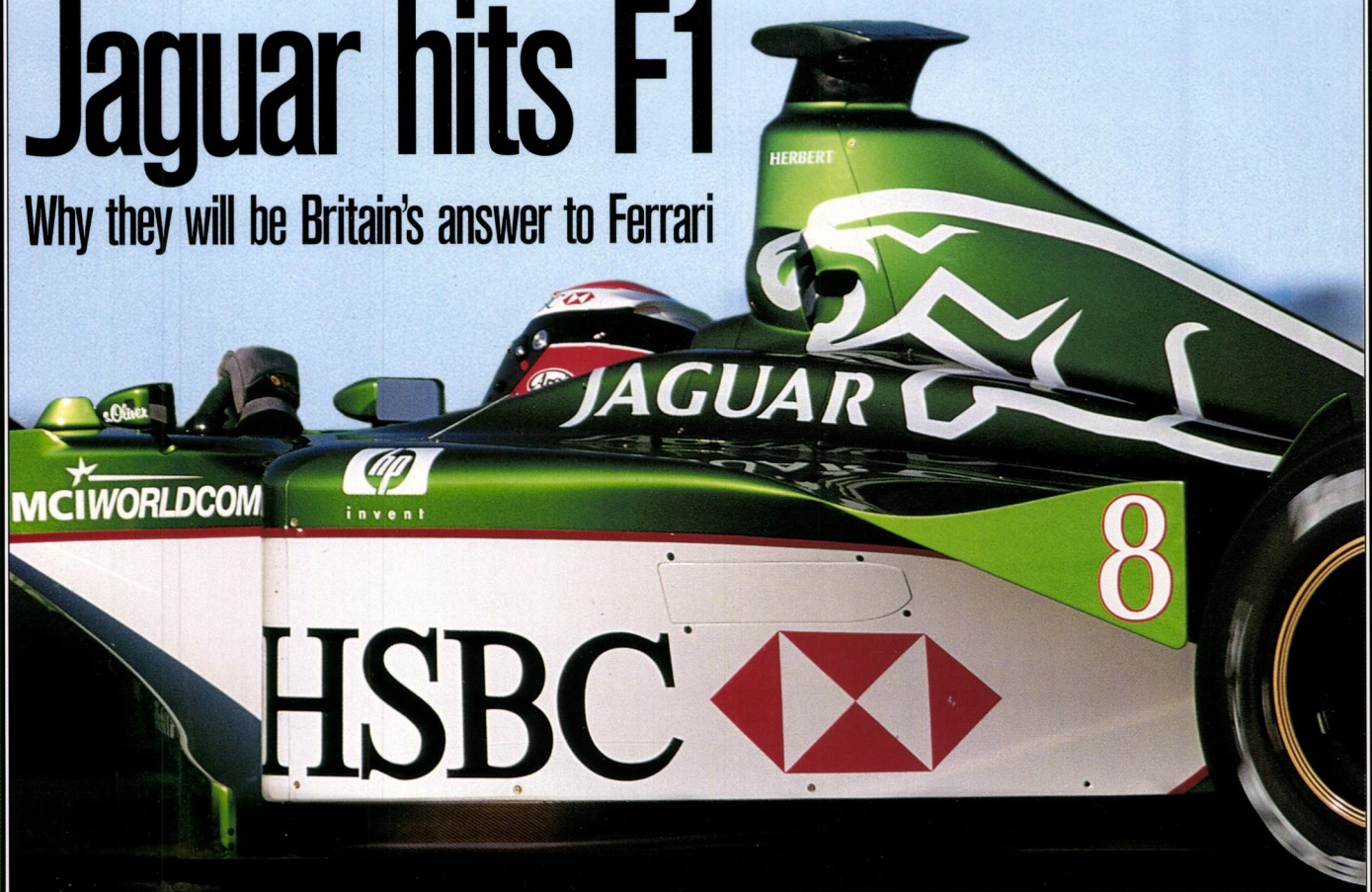
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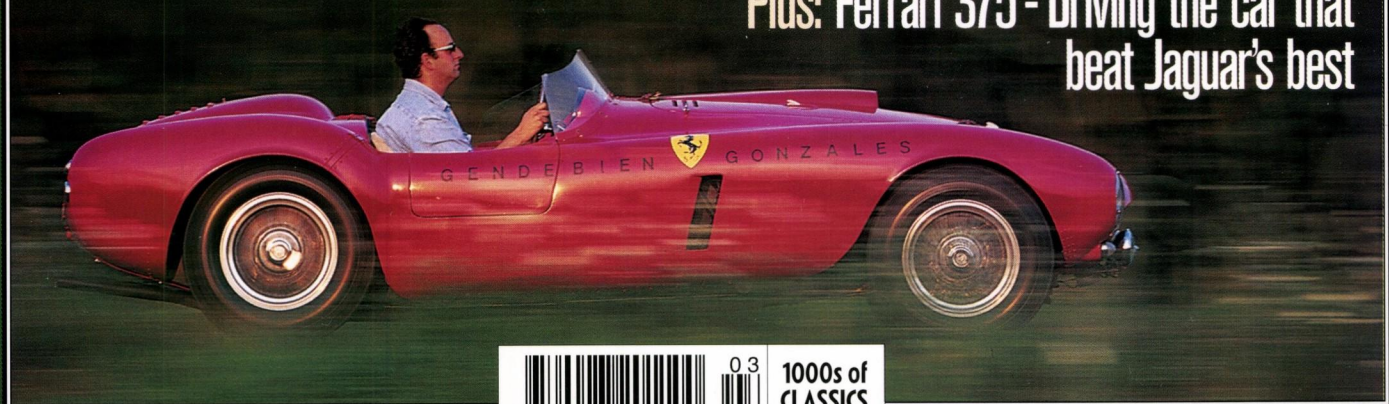
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Jaguar hits F1

Why they will be Britain's answer to Ferrari



Plus: Ferrari 375 - Driving the car that beat Jaguar's best



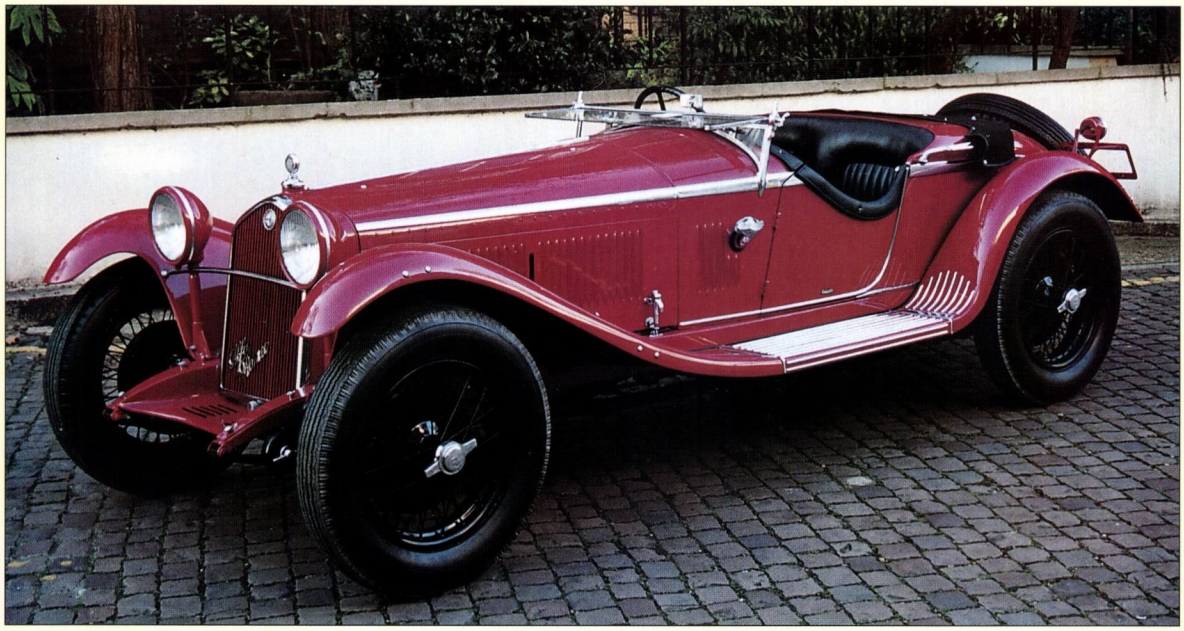
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1933 Alfa Romeo 6C 1750 Supercharged Gran Sport by Zagato. This exquisite 6C 1750 was one of the last examples to leave the Milan works, one of just 41 6th series cars built. It also importantly carries Gran Sport coachwork which it has worn since new. Having been meticulously maintained as part of an exotic collection of cars this beautiful example has recently proved that it remains as competitive as ever in the type of events in which it would have excelled as a contemporary car.



1969 Cooper T.51. This historic single seater was first raced by the legendary John Surtees, the only man to be World Champion on both two and four wheels. It was this car which provided the springboard from which he was to gain his first works formula one drive. Subsequently raced in the Tasman series by such drivers as ex-250 F pilot, Horace Gould, Bib Stilwell and Parnell this fine 2½ litre T.51 represents an ideal and competitive mount for any driver contemplating the historic GP series for this age of car. FIA papers.

1933 Alfa Romeo 6C 1750 Gran Sport.
1932 Alfa Romeo 8C 2600 Corsa Spyder. Full FIA papers.
1953 Aston Martin DB3. One of 10, FIA papers.
1928 Bentley 4½ Litre Vdp Tourer. Well known, correct car.
1928 Bentley 6½ Litre VdP Tourer. Former Concours prize winner.
1936 Bentley 4¼ Litre Tourer. Malcolm Campbell-style Vdp.
1949 Bentley MkVI Sedanca Coupe by James Young, one of only six.
1955 Bentley R Type Continental Fastback by H.J. Mulliner.
1956 Bentley S1 Continental. Unique bodywork, many extras.
1969 BRM P139 Formula 1. Ex-works, John Surtees.
1960 Cooper T 51. Ex-John Surtees, Ex-Tasman Series.
1953 Ferrari 212 Europa Cabriolet. Unique Vignale Coachwork.
1960 Ferrari 250 GT SWB Competitzione. Second car built, impeccable history.
1967 Ferrari 275 GTB/4. LHD, fastidious restoration.
1969 Ferrari 330 GTC LHD, three owners, 11,000 miles.
1967 Ford GT40, important genuine car, Le Mans, Sebring and Daytona history.
1925 Hispano Suiza H6B Dual Cowl Tourer by Million-Guiet.
1955 Lotus Mark X Ex Cliff Davis Car, FIA papers.
1955 Mercedes-Benz 300SL Gullwing.
1958 Mercedes-Benz 300SL Roadster.
1936 Mercedes-Benz 500K Cab. B Tourer.
1926 Mercedes-Benz 630K Torpedo Tourer by Barker.
1934 MG K3.
1955 Porsche 356 Speedster. Original 1600cc.
1937 Rolls-Royce Phantom III Sedanca de Ville by J. Gurney Nutting.
1912 Rolls-Royce Silver Ghost. Roi de Belges.
1949 Veritas Meteor Steamliner. Ex-Karl Kling, unique.

Please contact Coys sales department for further information on cars for sale.

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Vol LXXVI No 3 MARCH 2000

editorial



Andrew Frankel
EDITOR

THERE SEEMS TO BE CONSIDERABLE debate surrounding how much Jaguar should lean on its heritage during its foray into Formula One.

There are those who think it scandalous that Jaguar's in F1 at all, particularly as it is at the expense of the house of Stewart and all it's achieved in the last 35 years. They say this is badge engineering at its worst as the cars will never go to Coventry. These people would also, I guess, decry the recovery of Aston Martin and products such as the DB7 Vantage for similar reasons. The truth is that if Jaguar had not been bought by a multi-national, there would be no badge left to engineer, and the same surely can be said of Lotus, Bugatti, Lamborghini, Bentley, Alfa-Romeo, Maserati and, I expect, another little outfit called Ferrari.

And while these mean-minded individuals snipe at those whose only sin is to save great names from certain death, perhaps they should spare a moment's thought for what, in fact, is the real issue here. Heritage is not a static entity, it is a constantly moving concept, fed not by retrospection but forward thinking. We may get misty eyed over a D-type Jaguar but the reason it won races and thereby created the heritage is that it was, at the time, the most advanced sportscar the world had ever seen.

It is true the move to F1 is brave and you need only look at Aston's dalliance in 1960 to know that making great sportscars in no way guarantees even modest success in F1. But in another way it is also clever. Clever because it leaves Aston to return to Le Mans but more clever as no-one expects a Jaguar to win a Grand Prix. If Jaguar went back to Le Mans, the only news would be if it didn't win, and that's a burden anyone would be smart to avoid.

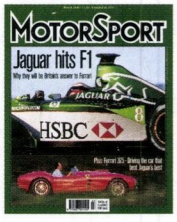
Most clever of all is that if all Jaguar achieves in its first season is to do no better than Stewart did in its last, then it will win a Formula One Grand Prix. And that, let me tell those who still doubt the wisdom if this move, will create more pure heritage for the marque than it would gain by winning every sportscar race on the calendar.

◆ ◆ ◆

OF COURSE, THIS IS NOT JAGUAR'S FIRST F1 OUTING. FIFTY years ago Jaguar power joined that of Ferrari and Alfa-Romeo at the 1950 Italian GP. The reason this little known truth is not trumpeted around Coventry right now? Well, while the engine was Jaguar's, it was inside Clemente Biondetti's Ferrari 166 Special. It qualified on the last row of the grid and blew up before one quarter distance. Here's hoping for better things this time around.

◆ ◆ ◆

WE ARE RESTING OUR REGULAR 'My Greatest Race' column. In its place, the world's greatest racing car designers will nominate the machine they most wish they had created themselves. Patrick Head kicks it off on page 90.



Cover: Jaguar R1 testing, Silverstone, 28 January 2000

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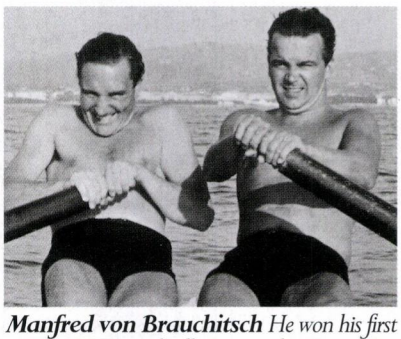
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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Porsche Boxster S *It may not look much different but when it matters... Page 66*

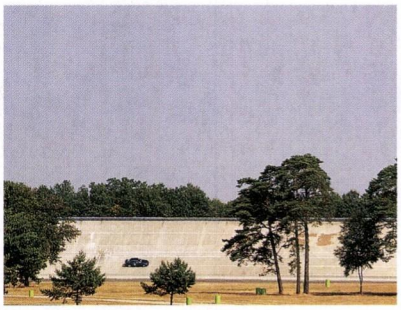


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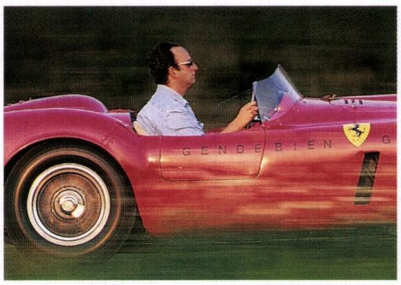
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Austrian Alpine Rally *How the world's oldest rally was killed by farce and skullduggery. Page 74*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Re-united – Nigel Mansell will pilot his title-winning Williams FW14B as part of the '50 years of the World Championship' theme at Coys Historic Festival

NIGEL MANSELL TO DRIVE AT COYS HISTORIC FESTIVAL

THE RETURN OF THE PRODIGAL SON, NIGEL MANSELL, TO JULY'S COYS International Historic Festival will add thousands to the gate at Silverstone, and the 46-year-old plans to reward supporters' unstinting loyalty with some spirited demonstration laps in his 1992 World Championship-winning Williams-Renault FW14B.

Mansell, whose British Grand Prix victories at Silverstone in '87, '91 and '92 earned tumultuous receptions from massively partisan fans, will also demonstrate various Formula One cars on the Saturday and Sunday of the three-day spectacular, the theme of which is 50 Years of the World Championship.

"The loyalty of Nigel's fans is legendary," said Silverstone Sport director Roger Etcell. "The 1992 Grand Prix attracted the largest crowds ever seen at the circuit, and we're delighted to be able to offer a unique opportunity to see driver and car again at Silverstone."

A host of drivers from the five decades have been invited to take part in cavalcades, aboard their most famous mounts. Among them three-times World Champion Jackie Stewart who will be reunited with Tyrrell 003 in which he won the 1971 British GP at Silverstone en route to his second title.

The historic showpiece follows directly after three days of contemporary Formula One testing at the circuit, which will hopefully ensure that some of the current crop of F1 stars stay on to enjoy the atmosphere of Silverstone's second biggest event of the season.

Although the race programme has yet to be finalised, events for Grand Prix cars of the '50s, '60s and '70s are promised. Formula Junior, the training ground for so many of the great Formula One drivers of the early '60s, will also be featured for the first time in several years. This year's Rallysprint, on the Roger Clark Circuit, showcases the sensational Group B machines of the 1980s. **MP**

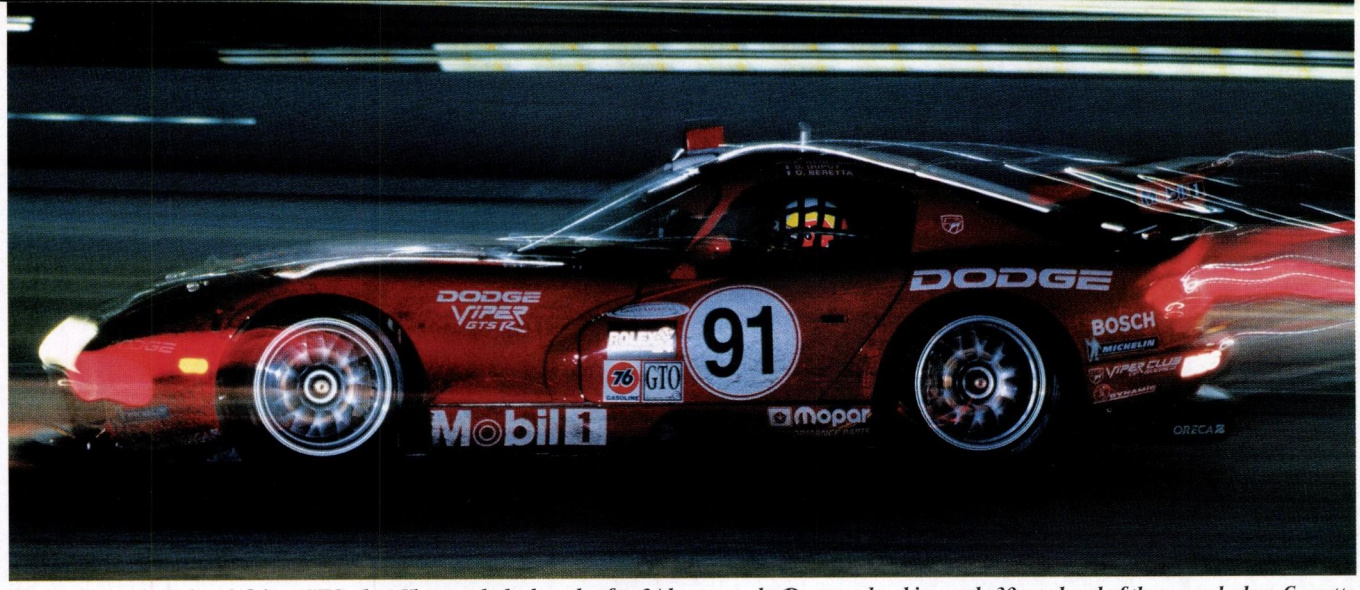


RACING ON CANVAS

Motor racing paintings and prints by father and son Michael and Graham Turner go on show in London in February. Both artists are famed for their racing subjects, but will also exhibit examples of their other specialisations - aviation, history and marine subjects in Michael's case, plus the mediaeval and military history for which Graham has developed a name.

Ken Tyrrell, who owns several Michael Turner works, will open the exhibition on February 22nd, and it continues until Saturday February 26, at the Carisbroke Gallery, 63-79 Seymour Street, London W2 2HF. Most works and a large range of prints and cars will be available for sale.





Despite an early 13-lap deficit, a GTO-class Viper took the laurels after 24 hours on the Daytona banking, only 30sec ahead of the second-place Corvette

VIPERS OVERTURN FORM-BOOK IN CLOSEST-EVER DAYTONA 24HR FINISH

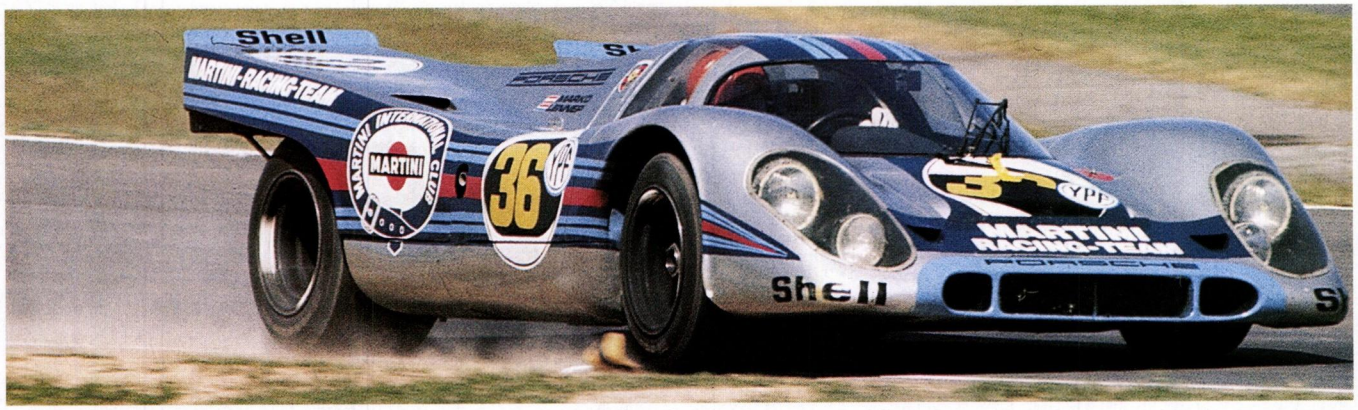
THE 38TH DAYTONA 24-HOUR RACE HAS BEEN won outright by the ORECA Chrysler Viper of Olivier Beretta, Karl Wendlinger and Dominque Dupuy. The much favoured and faster cars in the prototype category faded to give all three podium positions to the lesser GTO category. ORECA Vipers occupied three of the top five positions

But it was no walkover for the winning car which only took the lead after 22 hours chasing the at first apparently invincible Riley & Scott MkIII prototype of James Weaver, Max Papis and Elliot Forbes-Robinson which had a collossal 13 lap lead by midnight. A cracked valve, however, allowed it to be overhauled, finally finishing fourth.

The real battle, however, was between the lead Viper and the number one Chevrolet Corvette of Justin Bell, Ron Fellows and Chris Kneifel which crossed the line a scant 30 sec after the Viper, making this the closest finish in the history of the race.

The much hyped debut of the Cadillac team showed signs of promise, with the car of Andy Wallace, Butch Leitzinger and Franck Lagorce actually leading the race only to retire in the closing stages with engine failure.

Those looking for an early form guide to this year's Le Mans will find much of interest in these results, particularly as Daytona is considered tougher on both car and driver than the Sarthe. Most noteworthy is the continuing reliability of the Vipers – the winning car experienced not a single fault from flag to flag – and the apparent fragility of the all-new Cadillac. Audi remains the joker in the pack; it was not present at Daytona and learned Le Mans the hard way in '99. With no factory Toyota, BMW, Porsche, Nissan or Mercedes going to the Sarthe, now more than ever, it looks the team to beat. **AF**



'NO LIMITS' CLASS ATTRACTS GOLDEN ERA SPORTSCARS TO NEW PROTOTYPE SERIES

MOTORSPORT'S WORLD GOVERNING body, the FIA, has given its approval to the renamed European Sports Prototype Trophy series which will thus become a championship for the first time this year under the stewardship of the Group 4 Racing organisation.

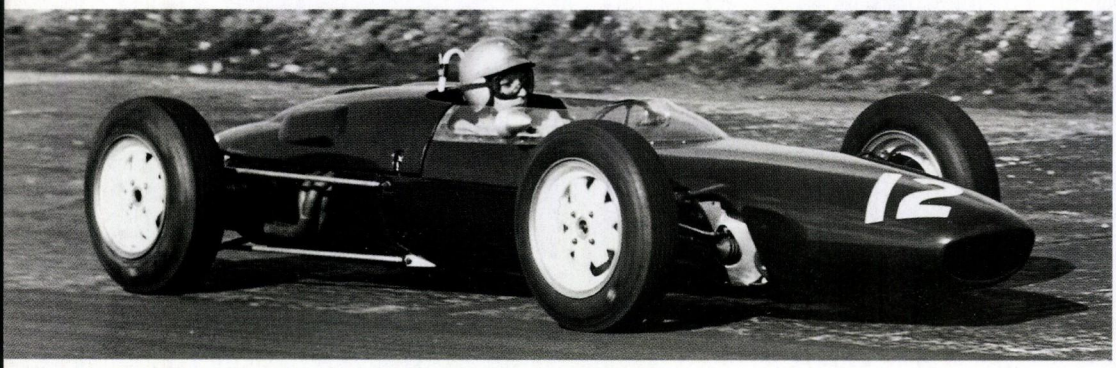
The calendar, which opens at Monza's charismatic Coppa Inter-Europa meeting in May, also visits the classic endurance racing venues of Silverstone (Coys Festival), the Nürburgring (AvD Oldtimer Grand Prix) and Spa-Francorchamps, and will feature at Most, in the Czech Republic, and Dijon for the first time.

Great news is the introduction of a Porsche Cup class, which will bring together the 906, 907 and 910 chassis which have supported the competition to date. Brainchild of Swiss 906 stalwart Ivan Scotti, it will hopefully attract more of Stuttgart's finest sportscars, including at least one 917 which is under preparation.

"In the past, the Porsche prototypes didn't have a prayer against the very quickest Chevron GT cars," said Group 4 prime-mover Jonathan Baker. "This unlimited capacity class gives the drivers something to fight for, and, with a separate points fund, a chance of winning the inaugural title."

Competition promises to be hot, for Jeremy Agace, Jon Shipman and Paul Grist have all acquired 3-litre Alfa Romeo T33s to run against Baker in Bell & Colvill's example, and the Lola T70 pack. That prodigious class victor Michael Schryver threatens to get among them, having graduated from his giant-killing Chevron B6 to the ex-Brian Robinson B16 complete with Cosworth FVC power. A rare Abarth 2000SP is also likely, with American Stephen Griswold up.

Regulations are available from Group 4 on 0207 440 8721. **MP**



Lola's first Grand Prix car, driven by John Surtees in 1962, leaves the Donington collection for a new track career

DONINGTON EXHIBITS HEAD FOR TRACK

THE FIRST LOLA GRAND PRIX CAR WILL be back on track this season, after 31 years in the Donington collection. Chassis BRGP41, which John Surtees drove for the Bowmaker team at the Brussels GP in 1962, was discovered in Australia and reimported.

"It's like being in a time warp," says new owner Nigel Kemp, who may field the Eric Broadley design, powered by a four-cylinder Coventry-Climax FPF engine (the three later chassis all ran with V8s) as soon as May's Monaco GP Historique.

Kemp already runs the famous ex-Sid Taylor/Denny Hulme Lola T70 Spyder, and has a second in restoration. Bob Sands and Colin Blower will continue to race the sportscars.

The unique Tec-Mec F415, an ill-starred Maserati 250F evolution by Valerio Colotti, has also left Donington. The independently sprung, disc-braked machine – which used a 250F engine and transaxle – made an inauspicious appearance in the 1959 American GP at Sebring. Raced briefly by Tony Merrick in the '70s, it has been acquired by Barrie Baxter.

New exhibits, including a series of Jordan Formula One cars (a special Donington race meeting celebrates the marque's 10th anniversary on September 2/3), a Stewart-Ford, a BAR and a six-wheeled Tyrrell have prompted these sales. **MP**

HSCC MEET TRIMMED

THE NON-AVAILABILITY OF BRANDS Hatch's Grand Prix circuit for the Historic Sports Car Club's Historic Superprix on July 1-2 has forced a transfer of the meeting to the much shorter Indy layout.

As a result this means that the Euro Formula Trophy round and the International Three Hour race have been cancelled. "It's a big disappointment for sure, but we will still run a full programme," said the HSCC's Grahame White.

4-STAR IS REBORN

THOSE OF US WHO HAVEN'T REBUILT the engines of our classic cars to run on unleaded may have a lifeline. While leaded fuel is in principle now banned, the government has made a limited quantity available to "special interest groups". One distributor, Bayford Thrust, will supply leaded four-star to any filling station joining the scheme, so readers wanting the real thing should ask their local garage to call Bayford Thrust on 01937 541111. **GC**

NEW HISTORIC RALLY SERIES

THE MOTOR SPORTS ASSOCIATION (the governing body of motor sport in Great Britain) has recognised the huge popularity of historic rallying by sanctioning the inauguration of a British Championship this season, a just reward for the Historic Rally Car Register which has nurtured the discipline from its infancy.

An evolution of the HRCR's series, the eight round competition features an equal mix of tarmac and gravel events and will be sponsored by Minilite Wheels. Seven domestic events with a good geographical spread, plus the Ypres Rally in Belgium, comprise the calendar.

The series, which opens with March 6's Robin Hood Stages, is open to Historic (pre-68) and Post-Historic (pre-75) cars, with several capacity classes. Points will not be awarded for overall finishing positions so that all crews start equal. Details from co-ordinator Bill Pardoe on 01562 827903. **MP**



Ford saloons will be the big noise in new Historic Touring Car challenge



ROLLING THUNDER

FORD FALCONS, MUSTANGS AND Galaxies will head a horde of pre-'65 Historic Touring Cars in the Top Hat Challenge, three one-hour endurance races to be run by the HSCC at Silverstone, Brands Hatch and Spa-Francorchamps this season.

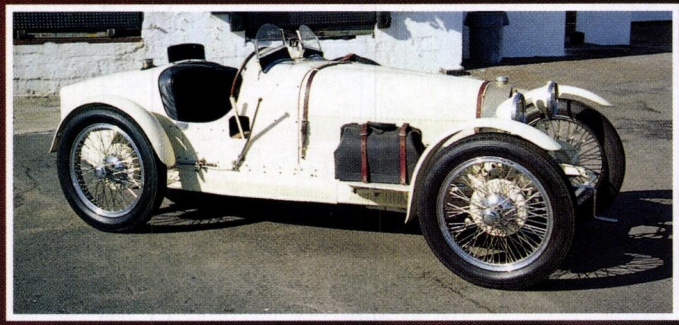
After a successful pilot last year, organiser Julius Thurgood has received overwhelming support from competitors for a series of invitation races, run in five capacity classes.

Nick Whale and Max Rostron (teamed with the redoubtable Gerry Marshall) will drive Mustangs, Bob Sherring his formidable Galaxie, and the Falcons of David Clark and James Tuck will be joined by Mickey Bolton's Studebaker Coronet.

Alfa Romeos, BMWs, howling Jaguars and Lotus-Cortinas will head the chase, with tyre-smoking Mini Cooper Ss, Anglias, Mercedes-Benz 300 'fintails,' Fiat Abarths and Renault models pledged to bring the entry to at least ten marques. **MP**

10TH MARCH 2000

AMELIA ISLAND PLANTATION, FLORIDA



A SALE OF IMPORTANT COLLECTORS' MOTOR CARS AND AUTOMOBILIA





Brooks' first sale of the new Millennium in the USA will also represent their first in the Sunshine State of Florida adding to the Brooks USA auction calendar which already includes Quail Lodge, California and Hershey, Pennsylvania.

This major event already includes cars from one of America's most notable collections - two Type 57 Bugattis, with Corsica and Graber coachwork, and a Type 35A Bugatti, delivered new to Bugatti's Paris showroom in 1926, chassis No. 4719, was bought by Henry Ford's son Edsel in 1928 and shipped to the USA and eventually displayed in Ford's Dearborn Museum until the mid 1980s. Also included a beautiful 1930 Alfa Romeo 6C 1750 with coachwork by Castagna, a 1931 Invicta 4 ½ litre S-type low chassis tourer from the same collection and a 1926 Bugatti Type 38, coachwork by Lavocat & Marsaud also add to the stature of this significant sale.

If you are considering the sale of a suitable historic motor car, or would like further information on the auction, please contact Paul Clark or Mark Osborne at Brooks USA on (415) 391 4000 or fax (415) 391 4040. Alternatively you can contact Malcolm Barber or James Knight in London on +44 (0) 207 228 8000 or fax +44 (0) 207 585 0830. For Automobilia enquiries please contact Peter Card on +44 (0) 207 228 8000. Catalogues now available priced £20+p+p (UK) £25 inc.p+p (Europe), $30 (USA), please call Catalogue Sales on +44 (0) 20 7228 8000.

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EVENTS OF NOTE

FEBRUARY

19-20 BROOKLANDS
Annual motorsport charity weekend guarantees interest at the Surrey speedbowl, with its fascinating 'living museum'.
☎ 01932 857381

26 SILVERSTONE
Vintagents (and ladies) loosen the cobwebs in time-honoured Pomeroy Trophy style, with tricky tests and a high-speed trial. ☎ 01608 644777



F1 at Brands Hatch, historic style: the TGP series kicks off

MARCH

2-5 SEBRING (USA)
Al Holbert Prototype Reunion makes HSR's landmark 10th Sebring Endurance Challenge a must for IMSA aficionados.
☎ 00 1 813 931 5642

10-12 MELBOURNE (AUS)
FIA Formula One World Championship, round one. ☎ 00 41 2254 44400. Historic Can-Am, Interserie and Group 6 cars will wow the crowds in International Supersports Cup support races. ☎ 01420 87622.

11 WILLOW SPRINGS (USA)
West coast arm of HSR, run by racer Ed Swart, stages its inaugural event at Willow Springs in California. ☎ 001 603 643 6161

15-18 SEBRING (USA)
Historic sportscars turn back the clocks, contrasting with their contemporary EXXON Superflo 12 Hours equivalents on the now extensively remodelled Florida airfield circuit.
☎ 001 813 91 5642.

17-19 JARAMA (E)
VdeV Racing's endurance series starts with a 12-hour thrash at Madrid's former Grand Prix circuit.
☎ 00 33 1 69 88 05 24.

25 SILVERSTONE
The Vintage Sports Car Club's eagerly-awaited racing season opener – the GP Itala Trophy meeting – is a couple of weeks earlier than usual. Don't miss this first outing
☎ 01608 644777

26 INTERLAGOS (BR)
Brazilian GP; FIA Formula One World Championship, round 1
☎ 00 41 2254 44400

26 CADWELL PARK
Thoroughbred Sportscars championship opener pitches Astons, Jaguars, MGs and TVRs against the scenic Lincoln track.
☎ 01926 419464.

30-APRIL 2 SAVANNAH (USA)
SVRA's racing season opener takes competitors to the gentle climes of coastal Georgia's very attractive Roebling Road circuit. ☎ 001 603 640 6161

APRIL

1-2 NOGARO (F)
Paul Ricard's rebuild means a different backdrop to the BRDC Sportscars, Classic Grand Prix, Euro and Acemai Trophy F2 and HGPCA series openers this year. Rayon d'Action is in charge.
☎ 00 33 1 45 111111

8-9 BRANDS HATCH
A capacity field of 3-litre Formula One cars howling round the full circuit promises a sensational start to the sixth FIA Thoroughbred Grand Prix Championship, which merits its place on the British Touring Car programme for the first time.
☎ 01474 872331.



Early season stalwarts head for Silverstone for VSCC opener

8-9 ADELAIDE (AUS)
Geoff Farmer's Goodwood-winning Lotus 49 joins the cast for another Formula Adelaide event, showcasing the Grand Prix cars of the 1960s in the famed Albert Park. Sir Jack Brabham rides again!
☎ Brooks (UK) 0181 228 8000

9 IMOLA (I)
San Marino GP; FIA Formula One World Championship, round 3. ☎ 00 41 2254 44400

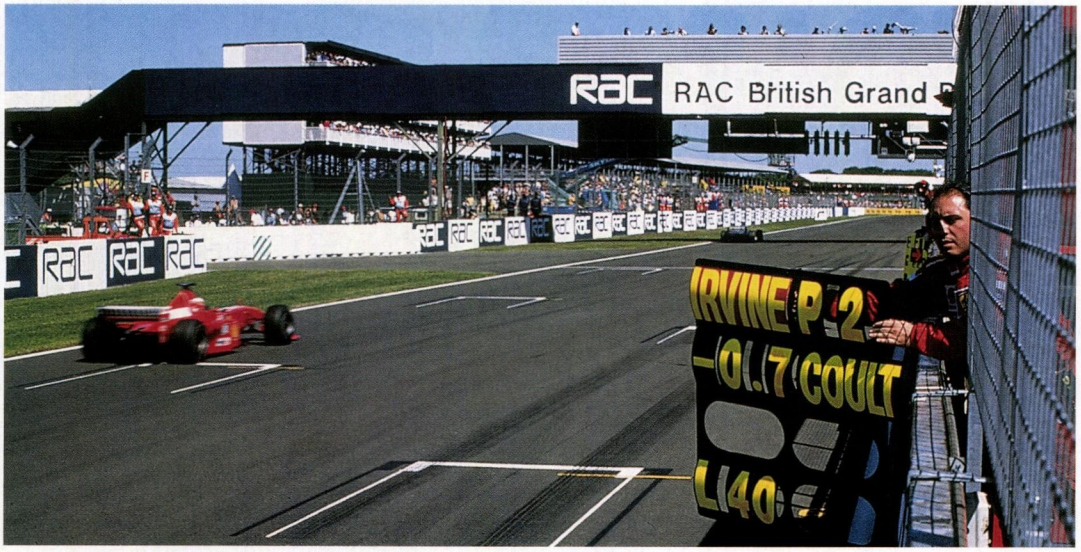
14-15 HOCKENHEIM (D)
High-speed start for HRA German Open Single-Seater and Endurance Cup Sportscar series. ☎ 0049 711 33242

15-16 SNETTERTON
The season's first Aston Martin-themed spectacular brings colour to the Norfolk circuit. ☎ 01353 777353

16 DONINGTON PARK
Historic Saloon Enduro is a highlight of HSCC season-opener. Dramatic Formula Ford action and big-banger single-seaters promise thrills too.
☎ 01327 858400

16 CADWELL PARK
The Cadwell Park Classic opens BARC's bold new Historic racing initiative. Saloons and super-fast Classic Clubmans cars head the line-up. ☎ 01264 772607.

23 SILVERSTONE
British GP; FIA Formula One World Championship, round 4. Moving away from its traditional July date, 'the big one' is rising star Jenson Button's first home race.
☎ 01327 857271



A new F1 season starts in Melbourne, and a new era arrives at Silverstone as the British Grand Prix moves to an April date

RAF Museum
Thursday 27 April 2000

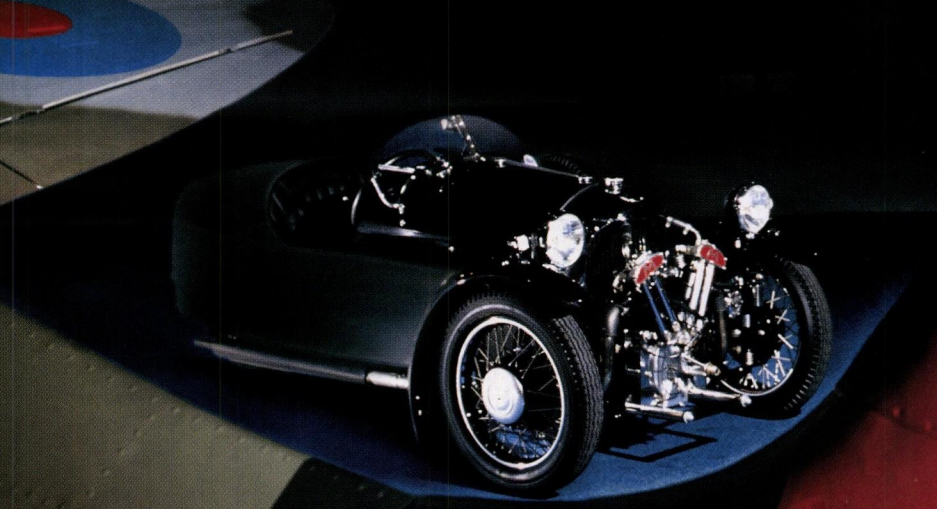
A Sale of Collectors' Motor Cars and Automobilia

HENDON

Brooks return to the evocative environment of the RAF Museum Hendon for their London Spring Sale. This historic venue is internationally famous for its long and proud tradition of Collectors' Motor Car sales and provides a warm and inviting atmosphere in which to present a motor car for sale.

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Entries are now invited



Hendon 28 February 2000 Our first sale at Hendon this year is scheduled for Monday 28 February and promises to be an exceptional event. Notable entries include a 1925 Bugatti Type 43 Grand Sport, 1925 Rolls-Royce Phantom I Full Cabriolet by Hooper and a 1991 Jaguar XJR-15 Sports Coupe. Over 40 selected motor cars and fine automobilia will be offered to complete the sale. Catalogues now available priced £15.00 + p&p UK, £20.00 Overseas.

Geneva 6 March 2000 Important Collectors Motor Cars and Automobilia at the Geneva *Salon*. Entries are still invited. Please call Simon Kidston or Max Girardo at Brooks Europe on tel +41 22 300 3160, fax +41 22 300 3035.

Our 2000 Calendar and Catalogue Subscription form is also available should you wish to take advantage of reduced subscription rates. Credit cards accepted. For further information please call 020 7228 8000 and ask for catalogue sales.

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Vol LXVII No 11 November 1991

WHAT NEXT MR.PRESIDENT?

Mike Cotton interviews new FISA president Max Mosley

"I looked in my shaving mirror this morning and thought, 'Gosh, at long last I can do something about the way motorsport is run'."

Five days after his election as President of the Federation International du Sport Automobile, Max Mosley was slowly coming to terms with the awesome responsibilities of governing motorsports – from Formula One down to humble autocrosses, rallies and speed events in far-flung parts of the world.

Mosley inherits a lopsided World Rally Championship, a Sportscar World Championship on life support, and the delicate task of keeping the peace between European factions and the Americans on the issue of territorial limits.

It's hard to think of anyone better suited to the task. At the age of 51, Mosley, a qualified Barrister, has the reputation of being a patient negotiator, a man who persuades others to share his beliefs, and above all a man who recognises that the world has changed out of all recognition since the 1970s, when his predecessor was elected.

No longer will world motor sports be governed by edict, by strong arm tactics that alienate the major manufacturers and competitors. Dialogue, and considered judgements, will be the order of the day.

On his first working day back in London, Max Mosley gave MOTOR SPORT the first interview as President of FISA. From now on he will divide his time between his family home in west London, his mews base in Knightsbridge, a paddock's length from Harrods, and the FISA bureau in Paris.

Will Mosley become a familiar figure on the F1 podium, regularly deluged with champagne? "No, absolutely not! I may go to Grands Prix occasionally as a spectator, but I promise you that I won't go onto the podium afterwards. I shall go to one driver's briefing in Japan next weekend, to wish them luck... and to tell them that it's the last one I'll be going to!

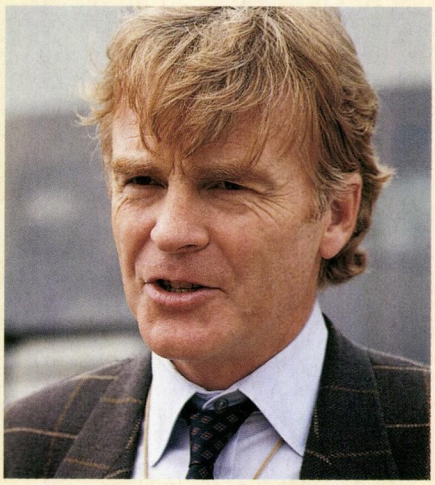
"Formula One is the one area of the sport where there are very good checks and balances. It's extremely ably run. It's not pure luck that F1 is where it is today, it is pure management skill, largely by Bernie Ecclestone supported by the teams, and of course under the auspices of the FISA. The whole of Formula One is regulated by the Concorde Agreement, which spells out in great detail how everything is to be done, and I am going to follow that to the letter."

It was Mosley himself who drew up the Concorde Agreement, while working for FOCA, and it seems that Formula One will now "float off" and be left to its own devices while FISA concerns itself with more pressing matters.

In the election run-up, some voiced the opinion that Mosley remains "Bernie's man" although he left the FOCA organisation in 1983, to become president of FISA's manufacturer's commission; other believed that Ecclestone was none too pleased at the candidature, enjoying the status quo with noisome President Balestre, who drew all the heat.

Mosley reacts warmly. "I am certainly not Bernie's man, I am not anyone's man. It has taken a lot of time, effort and hard work to get here, and if anyone thinks I'm Bernie's stooge, or puppet, they should take a good look at my record.

"Look, Bernie is the vice-president of the FIA,



1991: Mosley insists he is not a "Bernie stooge"

charged with promoting the FIA's championships, and I am the president of FISA, so our jobs are a little different. It's true that you now have two Englishmen in key positions, but before you had one Frenchman in two key positions. I can't see that the new situation is worse.

"Bernie is happy with Balestre, and said so; they are good friends and get along fine, and I hope that he and I can do the same."

The Sportscar World Championship is, says Mosley, "one of the most urgent problems facing FISA at the present time. The most fundamental problem is the lack of public interest, and I don't pretend to know the answer to this. We have to look at our priorities, and number one is Le Mans.

"Of all the things that happen in the year, Le Mans is one of the biggest and most important. We must make sure that we keep Le Mans in the championship, and that the ACO have all the cars they need. I won't say that the world championship is secondary to that, but it may be that Le Mans will be the engine that will get the championship a better following."

Mosley will listen attentively to what the manufacturers have to say, and insists that "we'll have only one chance to get it right. Whatever we do, it must be correct because we can't keep changing our minds. Above all, everyone wants stability and growth."

On rallies, the manufacturers can expect a better hearing. "The fundamental decision is whether to restrict the number of rallies to a level which is feasible for a manufacturer to do and insist that he does them all, or to have a greater number and restrict the number that a manufacturer is allowed to do.

"If you restrict the absolute number of world championship rallies held in a year, perhaps you should have certain events held every other year, or two years out of three, or one in three. It all depends."

Fostering motor sports in the Far East, Africa and South America is something that Mosley intends to devote much time to, saying that FISA "has a clear duty" to see how best to help the poorer, most populated nations establish motor sports at ground level.

The environment is another priority, though here Mosley says that a strategic planning commission may be needed to look at environmental, political and financial pressures that lie ahead. "But not closer than two years ahead, because we must have proper, long-term plans such as any international company would have."

Of the dispute with CART, the American single-seater organisation, over territorial rights, Mosley believes that the solution will be reached swiftly and quite easily. "CART racing is essentially oval racing, and F1 is essentially road racing, so there is a clear distinction. If the CART organisation wants to expand internationally it should be on oval circuits, and there are a number of places in the world where very serious consideration is being given to building ovals. This is the obvious way it ought to go."

High Noon is not on the list of Mosley's options. "Whatever FISA decides to do in the future, there must be no quick fixes, no shooting from the hip. Policies must be carefully considered, decisions must be right first time, because having done something, it's very difficult, and undesirable, to undo it." M

Newport Pagnell
Saturday 13 May 2000

A Sale of Aston Martin Motor Cars and Related Automobilia

ASTON MARTIN






Entries now invited

Brooks are delighted to announce their inaugural sale of Aston Martin Motor Cars and Related Automobilia. The sale will be held at the Factory's world-renowned 'Works Service' department at Newport Pagnell, the home of Aston Martin.

The history and achievements of Aston Martin are ingrained in the very fabric of 'The Works', and the auction promises an evocative and charged atmosphere in which to sell motor cars and related automobilia.

Some notable entries have already been consigned and include the 1961 DB4 GT used in the feature film 'Wrong Arm of the Law' starring Peter Sellers, and a 1988 Vantage Volante to the highly desirable 'Prince of Wales' specification. This rare motor car, one of just circa 25 models built, has been in the present ownership from new and covered a mere 12,500 miles. Both illustrated above.

If you are considering the sale of an Aston Martin Motor Car or related automobilia please contact James Knight or Malcolm Barber (Motor Cars) or Peter Card (Automobilia) on 020 7228 8000.

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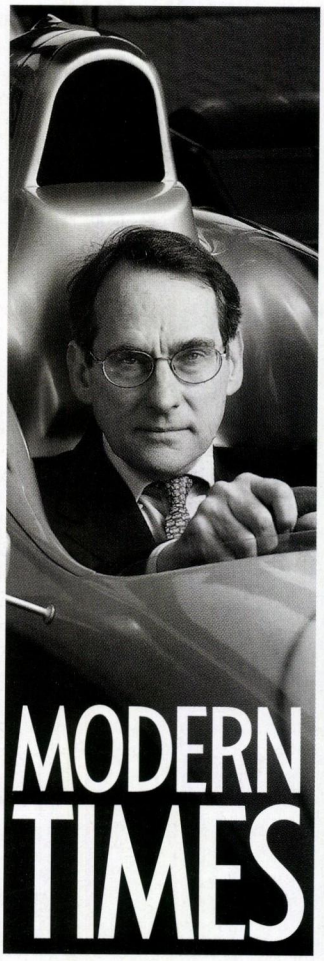
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MODERN TIMES



LAT

Ambitious eyes focused on lofty goals, Jenson Button faces the glare of the cameras in the Williams-BMW cockpit

TIME WAS WHEN AN AMBITIOUS YOUNG driver could slide into F1 almost unnoticed, develop his skills quietly and rise towards the top at his own pace. But today it's all about the glare of the media. No longer is F1 the preserve of specialist magazines: every tabloid, every broadsheet has its motor-racing writer. TV terrestrial, cable and satellite, radio local and national, all know that F1 news is big news. We should be pleased about that.

It's not so long ago that Fleet Street sports editors did not regard motor-racing as a sport. Sports pages were for football, cricket, athletics and the rest. When S Moss won the Italian GP at Monza in a Vanwall, a couple of jingoistic paragraphs appeared on the foreign news pages of the better papers. Only if there'd been a gory accident would there be photographs.

Now we're at the other extreme, and the British papers are hungry for a new motor-sporting hero. We've lost Nigel Mansell, and now we've lost Damon Hill. Eddie Irvine, despite his claimed sexual athletics, doesn't quite fill the bill; Coulthard is too clean-cut, Herbert too down-to-earth. What they want is a David Beckham on wheels. And in young Jenson Button they believe they've found him.

A few days before Williams' low-key Monday morning team launch in the Barcelona paddock, word got out that it just might be Unknown British Boy Lands Big Works Drive. The last flight out of Heathrow on Sunday night was crammed with journalists and photographers from daily papers, metaphorically wearing trilbies with cards saying PRESS stuck in their hat-bands. As it turned out, they very nearly had a wasted journey.

I heard soon after Christmas that Frank Williams intended to solve the problem of Zanardi's replacement by testing Button back-to-back at Jerez with regular test driver Bruno Junqueira. It seemed a good time to pop over to Spain. At any given time there are a lot of young drivers who show real talent: currently the likes of Darren Manning, Marc Hynes, Justin Wilson. On the face of it Junqueira, a Formula 3000 race winner with a lot of F1 testing experience for Williams, seemed the obvious choice, and I wanted to find out why people have been saying Button is so special.

When I got to a windswept Jerez, deserted apart from five F1 teams grinding relentlessly through their test programmes, the new Williams-BMW was playing up, and for the two days I was there neither Button nor Junqueria got much running. That meant I was able to spend some time

with this young man who was winning kart races when he was nine, and raced all over Europe and as far afield as Japan while still a schoolboy. I found him courteous, level-headed, good-humoured and mature, and I quickly realised he's far better equipped to cope with the grinding pressure of media celebrity than most people of his age: but, as became clear a couple of weeks later when he got the drive, he will need to be.

The reason why the Fleet Street boys nearly had a wasted journey is that the decision to go with Button happened incredibly late. The press conference that Monday was called for 11am, and Sir Frank Williams and Patrick Head were still deliberating, locked in the motorhome, at 10.45. Finally the two drivers were summoned: Junqueira went in first and was told the bad news, and then Button went in, to be told that he was now a Formula One driver. And, a quarter of an hour behind schedule, the press conference began and the waiting world heard the news.

The British papers went to town. The *Sun* ran it on their back page and over a spread inside, and also wrote a leader about Jenson. The next day the *Sun* ran an interview with Jenson's dad; the day after, with his mum; the day after that with his girlfriend Kim. Several of the broadsheets had already run personality pieces about him: the *Daily Telegraph* had devoted a half-page to him, managing to spell his name wrong. Chris Evans, the ginger-haired media mogul, was anxious to send his private jet to Spain to whisk him to London to star on his curious Friday evening TV show, and David Frost wanted to give him the Sunday morning treatment he normally reserves for rising politicians. I gather Jenson refused Chris Evans, but accepted David Frost.

All this within days of his 20th birthday, plus an estimated £350,000 annual salary, would be enough to turn most young heads. But so far it doesn't seem to have turned Jenson's. In any case, he has a far more important priority in the few remaining weeks before the Australian Grand Prix: to concentrate on his fitness. No doubt he's every bit as fit as any professional F3 driver should be, but the physical jump in stamina required to cope with a long F1 race in typical cockpit heat will inevitably need a lot of work, particularly on his neck.

Jenson Button is the youngest driver in the 51-year history of the F1 World Championship to get a full-season contract with a major team. New Zealander Mike Thackwell gets his name in the *Guinness Book of Records* because he was 19 years 5 months and 29 days when he started the third Tyrrell from the back of the grid in the 1980 Canadian Grand Prix. But that race was stopped after a Lap 1 shunt, and for the restart he had to hand over his car to team-leader Jean-Pierre Jarier. Four weeks earlier Thackwell tried to qualify an Arrows at Zandvoort, without success, and the only other GP for which he qualified was Canada four years later.

A far more worthy contender for the title of youngest F1 driver is the Mexican Ricardo Rodriguez, Pedro's precociously-talented younger brother, who was just a month older than Thackwell when his sports car successes earned him a seat in one of the four works Ferraris for the 1961 Italian Grand Prix. This race was of course overshadowed by the crash which cost the lives of von Trips and 14 spectators. So it's almost been forgotten that young Ricardo was the sensation of practice, qualifying second fastest to join his team leader von Trips on the front row.

The following season, by which time he'd had his 20th birthday, Ricardo did four more Grands Prix for Ferrari, finishing in the points twice. Then, in practice for his home Grand Prix, he lost control of his Rob Walker Lotus, and was killed.

Chris Amon, at the start of a distinguished F1 career that lasted 14 seasons and 96 Grands Prix but unjustly never brought him a victory, did three World Championship rounds in the six weeks before his 20th birthday in 1963 in a Parnell Lola. Interestingly, he became the only teenager to have finished a Grand Prix when he came home seventh in the French GP at Reims. Argentinian Esteban Tuero missed the same feat by four days when he brought his Minardi home eighth at Imola in 1988.

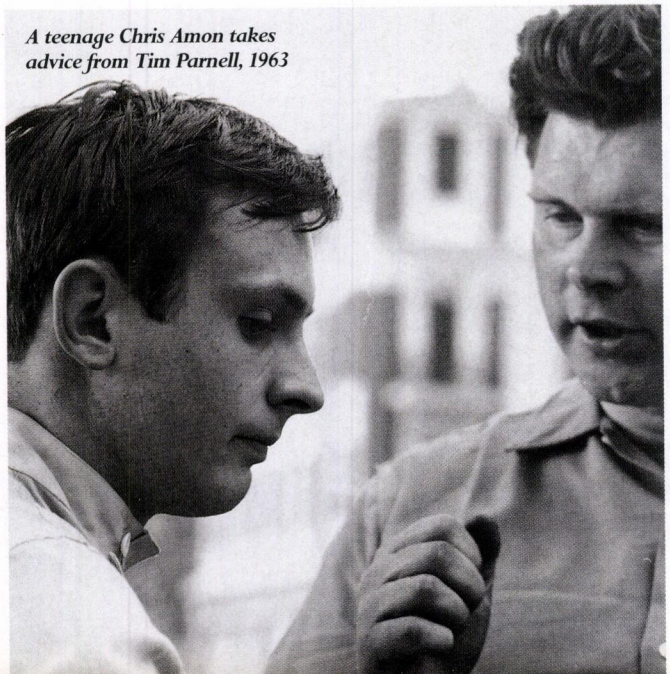
If Button does start the Australian Grand Prix on March 12th, he will be precisely one day younger than Eddie Cheever was when he started the South African Grand Prix in a Hesketh in 1978. So Jenson will become the fifth youngest man ever to start a World Championship Grand Prix.

There is no doubt the talent's there. When he finally had a proper run in the Williams-BMW at Barcelona he adapted to it miraculously quickly, lapping faster than Junqueira even though he was left-foot braking for the first time in a racing car (his karting experience will of course have done him no harm there). Earlier, in December, he was unexpectedly summoned by Prost to Barcelona, a circuit he'd then never seen, and in a handful of laps he was apparently matching Jean Alesi's times. He has already coolly turned down offers from McLaren, Stewart and Prost, mainly because – and who can blame him – he wants to go racing now, rather than a deal that says "test this year, perhaps race next year..."

But what remains hidden in the lap of the gods (and in the raceworthiness of the new Williams) is whether his undoubted talent will be able to develop and flourish in his crucial first F1 season. If the car fails to work well, and doesn't give him the cockpit time to learn and keep learning, the same spotlight of publicity will be there to crow over failures that may be beyond his control. And his team-mate Ralf Schumacher is now one of the most talented half-dozen on the grid: he may prove as daunting a team-mate as others have found his brother to be.

Jenson Button's call has come early, and in F1 you rarely get a second chance. It's a cruel sport and a tough business. But, if he's that good, if he really has got what it takes, he'll survive all that. The setbacks and the failures will be the challenges on the way that will build him into a winner.

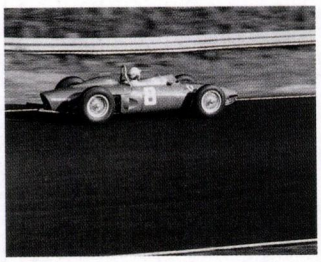
Good luck to you, Jenson. Frankly, I couldn't care less if you're the tabloids' next David Beckham. For your sake, I hope you're not. I care much more whether you're a future World Champion, and when you get there I'll be cheering too. M



A teenage Chris Amon takes advice from Tim Parnell, 1963



M Thackwell: early start, early stop



Ricardo Rodriguez: front row debut

LETTERS FROM READERS

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail:** motorsport@haynet.com

The Editor reserves the right to edit all letters

PHI-PHI'S LAST STAND?

SIR,

I am amused by correspondence regarding 'Phi-Phi' Etancelin's final season. I can assure WB and your readers he was still racing in 1954.

In the inaugural meeting at Aintree on 29th May 1954, number 16 in the Aintree 200 event is Mr P Etancelin driving a 4.5-litre Talbot. I was not present at that meeting, but MOTOR SPORT was and its July 1954 edition contains the report on the meeting. Phi-Phi qualified for the final and your correspondent noted "and Etancelin's Talbot gained on the BRM into Tatts". I think he finished sixth. I have no idea whether he raced again, but there can't have been many more races that his Talbot would have qualified for.

Whilst writing, can I make a plea for assistance from any of your readers who may have material regarding motor racing at Aintree from 1954-64 as I am currently preparing a book on this subject, which I feel has been sadly neglected.

Also can I congratulate you on your excellent magazine. As a long term reader I still enjoy it immensely, keep up the good work!

I AM, YOURS, ETC.

A A BAGNALL

46 LAUREL DRIVE, WILLASTON, WIRRAL, H64 1TW

* * * *

SHELSLEY'S SECRETARY

SIR,

With reference to WB's page from the January 2000 issue about a new secretary's office at Shelsley Walsh itself, can I point out the office has been fully operational in the paddock from August 1999 with Roger Thomas having taken over from Mark Joseland. The new address for the office is: Roger Thomas, Midland Automobile Club, Shelsley Walsh Hill Climb, Worcestershire, WR6 6RP.

I AM, YOURS, ETC.

TOBY MOODY, VIA E-MAIL

* * * *

F1 2000 – ANOTHER VIEW

SIR,

Thought I'd send this "Artist's Impression" of Gordon Murray's Formula One 2000.

I AM, YOURS, ETC.

BRUCE THOMSON, UNIONVILLE, ONTARIO, CANADA

CIRCUIT STORE

SIR,

I have found your series on circuits from the past fascinating. I have recently bought a copy of a 1963 book by Hans Tanner, titled *Handbook of Grand Prix Cars - Post War to Present.*

It has a section on circuits and the author has included some lesser known circuits so enthusiasts can gain an idea of some of the unusual locations found in GP racing.

Among the circuits listed are: Crystal Palace(!), Aintree, Albi, Charterhall, Chimay, Comminges and Madgascar. Apart from the British circuits, I know next to nothing of the others; could they be added to the list for future visits? A visit to Madagascar should be a good story in itself.

Thank you for a marvellous magazine.

I AM, YOURS, ETC.

DAVID GOODRIDGE, VIA E-MAIL

* * * *

'RING STINGER

SIR,

Concerning two captions in your Nürburgring Track Test.

1. The Karussell: "...the only boring corner on the track." Only if you're going too slow. And if you go too fast, you will indeed "pop out half way round" as Matthew Franey accurately states.

2. "...lunatics on motorbikes. Some go home in bodybags..." And some of those in cars don't? Be assured, they do too.

I AM, YOURS, ETC.

TOM STEWART, VIA E-MAIL

* * * *

ROCHDALE'S OLYMPICS

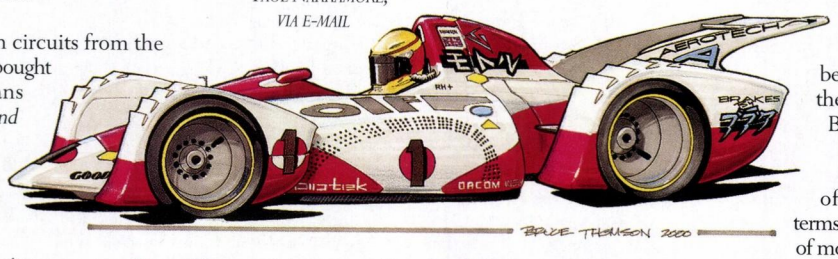
SIR,

I read with interest the article entitled 'Fiberglas'. I have a long term interest in this material and Keith Howard enlightened me quite a bit on it's origins. However one omission needs correcting – the second GRP monocoque car was not the Clan Crusader, but the superb Rochdale Olympic, designed in the main by Richard Parker and built by partners Harry Smith and Frank Butterworth in their Rochdale factory.

Rochdale Motor Panels were in at the dawn of the use of glassfibre; their first bodyshell, the MkVI, was the start of a family of GRP shells and Richard Parker joined the firm after playing a large part in the development of the GT model. Whilst at Bristol Aircraft, he became familiar with the Lotus Elite and its problems, so when he got the chance to design a new car, the monocoque Olympic was born. It was a stronger and comparatively trouble-free car compared to its sister. Ironically Parker was later enticed to Lotus, so the Olympic never got the further development it deserved.

I AM, YOURS, ETC.

PAUL NARRAMORE, VIA E-MAIL



Bruce Thomson's interpretation of a Y2K Formula One car

TRUE GRIT

SIR,

Being a fan, I was delighted to see two pictures of my car in your January 2000 issue (Carrera-PanAmericana 1999 Pictorial Review). I am the pilot of the 1954 Pringles-liveried Buick. However, though you flattered me by saying "we showed grit" for finishing despite front suspension collapses, I'd say the term "stubbornness" would suit us better (or at least that is what my wife believes).

I AM, YOURS, ETC.

OTHON GARCIA SILVA QUERETARO, MEXICO

* * * *

VELOCE, NOT VIRGIN

SIR,

Thank you for the review of Michael Oliver's Lotus 49 book.

Unfortunately, it attributes the book to Virgin instead of Veloce Publishing, gives the book's price at £30 (instead of £40 & £50) and has the wrong ISBN number (should be 1-901295-51-6 'Gold Leaf' edition and 1-901295-75-3 'BRG' edition).

I AM, YOURS, ETC.

ROD GRAINGER, PUBLISHER, VELOCE PUBLISHING

* * * *

LINDSAY'S HWM/ALTA

SIR,

I thought there was something familiar in the Alan Smith study of a so-called Le Mans Replica Frazer-Nash at Goodwood in 1954(January 2000). Actually, it is of my late father, Patrick Lindsay, driving his first racing car – an ex-Formula 2 HWM/Alta. He later rearranged the Duke's flower beds on the outside of Woodcote, damaging the car rather seriously, sold it for the price of its trailer and promised his wife-to-be, my mother, that he would give up racing... Excellent pictures though!

I AM YOURS, ETC.

LUDOVIC LINDSAY, LONDON

* * * *

ARCHIE VS MASTEN

SIR,

With reference to Geoff Whyler's letter concerning the May 1958 Silverstone race between Archie Scott Brown and Masten Gregory, a few points are worth mentioning.

Firstly, it was clear the Ecosse modifications were highly effective, which is why the Lister works team later adopted something very like them after Archie crashed, and before Frank Costin redesigned the bodywork.

Bill Scott Brown, Archie's father, was of the opinion that the Ecosse wing fairings offered a great advantage in terms of 'negative lift'. As an aviator of more than 30 years' experience, (shot down by Max Immelmann,

indeed) he was well qualified to comment. Further, at practice before the Sports Car Grand Prix at Spa, during which he later crashed, Archie himself complained that the nose of the Lister lightened at "something over 120 mph". Despite the fact he was famously inexact about issues technical, it was a concern to all, as the works team were also rather new to a race circuit at which a competitive average was fully 5mph faster than that. This in a car which would achieve rather more than 170mph...

Other issues include a measure of needle that Gregory was driving a car which had, obliquely, been offered to Archie, but which he had honourably declined, and also that the Silverstone race marked a watershed in Archie's career; he had never, at least while running on all cylinders, been beaten by such a margin by anyone, let alone anyone driving a type similar to the one which he himself drove. Undeniably, it was a shock to him.

There has also been some thought that Archie was, discounting his obvious physical handicaps, frailer than he looked; add to this the fact that he was extremely tired, and you can imagine the potential range of outcomes. But a serious person never offers excuses...

No, the Silverstone race was not in any way close; Masten Gregory simply won it, hands down.

As for Stirling's later efforts, he took the view, as he always did, that "there is always the lap record to go for", when he was not winning. He won that race going away, from the flag, driving with his usual economy. There had been some frank discussion about the underpinnings of the steering of the Lister before that race, as it had been widely mooted (wrongly) that steering had perhaps been the cause of Archie's fatal crash, but this would also rather suggest to the sane man that over-egging the pudding when already in the lead was not perhaps the wisest course of action.

I will never fail to be touched by the reverence with which people's heroes are regarded, including of course, my own. Delighted I was to see Scott Brown ranked where he was in Mark Hughes' recent study – but where was Gregory?

I AM, YOURS, ETC.

ROBERT EDWARDS., VIA E-MAIL

* * * *

MORE CAPTIONS PLEASE

SIR,

The purpose of MOTOR SPORT, these days, is surely to market racing history to those unlucky enough to have been born too recently. So can we have fuller captions?

In addition to those mentioned, the picture on page 79 of your February edition contains Ninian Sanderson, Wilkie and bits of David Murray. Why not say so?

I AM, YOURS, ETC.

SHERIDAN THYNNE, READING, BERKSHIRE



McLaren M23 at Paul Ricard: is this how F1 should have stayed?

BEAUTY IS SIMPLICITY

SIR,

I write regarding the current state of Formula One which is stale and not very exciting, a fact proved by your superb February 2000 issue.

After gazing at the superb 'Parting Shot' photo of the McLaren M23 at Paul Ricard I believe the FIA should revert F1 cars back to basics such as fat slick tyres, they should outlaw electronic aids such as paddle changes, ban aerodynamic appendages and let us see simple, beautiful race cars.

We would see cars that oversteer and behave much better if the simple changes were brought in. I also believe turbos should be allowed again as I reckon that they would also improve the quality of what is served up at the moment. Irvine with a 1000bhp turbo would be a sight to behold.

We need to sort out the sport before it becomes too technical and implodes.

I AM, YOURS, ETC.

IAN GILES, SOLIHULL, WEST MIDLANDS

* * * *

IVOR MADE ME DRIVER

SIR,

It was nice to see Ivor Bueb remembered in Robert Edwards' excellent article in the February 2000 magazine.

He was my mentor in the mid '50's; I was working as a Service Receptionist at the local Rootes Group Distributors in Cheltenham and he took great interest in my Ford 1172 formula racing and got me my first International race as his co-driver with the Works 1100cc Coventry Climax at the Dundrod TT in 1955. This led to Works drives with Coopers in 1956/57. In 1957 my deferment from National Service expired since I had got my HND Mechanical Engineering by then and I went into the RAF on a Short Service Commission.

In 1959, whilst in the RAF, Ivor arranged for me to be reserve driver for the Lister-Jaguar team at Le Mans and I agree with the comment that he was under pressure and "living on his nerves a little".

I think he was finding it very difficult to make ends meet as a professional driver at that time and got the impression he was forcing himself to produce better results.

Two months later he had his fatal accident; I can only surmise but I fear he was trying too hard. Ivor was a generous warm-hearted and genuine man, I will always be grateful for his interest and help.

I AM YOURS, ETC.

MICHAEL MACDOWEL – GODALMING, SURREY

* * * *

DAVID AND GOLIATH

SIR,

I read the article about racing Austins Se with great interest. Our Club was founded, following a suggestion in your magazine, by a certain Bill Boddy, to race these wonderful little cars. Today, over 60 years later, we still organise a Championship in which they compete and Bill is our President.

I was disappointed, however, that there was no mention of one of the greatest 'David & Goliath' stories in motor racing. The story of how one of the ex-works supercharged Sevens, prepared and driven by a team of amateurs, took on the mighty Silver Arrows in the 1937 South African Grand Prix and actually won the 1938 South African Grand Prix. Even more surprising, the driver who masterminded this astounding feat is today fit and well and living in South Africa whilst the car, still as it finished the race, is in Hampshire.

I AM, YOURS, ETC.

MIKE WHATLEY, CHAIRMAN, 750 MOTOR CLUB

* * * *

TRIPOLI TIME WARP

SIR,

I have been following with interest your Track Tests on circuits of old, and after Mark Hughes' piece on the 1933 Tripoli GP, I wondered if you have information regarding the track in Mellaha. In its day it really was a state of the art place, and very fast. I always thought it strange that nothing seemed to come out of Libya about whether it has survived or not, but the regime in power there seems to have stymied tourist type investigation.

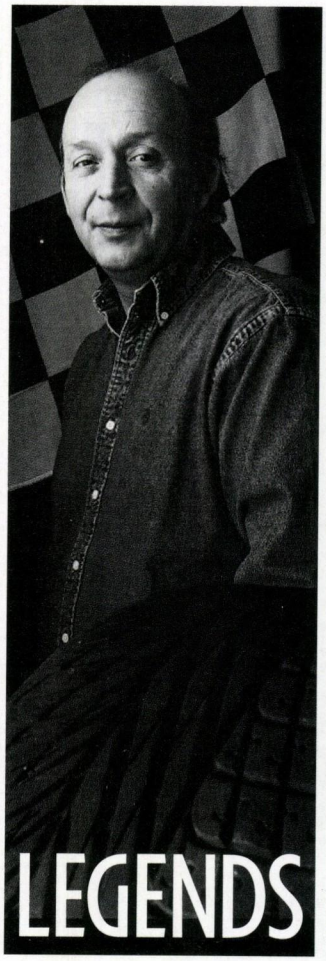
Last year I heard a rumour that the track still existed with everything still in place, like a time warp. I did some checking with the person that was purported to have stumbled upon this amazing sight, but he could offer me no help with the truth about this.

Have you, or any readers, information as to whether the circuit exists? Unused since 1940, it may be unlikely, but it is a tantalising thought. Any information would be much appreciated, perhaps even a future Track Test there – now that would be wonderful...

I AM, YOURS, ETC.

A P ROBERTS, TROWBRIDGE, WILTSHIRE

(We'll find out. If the circuit is still there and it is possible to get to, we'll go. In the meantime, all information any reader may have would be gratefully received -ed)





Patrick Depailler: automotive SAS man with a death-wish, or committed racer who knowingly accepted the risks?

PATRICK DEPAILLER

GOING THROUGH SOME OLD TAPES recently, I came across an interview withJames Hunt in the early '80s. It was typical James, forthright but well-reasoned, and I smiled often as I listened again to that mahogany voice.

Although Hunt was sometimes spiky and disagreeable during his racing career, once he had given up driving, only the better parts of his complex personality remained. On the tape, as always, he took relish in saying exactly what he thought.

"Patrick Depailler... well, I've no doubt that he had a death wish. Very pleasant bloke - but I always thought he was barking mad..." Why? "Look at the way he lived his life," James said. "Riding motorbikes without a helmet, that sort of thing. Depailler seemed to need to find risk in everything."

It was true that Patrick was never a man to give a thought to safety in motor racing, but still I couldn't agree with Hunt's contention that he had a death wish, and neither did Nick Brittan, his manager for many years. "No, no, not at all. Patrick loved life more than most people – but he accepted the inevitability of death."

Depailler's life ended in August 1980, in a testing accident. There was only the scream of a single Alfa Romeo V12 to be heard at Hockenheim that Friday, which is how they knew the disaster had happened.

Immediately they rushed out into the forest, but their haste was in vain. Depailler had died almost instantly, within seconds of taking in that something in the front suspension had broken. The Ostkurve was then a top-gear corner, taken flat, and the Alfa never started into it, striking a guardrail head on, then vaulting over.

Photographs of the accident were more than usually poignant and wretched: bits of shattered car lying across catch fencing folded up behind the guard rail, ready for the Grand Prix a week hence. For mere testing no one had thought to install it.

But if I disagreed with Hunt's contention that Depailler had had a death wish, still I always doubted that he'd retire. Brittan concurred: "He knew he floated right out to the fine edge – he was powerful quick, and I think he knew it would happen one day. There was never any question of retirement in his mind.

"Patrick was almost like a professional soldier – a *combat* soldier. He absolutely loved what he was doing – there was nothing better in the world than being a bloody good race driver. He was the nearest thing to a sort of automotive SAS man, and people like that are aware there's a good chance one day you're not going to pack your kit bag. But that is not the same as having a death wish – far from it."

Most of Depailler's F1 career was with Tyrrell, and Ken always speaks of him with great affection: "Patrick was *very* French – never without a Gauloise, loved red wine. In a lot of ways he was a little boy all his life, always wanting to go skiing or motorcycling. And he had this trusting belief that everything would be all right in the end. He lived for the present.

"I gave Patrick his first F1 drive, at Clermont-Ferrand in 1972, and then offered him a third car for the North American races in '73. A big chance for him – and ten days before he breaks his leg falling off a motorbike! Later, when he was driving full-time for me, I had it written into his contract that he kept away from dangerous toys."

When Depailler's Tyrrell won at Monaco in 1978, it was one of the days everyone in the paddock was happy. So many times before his fingertips had been on the hem of victory, but always it had slipped away.

At the end of that season he left for Ligier, and with sorrow, for Tyrrell was truly like family by now. But the Ligier proved more competitive. After winning at Jarama, the fifth round, Patrick shared the Championship lead with Gilles Villeneuve, perhaps his nearest kindred soul in the sport.

Ligier's JS11 was the fastest car of the moment, but Depailler's rivalry with his team mate Jacques Laffite, was very definitely that: a rivalry. There were no team orders, and at Zolder the two of them ran away from the rest – and into tyre troubles. Jody Scheckter's Ferrari won, and Guy Ligier was furious. Patrick was bemused. "If you are a racing driver," he shrugged, "surely you race…"

If Ligier was angry in Belgium, a few weeks later he was apoplectic. Unlike Tyrrell, he'd not precluded 'dangerous toys' from Depailler's contract. After the Monaco GP, Patrick went hang-gliding, and severely injured his legs. He had flown too close to a mountain, and turbulence had pitched him into the rockface.

The general reaction to Patrick's accident was chillingly hard-nosed. In commercial terms, perhaps it was inevitable, but I found disturbing the lack of sympathy for a man perhaps staring at life in a wheelchair.

When I spoke to him, he said that the worst thing was not knowing if he would recover properly. "For a time there was the chance of amputation, and I was very frightened. Not for five months was I sure to drive again."

Without that, Patrick seemed to be saying, life would be insupportable; in his terms, being alive meant being a racing driver.

I was very fond of Depailler, not least because his attitude to life and work was refreshingly haphazard in a world where dour automatons increasingly peopled professional sport. That said, working with him must have been sometimes maddening.



Everyone in the F1 circus was pleased by Patrick's first win, at Monaco, 1978

Nick Brittan laughed at the memory. "Well, you never knew what was coming next. I remember one day there was a knock on my door, and there stood this strange man. 'Patrick sent me', he said. 'I 'ave ze packet…'

"He opens his hand – and there's this packet of uncut diamonds! 'You're to pay me £35,000', he says. Hang on, I said; tried all Patrick's numbers; finally I got hold of him: 'Ah dites-donc! Forgot to tell you, sorry!'

"It was a rip-off, frankly, but the guy came back next day, got his money, and at the next race I gave Patrick the diamonds. That was him – spontaneous decisions, quite often wrong. You or I would be appalled at being ripped off on that scale, but it didn't bother him: 'I am 'opeless, you know, with the business matters…' "

Racing had a narcotic hold on Depailler. I remember his speaking sadly of the end of his marriage: "She is scared of what I do – how can I blame her for that? But how can I stop this? First of all, it is necessary to be honest with yourself."

After the hang-gliding accident, he thought only about coming back to F1. They say no driver is ever the same again after dreadful leg injuries, but Patrick was the exception. He may have hobbled unsteadily, but on the track he was unimpaired.

His hobbies were such as scuba-diving, skiing, sailing – and the hang-gliding. He would look askance at colleagues carrying tennis racquets. "*Le sport dur*!" he would say. That was the appeal. Patrick had only two heroes: Jacques Anquetil and Eddy Merckx, both five-time winners of the Tour de France.

François Guiter, Elf's competitions boss for so long, had a special affection for him. After the British GP they holidayed together in the Azores. "I never knew him happier than then," Guiter said. "He was with a girl he loved, completely relaxed and at peace. And then, of course, he went back early to do the test at Hockenheim."

Nick Brittan recalls a dinner with Patrick at Zandvoort. "We were in a little restaurant, talking about getting his finances into shape. 'Patrick,' I said, 'we really ought to think about the future.' And I remember he smiled at that. 'No, no', he said, 'The future is for other people...' "



Depailler's 1979 flag-to-flag win for Ligier in Spain was his last; soon after came the hang-gliding smash

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THEY'RE BACK. AND THIS TIME IT'S SERIOUS

On this, the eve of Jaguar's Third Coming, there might seem to be little of much relevance in its sports car programmes of the 1950s and '80s that could be applied to an F1 campaign in the new millennium. But that's a rather short-sighted view of things. Technically it would be true. Spiritually it most certainly would not, and Jaguar has always combined those two qualities so finely you can't see where one ends and the other begins. What we are in the early throes of witnessing is the re-awakening of a giant, the uncorking of an enormity of goodwill and an intense passion for the marque. Whether F1 yet realises it or not, it is to be joined by a brand whose following for the first time in championship history could rival that of Ferrari.

Tony Rolt, who co-drove Jaguar to victory at Le Mans in 1953, remembers the tiny scale of the original team above all else. For all its achievements, the Jaguar competition department then numbered no more than a dozen people: "Even compared to the other teams of the time it was very small," he recalls. It made the lifeforce of the operation easy to discern.

"Sir William Lyons was very much the man behind it all, even though he was in the background at the actual races where Lofty England ran the thing."

"Above all, Sir William was an entrepreneur," says the Jaguar Daimler Heritage Trust's Howard Davies, "who wanted to tell the world about what his cars could achieve. He so named the XK120 because it would do 120mph. He took his cars racing to prove they could beat the world."

When Johnny Herbert and Eddie Irvine take the grid in Melbourne for the first Grand Prix of 2000 – bringing Jaguar's name back to front-line international competition for the first time in nine years – they will be supported by a team of around 300. And that's just those in the direct employ of the former Stewart Grand Prix team; it takes no account of the personnel from Jaguar and parent company Ford who will be occupied in maximising the company's involvement. Furthermore, you can take your pick from Jackie Stewart, Jac Nasser, Neil Ressler or Wolfgang Reitzle as the man behind the project.

Meanwhile, the Jaguar F-Type has caused a sensation at the Detroit Motor Show. And it is called F-Type to tell the world it's the spiritual successor to the legendary E-Type, the car which arose directly from the '50s Le Mans programme and upon which much of Jaguar's mystique still rests.

Norman Dewis, former Jaguar test and race driver, remembers the intimacy of the '50s programme. "Everything was done on site, from engines to suspensions to bodywork; we all banded together very closely. All in the same factory where they were making the road cars. We would drive the cars to the races – in 1952 I drove a C-Type to the Millie Miglia, raced there and drove back."

Back to the very bosom of the British car industry in Coventry.

The Jaguar R1 F1 car is built in a state-of-the-art dedicated factory in Milton Keynes by a team originally founded by Jackie Stewart and independent of, but supported by, Ford. It is powered by an engine from Cosworth in Northamptonshire, a once independent company now owned, like the team itself, by Ford. The American-based global giant bought these operations, just as it bought Jaguar in 1990. The final touch was to give the paternal blue oval insignia a quiet, dignified exit from F1 and transfer the leaping cat badge to the already established operation.

"People will associate the new F1 car with the old racing Jaguars"

Tony Rolt



Don't think of it as a cynical way of bringing about Jaguar's return to the sport. Realise, instead, it's the only way it could possibly happen in today's globalised marketplace and in a sport that is so technically specialised.

Think of Ford as the force that has allowed Jaguar to become a living legend once again.

"I think it's great news they are back," says Rolt, with not a trace of discomfort over the use of the word 'they' to describe a collection of specialists with no direct link to the Jaguar factory in Coventry. "Even though it's a new effort and the Jaguar name has not been in F1 before, I think people will still associate it with the old racing Jaguars."

Davies is equally enthusiastic: "It's all part of the good news generally about Jaguar. We are back. Jaguar is a successful company once again. We're out of the melée. That's the message the entry to F1 is telling the world, in just the same way that Sir William used racing to send out a message to the world. ➳



Ron Flockhart drives the Ecurie Ecosse D-type up the pit-lane after its surprise victory at Le Mans in 1957; his co-driver, Ivor Bueb is on the back of the car. It was the last victory by the marque at the circuit for 31 years and came despite the withdrawal of the factory team the previous year. It marked the then high point of Jaguar's racing achievements


CIBIE
3

THEY'RE BACK. AND THIS TIME IT'S SERIOUS











"It's been taken over by a multi-national company, but unlike what some big companies have done to other British marques, Ford has given Jaguar the muscle it needs to compete today but at the same time allowed its spirit to remain intact, and it is very British spirit. You can still feel that when you walk into the place. It's a very infectious company."

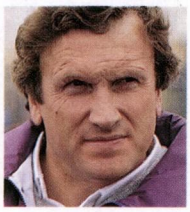
"Well I'm still infected," pipes up Dewis. "I still travel all over the world today talking about Jaguar."

It's a passion that we last saw unleashed during Tom Walkinshaw's Group C Le Mans campaigns with the Silk Cut Jags in the 1980s and early '90s. The size and intensity of the flag-brandishing crowds there put paid once and for all to the notion that the British are an undemonstrative lot.

"It's something we saw building up before the Le Mans programme," says Walkinshaw, "when we were racing the XJS in Touring Cars. Then it just went up and up and up. But even though we'd seen it building, we were still a bit taken aback by the scale that it all eventually reached at Le Mans. It's a great marque to go racing with, so recognisable and emotive."

"It's a great marque to go racing with, so recognisable and emotive"

Tom Walkinshaw



But from which well has all this emotion been tapped? Ferrari touches a nerve in us that makes our spirits soar, regardless of the possibilities. With Jaguar it is perhaps more complex. Dewis thinks he knows where our love affair with the name originated: "It was the timing of our success – in the early post-war years.

Obviously, as a nation we'd done great things during the war and this was seen as a similar thing, a small nucleus of people working together as a team, outnumbered by foreign competition, but taking on the world and coming out on top. It felt like that on the inside too. I'd was in the RAF during the war and the feeling inside the competition department of Jaguar was very similar to that of a flying crew in a squadron – all working together with one aim."

Davies takes up the theme when he says, "People here wanted to hear about good things. They had suffered black-outs, bombings, rationing. It wasn't like after the first war which had happened somewhere else. This had happened here. Not only was that the background to people's imagination being captured, but it meant that there was the opportunity because of all the engineering expertise that was still around but no longer needed for wartime. It wasn't just a Jaguar thing, it was a much bigger, British thing and Jaguar latched onto it."

The appeal of the name today extends beyond merely being British, however. Jaguar's marketing director Phil Cazaly says: "It's not just the Brits. The Germans love Jaguars too and the Americans and Australians. I was at one of our showrooms in Italy and I watched as someone actually stroked one of the cars.

"No-one strokes a Mercedes. Partly it's in the styling – Jaguars have always been very curvaceous and sensual cars – but also the animal itself works well for us, suggesting a certain wildness.

"But the perception of Jaguar in terms of technology fell behind BMW and Mercedes. Anyone who has sat in an S-Type will know it's bristling with technology but there is always something of a lag effect in perceptions. Formula One is so high-tech that it will help us enormously in getting that message across."

As the manufacturer which was responsible for introducing monocoque construction to race car design in the 1950s, not to mention disc brakes and an aircraft-based understanding of aerodynamics, there is a certain sense of rightness that a racing programme should help restore technological excellence to the core values of the brand.

The beauty of having the Ford machine behind the Jaguar name is that such technology is the easy part of the equation. The difficult part is the indefinable, instrinsic quality that Jaguar's marketplace rivals have never come close to matching – the very reason that people don't stroke Mercs.

No-one appreciates this better than Wolfgang Reitzle, the former BMW chief now in charge of all Ford's specialist marques. For years he marvelled from afar at how the Coventry cars aroused feelings that the cool, efficient German machines never could. "He's on fire at the moment," confirms an insider. "He talks a lot about emotional engineering and I think that's a pretty accurate reflection of what Jaguar is about. The F1 programme will reflect that and we have the product coming which will allow us to take advantage."

Some might question whether F1 is just too far divorced from the hardware of the ➠

Left (from top): Norman Dewis at Le Mans in '54, still campaigns Jaguar's cause globally; after D-type, next major success came with European Touring car championship in '84 with XJS; Jag's most successful Gp C car, the XJR-8, at Spa in '87. It won eight out of ten title rounds; Tony Rolt, '53 Le Mans winner and keen advocate of Jaguar's entry into F1

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JAGUAR COLLECTION

road cars for the programme to have the same significance as the previous ones. But history doesn't really bear such a concern out.

The TWR Group C Jaguars of the '80s bore far less resemblance to any of the company's road car products than had the C and D Types of the '50s – that was just a function of how racing and road car development had generically grown apart. Traditionalists could, for a time, point to the V12s in the back of the early GpC cars. Walkinshaw's racers rightly claim that they were based on those found in the XJ12 and XJS models. Even then, however, the motors owed at least as much to Cosworth as Jaguar and eventually they were supplanted – initially by a V6 turbo from the Group B Metro and later by Cosworth's own HB V8 F1 motor. But there was no noticeable downturn in the frenzied support for the Big Cats as a result.

Jaguar's final season of the World Sports Car Championship was 1991, with the Ross Brawn-designed, F1-powered, XJR14. Ford had just taken the company over, but the budget Walkinshaw worked with was based on Jaguar as an entirely independent entity. His team worked real miracles in securing the title against the factory might of both Peugeot and Mercedes.

"We probably couldn't have continued to be so successful against that level of competition with what was available," says Walkinshaw. "But at the end of the day we had enough to achieve the objectives Jaguar set us. It was done on a smaller budget than the full factory teams enjoyed but evidently it was enough."

As the championship and Group C itself petered out, and with Ford committed to its own marketing objectives in F1, the Jaguar name disappeared altogether from major international competition.

"All that was nine years ago," points out Cazaly. "There's a whole generation of people now who really don't know about Jaguar ever being involved in the sport. These are the people who think of Jaguar as an older person's car, particularly those too young at the moment to be in the market but whom we have to attract as we grow. This is another area where F1 is going to be fantastically powerful for us."

In that final season of sports car racing, the F1-based XJR14 was not deemed a suitable endurance car and for Le Mans the older V12 cars were raced instead. Legislated out of contention with a stiff weight penalty, they posed no threat to the lighter rotary-engined Mazdas. One of the drivers of the winning example was Johnny Herbert, ironically now one of Jaguar's F1 drivers. "The only time I saw the Jags then was in my mirrors," he laughs. After a strong end to the '99 season, which included giving the Stewart Grand Prix team its first victory, he is bullish about Jaguar's 2000 prospects.

"That strong finish is our starting base for this year. The name is new to F1 but the great thing is that the team is already a winning one, with a great engine and a very well-established group of people used to working together. It means that Jaguar is really hitting the ground running. Realistically, I think we can already be considered the third team and we've got to be looking at closing down the gap to McLaren and Ferrari. That's not going to just happen – there's a lot of hard work to do – but (Technical Director) Gary Anderson is very confident about the car.

"Realistically I think we can already be considered as the third team"

Johnny Herbert



"Last year's car was pretty good, but we had a few problems with the stability of the rear end. It was quick down the straights but the aerodynamics responsible for that were also responsible for the lack of rear downforce. In testing the new car already feels more stable and yet it's still quick on the straights. We've got more power from the engine – which was already good – and a hell of a lot more driveability and better traction too. I'm sure we're going to win races.

"The atmosphere is slightly different to before, even though it's still mainly the same people. There just seems to be a bit more excitement and anticipation."

That's not only within the team. There's a whole army of fans waiting to get behind any success the Leaping Cat enjoys, a level of passionate support that even giants of the sport like McLaren and Williams or Mercedes and BMW would envy.

"It's nice to see," says Walkinshaw. "It's great for everyone having a name like Jaguar competing again. If they win it's great and if you're beating them it's great. They're going to be formidable with Ford behind them, in with both feet."

"I think we've got a real chance of getting support second only to Ferrari," Cazaly says. "I'd like to think that one day there will be a sea of red and a sea of green at Grands Prix." M

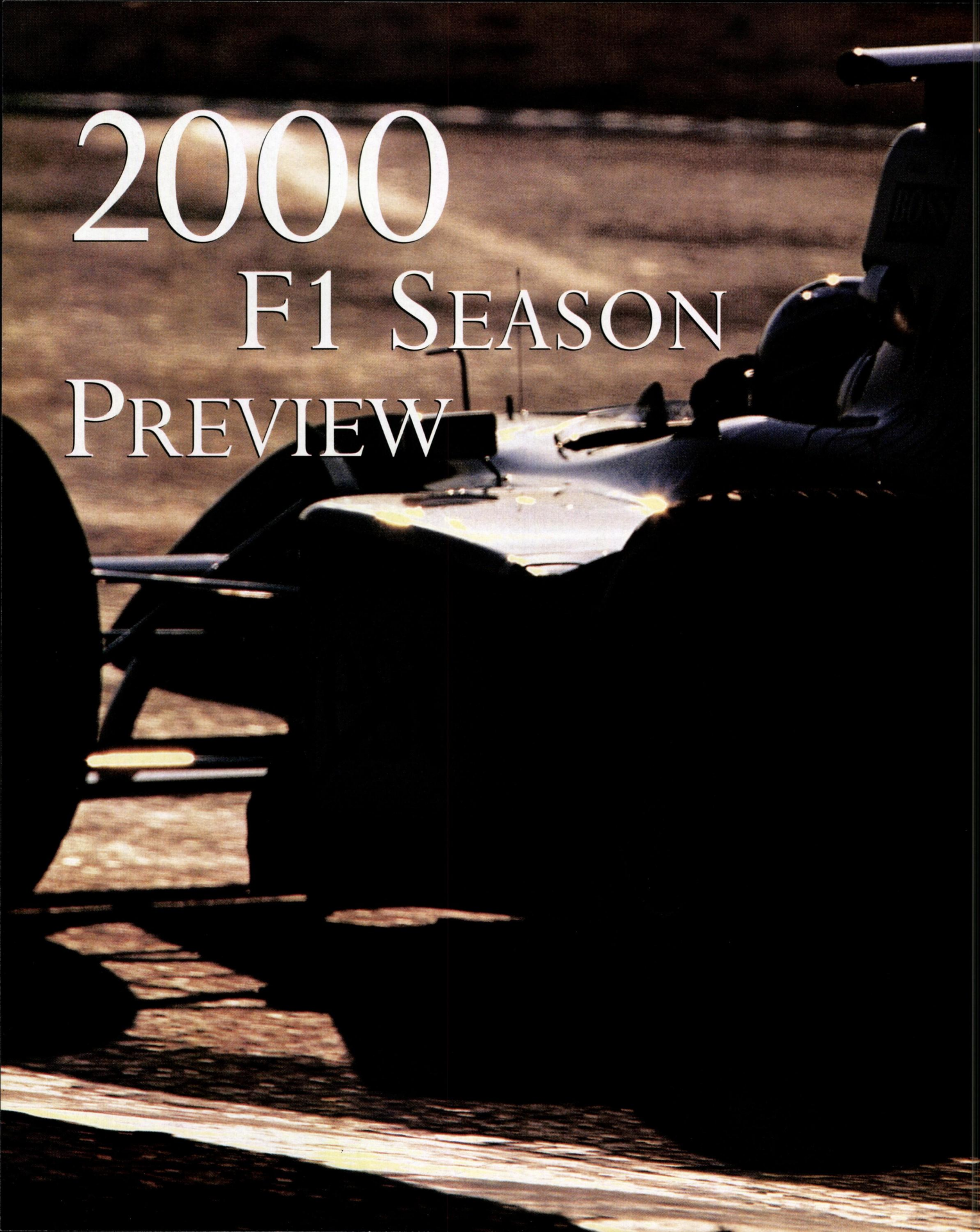








From top: XK120 started it all, and none more so than Ian Appleyard's famed NUB120; XJR-9 brought 24-hour success back to Jaguar, both at Le Mans and, here, at Daytona; the Hamilton/Rolt C-type wins '53 Le Mans, the second of five Jag victories in seven years; new Jaguar R1 is all new but is created by a team with three years in F1 and one GP win



2000 F1 Season Preview



THE ARRIVAL OF JAGUAR ON THE F1 GRID IS JUST ONE OF MANY REASONS TO CELEBRATE THE START OF THE NEW GRAND PRIX SEASON. SIMON TAYLOR IS YOUR GUIDE TO THE TEAMS AS HE PREDICTS WINNERS AND LOSERS AND, FINALLY, THE MAN WHO WILL CLAIM THE CROWN

SIX DRIVERS FROM FOUR DIFFERENT TEAMS WON FORMULA ONE RACES last year. But in essence it still boiled down to a classic battle between two protagonists, the black and silver of Woking and the red of Maranello. This year looks like being the same, but different.

In 1999 Ferrari was expected to win its first World Drivers' Championship for 20 years. Michael Schumacher's leg-breaking shunt at Silverstone put paid to that. In 2000, provided the Ferrari isn't a bad car, and he doesn't break the other leg, surely it has to be Michael's year. Surely the huge budgets and talents of Ferrari, the strategic thinking of Ross Brawn, the wiles of Jean Todt and the talent of Schumacher must coalesce at last into a title-winning recipe. If not this year, you'll start to wonder if they'll ever do it: if not this year, you'll see St Michael cast his eye towards a McLaren-Mercedes drive.

One of the fascinations of F1 is you never know how much is car, how much is driver. So was the gap in lap times between Irvine and Schumacher down to Eddie being one of the best, but Michael being a genius? Or does it put Michael on a par with Hakkinen, and Eddie a real step behind? In 2000 we'll have more basis for comparison, with the undoubtedly quick Rubens Barrichello as Ferrari's new No 2.

Rubens may not have scored Stewart's first victory, but he has often shown himself to be tremendously fast, as well as brave. But how will he cope in the same pit, the same motorhome, as Michael Schumacher? Irvine is a resilient, pragmatic individual with skin that is unusually thick by F1 standards. Rubens tends to flourish in a more caring relationship, and he's unlikely to get it in the shadow of Schumacher.

McLaren's reliability dramas in '99 had their roots in the car's late completion, which curtailed pre-season testing. I was at Jerez for a couple of days last month, and David Coulthard and test driver Olivier Panis were howling round from dawn till dusk, in a hybrid car that used last year's monocoque but this year's engine, gearbox and rear suspension. McLaren says the programme is right on schedule, and the whole team will be much more ready for Melbourne this time round.

Mika Hakkinen, of course, goes into the new season as back to back champion, a feat achieved by Schumacher ('94-'95), Senna ('90-'91), Prost ('85-'86), Brabham ('59-'60) and Ascari ('52-'53). But no-one except Fangio has managed three in a row: the great Argentinian won four of his five titles consecutively, between 1954 and 1957. So, statistically, a third title for Mika this year looks tough. But, if the new McLaren-Mercedes adds reliability to its speed and horsepower – and if Mika still has the gnawing hunger - he has it in him to make history.

While at Jerez, I had a long talk with Coulthard. He exhibited an interesting mix of defensiveness, honesty and determination. The defensiveness showed in response to all the criticism he had for 1999. David's view is he made just one bad mistake (going off in the wet at the Nürburgring when leading): probably one fewer than Mika and certainly no more than Michael. The honesty was in his belief that as an F1 driver he is still developing: he knows he was a better driver in 1999 than in '98, and he believes he'll be another step better in 2000.

And the determination? He wants to beat Mika this season, in a straight fight, starting in Australia, and believes he can do it, as he did at Spa last year. He certainly has the hunger. Ron Dennis, as we've seen, is far less prone to resort to team orders than Ferrari, at least until late in the season; and David reckons if he's got the points advantage going into the final rounds Mika will be asked to help him, as he helped Mika last year. A reborn Coulthard is an intriguing prospect.

Jordan and Heinz-Harald Frentzen were one of the stories of 1999, Eddie's team richly deserving its third place in the constructors' ranking. It's hard to grasp that the confident and blindingly fast Frentzen we saw at Magny-Cours, Monza and the Nürburgring last year was ➠

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BAR, above, seems to have a new maturity; if the machinery can match the men, expect results. Mika Salo, top right, had a taste of Ferrari power in '99, and gets the same again this season in his Sauber. Ferrari, right, has all the cards. Surely this time ...

the same man who seemed to be foundering at Williams in '98. But at Jordan HH has found an atmosphere in which he can give his best.

Eddie failed to get the works Honda engine – it went to the silver-tongued Craig Pollock for BAR – but if the Mugen-Honda engine has plenty of power again this year that may be no hardship. And I believe Eddie's new Number Two, the young Italian Jarno Trulli, is a Top Four driver waiting to develop. He languished unhappily at Prost all last season, but remember him leading at the A1-Ring in '97? In a competitive car he should do wonders, and I expect him to emerge as Italy's top driver this year ahead of Fisichella.

But, while Jordan should continue as the team most likely to pick up the victories when McLaren and Ferrari falter, I'm not sure it's ready to beat either in a straight fight yet. I'd love to be wrong about this, because EJ's whole approach to F1 is as refreshing as a draught of Guinness among a horde of snooty, self-important wine-tasters.

Most hype this year, in the British media at least, is reserved for the Jaguar team. Already the clichés about British Racing Green and Leaping Cats have been trotted out in the tabloids, which is just what Ford's marketing men wanted when they paid nine figures sterling to put one of their marque badges on the nose of a Stewart.

But if the Jaguar element is mainly in the packaging, no-one can deny this is actually, for the first time, a genuine Ford F1 car. Ford owns Stewart and Cosworth, and Ford's head motorsports honcho from Detroit, Neil Ressler, is chairman of both. In these days of big car manufacturers becoming major forces in F1 – Fiat, Mercedes-Benz, BMW, Honda, Toyota – Ford is there for one reason: to beat them all.

Jackie Stewart always said it would take his new team four years to win a Grand Prix, and five to fight for the World Championship. He was overjoyed that the first win came at the Nürburgring last September, late in Year Three, but he admits it was a lucky victory. Now, supported by the full might of Ford, I think the team he and son Paul began has a chance of sticking to the schedule: they could score the odd win this year and rather more than that next year.

But, on the whole, expect podia rather than victories in 2000. Johnny Herbert still drives well, as we saw last year once the Stewart's rear end was sorted and he'd renewed his confidence in the car. Eddie Irvine comes as Championship runner-up, and one of the canniest thinkers on the grid: but, as I've said, nobody's yet sure quite how quick he really is. Eddie, always one who speaks as he finds, says he may not be able to beat Schumacher and Hakkinen, but Coulthard and Barrichello should be no problem – which says plenty about his view of the other drivers but little about himself.

Williams is living proof of how the pendulum can swing in F1. In 1997 came its fifth Constructors' title in six years: in 1998 it scraped into third place, and in 1999 it was pushed down to fifth, its first time out of the top four in a decade. Now, after a frustrating spell with a customer engine, it has forged a new deal with BMW.

On the face of it, this should herald a new era for Williams. But in the unforgiving world of modern F1 a new engine is rarely right straight out of the box. As an F1 engine veteran said to me the other day, you can build it to give 700bhp and it'll finish ninth all day. Or you can build it to give 800 and it'll be right on the pace for a lap or so, and then it'll go pop. Take your choice. There are stories of seven engine failures in early testing with the new Williams-BMW (or, as we're meant to call it, BMW-Williams). But they'll get that right, sooner ➤

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Which comes first – BMW or Williams? A rumoured reliability gap will be closed, but it's still uphill going for Didcot, above. Eddie's refreshing approach matches the good vibrations at Jordan. Fading Benetton fortunes, right, will hamper Fisichella and Wurz

or later. BMW engines have won Grands Prix and championships before, and there is the wherewithal at Munich to do it again: it's just a matter of time. (More worrying is the long-term health of BMW as a whole, dogged by the problems at Rover. It is vulnerable to purchase by one of the biggest companies, perhaps General Motors, perhaps VW. Or maybe Ford. It would be an odd situation if Ford owned BMW while Williams and Jaguar spent millions fighting each other on the track.)

On this subject, Eddie Jordan has always sounded a still small voice of warning: it's fine when big manufacturers buy up a team, and commit themselves to F1. But in big business, things change: companies get sold, managing directors get replaced, policies and strategies get superseded. And it was Eddie Jordan who decided not to accept Honda's offer of huge numbers of millions to buy his team.

The lead Williams driver remains the hugely talented Ralf Schumacher. There are those who think his potential could eventually exceed that of his elder brother, and certainly he overcame the 1999 Williams-Supertec's shortcomings brilliantly: it was cruel that he did not score his first F1 victory at the Nürburgring, because he certainly drove well enough to do so. The new BMW-powered car may take time to give him what he needs to be a major contender, but he has the talent to extract the most from it at any stage of its development. I have expounded elsewhere in this issue about Frank's surprising choice of Number Two in Jenson Button, but we all hope he'll have the tools to show what he is undoubtedly capable of.

Eddie Jordan's decision to rebuff Honda's overtures was BAR's good fortune. Honda wanted a team that would not just take its engines but would also let it be involved in chassis development and the strategy for the whole programme. After a disastrous first season in 1999, BAR was more than happy to have so a powerful an ally. From the day their new car turned a wheel – the first 2000 car to make it into testing – this has seemed a different BAR, short on hype and empty promises and, going by their testing results, long on the reliability they desperately need if they are to retain credibility and the sympathy of their sponsors. Jacques Villeneuve remains a driver of huge talent and, as we learned from his stoic refusal to stop driving his socks off during BAR's ghastly first season, a man of great strength of character. I watched Ricardo Zonta win titles in F3000 and Sports Cars, and he's in the Trulli category: given the car, he'll be a star.

It is hard to see how Benetton, a team lacking both a good engine and experienced management, can avoid sliding further down the grid in 2000. Both Giancarlo Fisichella and Alex Wurz deserve better. Prost is combining experience and youthful enthusiasm in its driver line-up of Jean Alesi and Nick Heidfeld, but much will depend on Peugeot's commitment in their last year in F1. Sauber have last year's Ferrari engines, and Mika Salo showed during his brief sojourn at Ferrari that he was capable of beating Irvine on fast circuits at least. As for Arrows and Minardi, they seem condemned in 2000 to continue to occupy their regular positions at the tail of the grid.

This time last year I said Schumacher would be world champion, and that BAR would win a race. So it seems you don't need to take my prophesies very seriously. Nevertheless I predict that Jaguar will win a Grand Prix in 2000; that BAR will finish ahead of Benetton in the constructors' championship; that Coulthard will beat Hakkinen on more than one occasion; and that Schumacher will, finally, be champion for Ferrari. Let's see how wrong I am... M

THE ELDON HOUSE GAZETTE

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REDLINE TRIUMPHS IN THE GRAND PRIX SANS PLOMB

Every new racing season brings fresh challenges to man and machine. But as the teams gathered for the first Grand Prix of the year, they knew they'd be batting on a particularly sticky wicket. In their great wisdom, the authorities had decided that lead only belonged in the pencils of paper pushing bureaucrats, so this year's event would the first Grand Prix of the unleaded era. The eyes of racing enthusiasts from across the globe were turned to the inaugural Grand Prix Sans Plomb. How would the teams cope with the new regulations?

It proved an eventful race from the off. As the flag dropped the field hurtled towards the first corner. But once the dust cleared the startled crowd saw the Team Leaded entrant stranded on the grid. Try as he might, the driver simply couldn't get his car to start. Unable to find to find any old-fashioned leaded petrol the team had gambled on running its car on unleaded. They'd neither modified their engine nor added a lead substitute to their tank. Disaster!

Throughout the early laps the remaining cars and drivers battled wheel to wheel, with the Team Red Line car holding a narrow lead. But as the race continued at a furious pace, the Team Red Lineís rivals began to drop back.



Each team had taken a different approach to coping with the new lead-free regulations. All sorts of potions and brews had found their way into fuel tanks in a bid to fight off valve seat recession and hot metal corrosion. But only Red Line's Lead Substitute had been protecting all types of engine for over 15 years on the roads and circuits of the United States. And how many other teams could boast that their lead substitute had not only passed the stage 1 FBHVC test at MIRA, but actually outperformed leaded petrol in stage 2?

With just one lap to go, only the Modified Team car could still follow in Team Red Line's wheel tracks. The Modified Team had been working feverishly on the engine of their car over the winter, converting it to run on unleaded fuel without the need for additives or substitutes. Was this the best way to cope with the new regulations?

As they rounded the final turn and accelerated down the home straight, the two cars were neck and neck. But just as it seemed the honours would be shared, the Modified Team car began to lose ground, its engine coughing and spluttering. The car finally slowed to a halt within sight of the finish. It seems the Modified Team had paid so much to alter its engine that there simply wasn't enough money left in the coffers to pay for a full tank of petrol!

The Red Line car had no such problems. Red Line Lead Substitute was hardly going to break the bank costing just 3p per litre of fuel. To the cheers of the crowd, Team Red Line took the chequered flag.

Red Line - a clear winner!

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RED DRAGON

THE SECRET OF RACE SUCCESS FOR THE FERRARI 375PLUS WAS FINDING DRIVERS CAPABLE OF CONTROLLING IT. ANDREW FRANKEL CLIMBS ABOARD AND FINDS TIME HAS NOT CALMED ITS WILD WAYS

photography by Stan Papior




GONZALES GENDEBIEN
6.50 · 16



ABOVE: FERRARI 375PLUS AT SPEED. NOT A REMOTELY EASY CAR TO DRIVE FAST OR SLOW. TOP SPEED 180MPH, 0-60MPH TIMED AT 4SEC FLAT. OPPOSITE, CLOCKWISE FROM TOP LEFT: FOUR SPEED CRASH GEARBOX ONE OF THE EASY ASPECTS OF DRIVING THE 375PLUS; TRANSVERSE LEAF SPRING SUSPENSION SHOWED CONSERVATIVE DESIGN; STEERING WHEEL IS HUGE, ATMOSPHERIC; MIGHTY FOUR CHOKE WEBERS SIT ATOP LAMPREDI 5-LITRE V12 MOTOR

They sent the children inside when we started the Ferrari 375Plus and when its motor fired, such was the bolt of pain that shot through my ears, I briefly wished I joined them. It was the sound of the largest engine Ferrari had then made and, some say, the most powerful too. The noise was born in the combustion chambers of the 5-litre V12, clothed in the thrash of cam-chains and suck of quadruple choke Weber carburettors and spat down the manifolds and out of exhausts entirely unencumbered by silencer boxes. A V16 BRM is not a lot louder than this.

The difference is, you'd no more attempt to drive the BRM on the public road than take to the track in a pedal-car; if I was going to drive this Ferrari, the public road was all there was.

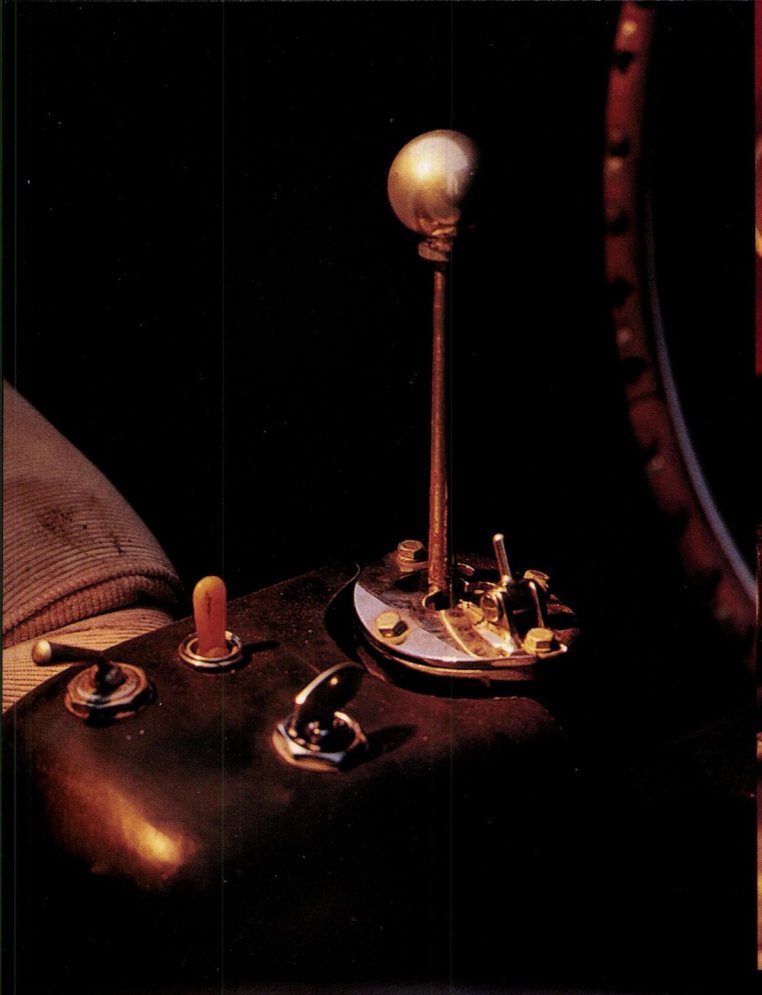
Looking back, it is perhaps as well that the 375Plus scared me so comprehensively before I sat in it; it was perfect preparation for what followed. Happily, experience of one of its closer relatives, the 340 Mexico (MOTOR SPORT, January 1998) gave some idea of what was in store but nothing you could read and no experience could convey the enormity of the occasion and the sheer bloody difficulty involved in driving car. As a device to show the limitations of yourself and mid-'50s technology, it knows no equal.

Except this is only a car from the mid-'50s insofar as that is when it was built. At Le Mans in 1954 it went into battle against the D-type Jaguar, a car with disc brakes, independent suspension, a syncromesh gearbox and part monocoque construction. Look at the specification of the Ferrari and you will see it differs in no particular detail from that of racers almost since the dawn of the sport: a ladder chassis suspended by leaf springs, slowed by drum brakes and powered by an engine which transmitted its output to the wheels via a crash gearbox. The 375Plus is effectively pre-war in both concept and execution.

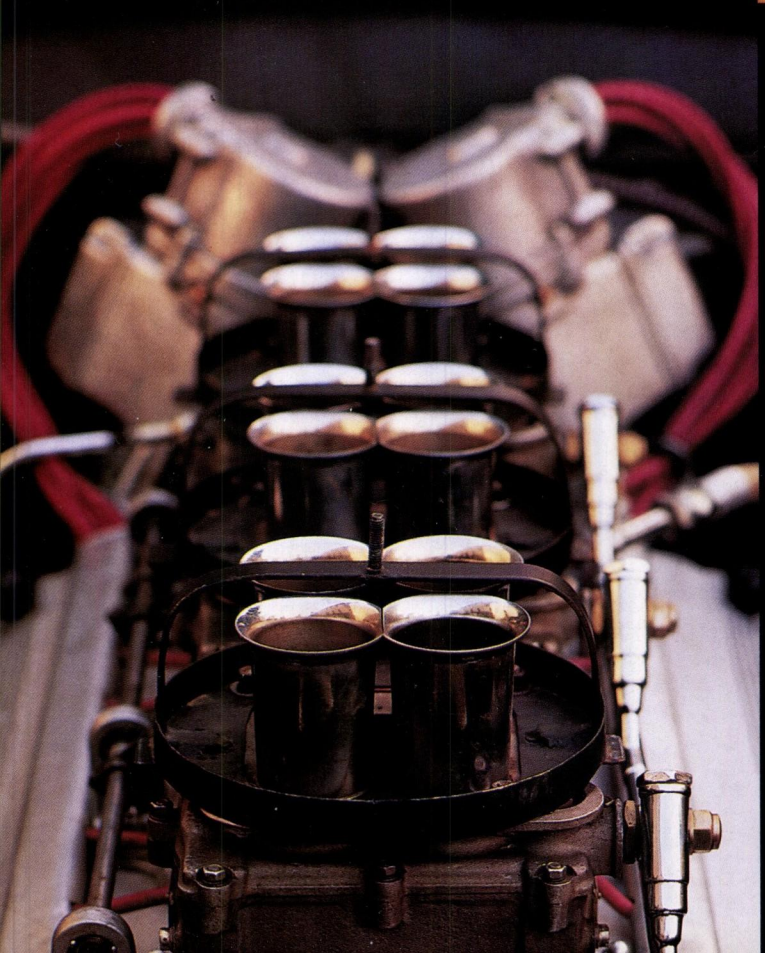
Why, then, did it beat the new-fangled D-type (driven by the same drivers who'd won the race the year before), despite appalling weather playing directly to the Jaguar's most conspicuous strengths? Read the race reports and explanations are plentiful; but the real reason is the same as that which ensured the Ferrari also claimed fastest lap: that monstrous motor under the bonnet.

Flames are flicking from the exhausts as its owner blips the throttle. The engine is the ultimate development of Aurelio Lampredi's mighty V12 which found fame in Ferrari's 375 Grand Prix car, as the first (and last) car to beat the all-conquering Alfa-Romeo 159 in a straight fight. It was used in various sizes and states of tune for Formula One, sportscars and his fledgling roads cars too. There was nothing revolutionary about its construction, even in 1954; a 60 deg V12 operated by a single camshaft per bank and two valves per cylinder, cast in aluminium and displacing 4954cc.

But it was powerful. Ferrari claimed 344bhp at 6500rpm and this may be the one of the few times such figures could be relied upon, particularly as it was a scant 4bhp more than that alleged by its 4.5-litre predecessor. More power was easily achievable at the expense of mid-range torque and figures in the high 300s were bandied about at the time and seem plausible. The owner of this entirely rebuilt car says its motor now gives a nice, round 400bhp; the car weighs exactly a tonne. Perhaps you'd like to ➤












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ABOVE: THE SPIRITUAL HOME – 375PLUS SITS AT REST OUTSIDE THE HOUSE OF CONTESSA MAGGI WHOSE HUSBAND CREATED THE MILLE MIGLIA. OPPOSITE PAGE, CLOCKWISE FROM TOP LEFT: FUEL FILLER CONCEALS COLOSSAL MILLE MIGLIA TANK. WE LOST 20 GALLONS INTO IT WITHOUT TRYING; GAUGES ARE BEAUTIFUL BUT DIFFICULT TO READ AND PRONE TO REFLECTIONS; BORRANI WHEELS BELIEVED TO BE ORIGINAL TO CAR; OIL TANK SITS IN COCKPIT WITH DRIVER

know this gives it a better power to weight ratio than any road-going Ferrari ever built, F40 and F50 included.

Walk around the 375Plus and the differences between this, Pininfarina-styled car and Michelotti's 340 Mexico could scarcely be more striking. Where the coupé is pugnacious, yet curiously avant-garde, the 375 has the effortless beauty of the world's premier styling house. If it looks big in the photographs, that's because it is, but the proportions are perfect, the bodywork flowing and the overall effect suggests a car radically less scary than it actually is.

But while it is large on the outside, within it is depressingly cramped. There's more room than in a C-type Jaguar so at least I can drive it but a D is an upgrade to first class compared to this. You feel exposed, particularly when compared to its British rival which cocoons you away from the elements. The Ferrari's driving position is very upright, the vast wheel resting in your lap.

The time for poring over its shape is gone. With a deep breath and a firm hand, first is selected and the heavy, multi-plate clutch raised. It engages smoothly and we pull away from the garage where it lives with a tractor of similar vintage and out into the sunshine.

I should mention now we're in Italy, for this is not a stunt I'd consider in the UK. To say this car is loud is to suggest Oliver Reed was partial to a glass of wine once in a while. If we'd run this car in England, I'd have been arrested before I got into second gear.

Happily, however, this is not just Italy but Brescia, home of the Mille Miglia. As you will read in Peter Robinson's accompanying story, Giuseppe Farina didn't get far but the car remains one of the crown jewels of Ferrari's sportscar history. No one is going to give you even a dirty look.

On the contrary, as we drive out to the hills, we're cheered by all whose path we cross. Even at this pace, the car is difficult; partly this is because racing cars rarely like being driven slowly and this one took unusual exception to our modest pace. The Webers, never happier than with the throttles cracked open, spat dissent while even the torque-laden engine blared at us with grudging tolerance. This was a car born for better things than this.

An opening plateau at last provided something approaching an environment to the Ferrari's liking. Free of traffic and wide of road, I could at last discover the true nature of the 375Plus.

Some racing cars, most in fact, are easier to drive fast than slow. Certainly more modern machinery with slick tyres and carbon brakes, truculent and tricky when cold, become model citizens once heat has been injected into such items. And even older cars stop feeling like a collection of unrelated components and unite into an harmonic whole once driven as intended by their manufacturer. There are exceptions to this rule, however, and you're looking at one of them. The harder I drove the 375Plus, the more respect I had for Froilán Gonzalez and Maurice Trintignant who drove its sister for so long in such terrible weather at Le Mans.

Put simply, the car is vastly overpowered or, perhaps more accurately, under chassised. Find a straight road, select second gear and kick the throttle to the floor and it will take you to the other end of it faster than most could imagine any car going, let alone one built over 45 years ago. In the marque bible, Hans Tanner's *Ferrari*, a 0-60mph time of 4sec flat is quoted despite the traction limitation of its skinny, tyres (it would spin its rear tyres all the way to 60mph and beyond if allowed). I have no better ➤



DRIVING HARD ON THE PUBLIC ROAD IN THE UNSILENCED 375PLUS IS PROBABLY NOT SOMETHING YOU'D GET AWAY WITH ANYWHERE OTHER THAN IN ITALY. NOISE IS BEAUTIFUL BUT TRULY DEAFENING. PININFARINA-STYLED BODY IS GORGEOUS AND HINTS AT FUTURE SHAPE OF THE TESTA ROSSA. GONZALEZ AND GENDEBIEN NAMES ON THE SIDE RECALL 1993 MILLE MIGLIA RETRO WHEN THE TWO FORMER WORKS DRIVER TOOK PART IN THIS CAR. IT LASTED THREE MILES

idea than you of its true top speed, but ratios were available to provide over 210mph in top, though, in reality, I expect its primitive aerodynamics would call it a day at around 180mph.

It's enough, particularly if you're expected to do as much in a rainstorm for 24 hours. Today speeds are more modest but still I find my work more than usually cut out for me. The problem is not the engine or its gearbox which slices between its ratios easily if you stab the clutch twice between ratios. It's the steering and brakes, the latter seemingly almost as adept at changing the car's direction as the former. The helm is heavy and controls your direction more by way of outline guidance than total command. The brakes? They're just unreliable, sometimes slowing with consistency, sometimes pointing the nose towards the hedge as if to suggest this might be a rather more efficient means of losing speed.

In a car such as this pushing further on public roads was not on the agenda. As it was, it still provides an insight into Ferrari's way of racing. And if it seems brutish and curious today, you need to temper that with the unarguable fact that it also worked and that easily its most limiting factor was the bloke behind the wheel. It made its debut at Agadir when Farina won. In the Tour of Sicily Maglioli was leading when he crashed, and did so again while second in the Mille Miglia. Gonzalez then won the support race for the Daily Express Trophy and again at Le Mans. Finally it entered the last Carrera PanAmericana. Maglioli won outright.

The Ferrari 375Plus may not be the most accommodating thing in which to stooge around the roads, but when it mattered, when the agenda was that for which it was born, it was just about unbeatable. Jaguar was not alone in discovering this the hard way. M

SPECIFICATIONS

	Ferrari 375Plus
ENGINE	
Type	12 cyl, sohc, 2 valves per cylinder,
Capacity	4954cc
Bore/stroke	84 x 75mm
Comp ratio	9.25:1
Fuelling	3 quadruple choke downdraught Weber
Max power	344bhp at 6500 rpm
Max torque	not specified
Specific output	69bhp/litre
Power/weight	344bhp/tonne
Transmission	4-speed manual, no syncromesh
CHASSIS	
Brakes (f)	ventilated drums
Brakes (r)	ventilated drums
Wheels	Borrani, spoked
Tyres (f/r)	7.5x18, racing
DIMENSIONS	
Wheelbase	104.3in
Track (f)	52.2in
Weight	2200lb
ESTIMATED PERFORMANCE	
0-60mph	4.0 sec
Top speed	180mph



ONLY IN ITALY – FERRARI 375PLUS SHARES PARKING SPACE WITH ITALIAN TRACTOR OF SIMILAR VINTAGE. HISTORY OF THE CAR IS CHEQUERED. ONE AUTHORITY SAYS IT WAS SCRAPPED AFTER FARINA'S MILLE MIGLIA CRASH THOUGH DOCUMENTATION EXISTS TO SUPPORT STORY THAT IT SPENT TIME IN ARGENTINA AND URUGUAY BEFORE RETURNING TO ITALY TO BE REBUILT IN TIME FOR '93 MILLE MIGLIA RETRO. THE CAR IS CURRENTLY REGISTERED IN PARAGUAY

FROM FARINA TO GONZALEZ – A PLOTTED HISTORY

Just 27 miles from the start, Nino Farina's dream of winning the Mille Miglia shattered. Farina had driven Alfa Romeos into second place in the 1936 and '37 Mille Miglias and, in 1954, he believed his 375Plus offered the best chance of victory. But the mix of the powerful Ferrari, wet tyres on dry roads and, maybe, Farina admitted from hospital, too much speed, and the Ferrari had crashed at over 110mph, glancing a barrier before thumping into a tree.

The Ferrari, chassis no. 0386AM and one of just six 375Plus built, went back to Maranello where, apparently, it sat for a couple of years. Now, as often happens with the history of old Ferraris, things mysterious came to pass and the whole truth will probably never be known.

It seems Ferrari couldn't afford to pay Froilán Gonzalez the agreed fee after he won the 1954 Le Mans. Instead, Ferrari gave him the winning car which was shipped to Argentina. Gonzalez then crashed it and appealed to Maranello for spares. Rather than send individual parts, Ferrari shipped out the still badly damaged Farina car.

Bernardo Favero, who owns 0386AM, has copies of government documents to prove this 375Plus was given temporary admission to Argentina on December 3, 1954, though other sources say the car was scrapped in Maranello.

Once the admission expired the Ferrari was sent to Uruguay. In 1956, the car was owned by one Duijo d'Alejandro, who sold it unseen for $3500 to Olivier Gendebien, the four-time Le Mans-winning Belgian driver. According to Favero, Gendebien was so disappointed with the car's condition he realised he'd bought a wreck, not a car and refused to accept the car, though 1993 FIA documents accept the fact that Gendebien became the owner in 1956.

Based upon Favero's record, the 375Plus was still in Uruguay in 1960. At some stage it was confiscated by the Government and later went to public auction. Nothing then is known of its life until 1989 when Favero discovered it was to be auctioned. Thus, 33 years after he first bought the car, Gendebien, now a close friend of Favero, re-bought the car. Favero admits that Gendebien, who died in 1999, did not obtain a complete car. There were the front and rear chassis sections, suspension, brakes, instruments, and the engine's conrods, cams, crankshaft, one cylinder head and a box of gears. Missing were the block, the other head, the differential, the central section of the chassis, and the body.

Gendebien and Favero wanted to restore the car but a letter to Ferrari was ignored so they began to search for replacements. Through contacts in South America and the US, Favero found some parts including the original wheels and tyres, still fitted when we drove the car.

"Parts for the 375Plus were always bigger than similar parts for normal Ferraris," he explains. "The hubs were too big to fit any other model, so they were of no use to anybody else."

The breakthrough came when Gonzalez admitted he had the engine from the Le Mans winner, and would provide it for the rebuild.

Restoration was completed in time for Gonzalez and Gendebien to run the 375 Plus in the 1993 Mille Miglia but the magneto broke three miles from the start. So 0386M never did complete Italy's famed sportscar race, not even today's mobile museum. **Peter Robinson**

SOLE SURVIVOR

MANFRED VON BRAUCHITSCH IS THE LAST REMAINING LINK TO THE GLORY DAYS OF THE SILVER ARROWS BEFORE WWII. HE IS ALSO, SAYS ALAN HENRY, A DRIVER WHOSE MODEST TALLY OF WINS IN NO WAY REFLECTS HIS CONSIDERABLE TALENT. NOW 94, HE REFLECTS UPON A GRAND PRIX CAREER THAT STARTED 65 YEARS AGO

The first thing you notice is the shock of white hair which stands out dramatically across the crowded room. Then you take in the fact that he still stands ramrod straight, piercing blue eyes as alert as ever, not missing a trick. Impeccably dressed in an *Anciens Pilotes* blazer and grey trousers, if it seems scarcely credible that Manfred von Brauchitsch's 94th birthday was on 15 August, it almost beggars believe that there survives to this day a man who won his first international Grand Prix over 65 years ago.

The scene is the Mercedes-Benz factory at Stuttgart, just three weeks after Mika Hakkinen has won his second consecutive world championship. There are dozens of racing personalities connected with the Mercedes-Benz legend present for this annual get-together to which 40,000 of Stuttgart's public throng to watch demonstrations of Mercedes competition cars old and new.

Von Brauchitsch is the nearest thing Mercedes has to royalty. He is the sole surviving member of the Mercedes Grand Prix team from the 1930s, an elite throw-back to the days when he, Rudolf Caracciola, Dick Seaman and Hermann Lang went out to do battle against the rival Auto Unions in the heyday of the 'Silver Arrows.'

He has the composure of a man who has known status and respect. Examine his background and this will not surprise. Born in 1905 in Hamburg into a Prussian dynasty of army officers, von Brauchitsch enlisted in the forces immediately after finishing secondary school. He rose to the rank of sergeant by 1928 when he was invalided out of the army.



Manfred von Brauchitsch as he is today, aged 94 and the only pre-war Grand Prix winner to have made it into the new millennium

His uncle, Walther von Brauchitsch, went on to become a general by 1938 and was later promoted to commander-in-chief of Hitler's armies. On reflection, Manfred probably got the best end of the deal.

Despite this, he was also one of the unluckiest drivers of that era, winning just three major international races between 1934 and '39. His first triumph came in the 1934 Eifel Grand Prix at the Nürburgring. It was the weekend when the *Silberpfeile* were informally christened with a tag which would endure throughout their racing lives.

The technical regulations in force at the time of their debut did not place any restriction on engine capacity, but required a weight limit of between 546 and 750kg.

While being scrutineered prior to their debut at the Nürburgring, the eight-cylinder, 78 x 88mm, 3360cc supercharged Mercedes W25s tipped the scales fractionally over the maximum weight limit. This alarmed the team's racing manager Alfred Neubauer, but someone cleverly suggested that it might be a good idea to strip off the car's white paint overnight prior to the race.

Neubauer later claimed the credit for this inspired piece of improvisation which left the W25s just inside the maximum weight limit, but now sporting bare silver aluminium bodywork. Hence they received their new, informal nickname which became applied to the Auto Unions for the remaining years in the run-up to the Second World War. And, indeed, well beyond.

The efforts of the Mercedes-Benz and Auto Union teams left precious little room for anybody else to enjoy the limelight, although the Italians picked up a few crumbs from the German table, most notably when Tazio Nuvolari stole victory in the 1935 German Grand Prix from under von Brauchitsch's nose.

Nuvolari was motivated by a passionate desire to upstage the German teams on their home patch, believing as he did that a conspiracy between his fellow Italian Achille Varzi and German driver Hans Stuck had kept him out of the Auto Union team the previous year.

Yet it was Mercedes who came to the 'Ring in confident mood, having already won seven major races that season to Auto Union's mere one. On a glistening, ominously damp track, it was the legendary Caracciola who stormed away into an immediate lead.

"Caracciola was the very best driver I competed against," reflects von Brauchitsch today . "He was very good and fair, a convivial fellow. We had a good relationship for many years, both on and off the circuit. We were slightly older than most of the others and forged a deep personal bond."

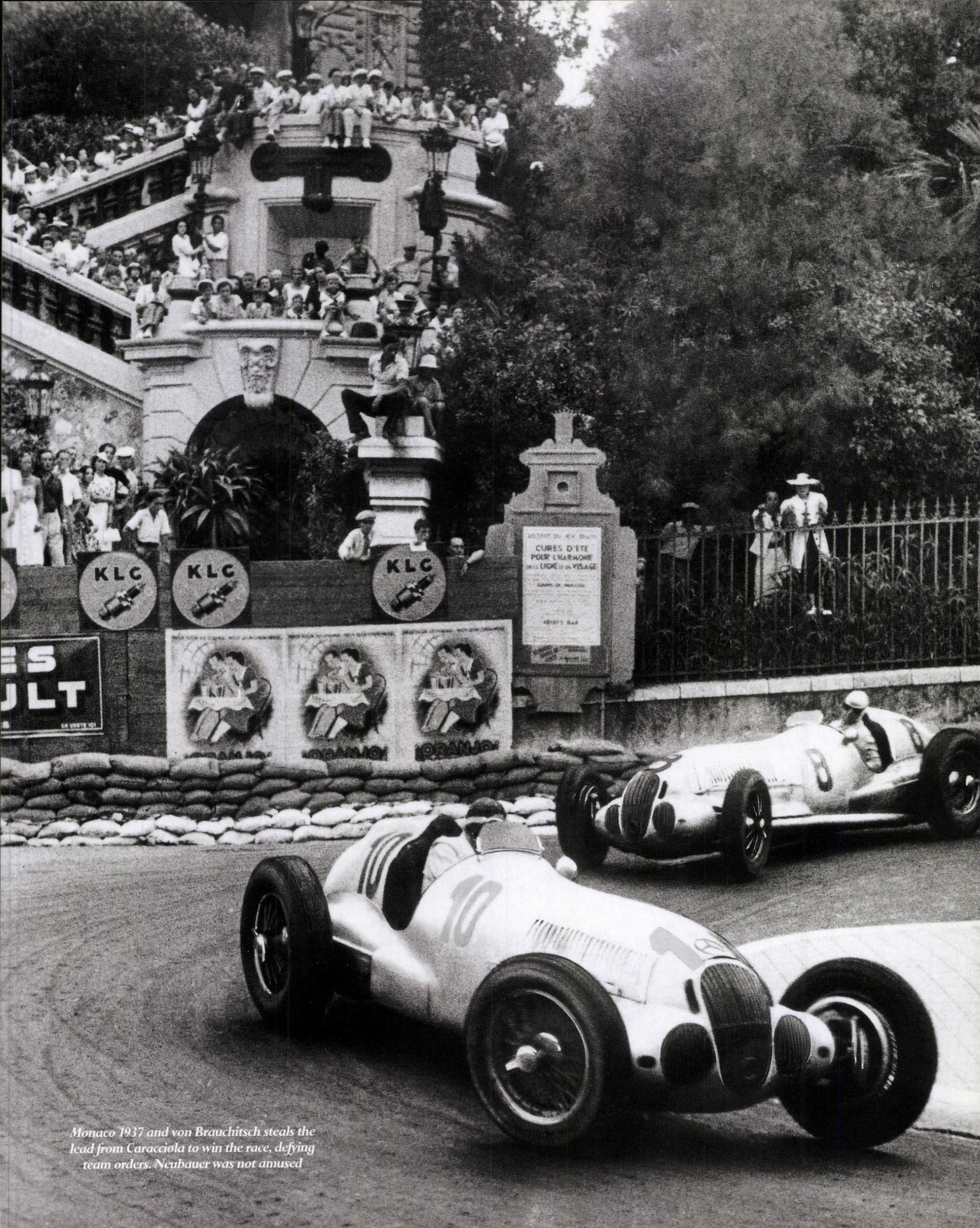
Yet although Caracciola led at the end of the opening lap at the Nürburgring, it was the remarkable Bernd Rosemeyer who took up the challenge in his Auto Union. But after seven laps he was forced to make a precautionary pit stop after he had damaged one of his rear wheels against an earth bank earlier in the race.

It was not long, however, before the focus of attention fell on Nuvolari in the Scuderia Ferrari Alfa Romeo P3. By lap seven in this 22-lap race he was up to third, trading fastest laps with Rosemeyer. Then on lap ten he stormed ahead of Caracciola to take the lead. The crowds fell silent. This was not part of the intended script by any stretch of the imagination.

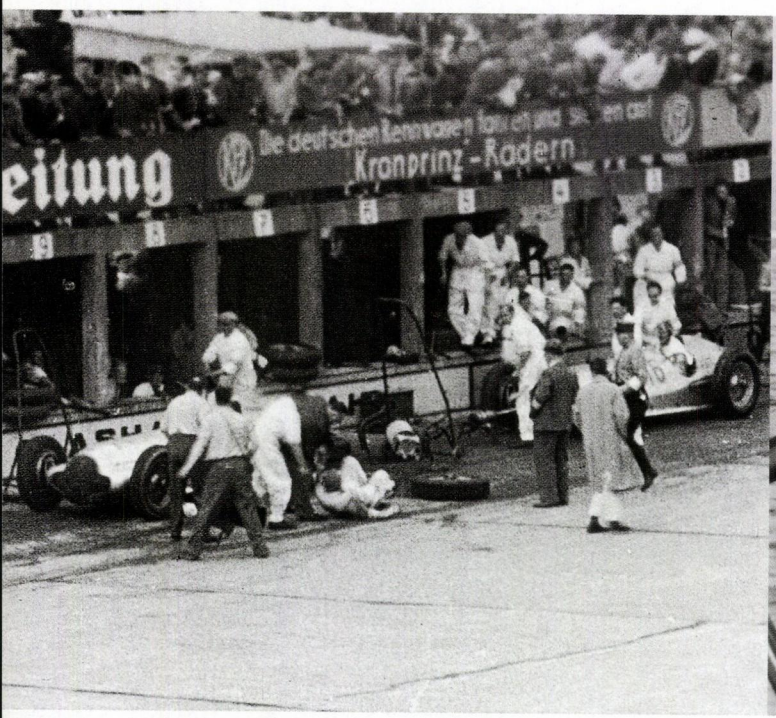
At the end of lap 12 it was time for the mid-race spate of routine refuelling stops. The Mercedes W25 of von Brauchitsch now went through into the lead as Nuvolari lost two minutes topping up his Alfa. But the frail-looking Italian was not yet finished.

Having resumed sixth, Nuvolari climbed relentlessly back ➤

Chris Nixon Photos



Monaco 1937 and von Brauchitsch steals the lead from Caracciola to win the race, defying team orders. Neubauer was not amused





Left: 1938 German Grand Prix and the aftermath of the fire in the pits. Von Brauchitsch rolls on the ground to extinguish his overalls while team-mate Seaman sits watching the scene. Right: Von Brauchitsch with Rudi Caracciola, not only his greatest rivals but also his best friend in racing. But while Manfred continues to live to a ripe age, Rudi died aged just 58

to second place and only von Brauchitsch lay between his Alfa and an astounding victory. Nevertheless, it looked as though Mercedes had it made. The German driver went into the final lap just under 30sec ahead and it all seemed over.

Regrettably, von Brauchitsch had been caning his Mercedes's tyres in his anxiety to stay ahead. Mid-way round that final lap the Mercedes's left rear tyre flew apart and the German driver was left a sitting duck. Nuvolari roared past to post possibly the most remarkable victory of his career.

"Two laps before the finish, the left front tyre started to show its marker strip which indicated it was getting down to the carcass," recalls von Brauchitsch.

"I could see from the reaction of the spectators, particularly on the descent to Adenau Bridge, that they understood I was in trouble. After the race Neubauer blamed me because I did not stop, but I didn't want to come in and – perhaps – find myself in the same sort of situation which faced Eddie Irvine at the Nürburgring last season. Not enough tyres!"

Another of von Brauchitsch's greatest disappointments came in the 1938 German GP, held once more at the Nürburgring. At the wheel of the 3-litre Mercedes-Benz W154, he and Dick Seaman dominated the race, but, as their team-mate Rudi Caracciola later recalled, Manfred was extremely aggravated by the way in which the Englishman shadowed his every move.

"Neubauer, that Seaman is driving me insane," shouted von Brauchitsch in abject frustration at his manager. "He drives up so close behind me that each time I brake, I think now we'll crash. We'll both end up in the ditch if this keeps on."

While this exchange was taking place, Seaman had also pulled in for fuel behind his team-mate. Neubauer ran to the second Mercedes and told Dick to take it easy, not to hassle his team-mate. At that point the Mercedes manager glanced over his shoulder to see von Brauchitsch's car suddenly enveloped in flame after fuel had spilled out over its exhaust pipes.

Neubauer fell on the blazing car, clawed von Brauchitsch from the cockpit and helped beat out his burning overalls. Seaman, petulantly conforming to the letter of Neubauer's instructions not to challenge von Brauchitsch, just sat in the pits watching the fun.

"God, is the man out of his mind?" roared Neubauer. "Go on, Seaman. take off. What are you doing?"

Seaman replied, deadpan; "you said not to chase Brauchitsch." Then, according to Caracciola, he flagged Seaman away in the lead after promising him he would not be challenged either if he was ahead at the forthcoming Donington Grand Prix in England.

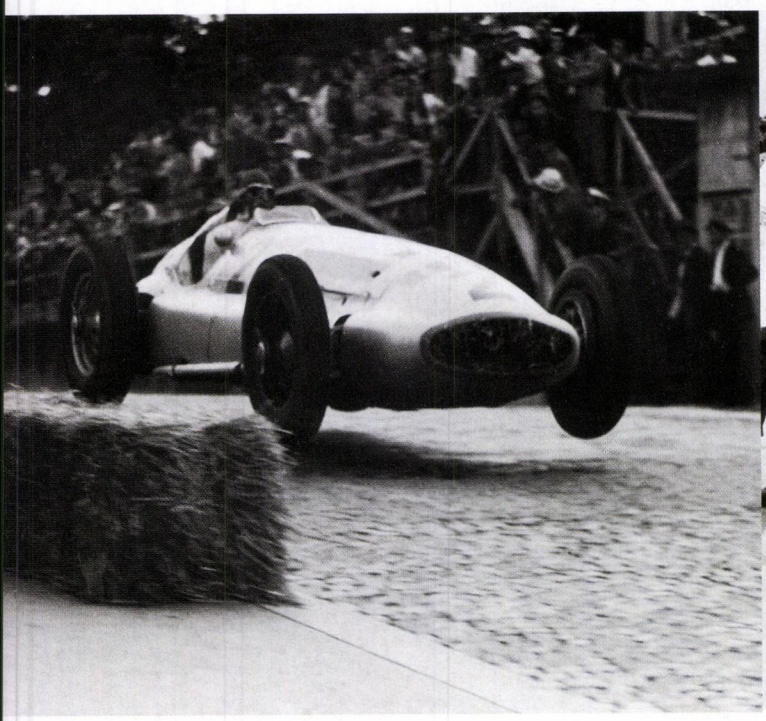
Meanwhile, von Brauchitsch's car was cleaned up and he returned to the race. Unfortunately his removable steering wheel had not been properly re-attached and it came off in his hands mid-way round the next lap. With great presence of mind, he grabbed the spindle and gently steered the car into a shallow ditch.

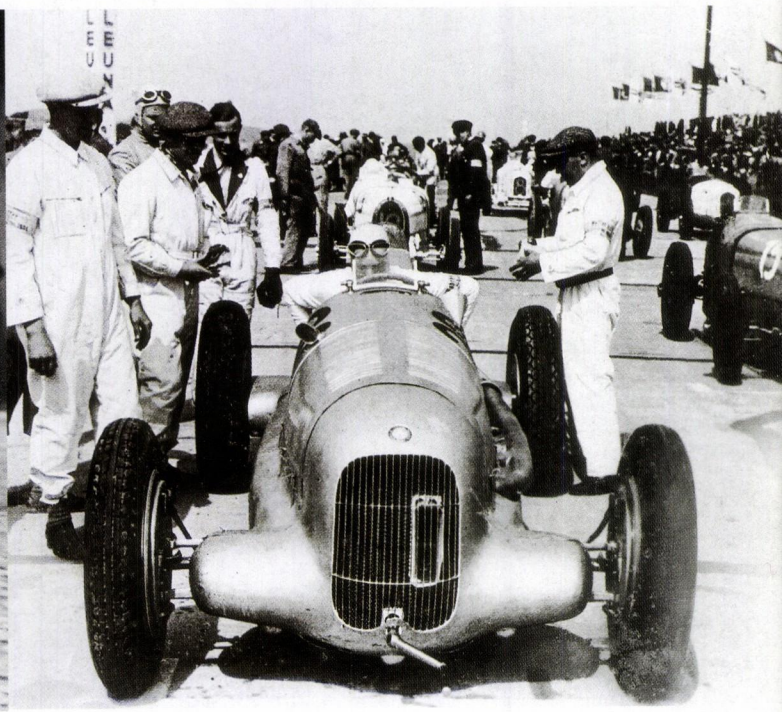
Seaman won and "Unlucky Manfred" was left to walk home by the side of the circuit, carrying the offending steering wheel and consoled by cries of support from the grandstands. He reported that the wheel had come off, but engineer Rudolf Uhlenhaut shrugged aside that explanation. In his view, the wheel had not been properly re-secured after that chaotic refuelling stop.

Nevertheless, this was a huge blow for von Brauchitsch and,

Chris Nixon Photos

"I didn't want the situation that faced Eddie Irvine at the Nürburgring. Not enough tyres!"





Left: September 3, 1939. On the day war was declared between Britain and Germany, von Brauchitsch flies through Belgrade in his last GP, finishing second. Afterwards he tried to fly to Switzerland but Neubauer stopped him and returned him to Germany. Right: The start of something great. Manfred in his W25 at start of the 1934 German Grand Prix, where he'd score his first GP victory

while at the track he concealed his true feelings beneath a suave and debonair exterior, the truth was that the German driver was close to tears.

Von Brauchitsch seemed not to be terribly keen on Neubauer, but, if that was the case, then the legendary, rotund Mercedes team manager could rightly have claimed another view after his driver won at Monaco in '37 against team orders ahead of Caracciola.

Yet there was clearly no rancour between the two rivals who continued to get on splendidly. "We ate a lot and drank a lot together," said von Brauchitsch with a sly grin which seemed to stir memories of good times spent more than 60 years ago.

"We had the same interests. But after the Monaco race, Neubauer didn't speak to me anymore and I began to suffer some small but inexplicable problems with my cars. For example, in 1939 I had mysteriously high fuel consumption all weekend that we were racing at Pau, causing me to stop during the race for a top-up while I was leading, giving Lang the win in the process. Accidents? Coincidences? Who knows?"

Von Brauchitsch clearly still believes this conspiracy theory.

Caracciola, his senior by four years, regarded von Brauchitsch with great affection and high regard. Sadly Germany's second greatest racing driver died 40 years ago at the early age of 58 and we only have his memoirs to draw on. But they certainly make interesting reading on the subject of his colleague.

In the evening after Seaman had pinched the German GP from von Brauchitsch, back at the Hotel Eifler Hof in the village of Adenau, Caracciola suddenly noticed he was missing. He went to his room "where I found the Big Fellow stretched out on the bed, sobbing with anger and disappointment.

"Baby (Rudi's wife Alice) sat on the edge of his bed and ran her hand over his tousled head and I sat on a chair. We let him give vent to his feelings and then I ordered an enormous jug of cold orange juice.

"After a warm bath there remained only the victory celebration to be gotten(sic) over with a smile. In the morning the fellow with the proverbial bad luck would be over the worst of his grief."

Immediately prior to the Nürburgring race von Brauchitsch had won the French Grand Prix at Reims, beating Caracciola and Lang into second and third places. He finished second to Nuvolari in the Yugoslav Grand Prix in Belgrade on 3 September, 1939, the day on which the Second World War began.

I decided not to question von Brauchitsch on one potentially controversial issue, namely that he'd left for Belgrade airport after breakfast on race morning, telling Lang to tell Neubauer that he was going home. Apparently Neubauer stormed after him to the airport and pulled him off the plane, only later realising that the flight von Brauchitsch had boarded was going to Switzerland. Not Germany.

If you read between the lines of Caracciola's autobiography *A Racing Car Driver's World*, you can easily draw the conclusion that von Brauchitsch was planning to join his team-mate in Switzerland, where Rudi had lived since the early 1930s.

Caracciola recalls that Manfred "gave us his luggage for safe keeping." As von Brauchitsch departed for Belgrade, he said "Goodbye, dear old Bear," to his compatriot. Caracciola replied; "Goodbye – or rather, come back soon."

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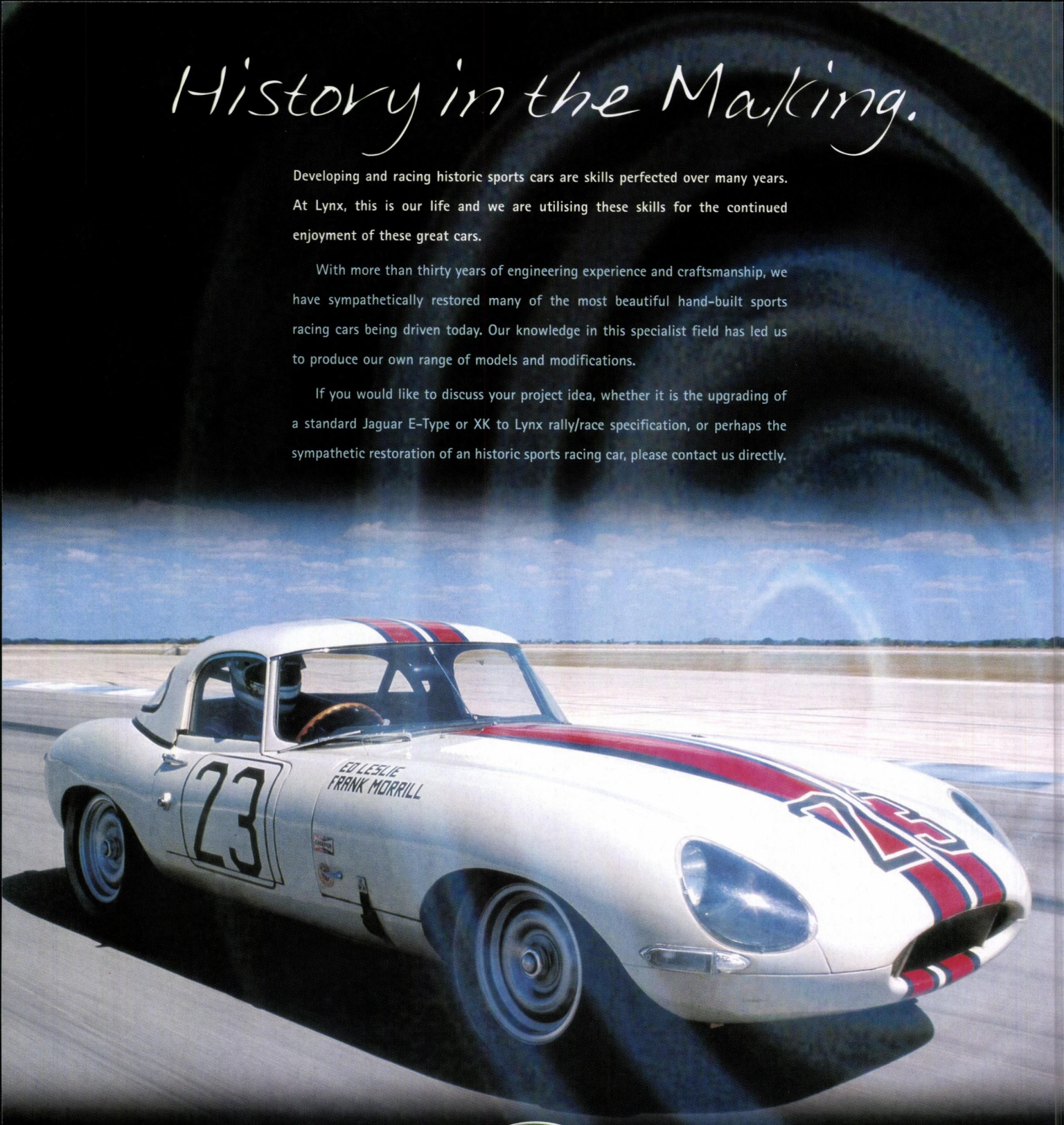
"At the track he concealed his feelings but the truth was the driver was close to tears"

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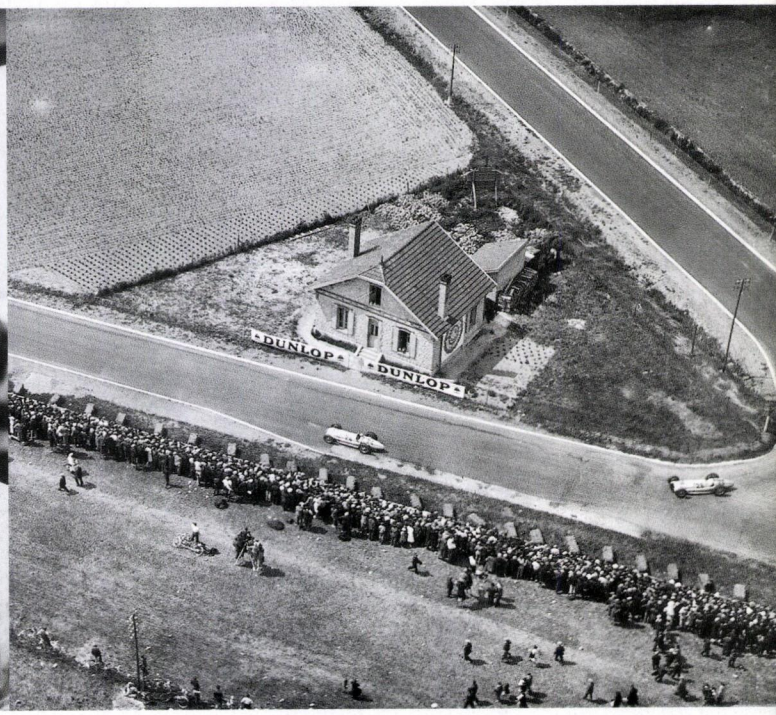
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Left: Don't let the smiles deceive. Von Brauchitsch (left) and Hermann Lang seem best friends but, in reality Manfred was often disparaging of his team-mate and his humble background. It was Lang, however, whom history recalls as the greater driver. Right: Reims 1939, and Caracciola leads von Brauchitsch up the pits straight. It was the latter, however, who would win the race

After the war, which he was to spend working as a private secretary to a General in Berlin, von Brauchitsch briefly moved himself to Argentina before returning to his homeland where he would become Sports President of the Automobilclub von Deutschland in 1948.

However, von Brauchitsch remained a free spirit and has since admitted that "he could not stand the system" in reference to Dr Konrad Adenauer's immediate postwar conservative government. This is somewhat at odds with suggestions that he "fled" to East Germany in 1955 simply to escape massive tax debts.

However, Mercedes insiders think the Eastern bloc could see the prestige involved in luring away one of West Germany's most famous sportsmen. In 1955 he made the move to the East and was quickly appointed President of the German General Motorsport Association.

Yet it will be for his ill-fortune behind the wheel and his stylish manner away from the circuits which Manfred von Brauchitsch will be best remembered.

Unquestionably, he looked down on some of his colleagues, most notably the somewhat scruffy Luigi Fagioli and even his compatriot Hermann Lang who had risen from the ranks of mechanic to eclipse Manfred in terms of talent and achievement.

Reflecting that mood, my personal favourite story was recounted by Raymond Mays shortly before his death in 1980. Sitting down with his two team-mates in Berlin's swanky Roxy Bar in the 1930s, von Brauchitsch summoned a waiter.

"A bottle of champagne for Herr Caracciola and myself," he said commandingly. "And a beer for Lang." M

ALFRED NEUBAUER; HERO, OR MELODRAMATIC FRONT MAN?

So did Alfred Neubauer mastermind the company's racing or was he a showman, not really responsible for the racing strategy at all?

Hans Hermann, who drove for Mercedes in 1955, agrees with his former team-mate Karl Kling that Neubauer had no technical input which was the exclusive province of Rudolf Uhlenhaut.

"Neubauer was good at finding the best restaurants," says Hermann with a twinkle in his eye. "He also went into the pits and kicked out journalists who were in the way, as well as telling his drivers which trousers to wear and what time to go to bed. I remember sharing a room with him and he snored so hard that I couldn't sleep."

However, the late Denis Jenkinson, the legendary former continental correspondent of this journal, thought otherwise.

"He brooked no interference with his decisions and was the absolute commander-in-chief," he recalled. "Strict as he was, he had a great sense of comedy at the right time.

"One thing that will always endear that grand old gentleman to me was when Stirling and I crashed the factory training 300SL preparing for the Mille Miglia, and went into his office to tell him about it, feeling like two naughty schoolboys.

"His very first words to us were "are you both unhurt? The car is nothing; we can repair that, but to repair you is more difficult." I am sure that anyone who came under his strict, but exceedingly warm influence, had the greatest respect for him, not only as a team manager but as a man."

Chris Nixon Photos, Ludvigsen Library

"After the war, von Brauchitsch moved to Argentina before returning to his homeland"



Barchetta at Speed

Ferrari

1949 166 FL, #011F, Ex-Fangio, Gonzalez Factory Team Supercharged Monoposto.
1949 166 Inter, #037/S, Stablimenti Farina, Berlinetta.
1950 166 Inter, #0079/S, Carrozzeria Touring Le Mans Berlinetta.
1953 166 MM/53, #0272/M, One-off Special Bodied Competition Spyder.
1955 555 Super Squalo, # FL/9001, Ex-Mike Hawthorne/Peter Whitehead F1.
1964 250 LM, #6023, Ex-Ecurie Francorchamps/Jacques Swatters, 1st at Spa, 2nd at Le Mans.
1965 275 GTB/C, #07437, SI Full Competion Berlinetta, 700 kms on Full Frame-off Restoration.
1971 312 PB, #0880, Complete Frame-off Restoration, First PB to win race.
1972 312 PB, #0890, Single Most Successful Ferrari Sports Prototype, 12 Races and 4 Wins!
1979 512 BB/LM, #29507, Without Exception the Finest BB 512 Le Mans Berlinetta in the World!

Additionally

1931 Alfa Romeo, #10814318, 6C 1750 GS Zagato Spyder "5th Series."
1969 917K, #917-023, Ex-Porsche Salzburg/Martini, Winner of the 24 hours of Le Mans.
1983 956, #956-112.

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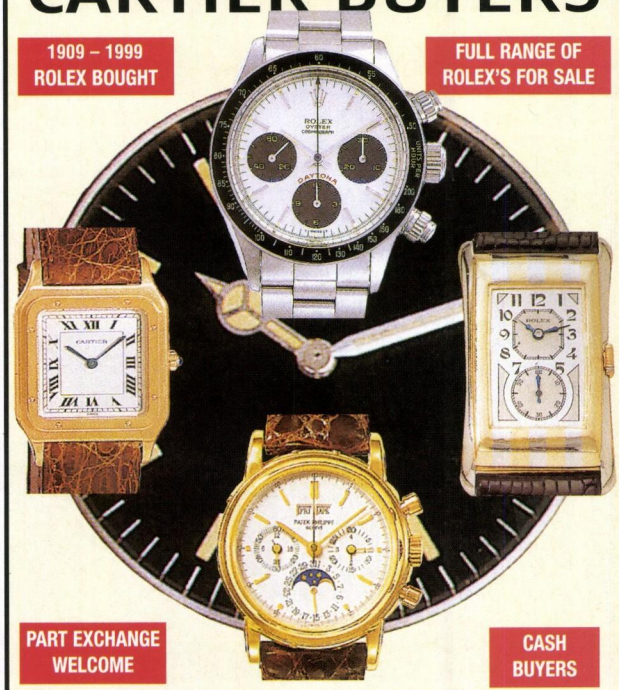
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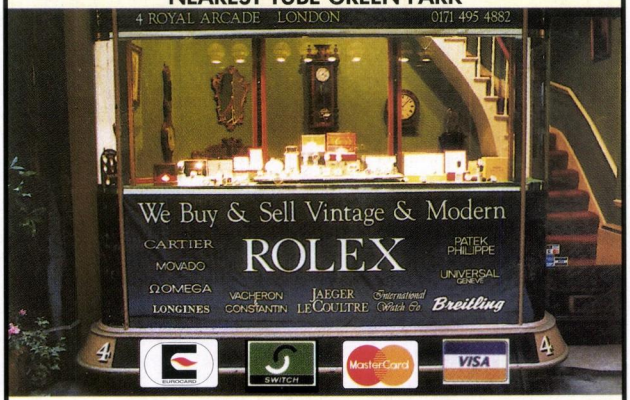
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DAN GURNEY JAGUAR E2A PROTOTYPE

IT WAS THE FIRST E-TYPE PROTOTYPE, BUT WHEN IT WAS ENTERED FOR LE MANS IN 1960 IT WAS SET UP IN A WAY THAT MADE IT TOTALLY UNSTABLE. DAN GURNEY TALKS TO ADAM COOPER ABOUT ONE JAGUAR HE'D RATHER FORGET

DAN GURNEY IS ONE OF JUST A HANDFUL OF DRIVERS whose Grand Prix careers stretched from the fifties to the seventies. Certainly as far as Formula One was concerned, the legendary Californian spent most of his long career in pretty decent machines, although one exception occurred at Spa in 1962. Porsche opted to skip the race, so Dan took up an offer to drive a private Lotus-BRM 24. It turned out to be so bad that he refused to race the thing.

"I drove a car for a guy called Wolfgang Seidel," he recalls. "It was a Lotus that had seen better days, and it didn't seem to know where the road was. It was really pretty clapped out. I finally said you cannot thread the needle with this thing, and I declined to drive it. It's the only time that ever happened!"

But even that awful Lotus hasn't stuck in Dan's mind as quite firmly as the Jaguar he drove at Le Mans in 1960.

"I don't want to upset people, but up until we got them to change it, I'd say the worst car I drove was the prototype E-type I shared with Walter Hangsen at Le Mans in 1960."

As it turned out, there was not much wrong with the basic car, but the set-up Gurney was initially forced to use made it, at least temporarily, an utter nightmare to drive.

Entered as the E2A, but quickly dubbed the E-type (although Jenks described it as a C-Type MkIII), the car marked a turning point in Jaguar's history. It was effectively the last works racer of the era, but it also marked the birth of the massively successful road car, a sixties icon whose image the company is trying to recapture to this day. Although a works prototype, the car was farmed out to the American entrant Briggs Cunningham for Le Mans.

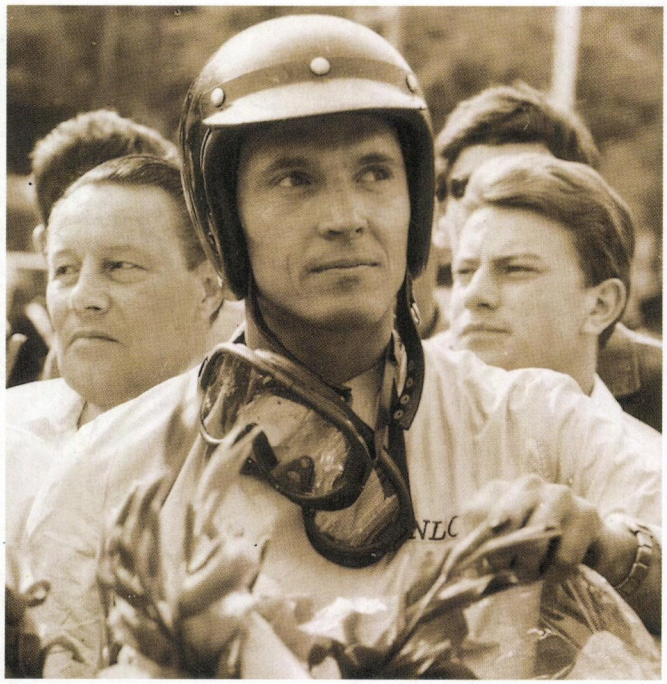
"He had a great relationship with the people at the Jaguar factory. They probably felt that if Briggs was up for it, they ought to do it that way. I had great respect for Briggs. He was always a very positive, supportive fellow, and I enjoyed a chance to share a tiny bit of his great history at Le Mans.

"I also had a great respect for Walter Hangsen, who was half a generation ahead of me. He was probably the best driver on the East Coast, and later he was a mentor to Mark Donohue."

Featuring Cunningham's trademark blue stripes, the white car certainly looked the part. It attracted a lot of attention, not least because the only other Jag in the race was the ageing Ecurie Ecosse D-type.

"I thought the first C-type was fabulous – at least the font half of it was really good. The D-type is still an all-time great, and with the E-type they were continuing the tradition of having a really nice aero look to it. I thought it was great."

Dan's opinion changed somewhat when he got the Jag up to speed during practice.



Dan Gurney: great driver and a huge fan of all but one of the racing Jags...

"For whatever reason, they insisted on running it with toe-out in the rear wheels. It was exceedingly difficult, especially if you were in a passing move or got into any kind of side wind configuration. It felt that if you went past and a guy was just standing there at the side of the road, and he blew as if he was trying to blow out all the candles on his birthday cake at once, he'd put the thing into a speed wobble! It was really bad.

"I tried to respectfully complain about it, and I tried to get some assistance from Walter Hangsen but he was an old Jaguar enthusiast from way back, and refused to complain about it."

The 40-year old Hangsen's reluctance to rock the boat was perhaps explained by the fact that the slippery 3-litre car flew down the straights, and in his hands was actually quickest on Wednesday.

"So I sort of felt like an idiot complaining, but there was no doubt in my mind it was pretty bad. It was down to Jaguar, not Cunningham.

Apparently they'd run the car at MIRA and that surprised me, because it certainly would not have felt any better on an oval! I never did understand why they did it.

"Anyway, I kept soldiering on in practice. In those days it was extremely difficult to go all the way from Arnage to White House flat on the floor. And on the very first occasion that I finally got there flat around the turn that arrives before getting to White House, there was a curtain of rain that looked like you could step in and out of it. You could barely see 50 yards.

I arrived there probably going 165mph or so. And this car didn't want to be manhandled at all...

"I went by a blur, and that was a car which was already slowing down. Then I passed another car, and then got into a tankslapper kind of situation. So I'm arriving at White House – I don't know what's going to happen, but I know I'm not going to get slowed down enough. There was the wreckage of three cars there, and seemingly no place to go. I kept fighting it and it ended up pointing at just about the only hole available; somehow I went through and never touched anything."

"Finally, they decided to put a little bit of toe-in before the race, and that transformed it into a fine car. I don't like to say anything bad about Jaguar, because I'm also a big fan, but on that particular occasion, until we fixed it, it was not a user-friendly car at all. I wish I could recall what happened in the race, but I know we didn't finish..."

"In fact Dan and Walt had quite a busy time. They dropped down the order after a third lap pit stop to fix a fuel leak, and eight minutes were lost.

Later the car was involved in a couple of incidents; after the second an injector pipe fractured, which led to a piston failure. Its retirement was finally registered at 1.35am. It was disappointing, but a little bit of history had been made. M



Jaguar prototype E2A during the 1960 Le Mans by which time the nightmare instability of practice had been dialled out. It retired with piston failure

HUMFREY SYMONS— MOTORING ADVENTURER

HE WAS THE 'TIMES' MOTORING CORRESPONDENT WHEN HIS EYE FOR PR AND A NOSE FOR A CHALLENGE BEGAN TO ENLARGE HIS HORIZONS. BILL BODDY FOLLOWS THE TRAIL OF A JOURNALIST WITH WANDERLUST





When Monte Carlo Rallies began to pall, journalist Humfrey Symons headed further afield – to the Sahara. Here the crew use rope ladders to extricate their 3.5-ton Morris from the dunes

That gentleman journalist, the late Humfrey E Symons, tall, balding, smartly dressed, could certainly be termed a motor-adventurer. He was Sports Editor of *The Motor* and had a part in other motor journals before becoming Motoring Correspondent to *The Times* in 1933. It opened many doors to strenuous competition and eventful publicity undertakings.

Apart from any fun and games Symons had in minor events, the first real adventures began in 1929, when he, Leo Cuzons and J A Joyce took a Sunbeam Twenty on the epic winter Monte Carlo Rally, which started from obscure places in Europe. This lavishly equipped car started from John O'Groats.

Ice and snow were so bad that the 319 miles to Glasgow took 11 hours, Folkstone 23. By Paris they were ahead of the Northern European competitors. A meal was grabbed at Maxim's, scruffy and unshaven among the dinner jackets. After three nights, they were the only ones from JoG to reach the finish on time.

In 1930 Symons went with Andy Noland and Major Johnstone, again in a Sunbeam. It was easier this year but in fog near Lyon the screen refused to open and Symons got lost in a farmyard. They made it eventually. It was a good year for Britain; Symons was first in the 'Confort' class, Pass its GP d'Honneur, and Donald Healey's Triumph Super Seven was best-placed British car (seventh).

The next year Symons crewed with Bertie Browning and Lionel Martin, again from JoG. Snow and gales greeted them after the 'off'. It was hard going, but they made it.

In 1932 Symons went from Umea, 100 miles south of the Arctic Circle . His 20hp Sunbeam was rigged out to try for the 'Confort' prize, which meant first finishing the road rally on time. Humfrey had shared a Talbot in the Alpine Trial with Garrard, so they paired up again. I recall Symons, then writing car instruction-books as a side-task, being at Brooklands, calmness personified as he plied this dull task while waiting for a call to say whether or not the Alpine was 'on'. I would have been a bundle of nerves. Not Humfrey. "Yes, it's on", he said as he went to drive to get the car.

First, there was the distance to Umea; they reached Stockholm, 325 miles, in a day, over ice to dine with Lord de Clifford. More ditchings, then Umea was reached in twilight on the third day. Symons scribbled his story for *The Motor* in his bedroom while Garrard prepared the Talbot. It started at 3.45am, long after Chiron's 4.9 Bugatti had left. The Sunbeam soon lost Clifford's Lagonda, able to do 50mph on ice on its Dunlop 'Trackgrips'. After adventures, a chain breaking loose a headlamp, a leaking radiator and fun-loving 'Bummer' Scott as one of the crew, they made it, winning the the *GP de Confort*. Invited to dine with Earl Howe, Symons slept through the meal!

For 1933, a Sunbeam Speed 20 was used, readied at short notice and allegedly with a specially-made pillarless saloon body. Racing-driver Penn-Hughes was co-driver, George Hill an effective mechanic. Starting from Bucharest, it was so cold at Falkenau "the radiator water froze as it touched the ground"; nightly draining being necessary as pre-war anti freeze was distrusted. Apparently the oil was so ➳



Synchronised movement on both wing mirrors. **Passat. German for detail**

congealed the engine could not be cranked.

It was snow without end and the gearbox seized. They transferred to the Jassy start but 21 miles out a snowdrift broke the differential. The car was, with difficulty, railed home, Symons taking the Orient Express to Monte Carlo to do *The Motor*'s report.

So it went on. In '34 it was decided to recce the longest, hardest route, from Athens, which earned most marks. So de Clifford, Symons, and Jack Ridley set off in a 4½-litre Lagonda tourer . An unseen kerb-stone ripped off the petrol tank and later logs damaged the sump. Finally, a trench and snow in Yugoslavia sent them home by train, the car freighted for £8 on the Orient Express.

For the actual rally, Symons thought Athens too much of a gamble and went from Bucharest in a Terraplane saloon, with skis for its front wheels. The car was damaged in a traffic accident going out but was rebuilt, only to retire after the diff broke up. In 1935 he tried a supercharged N-type MG Magnette, but was placed only 96th after the steering failed.

For 1936 Wolseleys, produced a Super Six. From Athens it lost not a mark, and took top prize and in the *Confort* contest. Symons also did the RAC Rally from 1933-38, as well as many others, but it was even before this that the real adventures began.

Because in 1934, able with his *Times* associations to undertake impressive publicity runs, Symons took a new Morris 10/4 on a marathon. His companion was Leslie Seyd, a well-known competition amateur with anything from Ulster A7 to 2.3 Bugatti. Symons circled Eros in Piccadilly Circus as the prelude to the adventure, when Seyd, unbriefed, asked "Where



A run down the local high street for the almost standard Morris 25 in 1935 - Nagnouat High St, that is ...



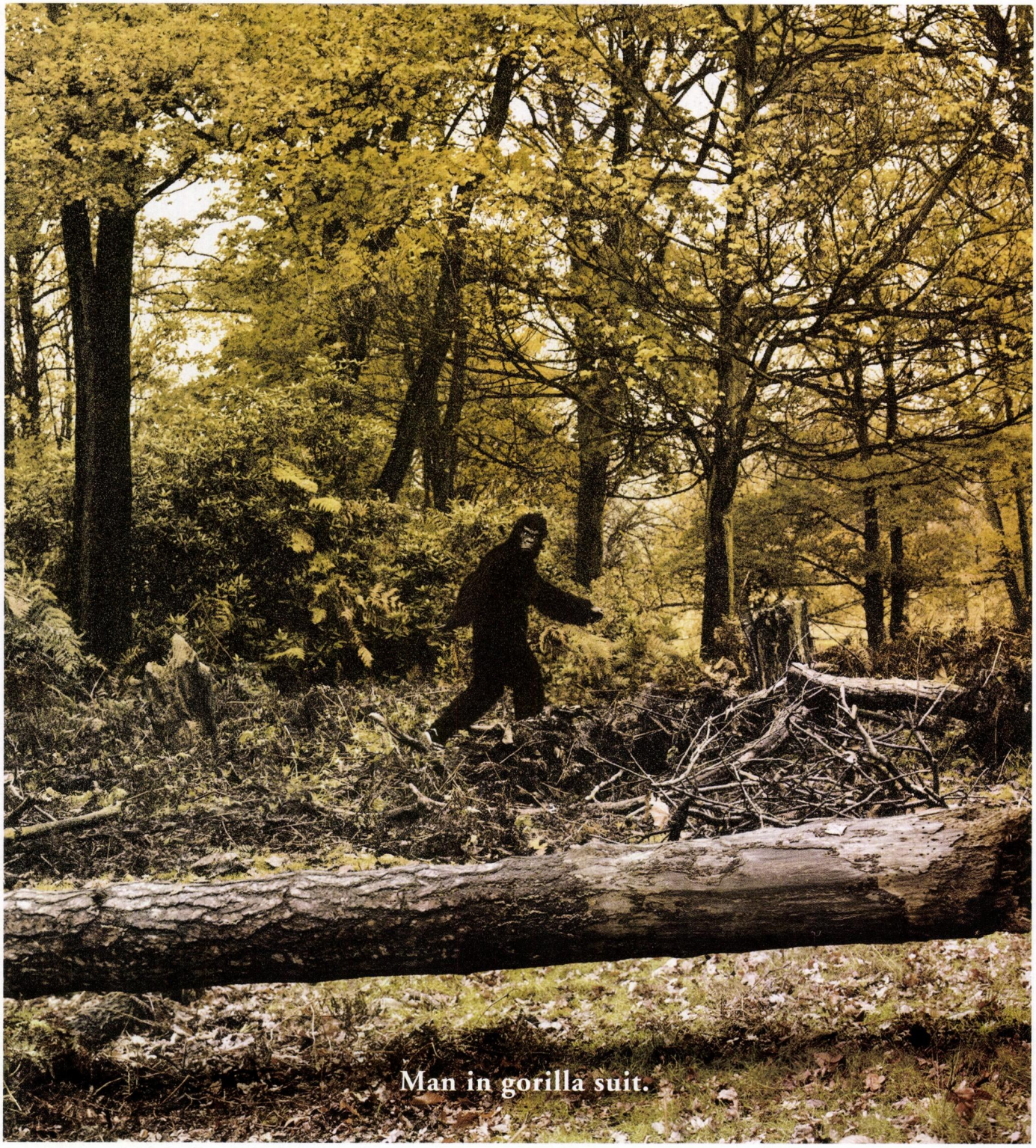
In 1935, Saharan highways required a little work; but Symons still reached Nigeria as quickly as by air

"Leslie Seyd, unbriefed, asked: 'where are we going?' 'To Timbuctoo,' replied Humfrey"

are we going?" "To Timbuctoo" replied Humfrey...

It was a 5000-mile return trip, mostly over the Sahara, with long diggings-out. The outward run was scheduled for 100 hours but was completed in 89, for the 2835 miles, with stops for photography. Symons said the sump was drained at 1792 miles, using a quart of oil, and the Sahara crossing was done without water replenishment. The little Morris was standard except for a ten-gallon underbonnet fuel tank, ditto water tank, detachable planks instead of running boards and two wire and bamboo ladders, for climbing out of soft sand. They had air and water thermometers, an Ekco radio, two spades, a compass and a barometer.

On the best day 553 miles were accomplished, a 35.6mph running average; on others they ➳



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Humfrey Symons, Francombe and Barnes (l to r), with the Morris 25 before the marathon dash to Nigeria

crawled at 8mph and got very lost, although by then fuel dumps for the trans-Sahara buses and airline markers existed. Timbuctoo was reached in seven days, the Series II Morris suffering only a cracked rubber radiator connection, a bent track-rod, and two broken lamp bulbs. The first puncture was on the return route.

Later that year Symons drove a Morris 25 from England to Kano in Nigeria in a week, showing this big saloon, the least expensive of its kind at £280 for the deluxe version, could halve the time by train and boat and equal the fastest airline while reducing the rail fare of £200 to under £90. Three up, the Morris weighed 3.5 tons. It was fuelled by Shell, used Duckham's oil at 3000mpg, and put nearly 500 miles in each day, in spite of again getting lost in the desert and ploughing through the sand, from which it often had to be dug out. Little water was consumed, petrol used at 12-15 mpg. Rocks and sand were frequent hazards, rope ladders then being utilised. An extra 20-gallon petrol tank and 15 gallon water container occupied the boot, and the back seat was replaced by a single seat for luggage space. When the Morris returned on New Year's Day 1936 *The Autocar*'s H S Linfield scooped a test with it.

By 1937 Symons had another idea. He decided to prove that apart from the Rolls-Royce Phantom III being excellent for pottering in posh places, it could take more serious motoring, So he drove one from England to Nairobi. The journey was accomplished, the tyres said to be almost unmarked, only a pint of water needed at the end of the desert crossing. But I believe that when the Royce returned to Derby and was stripped down, the engine was full of sand, the tyres worn out, and evidence suggested that, all told, much topping-up of coolant had been necessary.

Symons' most difficult task was attempting to break the London-Cape Town record with an 18/85hp Wolseley, in 1939. He took Bertie Browning, who had so sportingly stood down from the 1934 Monte Carlo Rally when, snow being sparse, Lord de Clifford wanted fast drivers to keep his 4½-litre Lagonda at close to its maximum speed on dry going, and felt that neither Browning nor Tom Moore, the then owner of MOTOR SPORT, were quite up to this. For a time neither gave way to the ploy of bringing race driver Charles Brackenbury out on the Orient Express, Moore no doubt thinking of his report for his paper, but in the end Bertie gave way and returned home, the Lagonda having room only for three.

All went well on the Cape run until Browning lost the car on a narrow bridge over the river Gada between Tapili and Niagara. It broke through the crude wooden fence and dived thirty feet into the crocodile-infested water. Symons, who was sleeping, awoke to find the car on its side, almost submerged. He got out through a window and pulled Browning out, holding his hand as they swam ashore. Browning practically had an instant nervous breakdown. The Wolseley was retrieved and repaired and continued. But it was the end of the record attempts. It had covered 10,300 miles in 31 days, 22 hours. This was described as the last of the sensational pre-war drives.

During the war Symons spent some time in the dangerous calling of spotter on observation balloons. Sadly, he was lost on the return from Dunkirk. M



Morris 10/4 at "Gate of the Occident", Timimann, Sudan, after a 250-mile run without seeing a single soul



ARMCO BARRIER

IN THE DAYS WHEN A DRIVER'S DEATH WAS ACCEPTED AS PAR FOR THE COURSE, THE SAFETY OF SPECTATORS HAD A HIGHER PRIORITY. KEITH HOWARD REVEALS HOW CRASH BARRIERS FOUND THEIR WAY INTO RACING

photography by Charles Best

When Jackie Stewart had his 150mph accident in the BRM at a treacherously wet Spa in 1966, what ensued is barely credible by today's F1 standards. As he left the track he demolished a couple of walls and part of a house before finally coming to rest in a car that might very easily then have caught fire. As chance would have it a conflagration didn't ensue despite the fuel pumps continuing to run, and Stewart was lucky to escape with only a broken collar bone, dislocated shoulder and cracked ribs.

The young Scot had already demonstrated his concern with safety issues but the Spa experience must have hardened his resolve that, once he'd bagged his first world championship, he would assume a leading role in improving the safety of both cars and circuits.

Although there were plenty of traditionalists – reactionaries, more like – who considered that unnecessary death was a price worth paying to keep motor racing just the way they liked it, from today's perspective it's plain they were wrong and Stewart and Jo Bonnier, the prime movers in advancing the safety cause, were much the more clear-sighted. In his foreword to Karl Ludvigsen's recent biography of Stewart, Chris Amon wrote: "Had [the safety improvements] not been initiated I believe that Grand Prix racing would not have survived. In hindsight I believe we were treading a very thin line between the acceptance, or not, by modern society of the mortality rates which we were experiencing." Far from destroying Formula One, Stewart and Bonnier were actually engaged on saving it.

One of the most obvious results of the Grand Prix Drivers Association's ongoing safety campaign during the late '60s and '70s was the increasing installation of crash barriers. When the GPDA advised the organisers of the 1969 Spanish Grand Prix to install barrier all around the Montjuich Park circuit in Barcelona, the princely sum of £25,000 was spent doing so. The investment paid off immediately when the Lotuses of both Hill and Rindt crashed heavily during the race because of rear wing failures.

Jackie Stewart believes that the barriers saved not only the lives of the two drivers but of countless spectators also. The latter is an important point. Many of the drivers of the time – Chris Amon and John Surtees among them – voiced their dislike of the barriers, and with good reason. Cars of that era weren't strong enough to dissipate the extreme crash energies involved in hitting a rigid barrier at high speed, and many drivers thought they stood a better chance of survival without them. But the barriers were erected principally to protect spectators, not drivers. Stewart and his supporters were canny enough to understand that had there been a Formula One reprise of the carnage at Le Mans in 1955, Chris Amon's very thin line might have been crossed and F1 racing itself would have perished.

Crash barriers soon began to appear at the most dangerous sections of all the major race circuits. From an early stage, though, the rather tedious term crash barrier was supplanted by the altogether more memorable name of Armco, the US company which manufactured it both in the States and Britain.



Spain '69: Armco saves driver, spectators – and F1

Much to the bemusement of Armco staff in the US, where the product was simply termed 'guard rail' and there had been little use of the product in a racing context, the name stuck. Retired Armco employee Bill Kinsey, who helped with my research for this piece, recalls seeing a TV programme about Jackie Stewart in which the driver openly referred to Armco, and rushing to tell colleagues the following day that in Europe the company was famous.

To this day the Armco name is widely used still (it regularly pops up on the Murray and Martin show, for instance) despite the fact that Armco withdrew from barrier manufacture over a decade ago and didn't even invent the product – an honour which belongs to the Sheffield Steel Corporation of Kansas, which introduced its Flex-Beam guard rail in 1933, shortly before Armco Inc took the company over.

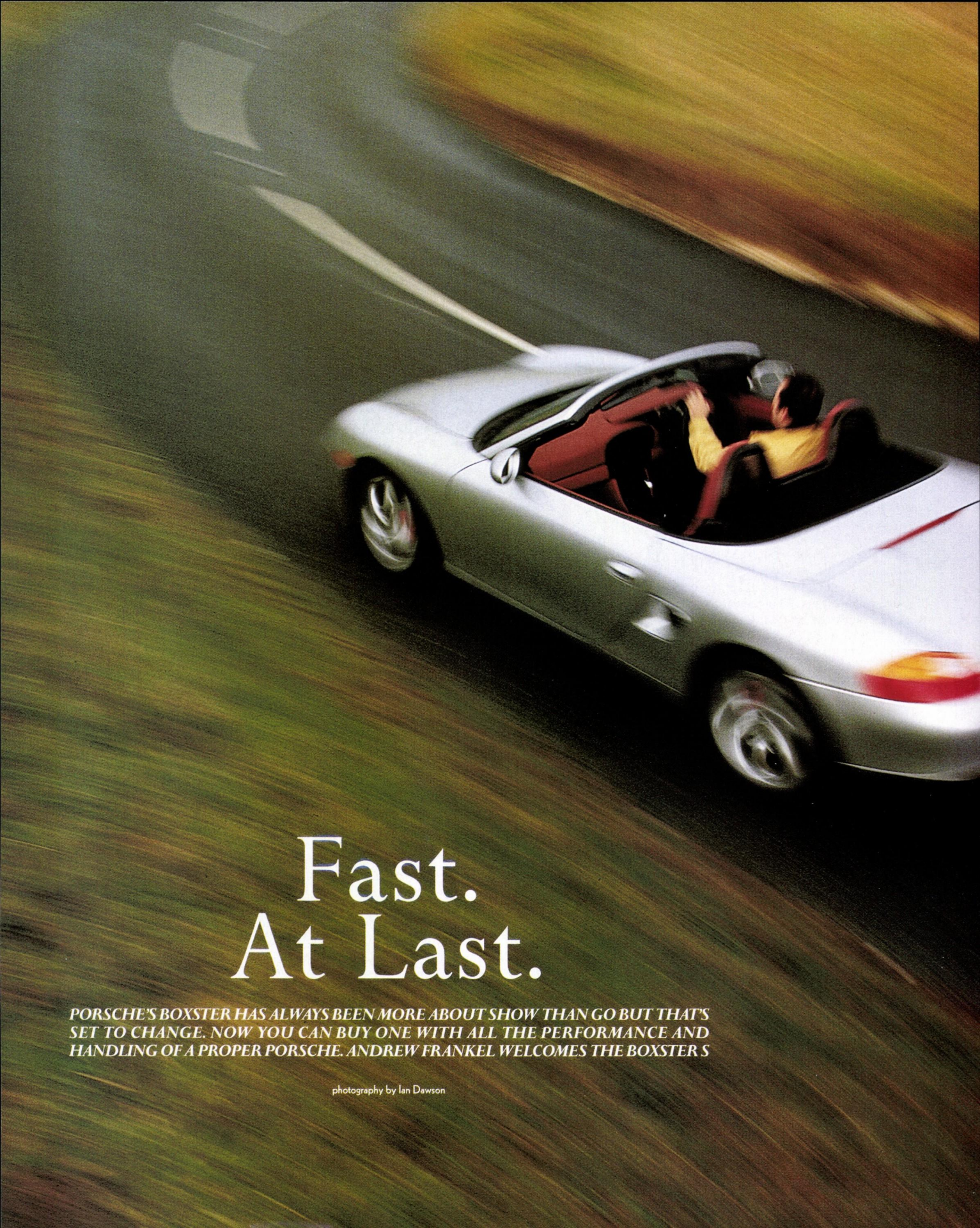
In the UK, manufacture of the barrier by Armco's British subsidiary began in 1954. First use of it on the public road occurred soon after, on the A308 at Runnymede near Windsor, where it was installed to prevent errant motorists making unscheduled river excursions on the nearby Thames. The first major installation at a race track took place a few years later when a substantial amount of Armco was erected at Monza along the perimeter of the notorious banking.

Curiously, however, it did not feature as part of Britain's much-heralded M1 motorway when it was opened in 1959. When an enterprising soul at Armco had the temerity to suggest to the Ministry of Transport that its product might have a role to play on Britain's new high-speed road network, they were rebuffed with the indignant response that the roads had been designed to be safe and so didn't require such items. Another example of pin-sharp foresight from our political masters.

Essentially the barrier's design – manufactured today in the UK by Asset International, a wholly-owned subsidiary of old Armco competitor Hill & Smith – has remained the same since Sheffield Steel Corporation introduced it, and been much copied by others. Made of nothing more exotic than mild steel, it is manufactured in two operations, the first punching the bolt holes by which it is mounted and the second pressing it into the familiar W-profile. Small changes to the barrier flanges and number of bolt holes were made in the 1950s, and alterations to the mounting arrangements followed, but otherwise the design has stood the test of time. Originally painted, it is now universally galvanised for corrosion protection, giving it a typical service life of 20 years on the public road.

A thriving market exists in used barrier, a lot of which finds its way on to smaller racing circuits to save cost, particularly as it is often deployed two or more sections deep.

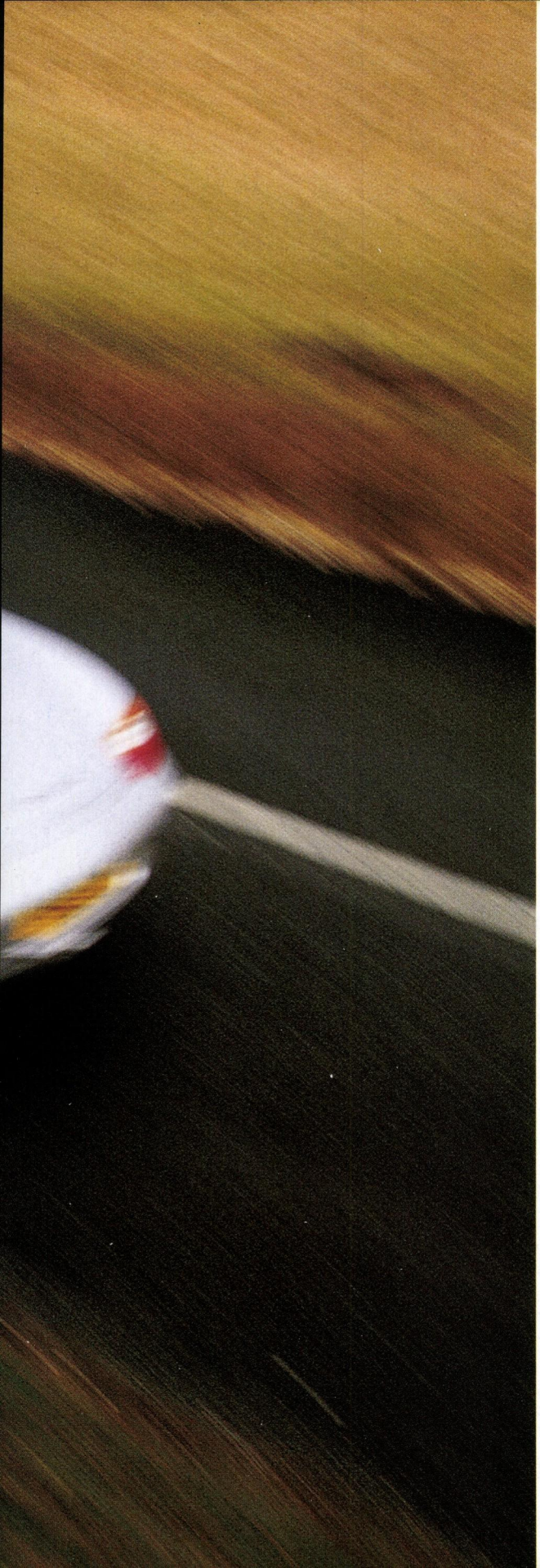
To return to the early years, a cruel irony was that two of the GPDA activists responsible for improving track safety, Bonnier and Rindt, were later to die in accidents involving the new barriers – Bonnier at Le Mans in 1972 and Rindt in that horrible fiasco at Monza two years earlier. But the clarity of their vision is to be seen at every modern race circuit, where crash barrier – Armco, if you insist – is now as accepted a part of the scene as the blacktop itself. M



Fast. At Last.

PORSCHE'S BOXSTER HAS ALWAYS BEEN MORE ABOUT SHOW THAN GO BUT THAT'S SET TO CHANGE. NOW YOU CAN BUY ONE WITH ALL THE PERFORMANCE AND HANDLING OF A PROPER PORSCHE. ANDREW FRANKEL WELCOMES THE BOXSTER S

photography by Ian Dawson



Ever had the impression that you were in a minority of one? You, then, will know how I felt when Porsche first released the Boxster. I thought the world had gone mad; I sat and watched as the me-too press read and bought Porsche's hype. This was not unexpected but when friends and colleagues for whose opinions I have limitless respect raved about the thing I was worried. They all drove a 21st century Porsche, the most exciting proposition to come from Stuttgart since the first 911 back in 1963; I drove an overweight, unattractive and underpowered machine that pandered precisely to all those things to which I'd hope this marque would never stoop. It was a marketing man's Porsche, a fashion victim's Porsche. If the 911 was a triumph of development over design so equally did the Boxster mark the day when style finally overwhelmed substance at Porsche.

It's not that the original Boxster was a bad car, nothing as dynamically fluent, beautifully built and cleverly engineered could ever qualify as such but a Porsche needs rather more to its appeal than relentless pleasantness and here it fell down.

The Boxster S, however, should be different. It may share the still disappointingly pudgy shape of the original but, where it matters, this is a new car. It matters in the engine, which has grown from 2.5 to 3.2-litres and it matters in the transmission which now boasts the six ratios it should have had from the start. It matters in the suspension which has been entirely reworked and in the braking system which is now based on that found in the latest 911. It may be that its twin tail-pipes and badges are ➳

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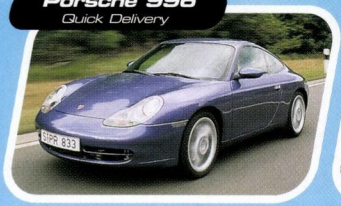
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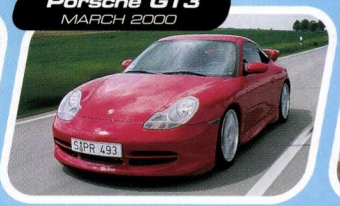


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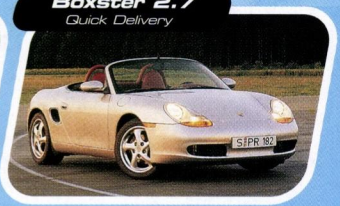
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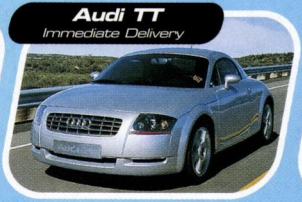
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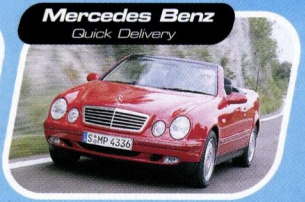
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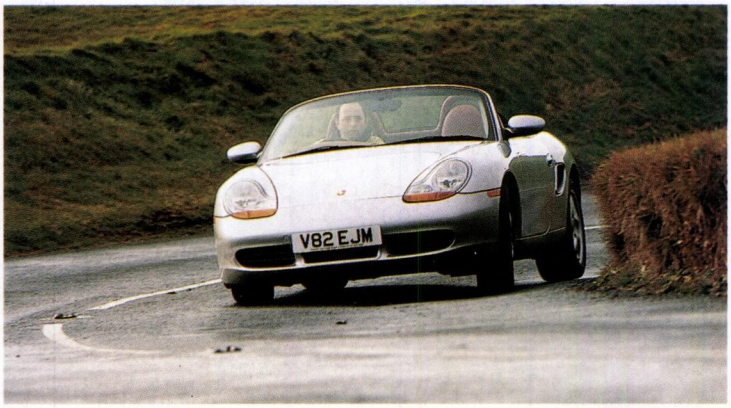
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Boxster chassis transformed by suspension revisions. Understeer all but dialled out

the biggest clues to the true identity of the Boxster S but that, in fact, is exactly as it should be. You may not have liked what you saw but there was never any lack of showiness about the Boxster.

What it needed was more go and, that, emphatically, is what it has received. At last, the Boxster has become a fast car. While the old 2.5-litre version would not look at 140mph, the S will top 160mph and if this is not important you, the fact that it will reach 60mph in about 5.6sec instead of 6.5sec should be. These figures may sound academic but, from within, they are anything but. It's the difference between a strong surge and a kick in the back; a pleasing experience and a genuine thrill. The six gears count too, not because you need them – no car weighing just 1270kgs and possessing 221lb ft of torque at 4500rpm needs six gears – but because they contribute to the sense of occasion, to the suggestion that today is going to be different, different in a way you and I expect from a Porsche.

And, of course, there's 252bhp, a considerable rise from the 204bhp of old. That's more power than 911s had in the early '90s. This is promising.

Yet its static qualities continue to disappoint. Despite the car's considerable size (a last generation 911 looks tiny next to it) there is still a miserable amount of room inside. A six footer will need all the rearward travel and rake the seat provides and if you're taller, tough; you're going to be uncomfortable. I am just a little less than 6ft 4in and this could be the best car in the world and I the richest man in it and for this reason alone I'd no sooner buy one than vote Green.

"The steering feels sharper, more ready to react than the standard Boxster"

Still, proper Porsches have never been about sitting still and you don't need to travel far or fast in the Boxster S to see the dark clouds starting to race away. Even on city streets you notice the steering feels sharper, the car more ready to react to the helm despite the fact that it is inevitably a touch heavier than a standard Boxster. It's down to the revised suspension, particularly stronger bushing control and it suggests from the very start that this is a tighter, more agile Boxster.

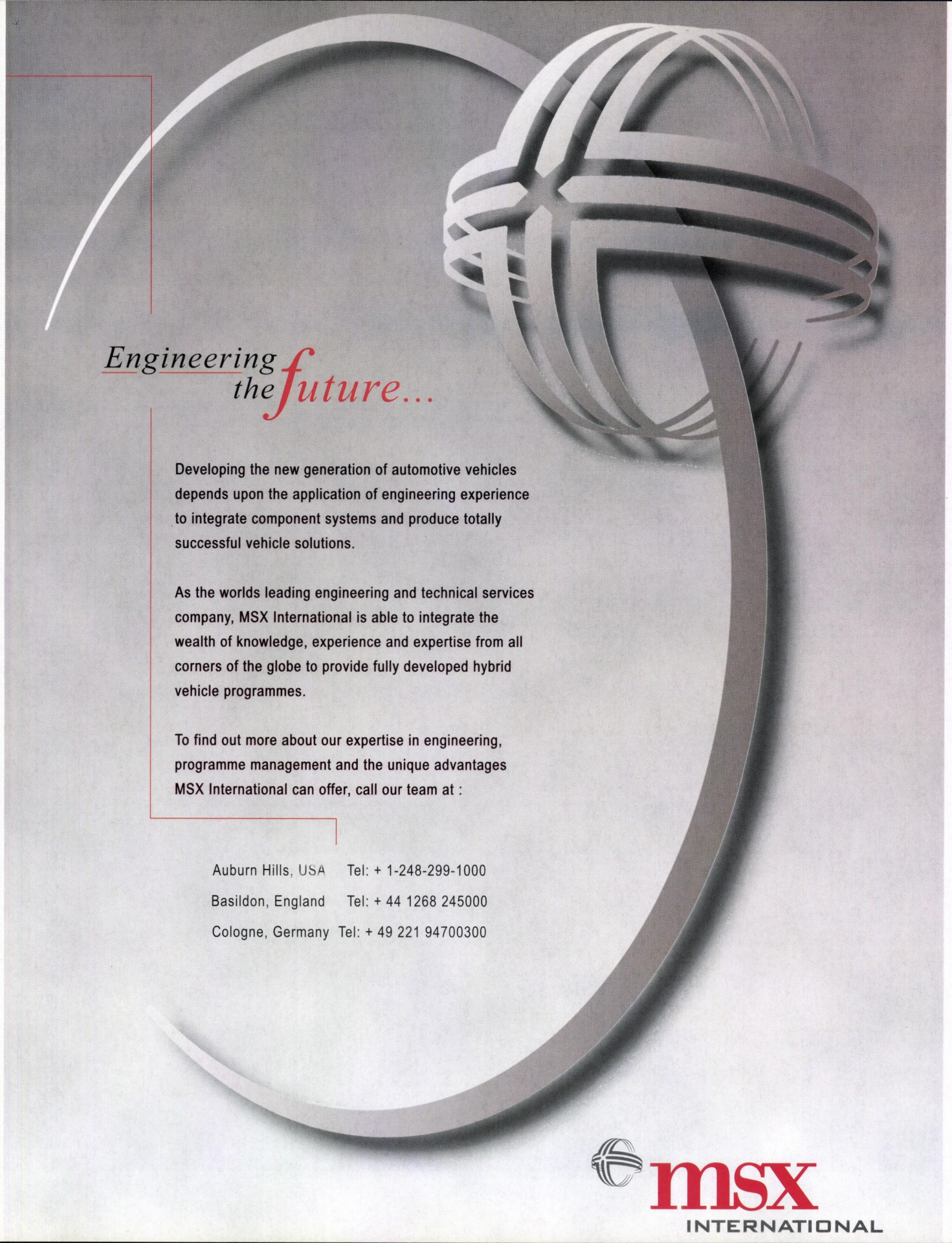
Yet it's still civilised. Despite firmer springs, dampers and roll-bars, the Boxster S rides with considerable grace while the enlarged, water-cooled flat six gently whirrs away with just enough conviction for you to know Porsche spent a lot of time trying to replicate the sound of the old, air-cooled motor. And, by and large, it's a job well done.

The car works well in other ways too. I drove it in often sub-zero temperatures with the hood down, not because I am a masochistic die-hard but because so good is the heating and so well managed is the airflow over the cockpit that with the wind deflector behind you and a hat on your head, it was simply the best way to travel. The hood works as well as you'd hope and, save a slight whistle from the driver's door at 90mph, it will take you down the motorway not only in comfort but also something approaching refinement, indeed an unusual achievement for a soft-top car.

It is also staggeringly rigid. Leave the motorway and take the cross-country route and several things occur about this car, almost all at once. First, Porsche engineers seem to have banished ➳







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what we once called scuttle-shake to the history books. If this car lacks the torsional strength of a car with a metal roof, you'll be reminded of it so rarely it is simply no longer an issue.

Next, you notice this Boxster not only possesses a turn of speed quite out of keeping with its push-me-pull-you looks but it also sounds superb. Purists will note a certain contrived note in the yowl emanating from the engine bay but they said as much of the Honda NSX a decade ago and that never stopped Japan's only supercar sounding better than anything else on the road at the time.

So quick and sonorous is this car that you often find yourself a gear lower than ideal just to hear more of it and get in one more gearchange as you race up the swift, accurate but ever so slightly notchy 'box.

And the good news is that the best, emphatically, is yet to come. It surprises me to say it but the Boxster S is the best handling Porsche you can buy. Naturally its handling has been improved over the stock Boxster but, as the miles flow under the car you realise it is wildly more fun than a standard new 911 and a sight more predictable on the public road than a GT3. On a race track, the tables would be turned in Porsche's current flagship's favour but, for now and on the road, the Boxster S's handling is Stuttgart's best.

"It surprises me but this Boxster is the best handling Porsche you can buy"

The reason is simple. The suspension modification has been aimed not simply at firming up the Boxster but also eliminating almost all the understeer inherent in the standard car. Driving it in the truly treacherous conditions that coincided with our time in the car it was joyous, its ever-brilliant Pirelli P-Zero tyres biting through the damp, salt and grime to claim an unquestioned purchase on the road when required; and when you felt in need of a frisson of excitement, they would allow the Boxster S to be driven on the throttle in a way entirely alien to the car on which it is based. If there is any danger at all in its chassis it is that, after a while, it starts to suggest it will let you get away with anything. Maybe it will; on public roads I felt disinclined to put it to test.

All I can tell you is that I pushed it harder in such conditions than any other mid-engined car I can recall simply because it was safe, easy and fun to do so.

If there's a problem in all this, it is that all this extra ability – and believe me, the car is transformed – is not cheap. The Boxster S costs £42,161. If you want a cheaper option, the standard Boxster now benefits from a 220bhp, 2.7-litre engine and great things are said of it. £34,232 will secure.

For me, however, the Boxster S is the one. It has been some years since I was so encouraged by a Porsche. While the GT3 is thrilling and showed the company had not, as some had suspected, become lily-livered, so it is also built in tiny quantities and sold for vast money. The S is not cheap but it is a mainstream Porsche model and more indicative of the way the company is really moving than the GT3 ever could be. I remain disappointed by its appearance and its cramped cabin but, in every other respects this is a fine car which, in its handling balance, truly touches on brilliance. It is, in short, a proper Porsche. Thank heaven for that. M

SPECIFICATIONS

Porsche Boxster S

ENGINE

Type	6 cyls horizontally opposed
Capacity	3179cc
Bore/stroke	93.0 x 78.0mm
Comp ratio	11.0:1
Fuelling	Bosch Motronic management
Max power	252bhp at 6250rpm
Max torque	225lb ft at 4500rpm
Specific output	79bhp/litre
Power/weight	195bhp/tonne
Transmission	6-speed manual

BRAKES

Brakes (f)	318mm discs
Brakes (r)	299mm discs
Wheels	17in alloy

DIMENSIONS

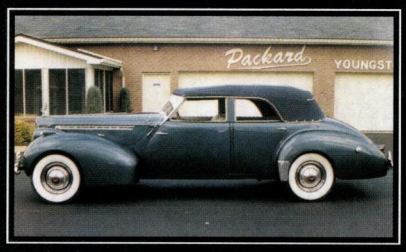
Length	166.9in
Width	75.9in
Height	50.8in
Wheelbase	95.0in
Track (f/r)	57.9in
Kerb weight	2900lb

ESTIMATED PERFORMANCE

0-60mph	5.6 sec
Top speed	162mph

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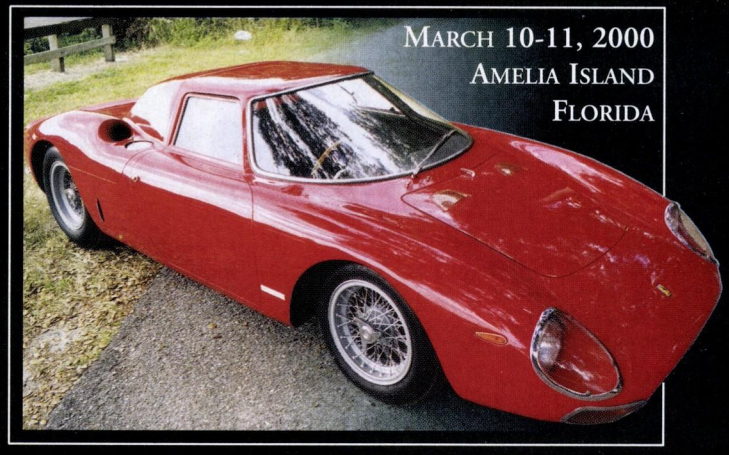
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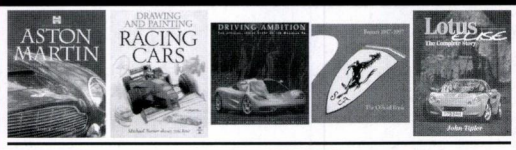
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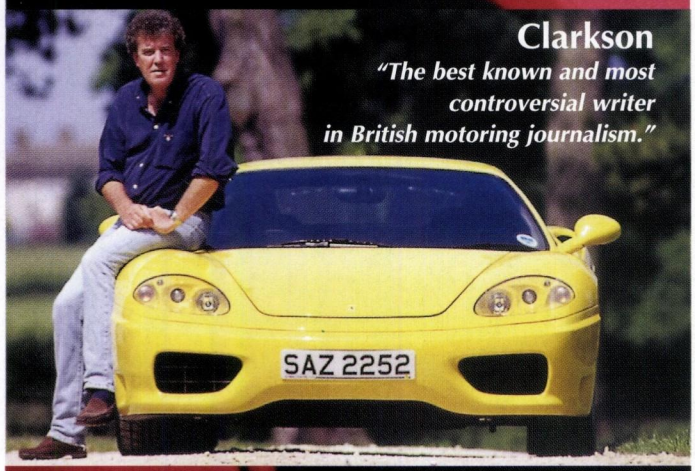
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MOUNTAIN INDIGNATION

WITH ITS VENERABLE HISTORY, THE AUSTRIAN RALLY SEEMED A PRESTIGE EVENT WORTHY OF THE NEW WORLD RALLY CHAMPIONSHIP. BUT IN 1973 ACCUSATIONS OF CHICANERY, DECEIT AND INEFFICIENCY KILLED IT OVERNIGHT. JOHN DAVENPORT SPILLS THE ALPINE DIRT

It was a beautiful autumn day in 1993. The sun shone on the steely blue waters of the Lunzer See and, in the restaurant overlooking the lake, the most curious wake was just getting under way. Conspicuous by their absence were the key characters in the demise of the departed, but, as you will see, this was hardly surprising.

The occasion was the twentieth anniversary of the last Austrian Alpine Rally to be held. And the location was just a stone's throw from the places where the sensational events had occurred which led to the disappearance of the event that had every right to be called the world's oldest rally.

The very first Internationale Alpenfahrt (International Alpine Rally) was run by the Austrian Automobile Club between June 26th and 29th, 1910. It was not the first motor rally by any means but, one year before the Monte Carlo Rally staked its claim to continuity and fame, the Austrians laid the basis for an annual Alpine Rally. The original was run up until 1914 when it became almost the last motorsport event before the outbreak of World War One. After the war, the Alpine Rally became a joint effort between the Alpine Nations with France, Switzerland, Italy, Austria and Germany organising it in turn. This rota provided some excellent events, and some niggling disputes.

After WWII, France created the Coupe des Alpes, a Gallic homage to the original event which soon developed a character all of its own. This only lasted until 1971 when money and tolerance finally ran out. However, the Austrians had also revived their Alpenfahrt and in the '60s this became a popular event, especially after Paddy Hopkirk won in an Austin Healey in 1964. Bengt Soderstrom won in Austria in his Ford Escort TC debut in 1968 just ahead of a young lunatic called Hannu Mikkola in a flying Lancia Fulvia. The next year Mikkola was back with a Ford contract, winning first Austria and then the 1000 Lakes.

The similarity between those two events was quite large. The Austrian roads were more mountainous, but had a similar hard gravel surface to the Finnish roads and plenty of swoops and jumps as well. But whereas the 1000 Lakes had decided – after the marathon event of 1970 at least – that it was going to be a straight special stage event, the Alpenfahrt was still a bit old fashioned. It had difficult road sections with special stages mixed in and required a crew that was as much on the ball away from the stages as on them.

But in other respects it was very up to date. By 1973 it had an excellent Tulip-based road book, with accurate mileages. It was so well thought of and supported that it was a natural choice for the debut of the World Rally Championship in 1973. But there were always a few anomalies to catch one out, which brings us to that last event.

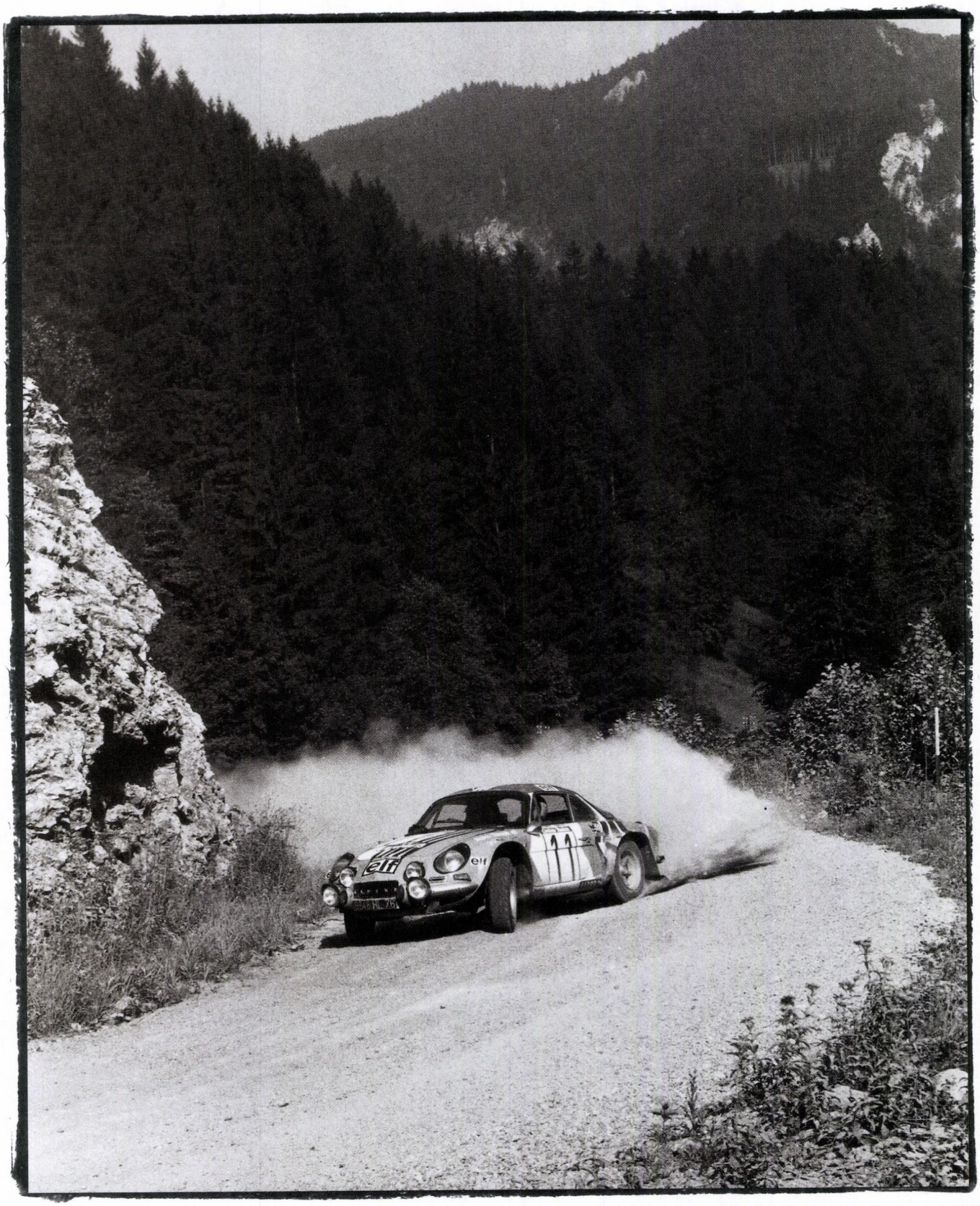
The main contenders for the new World Championship title were Alpine Renault. With their A110 they had already won Monte Carlo, Portugal, Morocco and Acropolis. Their opposition came principally from BMW with the 2002 TIi and Fiat with the 124 Abarth Spyder. Of the two BMW drivers, Achim Warmbold was faster than Bjorn Waldegaard. Achim knew the roads intimately and it didn't hurt to have Jean Todt as his co-driver. Between them, they pulled out a nice lead, hotly pursued by Per Eklund's Saab and a brace of Alpines driven by Jean-Pierre Nicolas and Bernard Darniche.

The weak point of the BMW was the rear suspension – in particular the lower trailing wishbone. Warmbold had damaged it once and now with just nine of the 31 stages left, he did it again, just before a 20-minute liaison section leading to a place called Lunz. The official route lay on small roads in the hills but it was feasible – if not strictly permissible – to come straight down the main road to Lunz in about six or seven minutes. This gave them almost ten minutes to weld up the wishbone. Despite the shortcut, it should have been no trouble whatsoever for the BMW to come into the next time control from the correct direction. Except, that is, for Erich Spatt.

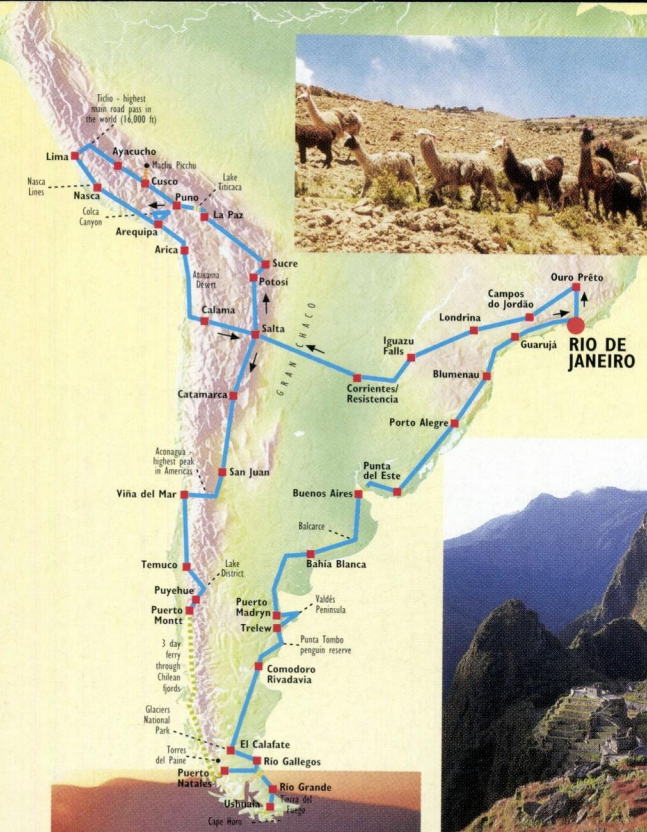
Herr Spatt was the official in charge of Zeitkontrolle Zwei-und-Funfzig. He had decided that instead of situating it just up the little road that was the start of the next tight road section, he would have it out on the tarmac road facing the direction of the official route. ➳



Todt, left, and Warmbold headed BMW's hopes on the fateful rally

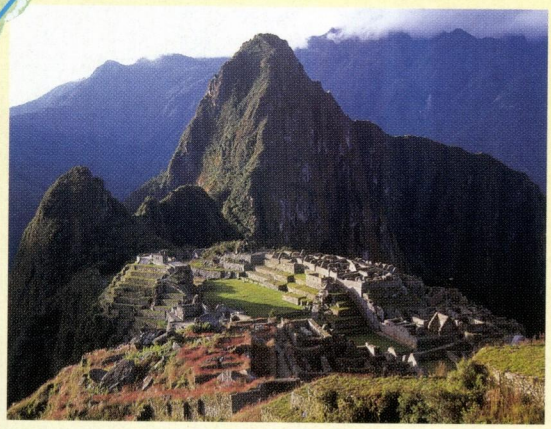


With four major victories already under its belt, the compact little Alpine-Renault was a title favourite when the new World Rally Championship began in 1973



THE INCA TRAIL

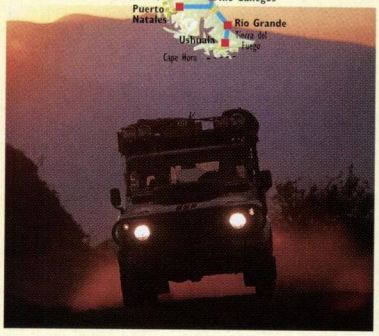
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Photos: Mike Johnson/John Brown/South American Pictures. Some photos illustrating The Inca Trail are taken from other HERO rallies.

Thus, instead of being able to turn into the little road and find the time control where the road book had it located, the BMW crew found they were coming in from the 'wrong' direction. Our good Erich duly reported them for that misdemeanour.

But the section ZK 52 to ZK 53 was not finished with its surprises. At Schadwald there were two ways to go – one of them through a timber yard where some of the drivers on recce at night had encountered a farmer who objected to losing his sleep and was prepared to retain it with the help of a 12-bore. When tackled about the correct route, the organisers issued a fateful bulletin that said there was no passage control and crews could choose their own way at that point in the road book. Alpine Renault, however, insisted that a final amendment had been issued emphasising that the longer route was the correct one; the Saab team at least seemed to agree with them.

Acquaintances of the farmer and proponents of the short route were Warmbold, Hakan Lindberg in the Fiat and Toyota's Ove Andersson. Lindberg was first and he discovered that the very end of the shortcut was partially blocked by a Citroën GS. After a couple of shuffles, he managed to squeeze the Fiat past with damage to both cars. Next up was Warmbold, still hot under the collar from the 'wrong approach' incident just five minutes earlier. For him, the Citroën was completely across the road with its doors locked. He and Todt could



Alpine manager Jacques Cheinisse: both motive and opportunity...

do little on their own, but when Andersson arrived, they rolled the car out of the way. All three cars were penalised at the next control while the Alpines and Saabs, passing by the other route, were not.

At the finish, there was more brown stuff flying around than at a muck-spreader's convention. Warmbold was excluded for failing to follow the correct route up to Herr Spatt at ZK 52, which may have been quite correct, but for which they lacked complete proof. And then it transpired that the infamous Citroën was hired to a French journalist called Christian Vella, who was working for *L'Equipe*.

Vella said that it had been stolen from outside his hotel, and it was later found at Vienna airport, severely dented and with the keys in the ignition. However, Warmbold and Lindberg swore that they had seen Vella *and*, more seriously still, the Alpine-Renault team manager, Jacques Cheinisse, lurking in the bushes near the Citroën.

From the organiser's point of view, it appeared as if the Alpine-Renault team had deliberately blocked the end of the shortcut, forcing other competitors into an unwarranted delay. The effects of the action would certainly have been less severe – and much fairer – if they had blocked it where the routes diverged rather than at the end.

The rather sanctimonious Alpine defence was (a) that they were nothing to do with it and (b) that, if they happened to be guilty, they were just making sure that drivers followed the organiser's wishes.



The Austrian fiasco never actually threatened Alpine's debut title

The initial decision of the organisers and their stewards was to scrub the section, but to maintain the exclusion of Warmbold. In retrospect, this was probably the right decision but it did have the effect of sanitising the failings. Naturally, BMW appealed and the CSI re-instated Warmbold in January 1974. In so doing, they perforce criticised the organisers for failing to place the control in the right place. The result did not affect the Championship, which Alpine Renault won with 147 points to Fiat's 83, but the farce sounded the death knell for the event itself, and BMW soon turned their back on rallying for good.

So we had a lot to mourn on that September day 20 years later. After lunch, we visited the stage where Warmbold hit the rock, the garage where the BMW was repaired, the junction where Herr Spatt had ruled supreme, and finally climbed the mountain to the infamous short cut.

The Austrian Alpine Rally would probably have followed other major events such as the Liège-Sofia-Liège and the Coupe des Alpes into obscurity thanks to the pressures on all such events in Europe but I am sure that it would have taken a lot longer. Indeed, it might have survived by evolving into a pure stage rally along the lines of the RAC Rally or the 1000 Lakes. Certainly its roads were brilliant for rallying and the setting amid the mountains and lakes almost unrivalled. It deserved a wake. M



Warmbold and Todt were reinstated, but it was BMW's last season



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MONTLHÉRY

JUST OUTSIDE PARIS LIES A CONCRETE SPEED BOWL WHICH HAS BEEN IN USE SINCE 1924. MATTHEW FRANEY COMPARES MONTLHÉRY'S DRAMATIC PAST WITH ITS WORKADAY PRESENT

photography by Andrew Yeadon

It was what the French call *"Un été de la Saint-Martin"* – an Indian Summer. Across continental Europe the weather had been hot, oppressive. During our night-time run into France from the east – Cologne via Luxembourg, then Reims and Paris – the air had crackled with expectancy, flurries of lightning bursting on the horizon of the rolling plains in the north.

By the morning the clouds had cleared but the heat remained as we cruised the final few miles south of Paris. There, nestled on a hill above two quintessentially French villages was our destination, the *Autodrome de Linas-Montlhéry* – for a brief but glorious inter-war period the focal point of the country's motor racing industry.

You're hard pushed to find the circuit today; harder still to gain entry. A few small signs point the way from the village of Linas up the short climb to the track gates but, unless you have good reason, this is probably as far as you will get. From the wrong side of the fence you will see the great brooding superstructure that supports the East Banking, to the left the rear of the enormous grandstand that once ran the length of the start-finish straight.

At the gate you will find the reason for the lack of *bienvenue*. For the last 50 years the Montlhéry circuit has been run by UTAC – France's version of Britain's motoring research facility, MIRA. Today, well over 90 per cent of its day-to-day usage is thanks to the French car industry and military. Unexpected tourists are most certainly not welcome, and only after surrendering our passports at the gate could we make our way inside and start our tour of this Gallic Brooklands.

I had been concerned that Montlhéry's transition into a testing site would mean that our objectives – nostalgia, evocative locations, photo-friendly scenery – might be in short supply. Photographer Andrew Yeadon snorted in a derisory way when I voiced my worries. "The French," he declared, "never pull anything down. They just build around it". He was right.

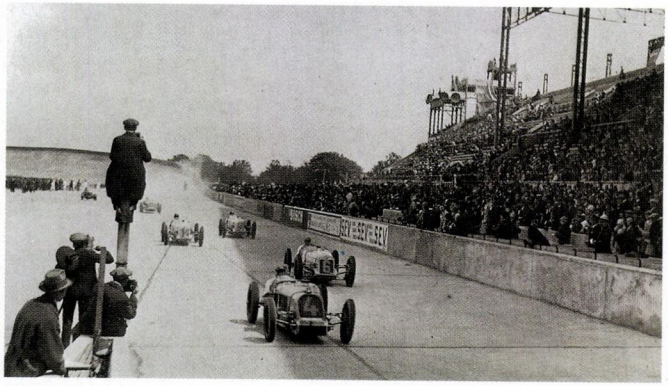
All across the circuit there are reminders of the autodrome's ➳



Flag falls on 1936 GP as Montlhéry pitlane swarms with fans



Sixty years after Montlhéry lost its Grand Prix status the paddock stands empty. However tatty kiosk shows that much still survives



Ludvigsen Library

Divo's Talbot heads into the road section, briefly leading the 1927 ACF GP

past – from the steep, sweeping banking to the pitlane buildings that could only have been built for a French race track. Perimeter walls that lined the circuit from the day it was built in 1924 stand untouched three-quarters of a century later. Position yourself equidistant between the banking and before your eyes is a 360 degree panorama. Close them and, in the silence, it is easy to imagine how it would have been in its heyday.

That heyday came in the decade after its construction. Between 1925 and 1937, Montlhéry was the unofficial home of the French Grand Prix, losing out on only a handful of occasions to the likes of Miramas and Reims. In that period French motor racing enthusiasts were treated to a series of world firsts that earned the circuit a place in history. They were also witness to events that left the racing world reeling and then, without even realising it, consigned the venue to play out its days as a bit part actor on the world stage.

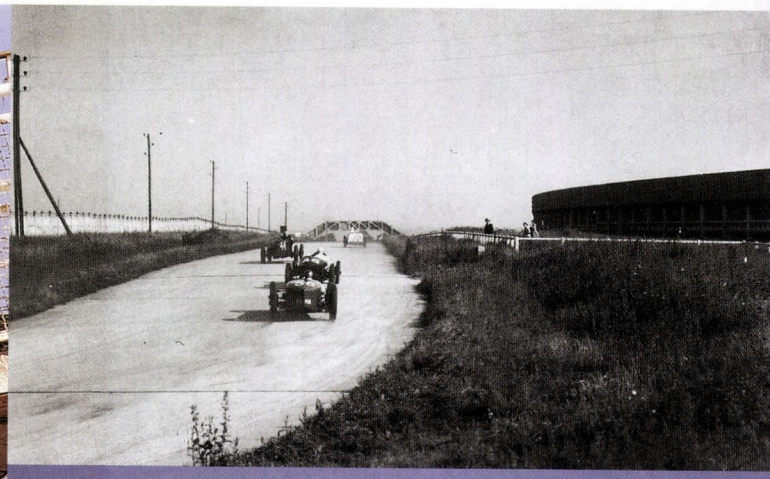
Montlhéry's existence is thanks to one man, Alexandre Lamblin. A wealthy industrialist who built cars and aircraft radiators, he was also a motorsport fanatic. Keen to establish the region south of Paris at the forefront of the motor industry, he bought a plot of land on the Saint-Eutrope plain and commissioned an engineer, Raymond Jamin, to create him an autodrome. The result of six months hard work, 1000 tons of steel, 2000 labourers and 8000 cubic metres of concrete was a 2.5km banked oval that would allow cars of the time to circulate at speeds approaching 130mph.

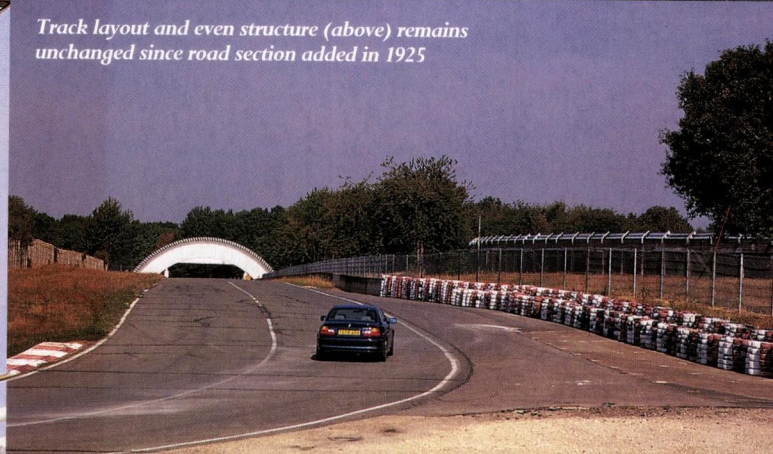
While the circuit was soon the object of great attention from drivers attempting speed records, work continued apace on the amalgamation of a long, twisting road circuit that would allow the track to host racing proper. The extention was completed in time to allow Montlhéry to host the French Grand Prix of 1925, the first time that the race took place in the confines of a specially constructed circuit. It was not an auspicious start.

The 19th Grand Prix de l'ACF was held in late July, but in conditions very different to those of our visit. Dark clouds raced overhead, whipped along by a wind that buffeted the 30,000 strong crowd. They had come in anticipation of a master class, for heading the field was the great Antonio Ascari. On paper Ascari would face stiff competition from his team-mate Giuseppe Campari, and the Delages driven by Robert Benoist and Louis Wagner, but in reality the Italian was in unstoppable form. Driving the formidable Alfa Romeo P2, Ascari had trounced the opposition in the previous Belgian GP at Spa. So far ahead of the game were the Italians – and so frustrated were the Belgian fans by their ➳

"They had come in anticipation of a master class, for heading the field was the great Antonio Ascari"







Track layout and even structure (above) remains unchanged since road section added in 1925



Bankings are complete, and offer tough testing ground for modern machinery, as well as atmospheric setting for L'Age d'Or retro meeting

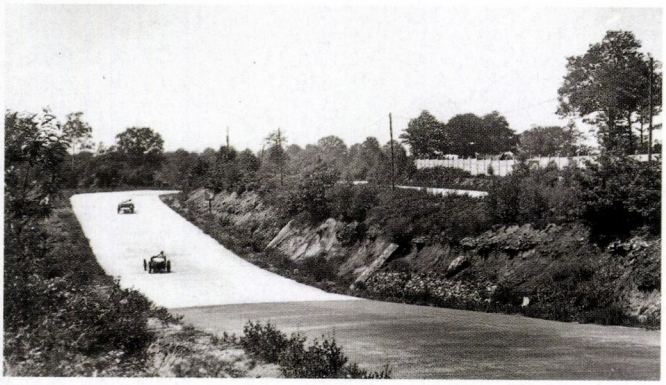
Autodrome built with sophisticated concrete construction which has endured well for 76 years

superiority – the P2's designer Vittorio Jano had even mocked the crowd by organising a mid-race picnic at a table in the pitlane.

If Ascari was expecting to walk to an easy victory in France, he wasn't taking anything for granted. His competition record outside Italy was poor – a litany of bad luck and mechanical failure – and while he approached this season of world championship races with great zeal, he had not been thrilled by what he saw on a preliminary spring visit to Montlhéry.

"This circuit presents difficulties and hazards that are useful to neither men nor machines," he stated. "Along only two stretches and up on that splendid banked section can you do anything approaching full speed. For the remainder of the track, you must slow down and be very careful you don't go off the track." His words were to be painfully prophetic.

The flag dropped early on race day, the drivers beginning their marathon exertions at 8am. Ahead lay many hours of energy sapping driving around g-force inducing banking, through tight hairpins and crests that sent the cars airborne. At 620 miles this was to be the longest one-day race yet held. Ascari began as he had finished in Belgium; streaking into a lead which, even after just 10 laps, seemed unassailable.



1931 brought France's revenge when Varzi won the GP in Bugatti Type 51

"Montlhéry's first Grand Prix had cost the life of the world's finest driver"

After about two hours of running, he pulled off the banking for a routine pitstop. His lead was so great, said his crew, he could ease right back and protect his car. Whether or not he slowed down is a matter of some debate, for although his lap times dropped off, it had begun to rain. On lap 23 the Alfa team became anxious. The Italian had failed to return. Racing back towards the banked section, Ascari had misjudged the conditions through an almost flat-out left-hander. Dropping a left wheel off the road at the apex, the Alfa made contact with a series of posts used to line the edge of the track. Sliding and then somersaulting along the track, the car flung its helpless driver out before cruelly crushing him. He died in the ambulance on the way to hospital.

Alfa subsequently withdrew from the race, leaving Benoist to win his home Grand Prix. At the muted post-race ceremony the Frenchman drove his Delage to the site of Ascari's demise and gently laid his victory wreath beside the track. Montlhéry's first Grand Prix had cost the life of the world's finest driver.

It was two years before Montlhéry hosted the Grand Prix again, an event notable both for the domination of the Delages and the shock absence of the Bugattis which were withdrawn at the last minute when Ettore Bugatti realised the chasm in performance

Geoffrey Goddard Collection

between the two marques. A few years later, 1931, he would get his revenge when Achille Varzi and Louis Chiron's Type 51 took the 10-hour race ahead of Campari's 8C Monza Alfa.

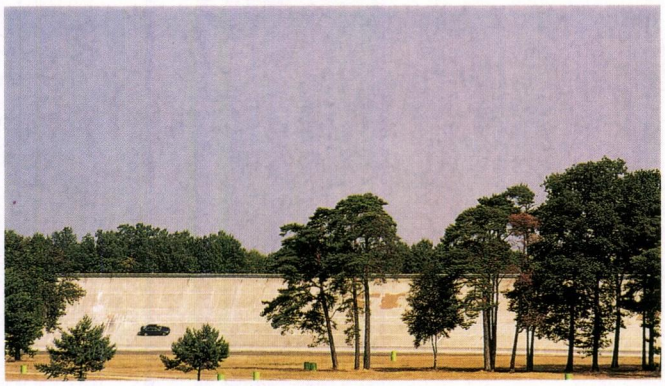
Throughout that race the drivers complained vociferously about the bumpiness of the track, for the summer heat had forced the concrete sections along the startline to expand. Seventy years later it's easy to understand their apprehension, for even in MOTOR SPORT's superb handling BMW 328Ci the reverberations from the car as you sweep off the banking and past the grandstand are considerable. At speeds of 130mph and more, the drivers were literally bounced out of their seats.

Little had changed two years later when Giuseppe Campari held off the close attentions of Philippe Etancelin. Again the circuit earned a reputation as a car-breaker, although the presence of five Alfas in the top six was a fascinating clue to the outcome of the 1934 race – a race that saw the first ever appearance of the mighty Silver Arrows outside Germany.

Both Auto Union and Mercedes-Benz took the event particularly seriously, practising intently before the race weekend. However, outright speed had proved itself to rarely be enough to win Grands Prix at Montlhéry, and so it was again. Undoubtedly fast, the streamlined racers could not withstand the punishment of the early laps. One by one they dropped by the wayside, leaving Louis Chiron's Tipo B Alfa to claim an unexpected victory.

By 1935, however, things were very different. A season's development work meant the German machines were now fast *and*

"At speeds of 130mph or more the drivers were literally bounced out of their seats"



Angle of banking steeper than Brooklands; more than one car went over

bombproof. Not even a virtuoso performance from Tazio Nuvolari could prevent the inevitable, and when his ageing Alfa eventually retired, the door was left open for Rudolf Caracciola to lead home a Mercedes procession. It was the beginning of the end for Montlhéry as a Grand Prix venue.

The race continued there for the next two seasons, but in a fit of rather Gallic pique, the organisers chose to ignore the presence of the German teams altogether and run the event for sportscars instead. The move proved universally unpopular, although at least they were guaranteed a French winner... So while all around Europe race fans flocked to hear the whining of the supercharged Silver Arrows, at Montlhéry they were treated to the sight of Bugattis, Talbots and Delahayes driven by ageing racers or local hotshoes. In 1938 the circuit was stripped of the right ➠



1934, and a momentary check for the German teams: Chiron's Tipo B Alfa Romeo withstood the banking's pounding, the silver cars succumbed

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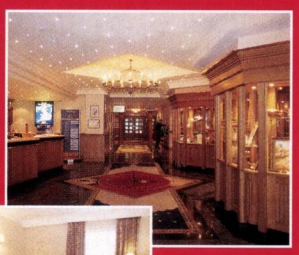
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"The tragedy cast a shadow over Montlhéry's suitability for championship racing"

to host the French Grand Prix. It would never hold it again.

After the war, racing returned to Montlhéry, although never in quite the same fashion as in the 1930s. In the late 1950s and early '60s it held a string of important sportscar races such as the Paris 1000Km. Great names of the period took part in those events, the Rodriguez brothers earning Ferrari victories in 1961 and '62. By 1964 the field had grown even stronger with Graham Hill, Jo Bonnier, Jackie Stewart, Chris Amon, Edgar Barth and many others making an appearance. Once again, however, tragedy would strike the circuit, this time with the most serious consequences.

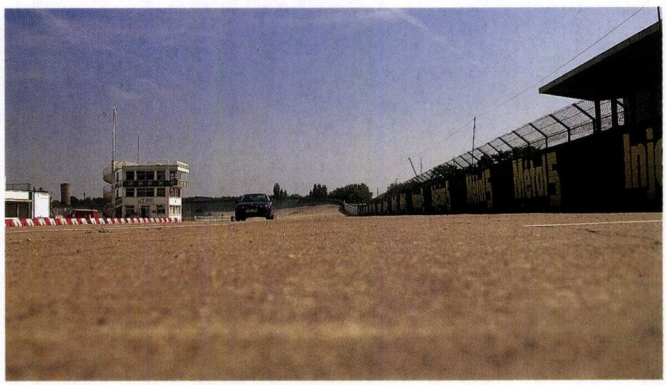
Halfway into that 1964 race, torrential rains arrived, leaving the banking in a treacherous state. Several cars had already crashed out when Peter Lindner lost control of his Jaguar E-type and careered into the open pitlane at unabated speed. There, waiting to pull away was the Abarth of Franco Patria. In the collision both drivers and three race officials lost their lives.

The tragedy cast a heavy shadow over Montlhéry's suitability as a venue for championship races, and while events did continue there until the early 1970s, it was never at the same level. For David Piper, winner of the main sportscar race there with Mike Parkes in 1966, it was a great shame.

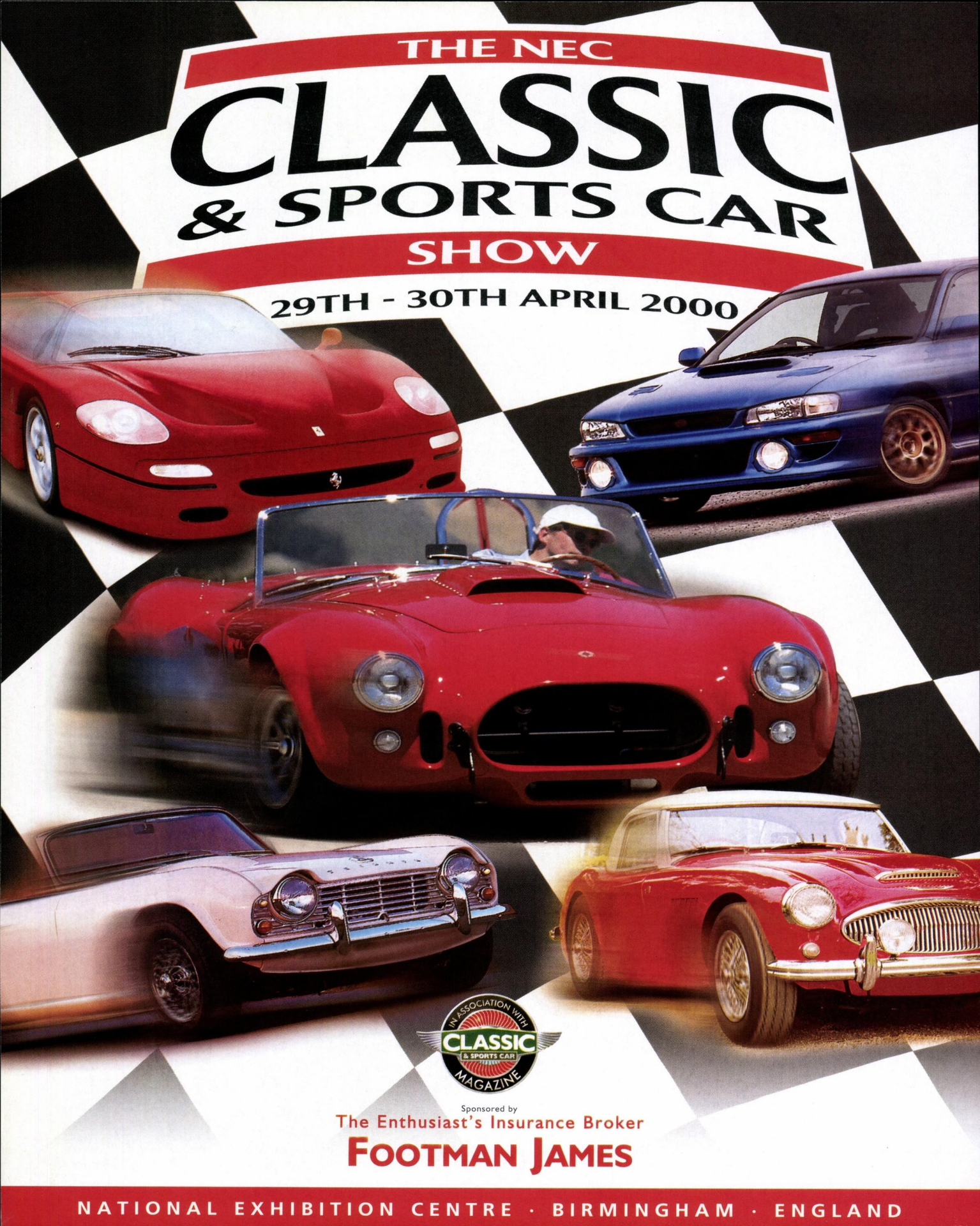
"We all used to look forward to Montlhéry," he remembers. "We were treated remarkably well by our hosts and, of course, racing there was always worthwhile – we used to get starting and prize money. From the beginning there was a good atmosphere. I can remember Duncan Hamilton driving over from England in his D-type and just parking it up at the hotel overnight before the race.

"But it was a dangerous place. I saw cars going over the top of the banking and it was terribly bumpy – a bit like Monza when we used to do the Supercortemaggiore race on both bankings. Because of the angle of Montlhéry's oval, much steeper than Brooklands, and the condition of the track, the cars used to get one hell of a hammering. The load on the suspension meant you were on the bump stops. We never raced on the full-length circuit because the FIA wouldn't certify it but even so the road course section was still demanding. There were quite a few jumps and off-camber turns, rather like a mini-Nürburgring. Today, of course, it is a shadow of its former self, which is a great shame."

Racing has since returned to Montlhéry, the 1990s seeing the brief resurrection of the Paris 1000Km for an international GT race and a series of historic and vintage racing events. The future, however, is uncertain. With the banking so useful for daily testing, but a complete anachronism when it comes to modern racing, it seems as if Montlhéry's glory days are very much in the past. M



Racing is still possible at Montlhéry, but is unlikely to be the track's future


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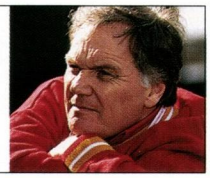


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Engineering



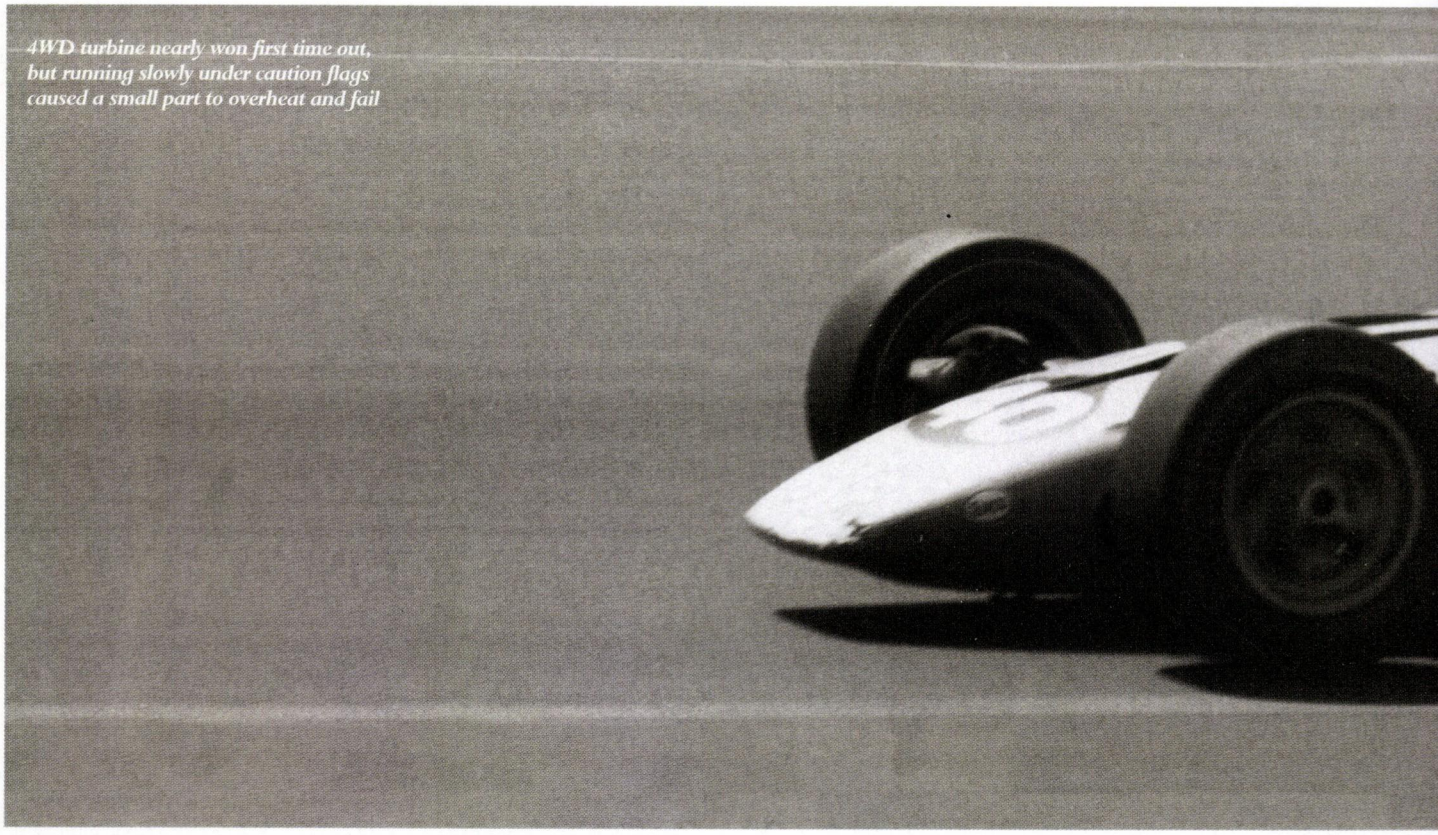
ASK ME TO NAME A CAR I'D LIKE TO HAVE BEEN INVOLVED with, and I'd go for one which was almost before my time – the STP Paxton Gas Turbine car which ran at Indianapolis in 1967. Parnelli Jones would have won in it – it led for most of the race until a few laps from the end when a small bearing failed.

It was a very interesting car which only appeared once, in that race. I believe it was designed by someone called Ken Wallis whom I never heard of again – I don't know what he did after that. Its design was unusual in that it had a central backbone chassis with a cruciform front and rear part going round differentials at the front and at the rear for the Harry Ferguson FF four-wheel-drive system. The gas-turbine engine was on the left side of the backbone with the driver in a pod on the other side, and there was a bulky but minimalist body which covered all the mechanical elements.

I liked it because it didn't follow convention, it took a different route and they got it right. But for that bearing it would have won. The layout of the car was completely different, yet they managed to make a success of it.

The following year STP commissioned Lotus to do a turbine car, and Chapman produced a much more conventional design, the 56, with the turbine behind the driver in the conventional mid-mounted position. It was revised for Formula One, too, as the 56B which Fittipaldi raced in 1971, though he wasn't very keen because it was a heavy old beast and wasn't really that competitive. But I liked the first one because it was the path-finder; it was very bold at that time to choose a turbine, four-wheel-drive and that unusual layout. Indy suited it perfectly because gas-turbines are best as constant-speed devices, and Indy is closer to steady-speed racing than anywhere else. Of course you could tie a turbine to a CVT (continuously variable transmission) which would keep the engine at a fairly constant speed and let the transmission deal with the variations.

But I think the other thing which probably helped that car is that at that time there was no real equivalence formula between a turbine and a normal piston engine. I think the following year there was some sort of inlet area restrictor on the turbines, but on the car Parnelli Jones drove there was no restriction. I seem to remember a number like 550 shaft horsepower – not necessarily an



4WD turbine nearly won first time out, but running slowly under caution flags caused a small part to overheat and fail

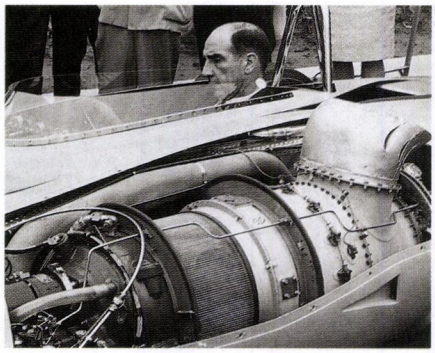
outstanding horsepower level compared to the piston engines it was running against.

By the nature of the centre spine layout you're not going to have a high cross-sectional area, and the longitudinal torsional stiffness depends on that, so it isn't a structure you would choose if you were going to put everything in line. But Wallis could see that the power unit was pretty long, so the whole package would be too long if he put in in line. Once he'd decided to put the engine on one side and the driver on the other, it was logical to hang them each side of a backbone.

I read an article at the time showing how the backbone chassis was at first made of welded stainless steel, but when they heat-treated it it went like a banana; then they got sensible and made it out of rivetted steel and aluminium.

It had almost identical suspension at all four corners – twin wishbones with outboard springs and dampers, and a steering rack and arms at one end and an equivalent tie-rod at the other to lock the steering. I believe it had common hub carriers, hubs and suspension members at each corner too. I suppose they felt that the performance was going to come from the turbine engine and the 4WD, and they wanted to keep the rest of it as simple as possible.

As to cars my designs competed against, I always



LAT

Steel spine separated driver from long Pratt & Whitney turbine; no drawback on Indy circuit

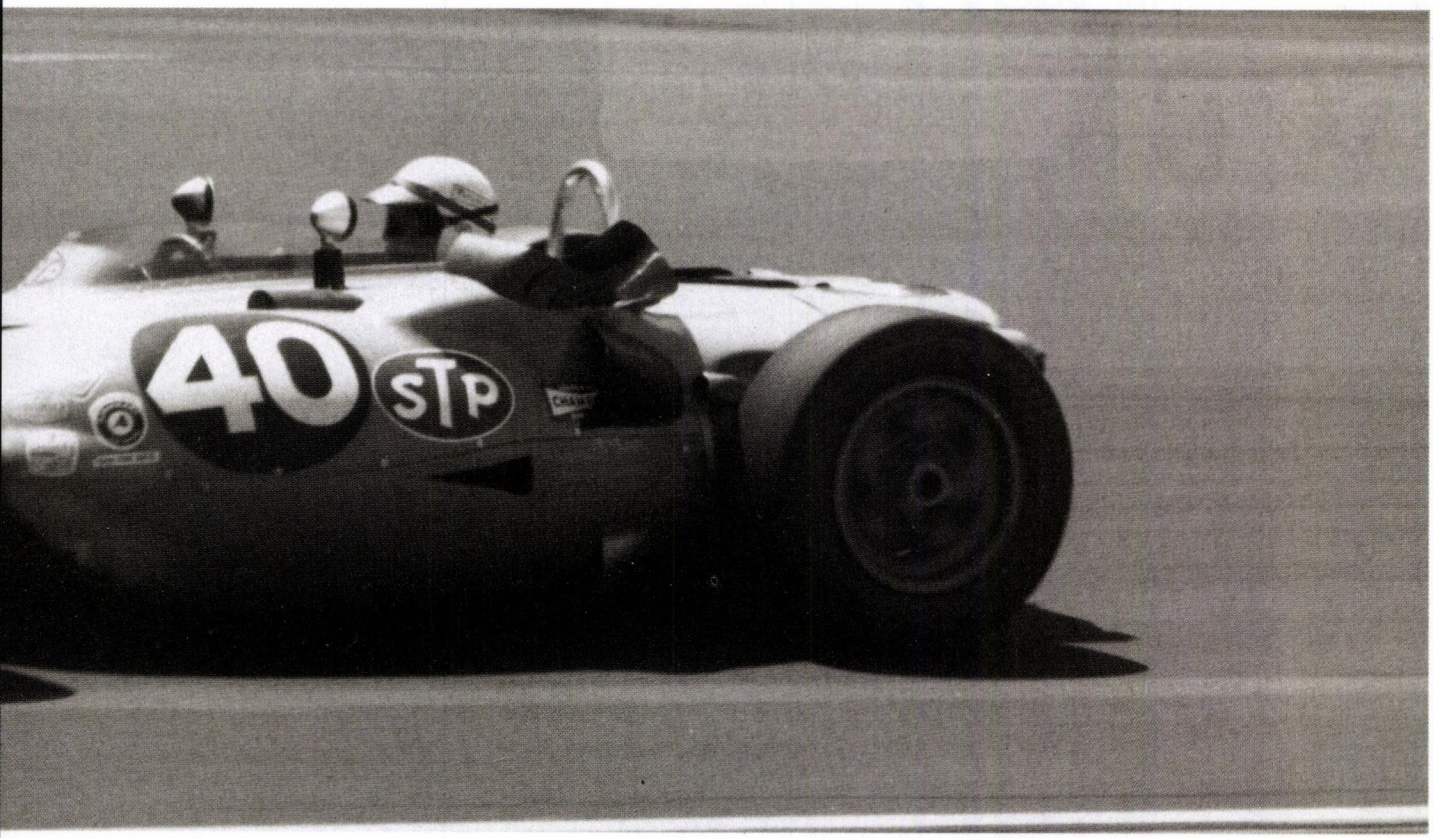
used to think that although Gordon Murray was not necessarily that interested in the deeper, inner engineering of the cars, he always used to produce very elegant, logical designs. Given the engine they had at the time, the BT53 was a very neat, logical car to benefit from the enormous power of the BMW and the fact that it tended to be rather brutal. It was an unusual design that put much more weight over the rear axle than most – very appropriate for the engine's characteristics. A very neat, clever, simple little car. There were a few of Gordon's cars that I used to look at and think they were well thought out.

When I started at Lola, there tended to be a much greater diversity of layouts of racing car, and I was involved in a few which were a bit different in my early days. Mind you, the things that departed most from the standard theme were probably the least successful. Nowadays you have a pretty standard layout so you don't get the opportunity to do anything different.

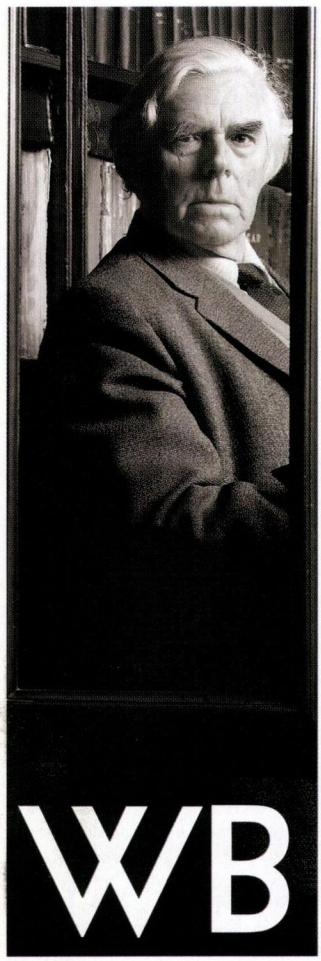
Just before my time they were doing 4WD Indy cars, and I remember Al Unser Snr telling me that his 4WD car had about 1000hp for qualifying, and of course it had no wings on it. He went over some oil and all four wheels lit up – he had wheelspin on all four wheels! Which with no downforce is not surprising with all that power – must have been quite interesting to drive.

But the layout of those 4WD systems was pretty interesting: when I went to Lola we were doing CanAm cars and one or two unusual Indy cars, so there was more variety than now, but by the mid-Seventies the classic layout of driver, fuel tank behind him and engine behind that had become totally established. Now designers have much less opportunity to have a go at challenging layouts and dealing with unusual problems.

Patrick Head was talking to Gordon Cruickshank



Ludvigsen Library



Kaye Don's sad mistake



LAT

Kaye Don, whose illustrious record-breaking and road racing career ended with a death and his imprisonment

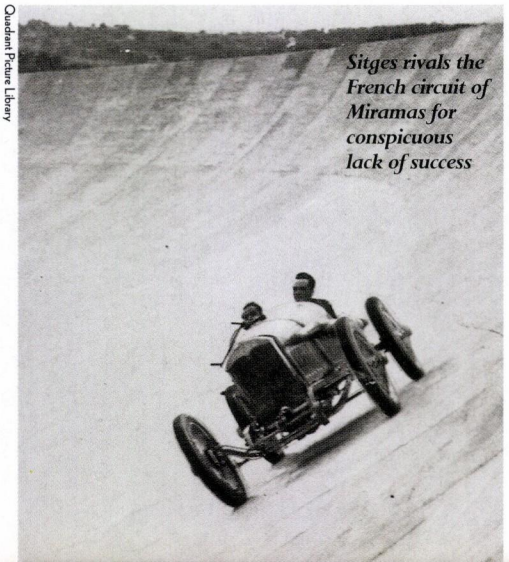
WHAT FOLLOWS IS NOT FOR A MOMENT INTENDED AS A criticism of Kaye Don. I had the greatest admiration for him after seeing him lapping Brooklands and winning races with the red Sunbeams, the 2-litre 'Cub' and the 4-litre V12 'Tiger' and 'Tigress', and taking the absolute lap record to 137.58mph by 1930.

In road racing Don took the first Ulster TT for Lea-Francis in 1928 and had a narrow escape in that event in 1930 when the Alfa Romeo overturned and caught fire. He drove Riley and Alfa Romeo cars at Phoenix Park and for MG in the IoM road races. No one could question Don's skill. He acted sensibly when the giant Wolseley Viper wasn't going to stop after a Brooklands race and he tried for the LSR in 1930 with the twin-engined '4000hp' Sunbeam 'Silver Bullet' and it was not through Don being scared, as some implied, that the record wasn't achieved. Remember, too, that Don held the WSR four times, leaving it at 120.5mph with 'Miss England III' by 1932, and that such boats can be more deadly than cars. The WSR killed Segrave, Cobb and Donald Campbell. When novelist Gilbert Frankau told Segrave he wouldn't care to drive the 231mph 'Golden Arrow' de Hane replied, "It is the boat 'Miss England' that puts the breeze up me," – and in it Segrave lost his life on his final run that broke the record.

But in practice for the 1934 IoM Mannin Moar race, Kaye Don made a sad mistake. Not liking his MG Magnette's brakes, he asked his riding-mechanic Frank Tayler to improve them. Tayler did so, and that evening Don went for a test run, on public roads no longer closed for race practice. To try a racing car's brakes calls for some speed, and the MG collided with a saloon car, Tayler being fatally injured. Kaye Don was charged with manslaughter.

As sports editor of *The Autocar*, Sammy Davis defended Don on the grounds that a racing mechanic knew the risks

The Story of Sitges



Quadrant Picture Library

Sitges rivals the French circuit of Miramas for conspicuous lack of success

OUR PICTURE OF COUNT ZBOROWSKI IN HIS MILLER ON THE banking at Sitges has resulted in a request for more information about this Spanish track. There is not much to tell.

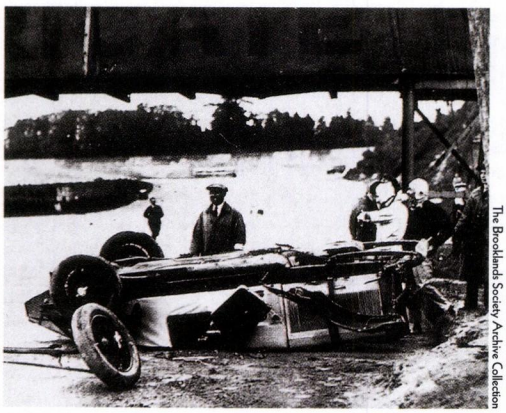
It is clear why the so-called autodrome was built where it was, on the fashionable Spanish coast making it attractive to summer visitors, although it was some 40 miles from Barcelona. The success of Brooklands probably entered into it, for Montlhéry was still being built when the Sitges track was opened in 1923. The promoters advertised the venture as "the most emotional speedway in the world".

I have a book of gravure picture postcards issued to advertise it, many of the photos taken during construction. The lap distance was a mere 1.5 miles and the steep bankings were of an awkward section, making getting off and on them difficult for fast cars. The opening meeting on October 28 1923 was be for 2-litre GP cars. They were lucky to get Albert Divo and Dario Resta in two victorious 1923 GP Sunbeams, only because the STD concern feared greatly the two supercharged Fiats entered for the JCC

of his job and would not blame a driver in acceptable circumstances for a crash involving him, Davis went so far as to say: "...each time we have raced in the IoM there has been unusual unpleasantness. One cannot help feeling very doubtful as to the wisdom of racing there at all".

This comment caused a furore, and *The Autocar* hastened to explain that SCHD was not casting aspersions on the Manx populace, only on those bringing the manslaughter charge. Davis did not return to the subject. But an anonymous IoM correspondent was allowed a full page in which to give a reverse judgement. Don appealed, but was turned down. As the MG was being driven fast in racing trim on a public road, what else could the Judiciary do? Spectators have been injured or killed during races, but they are aware of being present at a dangerous sport.

For instance, two Talbots collided during the 1930 JCC Double-12 race and one was catapulted over the 4ft 6in high railings into the public enclosure, killing a spectator and injuring another, Christopher Hall. The Jury estimated his injuries at £988. The claim passed from the JCC to the BARC, the Track owners; Hall lost but appealed. The appeal was lost too, the Jury, having absolved the drivers of the Talbots, being directed by the Judge that the paying spectator knew he was at a risky event and if the organisers had taken proper precautions to avoid forseeable accidents, negligence did not apply, whether the accident was caused by a cricket ball going into the Pavilion at Lords, an aeroplane at Hendon falling on someone, or, as had happened before, a member of the theatre audience being injured by bullets fired during a stage play.



The Brooklands Society Archive Collection

One of the Talbots after the collision which led to the death of a spectator and a law suit against the BARC

At a horse-race an animal might swerve into the onlookers, at a football or hockey match a ball or player might hit people standing by the touch-line. But if those present could be assumed to have been aware of the risks, and reasonable precautions had been taken to protect them, there was no case to answer. So Hall lost his appeal.

Davis had quoted the case of TASO Mathieson, whose Bugatti used an escape road during the 1933 IoM Mannin Moar race, hit a shop, and seriously injured a lady who was in the escape area. A charge was brought against TASO, but, said Sammy, when Basil Eyston hit a cart in Ireland and a boy lost his life, no such action was taken, although it was on a public road.

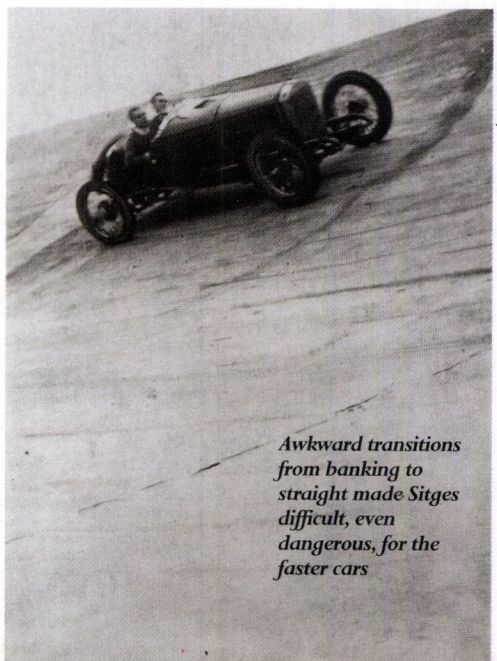
What Davis had overlooked was that Eyston's Bugatti was road-legal, which may have helped his case. Also that so keen were the race organisers they had issued temporary number plates for cars without any, and even local driving licences. The Mathieson case had deeper legal implications; an escape road would need to be covered by the Act enabling public ways to be closed for racing, a mere notice saying it was closed being insufficient, although I do not know if there was an oversight in this instance. But for certain Don's case was different, as he was driving an illegal car on roads definitely in public use.

Don eventually went to prison for four months. Upon his release sympathetic friends gave him a dinner, but his racing career was over.

200-Mile Race at Brooklands, so sent these top drivers, plus two 1½-litre Talbots, as far away as possible!

It had been a long time since Sitges had seen motor racing; in 1909 and 1910 Jules Goux had come from France to win the Catalan Cup event for Peugeot, but these were *voiturette* affairs over a 226-mile road circuit. The 1923 track race was over 248½ miles. Only four 2-litre entries had been received, two of the famous 1923 Sunbeams, a Diatto and the Count's Miller, plus his 1½-litre Aston Martin. As support for the far-distant track was so poor, the 1½-litre cars joined in. A fine battle between Divo and Zborowski ensued, the Sunbeam winning by 50sec from the straight-eight Miller, at 96.91mph.

A later voiturette race was won by Resta in the Talbot, team-mate Divo second, Zborowski's AM third. Still later in the year, Robert Benoist won a cyclecar contest for Salmson. That seems about the extent of this unhappy venture. Years later, in the 1950's I think, Jenks discovered it, almost intact apart from grass-infested bankings, the grandstand still standing. One wondered whether it might make a country club for motor-minded folk, even to demonstrations of vintage cars on the course. Indeed, I believe that such interest has been stirred quite recently.



Quadrant Picture Library

Awkward transitions from banking to straight made Sitges difficult, even dangerous, for the faster cars

miscellany

THE VSCC HAS ISSUED A FINE commemoration book about its 1999 Malvern Week, with evocative pictures and explanations of the club's activities. Priced at £5, and surely a future collectors' item, there may be a few copies left; apply to the VSCC, The Old Post Office, Chipping Norton, Oxon OX7 5EL.

* * *

THE MCC'S 79TH LAND'S END Trial occupies the night and day of April 21/22, finishing at Penzance. Well-behaved spectators are welcome to watch the ascents of such sections as Sugg Lane, Beggars Roost, Darracott, Bluehills etc.

* * *

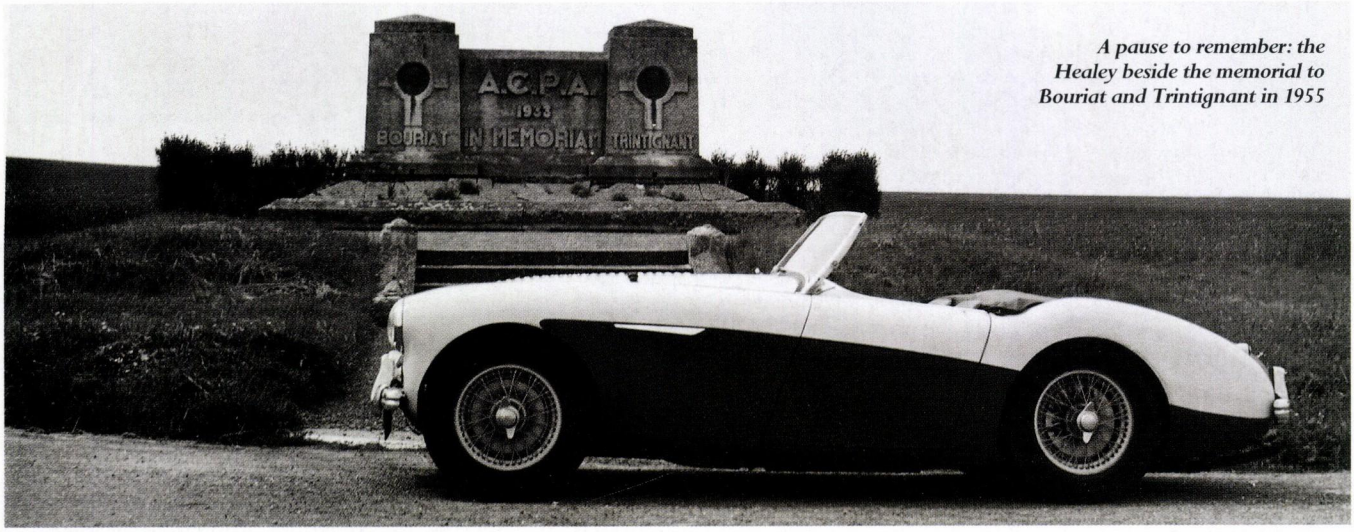
THE NEW OWNER OF THE 1934 Frazer Nash BMK 104, originally owned by Alan Whiddington, wants to trace the history of the car from when Whiddington used it in competition, to its acquisition by the first post-war owner, believed to be John R F Pilston, and who was the owner after Whiddington disposed of it, probably around 1937/38. Can anyone fill in?

* * *

TWO MORE OF THOSE inexpensive motoring histories which we have previously reviewed favourably, are now available in the Dreolin Irish Transport series. Album 5 is about the 1903 Irish Gordon Bennett race, by Bob Montgomery, and Album 6, by John Moore, covers the Dundrod TTs of 1950-55. These booklets cost £4.50 each, from Tankerdstown, Garristown, Co Meath, Ireland.

* * *

THE REVIVED INVICTA CC HAS 73 members, ownership of S-types predominating. The secretary is Mrs Marion Rendall, Selsley Hall, Selsley, Stroud, Gloucs GL5 5LJ.



A pause to remember: the Healey beside the memorial to Bouriat and Trintignant in 1955

LAT

Racing drivers' memorials

MEMORIALS ARE ERECTED IN MEMORY OF STATESMEN, politicians, Sherlock Holmes and rightly, to deceased racing drivers. I have stood respectfully before a few. In 1922 in the French GP at Strasbourg, won by Felice Nazzaro in one of the outstanding Tipo 804 Fiats on which the following year's victorious Segrave Sunbeam was based, Nazzaro's nephew Biagio overturned when his Fiat shed a wheel after five hours of racing, and he was killed. Two laps from the end of the 499 miles Bordino also lost a wheel, otherwise it would have been a Fiat 1, 2, 3.

Years later, in the '50s, I was going with Michael Tee to report another race and realised we would be on part of the old circuit. I suggested that at the Entzheim hairpin there might be a memorial to Nazzaro. And sure enough, there it was, undefaced, the French properly respecting such things.

In 1913 the ex-Hispano Suiza racing driver Paul Zuccarelli had been killed testing a *Coupe de L'Auto* Peugeot, when at a crossroads at Nonancourt he had swerved to avoid an emerging horse and cart. We were going over the same route in Michael's fast driven Austin-Healey 100 and I wanted to find the memorial. So we stopped at a police station. Our lack of French was a stumbling block but the gendarme comprehended, and asked "Was it 'teuf-teuf' or 'roar-roar'?" Telling him the latter, he said we were a long way from the spot but to carry on and it would appear on the right side of the main road. Which it did. Imagine that of an English policeman so many years after the stone had been erected! This one, again, was undefaced and the protective chain railings around it intact.

Which reminds me of being told a memorial to an RFC pilot killed in 1912 stood beside the A303 near Stonehenge. Jenks and I, being in the vicinity, looked for it. It was at night but having found it Jenks said that if we shone our car's headlamps on the stone we might get a photograph. As we were doing this a high-ranking police officer arrived and enquired what was going on. We told him and he asked whether we knew of a more elaborate memorial to another pre-WW1 pilot, a few yards back up the road. That we also paid homage to in the dark. Do these memorials still stand, I wonder?

Not in quite the same category is my relic of the circuit used for the 1912 GP at Amiens. Having been given a nicely-mounted piece of Brooklands' concrete, I thought to add to it, and driving back with John Blunsden from Monte Carlo I found we were on part of the old circuit, where a concrete loop had been built before the 1912 GP to by-pass the nearby *route nationale*. Spotting a patch of concrete used now as a *camion* park I called for a halt while I secured a piece of broken concrete from the edge of this historic loop. John thought I was mad, as did Michael Tee when I shouted for his Healey to stop, as we had passed another memorial. "Probably an American war-memorial", he said, not wanting to spoil a good journey average-speed. but he went back and I discovered it was in memory of Cugnot, builder of that steam tractor in 1771. We were presumably at his birth place. There are others, but this must suffice.

The VSCC Measham Rally

THE VSCC'S MEASHAM TRIAL, ONE OF its most important events, took place on the night of 22nd January, based at Leeming, thereby taking in the Yorkshire terrain. The route of some 180 miles included long sections of Army tracks, complete with potholes. Outright winners were A Davies/J Davies (1936 Riley Special), the best newcomers R & W Twelvetrees (1931 Riley 9 Spl). Class winners were: N Banning-Boddy/D Filsell (1927 A7 Chummy), J Baxter/Anabel Jones (1928 Frazer- Nash), A Pilkington/A Hill (1951 HRG). The best Novices on the event were R Fayter/J Foyner (1923 Straker Squire) and S Hyatt got a prize for best novice navigator, in J Diffey's Vauxhall 30/98. The Team Prize went to the Garfitt/Sythe/Lister 'Bee Emm Trouble U' team.



Mark H. Stone

The Founder Editor's daughter and David Filsell won their class

George's brother

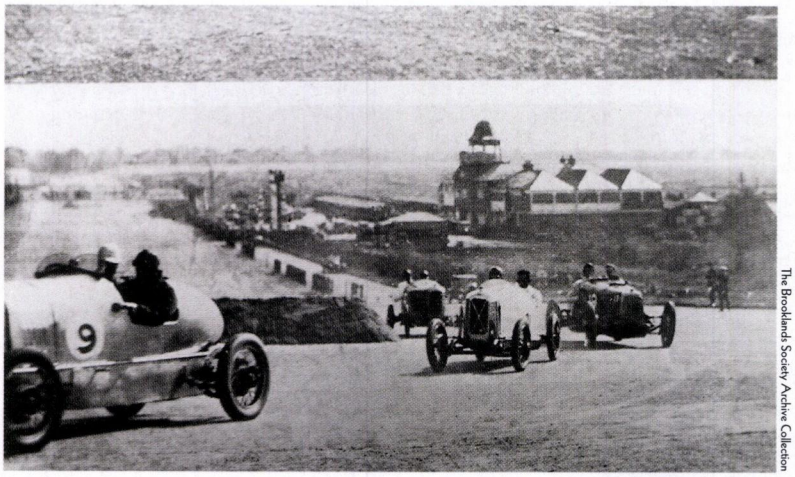
THOSE CONVERSANT WITH PRE-WW2 MOTOR racing will know that Captain G E T Eyston was a prolific record-breaker, up to his LSR of 357.6mph in the 2350hp 'Thunderbolt' in 1938, as well as being a capable driver of Aston Martin, Bugatti, Alfa Romeo, Maserati and MG cars, etc. The Eystons could trace their origins back to before the Reformation.

George Eyston began racing in 1923, with two Astons bought from Lionel Martin, a twin-cam and an engineless ex-Kensington Moir track car. He used the twin-cam for hill-climbs and trials, and raced at Boulogne where it was third. The other, engine transferred, raced at Brooklands where it won an AM race. With the twin-cam in his boat 'Miss Olga' GET came second in the 1926 Duke of York Trophy race on the Thames after Barnato's Sunbeam-engined 'Ardenrun II'.

Basil Eyston, George's brother, joined in by 1926, with a third at the BARC Whitsun Meeting in an ohv AM, and was second to GET's sidevalve AM in another race. That summer Basil was racing a Frazer-Nash, while GET experimented with a Powerplus supercharger of his own design in a side-valve Anzani AM.

In 1927 Basil resumed the AM and won a Surbiton MC Brooklands race, a yard ahead of Newman's Salmson, and the brothers shared a Bugatti for the JCC '200', finishing second to Malcolm Campbell's Bugatti.

In '29 Basil teamed with GET to compete at Phoenix Park with a T43 Bugatti but misfortune intruded. Driving to or from the circuit, Basil skidded on a road wetted by a water cart, and hit a horse and cart. A boy on the cart was flung into the Liffey and drowned. No action was brought but this seems to have turned Basil Eyston against racing.



The Brooklands Society Archive Collection

Basil Eyston shared an Aston Martin, right, with his brother George in 1927 JCC '200'

Still they turn up

WHAT APPEARS TO BE A CAR RACED AT Brooklands has recently been discovered in Lancashire. It is a 1929 SCAP-engined Rally, with original engine, three-speed gearbox and rear axle. It was found under unusual circumstances, quite by chance, the previous owner's father having bought it when its owner during the war, an American airman, failed to return home from a flying mission. It seems to have last run in the early 1930s.

It appears to be the car which L Cutbill and J K Driskell drove in the 1929 JCC 'Double Twelve' Brooklands race, in which they completed 23 hours before retiring, before which it seems to have been used in MCC Trials.

It is now owned by a VSCC member, who hopes to have it running again next year, or by 2002. If anyone knows anything of Messrs Cutbill or Driskell (the latter a well-known trials exponent in his Rally, in blue attire to match his car), or of any Rally parts, please communicate.

miscellany

A LARGE FORMAT BOOK titled *So this Is Yorkshire* is packed with nostalgic pictures of trials which took place in that fine county from 1910 to 1939. In the many action shots of bikes and cars you can almost smell hot mud and exhaust fumes, plus exhaust notes, and there is more – old documents, cartoons, accounts of personalities, freak hillclimbs, MCC and RAC events that passed through Yorkshire, views which tourists may care to seek out; the Scott trials, grasstrack races, old route cards, programme covers, posters, trophies, even motorcycle football and a bit on IoM car racing. Not to be missed if you enjoy looking back, it costs £9.99 (ISBN 0-9537664-0-3) p&p £2.50. Another piece of history well covered, the 367 photographs recalling so much, and available from the Ilkley & DMC, 11 Parkfield, Menston, Ilkley W Yorkshire LS29 6LP.

* * *

AS THE MILLENNIUM approached, the 1990 Ford Sierra Efi 4x4 hatchback went on towards its 100,000th mile. Its last MOT test cost £756 plus VAT, as it included three Uniroyal 440 tyres, new rear brake calipers, etc, and later a new battery was needed (£42.54). But this Ford remains a useable, economical, spacious load-carrier, its eight-valve twin-cam engine as responsive as ever and 4x4 with ABS a good insurance on icy roads. A Ford dealer quoted its value as about £800 against a new car, so obviously such Sierras are now a rather interesting bargain-price proposition, perhaps for those requiring a hack vehicle or tow car. Reliability has been exceptional; never once has a major problem occurred, and the electric windows and other often suspect aspects have never failed.

* * *

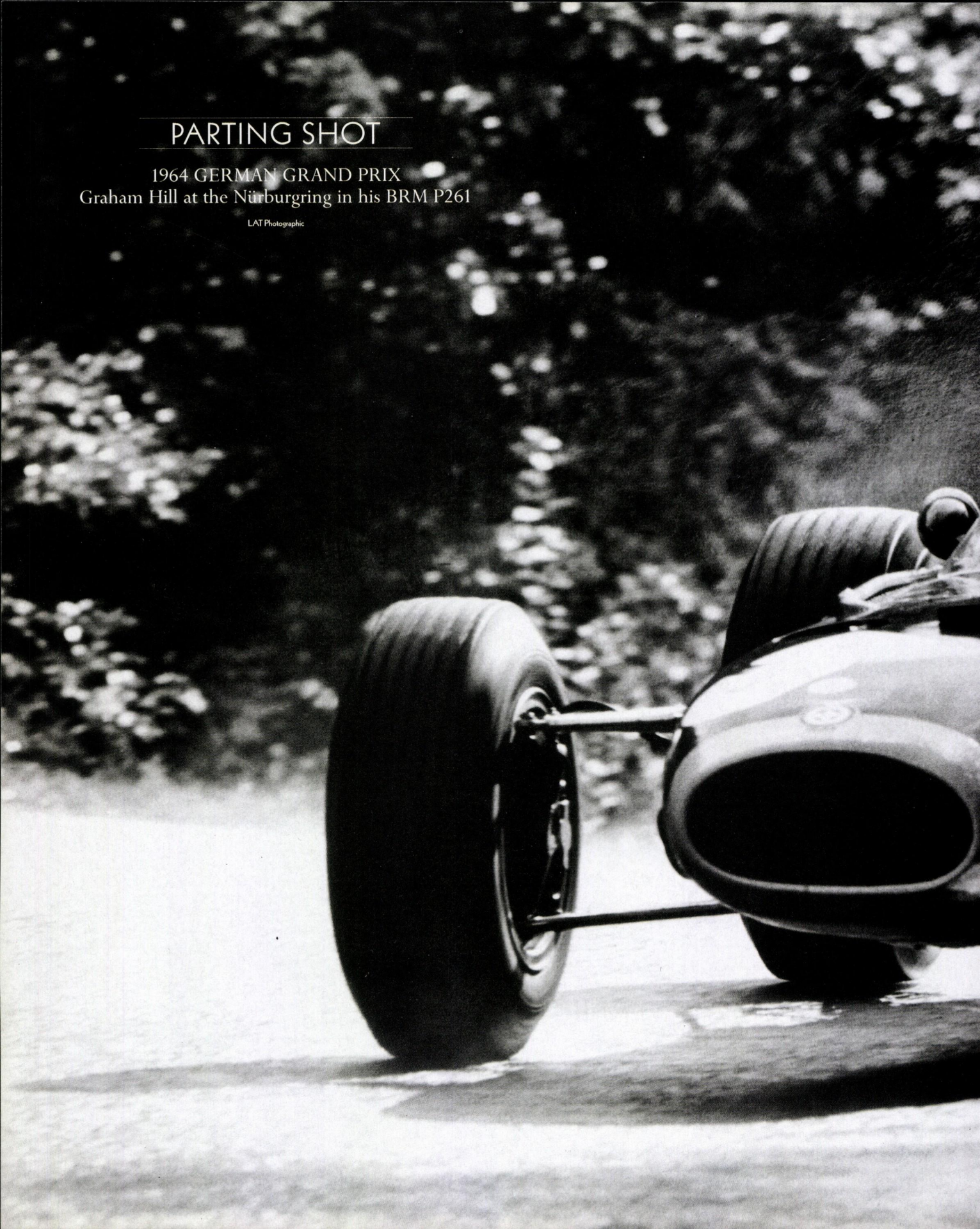
A RARE PICTURE ON THE front cover of the Vintage Austin's Register's magazine, from the London Transport archives, shows a policeman at Trafalgar Square, white sleeved arms outstretched, holding up a Taylor sports A7, Morris Commercial van, what I think is a Guy van, and a No 159a K-type bus on the Albany Street-Thornton Heath route, circa 1929, a service I once used every weekday.

* * *

ANOTHER RARITY IS IN *Brescia Bits*, a fine publication which keeps owners of these early Bugattis au fait with news and advice. It shows the team cars being unloaded down long ramps at Le Mans in 1920 from the flat-bed truck which had brought them from Molsheim, packed side-by-side. Another picture is that of Buccoli and his allegedly 12-year-old riding mechanic George Lutz before the race.

* * *

FORTHCOMING VSCC fixtures are the Pomeroy Trophy at Silverstone on February 26, the John Harris Derbyshire Trial on March 4, with the Tour next day, the Herefordshire Trial on March 18 and the GP Itala race meeting at Silverstone on March 25.



PARTING SHOT

1964 GERMAN GRAND PRIX
Graham Hill at the Nürburgring in his BRM P261

LAT Photographic



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WALL TO WALL LOTUS ON 11 & 12 MARCH 2000

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Visitors can buy or sell Lotus cars, Lotus parts and Lotus accessories. Outside the heated and air conditioned exhibition hall the free car park will accommodate up to 1,000 more Lotus cars, separated from Lesser makes, in special reserved area! There is also the option of parking in the Secured Parking Area at a cost of £6 per day.

Visitors will arrive from all over Britain and Europe along with groups from Japan, Australia, South Africa, Malaysia, Canada and the USA.

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Want a new Lotus chassis? You got it. Want to buy a low mileage Esprit Turbo and insure it? You got it. Want to select the best firm for restoring a Classic lotus? You got it. Want a comparison between all the various Lotus clubs in Britain? You got it. Want to listen to free lectures on almost every aspect of owning, tuning, maintaining and restoring Lotus cars? You got it. There will be examples of almost every Lotus sports car made from the Lotus 6 to the latest Elise and V8 Turbo Esprit. A fully comprehensive display of Lotus Grand Prix cars will be on view in the adjacent museum.

SO WHERE IS IT?

Donington International Exhibition Centre is in the main Donington Park race circuit complex, Castle Donington, Derbyshire. The exhibition hall is very close to the greatly expanded Donington Grand Prix Museum where they have examples of almost every famous Lotus Grand Prix car ever built. It is just off the M1 (Junction 23a or 24) close to East Midlands Airport in Derbyshire. The nearest towns are Derby and Nottingham to the north and Leicester to the South. Do not confuse it with other Doningtons or Dinnington in Lincolnshire, Berkshire etc.

ENTRY COSTS AND TIMES

The show opens at 10.30 am on both days and closes at 4.30pm Saturday and 4.00pm Sunday.

Entry costs on the day for one day only:

Adults	£7
12-16	£3.50
OAP's	£3.50

Under 11's and Disabled enter free

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If you prebook your ticket the cost covers entry for both days:

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The whole show takes place inside the heated, air conditioned exhibition halls. Bars, cafeteria, toilets, first aid and facilities for the disabled.

PRE-BOOKED TICKETS AND FULL DETAILS ON REQUEST

The organisers have a simple information sheet and list of local accommodation for all intending visitors or late trade stand exhibitors. The office will be pleased to take advanced entry ticket orders over the telephone before 6 March or send free details of The Show, Club Lotus membership and Footman James Lotus insurance. Just contact Sue Hicks at The Lotus Show Office, 1 Cuthbert Court, Norwich Street, Dereham, Norfolk NR19 1BX or telephone on 01362 691 144/694 456 Fax 01362 695 522 in office hours please.

This event is run MCCM Events. It is sponsored by Club Lotus the largest and longest established club for Lotus owners and enthusiasts. It is also supported by Footman James & Co Ltd, insurers to Lotus owners throughout the Untied Kingdom.

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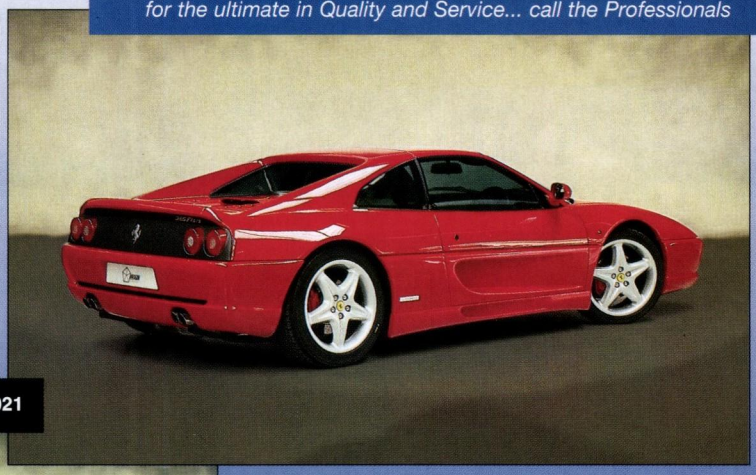
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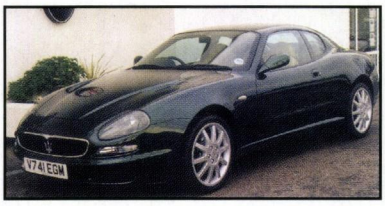
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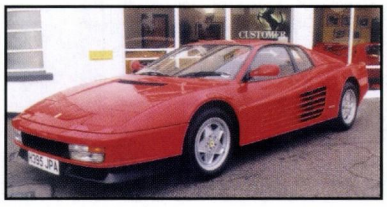
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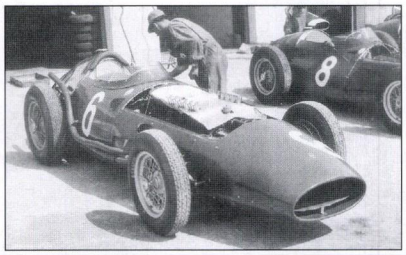
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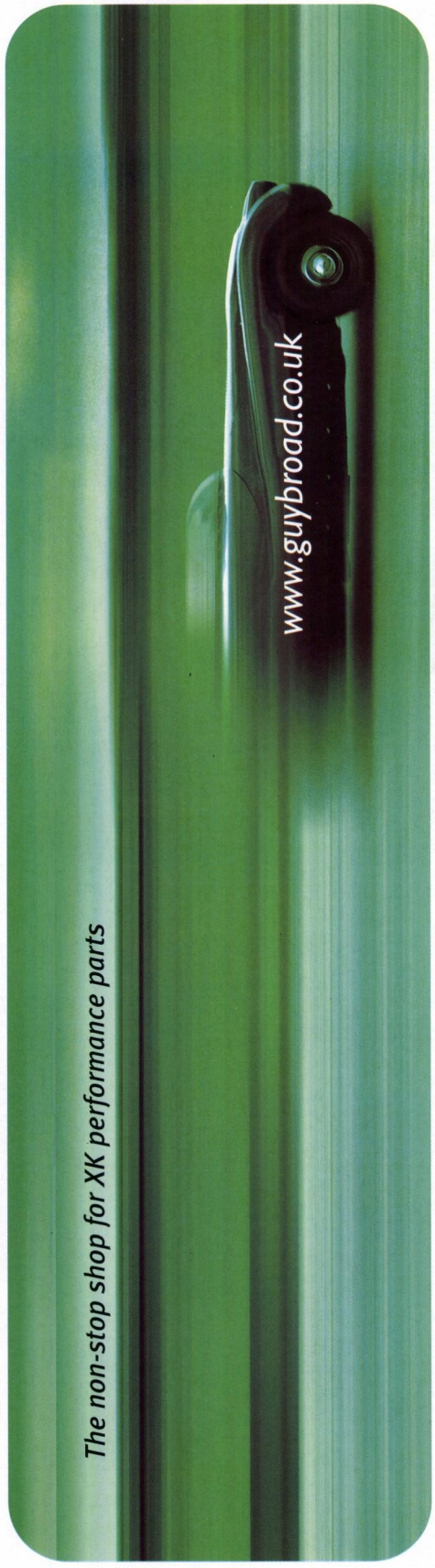
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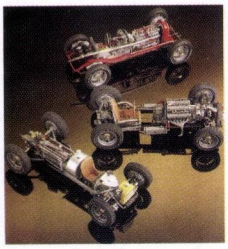
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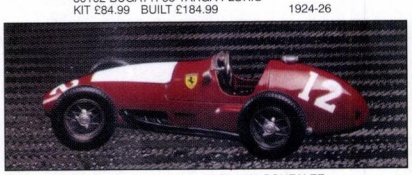
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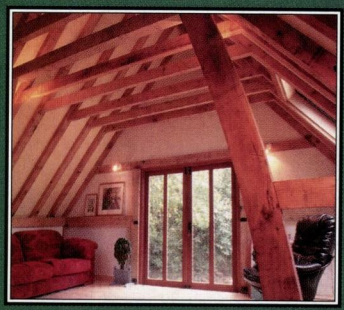
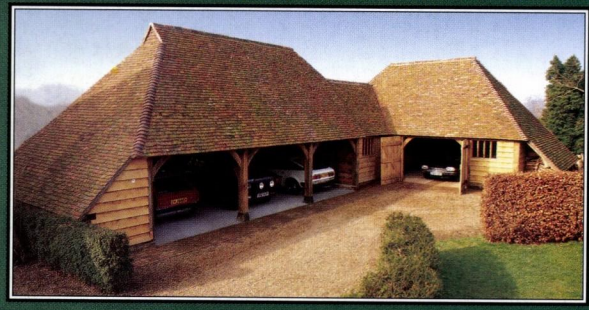
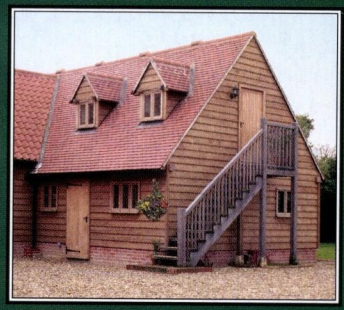
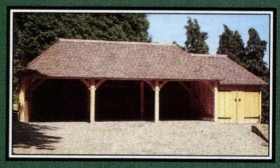
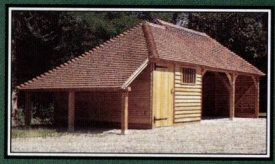
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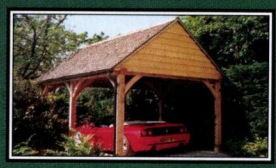
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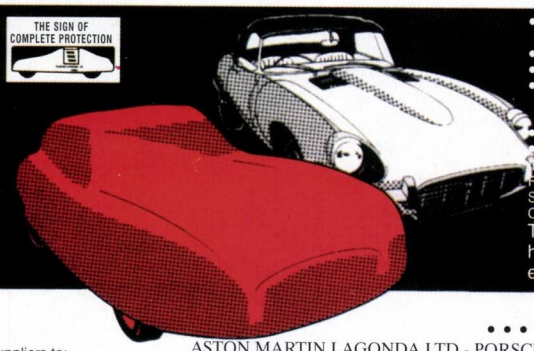


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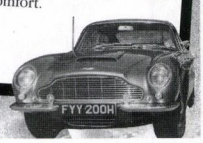
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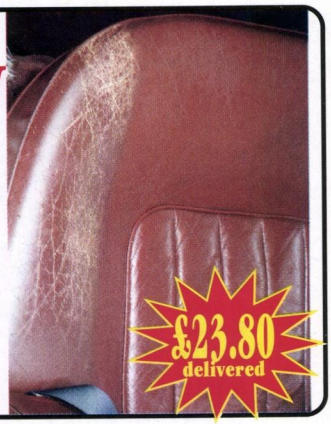
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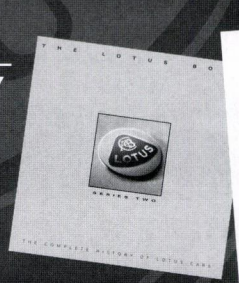
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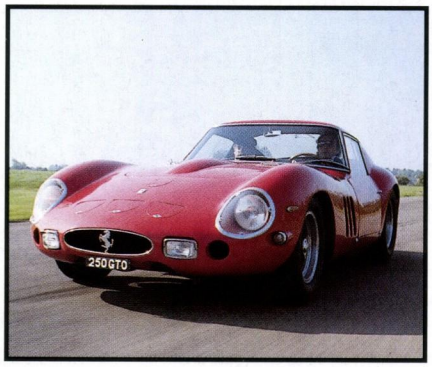
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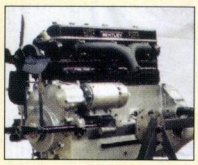


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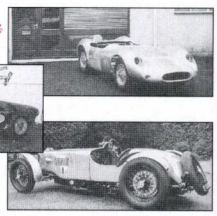
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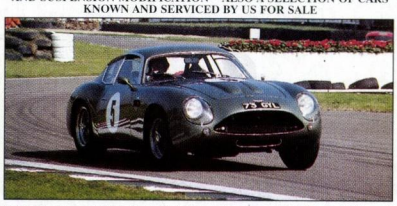


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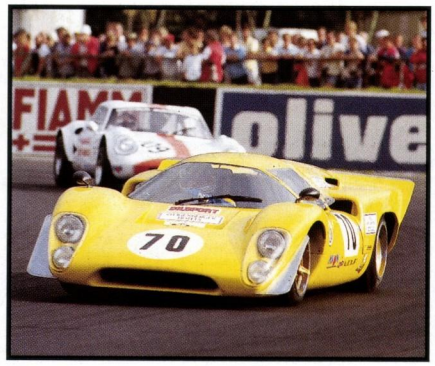
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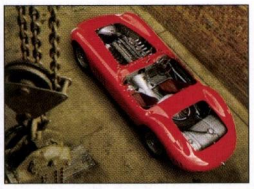
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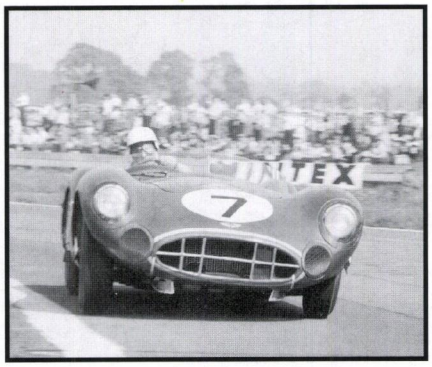
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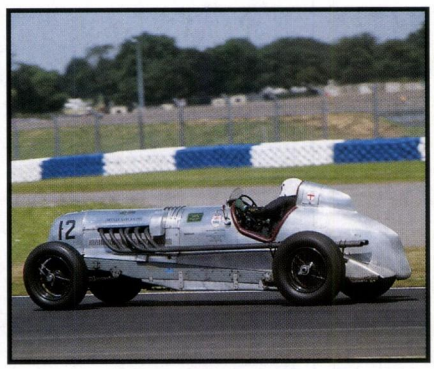
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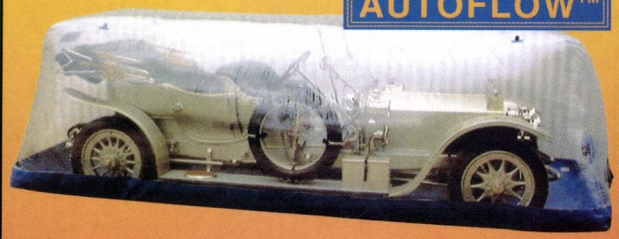
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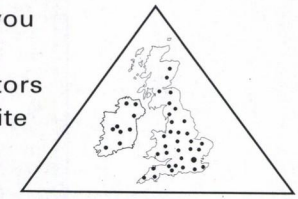
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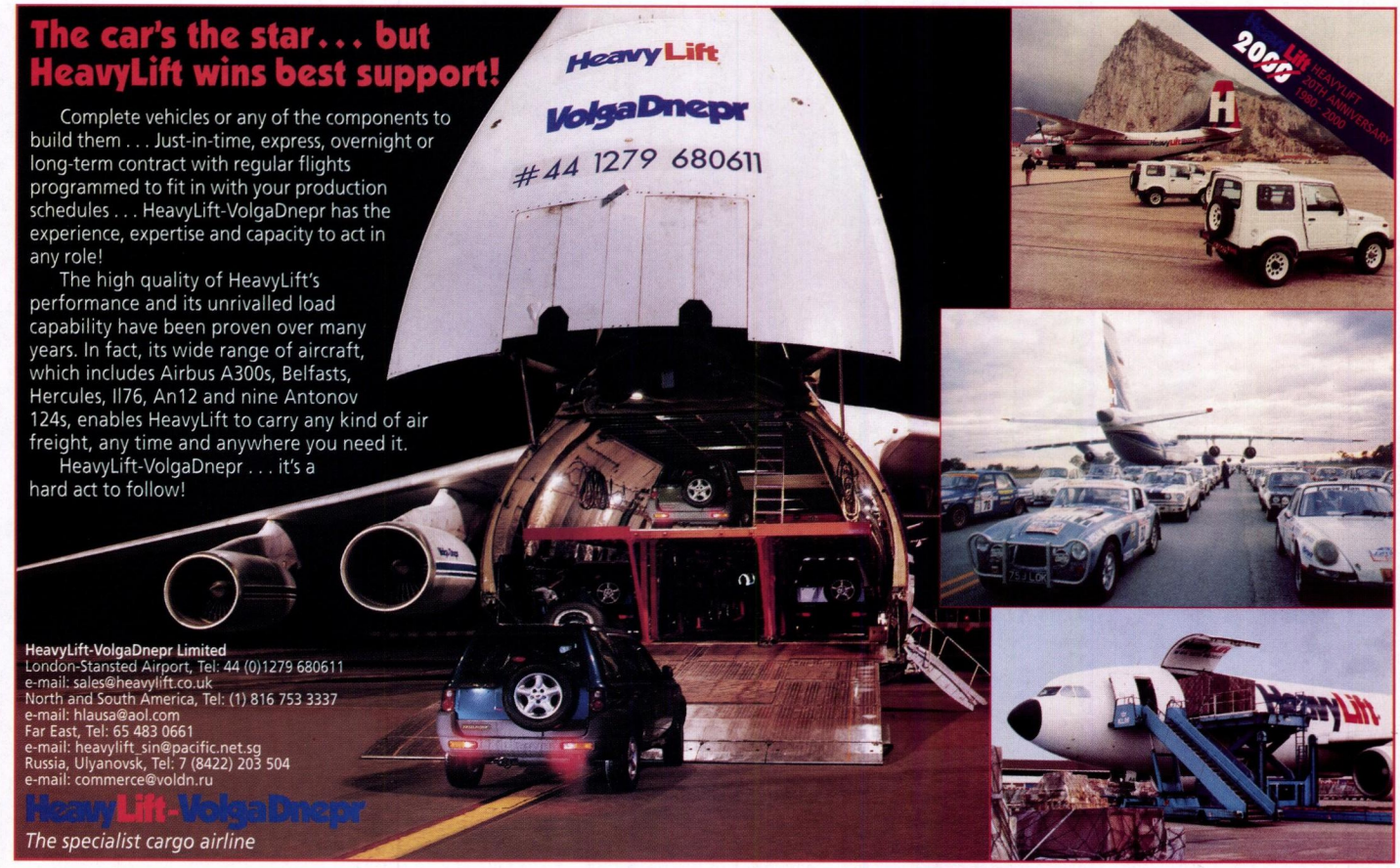


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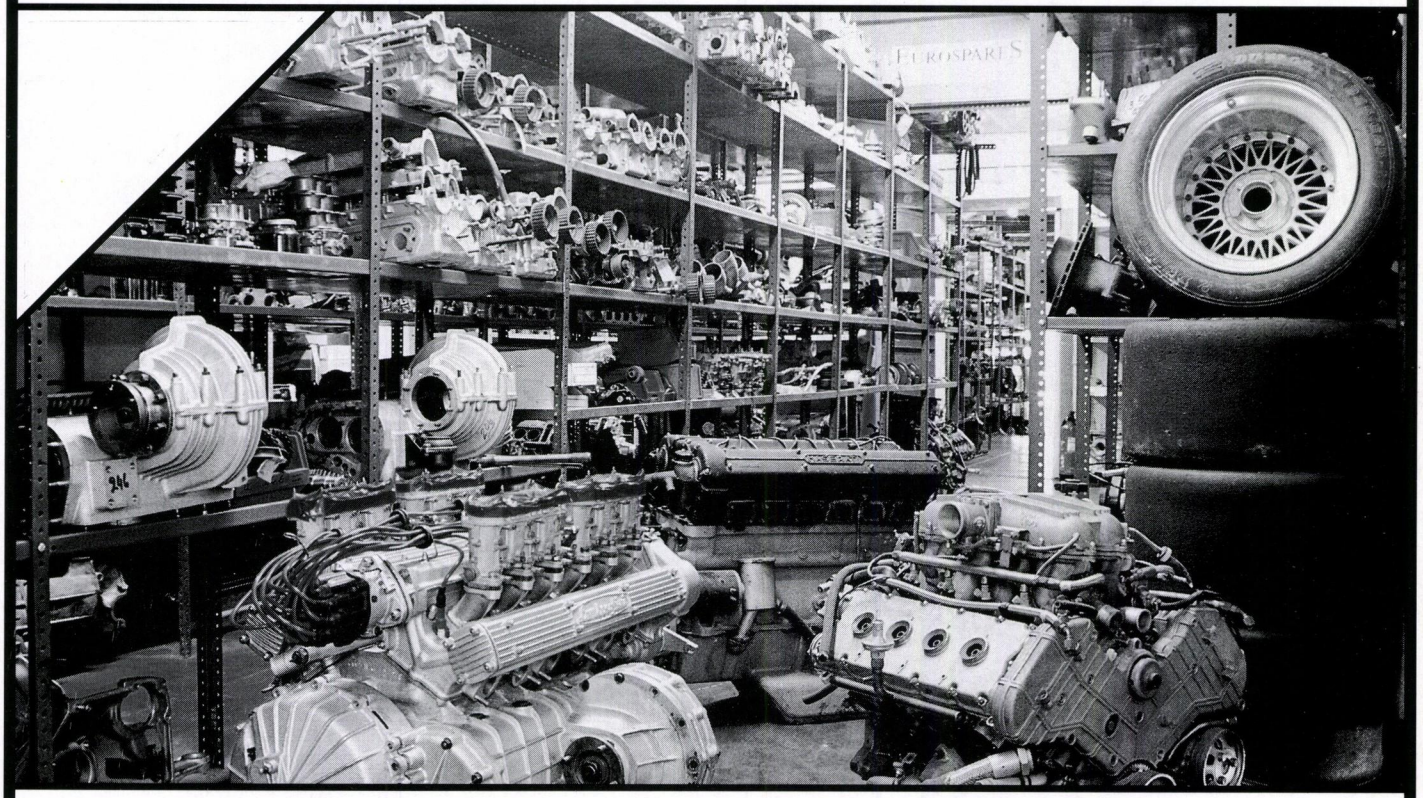
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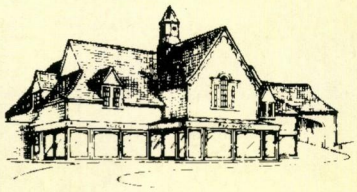
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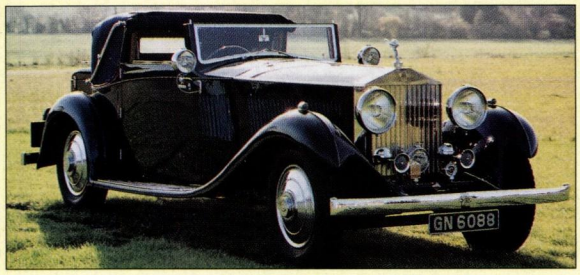
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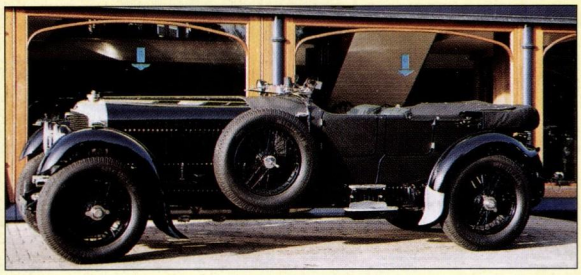
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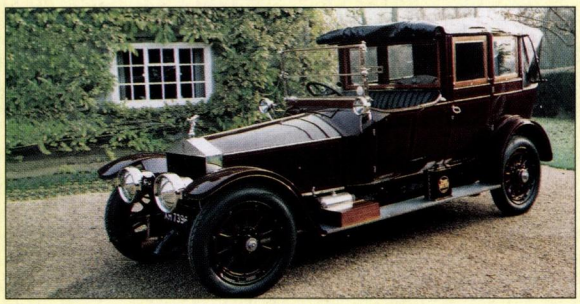
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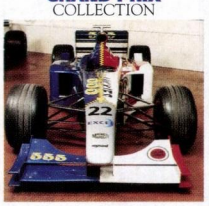
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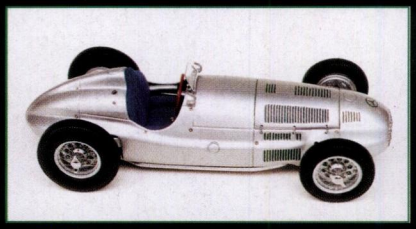


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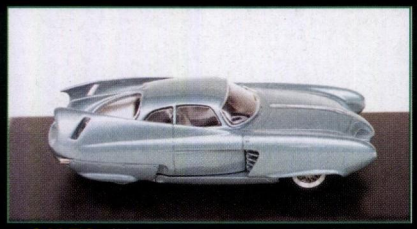
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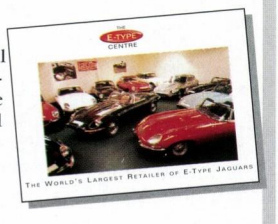
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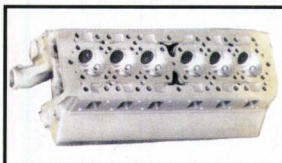
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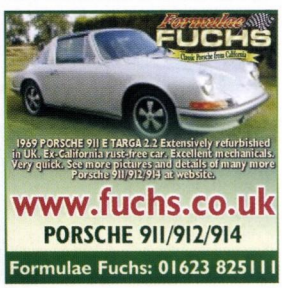
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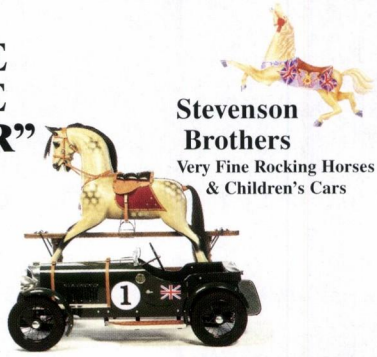


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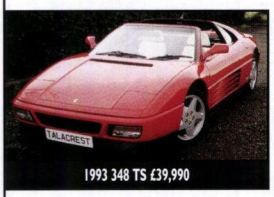
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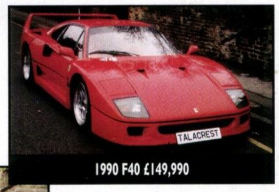
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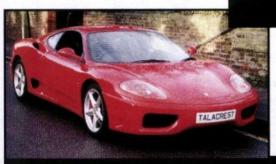
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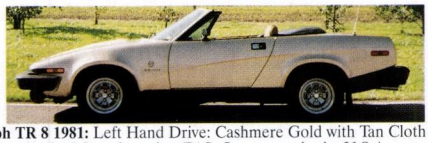
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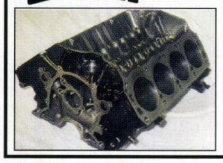
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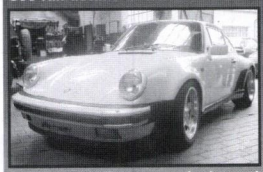
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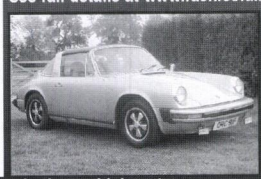
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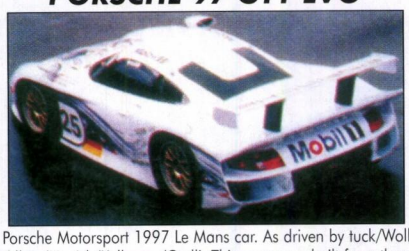
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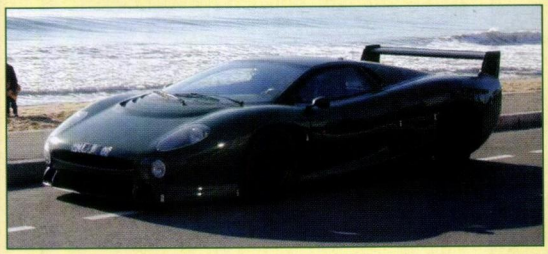
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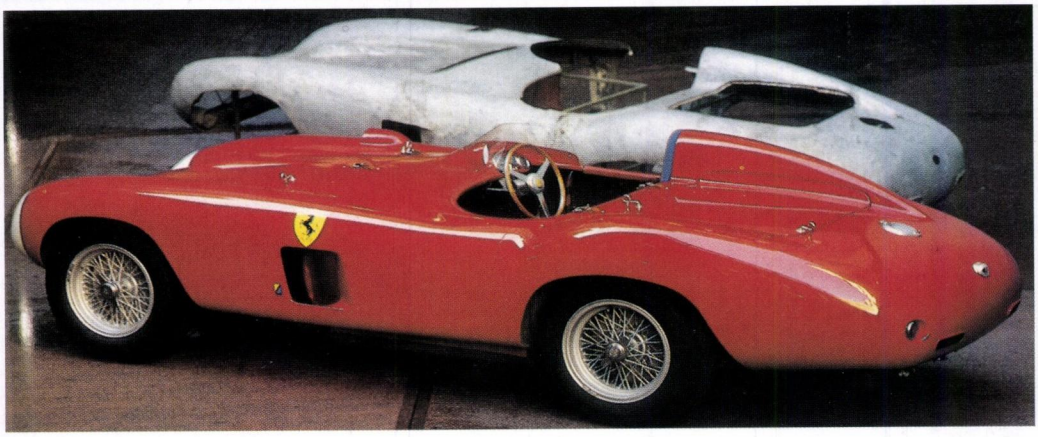
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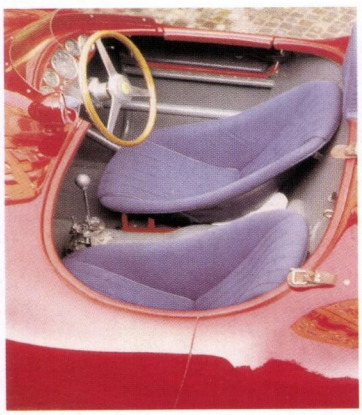
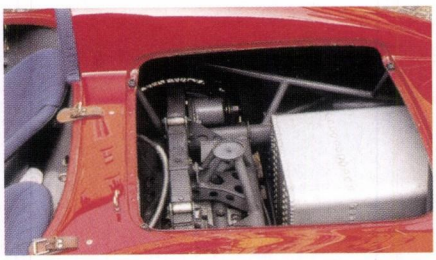
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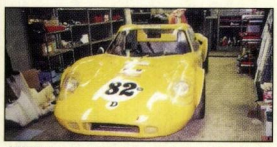
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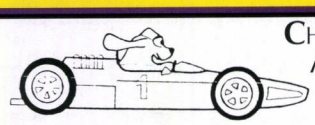
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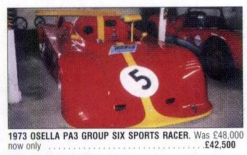
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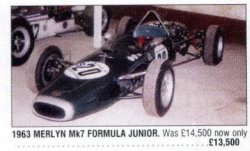
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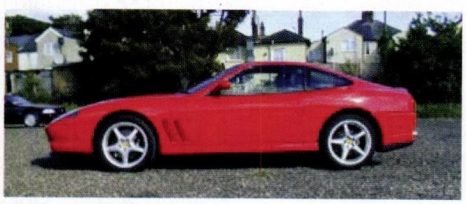
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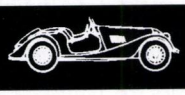
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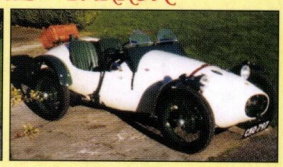
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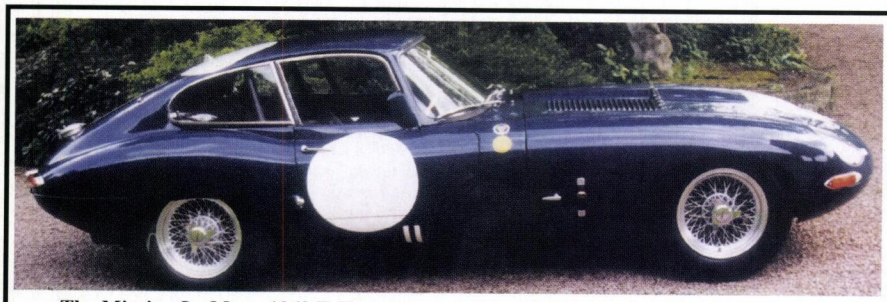
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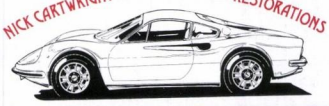


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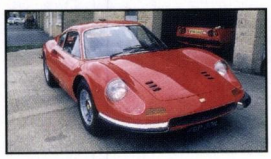














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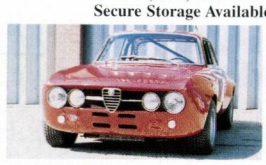
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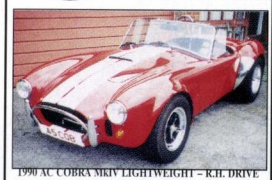
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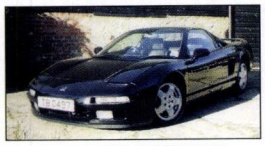
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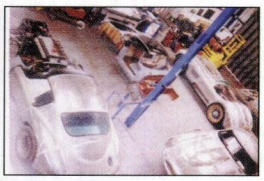


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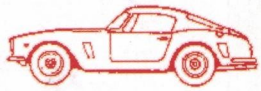
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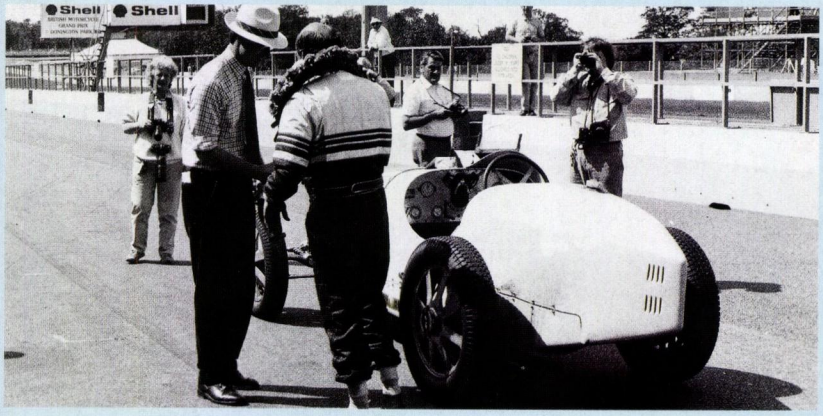
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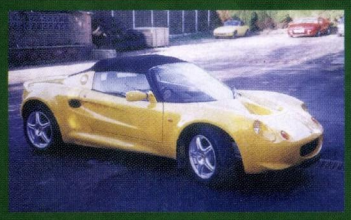
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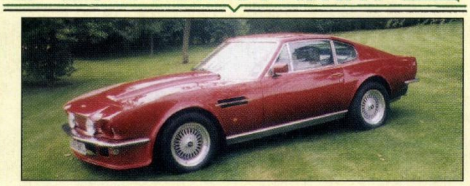
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1974 Jaguar E Type SRSIII V12 Roadster. Finished in primrose yellow with black hide interior & black mohair hood. The car's fitted with chrome wire wheels and manual transmission. For the last 11 years it has formed part of a private collection and has covered a total of 32,000 miles from new. Realistically priced at **£29,950**



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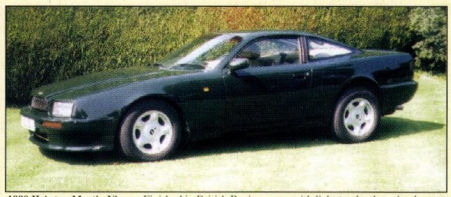
1965 Aston Martin DB5. Finished in silver birch with red hide seats and red carpet. This was a Concours winning car 5 years ago and is still in splendid condition. Probably one of the best on offer..... **£75,000**



1977 Aston Martin Flip Tail Vantage. Accompanied by a substantial service history, this fine supercar which is in excellent order is fitted with five speed manual gearbox, Harvey Bailey handling kit, Gotti wheels and X pack specification engine. Very quick and sensibly priced at..... **£32,500**



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1990 H Aston Martin Virage. Finished in British Racing green with light tan leather piped green with beige carpets piped green. This car is fitted with manual transmission and has covered only 30,000 miles and has full Aston Martin service history. It is in excellent condition throughout and sensibly priced at **£36,950**



1963 Aston Martin DB4 SRS V (similar to the above), finished in Fiesta red, with black hide interior. This car has been in the same ownership for the last 30 years and is in excellent condition. Please enquire for more details.



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1995 993 TURBO 4 ARENA 26000 miles
1997 993 COUPE 2S RED 40000 miles
1996 993 COUPE IRIS BLUE 26000 miles
1996 993 COUPE SILVER 21000 miles
1996 993 COUPE TIP SILVER 20000 miles
1995 993 COUPE POLAR SILVER 51000 miles
1994 993 CABRIOLET IRIS BLUE 40000 miles
1994 993 COUPE YELLOW 40000 miles
1994 CAB MIDNIGHT 50000 miles
1993 928 GTS AUTO GREY 65000 miles
1992/3 911 C2 TARGA BLACK 45000 miles
1990 911 C2 CAB RED 52000 miles
1991/2 911 TURBO 2 COUPE COBALT BLUE 38000 miles
1990 911 C4 CAB BLACK 33000 miles
1989 911 SPORT COUPE SSE BLACK 23000 miles
1988 911 SPORT TARGA SE RED 85000 miles
1988 911 TURBO TARGA BLUE 29000 miles
1986 911 SSE CAB SILVER 60000 miles
1980 911 SC COUPE WHITE 72000 miles

ferrari

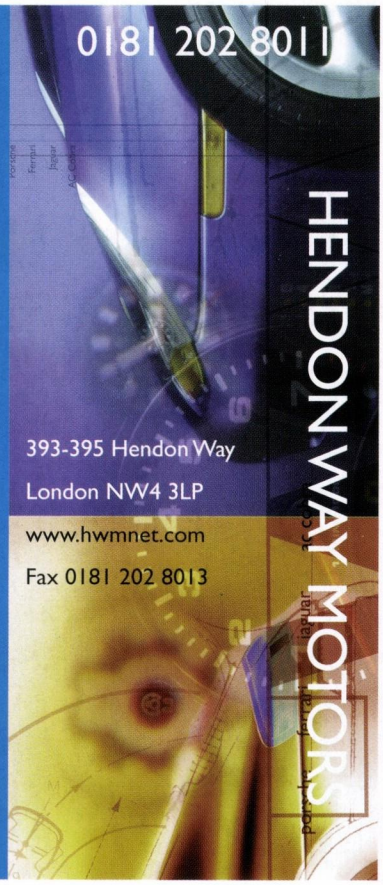
1999 MODENA 360 F1 LHD RED 1000 miles
1999 MODENA 360 LHD YELLOW 3000 miles
1998 550 MARANELLO GRAPHITE 8000 miles
1997 355 GTB RED 11000 miles
1997 355 GTS RED 19000 miles
1995 355 GTB RED LHD 19000 miles
1992 512 tr RED 7000 miles
1991 348 tb BLUE 17000 miles
1991 348 ts RED 21000 miles
1990 TESTAROSSA RED 6000 miles
1988/9 412i BLUE 45000 miles
1989 328 GTS RED 7000 miles
1989 328 GTB RED 42000 miles
1988 328 GTB RED 22000 miles
1986 328 GTS RED 32000 miles
1986 328 GTS RED 43000 miles
1984 308 GTS QV YELLOW 23000 miles
1983 308 GTS QV RED 61000 miles
1980 308 GTS CARB RED 45000 miles
1980 308 GT4 RED 76000 miles
1979 BOXER 512 RED 17000 miles
1974 365 BOXER RED 15000 miles
1967 275 GTB4 RED 20000 miles
1966 330 GT 2+2 MARK II BLUE 57000 miles

jaguar

1967 E-TYPE 4.2 RDSTER S1 1/2 IVORY 5900 miles
1966 E-TYPE 2+2 AUTO PRIMROSE 78000 miles
1963 E-TYPE 3.8 FHC S1 MAROON 84000 miles
1950 XK120 ROADSTER BLACK CONCOURS

ac cobra

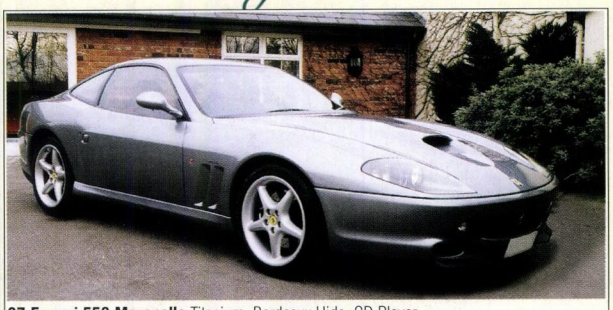
1993 MK4 LIGHTWEIGHT SILVER 4000 miles
1981 BLACK 6000 miles
1966 MK III EX-JOHN WOOLF BLACK 10000 miles



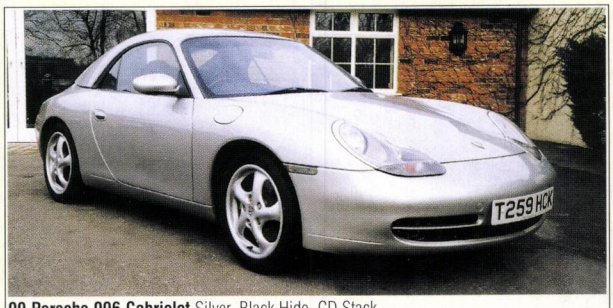
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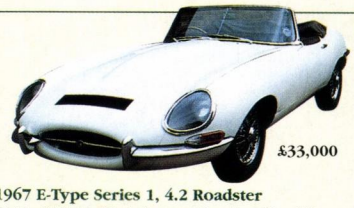


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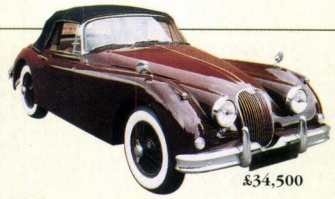


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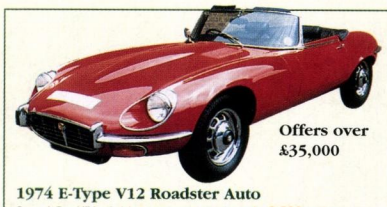
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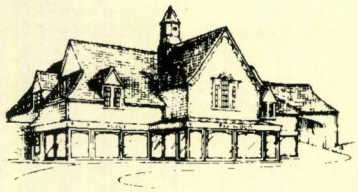
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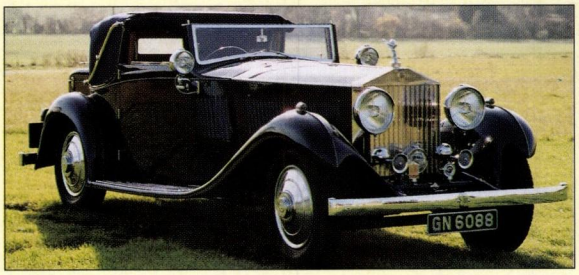
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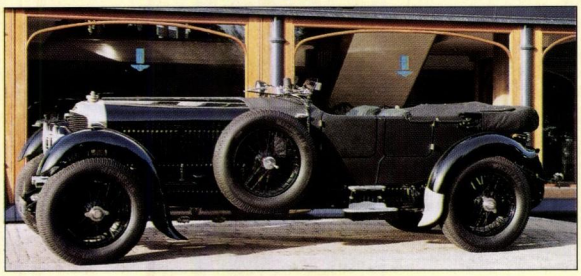
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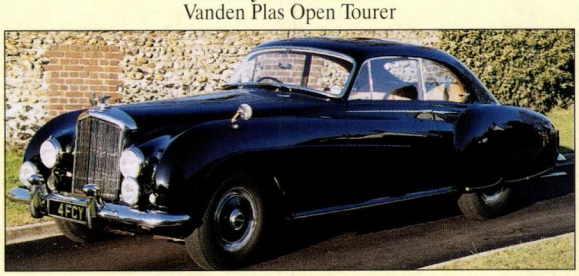
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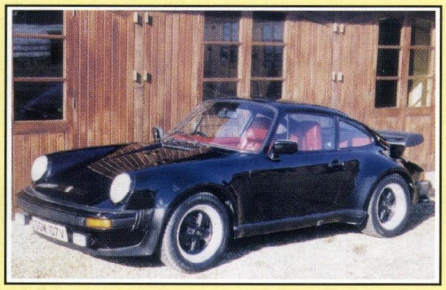
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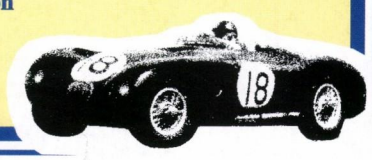
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JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Primrose Yellow/Black hide and carpets, subject of a total concours rebuild by ourselves on behalf of a client, specification includes body taken back to bare monocoque and bead blasted, new bonnet and doors etc. Completely rebuilt and detailed suspension, modifications include J.D. Sport brakes including unique handbrake system. J.D. Sport handling package, high performance engine including knife edge and polished crankshaft etc. Competition chromed wire wheels, the best S1 4.2 Roadster available, six figure sum spent in restoration, our brief was to produce the best. Full specification available on request.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Grey/Blue hide and carpets, subject of a total rebuild 10 years ago, recent modification include J.D Sport suspension package, J.D Sport brakes, solid rack mounts, competition chromed wire wheels, modern stereo etc. A superb usable example.

THE J.D. SPORT MARK II SALOON – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish.

The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again . . . !

J.D. SPORT MK II SALOON 4.0 LITRE 5 SPEED MANUAL – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, X300 4 LITRE JAGUAR engine, electric windows, power steering, electric sunroof, central locking, CD player, remote adjustable seats, air conditioning etc. 1,000 miles only. Superb specification. Hurry otherwise you will miss it.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Dark Blue/Grey hide and carpets, chromed wire wheels, a superb original low mileage car in original condition. An ideal basis for an updated daily driving example.

JAGUAR MARK II 3.8 LITRE SALOON, AUTOMATIC – Opalescent Light Blue/Dark Blue Hide with Grey carpets, chromed wire wheels, an excellent J.D. Classics modified car, updates include: late automatic gearbox, rack and pinion steering, air conditioning, J.D. Sport vented disc brake conversion, J.D. Sport front seats with arm rest and all leather interior, multi change CD player, telephone, J.D. Sport alloy radiator, etc. Superb example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Green hide and carpets, matching numbers, competition chromed wire wheels, J.D. Sport stage 1 fast road engine, all syncromesh gearbox, J.D. Sport handmade stainless steel exhaust manifold and system, updated brakes, fully retrimmed. An excellent usable example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Blue/Red hide and carpets, competition chrome wire wheels, rack and pinion power steering, full synchromesh gearbox, total restoration by ourselves 8 years ago. Multi change CD/radio and over-rugs also fitted. Superb throughout.

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 one of our directors 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.

J.D. CLASSICS C-TYPE ALL ALUMINIUM 1953 LE MANS SPECIFICATION BODYWORK – Torsion bar suspension, correct type chassis, body dimensions etc, complete rolling chassis and body minus engine and gearbox. We have been producing our 'C' types for the past 4 years at the rate of 2 cars per year. This is the first part completed car to be offered. We can complete this car to your final specification if you wish.

JAGUAR XJ6 4.2 LITRE COUPÉ AUTOMATIC – Red/black hide and carpets, chrome pressed wheels, 16,000 miles and two owners from new, recently fitted with new stainless steel exhaust and Harvey Bailey suspension. Wonderful original example.

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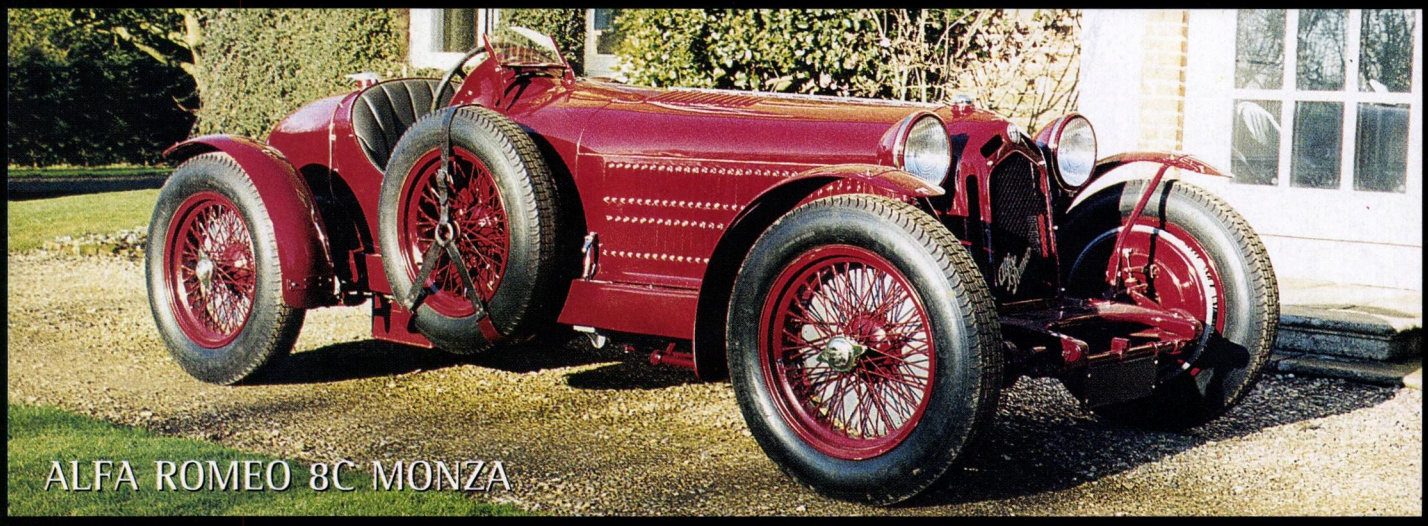
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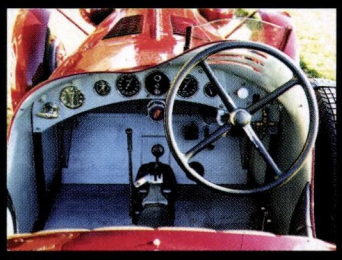
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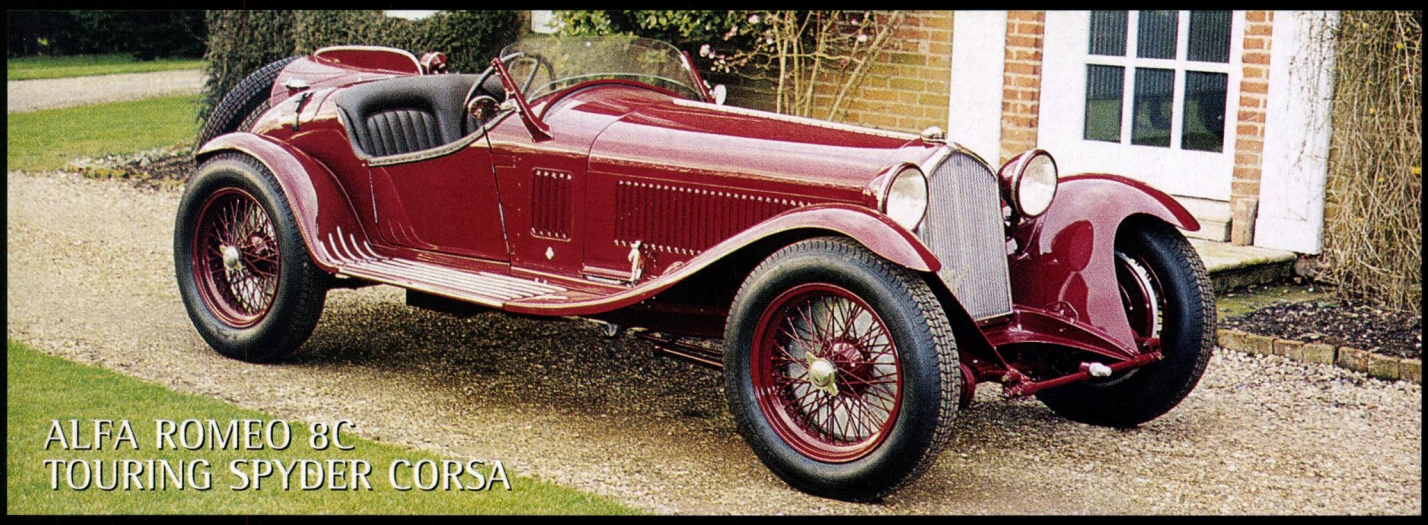
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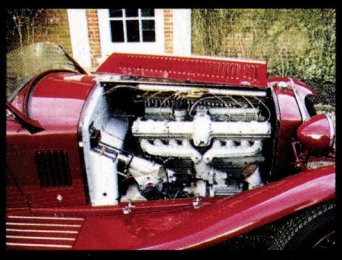




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