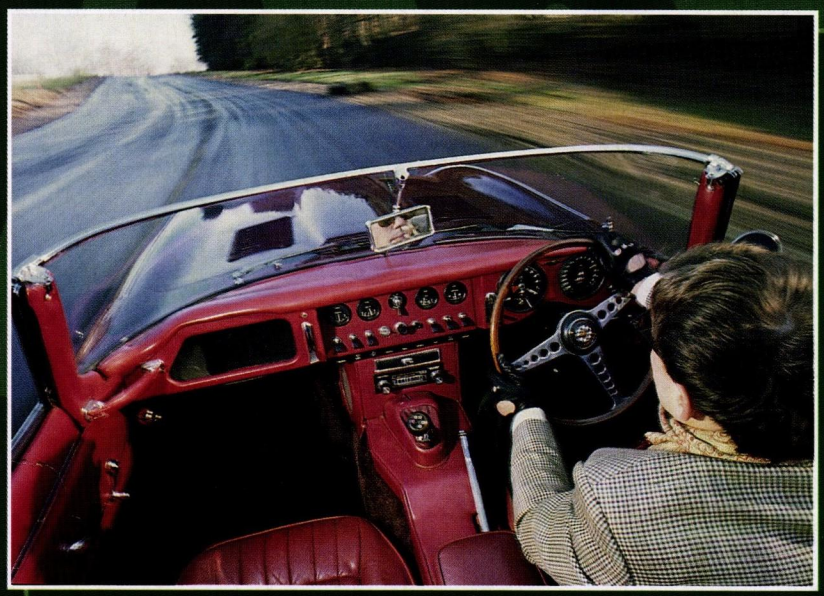
Smiths Instruments



When the Jaguar E-type was first launched 40 years ago it was universally praised for its sleek shape, wonderful engine, sharp chassis and of course its 150mph top speed.

In such a potent car, driver feedback and information is vital, the nimble steering and fine chassis provided only part of the picture in this fabulous sports car. A full range of Smiths instruments was fitted as standard to all E-types and were clearly laid out to enable the driver to check on everything that was happening under the bonnet from oil pressure to water temperature and engine speed, plus of course indication of that 150mph top speed.

Smiths have a long association with Jaguar having provided the clocks and gauges for many of their road and racing cars through the years. So when Jaguar decided to build a road going production sports car based on their experiences of the C and D-type racers it was no surprise that they turned to Smiths to provide the necessary instrumentation.



SMITHS





Smiths continued to supply Jaguar with the instruments for all E-type models throughout its production life including the 12 lightweights and the low-drag Le Mans cars. Since the E-type production ended in 1975, Smiths have continued to build a large range of rev counters, speedometers and gauges for a variety of applications. Even today Smiths are able to supply the original instruments for any E-type as well as many other Jaguars and classic cars.

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THE MISSING LIGHTW



RM Classics and the Qvale lightweight

If you can imagine stumbling upon a lost Van Gogh stashed in the attic then you might understand the shock and elation of discovering the most prized classic racer of all. The legend of the missing Lightweight Jaguar E-type had grown to mythical proportions before the classic world was turned on its head in 1998. To put it in perspective, 12 of these magnificent Ferrari-beaters were built, 11 were long accounted for, but one (chassis S850660, registration 5113 WK) had apparently disappeared off the face of the planet.

Then it was found in fairytale fashion, stashed in a garage where it had sat gathering dust, but, crucially, unmolested for 35 years. And as it's story unfolded, each chapter brought more incredible turns.

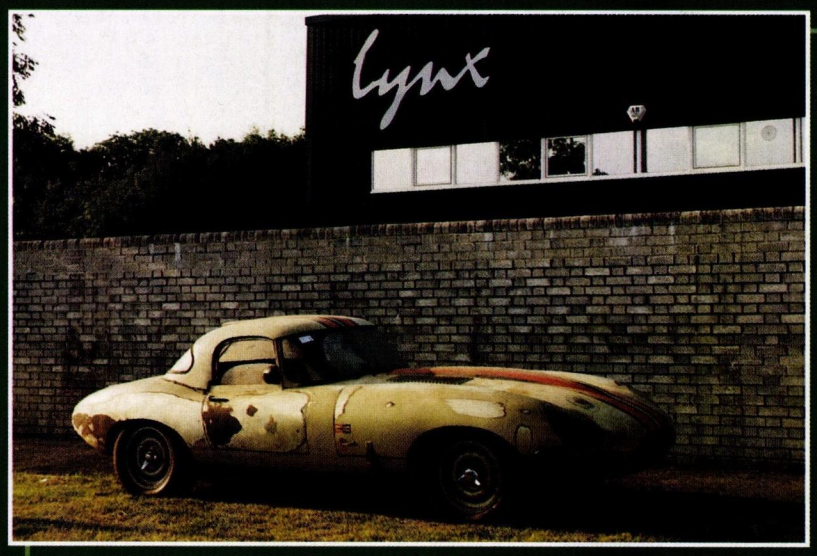
The car had originally been ordered by Briggs Cunningham, but was bought instead by American West Coast Jaguar importer Kjell Qvale in 1963. That year it raced at Sebring and Laguna Seca with Ed Leslie and Frank Morrill, but then, with just 2663 miles on the clock it was bought by war hero and aeroplane racer Howard Gidovlenko for $5000. Almost immediately its unorthodox hibernation began and, although stored meticulously, with each year it gathered more dust and a cardboard cocoon from which it would not emerge until Gidovlenko's death.

Since then, more chapters have been added. Key in bringing the car to the world's attention is RM Classics who, after its discovery by a consortium of specialists that included American restorer Richard Darnell, became as enthusiastic about the great racer as everyone who comes into contact with it. Thus it wound up on the leading auction house's rostrum at Monterey in the summer of in 1998.



With an air of huge expectation, a breathless hush fell over the crowd as bidding started for this unique lot and the crowds were not disappointed as the price soared. When the hammer came down, at a record $872,050 (£540,000), it was greeted with spontaneous applause and a standing ovation. The missing E-type was back.

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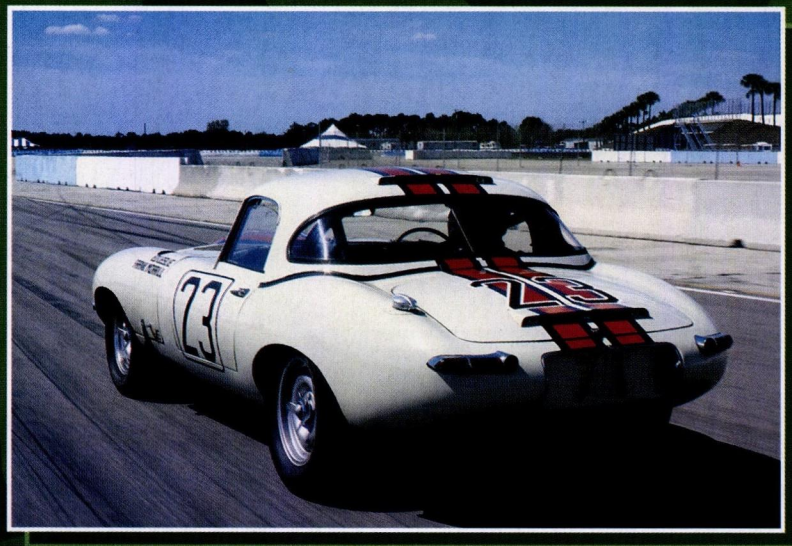
The Resurrection at Lynx

Think Jaguar and you think Lynx. That's not to say that the company hasn't got a multitude of other strings to its bow: Lynx has successfully tackled everything from GT40 to Ecurie Ecosse transporter but if you had just bought the most significant Jaguar discovered in living memory, where else would you send it? After all, company chairman John Mayston-Taylor already had a connection with the car: bidding on behalf of a client, he was the man holding a paddle in the air when this historic Lightweight E-type was knocked down for a record-shattering amount in Monterey.





Lynx



So the Lightweight was put on a 747 to England and Lynx was entrusted with this most significant of restorations. Actually, restoration is the wrong word, and it doesn't do justice to the remarkable exercise in preservation and recommissioning that brought this glorious machine back to life. Few, if any, other companies could be trusted to carry out the job with the sympathy deserved by such a timewarp racer.

The problems it presented were myriad, not least that the sleek aluminium body bore ugly scores where Gidovlenko had apparently taken an angle grinder to it to devalue the car lest he lost it in a divorce settlement. A delicate balance had to be achieved between making the car safe to race and maintaining its time-capsule originality. Mayston-Taylor viewed the job in hand less as a challenge than a privilege.

As the car was stripped down, every part, however tiny, was photographed and catalogued and every load-bearing component meticulously crack-tested. Even though the car was in remarkably good condition and the engine appeared as solid as the day it left Browns Lane, no risks could be taken, no corners cut. The only parts replaced were those that were absolutely necessary and the only modifications, such as harnesses and roll bar, were carried out in the name of safety and meeting modern racing regulations.

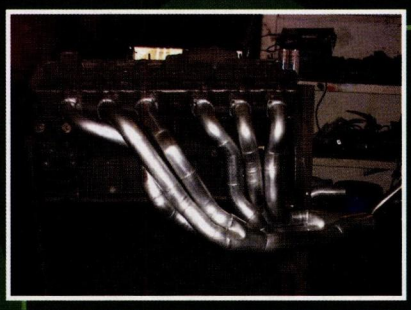
Today the Lynx team's painstaking efforts can be enjoyed around the globe, whether it be on the pristine lawns of the Hurlingham Club where the Qvale Lightweight won at the prestigious Louis Vuitton concours, or on the historic race circuits where former Formula Ford racer Mayston-Taylor is more than qualified to race the E-type. It won its class on its post-restoration debut at Sebring, and later appeared at Laguna Seca, only its fourth race in 36 years. Goodwood was not the only amazing revival in 1999.

Lynx Motors International Limited, 68 Castleham Road, St Leonards on Sea, East Sussex TN38 9NU England
tel: +44(0)1424 851277 fax: +44(0)1424 853771
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40 YEARS OF THE JAGUAR E-TYPE

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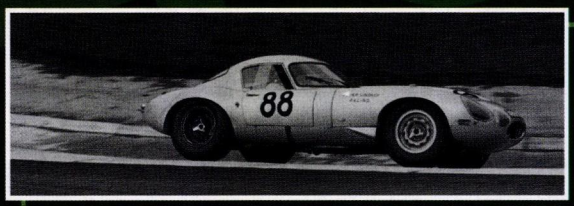
Pictured: MK II Jaguar manifold, Racing big bore XJS

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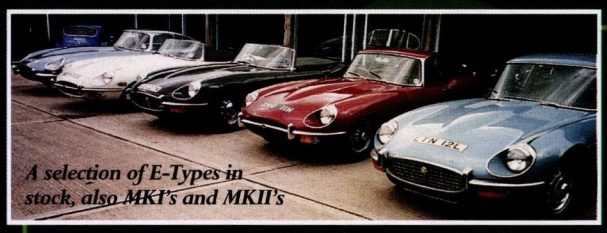
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During 1964 the lightweight E Type Chassis No S850662 and registration No 4868 WK of German Jaguar importer Peter Linder came back to the factory for the most radical modifications, penned by Malcolm Sayer, (Jaguars Aerodynamicists, rear wings and boot lid to modify into the Low Drag Coupe E Type of which produced 322 bhp, (the most powerful engine Jaguar had built), was now ready for the Le Mans test week end.

The car now resides in the Rosso Bianco museum of Peter Kaus the German collector, not generally seeing the light of day until this years Goodwood Festival of Speed when driven for the first time in many years.

This car is the most sensational looking of all the E types' the curves, the domed solid rivets, the rake of the windscreen and the massive magnesium Dunlop wheels. This car is the most tactile of all the cars we have, including the D types, male and female alike, they will all have a little feel.

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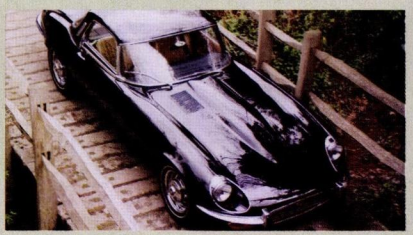
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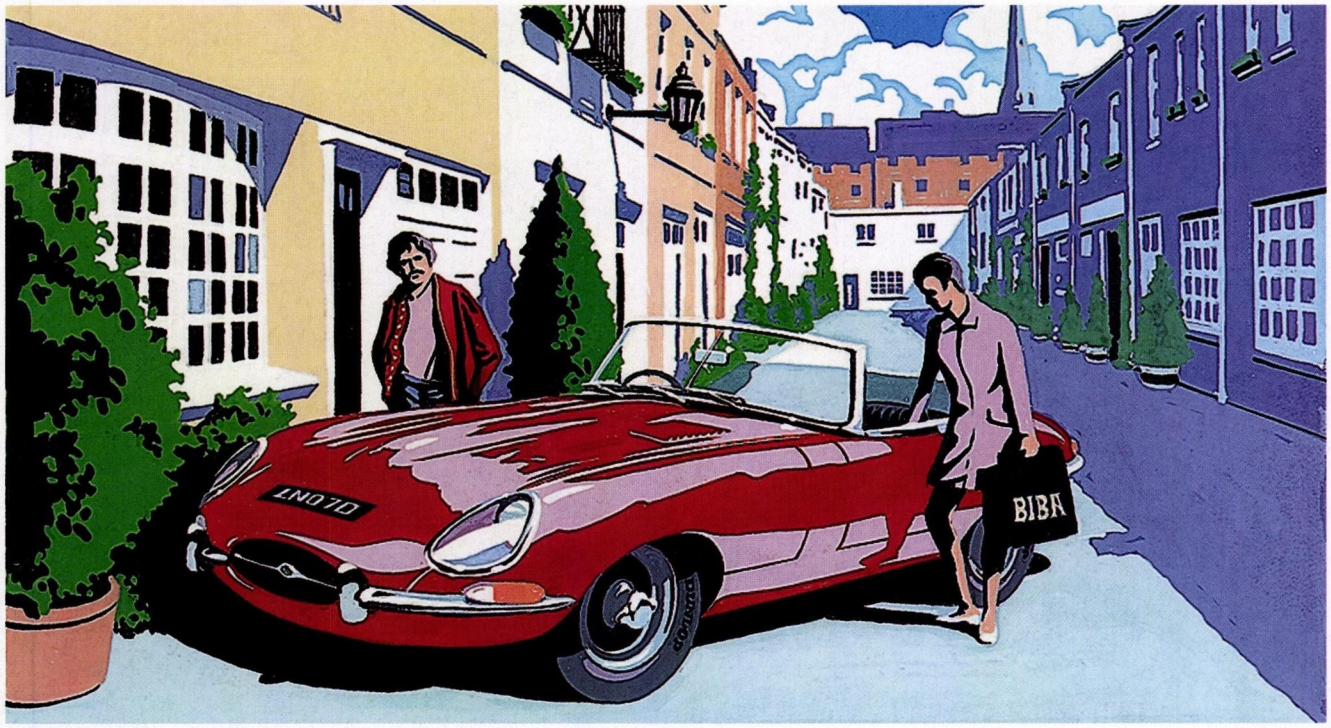


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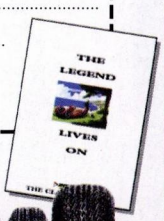
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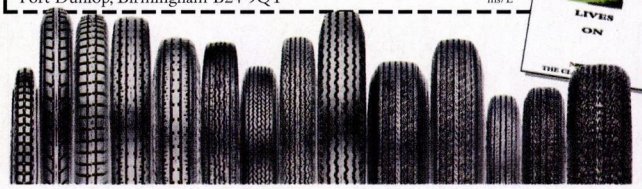
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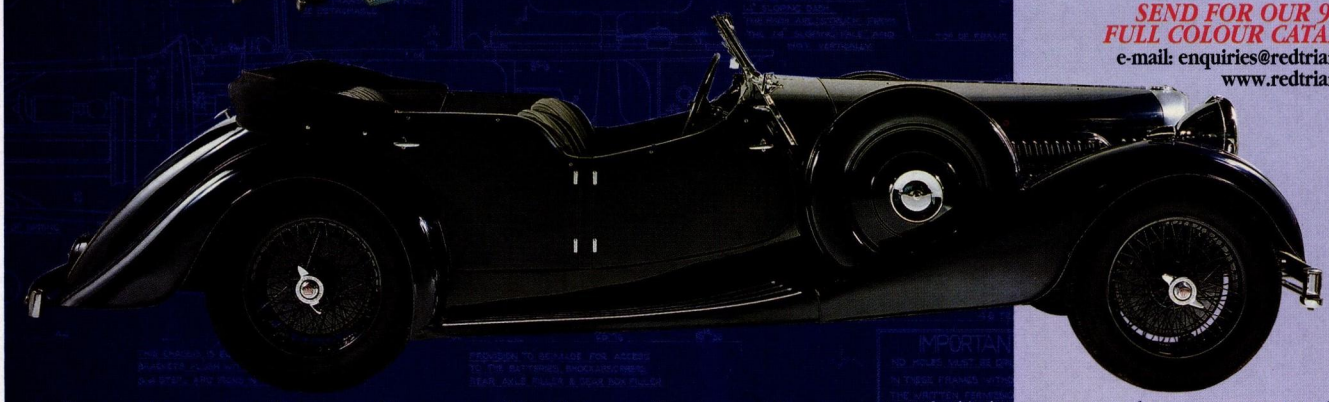
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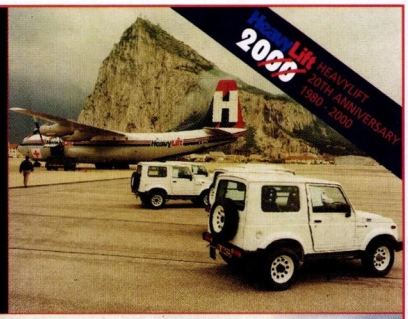
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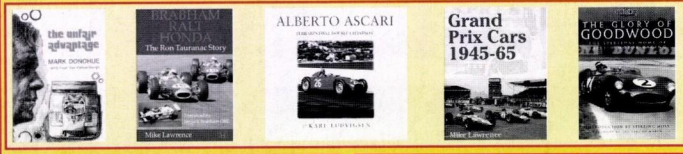
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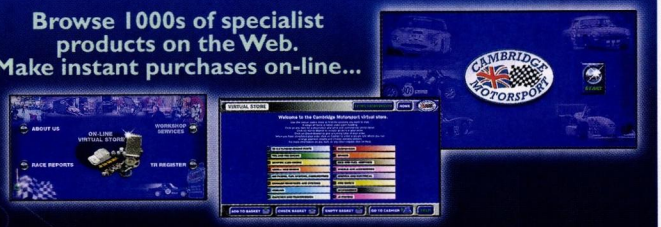
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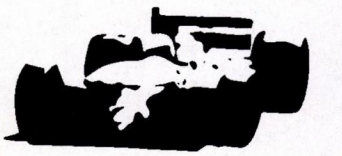
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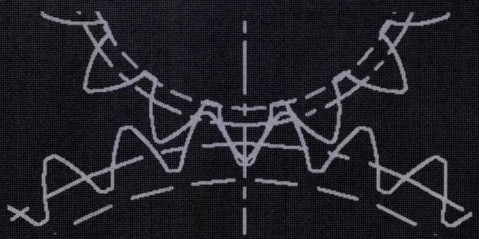
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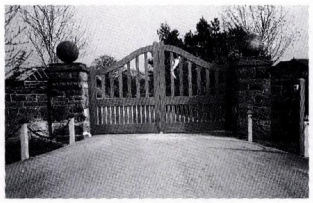
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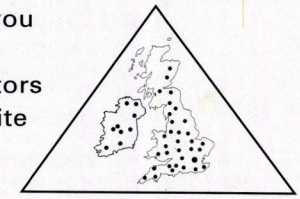
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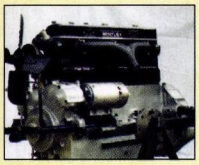


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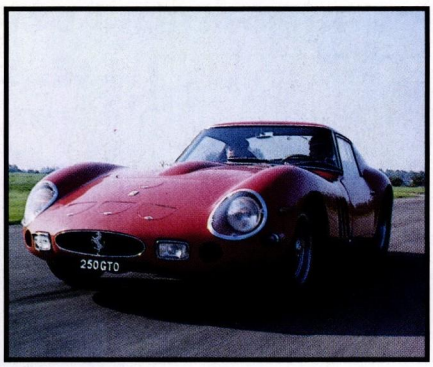
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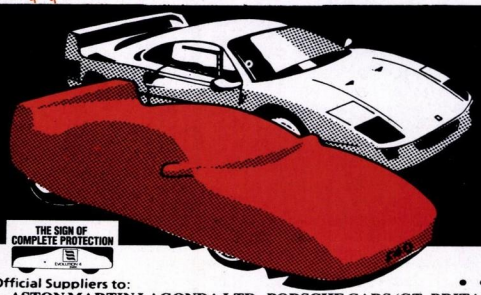
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B

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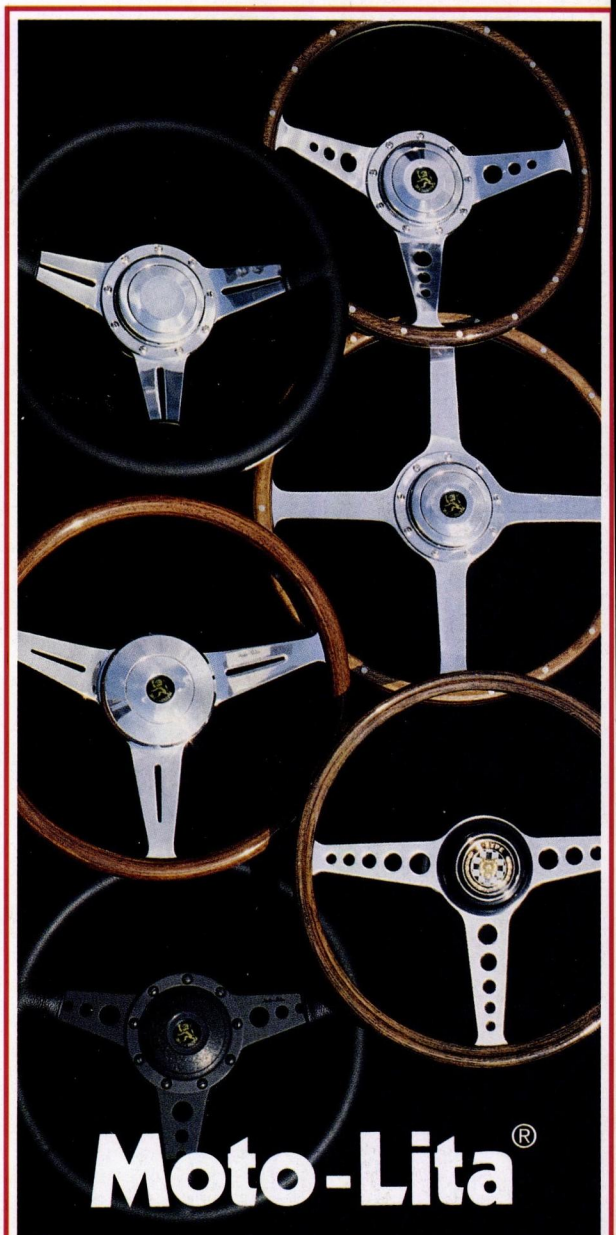
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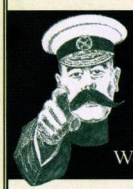


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D

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E

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F

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G

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H

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I

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J

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K

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L

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PORSCHE 911 SC TARGA, 1979, full history, GP white, black leather, glass out respray, total engine rebuild 2k miles ago, gearbox overhaul 5k miles ago, wheels refurbished, new Targa top, excellent condition throughout, £10,995 ono. Tel: 01480 214718.

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PORSCHE 911 3.0 SC TARGA, 1983, 140,000 miles, p/p, service history, six months MoT & tax, very good condition, Cat 1 alarm/immobiliser, full leather, excellent runner, summer use only, £12,950 ono. Tel: 01403 268781 days

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ROLLS ROYCE CORNICHE DHC, left hand drive, 1977, Series 1a, finished in ivory with dark blue mohair hood, dark blue hide interior piped ivory, 47,000 miles, FSH, Series 2 bumpers, later alloy wheels, white wall tyres, over rugs, MoT guarantee serviced, only £27,950. Tel: 020 8690 2929, further selection on www.ghostmotors.co.uk

ROLLS ROYCE CORNICHE FHC 5000 SERIES, 1979, coachwork in Balmoral with dark tan interior piped, 54,000 miles, service history, white wall tyres, just serviced, superb condition, one years MoT, £25,950. Tel: 020 8690 2929, further selection on www.ghostmotors.co.uk

ROLLS ROYCE CORNICHE 111 CONVERTIBLE, 1990 (H), graphite/parchment hide, only 46,000 miles, FSH, absolutely stunning example, £49,990. Tel: Longstone 0131 443 8440.

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ROLLS ROYCE SILVER CLOUD 1, 1957, in silver mist, power steering, stunning example with enormous history file and very good provenance, £22,500. Anthony Copsey. Tel: 01245 400239 or fax: 01245 401151. Email: ajcopsey@aol.com (10 mins J30 M25).

ROLLS ROYCE SILVER CLOUD III, 1965, Masons black over silver shell, blue leather interior and carpets, all tools and instruction bood, chassis build cards, MoT, in good clean order throughout, £22,500. Anthony Copsey. Tel: 01245 400239 or fax: 01245 401151. Email: ajcopsey@aol.com (10 mins from Junction 30 M25).

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ROVER P6 2200SC, 1975, one family owned since new, 67,000 miles, boot mounted spare, period accessories, new MoT, runs unleaded, £1,495. View Portsmouth or www.no-name-garage.co.uk Tel: 07768 170445.

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S

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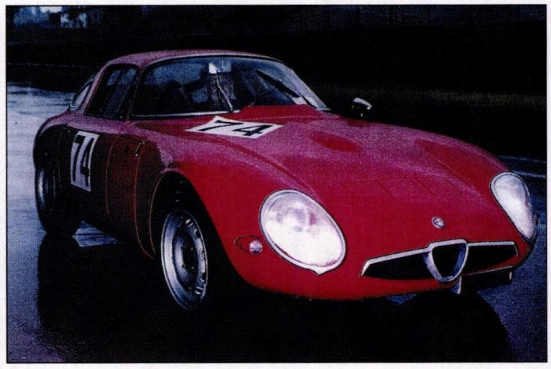
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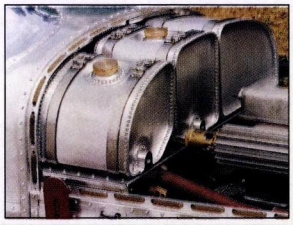
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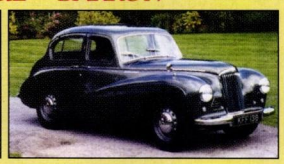
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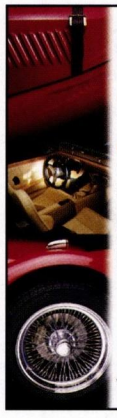
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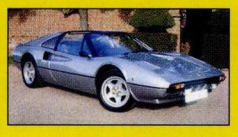
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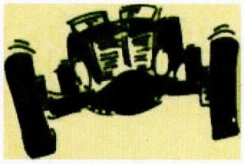
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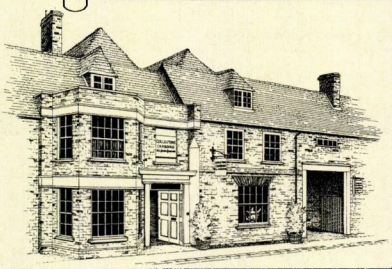
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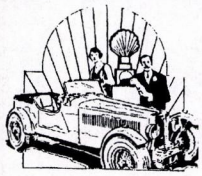
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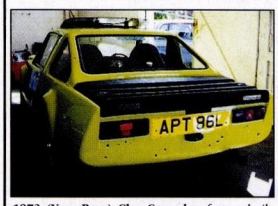


The School Garage

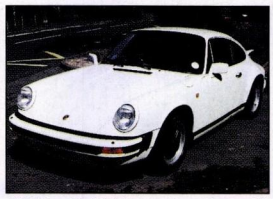
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Bentley Continental R. Stunning example of this fantastic model, finished in British Racing Green, with full history.

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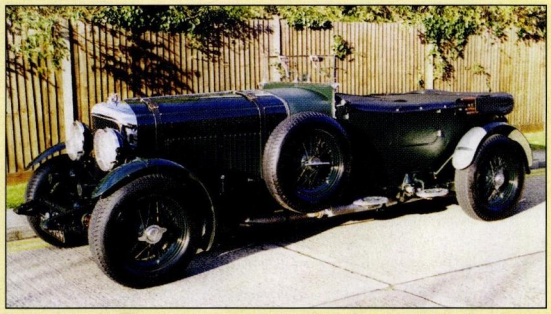
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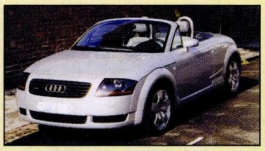
Rolls Royce Phantom 5. 1996 by James Young. Finished in black with black hide upholstery. Air conditioning, CD player front and rear. Good all round condition. A rare coachbuild car for **£59,950**



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Mercedes 190SL 1962. Finished in an original Mercedes red, fortune spent in last ten years, engine rebuild, new leather, hood. Must be one of the best available **£26,950.**



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Aston Martin Vantage 1994. Sixspeed, 3,500 miles.
Aston Martin Vantage 95. Auto, BRG, 2,000 miles.
Bentley Arnage 2000 'W'. Red ladel, firellow, Tangier.
Bentley Arnage 1999. Red label, verdent green, 5,000 miles.
Bentley Arnage 1999. Red label, 2,000 mdl LHD, firellow.
Bentley Con/R 96. Diamond blue, grey hide only 15,000 miles.
Bentley Con/R 95 model. Black, sandstone, picnic tables.
Bentley Con/Convertible. 1990, Balmoral, St James red.
Bentley 2 door T/R. 1989 by Hooper, 41,000 miles. One of ten.
Bentley S3 Chinese Eye 65. Maroon black hide.
Bentley S2 Four Door Saloon 1964. Dust grey over garnet.
Bentley Brooklands 94. Rosewood, standstone, 43,000 miles.
Bentley Turbo RT 87R. Black sapphire, Silverstone hide.
BMW 750IL 97 'R'. Calypso red, sandstone, full spec.
Chrysler Voyager LE. 1997 LHD auto, air, 47,000klms.
Ferrari 412 89 'G'. Black, scarlet, 53,000 miles.
Honda CRV 96 'P'. Burgundy, grey int, auto alloys.
Jaguar XJRS 89. 69,000 miles, anniversary model.
Jaguar Sovereign V8 LHD 98 model. Green black, mushroom.
Jeep Grand Cherokee Ltd 4.0. 97 'P'. Met-blue, charcoal.
Jaguar SS100 3½Lt. Alloy bodied copy, grey/red interior.
Mercedes SLK 230 Komp. 97 'P' Linerite, black, 4mg alloys.
Mercedes 600 swb. Met blue, blue velour, 48,500 miles.
Mercedes E36 AMG. 96 'P'. Silver/black, 38,000 miles.
Mercedes CL420 Coupe. 97, Azurite blue, full spec.
Mercedes CL500 Coupe LHD. 96, blue, black.
Mercedes 280SL. 1970 white, auto, 55,000 miles.
R-Royce Silver Cloud III. Cont four door sports saloon 64. Coachwork by James Young opal over garnet. One of 26.
R-Royce Corniche Convertible 1990. Black, parchment, 48,000 miles.
R-Royce Silver Sprint 85. Lagoon blue, beige hide, 21,000 miles.
R-Royce Silver Seraph 2000 model. Deep Aqua, 2,000 miles.
R-Royce Silver Seraph 98 'R'. Royal Blue, mag, 32,000 miles.
R-Royce Silver Spur 97 MY LHD. Silica, sandstone. One owner.
R-Royce Silver Wraith DHC. 1953, Park Ward.
SAAB 900 SE Turbo Convertible. 97, yellow, black hide.

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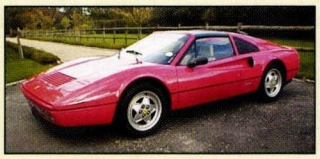
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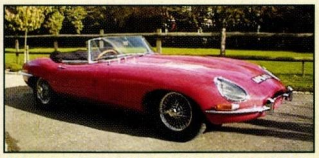
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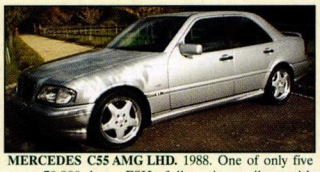
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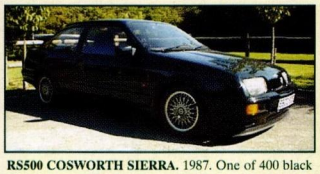
ROLLS ROYCE CORNICHE CONVERTIBLE. 1974. Garnet gold with sand beige hood and trim, only 51,000 miles, documented history.....**£22,950**



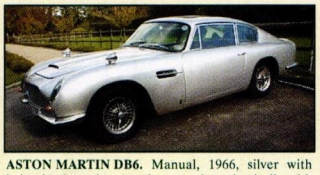
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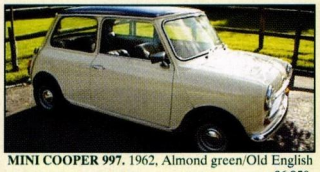
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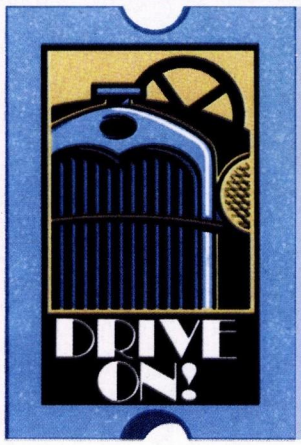
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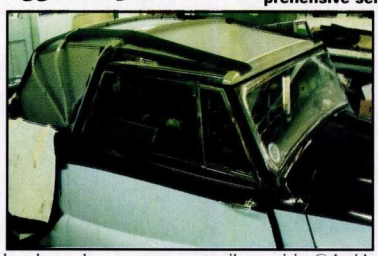
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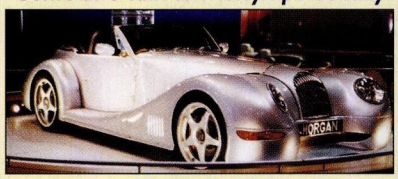
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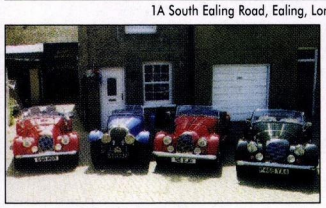
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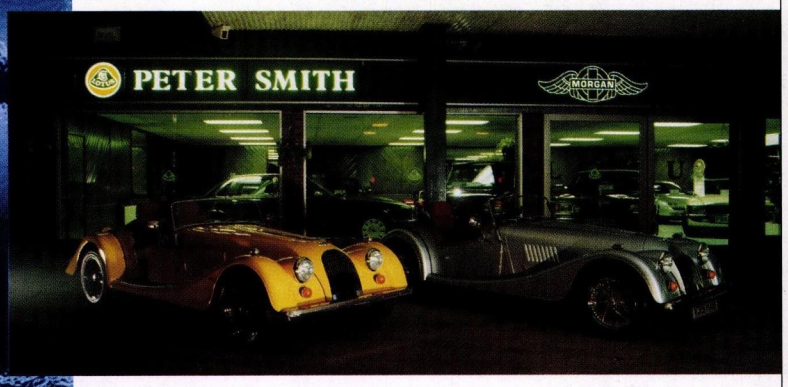


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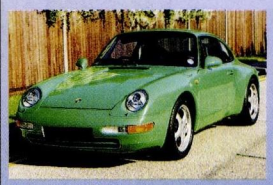
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Ferrari

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1998 355 GTS F1 RED 8,000m
1998 355 SPIDER YELLOW 7,000m
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1993 348TB RED 31,000m
1992 348TS RED 15,000m
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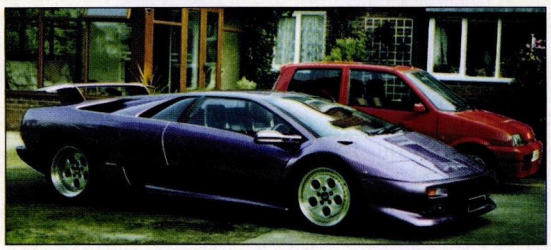
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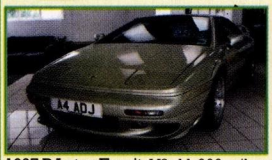
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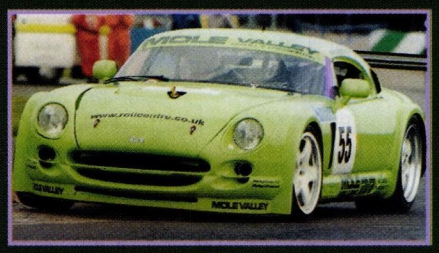
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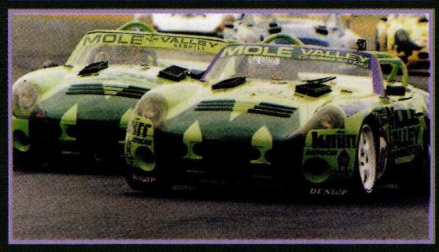
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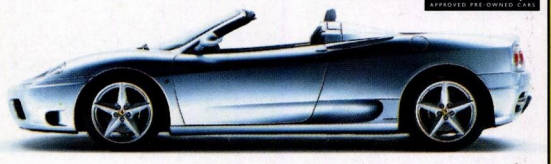




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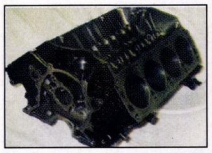
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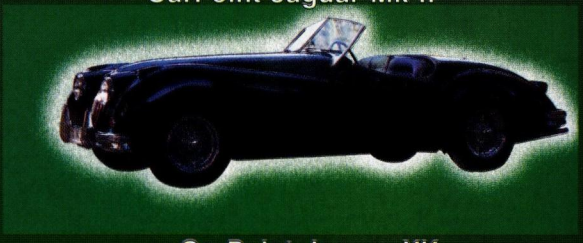
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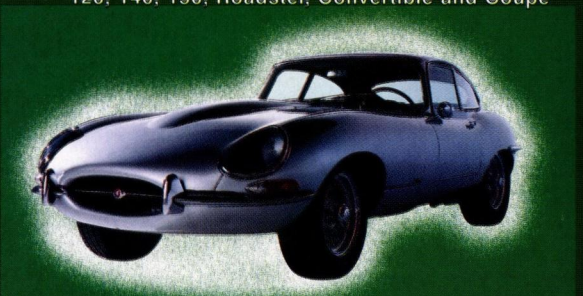
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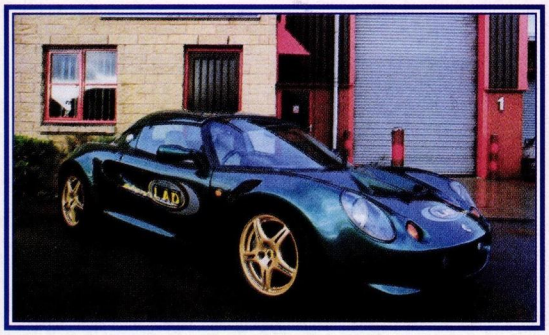
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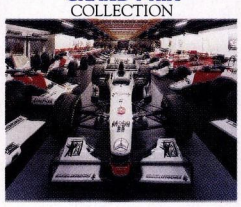
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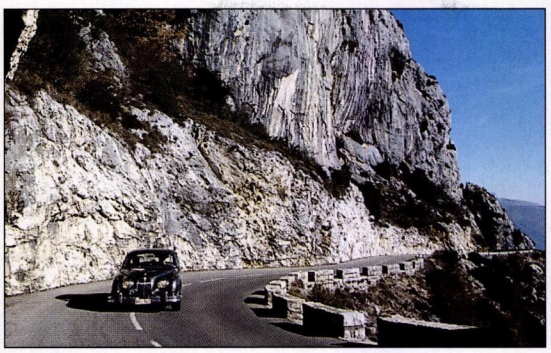
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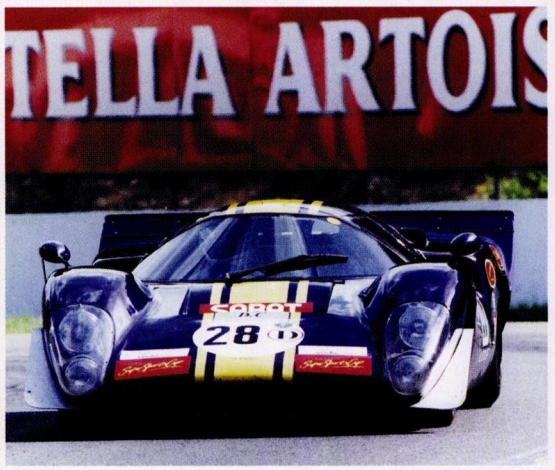
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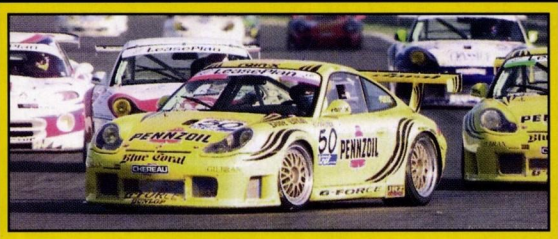
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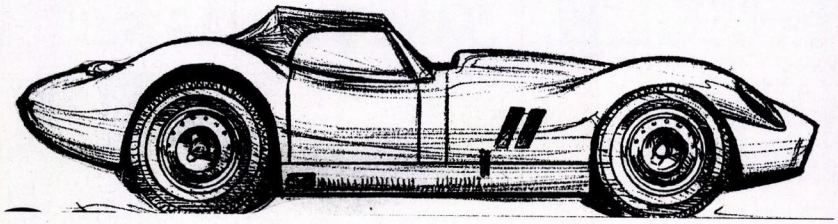
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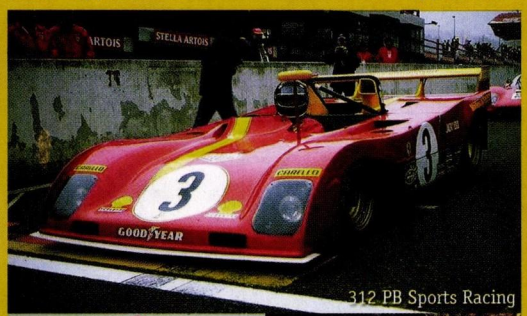
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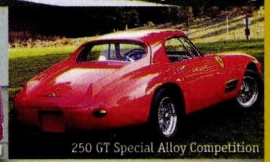
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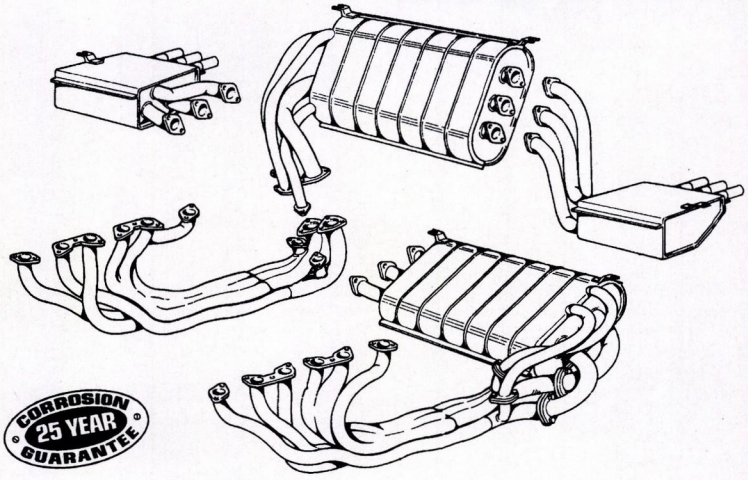
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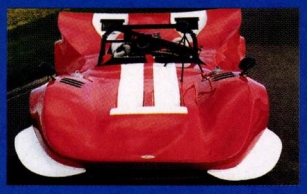
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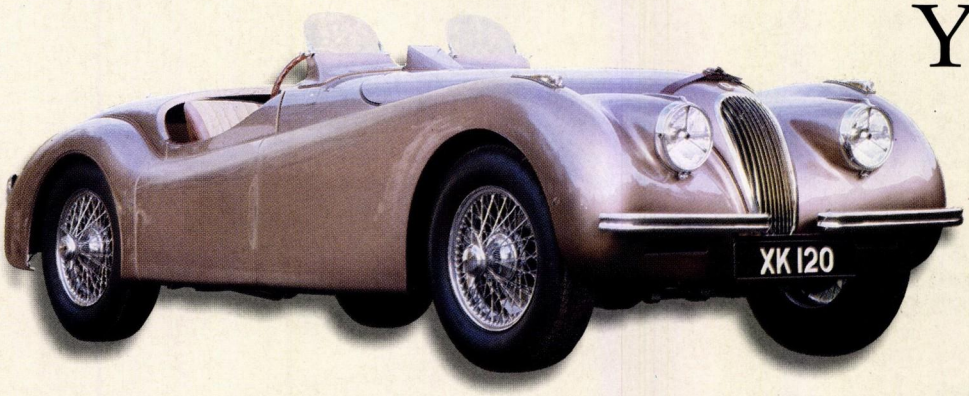

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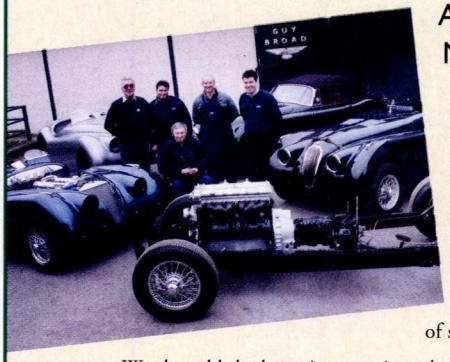
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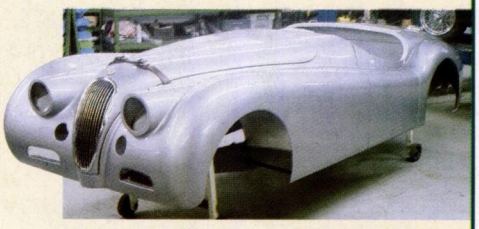
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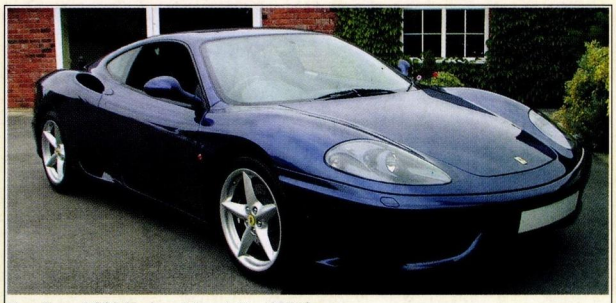
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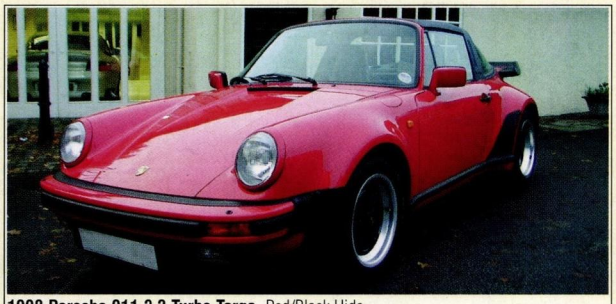
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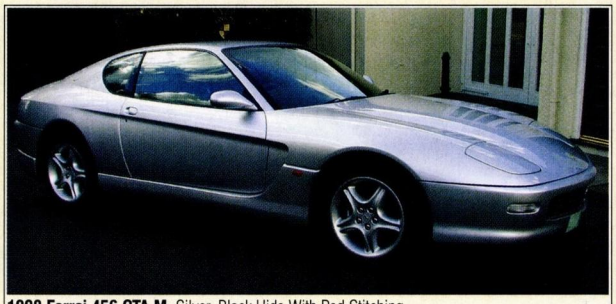
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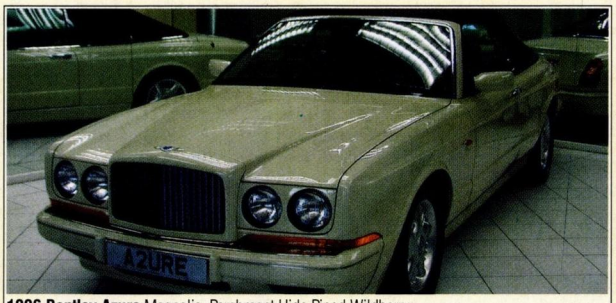
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JAGUAR E-TYPE SERIES III V12 2+2 MANUAL. Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

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JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full syncromesh gearbox, J.D. Sport modifications include fast road engine, suspension, exhaust system, brakes, alloy radiator, seats, etc. Alpine stereo system, tinted glass, fully restored by ourselves three years ago. Very low mileage since. Superb detail throughout.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Beige hide and carpets. Competition chromed wire wheels, J.D. Sport seats, J.D. Sport fast road engine, J.D. Sport stainless steel exhaust system and suspension, louvred bonnet, J.D. Sport braking system, modern stereo system, etc. Restored by ourselves 7 years ago. STUNNING.

JAGUAR MARK I 3.4 LITRE SALOON SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for our director 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

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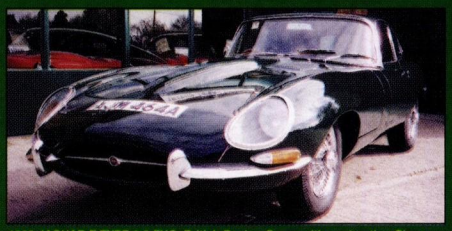
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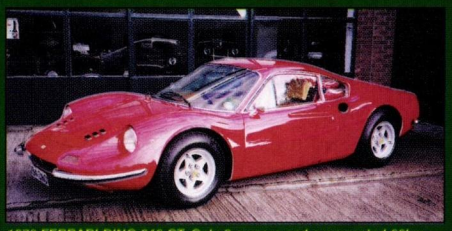
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1973 FERRARI DINO 246 GT. Only 3 owners and a warranted 60km with extensive history. Finished in Rosso Corsa with Biscuit hide. Wide wheels, elec windows and a very appropriate registration number. Recently restored incl. engine & transmission, to an exceptional standard. Little use since, outstanding ..... £44,995 - RHD

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1966 JAGUAR 3.4 MK2 M.O.D. Warwick Grey with Red hide. Only 20K miles from new with a most comprehensive service history. CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition..... £19,995

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1972 LOTUS ELAN S4 SE FHC. Sunburst Red with Black trim. Restored by Vegatune to the highest of standards some years ago and only 7,000 dry miles since. 150 BHP, uprated suspension and cooling system, centre lock wheels, H.R.W. and immobiliser. It would be hard to find a nicer example..... £14,995

1965 FORD CORTINA GT MkI, 2 DOOR HISTORIC RALLY CAR. Full RAC & HRC papers. Built with no expense spared, circa £20k. A one owner low mileage shell, completed successfully for the last 3 years on both tarmac and stage events. LSD, CR gearbox, FIA cage, fire eater system, Halda, HR rack. Plus everything you could want to compete in historic rallying £7,995

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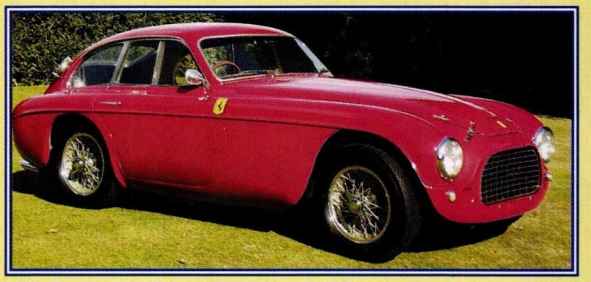
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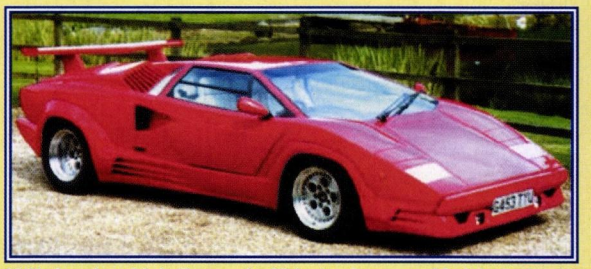
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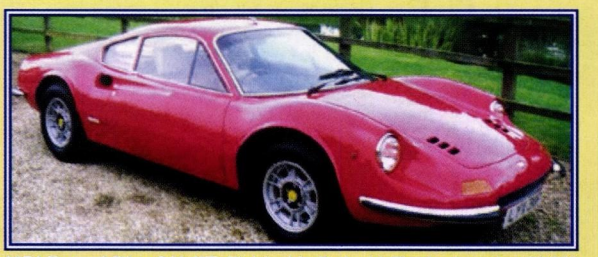
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Selling with passion

Mike Campbell reports.

There's something very different about buying a car from a genuine enthusiast. The usual crocodile smile and corny patter is set aside.

Instead of a pushy sales pitch, you find yourself talking to a like-minded car nut with Castrol R in their veins.

Bill Wykeham is just such an enthusiast, and Morgans are his particular passion. He's been racing them extensively for over 25 years. Past successes include the 1979 Production Sports Car Championship, 1st in class on the 1990 Carrera Pan America, and 3rd in class on the 1999 Tour de France. Bill also helped develop and race the Morgan GT2 chassis, which now forms the basis of the latest Aero 8 road car.

Since 1980, he's brought the same commitment and skill to running his family business. Initially, the company specialised in tuning Volkswagens and Audis. But in 1986 the firm expanded with the acquisition of the central London Morgan dealership at Reece Mews. Since then, Bill has been able to indulge his passion for Morgans to the full, whether on the racetrack or in the showroom.

Though he founded the business 20 years ago, Bill still finds the time to offer his customers personal attention. Regular visitors to Reece Mews will be familiar with the knowledge and passion which Bill and his team bring to every aspect of selling and servicing these great British sports cars.

Today, Morgans remain at the heart of Bill Wykeham's business. There's always a wide range of new and used models at the Reece Mews showroom. In fact, Wykehams can proudly claim to be the busiest Morgan dealer in the country. The



company can supply anything from a well cared for classic to the latest Aero 8. And thanks to the number of customers passing through the showroom doors, Wykehams' prices are famously keen.

Once they've helped you put the Morgan of your dreams on the drive, Wykehams will be there to help you keep it in the best possible condition. Full servicing facilities are available at the Reece Mews site. Whether it's a major service or some minor fettling, every car which passes through the workshop receives the same level of expert attention.

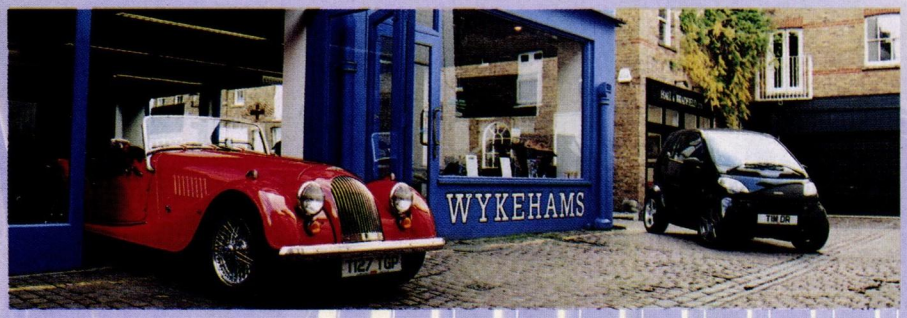
Even those who don't own a Morgan can enjoy driving these unique cars - Wykehams has a fleet of +4s and +8s available for hire. Cars can be provided for anything from a day to a month or more.

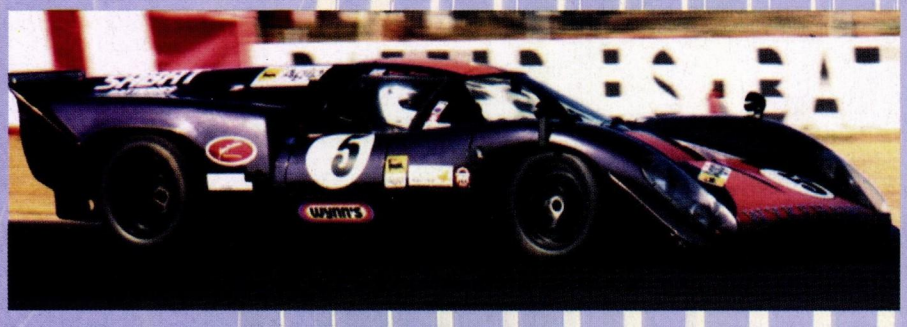
If this leads you to believe that the cars from Malvern are the length and breadth of the Wykehams operation, you'd be wrong.

You can't get much further away from the genteel and quintessentially English world of Morgan than the MCC Smart. But Wykehams are also specialists in these diminutive two-seat city cars, too.

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Ingenious though it is, there's little danger that the Smart displace Morgans in Bill Wykeham's affections. And with the radical new Aero 8 pointing to a healthy future for both the marque and its number one dealer, it looks like Wykehams and Morgan will be synonymous for many years to come.







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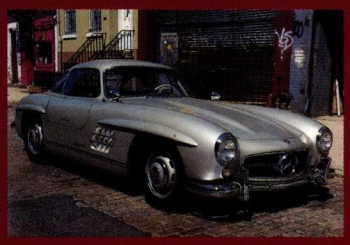
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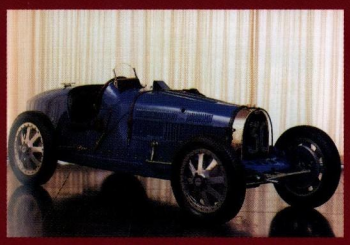
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