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FULL REVIVAL MEETING PREVIEW

Glorious Goodwood

Including: Unseen photos ◆ The day Mike Hawthorn became a hero

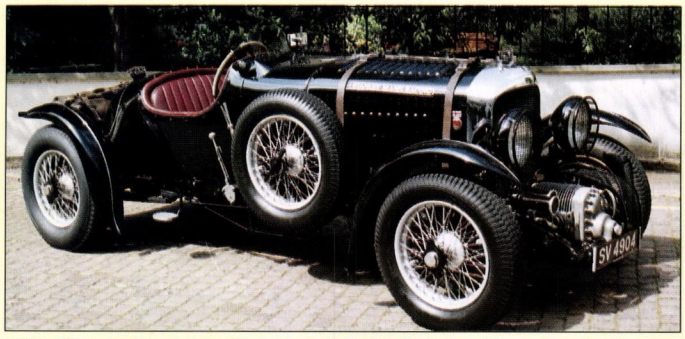
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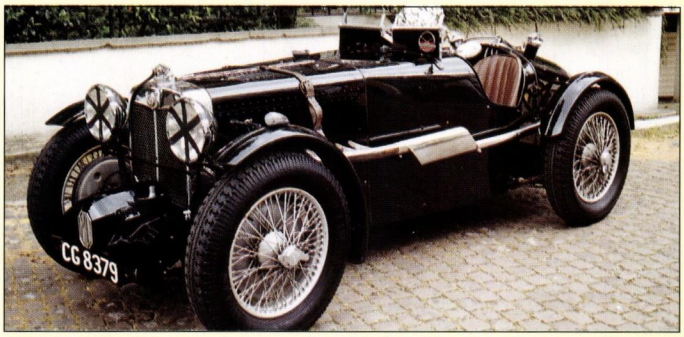
1936 Riley Sprite. A beautiful original Sprite featuring the optional, yet more traditional style of radiator grille, this well documented motorcar was dispatched to Scotland when new, before spending several years with well known vintage exponent, David Holland. The car importantly retains its original engine and remains a fine and authentic example of one of the most attractive of all post vintage sports cars.



1929 Bentley 4½ Litre Supercharged. An exceptional supercharged 4½ litre, this exciting car encapsulates all the spirit of the vintage Bentley and the likes of legendary 'Bentley Boy', Tim Birkin, who inspired the supercharged model. It featured as Birkin's own car in the television film about his life and has subsequently contested numerous historic events including the arduous Mille Miglia Retrospective. Complete with FIVA passport, this is a wonderful, well known, supercharged Bentley.



1931 Invicta 4½ Litre S-Type Low Chassis. One of the most magnificent of pre-war British sportscars this superb car counts among its previous owners, the well known motoring enthusiast, the Late Hon. Alan Clark. A prominent and well known Low Chassis which has been carefully prepared and regularly aired, it remains an ideal vehicle with which to enter any one of the hugely popular retrospective road rallies for which it is eligible.



1934 MG K Type Magnette. This magnificent and exciting sports racing car has been rebuilt in this form by K3 aficionado Peter Gregory. No expense was spared and the car is now to exact K3 specification. This dedicated reconstruction has been rewarded with two appearances in the popular and demanding Mille Miglia retrospective and as the feature of a detailed article in Classic & Sports Car. It counts among its previous owners non other than Victor Gauntlett, and has always been maintained in the most exceptional condition.



1968 Aston Martin DB6 Vantage Volante. A rare and highly desirable Aston, featuring the uprated specification Vantage engine which has had the benefit of a string of just four diligent owners. Recently the subject of an engine rebuild and unleaded conversion by respected Aston Martin specialists, this fine motorcar remains a practical and refined Grand Tourer. Supplied with a comprehensive history file detailing the car's maintenance and restoration over the past three decades.



1938 Lagonda V-12 Drophead Coupe. One of just a handful of surviving Drophead Coupes this exquisite V-12 displays all the charm and finesse of a true pre-war Grand Routier. Having resided in the United States with a well known concours entrant and organiser and as part of the Blackhawk collection, this majestic motorcar became part of the exclusive collection of His Royal Highness, the King of Malaysia. Remaining in show condition, this is truly a car fit for a king.

1931 Alfa Romeo 6C 1750 Gran Sport.
1932 Alfa Romeo 8C 2600 Corsa Spyder. FIA papers.
1953 Aston Martin DB3. One of 10, FIA papers.
1968 Aston Martin DB6 Vantage Volante.
1988 Aston Martin V8 Zagato Volante.
1934 Bentley 3½ Litre Drophead Coupe by James Young.
1929 Bentley 4½ Litre Supercharged.
1937 Bentley 4¼ Litre.
1956 Bentley S1 Continental.
1950 Bugatti Type 101C.
1967 Ferrari 275 GTB/4. LHD, immaculate restoration.
1967 Ford GT 40 Ex-Scuderia Filipinetti, Le Mans.
1931 Invicta 4½ Litre S-Type Low Chassis.
1961 Jaguar E-Type Series One Flat Floor Roadster.
1937 Lagonda LG45 Rapide.
1938 Lagonda V-12 Drophead Tourer.
1955 Lotus Mark X Ex-Cliff Davis, Goodwood car, FIA papers.
1955 Mercedes-Benz 300 SL Gullwing.
1957 Mercedes-Benz 300 SL Gullwing.
1926 Mercedes-Benz 630K Torpedo Tourer by Parker.
1934 MG K Type Supercharged Magnette.
1926 Minerva CL Town car by Paul Ostruk & Co.
1955 Porsche 356 Speedster. Original 1600cc.
1923 Riley 11/40 2 Seater Sports 'Redwinger'.
1936 Riley Sprite.
1934 Rolls-Royce 20/25 Dhc by J. Gurney Nutting.
1958 Tojeiro Climax. Ex-Le Mans.
1949 Veritas Meteor Streamliner.
1956 Willment 2 Litre.

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

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editorial



ALL GOOD THINGS COME TO those who wait, they say. Now I know this to be true. I have been waiting 22 years to take the wheel at MOTOR SPORT – ever since I stood in front of my English class and extolled the virtues of a certain magazine with a bright green cover. My teacher heartily approved – he owned a Riley Monaco.

Ten years later, installed in the navigator's seat of a Riley Lincock, bleary-eyed and probably irretrievably lost, I made it into the magazine's pages via a photo illustrating a report of the VSCC Measham Trophy Rally. We had not been selected because we had won, far from it, but because, I presume, ours was the only white car in a night-time event.

It has been a gradual process, therefore: a decade spent wedged between a car-mad father and a long-suffering mother in a Frazer Nash TT Replica that was our everyday transport during the '70s; and a decade, the '90s, spent covering the modern motorsport scene.

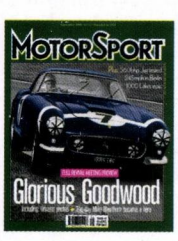
One of the joys of MOTOR SPORT for me is this same broad, diverse canvas upon which it can draw– from the city-to-city races of the turn of the last century to Formula One's turbo era. It's amazing to think that Renault wheeled out F1's first turbo car 23 years ago – the same gap in time between Giuseppe Farina winning the first world championship and the last of Jackie Stewart's three titles.

So much has been written about the sport, yet there is still so much to discover because it never stands still. And I know you have a huge thirst for knowledge. Here are just two recent examples of your prowess:

While standing in the paddock at the Coys Historic Festival, viewing a very rare 1962 South African single-seater, I was joined by a MOTOR SPORT reader. "I knew it," he exclaimed. I knew it as soon as I saw that nose – it's the Assegai." Indeed it was.

The Goodwood Festival of Speed provided the second example. The large man sitting on *Goldenrod* – the fastest wheel-driven, piston-engined car of all time (the true Land Speed Record holder in my book) – turned out to be Bill Summers, one of its creators. A small circle of people had gathered around and were peppering him with incredibly well-informed questions. Mr Summers was amazed – and touched. His fabulous car hadn't run since 1965, and had done just nine runs of six miles at that, yet here were a dozen of you interrogating him, in the nicest possible way.

MOTOR SPORT's journey never ends, the next stage has begun – and the Assegai appears on page 85.



Finally, I am sure you will join me in thanking Andrew Frankel for more than three years of his astute editorship, and in wishing him all the very best on his new career path.

Cover: Stirling Moss wins the 1960 TT in Rob Walker's Ferrari 250GT SWB

Vol LXXVII No 9 SEPTEMBER 2000

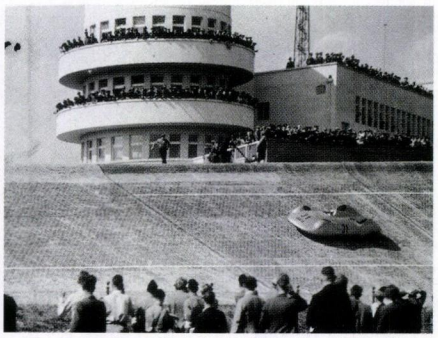
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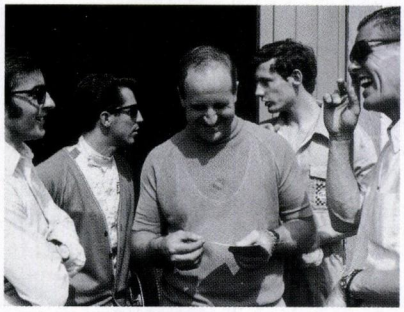
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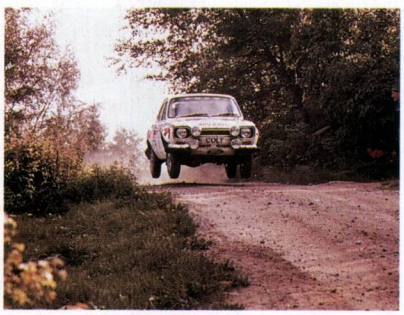
Cat flop *We recall a misguided episode in BL's history, and drive the result. Page 110*



Carriageway duel *The 1937 battle between Auto Union and Mercedes at Avus. Page 64*

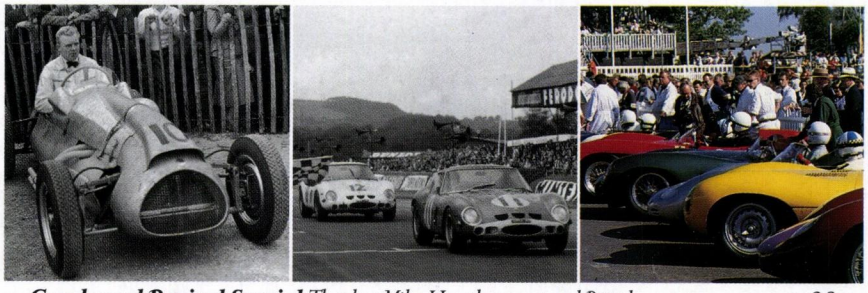


Yanks? No thanks *Unser and Andretti's troubled arrival in Formula 1. Page 76*



Low flying *Find out what it was like to sit next to Mikkola at his height. Page 58*

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Goodwood Revival Special *The day Mike Hawthorn entered British consciousness, page 28. Unseen photos, page 36. Full preview of this year's Revival Meeting, page 46*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT







Marcus Pye

Clockwise from above: fraught '50s sportscar action; Duncan Dayton's Williams takes the lead in TGP race; Charlie Agg (No 7) won both Supersports races

MAGNIFICENT OLDTIMER GRAND PRIX AT NURBURGRING

THE AUTOMOBILCLUB VON DEUTSCHLAND'S 28TH ANNUAL OLDTIMER GRAND Prix featured a tremendous programme of races at the Nürburgring on 4-6 August, starting with a 400km Marathon on the Nordschleife.

The enduro featured a diverse range of cars, from Ferrari 250GTs to a BMW 700, but Swedes Tommy Brorsson and Freddy Kottulinsky won through in a Lotus Elan, from the Porsche 904 of Klaus-Dieter Frers and Erwin Derichs. Britons Allen Lloyd and Gerry Wainwright brought their Jaguar E-type home fourth despite a shunt in qualifying, while Martin Stretton set fastest lap in Dieter Streve-Muhlens' Porsche 904 GTS, at 88.6mph.

The FIA Thoroughbred Grand Prix Championship round saw American Duncan Dayton win from pole in his Williams FW07C, to become the fourth winner in five rounds. Steve Hitchins outfoxed Joaquin Folch in heavy traffic to snatch second, and closed the gap to points leader Stretton.

An Alfa Romeo and Lotus Cortina beat the Lloyd/Wainwright Mustang in the FIA Touring Car race; Lloyd won the GT event with his Ford GT40, and Martin Walford took FJ honours in his ex-Peter Arundell Lotus 22.

In the International Supersports Cup round Jost Kalisch spun his BRM P154 in the path of Chris Chiles' March 717 while hounding Charles Agg's 707. Both were extensively damaged in the melée, but returned on Sunday, when Chiles carved through to harry Agg, who nevertheless won again.

Ottokar Jacobs's Porsche 917/10 just lost out to Jonathan Baker's Alfa Romeo T33 after several lead changes in the European Sports Prototype races, while the BRM P261s of Thomas Bscher and Richard Attwood shared HGPCA Pre-66 spoils. Bscher also took Saturday's Pre-60 counter in a Maserati 250F, after an early scrap with Barrie Baxter's Tec-Mec, but Philip Walker's Lotus 16 won on Sunday. Richard Austin's Lotus 19 was the top '50s sportscar. **MP**



LAT

Daly will be reunited with his FW08

IRELAND'S BEST HEAD TO BELFAST

THE BELFAST CITY OPEN+DIRECT Millennium Festival at Stormont Castle on Monday 28 August is certain to be Northern Ireland's biggest-ever motorsport occasion.

The Ulster Cancer Foundation event will feature the following: Kenny Acheson in a 1983 RAM; Derek Daly in a Williams FW08; David Kennedy in a Wolf WR2; Martin Donnelly in a Lotus 79; John Watson in a Jordan 191 and 199; Eddie Irvine in a Jaguar D-type. Sir Stirling Moss will pilot a Jaguar C-type and Rick Hall a BRM V16. Johnny Thomas brings his 1902 Gordon Bennett Napier from Wales, and Britain's oldest active racing driver, 89-year-old Tom Delaney, is taking the Lea-Francis Hyper in which Kaye Don won the first TT at Ards, in '28.

Rally heroes present will include Ari Vatanen and Jimmy McRae in Ford Escort Mk2 and Vauxhall Chevette HSR respectively, plus Ronnie Adams and Paddy Hopkirk. Bertie Fisher and Austin McHale will be in Subaru and Toyota WRC cars.

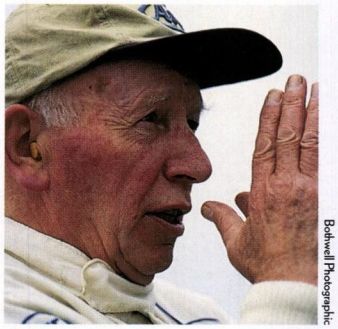
Giacomo Agostini and local Grand Prix star Jeremy McWilliams head the motorcycle racers paying tribute to Joey Dunlop. BAR, Ferrari, Jaguar, McLaren and Williams Formula One showcars are also booked, plus a large range of sideshows.

Admission is £15.00 (children under 14, £7.50) on the gate, or to save time in the queues call the ticket hotline on 08700 722100. **MP**

GOODWOOD TO HONOUR SURTEES AND CLARK

JOHN SURTEES (RIGHT), WHOSE 1964 world Formula One championship with Ferrari and seven world motorcycle titles will almost certainly remain a unique feat, is to be honoured in a special tribute within the third Goodwood Revival Meeting on 15-17 September.

Forty years after his four-wheeled race debut at Goodwood – when, in Ken Tyrrell's Formula Junior Cooper-BMC, he diced wheel-to-wheel with Jim Clark's Lotus 18 – Surtees looks back over a glittering career by driving some of his most famous cars on the track where he had his first tests with Aston Martin and Vanwall.



Bodtwell Photographic

A cavalcade of cars once driven by Clark will also be under the spotlight. The Scottish double world champion's outright lap record for the 2.4-mile circuit, shared with Jackie Stewart from Easter 1965, was finally eclipsed last year, appropriately by Lotus 49 racer Geoff Farmer. **MP**

Our preview starts on page 27

CORRECTION

In last month's Matters of Moment, the lead story incorrectly stated that Jackie Tarrant, wife of Steve, the marshal critically injured during John Dawson-Damer's fatal crash, returned to Goodwood on Sunday to continue marshalling duties.

We would like to make clear at no stage did Jackie marshal at this year's Festival; she briefly returned on Sunday morning to thank medical staff and update marshals and officials on her husband's condition.

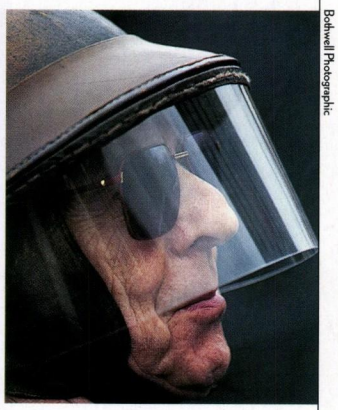
MOTOR SPORT apologises to Jackie and Steve for any upset our story caused.

TOP DRIVERS AND STAR CARS AT COYS FESTIVAL

Darren Maybury



Bodtwell Photographic



Nigel Mansell demonstrated ex-Ayrton Senna Lotus-Renault (above), ex-Mario Andretti Lotus 79 and a Lotus 87; Brooks subbed for unwell Gonzalez

Darren Maybury



Malcolm Wilson entertained in Ford RS200 at the Historic RallySprint

ALL CHANGE FOR NEXT SEASON

Silverstone's Historic Festival will move from its traditional late July/ early August slot to the summer Bank Holiday weekend of August 25-27 in 2001.

The meeting will henceforth follow the AvD's Oldtimer Grand Prix, Germany's showpiece historic event at the Nürburgring.

Having run annually since 1990, the second-biggest race weekend of Silverstone's season attracted 90,000 spectators over three days this year, and Silverstone Sport is targeting several blue chip companies to take over the title sponsorship from Coys of Kensington.

Global collectors car auction house Brooks immediately stepped in to run the meeting's feature sale from 2001 onwards. **MP**

Unearthed cars at Coys, page 84

Bodtwell Photographic



James Mann



Delahaye of Jean Sage and Sam Stretton starred in Pre-War Sportscars; Brooks, Minshaw and Pearson lead away in Duncan Hamilton Trophy race

obituaries

Owen Maddock



Doug Nye

Owen Richard Maddock, chief designer of the Cooper Car Company during the 1950s and early '60s, has died, aged 75. The son of architect Richard Maddock, who designed the Cooper factory in Surbiton, Owen studied engineering at Kingston Technical College while with the Home Guard in the last years of World War II, and then spent two years doing National Service in Germany.

Upon his return to England, he joined the fledgling Cooper Car Company, initially as a fitter. 'The Beard', as he became known by his colleagues, was an outstanding lateral thinker and was soon designing cars radical for their time. His 'bent tube' chassis became a standing joke, until 1958 when Stirling Moss raced to victory in Argentina – the first championship grand prix win for a mid-engined car. Further success for Owen and the Cooper-Climax followed when they took the constructors' titles and their driver Jack Brabham won the drivers' championship in 1959 and '60.

Alongside his motor racing aspirations, Owen was also a sousaphonist, performing with Mick Mulligan's Magnolia Jazz Band. His last performance with the band was the inaugural concert at the Royal Festival Hall in 1951.

Owen left Cooper in 1963, drawn by the desire to build a racing hovercraft, and formed the Hover Club of Great Britain. He freelanced for McLaren and March, but turned down permanent positions and spent the last 20 years living a quiet life in Cowes on the Isle of Wight, continuing to enjoy his music. He is survived by his daughter. **JR**

Dorino Serafini

Dorino Serafini, ex-Ferrari works driver, has died, aged 91. Born in Pesaro, Italy, in 1909, the former motorcycle racer's transition to four wheels was marred by a huge accident when his Maserati's steering column failed in the 1947 Comminges Grand Prix.

He had just one world championship GP start to his name – the 1950 Italian, in which he shared the second-placed Ferrari with Alberto Ascari (below right).

He went on to score more second places, in the Eva Peron Cup at Buenos Aires and at the Circuit of Garda.



Ludvigsen Library

However, another major accident, in the 1951 Mille Miglia, left him with a broken arm and leg and thereafter he raced less regularly.

He did make a victorious return, though, winning the GT class of the 1954 Brescia-Rome-Brescia in a Lancia, finishing seventh overall. **JR**

Derrick Edwards

Derrick Edwards, one of the main influences in maintaining the surviving 300 or so pre-war Astons on the road and racing circuits for four decades, has died, aged 83.

During wartime, Derrick worked with tanks, developing a strong engineering acumen, which he later put to good use when he established a repair workshop.

One of his first customers was Connaught driver Leslie Marr, for whom he was soon fettling race cars. A life member of AMOC, he formed two significant AM firms, firstly Morntane Engineering and later Ecurie Bertelli

Derrick raced, too, and for 30 years was mainly seen at the wheel of the Ulster CMC614. He suffered a major stoke in 1992, a year after his 36th St John Horsfall race.

A charismatic man, his generosity and kindess always touched those who met him. He is survived by his wife Pamela and two children, Michele and Justin. **JR**

FIVA REPRESENTATIVE JAILED FOR EXTORTION

THE AUTHENTICITY OF SOME ITALIAN HISTORIC CARS must be under question after an Italian court jailed Franco Lombardi, a representative of FIVA, which is responsible for authenticating car identities.

Lombardi was jailed for 20 months and fined £2500 for extortion after owner Bernardo Favero taped him demanding $250,000 to authenticate two Ferraris – a 375MM Plus (which MOTOR SPORT tested in March) and a 250 Monza part-owned by Olivier Gendebien, who died before the verdict.

Lombardi was concerned as he owned a Ferrari with the same chassis number as the Monza.

The court ruled both of Favero's cars were genuine and ordered Lombardi to pay costs. **GC**



Victorious Hunter around the world

HILLMAN HUNTER WINS LONGEST RALLY EVER

FORTY HISTORIC CARS HAVE SURVIVED THE LONGEST RALLY EVER, completing the 21,000-mile Around the World in 80 Days event in July. Victors Freddie and Janet Giles drove a Hillman Hunter of similar spec to the 1968 London-Sydney winner, finishing 26min ahead of Nigel and Paula Broderick's Mercedes 250SL.

The rally took competitors through Istanbul, Azerbaijan, Samarkand and the Gobi desert across China, before jumping to Alaska, Canada, and New York. An Antonov air-freighter carried cars and crews to Morocco for the last leg north.

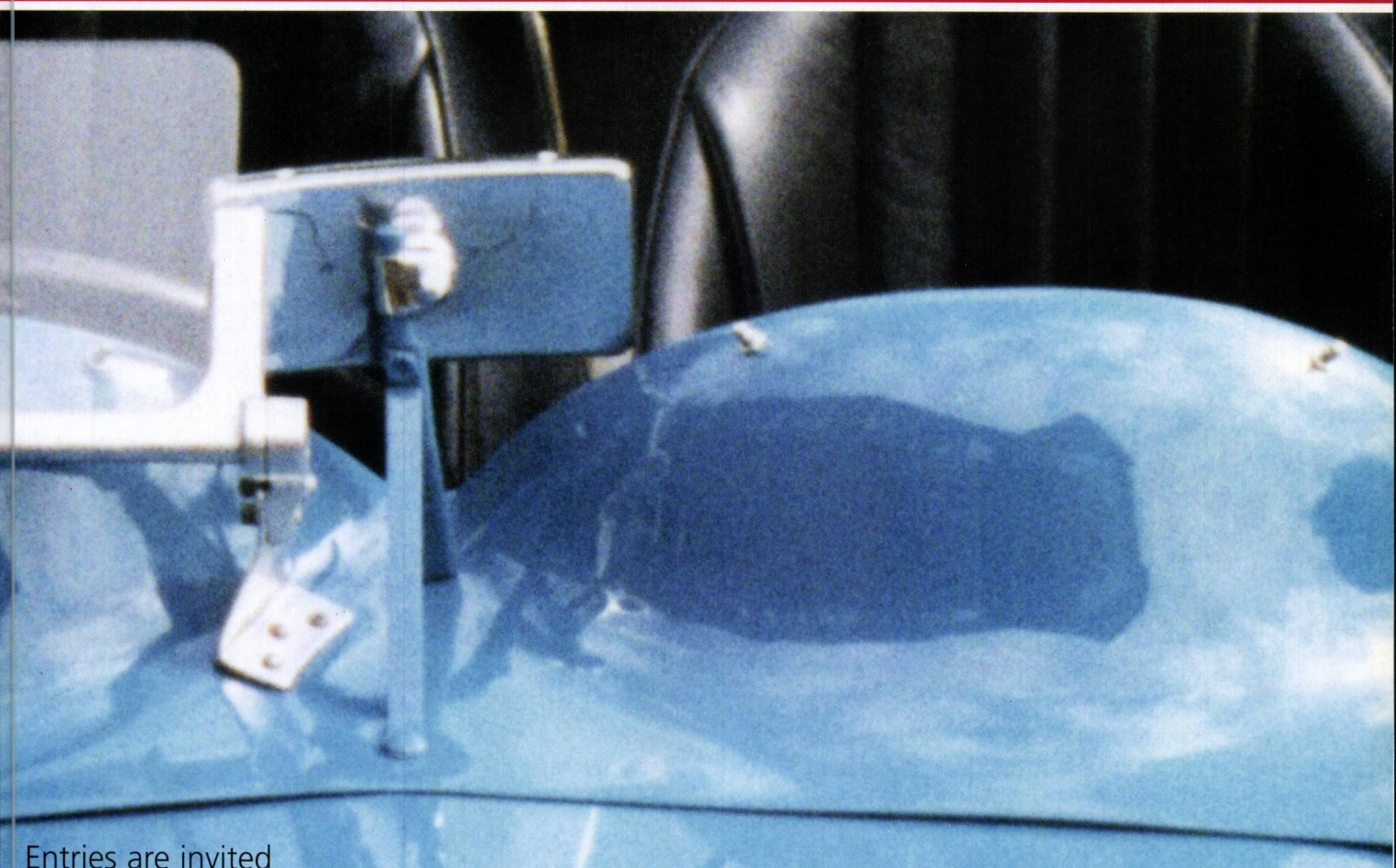
Barry Weir's Aston Martin DB2/4 headed the historic sportscars, while pre-war honours went to a Packard.

Organiser Philip Young plans another epic in two years time, from London to Katmandu; meanwhile the 12th Classic Marathon leaves Ypres for San Remo on 14 September. **GC**

Olympia
4 December 2000

A Sale of Important Collectors' Motor Cars, Automobilia and Formula 1 Memorabilia

LONDON



Entries are invited

Recognised internationally as Brooks's premiere London sale, this event, held in Olympia's historic venue, traditionally attracts fine collectors' cars of immense variety. Last year's sale included, for example, the ex-Graham Hill 1964 BRM P261 F1 Single-Seater, the ex-Stirling Moss 1952 Sunbeam Alpine, a rare 1914 Rauch & Lang Electric Brougham and a 1931 MG Montlhery Supercharged C-type Midget.

Entries are now invited for this year's sale which already promises to offer a wide selection of collectors' cars from veteran to more recent sporting classics. To enter a car for sale by auction or further information please contact Malcolm Barber, James Knight, Nick Lumby or Stewart Skilbeck (Motor Cars) and Peter Card or Jonathan Vickers (Automobilia) by telephone 020 7228 8000 or fax 020 7585 0830.

Forthcoming sales:
9-10 September 2000, Beaulieu Autojumble, UK
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16 November 2000, Harrogate, UK
Entries now accepted

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EVENTS OF NOTE

AUGUST

18-20 ZOLDER (B)
Supersports, European Historics head circuit's 26th birthday party.
☎ 00 32 11 85 88 88

19-20 PHOENIX PARK (IRL)
Historics add spice to the road-racing festival in Dublin's park.
☎ 00 353 872 598 833

19-20 CROFT
Astons head Historic event.
☎ 01325 721815

19-20 PEMBREY
BARC Classic brings Historic Saloons, Sportscars, Clubmans and Single-Seaters to Wales.
☎ 01264 772607

25-27 SPA (B)
Belgian GP, FIA Formula 1 World Championship, round 13.
☎ 00 41 2 2544 4400

26 SILVERSTONE
Racing Green meeting ends another thrilling VSCC racing season, together with a Battle of Britain air display.
☎ 01608 644777

28 BELFAST
Two- and four-wheel superstars gather for Motorsport Festival. See Matters of Moment.
☎ 02892 689444

SEPTEMBER

1-3 DONINGTON
FIA Thoroughbred GP round six, plus Jordan Grand Prix's 10th anniversary celebration.
☎ 01332 810048

1-4 LIME ROCK (USA)
Thundersports Cup and Rolex Endurance Challenge come to Lakeville, Connecticut.
☎ 00 1 888 477 5999

1-9 SICILY (I)
Alfisti celebrate 90th birthday of Alfa Romeo with a busy programme of runs and social events on this stunning island.
☎ 01803 722357

2 SILVERSTONE
Bentley Drivers' Club annual race meeting sees WO's finest exercised on National circuit.
☎ 01279 812661

3 LOTON PARK
Historic element in tortuous and demanding hillclimb setting near Shrewsbury, Shropshire.
☎ 01902 895102

6-10 WATKINS GLEN (USA)
SVRA Vintage Grand Prix pitches Historic racers against the swoopy old F1 track in upstate New York.
☎ 00 1 603 643 6161



LAT

F1 title chase arrives at Monza where drama is sure to ensue

8-10 MONZA (I)
Italian GP, FIA F1 World Championship, round 14.
☎ 00 41 2 2544 4400

9 SILVERSTONE
Long-established Eight Clubs meeting brings the season's most diverse entry to the track.
☎ 01494 531966

9 BRIGHTON
Founded in 1905, the National Speed Trials on the seafront at Madeira Drive is one of the year's most charismatic events.
☎ 0860 730349

9-10 SPA (B)
The sight of almost 100 cars plunging into Eau Rouge in the annual Six-Hour enduro is alone worth the trip. European Sports Prototypes top the supporting programme.
☎ 00 32 4254 1950

9-10 MOST (CZ)
FORCE Pre-72 Classic GP cars join the Czech Republic's Truck Grand Prix bill.
☎ 01306 730517

9-10 BRANDS HATCH
Formula 5000 past master Tony Trimmer joins the field for the second Transatlantic Challenge. The last event ever on traditional Grand Prix circuit?
☎ 01306 730517

15 CADWELL PARK
MGs of all types take to the Lincs mini-Nürburgring for the MGCC's seasonal showdown.
☎ 01235 555552

15-17 GOODWOOD
Curtain up at the world's most extraordinary Historic motorsport theatre for third Revival Meeting. Preview p27.
☎ 01243 755000

15-17 NURBURGRING (D)
Can-Am monsters and Gp 6 rivals in Supersports Cup.
☎ 01420 87622

15-17 ANGOULEME (F)
Angoulême's annual Circuit des Ramparts classic brings Historic motorsport to the streets of the medieval French town.
☎ 0033 5 45 94 95 67.

16 OULTON PARK
Aston Martin championship thrills at the Cheshire circuit.
☎ 01353 777353

21-24 MANX CLASSIC (IoM)
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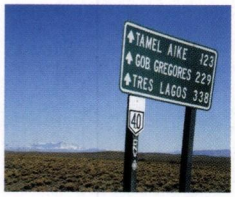


LAT

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(PS that's our Route Survey vehicle in the top picture)

Photos John Brown



Vol LXV No 9 September 1989

RED, WHITE AND BLUE

THERE WERE TWO RED, WHITE AND BLUE CARS IN THE World Sports-Prototype Championship paddock at Dijon-Prenois in May, both prepared in high-tech laboratories, but similarities seemed to end there. The Nissan R89C, designed and built by Eric Broadley, was obviously a state-of-the-art Group C car powered by Nissan, one of the world's leading motor companies, and would soon be an outright winner. What, though, could one say about the Aston Martin AMR-1?

Unkind to say at the time, it looked like sports-car racing's Belgrano, and marshals reached for the oil flags every time they heard the bellowing V8 started up in the paddock. A wheel fell off and David Leslie and Brian Redman really did earn their fee that weekend. The oil pressurisation problem was cured for the race and no more wheels fell off, so the British car was able to finish 17th, a lap behind the Nissan which lost two windscreens.

Designer Max Boxstrom found his Dymag wheels business claimed so much of his time that he could not give the AMR-1 all the attention it clearly required, and all the development work has since been carried out by Ray Mallock, the team's chief engineer and occasional driver, and his father Arthur, who is better known in some circles for designing the enormously successful Mallock U2 Clubmans cars.

What the Mallock family doesn't know about suspensions is probably not worth bothering about. There were two rear suspension failures at Le Mans, only one during the race fortunately, and this is where development has been concentrated. Neither the Nissan nor the Aston Martin had any degree of suspension compliance, less than an inch at the front, designed for a perfect race track that doesn't have any bumps or cambers. Le Mans isn't like that, as the two teams already knew.

The Aston does have rugged reliability on its side, and although the team lost an engine on one car at Le Mans, due to a burned out rev counter, the other ran to an eventual 11th place, which was about what its backers, Peter Livanos and Victor Gauntlett, hoped for, but hardly dared expect. The Aston then went back to its Protech factory in Milton Keynes, missing Jarama, where Nissan were disappointed to collect only three points.

Even on 5-6 July testing, the Aston Martin showed little sign of its born-again form, as Michael Roe wrestled it round Brands Hatch in 1min 22.3sec. Two weeks later, though, an astonishing transformation was seen at Brands Hatch. David Leslie made the AMR-1 look positively graceful as it sped round in 1min 17.961sec, Brian Redman being only a little slower. Behind them were the entire Brun Porsche team, a Joest Porsche, the Mazda 767B and some other usefully quick cars.

A long way ahead was the Nissan R89C on the second row of the grid, but again the speedy tortoise beat the hare. The mix of cross-ply tyres on the front of the Nissan and radials on the rear was too much for Julian Bailey, who put it in the gravel at Clearways, facing David Leslie as he sped past.

There was yesterday's car, the Jaguar XJR-9 V12, battling with tomorrow's, the Aston Martin AMR-1, and at the end the Aston was the winner of this pairing with a fine fourth place, to the great delight of a section of the crowd. Quite how the Jaguar has fallen from grace so quickly is a mystery; when TWR people say it's old, they should remember the Porsche 962C is several years its senior.

In terms of results, the Aston Martin is now ahead of Nissan Motorsport Europe (as distinct from the Japanese team's Nissan which finished fourth at Suzuka), and is treated with proper seriousness. A nice tribute came from Mercedes ace Jean-Louis Schlesser: "I couldn't gain anything on the Aston Martin in the corners, just a leeeetle on the straights."

It would be foolhardy to continue this line of thought to a point where Aston Martin beats Nissan on the road. We can all see that the Nissan has immense potential, and that it will soon give the Mercedes a very hard time. In all likelihood the normally-aspirated Aston Martin will challenge Mercedes in qualifying, but it might well become what the Jaguar XJR-9 ought to be – a constant threat in fuel consumption-limited competitions.

Manager Richard Williams would be over the moon to collect a top-six placing at the Nürburgring, but he is more optimistic for the Wheatcroft Trophy race at Donington on 3 September, when a third chassis will be available at a predicted scrutineering weight of 910kg – a far cry from the 980kg scaled at Dijon and Le Mans. There, the two cars will be handled by David Leslie/Michael Roe and Brian Redman/David Sears, and it would not be surprising if they were both very effective competitors.

On the Jaguar front, the V12 has possibly been rather neglected in the rush to get the IMSA and Group C turbo models onto the track, but they reveal a great deal of potential and the XJR-11 could well show Mercedes the way before the season is over. The team is certainly strengthened with the signing of Alain Ferté, the gutsy Frenchman who holds the Le Mans lap record and makes it easier for Tom Walkinshaw and Roger Silman to prepare for the clashing races at Donington and San Antonio, Texas. Onlookers, though, wonder how TWR will fit five world championship drivers into two cars next year.

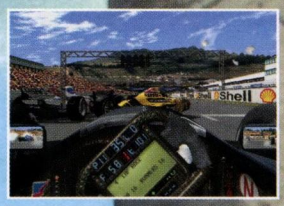
It now seems more than possible that the Germans will relieve Jaguar of the teams' championship at Donington, though they will not be allowed to dominate the proceedings as they did those historic days in 1937-38. With no team orders, though, Jean-Louis Schlesser and Mauro Baldi will remain arch rivals to the end of the season, the Brands Hatch result having boosted the Italian's prospects in the drivers' championship. **MLC**



Aston Martin's AMR-1 proved surprisingly fleet at Brands Hatch in 1989

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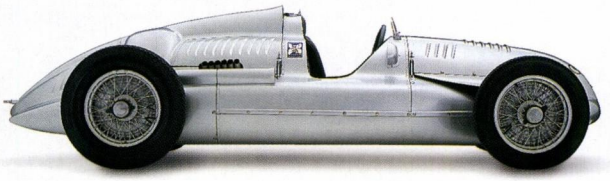
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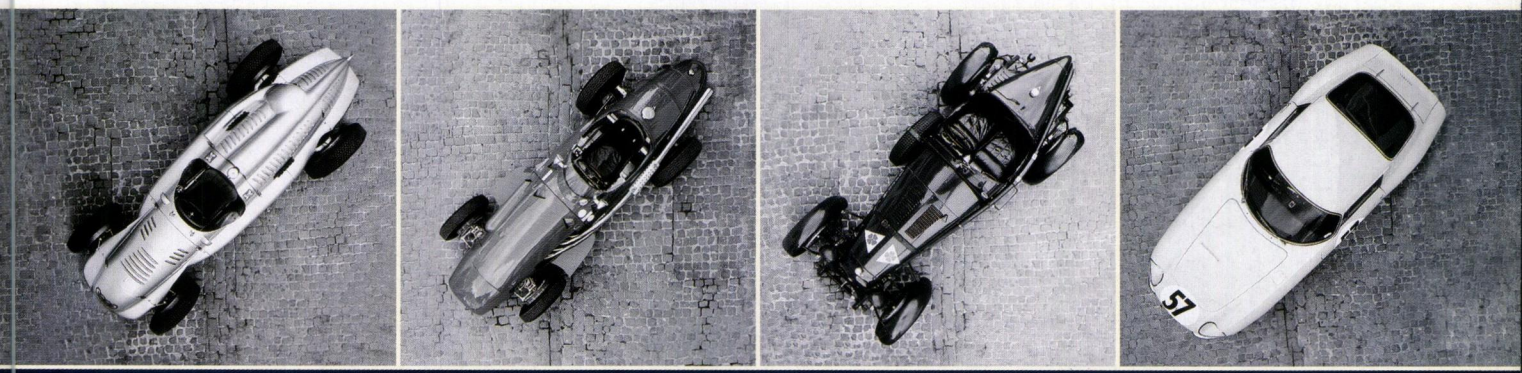
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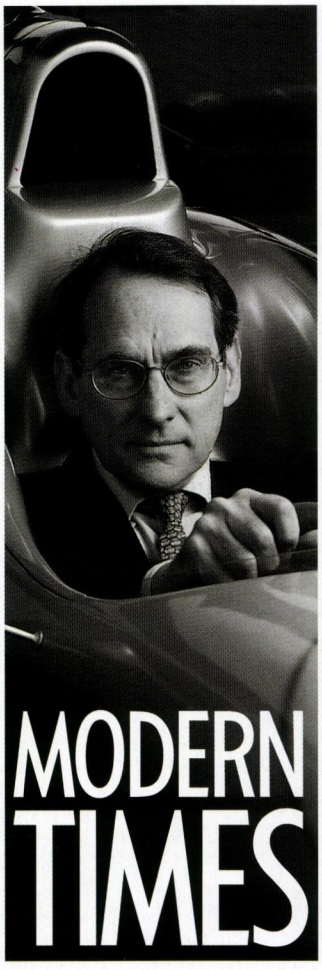
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MODERN TIMES



LAT

Edge of the seat: Rubens Barrichello's first GP victory stemmed from a decision to stay out slicks in pouring rain

EVERYONE WAS DELIGHTED BY RUBENS Barrichello's triumph in the German Grand Prix – except perhaps Ron Dennis. Unlike so many maiden wins, this was bravely and fairly won, and did not rely on the opposition conveniently dropping out. Indeed, an electrical problem in qualifying had relegated Rubens to 18th on the grid, and nobody has won in Formula One from that far back since John Watson's great Michelin-shod victory from the 11th row at Long Beach in 1983.

Rubens is probably the friendliest, most approachable driver in the F1 paddock, and remains unspoilt by the prizes and pressures of grand prix life. For several seasons he laboured under the load of the label that Brazil had given him: the successor to Ayrton Senna. Jackie Stewart helped him shed that and learn to race for himself rather than for a hero's ghost – although, inevitably, Rubens emotionally dedicated his German victory to Ayrton's memory.

It took Rubens 124 starts to get to his first grand prix victory: but, like Jenson Button, he was only 20 years old when he started in F1. His last win was as a teenager in F3, when he beat a young Scot called Coulthard to take the British title. He showed his wet-weather talent in his third-ever F1 race, the infamously slippery 1993 European GP at Donington Park. His Jordan ran a startling second to Senna until its fuel pressure sagged with five laps to go.

The rain in Germany wasn't responsible for the bewildering sight of a mentally unstable protester wandering onto the track, nor for Michael Schumacher ending his second race on the trot at the first corner. But it did produce an enthralling qualifying, when David Coulthard's charging opportunism earned him a time 1.4sec ahead of Schumacher and Hakkinen in the same track conditions. Then the weather got worse. If it hadn't begun to dry in the final minutes of the session, one R Barrichello would not have got into the race.

And the same Hockenheim rain gave us treacherously inconsistent conditions in the closing stages of the race itself, with the track dry in some places and awash in others. That was Barrichello's opportunity to produce the drive of his life. He'd started light on fuel to help his progress up from the ninth row – from 18th to fifth in the first six laps – and had already had to stop twice for fuel. So, after a little chat with Ross Brawn over the radio, he opted to stay out on his grooved slicks. Meanwhile first Hakkinen and then Coulthard, both finding the

McLarens very nervous over the slippery patches, came in for wets. So did every other finisher – and, at the chequered flag, the lone Ferrari had won by 7.4sec. It was one of the great wet-weather victories.

Those conditions, of course, were tailor-made for Michael Schumacher. But it was nobody's fault but his own that he had to watch from the sidelines, having taken himself into the barriers on the first corner, and with him poor Giancarlo Fisichella (whom Schumacher blamed, of course). He's managed to gain official approval this year for his infamous start-line swerve, even though Villeneuve, Irvine and others have said that sooner or later an accident would result. So at Hockenheim Coulthard, grappling with wheelspin, understandably used the same FIA-approved technique. Schumacher, on the receiving end for a change, found out the hard way that if you do your swerve when the rest of the field is already engulfing you, you're going to get hit. Which is just what happened.

Rain has always been a great F1 leveller. Barrichello's win made me think of another maiden victory, that of Jean-Pierre Beltoise. At Monaco in 1972 the rain was torrential, the track waterlogged, and this too was no lucky victory, for Jean-Pierre shot into the lead straight from the second row and stayed there for the entire 80 laps, setting fastest lap and leading home Ickx (Ferrari), Fittipaldi (Lotus) and Stewart (Tyrrell). It was to be his only grand prix win – and BRM's last.

Another memorably wet Monaco was 1984. For five glorious laps, until he slid into the barriers, Nigel Mansell's Lotus was in front – the first time Our Noige ever led a grand prix. By lap 30, with the conditions worsening, leader Alain Prost was gesticulating to clerk of the course Jacky Ickx to stop the race. This had rather a lot to do with the fact that an ungainly Toleman, a car never seen as a serious threat by the top teams, was catching Prost's McLaren hand over fist. At the wheel, in his fifth F1 race, was the young Senna. Ickx duly stopped the race and Prost was the winner. By then the furious Senna, having set by far the fastest lap, was just seven seconds behind. Ayrton had to wait until the next wet race, at Estoril 10 months later, to demonstrate his superiority and score his first win. By then he was in a Lotus, and he won by over a minute.

Spa has always had more than its fair share of rain. In 1997 the race had to start behind the safety car. Twelve cars piled up on the first lap in '98, and then Schumacher controversially ran into the back of Coulthard. The part wet, part dry Hockenheim conditions recalled the 1966 Belgian Grand Prix, when the cars rushed away from a dry grid and, cresting the brow at Burnenville, hit a wall of rain. Only seven cars made it round the opening lap, including Jochen Rindt's Cooper-Maserati, which had a terrifying multiple spin at over 150mph in the Masta Kink without hitting anything. One of the injured was Jackie Stewart: lying trapped and semi-conscious in his BRM, soaked in fuel, he vowed to make racing safer. Indirectly, that Belgian squall in 1966 was to save many drivers' lives.

Then there was the hailstorm that ended the 1975 British Grand Prix. Of the 19 cars still running when the rain got really bad, 13 went off the road during the closing laps, and Silverstone's Stowe Corner looked like an F1 scrapyard.

But my favourite is Austria '75, the mad day when it rained, began to dry, and then rained again. In the murk and spray several cars spun off, and neither drivers nor spectators knew what was going on. When they stopped the race, incredibly, Vittorio Brambilla's March was in the lead. No works March had ever won a grand prix before, certainly not one driven by either of the Brambilla brothers, affectionately known as the Monza Gorillas. Vittorio was so overjoyed at winning that he raised an ecstatic arm aloft as he crossed the line – and went off the road into the barriers.

There was lots of joy and ecstasy at Hockenheim, with Rubinho's tears mingling with the champagne and the general damp. But Ron Dennis, as I said, celebrated Barrichello's win in a more muted manner than most. He reckoned the plastic-mac figure that brought out the first safety car lost McLaren a 1-2. Come on, Ron: safety car periods can be part of any race. F1 is about adapting your strategy to the unexpected, on the hoof. And that's what Ross Brawn is so good at.

Nevertheless, I agree with Dennis about one thing. As we noted here last month, the grinding acrimony between Ferrari and McLaren is nothing new, but I have to record a fresh and unattractive facet of this long-running soap opera. Hakkinen, refreshed after his holiday, scored a born-again victory in the Austrian GP ahead of team-mate Coulthard, but in post-race scrutineering one of the two FIA seals on his car's electronic black box was found to be missing. The FIA enquiry that followed found that, whatever the explanation for the missing seal, the software was totally legal. Hakkinen kept his victory and the 10 drivers' championship points that went with it, but oddly McLaren were docked 10 points from their constructors' score, and fined $50,000.

It emerged later that Jean Todt, Ferrari's team manager, had written to the FIA, calling on them to disqualify both Hakkinen and Coulthard from the Austrian race. It was an unseemly effort to lobby the FIA over something which wasn't his affair, and one hopes that the FIA treated it with disdain. But the penalty imposed on McLaren's score did, of course, give Ferrari back the constructors' lead.

In Germany there was another Ferrari matter which left a nasty taste. During a yellow-flag period Jarno Trulli was coming into Turn One as Barrichello left the pits, and the Jordan was alongside and past the Ferrari as it came out of the pit exit lane. Todt immediately fired off an e-mail via the system that allows teams instant communication with race control, to the effect that Trulli had overtaken under a yellow and should be penalised.

Obediently, the stewards told the Jordan pit to bring their man in for a 10-second stop-go penalty. Jarno was lying second to Hakkinen at the time and would surely have finished on the podium: as it was, he finished a bitterly unhappy and mystified ninth.

Methinks it would be better if team managers concentrated on running their own teams, and not trying to do the job of the FIA. M

Rain-induced chaos brought the 1975 British GP to an end, with even the second and third place cars in the fence



LAT

LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

HONOUR SATISFIED

SIR,

The news of the sentence imposed on Prof Franco Lombardi [see *Matters of Moment*] who, apparently out of greed, has tried to stain the honour of my old and dear friend, Olivier Gendebien – now regrettably no longer among us – has arrived in Argentina.

I am pleased by the Italian court judgement even though I am sad that Olivier has not lived long enough to see justice done in the case which he initiated. For my part, I have no doubts, nor had them at any time whatsoever, since I knew well both Olivier Gendebien and the Ferrari 375 Plus car, which I drove at the Maranello Autodrome when it was made available to us by Ferrari.

Now, about this automobile, a sibling of the one in which I won Le Mans in '54; I can state, after a very thorough examination, that it truly is a genuine, original car. With respect to Olivier Gendebien, I can also state without hesitation that he is not, and never has been, a counterfeiter! And anyone who knew Olivier's character could only agree. Furthermore, a man like him, with his name, sports history and background, could never have had a reason to engage in the construction of counterfeit cars.

I would be immensely pleased if you could publish this letter out of respect for the image of the great champion Olivier Gendebien, and your readers, who I believe share my great respect for Olivier.

I AM, YOURS, ETC,

JOSÉ FROILÁN GONZÁLEZ, URUGUAY

* * * *

HATS OFF TO CONNAUGHT

SIR,

I was delighted to read Martin Brundle's appraisal of the Connaught A-type; he is fully justified in waxing lyrical over the pre-selector gearbox.

Characteristics of the car's handling might well have changed in the last 48 years, but when I drove A3 to fifth place in the 1952 British Grand Prix, it was beautifully balanced with only a touch of understeer to cope with.

I must correct Martin on one point. In the immediate post-war years, we certainly raced either bareheaded or with linen helmets, but crash hats from Herbert Johnson were obligatory by 1952.

I AM, YOURS, ETC,

ERIC THOMPSON, SHAMLEY GREEN, SURREY

* * * *

BRING BACK SLICKS

SIR,

Reading the July issue I couldn't agree more about how Martin Brundle liked mechanical grip from the F1 cars 10 years ago, and how stupid tyre rules spoil today's grand prix racing. I think there should be some big changes for 2001.

First the FIA should make all the teams closer by having the first 10 cars/drivers in each race collect points from 15 for the winner down to one point for the tenth-placed driver. This would allow other teams apart from Ferrari and McLaren to get points.

Also if the engines were limited to 17,000 rpm for all cars and a minimum engine weight of 100kg, Formula One would be more down to the driver and car set-up. At the moment F1 is far too political and it doesn't matter what or who it is, the person/team/company with the most money will win every time.

The whole idea of F1 is speed, danger and competitiveness, so let's have slick tyres back please.

I AM, YOURS, ETC,

A BIRKLEY, YORK, YORKSHIRE

* * * *

BURNENVILLE QUESTION

SIR,

I must disagree with Doug Nye regarding the corner at Spa through which Chuck Daigh is drifting his Scarab (lovely shot). I am sure this is Burnenville as the road is sweeping slightly downhill as it goes on towards Malmédy. If it were Raidillon then the road would sweep uphill from Eau Rouge, and the background would be a steep wooded slope, not fields as seen. And what about that wall? Burnenville was a scary corner and it can still be seen today, allowing one to be respectful of those drivers who tackled it as Chuck did.

Having just read *Archie and the Listers*, I am amused by Reventlow's description of these wonderful cars as being "a piece of junk". Thankfully Briggs Cunningham and Walt Hansgen didn't agree.

Thanks for a wonderful monthly read.

I AM, YOURS, ETC,

J PENFOLD, CHICHESTER, WEST SUSSEX

* * * *

ROSE-TINTED SPECTACLE

SIR,

Your August 2000 issue arrived yesterday and I delved into it during lunch, reading first 'Senna vs Schumacher' in your article *Uncrowned Duels*. Lest admiration and nostalgia blur the memory, let us not forget the number of times both of these drivers have deliberately run off, or even rammed, their competitors. Of course, admirers of both men can argue that the current attitude of the FIA allows such unsportsmanlike behaviour; nevertheless, both drivers are diminished by it.

I AM, YOURS, ETC,

GORDON L JAYNES, VIRGINIA WATER, SURREY

* * * *

FIRST SWERVE

SIR,

I would have thought that Simon Taylor, of all people, would be able to recall that the inventor of the violent swerve at the start of a grand prix is, in fact, our own Nigel Mansell, as first demonstrated in the 1990 Portuguese Grand Prix when he moved across on team-mate (and championship contender) Alain Prost to effectively ruin his, and the team's, race.

In that instance it was a foul committed by an Englishman on a Frenchman so nobody minded. Indeed it seems to have been completely forgotten in the idiotic furore stirred up when the offence is (as in France a couple of weeks ago) perpetrated on a Scotsman by a German. I wonder why that is?

Maybe all the outraged 'fans' of grand prix racing should stick to less esoteric sports like football, where the bad guys are all foreigners.

Simon Taylor should have at least mentioned the truth, surely?

I AM, YOURS, ETC,

KRISTOFFER BLEGVAD, LONDON

* * * *

FINGER TROUBLE

SIR,

What a sad state modern F1 must be in, judging by Simon Taylor's column this month. He wonders if they should consider penalising a driver for moving across the track to block an overtaking manoeuvre. And he suggests that slowing down to an unpredictable degree for a corner is a questionable tactic.

In the same column he talks about when Formula One involved racing. If he looks back he will find that a standard technique for keeping your lead is to enter a corner slower than normal so as to be able to accelerate out at an unpredictable point.

Perhaps he would like to see a rule that says you can only overtake stationary cars, then we would have even more of Max Mosley's exciting pitstops – and people who have never overtaken in their lives (test drivers, for example) wouldn't have to learn a new technique when they reach Formula One.

And what is this about Schumacher lifting off mid-corner? If he was driving on the limit then lifting off would result in a swift exit off the track. Or does the computer that controls the car somehow defy the laws of physics? Of course, it is possible in



Estoril '90: Mansell's swerve at Prost allowed McLarens through

modern, endurance, F1 races that they aren't driving on the limit (even when you have another driver breathing down your neck?), but if that is the case, how can you even start to compare Schumacher to a real racing driver like Senna?

'Kryten' Coulthard might well have been right in worrying about his digital gesture – apparently when Mr Posh Spice did a similar thing after a recent football match, he came very close to being punished. What an exciting world we live in where any gesture of emotion is deemed offensive.

And finally Gary Spaven's letter (August) queries Simon Taylor's comment that overtaking at Monaco is impossible. Well, you don't have to go back to 1979 to find it; in the 1998 Formula 3000 race, Juan Pablo Montoya overtook most the field, and showed what a talented driver can do. Yes, of course F3000 cars are different, but they are far closer than F1 in terms of performance, and not much smaller. Let's hope Montoya is allowed to shine in F1 soon.

I AM, YOURS, ETC,
PETER MORLEY, TEVUREN, BELGIUM

* * * *

RAILTON REVISIONS

SIR,

With reference to the piece on Reid Railton (July), the MG in the photograph is EX135, not the Magic Midget (EX127), and the Class E records using the four-cylinder XK engine in EX135 were achieved in 1948, not 1938.

Sir Malcolm, not Donald Campbell drove Bluebird K3 to the 126.32 mph Water Speed Record in 1937, and I would describe the rear springs on the 1933 Napier-Railton as being double cantilevers on each side, rather than quarter-elliptics.

I AM, YOURS, ETC,
RICHARD WINGETT, SALTASH, CORNWALL

* * * *

MISSED OPPORTUNITY

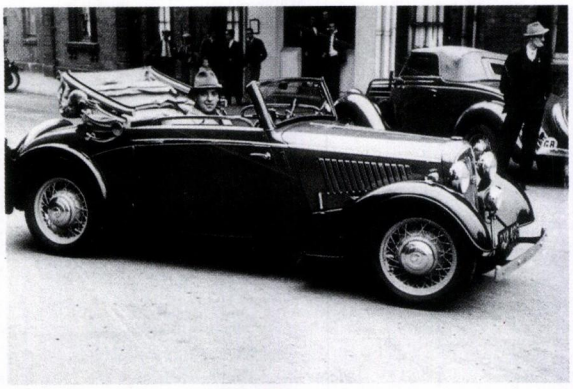
SIR,

Last month Bill Boddy's main item was *Ladies who broke male dominance*, but he stopped at 1935.

In 1993 Tina Cooper won the Mini Se7en Championship defeating a field of 25 men over the whole season, winning races and emerging as a worthy champion. Having raced these cars myself they are by no means easy, with negligible grip from their narrow concrete-hard tyres. As soon as you get out of shape they are totally unforgiving and put you into the scenery.

It seems incredible that the only genuinely quick lady driver – who could consistently run at the front and win – that we had seen in years, was not noticed and put into a top team in Formula 3. Who knows what she would be doing seven years on?

I AM, YOURS, ETC,
RICHARD HINTON, WARE, HERTS



Rosemeyer flies the flag for DKW; Rodney Walkerley watches

ROSEMEYER IN LONDON

SIR,

I think I can add something to Nigel Roebuck's remarks about Jenks and Rosemeyer.

The Park Lane showroom was Mercedes and they had one of their racing cars in the window, with nothing else, spotlighted. It was very dramatic and there was usually a small crowd looking at it. Both teams realised the publicity value.

The Auto Union team were somewhere else. A-U was comprised of four small firms – Horch, Wanderer, Audi and DKW. The latter were introducing their small two-stroke car into England, so what better than the use of the Auto Union drivers to show it to the public? I think Wanderer had a showroom in Albemarle Street and it might have been there or somewhere nearer Great Portland Street. Wherever it was, you could walk in and look at it.

Jenks borrowed a camera, cycled there and took a picture he later showed me, ¾ rear and a bit fuzzy.

When the Press were told about the team and their DKWs, Rodney Walkerley, sports editor of *The Motor*, asked three or four of us whether, should it be needed, we would act as chauffeurs for the drivers as they would not know London or England. We went to the handover; none wanted our services, but we did have a very pleasant morning.

The picture shows Rosemeyer driving off: Rodney (trilby hat) and his Ford V8 behind.

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

* * * *

POINTS ARISING

SIR,

Recently I have taken an interest in the pre-war races of the 1930s, particularly those of the period 1935 to 1939, sparked off by Chris Nixon's excellent *Racing the Silver Arrows*.

I had always understood that the 1939 European Championship was won by Hermann Lang, but after reading an article on the internet, I have my doubts. The article suggested that HP Müller of Auto Union had, in fact, outscored Lang. I checked the results as published in *Racing the Silver Arrows* and found that they confirmed this exactly, indicating there were four races counting that year to the championship. The results between those two drivers showed the following:

Lang: 1st, 1st, DNF, DNF;
Müller: 1st, 2nd, 4th, DNF

According to my understanding, the scoring system was the reverse of today's points, being awarded in ascending order with one point for a win, two points for second, etc and eight points being allocated in the event of a non-finish. So the problem is that if we compute directly from the above, Lang scores 18 while Müller scores 15. I acknowledge that, without doubt, the most successful driver that year was Lang in the European Championship races, but he does not appear to have been as successful as Müller.

I might be missing some facts, but having checked the race reports on the internet the above points-scoring situation is confirmed. Is it possible that the history books need rewriting or can your archives or Bill Boddy throw light on this mystery?

A secondary question I have follows from last weekend when I was watching the British Motorcycle GP from Donington Park. An aerial shot was shown of the area beyond Redgate corner which had been Tarmaced over and the commentator stated that "this was where the German pre-war GP cars used to take off".

Has the old Melbourne Hairpin been replaced with Tarmac? I hope not, for when I was working in the North, I used to detour (on my way to the M1) through Melbourne village just to see the old corner, and every time I passed it, I had the same thrill – it was an awesome sight. To me it is a national monument and irreplaceable.

I AM, YOURS, ETC,
DAVID J JONES, WESTON-SUPER-MARE, SOMERSET

* * * *

LUCAS INTERJECTION

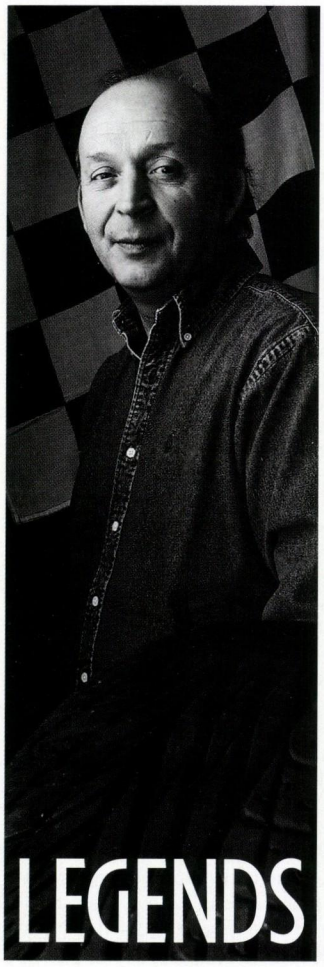
SIR,

A small comment your July issue. The section covering the Brabham Alfa-Romeo BT45 in *50 years of Formula One* makes mention of "electronic fuel injection". The Lucas metering unit is clearly visible as are the distinctive nylon injector lines.

As Lucas injection appeared on almost every Formula One car for about 20 years, plus many famous sportscars and a host of others, perhaps it would be the perfect subject for one of your technical features.

A brilliant invention, using a mere handful of moving parts working at very close tolerances (.0001"), I have been a fan of it since I recall the announcement of its installation on Jaguar D-types in the 1950s. Now I run a Lucas unit on my Lancia Fulvia; it is amazingly reliable.

I AM, YOURS, ETC,
PAUL DE RAYMOND LECLERCQ, VIA E-MAIL



LEGENDS

JOHNNY SERVOZ-GAVIN

DOWN AT THE TIP-TOP BAR, THAT Sunday night in May 1970, we waited – and hoped – for Jochen Rindt to arrive, as the winner of the Monaco Grand Prix traditionally did in those days. It must have been nearly midnight when he and Nina, swinging the trophy between them, emerged from the Prize-giving Gala at the Hotel de Paris, strolled across Casino Square, and on down the hill.

It had been perhaps the most exciting race I have ever seen, with Rindt's old Lotus 49, lapping more than a second under the pole position time, relentlessly moving in on Jack Brabham. At the Gasworks Hairpin – the last corner of the last lap – Brabham understeered into the fence at my feet, and Rindt, incredulous, took the flag.

Now, six hours later, he loosened his bow-tie, and drank beer from the bottle in time-honoured Tip-Top style. I don't believe I ever saw a man happier from winning a motor race.

On a yacht in the harbour, meantime, another party was going on, and the man who had organised it should, logically, have been in despair, for while team-mate Jackie Stewart had started that afternoon from pole position, he had not so much as qualified. In point of fact, though, Johnny Servoz-Gavin, working his way easily through a bottle of Chivas Regal, was a man without a care. Indeed, he felt only relief. "You have seen me," he said to his friends, "in a racing car for the last time."

They all laughed at that, but he meant it, and stuck to it, too. The following week he informed Ken Tyrrell of his decision, and he never raced seriously again.

Two years earlier, Servoz-Gavin had started the Monaco Grand Prix from the front row, and what made that the more remarkable was this was his first race in a Formula One car. In an F2 accident at Jarama, Jackie Stewart had broken his wrist, and Tyrrell needed someone to drive his Matra-Cosworth in Monte Carlo. He thought first of Jean-Pierre Beltoise, but he was to debut Matra's own V12 car; next down on the company list was the man always known as 'Servoz'. At 25, he had made a strong impression in F3 and F2.

As a rabid F1 fan, I made my first visit to Monaco in 1968, and thought, like many others, I saw latent greatness in this newcomer.

He was wonderful to watch that weekend. Clearly it wasn't Stewart at work in the light blue car, and more than the unfamiliar helmet told you that. Servoz realised what an opportunity had been handed to him, and where Jackie would soothe a car into going quickly, his young stand-in bullied it. Hence, the Matra frequently found itself at angles not encountered before.

If I recall anything in particular of that weekend, it was the Saturday morning session, which was wet and treacherous. Servoz enjoyed himself fully, time and again power-sliding through Casino Square, in the manner of a Rindt. In that rainy session, he was two clear seconds faster than anyone else, and in the dry afternoon was beaten only by Graham Hill.

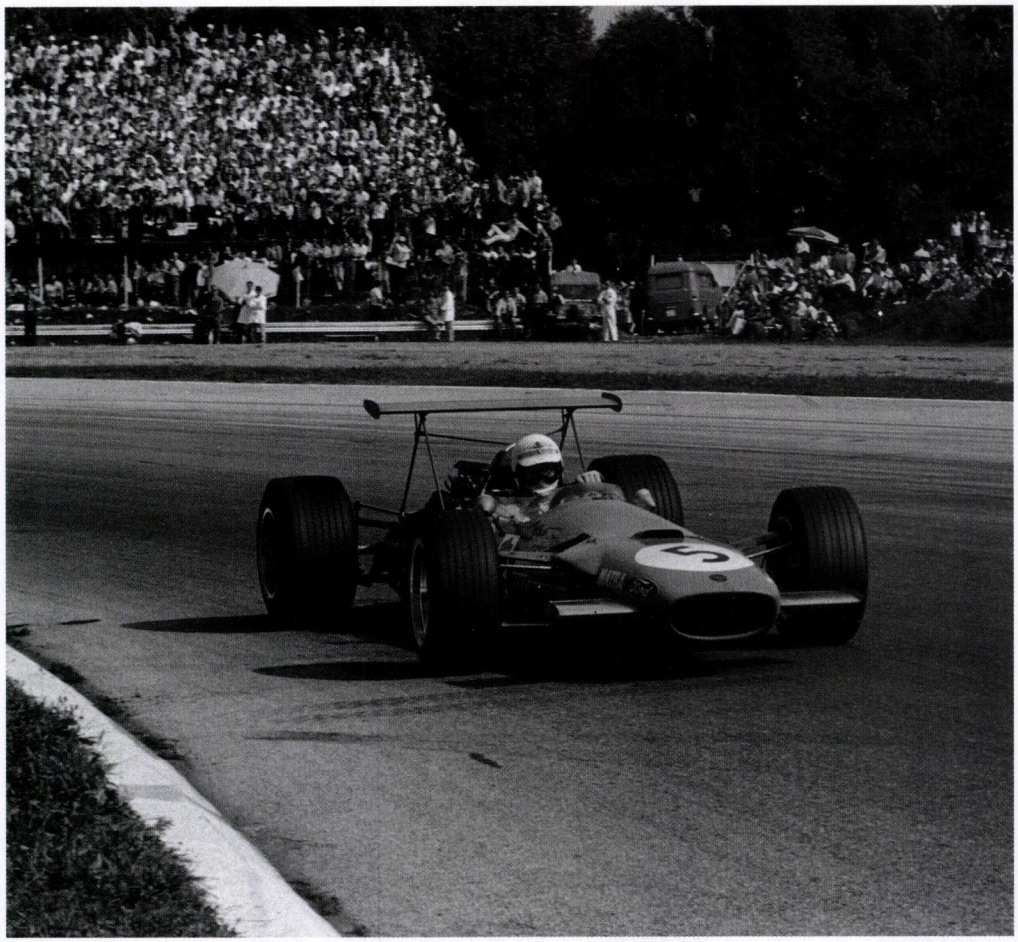
The following day they lined up side by side, and at the fall of the flag the Matra was first away. Probably it was wisdom and experience that kept Hill from following too closely, and they served him well. For three laps Servoz ran away from the pack, but on the fourth he abruptly slowed, left-rear suspension broken. Although Johnny still insists he never hit anything, onlookers at the chicane were adamant his car had kissed the barrier at the exit. Whatever, the Matra retired at the pits, with Tyrrell stony-faced, his driver ready to weep.

Servoz was one, it seemed to me then, absolutely right for his time. If the name looked great on the side of a cockpit, so also the man looked the part. After an era in which too many F1 drivers – for my taste, anyway – were to be seen pushing prams around paddocks, Johnny had the freewheeling ways of my childhood heroes. He was a throwback to Alfonso de Portago, a reminder that not all racing drivers lived like monks.

Servoz, emphatically, did not live like a monk. "I always liked the girls,"



Servoz-Gavin had a sensational F1 debut, qualifying on the front row at Monaco '68 and briefly leading in Ken Tyrrell's Matra



Johnny made amends for his Monaco disappointment by finishing second at Monza. But he was soon lost to F1



Tressed to thrill: 'Servoz' had style

he said, which is a little like saying Michael Schumacher is quite quick. Johnny also liked to eat and drink well – liked the good life, in fact.

A playboy, then, and something of a hippy, too. This was the late '60s after all, and his hair was fashionably long; he was also years ahead of the game when it came to designer stubble. Very louche, in a James Dean sort of way, but not contrived. Simply, he seemed like a free spirit who had found the perfect job. The abiding problem was that he lacked the commitment to do justice to his talent.

Despite the setback at Monaco, Tyrrell occasionally entered a second Matra for Servoz in '68, and at Monza he took a fine second behind Denny Hulme. There was no question of a drive with Ken for 1969, though, for Matra were keen to 'place' Beltoise in the Tyrrell-run team until ready to return with their own factory outfit the following season. That year, therefore, Johnny concentrated on F2, and clinched the European championship with a victory in the last race, at Vallelunga. For 1970, Tyrrell hired him as Stewart's permanent number two. He looked set.

Then, one day that winter, he contested one of those curious semi-rally events, so beloved in France, for such as Jeeps and Land Rovers. It was fun, nothing more, but in some woodland, a small branch caught him in the right eye. Aware of the possible consequences for his career, Servoz initially said nothing. He had treatment in hospital, stayed in a darkened room for five weeks, and hoped.

In the early races of 1970, though, the old panache – and the pace – were gone. Of course it didn't help that Tyrrell was now running a pair of agricultural March 701s, rather than Matras, but Stewart certainly made the most of his, winning the Spanish Grand Prix at Jarama. That same day, Servoz was fifth, two laps down, the last man to finish.

He was – and is – a complex man, and even 30 years ago found F1 a little too pressured for his liking.

"I was never a true professional," he said. "I was only a professional because I didn't have the means to be an amateur."

What most affected his motivation, though, was that he knew his peripheral vision was fundamentally, and permanently, impaired. Placing the car accurately for right-handers was now impossible, for he had the impression he was putting a wheel off the road, when in fact he was still a few inches from the apex. At Monaco, where he created a sensation only two years earlier, he failed to qualify, and at one stage had a big accident at the chicane.

"I wasn't enjoying it, anyway," he said, "and I thought back to Lorenzo Bandini's accident in the same place, three years earlier: he was burned to death." By the end of that weekend, he had made up his mind to quit, which is where we came in. "I told everyone I was retiring because I was scared. There was much more to it than that, of course, but saying it that way avoided hours of discussion. I just wanted to break free, get away."

A month later, François Cevert appeared in the second Tyrrell March at Zandvoort, and by then Johnny had turned his attention to sailing which, unlike motor racing, was to be an enduring love. He bought a 37-metre yacht and took it across the Atlantic; it was the best way, he said, of learning how to sail properly.

"That was when I realised there was something else harder than F1: the sea! When things go wrong, you can't pull off by the trackside, or come into the pits. You're alone with your boat and the elements – it made me feel very humble, but I loved it."

In the early 1980s, Servoz was dreadfully burned on one of his boats, when a gas canister exploded. For a time, his life hung in the balance, but ultimately he recovered, and he sails to this day, a forgotten figure in motor racing circles, but not greatly concerned about it.

Who knows how good Johnny Servoz-Gavin really was, or what, had his sight not been damaged, he might have made of a grand prix career? Probably not too much, because he simply didn't *want* it enough – it got in the way of the good life. Just on the evidence of that wet morning in Casino Square, though, it seemed to me he had talent to throw away. Which, of course, is precisely what he did with it. M

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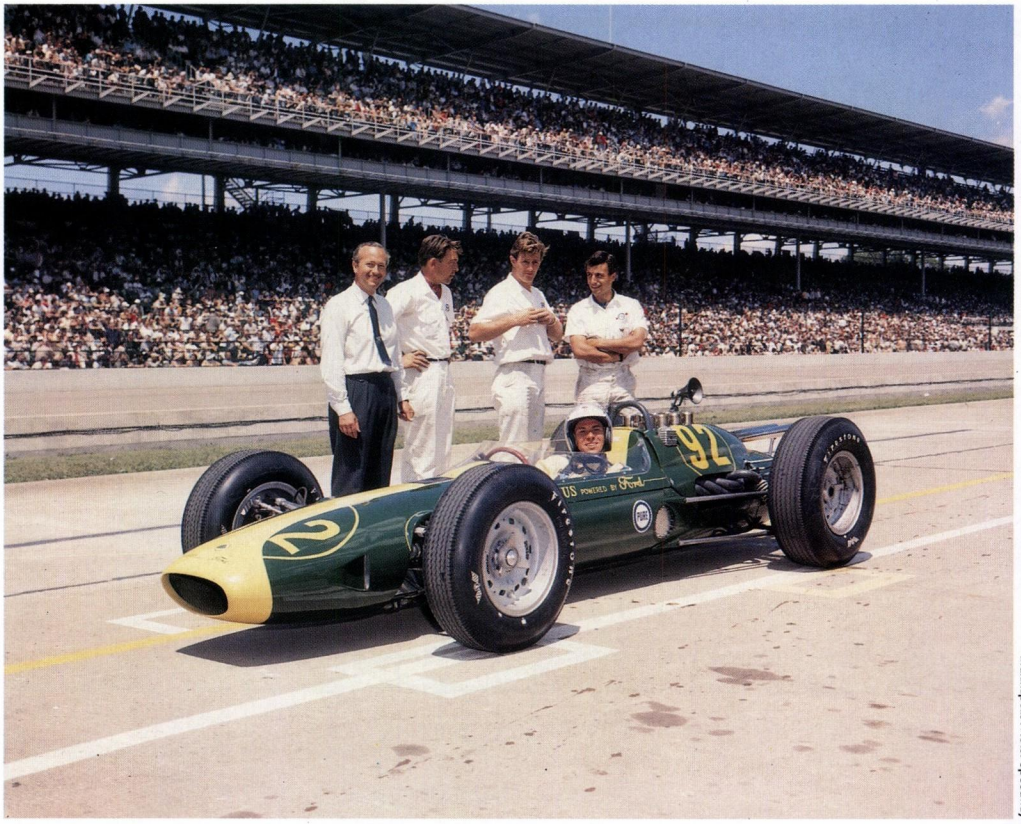
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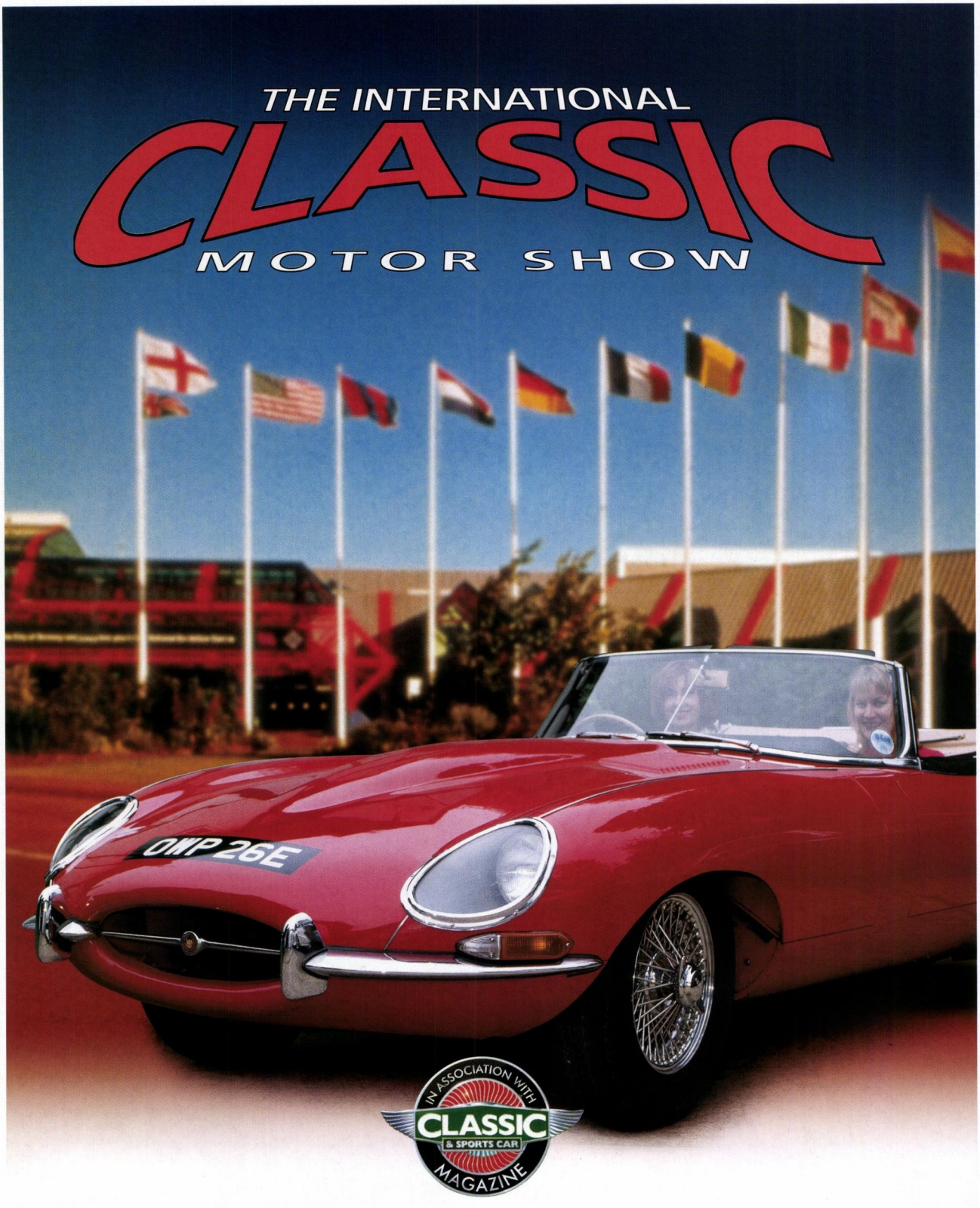
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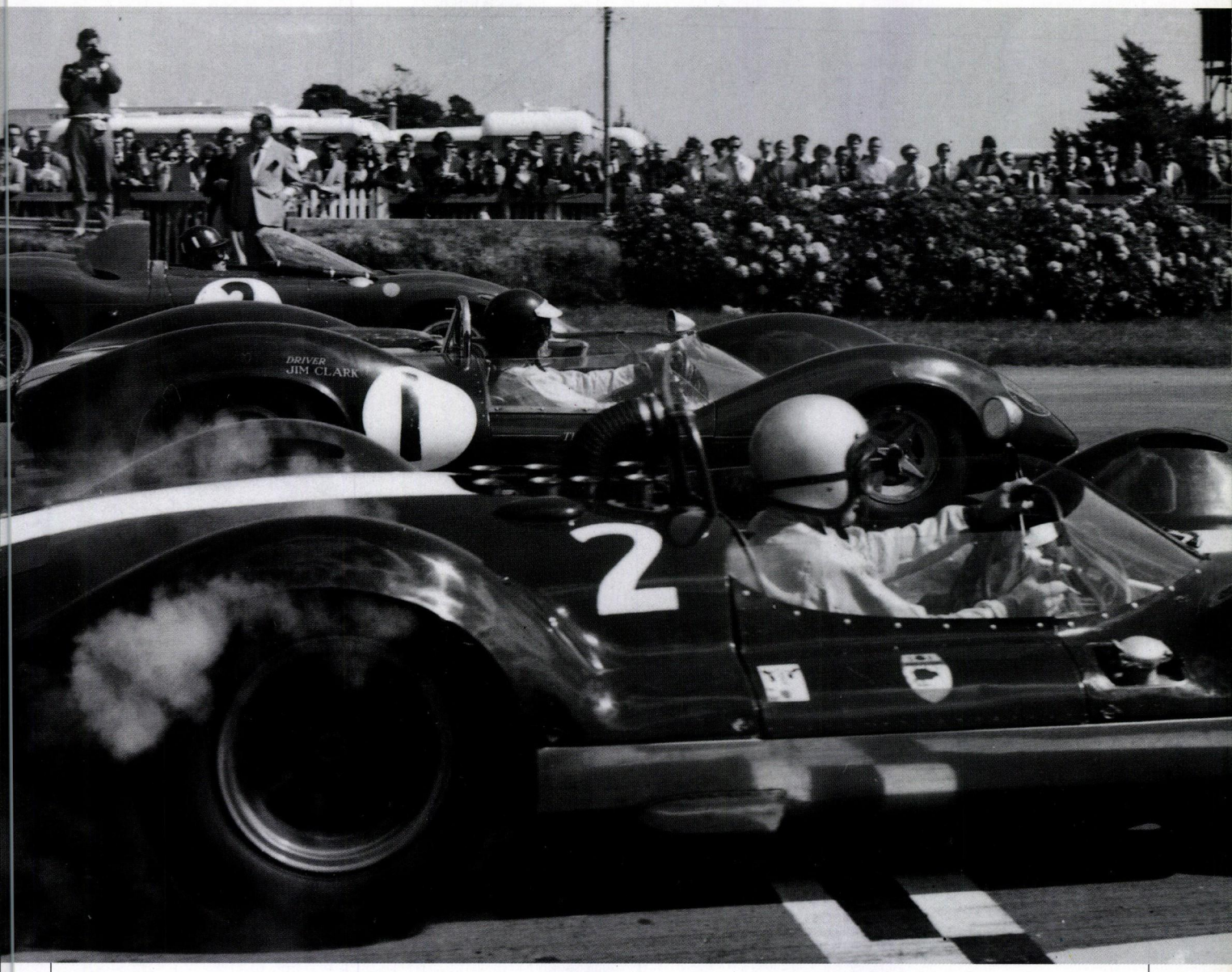
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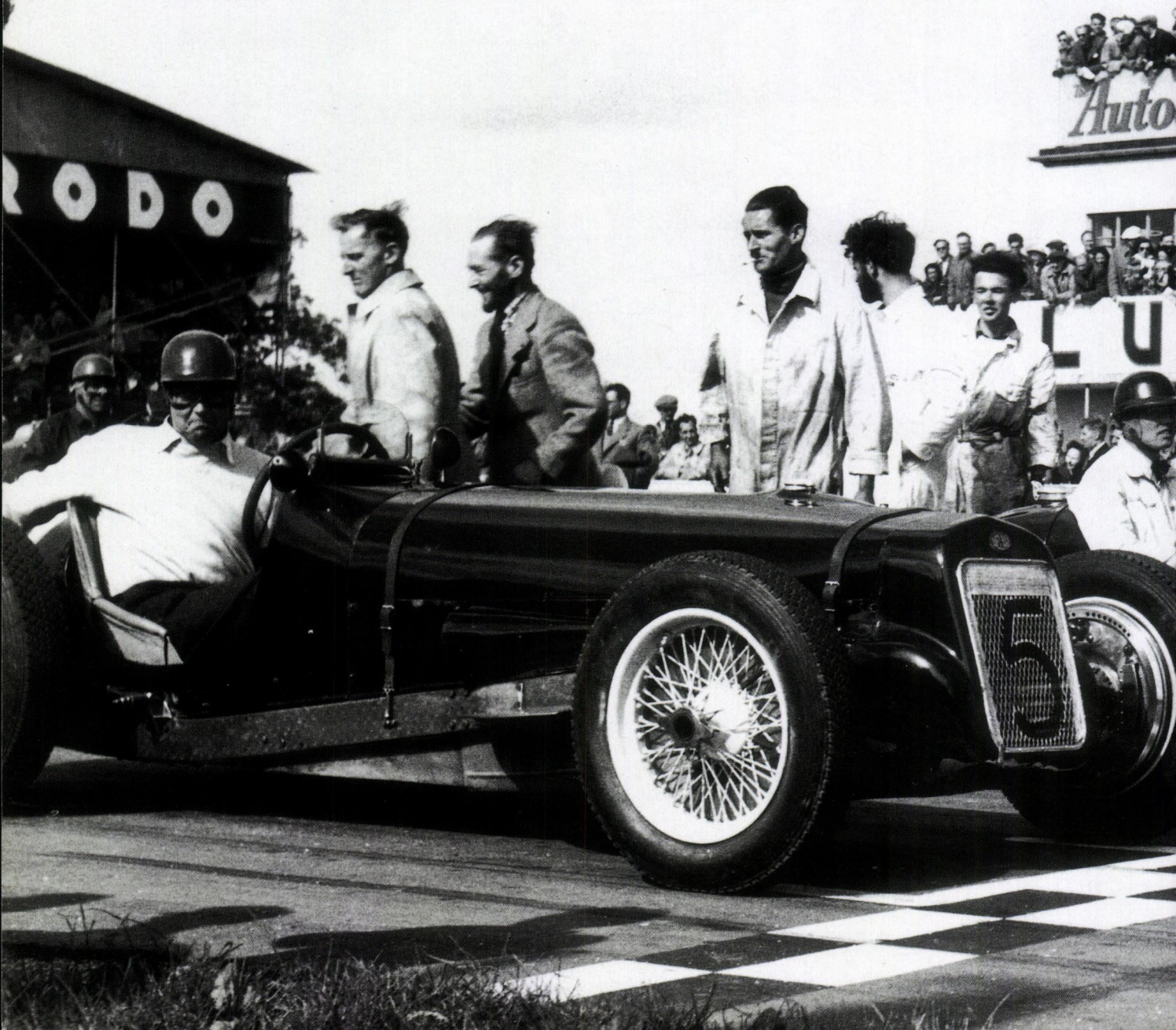
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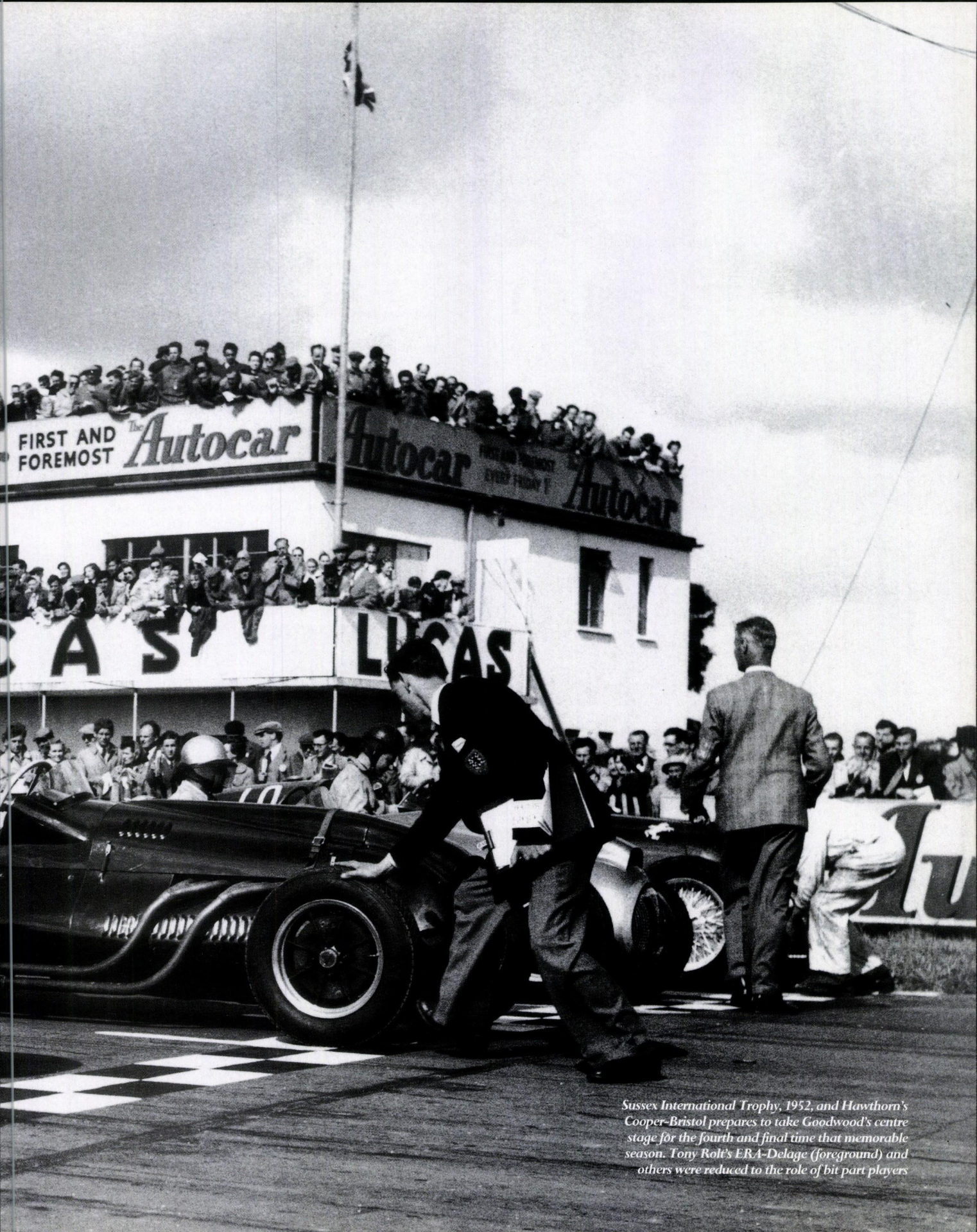
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Above: Bruce McLaren (Cooper-Oldsmobile), Jim Clark (Lotus 30) and Graham Hill (Ferrari 330P) launch into the '64 Tourist Trophy

BLAST from the future

HAS ANYONE BURST ONTO THE SCENE AS VIVIDLY AS MIKE HAWTHORN DID IN 1952? GOODWOOD WAS THE STAGE WHERE HE ROSE FROM THE RANK OF WALK-ON EXTRA TO NAME-IN-LIGHTS STAR – IN ONE DAY. BY PAUL FEARNLEY





Sussex International Trophy, 1952, and Hawthorn's Cooper-Bristol prepares to take Goodwood's centre stage for the fourth and final time that memorable season. Tony Rolt's ERA-Delage (foreground) and others were reduced to the role of bit part players



From Farnham. Flaxen-haired. Faster – on his day – than anyone. Even Fangio. Mike Hawthorn blew in on a gale of uproarious laughter, on the back of several swift halfs and in a cloud of pipe smoke. Rationing was being rationed by 1952. The collective fog was lifting and the British public was eager for a new hero – a young racer to topple the red car-mounted hotshots from overseas. Stirling Moss, who already had a memorable TT win to his name, they respected and admired, but he had yet to win them over in the way in which he holds our affection today. He was busy ushering in the professional era – an attention-to-detail sergeant major. The public would have preferred a fighter pilot on wheels.

The hero they craved landed, out of the blue, on 14 April 1952 at, aptly enough, an old WWII airfield. Goodwood had encapsulated the spirit of the new era, its manicured air helping to ease motor racing back into public awareness and acceptance, moving swiftly, seamlessly, from MG clubbie ding-dongs to world champion 'demos' – Giuseppe Farina's 159 Alfetta cantering home to win the circuit's final race of 1951. And all in a garden party atmosphere. Perfection.

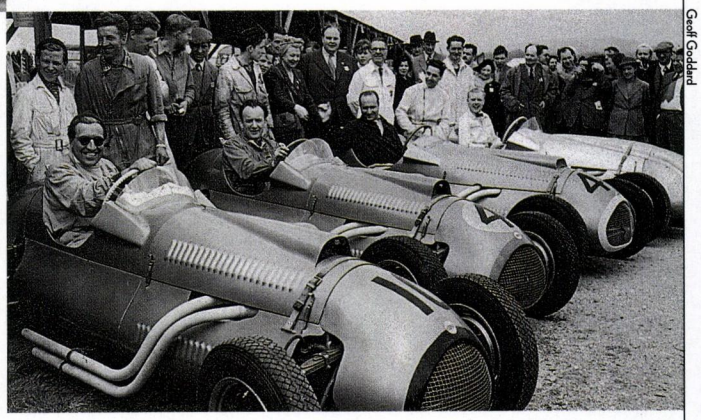
The arrival of Hawthorn's somewhat tatty and outdated Riley Imp and TT Sprite at the first members' meeting of 1951 might, therefore, have triggered some sniffy comments had they not gone like stink, tuned to within an inch of their lives by Mike's talented engineer father, Leslie. Two months later, at the second members' meeting, the just-turned-22 driver happily larupped around the track's fast sweepers, Sprite's nose constantly sniffing the infield, wire wheels singing under the strain. Out of the car Mike was all dig-in-the-ribs mateyness; in the car he was all jutting-jaw competitiveness. He won twice that day. Yet he'd had no training in the busy, buzzy world of 500s. He was a natural, plain and simple.

His finest achievement that debut season was a win in the Leinster Trophy at Wicklow, but that didn't bring him to the attention of the public as much as his single-point win over Tony Crook in the Goodwood-based MOTOR SPORT Brooklands Memorial Trophy. A worthy achievement, but still hardly front-page news. That would have to wait. Fully six months.

Not everybody in the racing world had noticed either. He spun while testing a Connaught. Tut, tut. Was turned down by HWM – although, in fairness to the Walton-on-Thames team, they plumped for Peter Collins instead, hardly a howler of epic proportions.

John Cooper had noticed, though. He'd raced against him and had his Cooper-MG trounced by a much older car. Bob Chase, a Hawthorn family friend, had noticed, too, and approached Cooper to buy one of the burgeoning company's brand new front-engined F2 cars. It was only when Chase mentioned for whom the car was intended that John agreed to build an 'extra', fourth Cooper-Bristol. Ecurie Richmond – featuring Cooper's 500 muckers, Eric Brandon and Alan Brown – thought they had a deal to be the only so-favoured outfit. It's clear Cooper already knew Mike was a cut above. But even he underestimated him.

"I knew he was good, but yes, he surprised us," he recalls.



Geoff Goddard

"But then I think he surprised himself. The car surprised us, too. It was very simple, not a lot of horsepower, but it just worked, and he took to it straight away."

Hawthorn's race car was prepped alongside the Ecurie Richmond brace at Cooper's Surbiton HQ. But the real crux of the Hawthorn operation lay elsewhere. The canny Leslie was at Bristol's Filton plant overseeing the build of his son's engine, ensuring its head was tuned to burn nitro-boosted fuel. This was new technology for cars, but old hat for bikers. And Leslie knew a lot about bikes. This tweak was the best kept secret of a season that became legend overnight.

"We knew about it," admits Cooper. Didn't get round to telling the Richmond boys, though. That's called knowing which side your bread is buttered. "That gave Mike an extra 15bhp. But he did the rest. You could see by the way his car leaned through the corners that he was working it ➳

Top left: Riley Imp was Hawthorn's first Goodwood racer. Middle: A year later in the Cooper-Bristol squad, he was alongside Fangio, yet stole the show in still-unpainted car (right)


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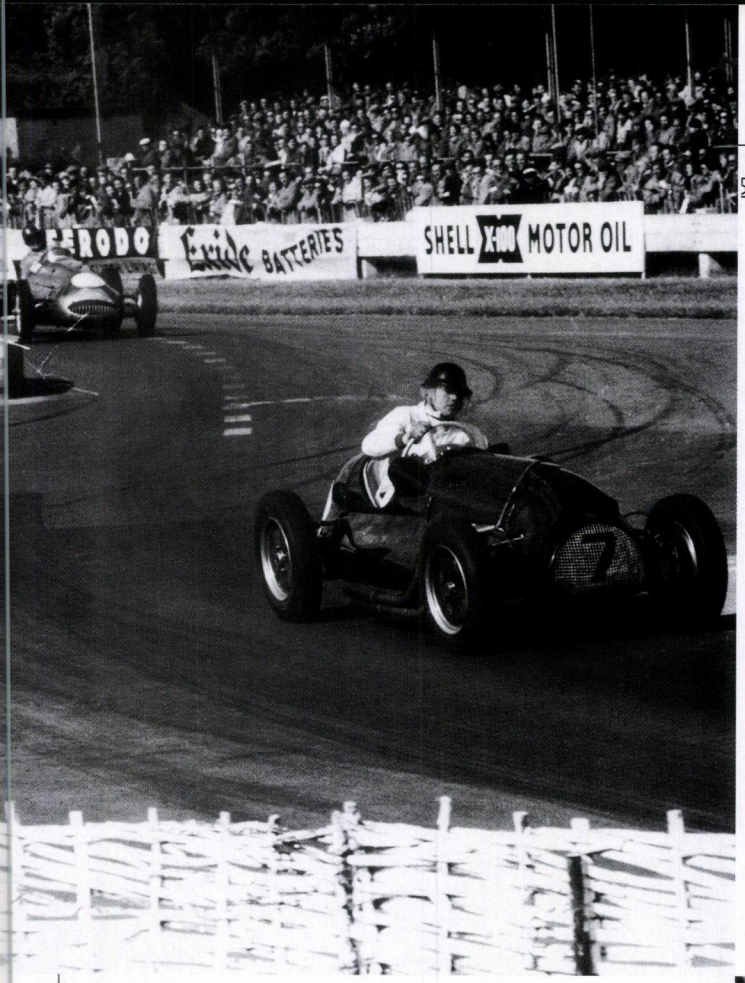
Hans Hermann and Richard Atwood's Porsche factory-entered 917, s/n 917-023, at the 1970 running of the 24 Hours of Le Mans. This victory was the result of a twenty year effort and remains to this day Porsche's single greatest achievement.

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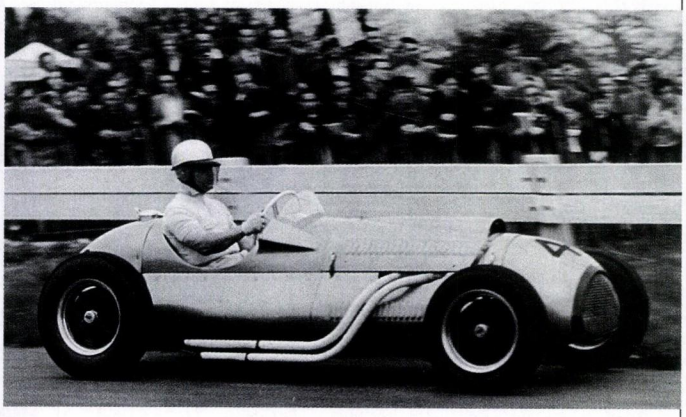
LAT

more, world champion Juan Fangio, waiting in vain for the arrival of his too complex, too non-Cooper, V16 BRM, was watching from the sidelines – *and* from the cockpit, once he'd sidled over to Cooper's pit and been asked if he'd like a drive.

Easter Sunday was a day of rest: 24 hours for Hawthorn to ponder the enormity of achievement and what was still to come. It was, it seems, hardly a nervous wait, though. He came through it all with flying colours. Having made a calm getaway in his first ever single-seater race, the six-lap Lavant Cup on Easter Bank Holiday Monday, he disappeared, finishing 22 seconds (in a 10-minute race) ahead of Brown and Brandon. He repeated the dose in the Formula Libre Chichester Cup, while Fangio, having his only Cooper-Bristol outing, finished way down with engine problems. By way of a curtain-closer, Mike finished second in the headlining Richmond Trophy, giving spirited chase to González.

He'd arrived a novice, departed a star. The morning papers were awash with his name, reporters were beating his door down. A few years later they would be dogging his every footstep, damning his every move, but right now, he was the handsome, carefree hero who'd just beaten the champion, in the exact same car, on his single-seater debut.

"It was big news," says Cooper, "Fangio was there, you see, yet this new man Hawthorn had stolen the show. Who is he this man with the bow tie? the papers wanted to know. He did us a lot of good in those days. He was a good character, too. He could be a bit brusque, but extremely funny." Manna for the press. More importantly, Fangio and González were, in their own quiet way, spreading the news on the continent. "I'm sure word got back," says Cooper. "Fangio was



Geoff Goddard

no fool. He'd seen enough to know how good Mike was."

Eric Thompson, who won the Fourth Easter Handicap at that meeting at the wheel of an Aston, and was victorious at the 1953 Goodwood Nine Hours in a DB3S he shared with Reg Parnell, remembers the enlivening effect of Hawthorn: "He was the wonderboy, the Jenson Button of his day. We were all thrilled by this new guy. He looked debonair – from a distance. An instant hero. Inexperienced but very capable; he could tweak a car into a drift and just hang it there.

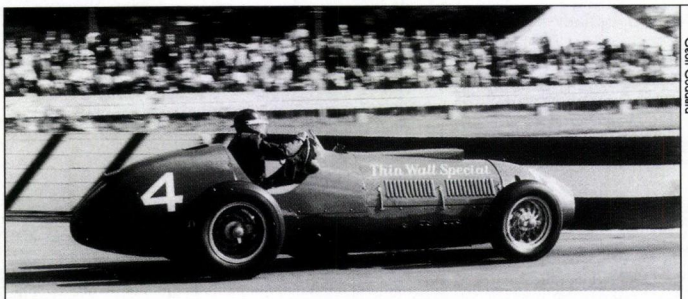
"He definitely got the jump on Stirling in the popularity stakes. Stirling was very serious-minded and going places. Mike seemed to sidestep all this preparation. He had to be wound up to raise his game sometimes, but not in that first year with the Cooper." It was just one brilliant drive after another. He won his heat and was leading the final at the May Silverstone meeting when his gear lever broke, then made ➳

harder, getting more from it, than the rest." It wasn't just a case of being quicker down the straights. "Mike just got in and drove. Stirling tended to alter things; he should have won the world championship, but a lot of it was his own fault with the wrong decisions he made about the set-up of his cars. Mike was the opposite." Cooper appreciated that. The Ecurie Richmond squad had raced his nimble 500s, and so disliked his new car's lack of brakes, moaned about its lack of power (no nitro, you see), and struggled with a change of direction that was sluggish compared to what they were used to. Mike just knew it was a damn sight better than his old Riley. While Moss was, at best, marking time in the 'cutting-edge' G-Type ERA, Mike was going gleefully sideways and forging ahead. A brief test at Lasham Aerodrome, an all-nighter to recut warped valve seats, another Lasham run, and he was ready. For what, exactly, he wasn't quite sure.



What he got was second-fastest lap during Saturday practice for Goodwood's Easter Meeting, beaten only by the '51 British GP winner, Froilán González, in the 400bhp Thinwall Special. Mike would, therefore, start the F2 Lavant Cup from pole. Brand new car, brand new driver (as near as damn it), yet the rest of Britain's expanding racing fleet was floundering in his wake. What's

Top: The Goodwood run continued when Mike returned for the Whitsun Meeting and won the Sussex Trophy. Sponsors and press (above) – even Fangio (right) – knew he was a star



Geoff Goddard

MIKE'S GOODWOOD RESULTS IN FULL

1951	21 April	5-lap scratch race	Riley Imp	3rd in class
		5-lap handicap	Riley Imp	2nd
	16 June	5-lap scratch race	Riley Sprite	1st/FL
		5-lap handicap	Riley Sprite	1st/FL
	18 August	5-lap scratch race	Riley Sprite	1st/FL
		5-lap handicap	Riley Sprite	4th
1952	28 March	5-lap scratch race	Riley Imp	1st/FL
	14 April	Lavant Cup	Cooper-Bristol	1st/FL
		Chichester Cup	Cooper-Bristol	1st/FL
		Richmond Trophy	Cooper-Bristol	2nd
	2 June	Sussex Trophy	Cooper-Bristol	1st/FL
1953	26 September	Goodwood Trophy	Thinwall Special	1st/FL
		Woodcote Cup	Thinwall Special	1st/FL
1954	25 September	Woodcote Cup	Vanwall Special	4th
1955	20 August	Nine Hours	Ferrari 750S	Rtd – rear axle/FL
1956	2 April	Glover Trophy	BRM P25	Rtd – crash
	21 May	Sports car race	Lotus 11	2nd/FL
1958	7 April	Glover Trophy	Ferrari 246 Dino	1st/FL

amends by winning on his Goodwood return, prevailing in the Sussex International Trophy at Whitsun. He finished second in June's Ulster Trophy at the daunting Dundrod, leading in the wet but having to give best to the Thinwall, driven on this occasion by Piero Taruffi. Another convert, no doubt.

Three weeks later Hawthorn was at Spa, a dangerous place for your first grand prix. But he simply took the opportunity to prove he was no airfield chancer by defying typically grim Ardennes weather, a dickey clutch and two late pitstops because of a misfire to finish fourth.

Amazing performances continued to pour from him: third in the British GP; fourth in the Dutch at Zandvoort, where he lined up on the outside of the front row next to the all-conquering Ferrari 500s of Alberto Ascari and Farina. That's two more 'converts'. Then Luigi Villoresi was added to the 'very impressed' list in August when rain allowed Mike to pull away from the Italian star in the Thinwall at a rate of five seconds per lap around 'glorious' Boreham. A drying track again denied him, though, and he slipped to third.

By Monza and the Italian GP, the Prancing Horse could wait no longer. The murmur had become a clamour, and they let Mike out in a 500 during practice. In the race, and back in the underpowered, undergeared Cooper, he clung to Taruffi's works Ferrari until the distributor drive broke.

He was finally due to race for Ferrari at the Modena GP, in the marque's backyard, but although he had another run for the most famous team in the world, he didn't take the start. He was in hospital instead, suffering from a skinned back and bruises having been thrown out of his rolling Cooper.

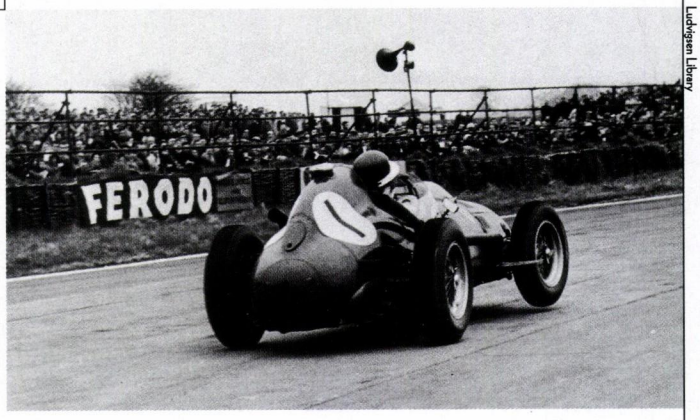
Enzo had seen enough, though, and six months later, on 18 January 1953, Mike was team-mate to Ascari, Farina and Villoresi – remember them? – in Buenos Aires for the Argentine GP. He finished fourth. Six months later he beat Fangio (again!) to register his first GP win, at Reims, after one of the greatest wheel-to-wheel dices ever seen.

Tony Crook, his old club racing mate, was in the Ferrari pit on that memorable occasion: "The atmosphere was amazing. I just could not believe my eyes. I knew Mike was quick from those races in 1951, but he could be pretty hairy. And now here he was beating Fangio. Mike could get in a car with a win-or-bust attitude. This time it worked." And how.

The conquering hero returned to Goodwood in September, and now *he* was driving the Thinwall, winning twice, beating (surprise, surprise) Fangio and setting a lap record that would stand until the 1956 Easter Meeting. In many ways, he was already at his zenith. His had been a fairy tale start. But tougher times were ahead. The innocent was abroad.

The 1954 season proved harrowing. Ferrari struggled and Mike did brilliantly to sign off with a win in the Spanish GP. This, however, was the only saving grace of a pock-marked year. He had been badly burned early on at Syracuse, and also began to suffer from a painful kidney complaint, for which he had an operation at the end of the year. Far worse, his father was killed in a road accident returning from a Goodwood meeting. To compound it all, the once-fawning newspapers were campaigning (some screaming) for Mike to be forced to do his National Service. Carefree no more.

He returned to the UK and his F1 career took a dive, with neither Vanwall (1955) nor BRM ('56) able to supply him with a reliable car. Jaguar, to whom he stayed loyal when he could have rejoined Ferrari in '56, did him proud with the D-type, but even his '55 Le Mans win was overshadowed by his role in the crash that killed 88 spectators.



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Ferrari victories: by 1953, Hawthorn was the established ace drafted in to drive the Thinwall (top); his '58 Glover Trophy success (right) was works Ferrari team's only Goodwood win

He recaptured the good old Goodwood days in his second spell at Ferrari (1957-58) alongside Collins, his *Mon Ami Mate*, but Pete's fatal Nürburgring crash stifled the laughter. That shunt had occurred right in front of Hawthorn, and his subsequent world drivers' championship, Britain's first, came more as a relief than a celebration to the man himself, and he retired from the sport forthwith.

Incredibly, just three months later, he went out the way he had come in, spectacularly and unexpectedly. Not at Goodwood, but on the Guildford bypass. Still young, still in a hurry – that day in April 1952, a lifetime ago. M



Innovative Solutions

What do Stanley Mann, Desmond J Smail, Paradise Garage and Gregor Fisken have in common?

Yes, okay, they are all huge names in the world of classic cars, but what else? Well, each outfit has been forward thinking enough to market themselves on the Internet. If you thought the world of exquisite automotive metal from the last 80 years would never be caught in the worldwide web of the new millennium, think again. Graeme Miller has put together some magnificent sites for each of these clients.

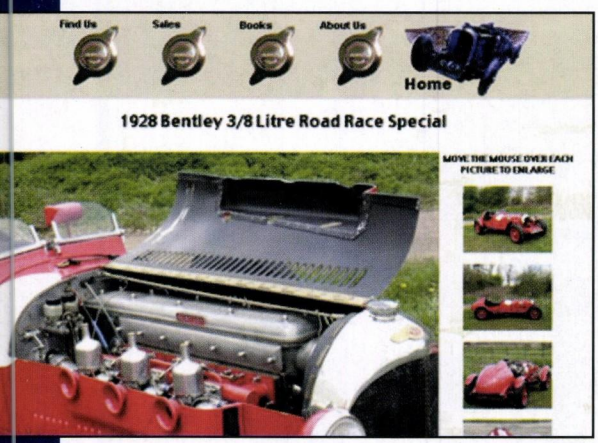
Graeme's stated aim is to assist his clients in furthering their customer base through sales and effective internet marketing. Anyone that logs onto his websites would have to agree, it works.

Graeme Miller Automotive Solutions (GMAS) is a company with many years of experience in website production, graphic design, programming and Internet marketing strategies. Hardly your archetypal computer boffin, Graeme nonetheless has a sound knowledge of the latest software.



Still, it's one thing to have a huge amount of information, quite another to put it into practice in a way that satisfies a range of requirements. When constructing his websites, Graeme's priority at all times has been to make them visually impressive but also to keep them user friendly. There's no point in blinding browsers with the internet equivalent of Picasso if it proves equally tricky to comprehend. As Graeme points out: "That's not what is wanted by either the client, nor the visitors to the website.

"When potential clients come to GMAS, we offer them video footage, soundtracks and virtual tours, and each website differs from another by providing customised graphics. When the browser then goes on to the website, he will find the home pages laid out simply, and can easily make his way to, for example, the current stock list of that establishment, or find out details of what services the company offers."



Aston Martin was quick to take on Graeme, and the Newport Pagnell firm remains one of his biggest clients. Now some of the most significant names in the classic car industry have decided to embrace Information Technology the GMAS way, and the results are impressive. Moving around the websites could not be easier and, mercifully, each page is quick to load, allowing you to check out the mouthwatering machinery on show. It quickly becomes apparent that these sites are set up by an automotive enthusiast for like-minded people.

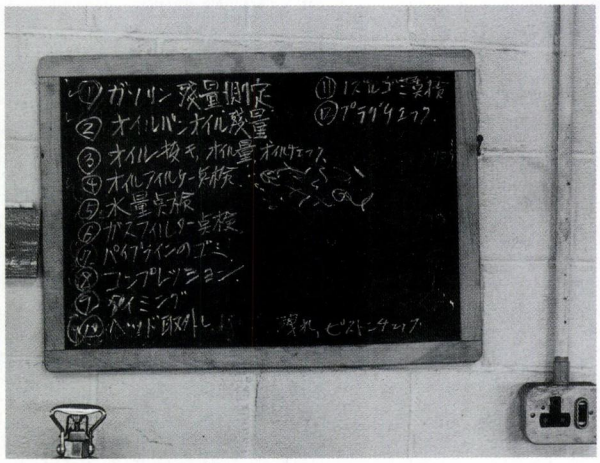
"Absolutely!" agrees Graeme. "I try to make sure that we have more than one picture of each car, showing sexy bodywork from different angles, as well as cockpit and engine-bay shots. That sort of instant availability on the internet has huge benefits for our client's international marketing. You can be sitting at a computer in Melbourne yet 'virtually' wandering around a showroom in London.

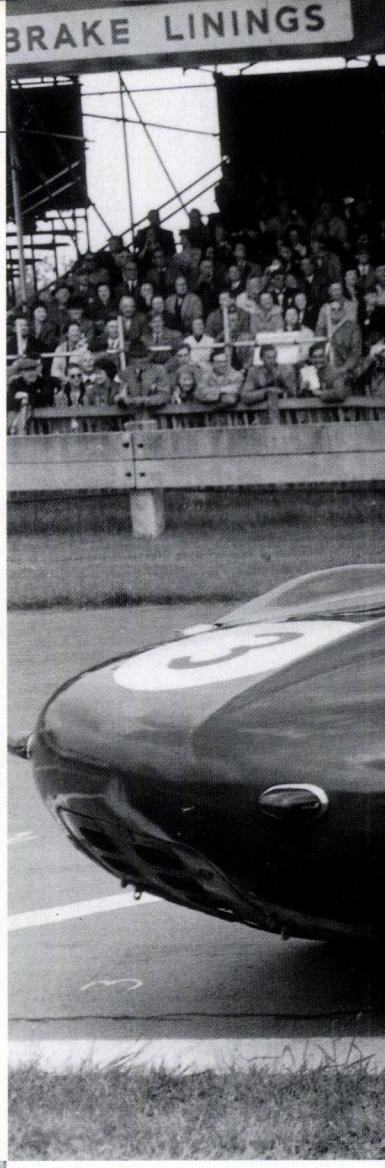
"It is a market that has only recently recognised the value of Information Technology, but now it has, this is the way the whole industry will have to go."

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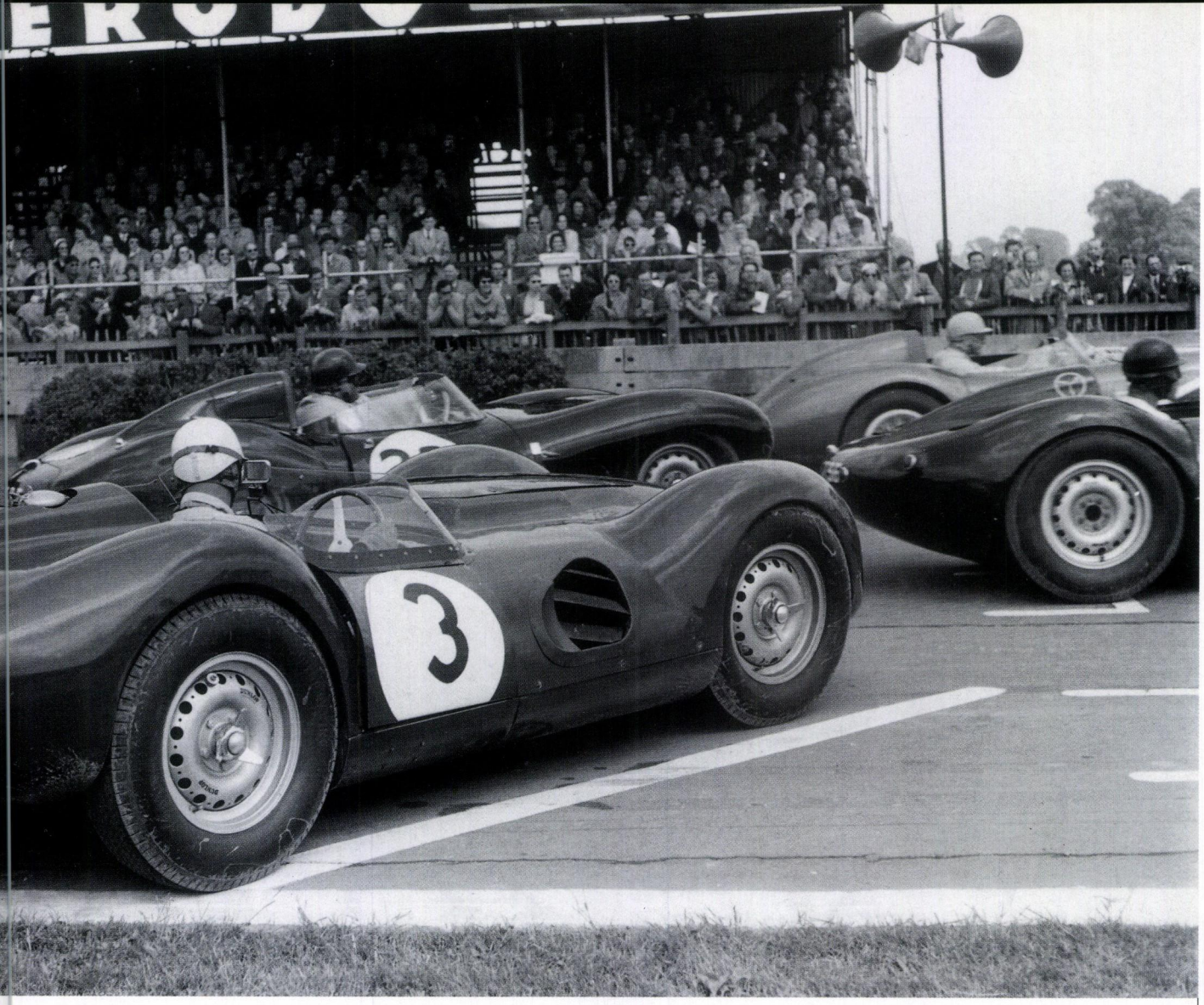

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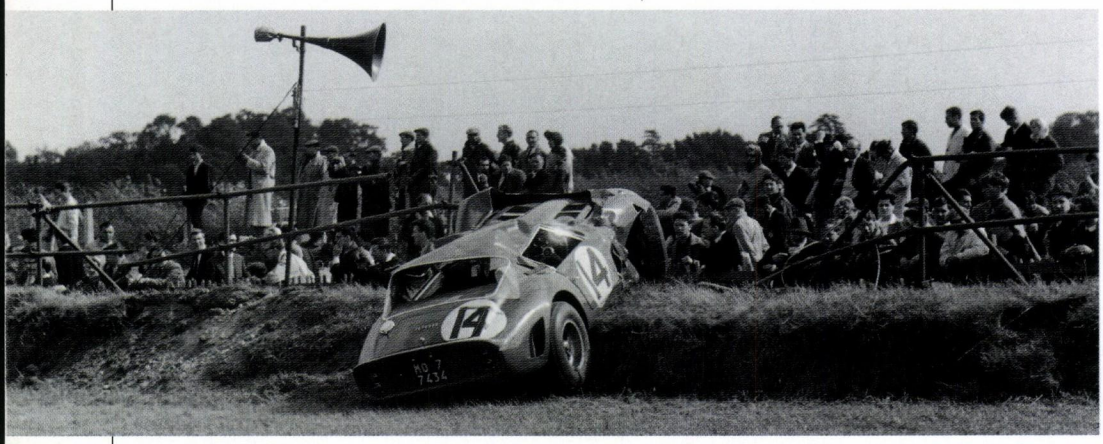
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Clockwise from top: Graham Whitehead's Lister-Jaguar won 1958 Whitsun Trophy despite a slow Le Mans start – here he's hemmed in by Bruce Halford's Lister-Jaguar, J Dalton's DB3S and Duncan Hamilton's D-type; cement dust – as old as motor racing; Aston Martin's Roy Salvadori and Carroll Shelby, and Lotus' Cliff Allison wait for run-and-jump start of '58 Tourist Trophy; Brabham tested Honda's Formula Two engine in '65


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Clockwise from left: David Piper pits 250GTO in the 1963 TT. He finished sixth, two laps adrift of Maranello Concessionaires/ Coombes' GTOs of Graham Hill and Mike Parkes; Dalton's DB3S Aston on its way to fourth in the '58 Whitsun Trophy; McLaren M1A is prepped for the 'big banger' event at the Easter Meeting of '65. The race provided a win – his third that day – for Jim Clark, in a Lotus 30; American Tommy Hitchcock crashed his GTO at Madgwick during the '63 Tourist Trophy



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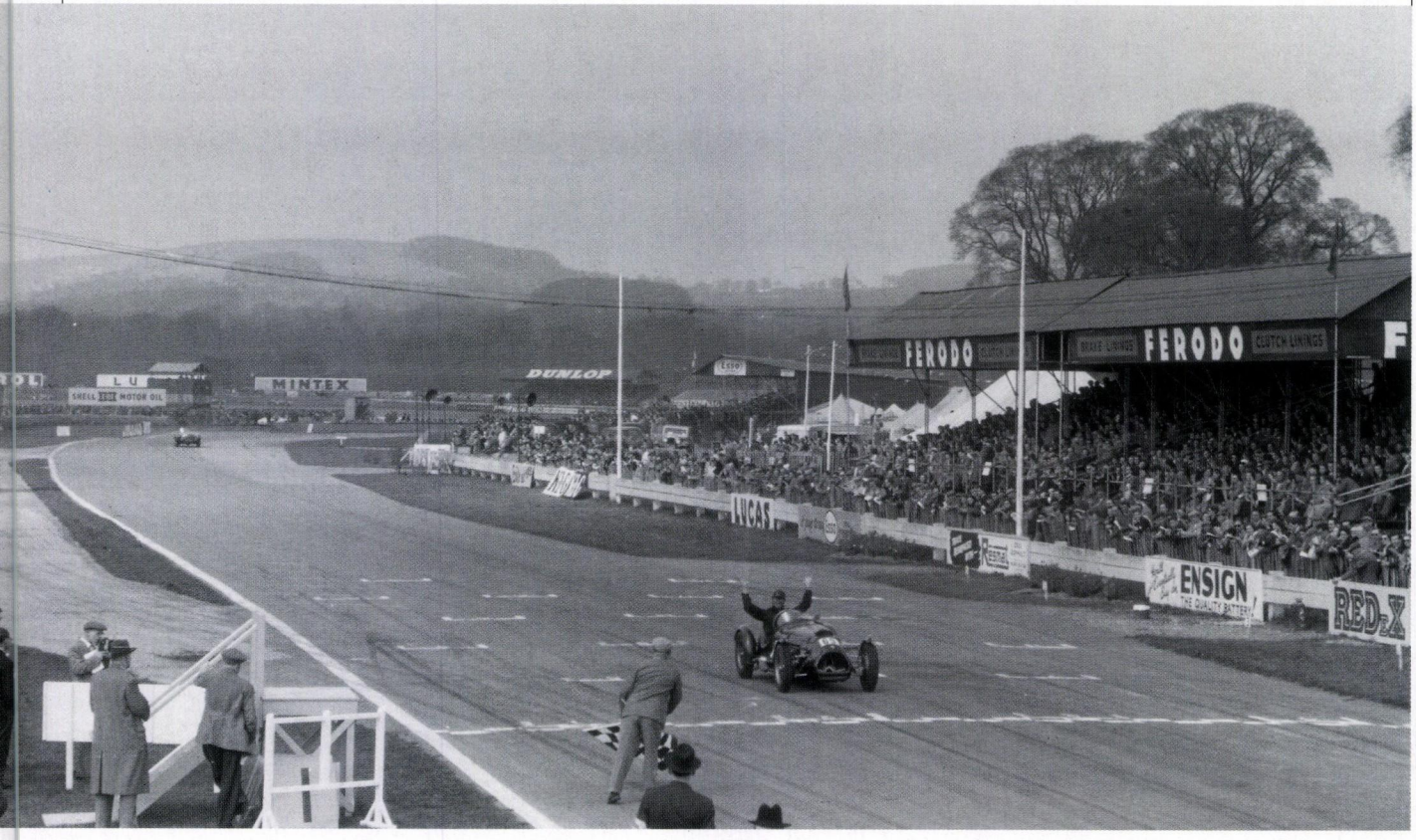
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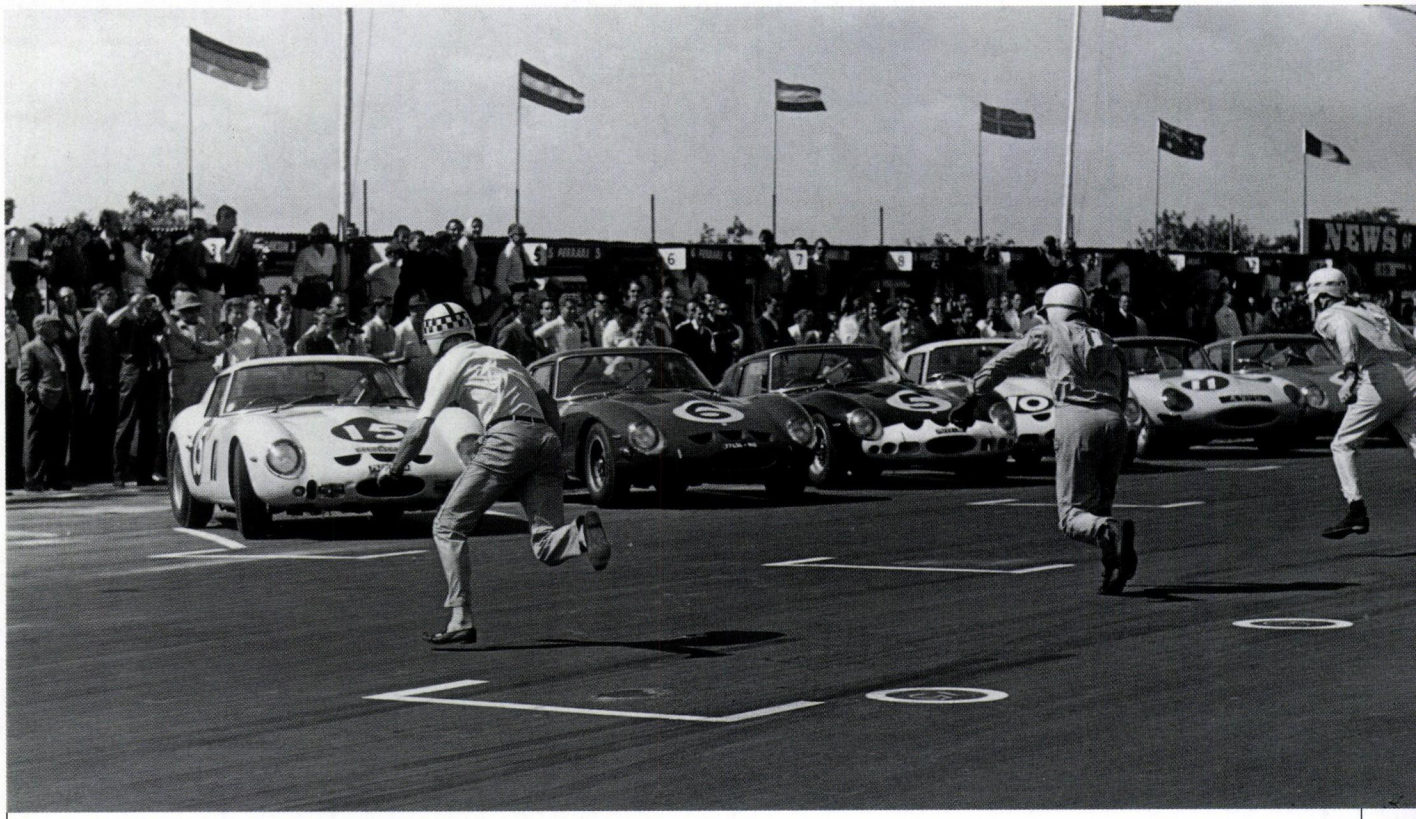
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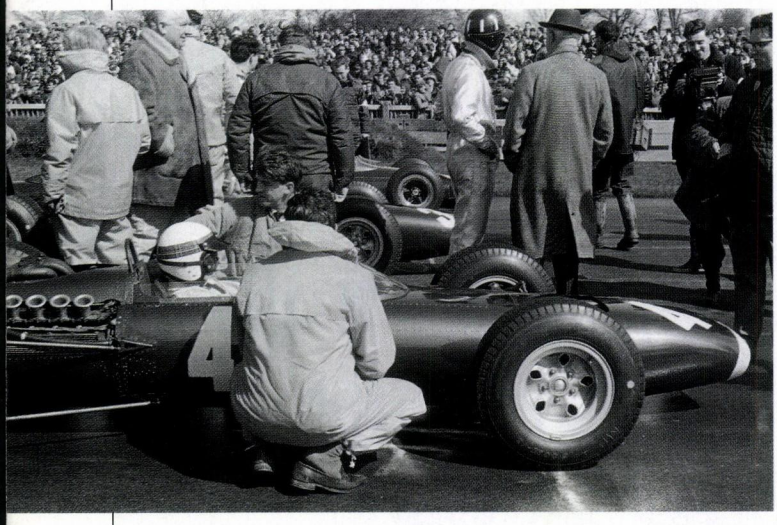


Right: Goodwood wasn't glorious for every driver – Adlards of Brixton kindly spring into action at the 1963 Easter Meeting. Below: Ever enthusiastic Tony Crook was a 'regular', scoring five wins – four in Frazer Nashes. But his final victory came at the wheel of a two-seater Cooper-Bristol, ahead of Dick Steed's JAG-MG in the '54 Easter Meeting's second five-lap handicap





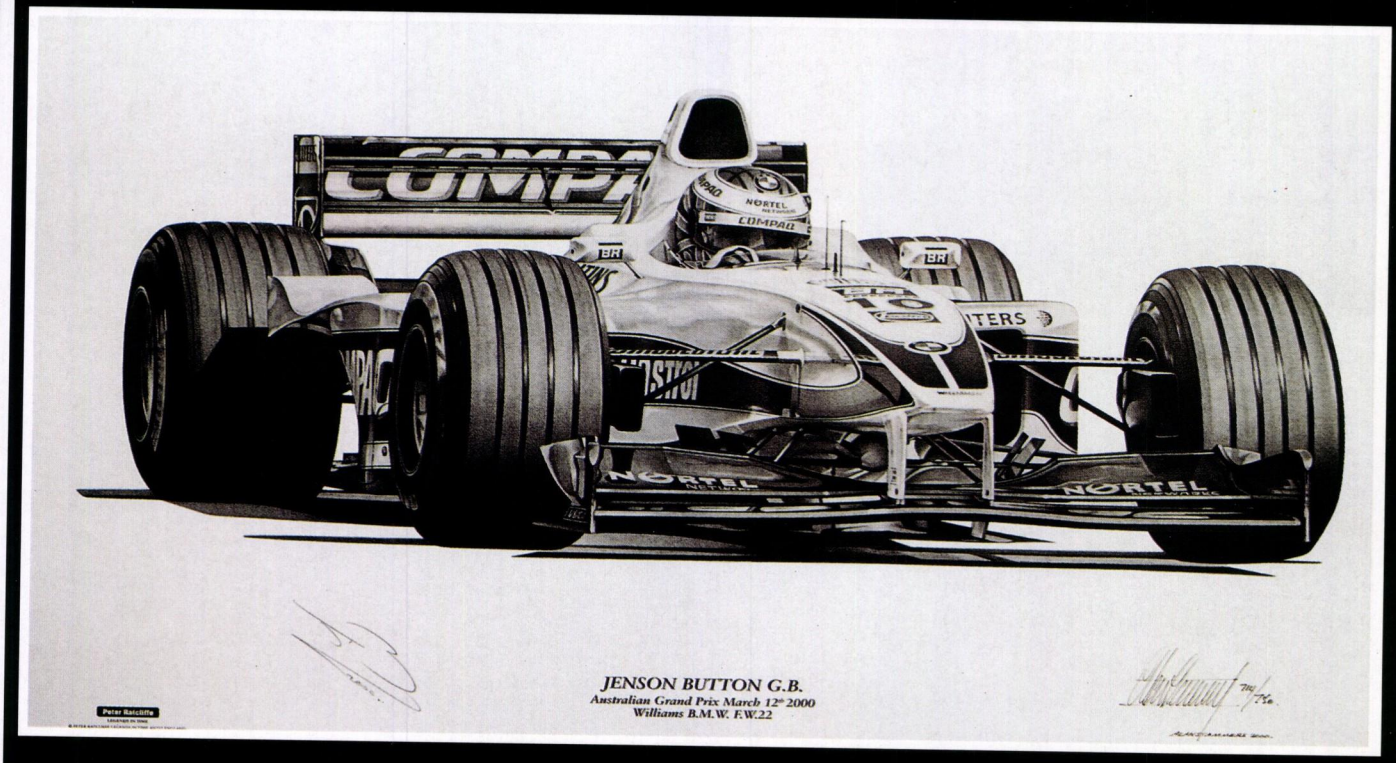
Above: Innes Ireland shows (left to right) John Surtees, Parkes and Hill a clean pair of heels at the start of the 1962 TT. He won, too, in UDT Laystall's 250GTO, but only after Surtees' leading version had tangled with Clark's DB4GT Zagato. Below: Jackie Stewart's BRM was on pole for the track's final Formula One race, the Sunday Mirror International Trophy in 1965. JYS suffered an engine failure and the victory went to Clark's Lotus 25, which was debuting Climax's four-valve head



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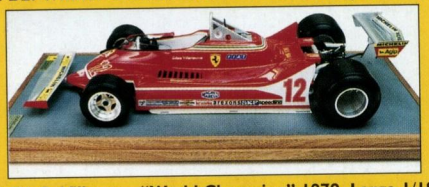
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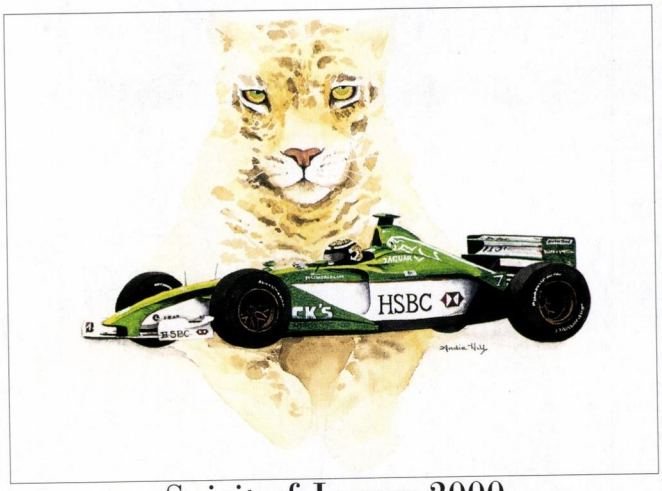
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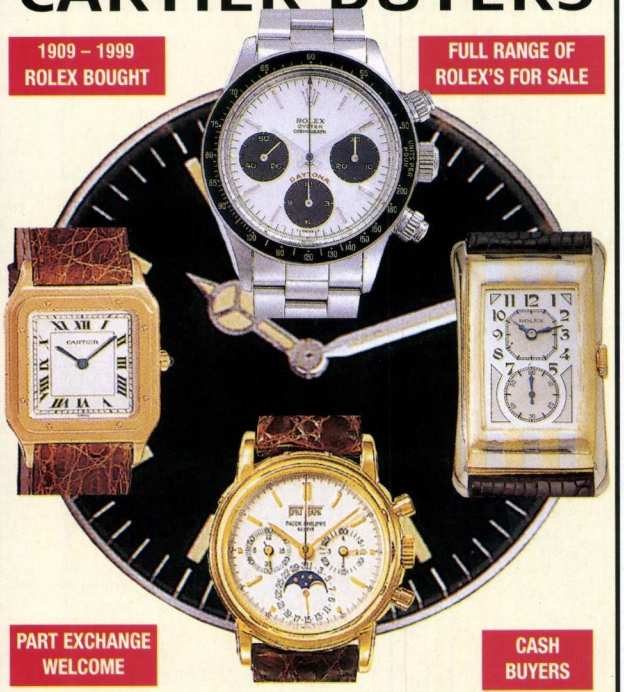
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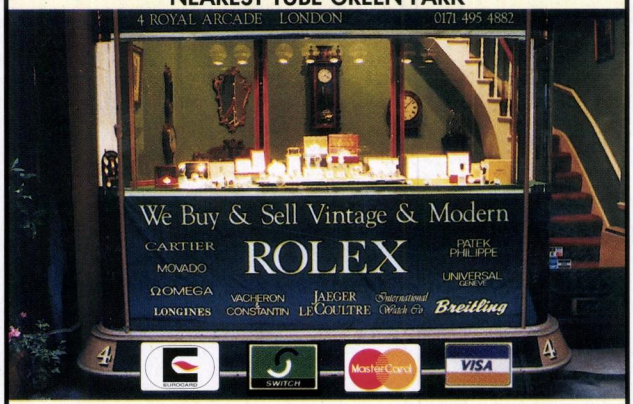
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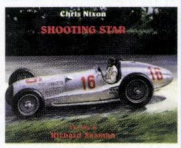
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PREVIEW

FOR ANYONE WHO LOVES MOTORSPORT'S HISTORY, THERE'S QUITE SIMPLY NO OTHER PLACE TO BE COME MID-SEPTEMBER. MARCUS PYE LOOKS AHEAD TO THE GREATEST EVENT ON BRITISH RACING'S CALENDAR















The aces could always make their cars dance at Goodwood, bobbing and drifting on that narrow cusp between adhesion and disaster at one of the fastest circuits of the era.

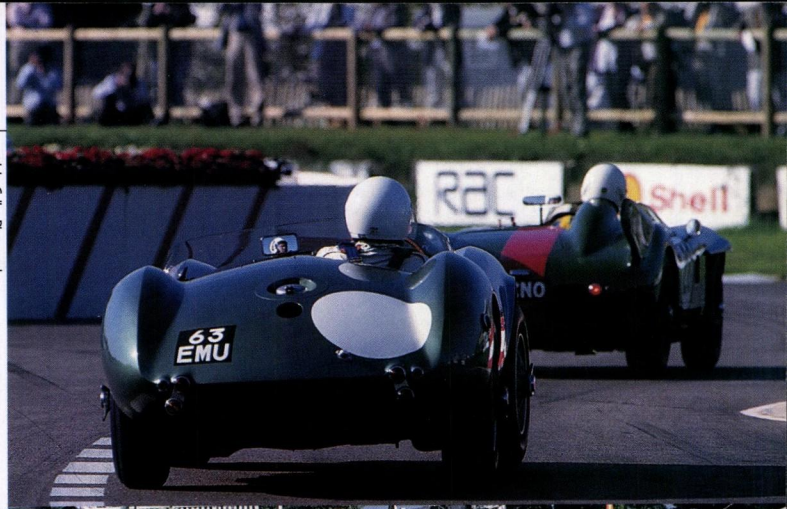
For 19 seasons, starting in 1948, enthusiasts flocked to Sussex to pay tribute to their sporting gods. Farina, Fangio, Moss, Hawthorn, Hill, Clark and Stewart entertained crowds of 60,000 with their mastery.

This high-speed airfield track stood out from a genre noted for flat, featureless and bleak venues. Goodwood, at 2.4 miles and nestling at the foot of the lush green Downs, was a tough challenge with its tricky cambers and gradients. But most of all it had class. Run by aristocratic racer Freddie March, Duke of Richmond and Gordon, it was beautifully detailed with its white buildings and manicured greenswards. And apart from the racing, everybody went for its party atmosphere.

It was a very sad day in July 1966 when it fizzled out, quenched by increasing bureaucracy. All that was left were memories, and a 107mph lap record held jointly by Jim Clark and Jackie Stewart.

Charles March, Freddie's grandson, was 11 when the sport he adored ceased on his doorstep. But his dream of bringing racing back saw him triumph in a world ever more hostile to environmentally sensitive issues. Twenty-two years on, in 1998, Goodwood's Revival Meeting was an unqualified success. The charisma, camaraderie and civility of a golden era of motorsport was faithfully recaptured, and today's fans could hardly believe it – or the quality of the racing.

John Colley Photography



LAT





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Top: Attractive rump of Aston Martin DB3S a popular sight. Above: Millions of pounds' worth about to be driven flat out Left: The Group 2 Saloons will shine, whatever the weather

Seven-time winner Moss is in, to be joined by Richard Attwood, Derek Bell, Jochen Mass, Henri Pescarolo, Brian Redman, Danny Sullivan, Trevor Taylor and 1961 world champion Phil Hill – if the 'wish list' is granted.

THE RACECARD

Sunday's one-hour double-driver RAC TT Celebration holds the prospect of Ferraris, Aston Martins, Corvettes and Shelby Cobras endeavouring to knock Jaguar E-types from their winning perch – a task eased by this year's non-appearance of Nigel Corner's almost unbeatable car.

Moss drives a Ferrari 250GT SWB/C, as he raced to ➠

Last year, vast numbers espoused the paddock dress code (classic jackets and ties for gentlemen, '50s dresses for ladies), and enjoyed being part of the spectacle, adding to the unique spirit of Goodwood. Better start raiding your attics!

THE STARS

Stirling Moss celebrates his 71st birthday on track this year, and there will be features and cavalcades of cars to celebrate British world champions Clark and John Surtees. It's 40 years since they fought tooth and nail in the latter's sensational four-wheeled bow in Formula Junior cars at Goodwood.

Alan Jones, world champion of 1980, tested at Goodwood in the 1970s, and is back from Australia to make his debut in a star-studded cast for the RAC Tourist Trophy Celebration, hub of the 13-race card, in a Ferrari or a hairy Chevrolet Corvette.

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NOTE: As last year there will be traffic congestion due to large crowds down narrow roads, so do please be patient and follow the traffic signs to the appropriate car park. If you have a car park label, display it clearly. Car parks open at 6.30am.

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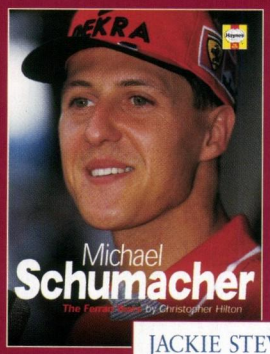
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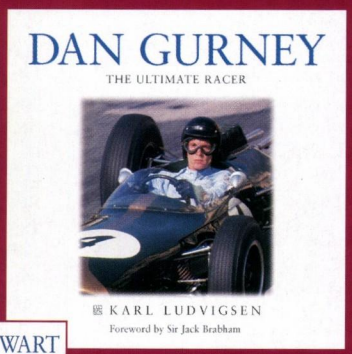
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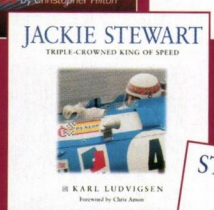
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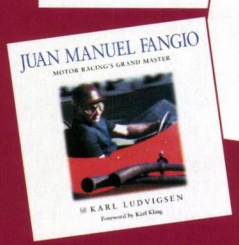
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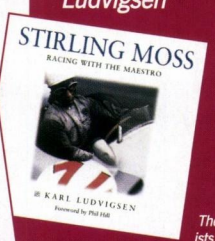
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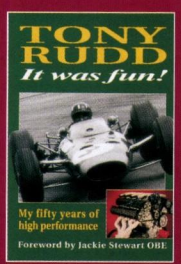
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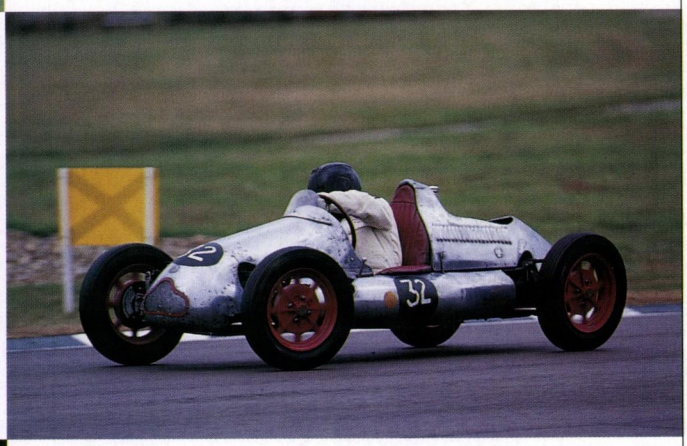
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victory in 1960 and '61. Surtees and Bell should be in wailing GTOs, and Peter Hardman in a 330LMB. All three of the Aston Martin Project cars are reunited, with Tiff Needell among their pilots. Redman may drive a DB4, or the ex-Red Rose Racing E-type, 4WPD, in which he cut his teeth.

Hill and Pescarolo should handle Daytona Cobras, as might Sullivan, while Attwood shares Nigel Hulme's ex-Willment AC. John Fitzpatrick is back in Irvine Laidlaw's nippy Porsche 904 GTS and Taylor co-drives Malcolm Ricketts' Lotus Elite.

Three Aston Martin DBR1s are slated for the Lavant Cup showpiece, which focuses on the TTs of 1957-60, but a lot of quick Ferraris and Jaguar D-types are out too, with a trio of 'Birdcage' Maserati T61s.

Goodwood Nine Hours cars take centre stage in the Freddie





March Memorial Trophy in which Adrian Hamilton's 1953 Le Mans-winning Jaguar C-type (victor for the past two years in Gary Pearson's hands) will be hard to topple. Mac Hulbert's ex-Tony Gaze HWM-Jaguar shouldn't be far behind.

The most photogenic line-up of the weekend, though, is for the Goodwood Trophy, which might see two Lancia D50 recreations take on Alfa Romeo 159, Ferrari Super Squalo, two BRM V16s and the Ferrari Thinwall Special in the thick of the pre-55 Grand Prix car action. Ludovic Lindsay will have his work cut out to win for a third year in ERA R5B 'Remus'.

The Intercontinental Formula and F1 cars of 1957-61 ➳

From top: Moss will be focus of attention in Lavant Cup and TT Celebration, against Project Astons and Cobras; 500s are a vital part of weekend buzz; Barry Sheene heads 'bike stars

PROVISIONAL TIMETABLE

Thursday 14 September

0800-1300	Cars and motorcycles arrive
1400-1800	Cricket match at Goodwood House
1800	Competitors briefing at cricket pitch

Friday 15 September

0845	Circuit opening ceremony
0850	Air display
0900-1420	Free practice
1440-1730	Official qualifying

Saturday 16 September

0630	Car parks open
0840	Circuit opening ceremony
0905	Air display
0915-1240	Official qualifying
1250	Tribute to Jim Clark
1325	Band of Blues and Royals
1350	Air display
1430-1715	GOODWOOD TROPHY (12 laps)
	F1, F2 and FLibre cars 1948-55
	EARL of MARCH TROPHY (8 laps)
	500cc F3 cars 1948-59
	LENNOX CUP RACE 1 (8 laps)
	350cc and 500cc motorcycles 1948-66
	SUSSEX TROPHY (14 laps)
	Production sports-racing cars 1955-60
Dusk	Air display

Sunday 17 September

0630	Car parks open
0745	Holy Communion
0830	Circuit opening ceremony
0855	Air display
0915-1300	FREDDIE MARCH MEM.TROPHY (12 laps)
	Sports-racers 1952-55
	CHICHESTER CUP RACE (12 laps)
	Front-engined Formula Juniors 1958-60
	LAVANT CUP (18 laps)
	World championship sportscars 1957-60
	RICHMOND & GORDON TROPHIES (15 laps)
	Intercontinental Formula and F1s 1957-61
	LENNOX CUP RACE 2 (8 laps)
	350cc and 500cc motorcycles 1948-66
1300	Tribute to John Surtees
1325	Air display
1410-1825	RACTT CELEBRATION (1 hour)
	Closed-cockpit GTs1960-64
	ST MARY'S TROPHY (15 laps)
	Gp 2-style saloons 1959-66
	GLOVER TROPHY (18 laps)
	1.5-litre F1 and F1-based Tasman cars 1961-65
	FORDWATER TROPHY (10 laps)
	Production-based sportscars and GTs 1958-63
	HANDICAP (10 laps) – to be confirmed
1830	Prize-giving on pit balcony

play in the Richmond and Gordon Trophies event, in which Nigel Corner's V12 Ferrari Dino attempts to fend off the brutish Offy-engined Scarabs of Redman and Don Orosco, with Lotus 16s, Maserati 250Fs and Rod Jolley's Cooper in pursuit.

After last year's 3-litre experiment, the Glover Trophy reverts to 1.5-litre F1 and Tasman cars. The 2-litre BRM P261s of Attwood, Paul Alexander, Rick Hall and Barrie Williams enjoy a power advantage, but don't rule out the Climax V8-engined F1 cars of Duncan Dayton (Brabham BT11), '98 winner Sullivan (Lola Mk4), Martin Stretton (Lotus 25) and James King (BT7).

Early front-engined Formula Junior cars get the call-up this year, trading serious competition for mechanical intrigue. Nothing can live with FIA Lurani Trophy champion Tony Steele's Lola-Ford Mk2, although Benetton Formula One team engineer Ian Scott cannot stop chasing in his Elva-BMC. Watch also for Fiat-OSCAs, a works Stanguellini and Volpinis from Italy – and listen for the East German three-cylinder two-stroke DKWs.

Celebrating 50 years as an international class, the 500cc F3s return, with Julian Majzub's Cooper-Norton Mk8 gunning for a Goodwood hat trick. Nick Leston, son of 1954 British champion Les, heads the pursuit again in Pete Wright's ex-Alan Brown Cooper Mk5, with Reg Hargrave's rapid Parker-Kieft and Richard Utley's JBS among the challengers.

The Sussex Trophy event for Production Sports Racers of the 1950s guarantees a real dust-up between Lotus 15s (Robert Brooks, Win Percy), Cooper Monacos (John Harper, John Beasley, Frank Sytner) and no fewer than eight Listers.

The Ford Mustangs of Gerry Marshall, Jackie Oliver and Nick Whale should have the legs on the diverse Group 2 Saloon

LAT



field. David Clark's Ford Falcon, the fishtailing Jaguars of Grant Williams, Justin Law and triple British champion Percy could keep them in sight while repelling the quickest Lotus Cortinas, Alfa Giulias and Mini Coopers, John Rhodes among them.

New this year is the Fordwater Trophy race for production-based Sports and GT cars, the lifeblood of Members' meetings from the late '50s. Alessandro Ripamonti's Alfa Romeo SZ heads a pack which embraces OSCAs, Roger Saul's Mercedes 300SL, Porsche 356s, and a host of British machinery including works MGAs and Midget, and Richard Lloyd's recreated Gold Seal Spitfire. M

No circuit has had the attention to visual detail Goodwood displays; the cars leaving the paddock for the Freddie March Trophy could be part of a Nine Hours race from 40 years ago

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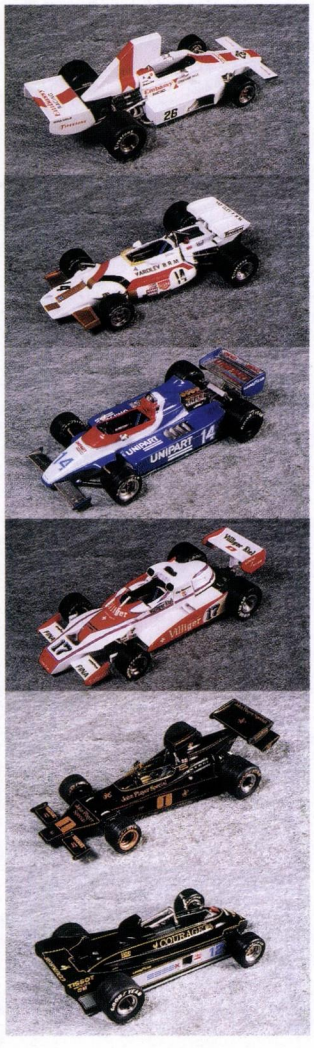
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Model	Name	Price each	Description
01	Embassy - Racing Lola T370	£139.99	1974 F1 G. Hill or G. Edwards, Brazilian GP
02	Yardley - BRM P160	£139.99	1971 F1 J. Siffert, Austrian GP
03	J P S Lotus 721	£159.99	1972 F1 E. Fittipaldi, Brands Hatch BGP. W/C
04	Unipart Ensign N180	£139.99	1980 F1 C. Regazzoni, Long Beach US GP
05	Villiger - Shadow DN9	£139.99	1978 F1 C. Ragazzoni or H. Stuck
06	Marlboro BRM P160B	£139.99	1978 F1 J-P Beltoise, Monaco winner
07	Lotus 76/J P S Mk1	£149.99	1974 F1 R. Peterson or J. Ickx. Bi-plane or single wing
10	Ferrari 156 120 V6	£139.99	1961 F1 Sharknose von Trips P. Hill & R. Ginther. BGP W/C
11	Gold Leaf Lotus 72	£149.99	1970 F1 J. Rindt, E. Fittipaldi or G. Hill. W/C
12	Essex Lotus 88	£149.99	1981 F1 E. de Angelis, Long Beach US GP
13	J P S Courage Lotus 88B	£149.99	1981 F1 E. de Angelis or N. Mansell. BGP
14	Ferrari 312PB TF	£139.99	1974 Sports Racer. Targa Florio winner
15	Honda RA273	£139.99	1969 F1 3 Litre. J. Surtees or R. Ginther
16	Ferrari 156 65 V6	£139.99	1961 F1 Sharknose. P. Hill, O. Gendebein, G. Baghetti W/C
17	Matra - Ford MS80	£139.99	1969 F1 J. Stewart. German, French or British GP. W/C
18	Cooper - Maserati Type 81	£139.99	1966 F1 V12 3 Litre. J. Rindt, J. Surtees or P. Rodriguez
19	Porsche 804	£139.99	1962 F1 1.5 Litre Flat 8. D. Gurney. French GP
20	Honda RA300	£139.99	1967 F1 3 Litre V12. J. Surtees. Italian GP
22	Ferrari 312 V12	£139.99	1967 F1 C. Amon or L. Bandini. Monaco GP
23	B R M Type P83 H16	£139.99	1967 F1 J. Stewart or N. Spence. Belgium GP
24	Lotus 79 J P S	£149.99	1978 F1 M. Andretti or R. Peterson. W/C
25	Maserati 250F	£139.99	1957 F1 J. M. Fangio, Argentinian GP. W/C
26	Honda RA272 'Modified'	£139.99	1965 F1 R. Ginther, Mexican GP
28	Lotus 79 Martini	£149.99	1979 F1 M. Andretti or C. Reutemann, Argentinian GP
29	Cooper Maserati Private Entries	£139.99	1966 F1 Ligier, Bonner, Siffert, PE Rindt, Ickx works cars
30	Lotus 78 J P S Mk3	£149.99	1977/8 F1 M. Andretti, R. Peterson, G. Nilsson
31	Matra MS80 Highwing	£139.99	1969 F1 J. Stewart or Beltoise, Spain, Monza & N. America
32	Lotus 78 Imperial Madom Hector	£149.99	1978/9 F1 G. Nilsson, E. Villota, H. Rebaque
33	Ferrari T4	£139.99	1979 F1 J. Schecter & G. Villeneuve. W/C
34	Williams FW07	£139.99	1979 F1 A. Jones, C. Regazzoni. BGP. W/C
35	Arrows FA1	£139.99	1979 F1 R. Patrese
36	Ferrari 158	£139.99	1964 F1 J. Surtees, L. Bandini, red works cars or NART car
37	Ferrari 246 Dino	£139.99	1958 F1 M. Hawthorn, Italian GP. W/C
38	Toleman TG 183 B	£139.99	1984 F1 J. Cecotto & A. Senna
39	Honda RA302	£139.99	1968 F1 J. Schlesser, French GP
40	Lotus 43	£149.99	1968 F1 J. Clark, US GP
41	Wolf WR1	£139.99	1977 F1 J. Scheckter, Arg, Monaco, Japanese GP
42	Honda RA301	£139.99	1968 F1 J. Surtees, French & US GP
43	Mercedes W196	£139.99	1955 F1 J. M. Fangio & S. Moss, Arg & Belgium GP. W/C
44	Williams FW07B	£139.99	1981 F1 A. Jones & C. Reuterman. W/C
45	Lotus 87 Essex	£149.99	1980 F1 N. Mansell & E. de Angelis, Monaco GP
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53	Ferrari Dino 156	£139.99	1963 Mairesse Surtees Scarfiotti
54	Lotus 72D1972E1974	£149.99	Fittipaldi Spain, Peterson Monaco TWO COMPLETE KITS
55	Ferrari Aero 156	£139.99	1964 Bandini Surtees
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WHY DO SOME F1 DRIVERS PREFER IT WHEN THE MARGIN FOR ERROR LIES BETWEEN NEGLIGIBLE AND NON-EXISTENT? DAVID MALSHER EXAMINES THE CASES OF THREE MEN WHO WERE KINGS OF THE CONCRETE JUNGLE

Graham Hill scored five wins at Monaco; Ayrton Senna six – plus three in Detroit and two more in Phoenix. But I am going to ignore them. Why? Because both of them were multiple world champions: they were expected to be good on every type of circuit. This story is about drivers who, on street circuits, found themselves ahead of the acknowledged masters.

Some might take umbrage at Clay Regazzoni's absence, pointing to his performance at Long Beach in 1976: pole, first from lights to chequer, fastest lap. But this was a day of days: in other street races, when partnered by Niki Lauda or Alan Jones, he looked unexceptional, gathering points and leaving the heroics to others.

Rosberg fans might be upset that he *is* deemed eligible. But the fact that four of his five GP wins were garnered on street circuits speaks for itself.

KEKE ROSBERG

This Finn simply drove as hard as he knew how and, in any given corner, never appeared to take the same line twice. He would hurtle into the braking zone, stamp on the anchors, lock a tyre – sometimes two – make constant corrections, before booting the tail out and carrying on his merry way. It was a different kind of artistry from that of a Stewart, Lauda or Prost, but artistry nevertheless.

It was a technique which served him well in those dark days at Fittipaldi. At Long Beach in 1980, he outqualified his illustrious team owner, and the following year dragged the recalcitrant F8C onto 16th on the grid, ahead of René Arnoux's Renault and both McLarens. It was clear he just needed a decent car, and that, in 1982, is what he had. Driving the Williams FW08, Keke left his mark on the Los Angeles circuit, when a torrid battle with Gilles Villeneuve's Ferrari yielded second. As reigning champion, he starred again at Long Beach in 1983. Attempting to nab the lead from Patrick Tambay on the opening lap, his twitching Williams hit a bump, bounced off the Ferrari and looped into a 360 spin right in front of the oncoming pack. Somehow he contrived to hook a gear and carry on, losing just one place. It served him little, for upon recatching Tambay, they collided again, and this time both cars were out.

'Keke's reactions allowed him to get away with things others couldn't'

Two months later, however, came Rosberg's first street race victory, at a damp Monaco. Frank Dernie, his race engineer throughout the Williams days, remembers a crucial pre-race decision: "Because Monaco is such a low-wear circuit, the slicks Goodyear had there were much softer than the wet tyres, so the team got him to start on slicks. It would never have occurred to him on his own." It took Rosberg to make the gamble work, though.

Fifth on the grid – 1.4 seconds ahead of the next normally-aspirated car – put him under the trees where the track was dry, and the Williams catapulted into second at the first corner, passed Prost's Renault at the start of lap two, and was never seen again. The track was still wet, but Keke's superlative car control kept the FW08C out of the barriers.

How he did the same in the blistering heat of Dallas the following year is a tale that has passed into legend. Using the early-evolution Honda turbo, complete with all-or-nothing power band, he somehow avoided joining the 14-strong list of DNF wallbangers. To put his pace into perspective, he *twice* lapped team-mate Laffite, who finished fourth.

Dernie enthuses: "Keke won that race with an engine as unsuited to a street circuit as any engine ever has been. His quick reactions allowed him to get away with things that the other drivers obviously couldn't. It was a truly remarkable success."

When Rosberg next raced in the USA, his car was the FW10, his team-mate was Nigel Mansell, and the track was Detroit. Keke had shown well there in 1982 and '83, finishing fourth and second. Now, with a vastly improved Honda engine, he was ready to win.

"I don't know," ponders Patrick Head, "if back then the drivers were more confident of the strength of the suspension parts, but without doubt Keke was an incisive overtaker." From fifth on the grid, he passed Michele Alboreto, Prost, Mansell and, finally, Senna to take the lead. All by lap eight. Running on B-spec tyres (Senna had chosen the harder, less grippy As) Keke was dialled into a race of his own and, despite an unscheduled stop to unblock radiators, he won by almost a minute.

In Australia, he was similarly brilliant. Dernie remembers it well: "It was our first year at Adelaide and we had made some weird decisions. We could not get any grip, and so decided to go quick down the straights. Keke looked after his first two sets of tyres very carefully. Then gave the new set death."

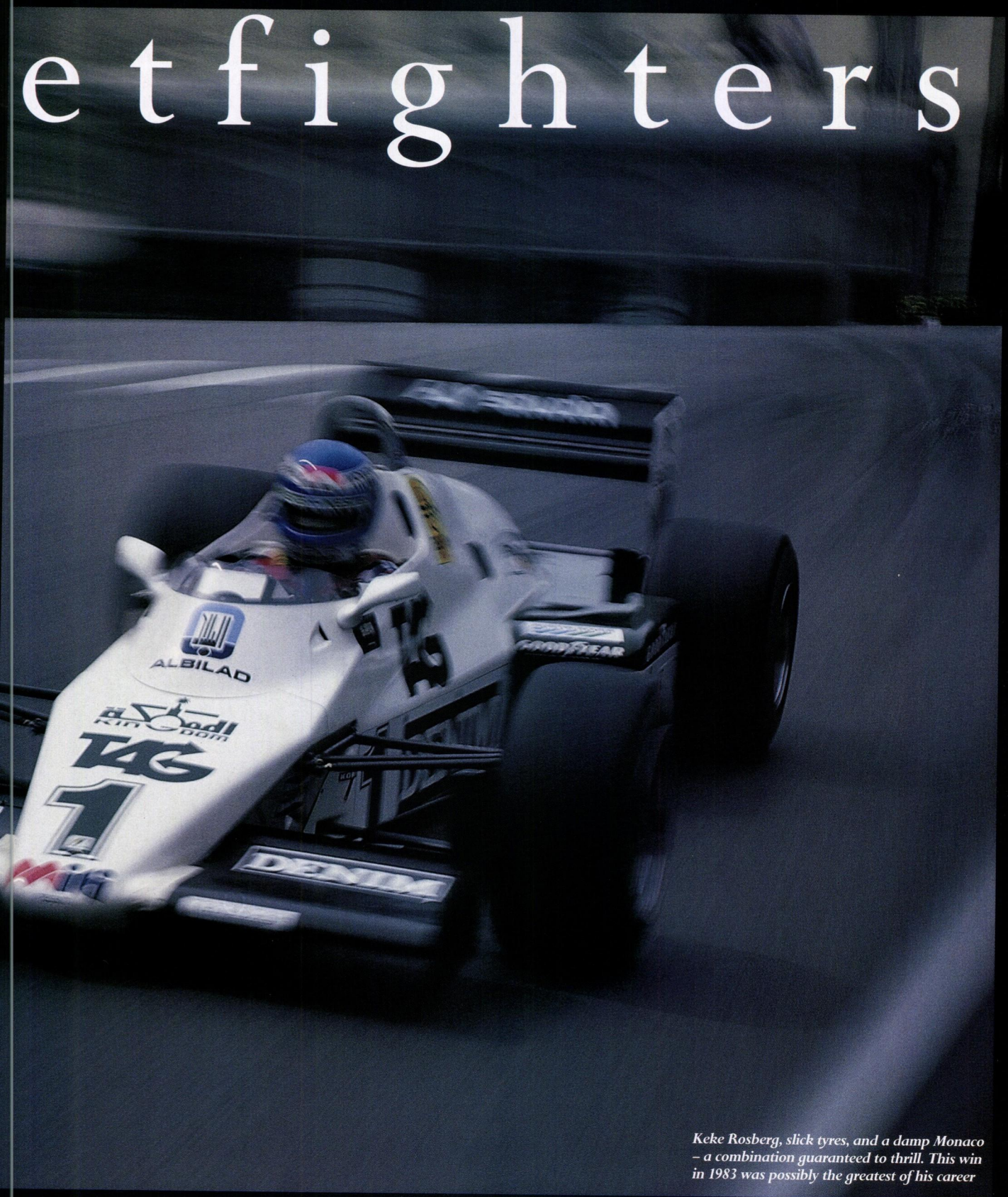
Now behind Senna, it was impossible to tear your eyes from the Williams' sideways antics, its driver hunting prey. As the Brazilian's Lotus became increasingly hampered by fading carbon brakes, Rosberg must have rejoiced in Dernie's decision to opt for the steel versions. All seemed set for a showdown of Dijon '79 proportions. But on lap 62, Senna's Renault engine blew, and Rosberg allowed himself the luxury of a fourth set of tyres on the way to a fifth career victory. Sadly it would prove his last.

Driving like he had a ferret in his overalls had ➡



Rainer Schlegelmilch

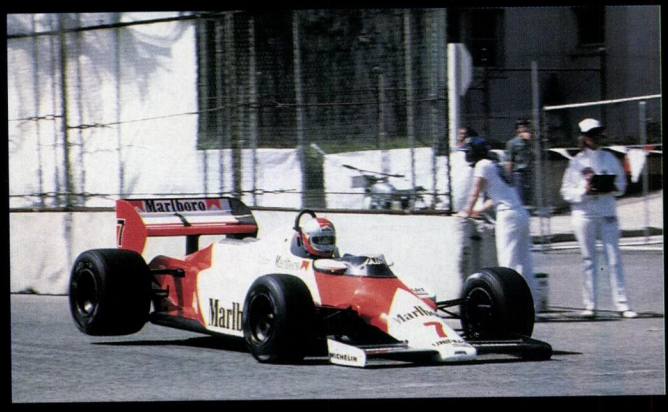
etfighters



Keke Rosberg, slick tyres, and a damp Monaco – a combination guaranteed to thrill. This win in 1983 was possibly the greatest of his career



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Above: Long Beach 1983, and Watson is on his way to setting a record: from 22nd on the grid, he came through to win. A similar drive a year earlier at Detroit yielded another victory (right). Far right: Depailler in typical pose at his favourite circuit, Monaco. His '78 win was well deserved



LAT



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Above: Michele Alboreto applauds Rosberg's superb performance at Detroit in 1985. Left: Always quick in close confines, John Watson took pole at Monaco in '77 in the Brabham BT45B – then spent 40 fruitless laps chasing the runaway winner Jody Scheckter



Rainer Schlegelmilch

long been Keke's way, but joining McLaren in 1986, he discovered the MP4/2B's handling characteristics to be honed to the smooth, effortless style of Prost: it understeered. His unease was painfully highlighted at Monaco: he qualified ninth – eight places and 2.1 seconds behind his team-mate. He had no answer to the Frenchman – as he readily admitted – and, though second, was almost half a minute down at the finish.

Then, in Adelaide, Keke's final GP, something remarkable happened: the understeer was gone and he elected to go flat out in a bid to force the Williams-Hondas of Mansell and Piquet to run faster than they wanted to. Taking the lead on lap seven, he blew everyone away until a tyre failed. Thinking it was a more serious problem, he pulled over.

The greatest streetfighter of them all had come to the end of his road.

JOHN WATSON

The Ulsterman's affair with street circuits began in 1974 at Monaco. Qualifying down in 23rd with a privateer Brabham BT42, he climbed through the field and stayed out of trouble to finish sixth, just ahead of Graham Hill, Mr Monaco himself. Three years later he was back, again in a Brabham (this time a works BT45B) – and sitting on pole.

"I liked a car in which I could lean on the rear, and the power advantage of our Alfa Romeo engine meant Gordon Murray could afford to fit a barn-door rear wing. The transformation was absolutely unbelievable; suddenly I could really stand on the gas. The downsides of the flat-12 was that it was hefty and also heavy on fuel, so our start weight was high. I chased Jody Scheckter for about 40 laps that year, and the brakes just couldn't stand it.

"The same thing happened in '78, when I was leading and had Depailler behind me. All I had to do was drive my own race and not worry about him, but instead I tried to get away from him."

Watson's BT46 went up an escape road after 37 laps and, though he recovered, fourth place was meagre reward for two front-row starts in consecutive years. He would never come so close again. Indeed, he twice failed to qualify there during the next four seasons with McLaren. But the team's inability to get the most out of Michelin's qualifying tyre set up Watson's two most famous wins.

At Detroit in 1982, he qualified back in 17th but, crucially, one man kept the faith.

"The race was stopped due to Patrese's accident," says Watson, "and Michelin's technical director, Pierre Dupasquier, came up to me and said, 'John, you will win this race if you use the 05 tyre' – we had started on the softer 06 rubber. Having been persuaded to switch, I suddenly found I had a car I could drive anywhere and everywhere around Detroit. Everyone else had said you couldn't overtake there, but I had adopted a more positive attitude to the place. In one lap, I passed my team-mate Niki Lauda into the first corner, Eddie Cheever three or four corners later, and Didier Pironi a couple of corners after that!" He took the lead from Rosberg on lap 37 and scored a remarkable victory.

"It was *so* easy. That weekend I found the key to the circuit and myself. I was good under braking and assertive in my overtaking."

Watson and McLaren made it even harder for themselves at Long Beach in 1983, for he and Lauda wound up 22nd and 23rd respectively after qualifying. But this time something other than Michelin's excellent race rubber was on Wattie's side.

"In the fortnight before Long Beach, I had worked with Willi Dungl, Lauda's personal trainer, and he saw in me a potential I'd never fully realised. By the time we got to the track, I had an energy which was just unbelievable. I felt on a different plateau."

Lauda was quicker at the green light, but John shadowed his every move and, amazingly, the MP4/1Cs had made it through to third and fourth long before half-distance. On lap 33, Watson made his move on Lauda.

"I had a good run out of the previous hairpin, and got a draft down Shoreline Drive. I remember thinking, 'I'm either going to win this or we're not going to finish', and then I went to the inside, locked the left front, which made my car flinch towards his, and I got through. Once I was past, he didn't come back at me."

Watson took the lead from Laffite's Williams 10 laps later and went on to record the fifth and final win of his F1 career, beating Lauda by half a minute.

A lot of good it did him. When McLaren's Ron Dennis unexpectedly discovered Alain Prost was on the transfer market after a dispute with Renault, it was Watson who was cast aside.

Subsequently, the hero tag has never sat well with an essentially quiet man. But there were days when, streets where, no one could match Wattie – not even Lauda in the same car.

PATRICK DEPAILLER

If Jean Alesi has a spiritual forefather, it is surely Patrick. Neither were of the top league, yet both possessed immense bravery, astonishing car control, and raced cars out of a pure love for their craft. And there were days when each had few peers. But while Alesi's talents come to the fore on a damp track, Depailler flowered when the barriers were close, the track was bumpy and there were right-angles and hairpins with which to contend.

'I suddenly found I had a car I could drive anywhere and everywhere'

After contesting two races for Tyrrell in 1972, he was welcomed to the team on a full-time basis in '74 and scored two points finishes in the first three races. By the time the teams arrived at Monaco for round six, everyone knew the Frenchman was a doughty fighter. But when he set the same time as team-mate Scheckter to take fourth on the grid in a Tyrrell 007, it became clear that here was a driver well suited to the demands of a confined environment. It mattered little – in terms of reputation at least – that his car let him down on the warm-up lap and he was consigned to the back of the grid in the spare 006. He'd made his mark.

The following year, in wet/dry conditions, he climbed from 12th on the grid. He pressured James Hunt into an error with 10 laps to go, set fastest lap, and forced his way past the McLaren of Jochen ➳

Right: Rosberg's final win came at Adelaide '85 in a Williams FW10-Honda. Below: Depailler qualified his Alfa third at Long Beach in 1980, and was beaten only by the Ferraris there in '76 (bottom left). But meeting the Rainiers (bottom right) in '78 was surely his career highlight



All photos LAT







Mass on the penultimate lap to snatch fifth.

In 1976, he became a true contender in F1, doing everything but win. Second place in Brazil was followed by his final race in the ageing 007, which happily coincided with the inaugural Long Beach GP. He was startling. Beaten only by Regazzoni's Ferrari in qualifying, he was holding second when a tangle with Hunt's McLaren allowed Lauda to slip through. But as he stood on the podium, beaten only by the Ferraris, it seemed his sideways style was at last reaping rewards. Tyrrell designer Derek Gardner concurs: "At circuits like that, he had such confidence: he would opposite lock it and take it right to the edge. You had to brush the paint off the tyres if you wanted to qualify on the front row, and that was Patrick.

"He used to blossom at Monaco, not just because of the circuit – the whole atmosphere suited him. There was a short film made by Elf that year, when they mounted a camera on the six-wheeler. At six o'clock in the morning, there was Patrick, driving around the streets of Monaco – and loving it! It had been raining, but that didn't bother him at all."

He was on form the whole weekend. Qualifying fourth (ahead of Scheckter again), he finished third – despite a suspension link breaking after just 20 laps, leading to some odd rear-end handling. The six-wheeler suited his style, although new team-mate Ronnie Peterson outqualified him at Long Beach and Monaco in 1977 piloting the latest evolution of the P34.

"Yes," says Gardner, "but Ronnie was extremely hard on the car. His brake wear was phenomenal to set the same sort of times. Patrick would excel when his car neither understeered or oversteered. We achieved that balance at places like Monaco."

Depailler's first win would come at his favourite circuit. Another third at Long Beach fired him up for the next round at Monaco. Running second, the meat in a Brabham sandwich, he forced Watson into screwing his brakes, and once in the lead, absorbed all of Lauda's pressure. Some might say he was lucky Lauda picked up a puncture in the closing laps, but the fact remains that, in less than the best car, Patrick had won – and blown away his much hyped novice team-mate Didier Pironi, as he would throughout the season.

Depailler's departure from Tyrrell after five years was a sad day for all concerned, driven as it was by Patrick's desire to enjoy extra-curricular activities forbidden in his contract with Ken. Ligier would permit skiing, motorcycling – and hang-gliding.

An accident while engaging in this latter pursuit shattered his legs, but not before his street racing talents had shone again at Long Beach and Monaco, each time qualifying on the second row, each time finishing fifth, each time deserving more.

He returned in 1980 with Alfa Romeo, but at 35, less than a year since smashing his legs, he had his doubters. Until Long Beach. The track demanded heavy braking, but he couldn't help himself and third on the grid was the result. *That* was flair.

Tragically, the little man with the big heart had just four more months in which to entertain.

Gardner: "He just stopped short of having that champion streak, but occasionally he excelled himself." Often as not on street circuits. M



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MAGNIFICENT MEN, FLYING MACHINES

WHEN THE WORLD'S BEST RALLY DRIVER KNOWS THE SPORT'S MOST CHALLENGING ROADS LIKE THE BACK OF HIS HAND, A WHITE-KNUCKLE RIDE IS GUARANTEED. CO-DRIVER JOHN DAVENPORT HAD TO GET A GRIP

WE HAD AN INKLING. BUT, IN REALITY, LITTLE DID WE know. And innocence was, on this occasion, most definitely bliss. The 1970 1000 Lakes Rally was the first time I attempted the event as a co-driver. A couple of Brits had practised their pace note skills in Finland before then but, alongside British drivers, they had merely scratched the surface. For Henry Liddon and I, this would be a new, potentially terrifying experience. He was to partner Timo Mäkinen in a Ford Escort Twin Cam, I was alongside Simo Lampinen in a Lancia Fulvia HF.

In my role as rally reporter for MOTOR SPORT I had glibly referred to the 1000 Lakes of 1965 as being a 'rather parochial event' attended largely by Scandinavian drivers. I had the wit to note the special stages resembled 'the switchbacks of Battersea Fun Fair', but had no real experience of what they were like when in flying mode. I was about to find out.

'Chosen weapons for the duel were a brace of Escort RS1600s'

After a titanic struggle, our cars finished just four seconds apart, the Escort in second place, the Lancia third. Ahead of both, three minutes ahead, was another Escort TC. Driven by Hannu Mikkola.

If you can't beat them. Four years later I was alongside Mikkola on the same event and our big rivals were Ford team-mates, Mäkinen and Liddon. The chosen weapons for the duel were a brace of works Escort RS1600s kitted out with the all-new 15-inch wheels and the latest in Dunlop tyre technology. Timo had by now won the 1000 Lakes four times to Hannu's three. So there was not only the question of who was the quickest Ford driver to be settled, but also which of them was the best Finnish driver and, for all I know, any number of other bones of contention. What I did know was that Henry and I were about to be involved in a needle match of unrivalled intensity.

This first showed up during the reconnaissance period, which Hannu took much more seriously than hitherto. It was normal in those days for drivers to spend most of the summer whistling up and down the stages committing them to memory and honing their pace notes to a state of near perfection. A major inhibition to this was the 60kph (37mph) speed limit imposed on special stages from the moment the route was announced. Dedicated marshals would roam, mainly at night, clutching their radar guns, determined to foil proper practice.

Proper practice was much needed; the nature of the roads meant it was very dodgy to guess how far a car might fly through the air at 170kph when you were trundling along 110kph off the pace. And if you didn't know how far it would fly, you couldn't estimate where it was going to land. Tricky.

To solve this problem, a typical Finnish driver would arrive during the hours of darkness and have a run through at legal speeds. Detecting no gun-toting denizens of the forest, he would return briskly to the start for a full-blooded attempt. At least this is what we did; I assume everyone else did the same judging by some of the tyre marks we found.

One night – and these are short at that latitude in midsummer – we met up with Markku Saaristo's Skoda 120S at a stage start. His Helsinki apartment was in the same block as Hannu's and he was keen to have a ride in a works Escort. As we had just swept the stage for radar, I was happy enough to swap ➤



Local hostilities: Mikkola (left) and Mäkinen (above) pulled out all the stops in front of their home fans



Our man Davenport, complete with regulation fireproof suede shoes, oversees a torch-lit service halt

'His exertions had left him tired, even though he'd played in goal'

my seat for some rest alongside Markku's co-driver, Timo Alanen, in the stationary Skoda. The Escort roared off and it was a very long time before we saw its lights heading back towards us. As he alighted from the Escort, Saaristo fell to his knees and gasped: "I don't know what they pay you, but it cannot be enough." It wasn't.

Apparently Hannu had tried one right-hand bend in fifth gear where we had previously been in fourth. We had only discussed the possible use of fifth – and it was now clear that fourth gear was correct. Saaristo had been taken on a wild outing through the remains of a cornfield, several ditches and part of a nascent forest before the Escort had regained the road. With this attention to detail on the recce it was clear this rally would be interesting *in extremis*.

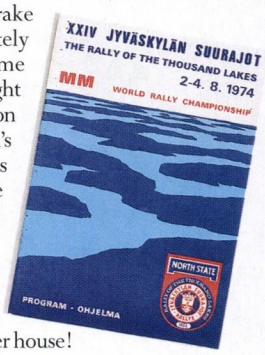
Hannu had an excellent memory for roads. On the 1973 Safari Rally, again in an Escort, we were catching Björn Waldegård's Porsche heading north through Tanzania. It was clear the dust and the equal performance of the cars was going to make overtaking tricky. Without any warning Hannu announced: "We will take the short cut up ahead."

What short cut? We hadn't practised any short cut. I continued to read the pace notes until we ducked up an overgrown forest trail. Tree fronds and lianas smacked the doors and windscreen until, two minutes later, we emerged like a champagne cork across the bows of Björn's Porsche. He had remembered that track from a previous year. He who dares, wins – and flies, high and far.

When *that* 1000 Lakes started, Henry and I were left in no doubt that our drivers were trying 100 percent. Timo took an early lead, which I ascribe to two factors. The first was that Hannu had played in a football match on the day of scrutineering. Being somewhat plumper back then than the healthy chap we have known since his Audi days, his exertions had left him slightly tired, even though he'd played in goal! To compound matters our car's brakes played up from the first stage and we suffered a soft pedal throughout the event. So I was not surprised to be behind our senior Ford partner.

On the third stage we had the first of many minor excursions and bent the steering arm, losing eight seconds to Mäkinen in the process. We also ran down a ditch at one point, obliterating someone's mailbox and a bush before regaining the road.

On the fifth stage, the classic Ouninpohja, Timo took another eight seconds off us. After that Hannu had a not-so-quiet word with the Ford mechanics on the subject of brake hydraulics. Immediately we started to set some fastest times and, as night fell, began to get a grip on the event. Then Hannu's memory power was demonstrated to me once again.



I knew that he was familiar with most of the roads, especially the one which went past his father's summer house! Hannu must have driven it hundreds of times over the years, but I did rather think that my reading of the pace notes was a prime mover in our success. On one short stage, however, I did the unforgivable, momentarily losing my place in the notes when jarred by a heavy landing. It is quite easy to do, only requiring both thumbs to be displaced on the page by an equal amount. So I was hesitant as I read the next bend. "No, it's a fast K right," came the unruffled response over the intercom. Speed undiminished, our progress must have appeared seamless from the outside. After the stage, we talked about the moment during which I accused Hannu of knowing everything by heart. He replied: "Of course I know the roads. But I like to hear you telling me that I am right."

With a 24-second lead at the Saturday restart, we promptly broke the gearshift mechanism on a hairpin, losing nearly all our advantage before it was fixed. But one of the next stages would prove another classic, the 11 miles of Myhinpää. At the start some chap, not an official, came over and was speaking in Finnish to Hannu. I asked if it was anything important. "He says there is a big ➤





Spot the difference: Mikkola (left) and Mäkinen (right) were separated by a few seconds throughout


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puddle 2.3 kilometres after the junction in the middle of the stage," said Hannu. Full marks for geographical accuracy, a big fat zero for comprehension of the English word 'puddle'. We crested a flat-out brow on a road 12 yards wide, doing everything an Escort RS could do in top, and plunged into the dip, in the bottom of which lay the 'puddle', many yards long and goodness knows how deep. The 1001st lake?

I am sure we never touched the bottom as we aquaplaned along on the sump-guard. Whatever the Ford boys had used to waterproof the engine, it must have been good. Bloody good. The engine never missed a beat, though the same cannot be said for the hearts of the crew. We carried on as if nothing had happened (a useful thing, rallying denial) but the stage had a further twist in its tail.

Towards its end there was a sequence of crests where the car would fly, land, take off and land again in quick succession. The last of these saw us land with two wheels (my side, of course) in a ditch. The impact was so heavy, the recline mechanism on my seat broke. My view of the road was instantly replaced by a sweeping vista of Escort roof lining but I carried on reading the pace notes until we crossed the finish line. Hannu was *really* concerned about my predicament. "Make sure you alter that note to 'keep-left-at-crest' for next year," he said helpfully.

I had just succeeded in wedging the seat upright when Timo's car stopped alongside. At first I thought he was alone. Then I realised Henry's seat had suffered a similar failure. His frame had punctured the floor and was rubbing against the propshaft! "Just before the end, on that second brow," said Henry matter of factly. "And did your man lift for the water?" he continued. Of course he hadn't, but somehow Timo had taken four seconds from us.

To a normal man, trying so hard and finding your rival just a little bit quicker could easily be dispiriting. But not for drivers like these, and particularly not Hannu, whose determination and resolve I had thus far encountered only in moderation. The approaching stages were longer and faster, the meat of the rally. The first of them was the longest of the rally at just under 25 miles, and we were first on the road, Mäkinen second. If Timo went five percent quicker than us over this stage he would catch us before its end. Hannu informed me that this was not an option. He lit off as if the GNP of Finland was riding on the result of this one stage.





Charge of the flight brigade: yumps of the 1000 Lakes add an extra dimension to the rally driver's art

'He would occasionally brush trees in order to stay flat in fifth'

The old 1000 Lakes, with 36 stages of undulating, forest-enclosed gravel roads, required drivers to visualise the next variation in direction and altitude, where this required the car to be placed and at what speed, all to ensure a happy landing. An easy oversteerer like the Escort did not require much left-foot braking, but did demand at least some power on at all times to give it balance and stability during take-off. A high wire act with no safety net, just trees.

We were more reliant on the notes than on memory over these faster roads, and he utilised a simple method for stepping up the pace – probably developed during his night run with Saaristo. If I said "fast right" it was slight; if I said "slight right" it was flat. Commitment, it's called.

Fortunately, conditions were perfect. Being first car normally means you slide around on pebbles left by normal traffic, but the organisers must have used at least half a dozen course cars driven at rally speed because the stage was amazingly clear of marbles. It was only towards the end, where we dived onto a narrower, more dusty forest road, that the hackles on the back of my neck started to lift my crash helmet. We had been a little conservative with the notes through this part of the stage – having the trees so close makes one react that way when practising – but those same trees and bushes were now treated as driver aids. Hannu would occasionally brush them with the flared rear wheel-arches in order to stay flat in fifth through sections where there would certainly have been a lift on a less important day. It was an awesome performance.

Our time over that stage – 19 seconds quicker than Mäkinen – and the subsequent four stages re-established our lead at just under a minute. The rest of the rally was all about matching Timo's times rather than beating them. And this we did.

This drive established Hannu as the top rally man of the '70s. He had won before, but seldom in such style and under such pressure. The new benchmark had landed. And taken off. And landed again. M



To the winners the spoils: a dapper Davenport celebrates as the beaten Mäkinen (behind) ruminates

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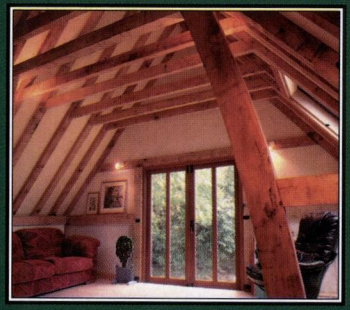
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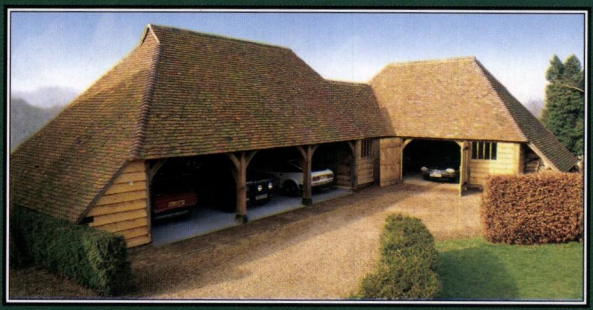
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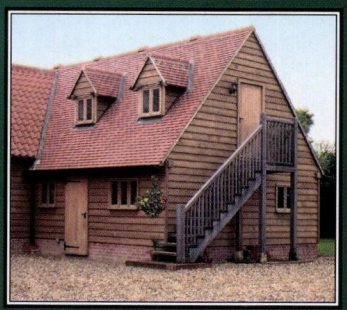
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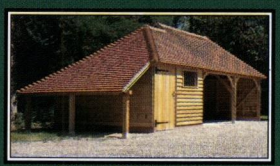
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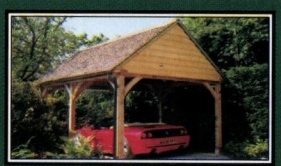








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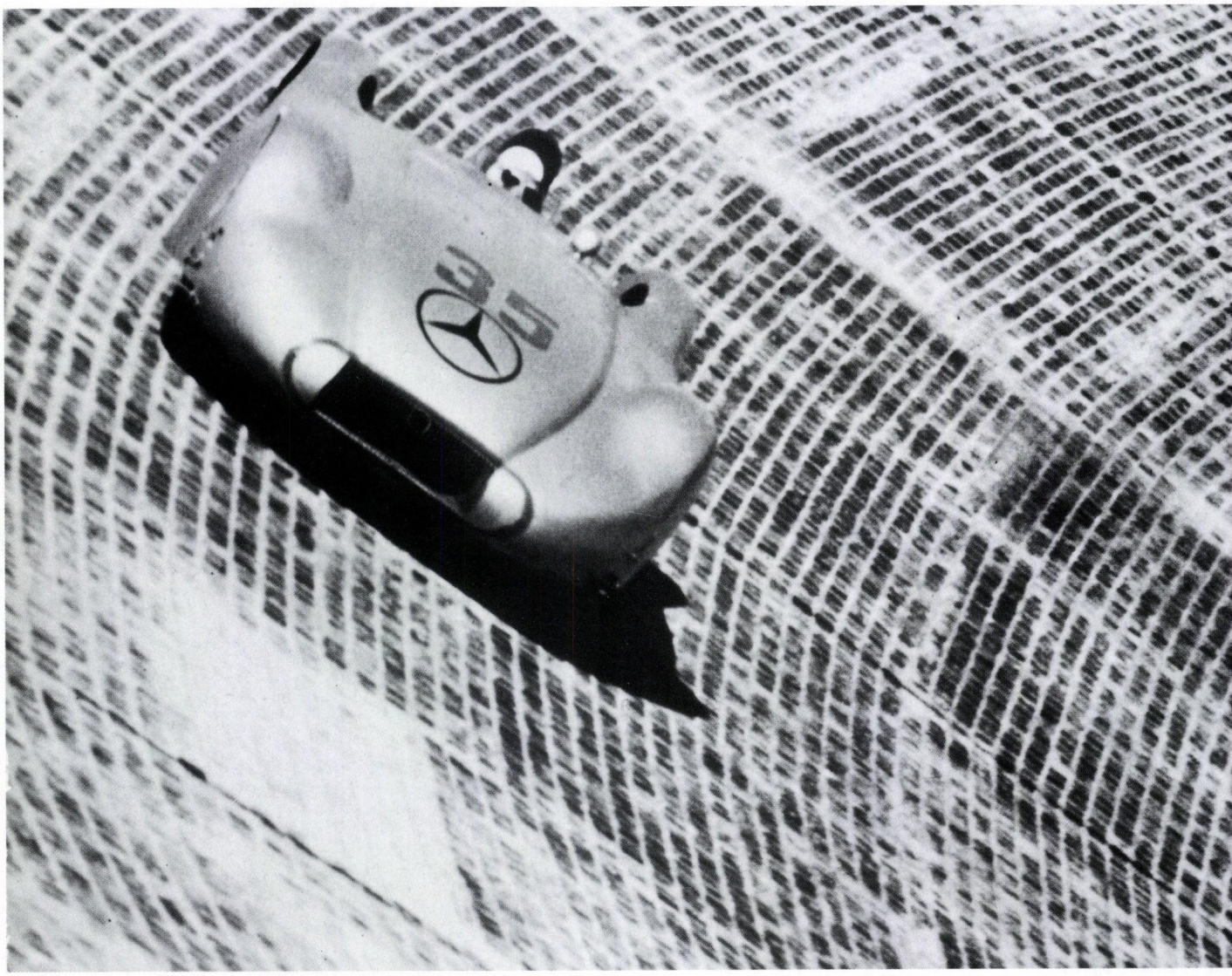
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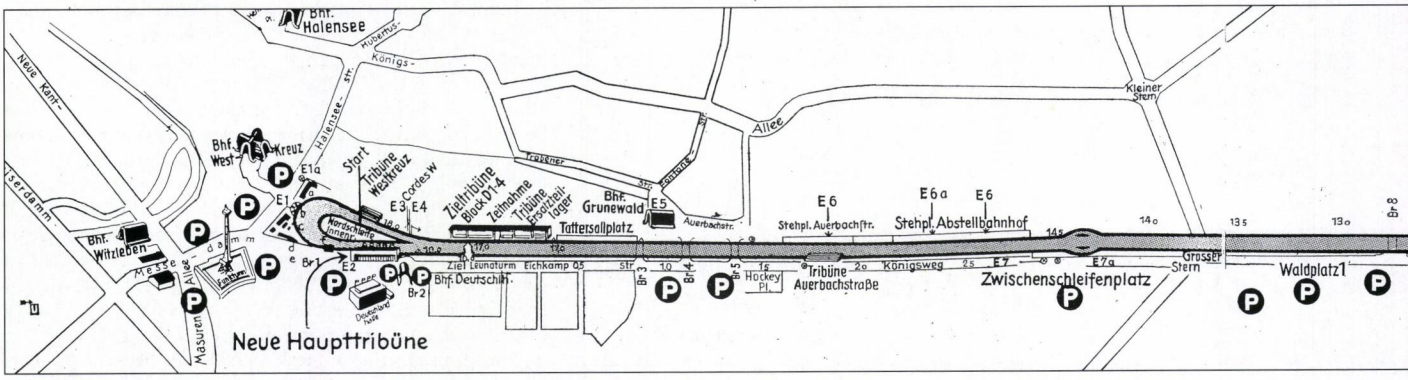
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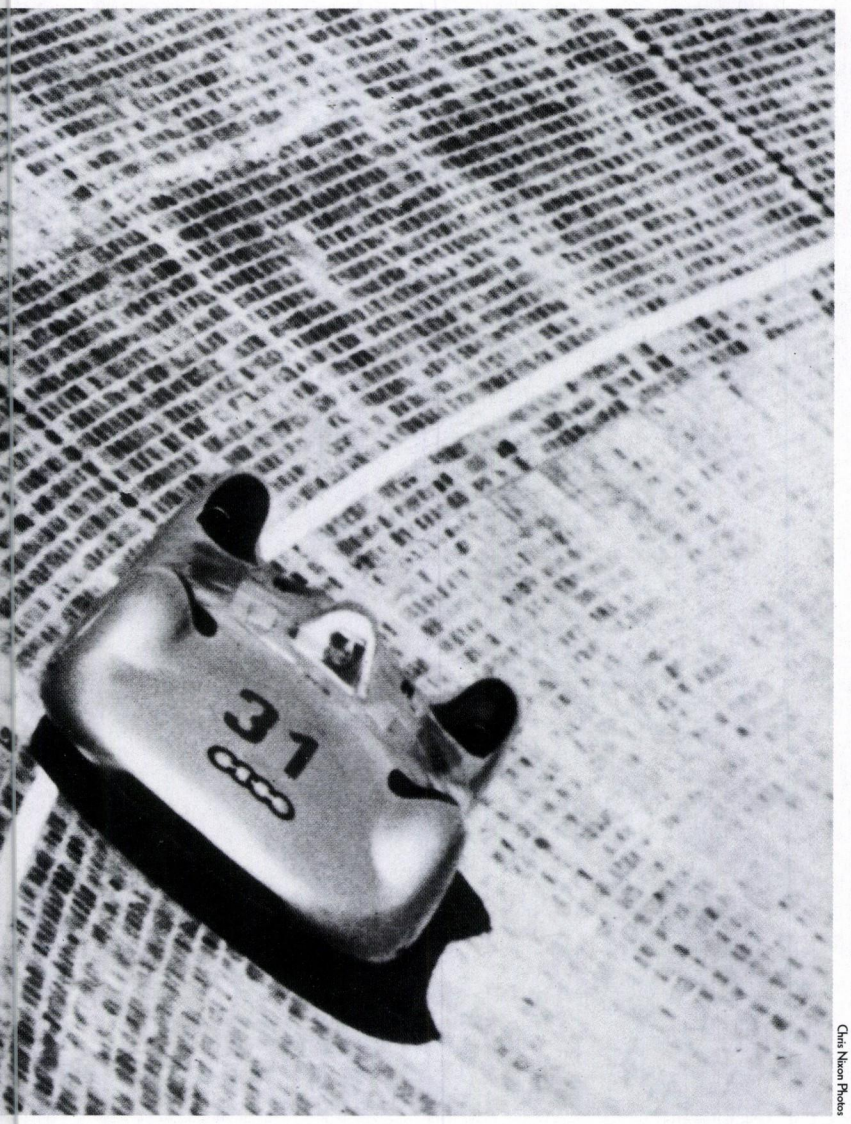
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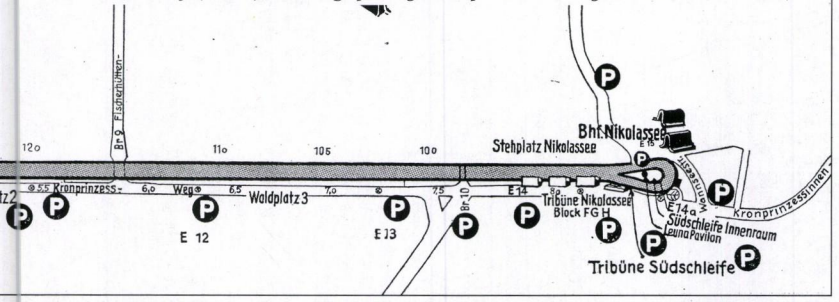

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O R M E R S



Chris Nixon Photos

Brick slayers: Caracciola (above left) and Rosemeyer tackle the North Turn at 125mph. Avus looks easy (below), but long spells of 240mph demanded fearsome concentration



THE 1937 AVUS GP WAS A HIGH-SPEED PARTY POLITICAL BROADCAST. CHRIS NIXON TELLS THE STORY OF A THIRST OF POWER AND GLORY THAT WAS QUENCHED AT 240MPH

'THREE RACES EACH WON AT OVER 150MPH WAS THE STAGGERING result of Sunday's Avus meeting. Without exaggeration, there were gathered at the Berlin track easily the fastest group of racing cars in the world. Four Auto Unions, two of them ultra-streamlined models, and five Mercedes-Benz, three of them fully streamlined with enclosed wheels and two with the new 12-cylinder engine.'

That was the opening of John Dugdale's report from Avus, in *The Autocar*. The fastest lap of over 171mph would not be bettered for more than 30 years and never again would rival teams of fully-streamlined single-seaters appear in GP racing.

The weekend of June 3/4, 1937, was an awesome extravaganza of speed, as the all-fared-in Silver Arrows nudged 240mph on the track's six-mile straights. Closing at speeds of almost 500mph, yet separated only by a narrow strip of grass, this was a test of nerve and concentration rather than out and out skill.

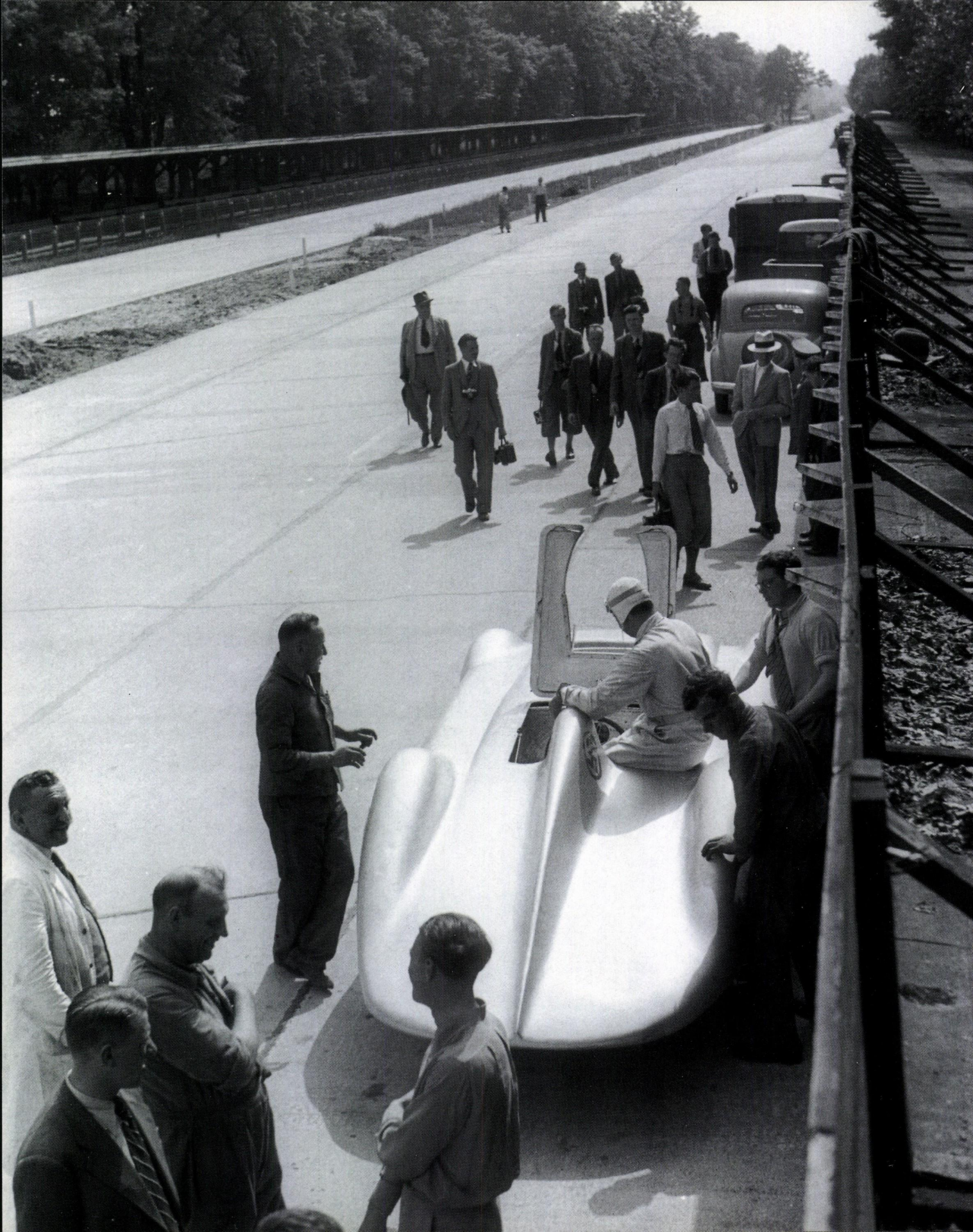
The event was also a dazzling showcase for Nazi Germany's engineering and technology, made all the more effective by the absence of any competitive foreign rivals, frightened off by the Silver Arrows' remarkable speed in the recent Tripoli GP.

Hitler's government had already proved itself a master of pageantry with its torch-lit night-time rallies glorifying the self-styled Master Race. Now the same ruthless efficiency was brought to bear on Avus. Flags bearing the Swastika fluttered everywhere, and many high-ranking Nazi officials, led by Dr Josef Goebbels, Minister for Propaganda, were present. Better than anyone since the Roman Emperors, he understood the influence of sporting events, and used them to infuse the minds of millions with the glory of Aryan supremacy. As with the brilliantly executed Berlin Olympics of the year before, the entire weekend was intended to show the world the greatness of the Third Reich.

The initials AVUS form an acronym for a German phrase meaning – more or less – 'automobile traffic and practice street'. This was officially opened with a series of races (Avusrennen) in September, 1921. It comprised two, two-lane roads running side by side for just over six miles between Kaiserdamm, in the Charlottenburg district of Berlin, and the train station at Nikolasee.

This fast but boring track had a wide-radius loop at the north end and a hairpin at the south; otherwise it was just a flat-out blind. Nonetheless, in 1926, the German Grand Prix was held there, notable as Rudolf Caracciola's first major victory. In January 1933, Adolf Hitler became Chancellor of Germany, and at the Berlin Motor Show in March made it clear that he wanted a home car manufacturer to get properly involved in the new grand prix formula. In May, he attended a motor race for the only time as Chancellor, watching the Avus GP. A Mercedes had won the previous two years, but Hitler was not pleased to see foreign cars take the first three places on this occasion. However, his foresight paid off and by the end of '34 the teams of Mercedes-Benz and Auto Union were dominating GP racing, as they would for the next five years, until the outbreak of World War Two

Both teams went record breaking at Avus in 1934, Mercedes ➳



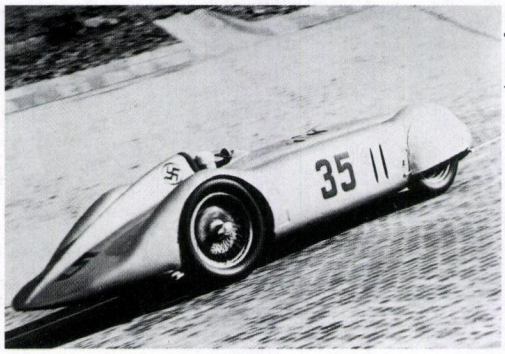
Chris Nixon Photos

using a W25 with enclosed cockpit. This car was then entered for Hanns Geier in the '35 Avus GP. "It was not, as you might imagine, very noisy," he recalled, "but it was rather worrying because it could only be opened from the outside!"

Auto Union entered two cars with enclosed cockpits and wheel fairings, entrusted to Prinz zu Leiningen and the young motorcycle racer, Bernd Rosemeyer, who was making his four-wheel debut in this race. However, it was Hans Stuck in an unstreamlined Auto Union who won the first heat at an average speed of 155mph and set the fastest lap at a remarkable 162mph.

Neither team got around to producing a fully-streamlined body enclosing all four wheels until Mercedes went record breaking again in October, 1936, this time on the Frankfurt-Heidelberg autobahn. A W25 GP chassis was fitted with a 5.6-litre, 616 bhp, DAB V12 engine (too heavy for grand prix racing) and covered with an all-enveloping aluminium body. With it Caracciola set three new Flying Start records, including a Flying Mile at 227.9mph.

There was no Avus GP that year because the North Turn was being rebuilt at the expense of the Berlin Corporation, which required a new access road to the Berlin Motor Show. Another reason was that, despite Stuck's 155mph winning speed in 1935, a faster circuit was deemed necessary. Germany's capital was a very speed-minded city in those days and, according to the *Allgemeine Automobil-Zeitung* of December 28, 1935, it was the Führer himself who decided that the new North Turn should have a high banking, to increase the lap speeds to between 160-170mph. The job of designing the new turn fell to Erich Krey, with a brief that it should be good for speeds of around 110mph. Both Caracciola and Stuck agreed that a 45-degree incline would allow this, reducing lap times by approximately 30 seconds.



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Above: Caracciola high on the banking he helped devise and climbing aboard his mount (left). Note 240mph kink

'It was rather worrying because it could only be opened from the outside!'

Hanns Geier

In March, 1937, Brian W Twist visited Avus for *Speed*. 'Picture a wall of earth over 60 feet high,' he wrote, 'stretching round in a semicircle, with about 200 yards between the open ends. The inner face is banked with bricks, and has a slope of almost 1 in 1. Introduce a low, streamlined racing car into the picture, skirling round the turn at 125mph or more. That is what the new North Turn at the Avus track is like.'

Helmut Reiners, director of the circuit, told Twist: "The banking is not concave, and the 43-degree slope is maintained over a width of 12 metres, to give ample room for passing. Near the top the track is sloped at 75-80 degrees, or nearly vertical, to form a retaining wall. Then there is a narrow strip at the bottom, which is quite flat. The total width, edge to edge, is 22 metres."

Also under construction were the tower forming the new offices of the Avus Syndicate, incorporating a restaurant and, at the start of the main straight, a new grandstand, to hold 4500 people.

The governing body of all German motor sport was the ONS, run by a professional soldier, Major Adolf Hühnlein, who was given the title *Korpsführer*. It was he who decided that the 1937 Avus GP should be a non-formula race, thus allowing the German teams to enter streamlined cars that would be over the 750kg weight limit. Using experience gained with their 1936 record-breaker, Mercedes prepared three wicked-looking devices, while Auto Union clothed two of their mid-engined chassis with much more elegant, all-enveloping bodywork.

The banked North Turn was ready at the end of April and Caracciola and Rosemeyer found that they could now take this curve at around 120 mph. However, Mercedes Technical Director Rudolf Uhlenhaut was not too impressed with the new addition to the track, as he explained in *Racing The Silver Arrows*.

MERCEDES-BENZ: BACK IN THE GROOVE, BANKING ON SUCCESS

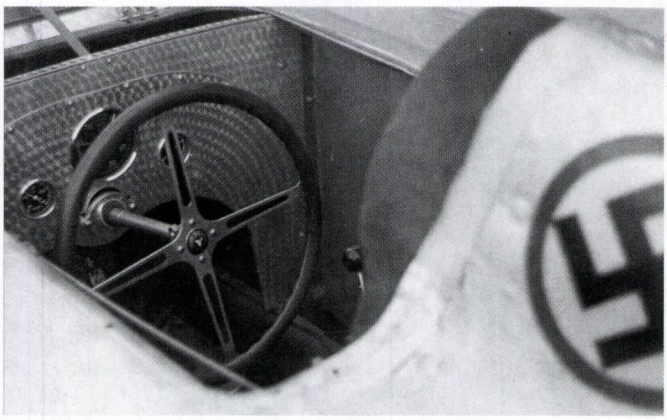
After their disastrous 1936 season, Mercedes-Benz appointed 30-year-old Rudolf Uhlenhaut as their Technical Director. In common with Auto Union, Mercedes had stuck to the same basic design of their GP car throughout 1934-36, but whereas the Auto Union developed into the superb C-type, the W25 Mercedes became a failure.

Over the winter, Uhlenhaut drove the cars himself at the Nürburgring to find out what was wrong with them. He then produced the magnificent W125 for 1937, a car that was destined to become an icon of grand prix racing.

Uhlenhaut put a 5.6-litre, 580bhp version of the W25's supercharged, straight-eight engine into an oval tubular chassis which was suspended by wishbones and coil springs at the front and de Dion at the rear.

Driven by Hermann Lang, this car won first time out, at Tripoli and, after being humiliated by Auto Union in 1936, Mercedes were back!

The next event was the Avus GP and for this Mercedes built three streamlined bodies, based on the car with which Rudi Caracciola had set those records in October, 1936. The very high speeds expected on the six-mile straights at Avus had Mercedes and Auto Union worried about tyres, so they hedged their bets and entered streamlined and unstreamlined cars, all using enormous 24-inch wheels at the rear. Both teams equipped their streamliners with built-in, compressed air jacking systems.



Ludvigsen Library

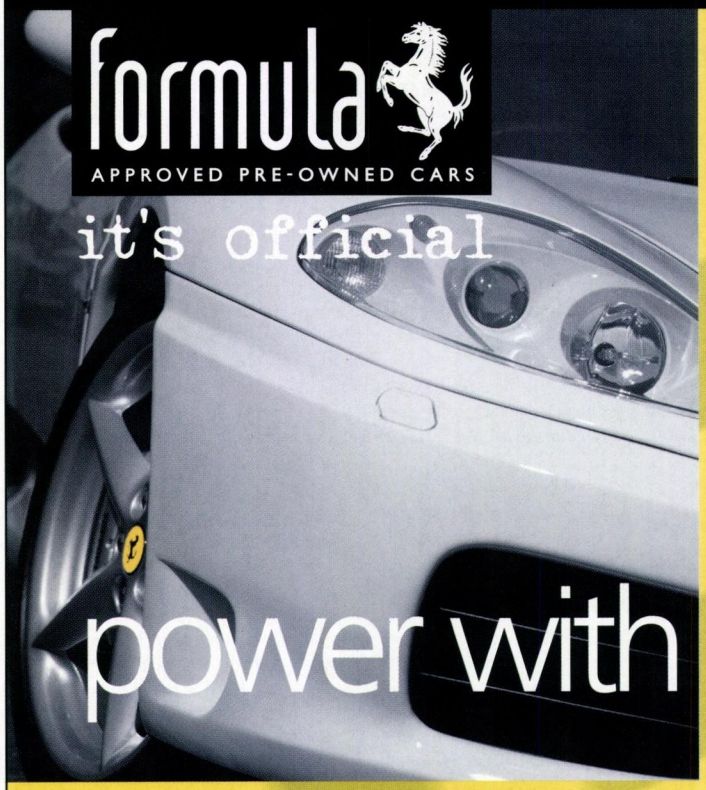
Mercedes knew 240mph score: not too many dials, both eyes fixed on road

Mercedes entered two eight-cylinder streamliners for Caracciola and Lang and a 12-cylinder for von Brauchitsch. Caracciola was given a slightly lengthened W(Wagen)125; Lang had a 1936 W25 powered by an M(Motor)125 engine and von Brauchitsch had Caracciola's record-breaker, fitted with the new, streamlined bodywork and powered by the DAB engine.

Two open-wheel cars were prepared, a normal W125 for Dick Seaman and a 1936 W25 chassis fitted with a DAB 12-cylinder power plant for Goffredo Zehender. Unfortunately, he blew it up in practice and did not take part in the race.

The streamliners were tested in the Zeppelin wind tunnel at Friedrichshafan and achieved a drag coefficient of 0.235, yet the less powerful Auto Unions were undoubtedly as fast, if not faster, than the Mercedes at Avus.

This aerodynamic superiority was proved conclusively throughout the *Rekordwoche* in October, when Auto Union set 16 new records and Mercedes-Benz were forced to return home empty-handed, foiled by front-end lift – a problem that gave Lang the fright of his life at Avus (see main text).



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"I drove one of our cars during practice, and although we were doing around 240mph on the straights, there were no problems at that speed. The main problem on the circuit was the newly-banked North Turn, which didn't have a curve in the banking, so if you went too fast you just slid over the top. It was very dangerous and you had to treat it exactly as if you were driving on a normal road. Had the banking itself curved up to the perpendicular, then you could have cornered just as fast as your body could stand."

The Avus GP was divided into two heats of seven laps each (84 miles) and a final of nine laps (96 miles). This made things more interesting for the spectators and avoided having all nine German entries running together on this narrow track, about 20ft wide. Also, both teams were worried about tyre wear with such high speeds.



Chris Nixon Photos

Heave! Streamlined Auto Union was slippery rather than sylphlike. One-off rules let cars run over usual 750kg limit

Mercedes entered three streamliners, for Caracciola, Hermann Lang and Manfred von Brauchitsch. England's finest, Dick Seaman, had just joined the team and was given a standard W125. Auto Union entered two streamliners, for Rosemeyer and Luigi Fagioli and two normal C-types for Ernst von Delius and Rudolf Hasse.

In practice Rosemeyer set the tone for the weekend by lapping at 176mph with his Auto Union. This was remarkable in a car which had a mere 520bhp, as against the 616 of von Brauchitsch's V12 Mercedes, which managed 174mph, and suggests that the Auto Union's aerodynamics were somewhat better than those of the Mercedes. Initially, both teams fitted spats over all four wheels (hinged at the top to facilitate wheel changes) but these gave problems for Mercedes, as Lang recalled.

"During practice we tried the streamliners with covers over the wheels. Those at the front were fairly wide to allow the wheels to turn in the bends at either end of the circuit and on one run I was doing around 245mph when the front of the car began to lift and all I could see was the sky! I immediately thought, 'I must not move the steering, for if the front wheels return to the road in a different position there is bound to be an accident.' Luckily there was no crosswind and I backed off the throttle very carefully, but it was a long time before the front wheels touched the ground again.

"I must admit that this incident gave me quite a fright and I stopped at the pits, white-faced, and said, 'For Heaven's sake take those covers off!' The air was getting trapped inside the wheel-arches and it was like having two balloons under there. The covers were removed and I had no more problems. Needless to say, the wheels stayed uncovered for the race."

'At 245mph the front of the car began to lift and all I could see was the sky!'

Hermann Lang

Dugdale set the scene for his readers: 'Great crowds of sunburnt Germans watched the practice on Thursday, Friday and Saturday. The capital filled with visitors, the usual gay international party that gathers for a great motor race.

'On Sunday the sun shone brighter still. Thousands of Nazis, trying not to appear uncomfortable in their heavy uniforms, marshalled the crowds (estimated at 380,000) moving past the immense new exhibition hall to the tribunes.' Some 40,000 of them paid to go into the enclosure in front of the new North Turn, giving them a superb view of the cars on the banking.

Only five cars took part in the first heat, Caracciola and Seaman for Mercedes, Rosemeyer and von Delius for Auto Union, and Balestrero in a completely outclassed Alfa Romeo. As the first four finishers qualified for the final, no one was in any hurry and von Delius took an early lead, followed by Seaman, the cars (according to MOTOR SPORT) 'loitering round at about 148mph'.

Dugdale wrote: 'As they came down to the North Turn, ➳

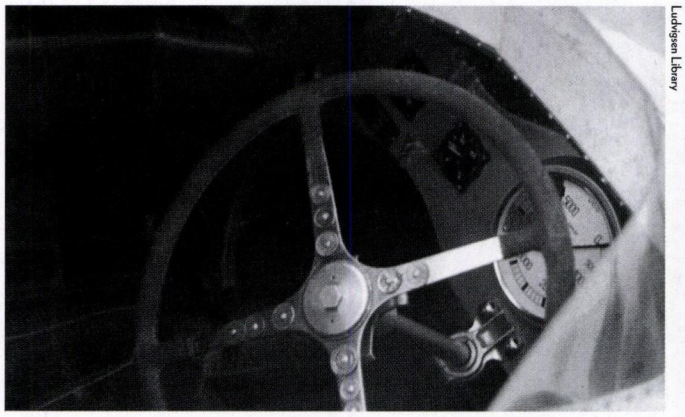
AUTO UNION: LOW-DRAG RACER FOR CARRIAGEWAY DUELS

Professor Ferdinand Porsche was the genius behind the mid-engined Auto Union. The 750kg Formula for grand prix cars was originally scheduled to run from 1934 to 1936 inclusive, and put no limit on engine capacity, so the Professor designed his remarkable, Roots-supercharged V16 as a 6-litre unit, but decided to restrict it to 4.4 litres initially. The 1934 A-type Auto Union had a bore and stroke of 68x75mm (4358cc) and produced 295bhp at 4500rpm.

For the 1935 B-type, the bore was increased to 72.5 mm, giving 4951cc and the power rose to 375bhp at 4800rpm. Finally, for the 1936 C-type, the bore and stroke increased to 75x85mm, giving Porsche's ultimate capacity of 6005cc, producing 520bhp at 5000rpm.

In this form the Auto Unions, led by the phenomenal Bernd Rosemeyer, swept all before them, giving Mercedes-Benz such a beating that the Stuttgart concern withdrew from racing before the Italian GP. That year Rosemeyer secured the European Drivers' Championship, the Mountain Championship *and* the German Road Championship.

The 750kg Formula was held over for 1937 and Professor Porsche saw no reason to alter his winning car. When the Avusrennen was scheduled for the end of May, Auto Union decided to build two fully-enclosed streamliners on C-type chassis for this high-speed event. These whetted Rosemeyer's appetite for some speed records, which had up to that point been Hans Stuck's domain.



Ludvigsen Library

Rosemeyer's wheel festooned with good luck charms. Avus that kind of track

Sadly, both cars apparently disappeared 'somewhere in Russia' after the war. No drawings or photographs of their construction survived, but we do know that they were tested in the wind tunnel of the *Deutsche Versuchsanstalt für Luftfahrt* in Berlin and produced the sensationally low drag coefficient of 0.237.

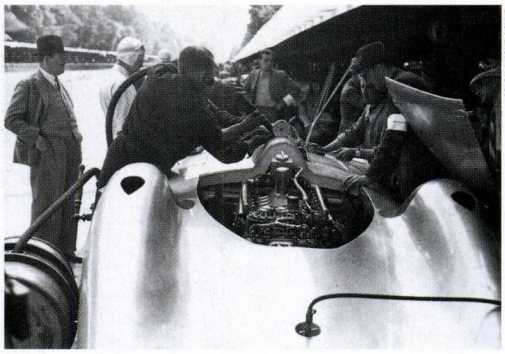
Driven at Avus by Rosemeyer and Luigi Fagioli, these were mechanically identical to the normal C-types raced by Ernst von Delius and Rudolf Hasse.

Although Rosemeyer failed to win at Avus, he had reached around 235mph on the straights. Just three days after winning the Eifel GP at the Nürburgring on June 13, he set six new records on the autobahn in one of the streamliners, including a Flying Mile at 242.09mph. The Land Speed Record then stood to Sir Malcolm Campbell and Bluebird at 301.1mph, but that was on the wide open spaces of Utah Salt Flats. Bernd had been running on a two-lane autobahn.

In October 1937, during the official *Rekordwoche* on the same Frankfurt-Darmstadt autobahn, Rosemeyer became the first man to break the 250mph barrier on the road, improving his Flying Mile record to 252.46mph. He also set 15 other records with the two streamliners.

blowers screaming, each a flash of silver between the green of the trees, Delius led Seaman by a few lengths and Caracciola followed Rosemeyer. They looked just like aeroplanes as they banked over, corrected the tendency to skid and then hurtled from the banking as if catapulted.'

The streamliners were soon in the lead, however, 'They came into the final lap together, Caracciola making a tremendous effort. He soared higher and higher, his rear wheels sliding out as they tore against the bricks but, wrenching his car off the banking with terrific acceleration, he nosed forward past the stands. He kept his advantage to the pits and won by seven-tenths of a second. A wonderful race and a thrill which the crowd loved. An excited chatter filled the air as the cars hummed away into the distance.'



Chris Nixon Photos

Above: Prof Porsche (left) oversees Rosemeyer stop. Pipe in tail is for airjacks. Below: Lang and Goebbels celebrate

Caracciola won at an average of 155.5mph and Rosemeyer's last lap was the fastest of the day, 4 mins 11 secs at 171.6 mph.

The second heat was between the Mercedes of von Brauchitsch and Lang and the Auto Unions of Fagioli and Hasse, with the Maseratis of Sofietti and Hartmann making up the numbers. Fagioli led initially at 157mph, but Lang decided to give the spectators their money's worth and took the lead with a lap 10mph faster, only to have to change a tyre at the South Turn on lap five. Fagioli was right behind him, but no sooner had he taken the lead than his gearbox failed and he stopped on the circuit. Von Brauchitsch now led with the 12-cylinder Mercedes, and stayed there to the end.

Lang set off after Hasse, but the Auto Union driver managed to baulk him to the finish and Lang had to be content with third, much to the fury of Mercedes Team Manager Alfred Neubauer.

After a long delay while Fagioli's Auto Union was removed, the final got under way with the new grandstand casting long shadows on the track. Caracciola led from Rosemeyer for two laps, but then Bernd stopped at the South Turn pits to report falling oil pressure, letting Lang and Seaman make it a 1-2-3 for Mercedes.

'Rudi soared higher, rear wheels sliding out as they tore against the bricks'

John Dugdale

They were in trouble, though, as Uhlenhaut recalled. "We'd had no opportunity to try them out beforehand. In the race the gearboxes got too hot as the streamlined bodies kept any cooling air away from them. One of the oil pipes to the gearbox was soldered on and it got so hot that the solder melted and the oil escaped.

"Lang was lucky, though, he had the newest car, in which the oil pipe wasn't soldered on but made as one part with a flange attaching it to the gearbox, so there was no loss of oil and he won the race."

Caracciola's car joined that of von Brauchitsch in 'the dead car park' on the grass strip between the two lanes opposite the main pit building, and Seaman's Mercedes threw a tread, forcing him to make a 40-second stop for two new rear tyres. The Auto Unions of von Delius, Hasse and Rosemeyer now occupied the three places behind Lang, with Seaman a rather disgruntled fifth.

They finished in that order and Dugdale noted that, 'In quite a frenzy of excitement, and careless of the consequences, Neubauer hurled his flag right in front of the Mercedes as it flashed past to win.' Neubauer's celebration was understandable – this was the Stuttgart team's first victory on German soil since Caracciola's win in the 1935 Eifel GP.

The Avus GP was a great success, retaining the title 'The world's fastest motor race' for decades, but it was never held again, no doubt due to the tragic death of Rosemeyer on the Frankfurt-Darmstadt autobahn in January the following year.

Suddenly, racing up and down a national highway at speeds of around 240mph had lost its appeal. M



Chris Nixon Photos

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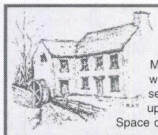


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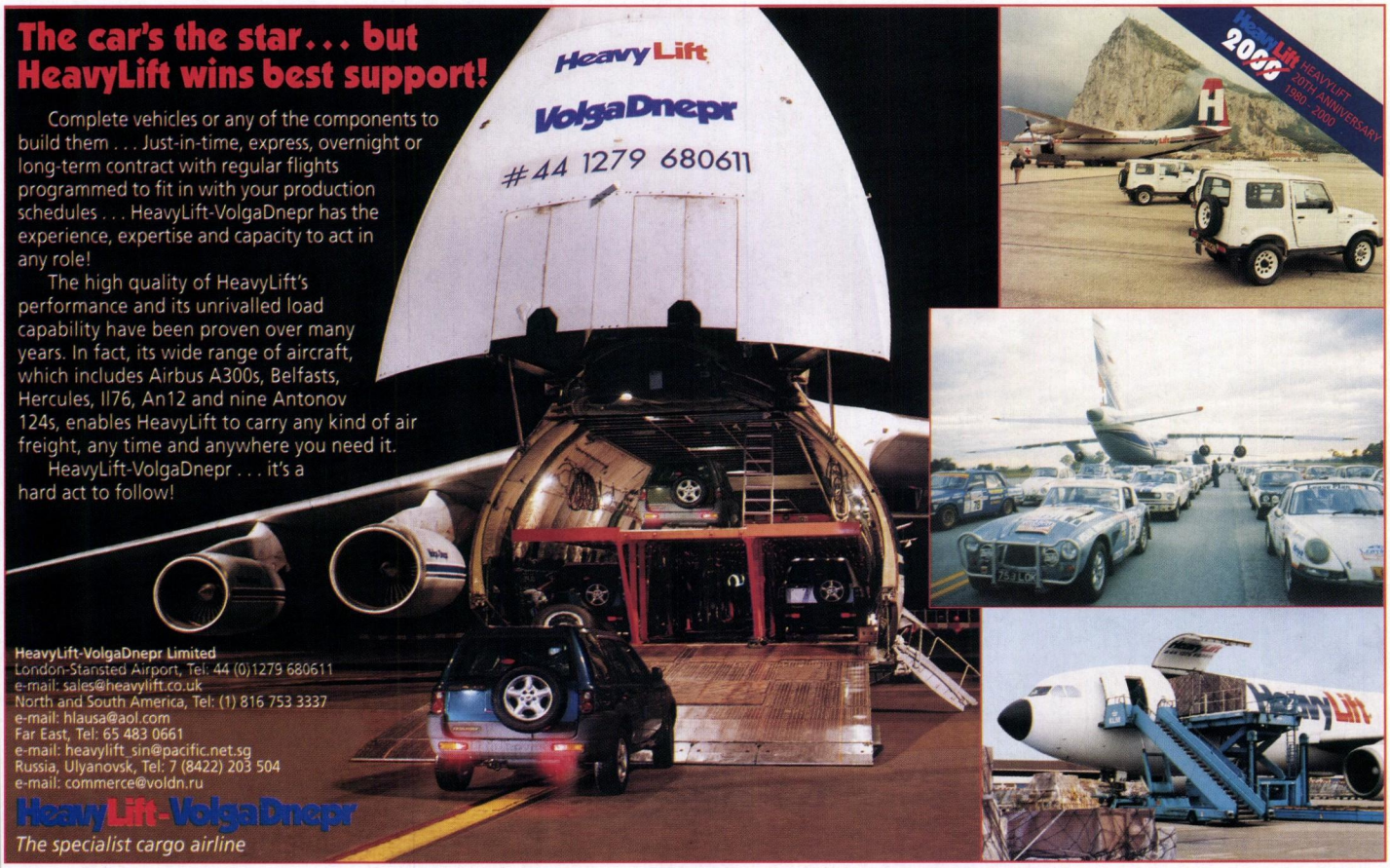


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GURNEY FLAP

DAN GURNEY WAS ONE OF THE GENUINE ALL-TIME GREAT DRIVERS, BUT PERHAPS HIS BIGGEST CONTRIBUTION TO MOTORSPORT WAS, SAYS KEITH HOWARD, THE PROVISION OF EXTRA REAR-END DOWNFORCE WITH MINIMAL AERODYNAMIC DISTURBANCE

photography by Charles Best

Few people, even the greats of motorsport, get to have their moniker attached to something they invented. Colin Chapman, perhaps the greatest innovator of them all, had only the Chapman strut named after him, and that was hardly his finest creation. For a driver-turned-team owner to enjoy the privilege is virtually unknown. There's no Brabham caliper or Surtees inlet, for instance, or Prost linkage come to that.

But there is a Gurney Flap, named after Dan Gurney – a device, moreover, which has retained its currency in a way that Chapman's minimalist rear suspension never did.

If you understand anything of aerodynamics you'll know what a flap is: a (generally) hinged device at the trailing edge of a wing which can be lowered to increase lift when an aircraft is taking off or landing. The prolonged whirring you often hear a few minutes before a commercial airliner touches down is the flaps being deployed: large, hydraulically-actuated auxiliary surfaces which sprout from the rear of the wing and curl down like a crooked finger.

A Gurney Flap – often called simply a Gurney or a wickerbill in the US – is nothing like as sophisticated. Classically it's no more complex than a length of aluminium right-angle rigidly bolted or riveted to a wing's trailing edge. Usually it's a wing intended to keep a racing car on the road, although the Gurney Flap does also see some aircraft service, on helicopter tailplanes, for example. Crude as it looks, it serves essentially the same purpose as the complex flap on an aircraft wing: it increases lift or, in this instance, downforce.

Conception of the Flap was, to use Dan Gurney's own description, a classic example of necessity being the mother of invention. It happened in 1971 while his AAR team was testing its new USAC car at Phoenix, prior to the season's first race there. The car was too slow and everyone knew it. Towards the end of the third and last day of testing, driver Bobby Unser challenged 'the boss' to come up with a solution, and Gurney suggested the flap. He'd seen the success Richie Ginther had had experimenting with spoilers on Ferrari sportscars and wondered what would happen if a small spoiler was fitted along a wing's trailing edge.

In 45 minutes or so, the first Gurney Flap was fabricated and attached to the car's rear wing, and Unser went out again. Within a couple of laps it was clear he was circulating no faster than before and everyone in the pit assumed the flap was a failure. But when Unser came in he called Gurney over and quietly asked him whether anyone was around to spy on what they were doing. Once Gurney had confirmed they were alone, Unser told him the rear was now so well planted that the car was pushing (understeering) badly, hence the poor lap times. All they needed to do was restore the aerodynamic balance by adding more front-end downforce and the car would be transformed.

For most of that first season, none of the other teams cottoned on to what Gurney had achieved. Anyone who asked was told that the flap was a purely structural feature to strengthen the wing's trailing edge. Taken in by this, some teams tried fitting Gurneys on the underside of the wing with predictable results: they lost lap time or worse. Eventually word got around that the Flap was an Eagle secret weapon and everybody started using it, whether they understood its function or not. As Carroll Smith bluntly observed in *Tune To Win*, "It was a case of monkey see, monkey do".

Gurney, meanwhile, had allowed McDonnell Douglas in on the secret and was given access to an old wind tunnel in which to test it. Measurements on the test wing showed that fitting the Gurney Flap affected pressure across the wing's entire upper and lower surface, increasing lift (or downforce) and reducing flow separation on the wing's suction side. Gurney placed the patenting of the device in the hands of McDonnell Douglas and, for some years after, AAR cars used to carry 'Pat Pend' scripts on their wings.

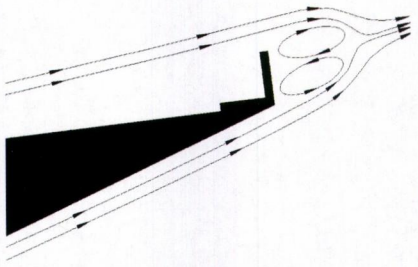
This patenting effort, however, eventually came to nothing, not least because one Edward F Zaparka had patented a similar device as far back as the early 1930s. As Dan wryly pointed out when he faxed me a copy of Zaparka's patent, it was originally filed on 3 April 1931 – exactly 10 days before one Daniel Sexton Gurney was born.

Dr Bob Liebeck, the McDonnell Douglas aerodynamicist hired by AAR as a consultant to help design its cars in the 1970s, was the first to hypothesise that the Gurney Flap's effect was the result of small twin vortices generated immediately downstream of its lip. Various studies conducted since have confirmed this, the most recent being by researchers at both Southampton and Glasgow universities. Sponsored by Penske Cars, this used a technique called laser Doppler anemometry (LDA) to measure the direction and speed of airflow across a tightly-packed grid of points downstream of the Gurney.

Thirty years on from its first, mysterious appearance, the Gurney Flap is still widely utilised in motorsport as an inexpensive and effective aerodynamic tweak. Fitting or removing a Gurney, or changing its height, are quick, straightforward-to-do and repeatable ways of tuning a car's set-up.

Insignificant as it looks, this deceptively simple device has helped win countless races over the years – which must make it a very gratifying thing to carry your name. M

CHARTING THE FLOW



Picture the trailing edge of the wing in cross-section, with the Gurney pointing upwards and the airflow moving from left to right (above). At the trailing edge, the airflow immediately beneath the wing rolls into a small anti-clockwise vortex behind the Gurney. Immediately above this, a second small vortex, rotating in the opposite direction, is formed by the airflow travelling above the wing as it passes over the Gurney's lip. Together these two vortices form a small separation bubble – a rotating mass of air removed from the main flow – which is somewhat taller overall than the Gurney itself.

In clearing this separation bubble, the airflow's vertical deflection is increased and hence downforce increases. Additionally, separation of airflow from the wing's lower surface is postponed, allowing a higher angle of attack to be used before stall, which further enhances the wing's effectiveness..



Bobby Unser looks on ruefully as Mario Andretti prepares to qualify at Monza. While Mario left a lasting impression at Lotus, Bobby had a less fruitful time with BRM. To his right (our left) is Bob Dance



YANKEES GO HOME!

MARIO ANDRETTI AND BOBBY UNSER MOVED HEAVEN AND EARTH IN A BID TO MAKE THEIR FORMULA ONE DEBUTS AT MONZA IN '68. THEN THE ESTABLISHMENT DID THE DIRTY ON THEM. MARK HUGHES TELLS A STORY OF MAD DASHES AND DASHED HOPES

photography by LAT

LAT



Left: Bobby Unser was reigning Indycar champ when he arrived in F1, and felt he didn't get the respect he deserved. He was a good road racer but, disillusioned by his brief F1 foray, turned his back on it at year's end

"You've no idea what we went through to get to that race on time," says Bobby Unser of the 1968 Italian Grand Prix. "We picked up a rental car at the airport because we figured no one would be able to get us there quicker than us, because we were a little bit crazy. Mario sort of knew where he was, so he read the map and I drove. I ran down sidewalks, I outran a policeman, I drove up the side of ditches, ran down centre islands.

"We get to the circuit gates and there's a soldier there with his little ratty-tat-tat and he's pointing it straight at me. I don't know what the guy's saying because I don't speak anything other than Albuquerque English, and not too well at that. Mario's saying, 'Go, go, go!' and I said, 'Mario, you're going to have to tell this sonofabitch who we are because he's pointing that thing right at my chest and he's going to shoot.'

"As soon as Mario talks to him, the guy lets us through. But we were chasing a few minutes – we were even debating how much [racing] uniform we could get away with not putting on, that's how tight it was. We figured there was no way they were going to hold up the start of the race just for a couple of Americans."

But it was worse than that. The fates of Unser and Andretti had already been decided by officialdom even as the pair were making their heroic efforts to get to Monza in time. Someone, with motives suspect at best, had dug into the FIA rule book, plucked out an obscure clause about drivers not running in an international race within 24 hours of having competed elsewhere, and insisted it was enforced. The visiting Indycar stars – who'd left partway through Monza's Friday practice for the Hoosier 100, the biggest dirt track race on the American calendar, then recrossed the Atlantic ready to make their grand prix debuts – were deemed unfit to be on the track. Whether it was a petty act in a clash of cultures or the cynical removal of a key competitor by a rival team, Formula One did not emerge from the episode with credit.

Ironically the story began when the old world and the new met going in opposite directions a few years earlier. It was 1965, Lotus was poised to take the first all-European win at the Indy 500 for 51 years, and Mario Andretti had just met Colin Chapman. "I was in my rookie year," says Andretti. "I was making something of an impression and I told Colin that I'd like to do F1 some day. He said, 'When you're ready, give me a call.' By '68 I felt it was time. So I called Colin and he said, 'Right, I'll enter you for Monza and Watkins Glen.'"

Ever since Indy '65, after Jim Clark had taken Chapman aside and said, 'You've got to see this guy Andretti,' Chapman had been a fan. Clark's death in April '68 had left Lotus bereft of a mega-star number one. Chapman had two replacements in mind for '69: Jochen Rindt and Andretti. Consequently, no effort was spared in providing Mario with the best equipment for his F1 debut.

"When I first got into that 49 it just felt so right. I thought, 'Oh man, this is the way it should be.' It made an Indycar feel very big and cumbersome. I was used to much more power and I thought, 'Gee, this thing feels like a toy.' There was such a fantastic balance between the power and the handling. I adapted to it very easily, so quickly.

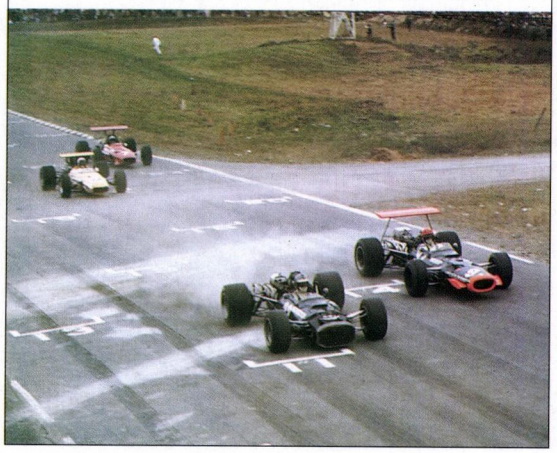
"In all my career I always felt that if I was with any of the top three teams in any discipline, I would be okay. Going into F1 with Colin, well, I could've gone to the moon with him and felt that somehow I'd do the job. If not, shame on me. Aside from his

GETTING ALL THE WRONG BREAKS

Bobby Unser's eventual GP debut at Watkins Glen (below) was peppered with blown engines and crashes. Aside from his problems with BRM and F1, there was something more specific troubling him that weekend which he didn't reveal at the time.

"I had a broken ankle! I did it in a charity basketball match the night before practice – exactly the sort of thing a race driver shouldn't have been doing. I told the doctor, 'Look, I've got to do this race,' but instead of just filling me with novocaine or whatever, he gave me pills for the pain. Whatever those pills were, they really screwed me up. That's how come I wrecked the car. I should not have been out on the track."

The time he really was unfit, Formula One let him drive!



brilliance, I felt he and his team were firmly on my side. Colin loved it if you showed a lot of energy and spunk and I was a pretty good charger. He made me feel very welcome and the entire crew was like that. We were like almost instant friends. That ambience is so very important for a new driver."

Unser would concur. But unfortunately, there was little bonhomie on offer for him at BRM. That year's Indy winner and series champion, he was a close friend of Andretti's. Partly it was Mario's influence that got him to go F1 with him – "I figured I needed a pal to help me with the drafting necessary to set a time at Monza," says Andretti, "and I didn't think I'd have too many friends there." Bobby didn't exactly need convincing, though.

"I'd wanted to do F1 for a long time," he says. "Any normal race driver would like to conquer all the world and F1 was one of the things I wanted to conquer. I was a good road racer and so it was a natural place to go. I was a beneficiary of Goodyear and they put the deal together. I went with Louis Stanley's BRM team, but it wasn't a good team at that time. I was kinda cocky, though, thought that I could make the difference. Little did I know how much politics would play their part.

"Lou Stanley was quite a nice person – and he was getting paid a lot of money by Goodyear – but I'm sure he didn't have a clue what his team management were up to. The team managers in F1 then could make or break a driver without him having a say so, just by juggling the machinery around. It was rife at BRM.

"But it was more than that. Formula One didn't seem honest to me, compared with what I knew in America, and the mechanics and team members didn't seem to have the same dedication towards their driver. Maybe it was just because I was coming in from the outside, but I really tried hard to get close to the team and spent a lot of time with them. But I still got the impression that those guys didn't care whether their driver lived or died.

"When I worked with Audi a few years later those guys gave me their total dedication – they became Bobby Unser people. If I'd got in a bar room fight they would have jumped in. If I'd poked an official in the eye they'd have said I didn't do it. But I just didn't get that with BRM. All I got was the shaft.





"I got an engine that was in no way comparable to that of Pedro Rodriguez, something I found out for sure when I took Pedro's spare at Watkins Glen. It wasn't Pedro's fault. But I was the guy who had gone to their dyno and showed them they had water cavitation problems. I gave them a lot in dedication, honesty and whole lots of smarts. Then I saw that someone was benefiting from what I did and I wasn't. It was all part of the minefield of politics I found there."

It wasn't just the team that was upsetting Bobby's equilibrium either. It was the culture – of F1 and Europe. "The drivers, I immediately realised were just the same as us," he says. "It was at Monza that I realised for the first time in my life that colour or pronunciation of a name made no difference to the human being inside. But our fellow drivers were the only thing that I felt any affinity with. For example, we weren't exactly in heaven in America with regards to safety, but at that time we were way ahead of F1.

"I first drove the BRM at Snetterton, and there were club racers running. I came back in and said, 'There's somebody out there on the track, a little biddy car, an MG TD or something, doing about 60mph. Who let him out?' Then they told me that's just how it was. There was no ambulance there, no fuel bladders, no marshals. I could not believe it. When I got to Monza we're sitting having lunch and I see the Ferrari mechanics drinking wine! I said, 'Woah, hold on here!' I even used to try to stop my ➠

Above: Andretti checks his watch. The weekend was a race against time. He was quick when he hit the track – too quick. Unser (left) wasn't. It was only when he got Pedro Rodriguez's V12 that he discovered why

guys drinking too much the night before, or I'd figure out a way to get rid of 'em.

"Also, I was used to having the convenience of Holiday Inns or whatever. When I first arrived in England Lou Stanley put me up in this big antique hotel in London and I froze my ass off. I couldn't get any extra blankets and I actually got another mattress and slept between the two. There were no showers, the hot and cold water came out of separate faucets. It was like that wherever you stayed in England then. To someone who spent all but 45 days of the year away from home, these things mattered. And the food! I told Stanley the next day this was the worst friggin' hotel I'd ever stayed in. His eyes kinda opened wide."

Andretti, of course, was more at home in Europe. It was, after all, where he'd been born, where he'd lived until the age of nine. And there was the small matter of the superb Lotus 49. In Monza testing, in his first serious run in an F1 car, Mario went round faster than anyone before him. "It was faster than Chris Amon had managed two weeks earlier for Ferrari," says Andretti, "and I think that's where my problems really started."

In Friday qualifying, Mario was again conclusively fastest. Before the session had even ended, however, he and Unser had high-tailed it to the airport. Others would eclipse Mario's time in his absence, but it still stood him 11th on the grid. It was a stunning debut. Unser was 20th."We slept on the floors of the airplane," recalls Bobby. "We really put a lot into it. There was no question of missing the Hoosier. We were committed to that. It's not something we could've got out of."

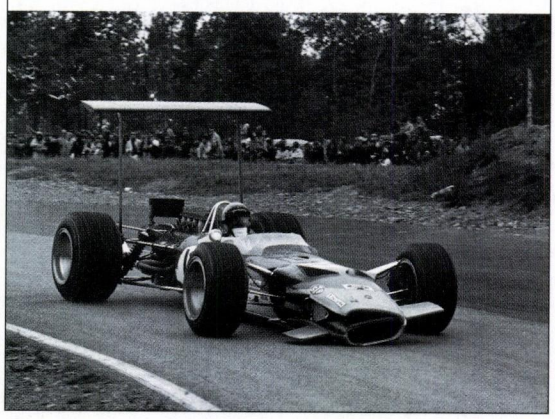
Andretti had been aware of the 24-hour ruling even before agreeing to the Lotus drive. "I had spoken to Count Lurani," he says, "who was head of the automobile club in Italy and he said, 'No problem with the 24-hour rule, I promise you,' and I spoke with the manager of Monza, too. They all understood that rule had to be waived and they assured me it would be.

TREADING WHERE OTHERS FEARED TO

Andretti's famed oval-honed sensitivity served him well in his F1 debut at Watkins Glen. Slicks had yet to appear, but he was one of the first to twig a characteristic of his treaded Firestones that would have a profound effect on tyre development.

"I knew I had a shot at pole. Stewart was the one who kept shaving a bit off my time. Then I'd go out and shave a bit off his. Finally I went out and just really hung it out. I knew from Monza that I needed to wear the tyres down first before really nailing them. They were quicker when halfway worn. You got more grip because there wasn't as much movement on the tread." Ergo.

He got his pole, and ran second in the race until the Lotus' nose fell apart (below). He eventually retired with clutch failure.



LAT



"Then Bobby and I arrived at the track and no one would speak to us. It was weird. When we'd left, it had all been cool. I tried to find Colin but he was nowhere around. Actually, he was in a meeting with the Italians trying to get us our race. They said we were unfit. I offered to take a medical, let them have a blood sample, whatever. But they wouldn't even talk with us. I was never told officially, but Ferrari had protested us."

Unser: "It wasn't the circuit's fault. They wanted Mario there real bad. It was the FIA. There was a jealousy there between Indycars and F1 and they just didn't want these Americans showing up in their backyard, especially with Mario going so well. Together with the BRM stuff, this just burned me out."

With time on their hands the two friends took a tour of Italy. "My mother and wife had come over," says Bobby, "we'd spent a few bucks being there. So instead of wasting it, Mario got us a couple of cars from Alfa and we toured the country. He took us to his home town, we went to Rome. We drove like madmen through the nights, then became tourists during the day. It was nice. But it wasn't the way we'd planned to spend our time."

Four weeks later, they got to make their F1 debuts on home soil at Watkins Glen. Andretti continued his sensational form and set pole. It was the beginning of his F1 love affair. Unser, by contrast, wanted nothing more to do with F1 and wouldn't even be wasting a backward glance. "When I took that spare car out and felt the huge difference between it and my car I just told them straight that I didn't think this was honest. I remember sitting in Lou Stanley's limousine and telling them that they could take this and stick it where the sun don't shine." M

Above: Andretti sits on pole position for his first grand prix. The Matra of Jackie Stewart is next to him, and the Scot got the drop on the new boy at the start, leading the race from start to finish – all 108 laps of it

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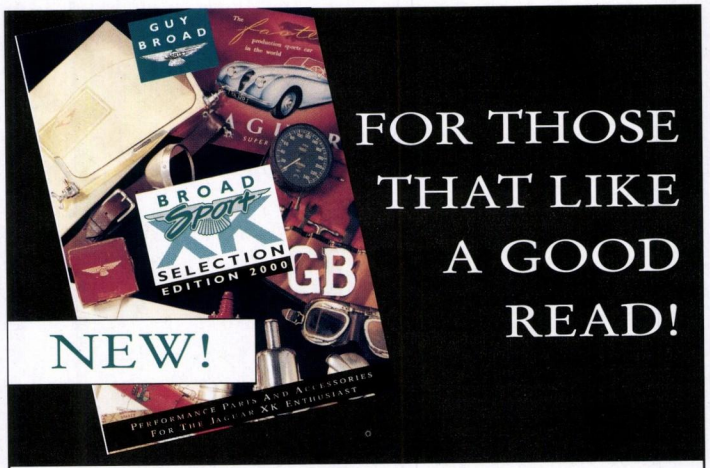
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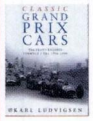
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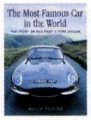
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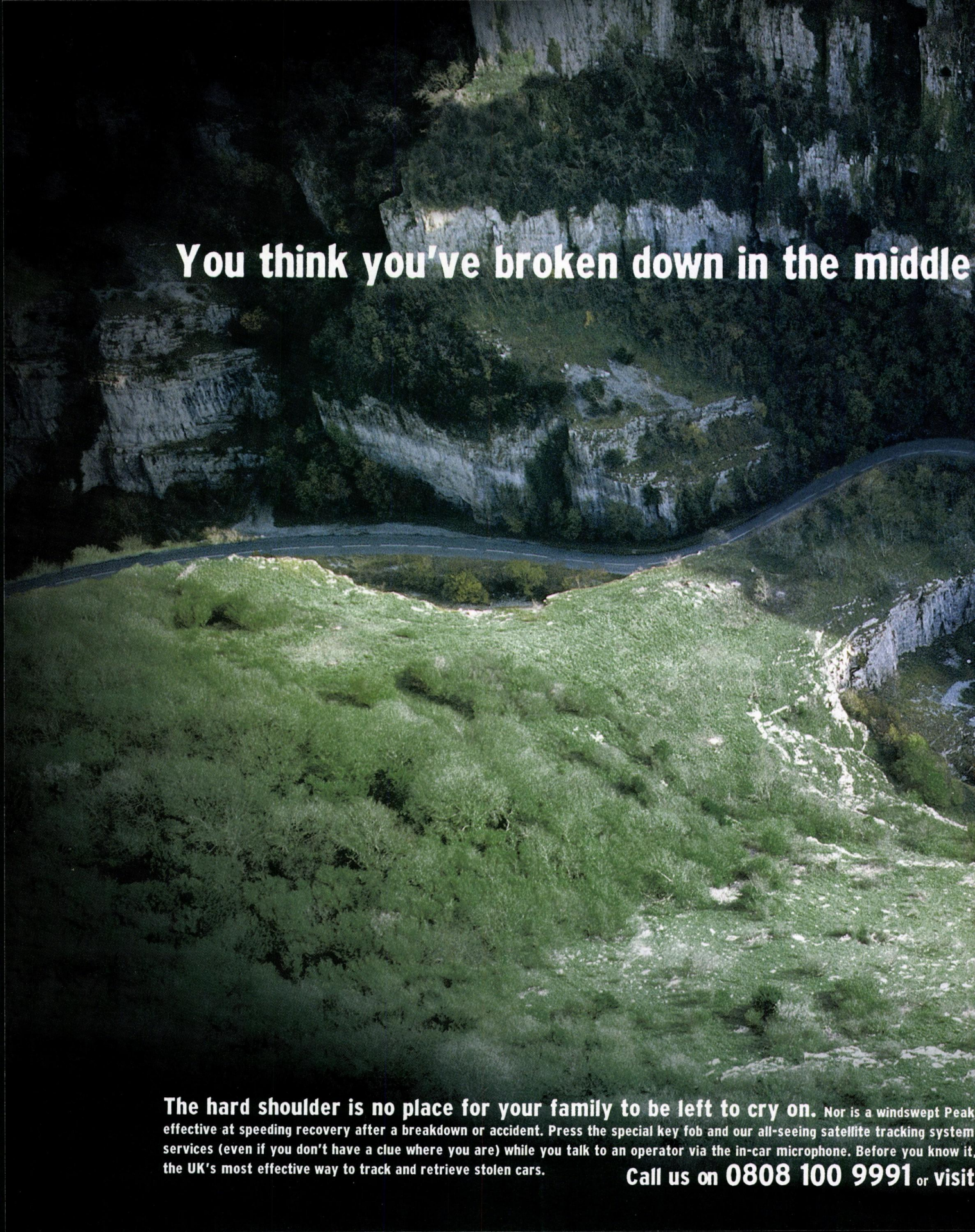
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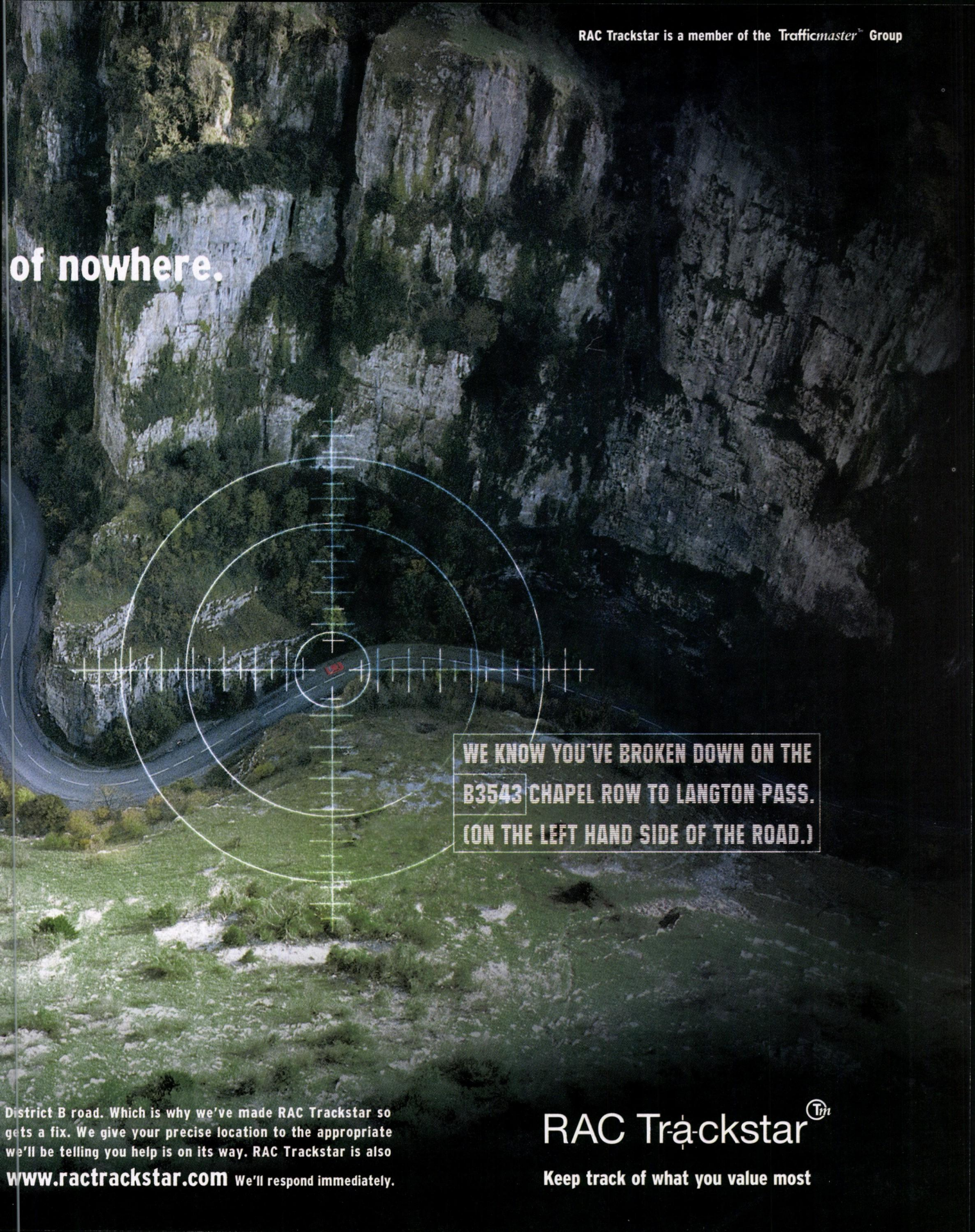
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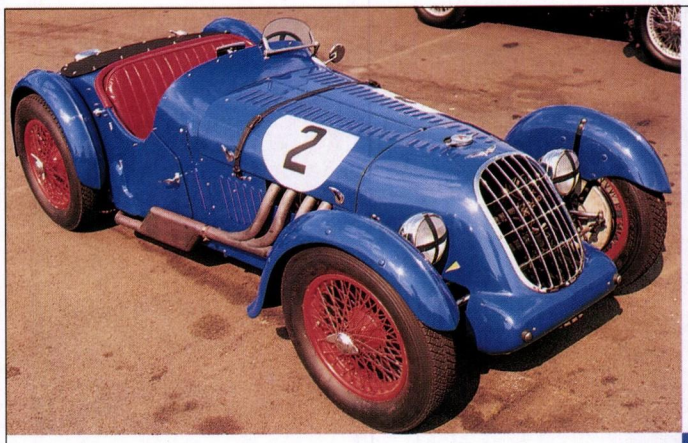

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Rare Alta shows great attention to detail. With 135bhp, it's quick as well



ALTA TWO-SEATER

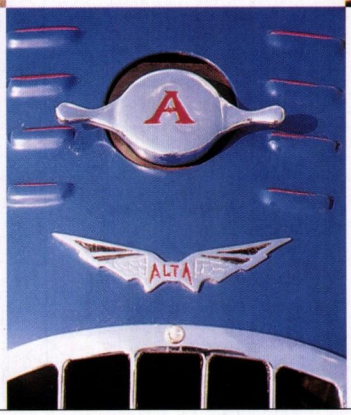
Geoffrey Taylor ambitiously hand-crafted virtually every part of his Alta cars – including the supercharged twin-overhead-cam four-cylinder engines – in Tolworth, Surrey. His firm progressed from small-volume sportscars to a single-seater voiturette racer to rival ERA in 1937.

Only one left-hand-drive Alta sportscar was made, for a German who specified a 2-litre engine. It subsequently went over to the USA, from where collector John Ruston reunited it with another version reimported from Australia.

Both cars ran at Coys, probably the first time such models have raced at Silverstone since World War II.

Both have been totally rebuilt since they arrived in the spring. "The blue car was cosmetically okay, but mechanically poor," said specialist Ian Polson. "We had to straighten its chassis, replace two of the cross-members, and switch engines."

The motor was not a well puppy: "When I drove it down the road it spat a spark plug over my head," said Philip Venables, who shook it down at Montlhéry.



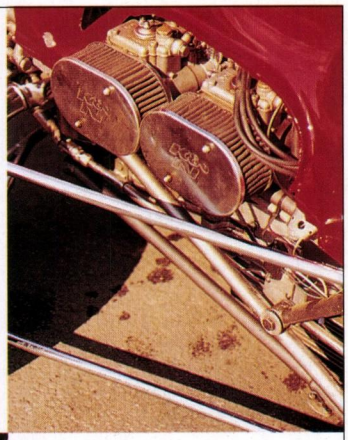
Slipped timing and a cracked carburettor float slowed Saturday's run, but Australian Venables and Briton Martin Walford placed a more competitive fourth in the second pre-war sportscar race, on Sunday, Venables having led the field early on in the event.

"The engines were reputed to give 160bhp," said Venables, "but I think we had more like 135bhp, so the potential is definitely there."

'...ambitiously hand-crafted virtually every part'



Assegai one of raft of '60s racers built in South Africa. Nose Ferrari-inspired



ASSEGAI

Throughout motorsport's history, amateur competitors have taken on the world with self-built specials. Such a story is that of South African Tony Kotze, who failed to qualify his Assegai for the 1962 Rand Grand Prix at Kyalami. It never graced an international competition thereafter.

Cape Town-based garagiste Kotze was just one of several talented mechanic/fabricators regularly seconded by the Formula One teams when they arrived on his home patch. Obsessed by Ferrari's shark-nose cars of 1961, he put one on his own creation, named after a Zulu spear and built under the Bond Cars banner. He had planned to construct four chassis, but this is the only example which reached completion.

The Assegai's frame features a Lotus 18-inspired rear end, and carries its fuel tanks wedged between the longerons, for extra stiffness.

Used in local events to '64, it is still powered by a 1500cc Alfa Romeo twin-cam engine and features a Hewland Mk8 gearbox (it's also used an Alfasud unit in the past) and runs in Formule Libre events at Kyalami.



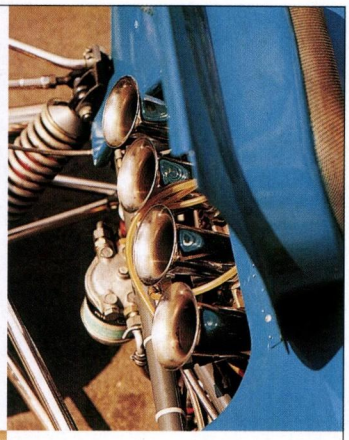
Expat Briton Brian Tyler, who once acted as Far East correspondent for sister magazine *Autosport*, bought the car in '97 and was "quite chuffed" to finish 25th of 44 amid the exotica of the first HGPCA Pre-66 race at Coys on Saturday, despite running a second-string engine and suffering a tangle with Alan Baillie's Lotus 18.

Piston failure spelled retirement on Sunday, but the car might have an Historic future here.

'Obsessed by Ferrari's shark-nose cars of '61'



Typically neat and user-friendly Ron Tauranac design. Twenty-six built



BRABHAM BT30-26

Ron Tauranac's wonderfully elegant Formula Two design is a classic. Tiny and sleek, with shoulder-hugging cockpit surround and fully faired-in 1600cc Cosworth FVA engine and Hewland FT200 gearbox, the BT30 always turned heads.

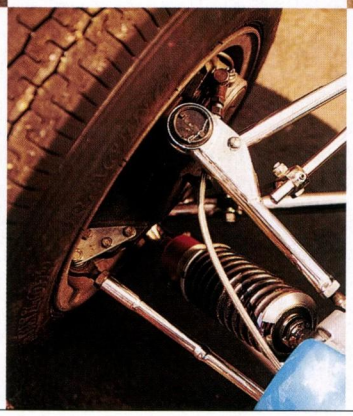
Derek Bell's version was second to Clay Regazzoni's Tecno in the 1970 European Championship – in the chassis now raced by Lincoln Small.

This particular car is the last of the 26 made in '69-70, raced ably by privateer Alistair Walker, then by Cyd Williams in the '71 Colombian Temporada series.

Pensioned off into hillclimbing, it was bought for 20-year-old Julian Majzub by his late father, in 1979.

"I had no real idea what it was then, but always loved the car," said Majzub, now a skilled racer of pre-war Bugatti and Alfa Romeo cars, and a Cooper-Norton 500.

Julian finally decided to race the Brabham 21 years later, and had it recommissioned rather than restored – it still features its original engine.



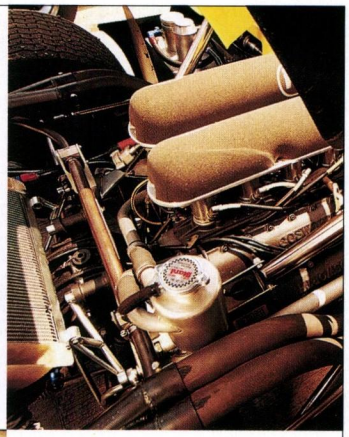
"I have got a lot to learn about modern single-seaters, but it's great fun," he said after finishing a spirited sixth in the FORCE Classic GP event's F2 class – from which the wings introduced in '69 are banned.

Two other BT30s reappeared at Coys Festival: the BDA-engined ex-Sports Motors car of Jim Gathercole was raced in its day by Tim Schenken and Gerry Birrell, while the BT30/35 that Lorina McLaughlin drove at Silverstone numbers John Watson among its alumni.

'Ron Tauranac's Formula 2 design is a classic'



JS3 raced just three times, but gave Cosworth DFV its Le Mans debut



LIGIER JS3

Formula One private entrant-turned-constructor Guy Ligier's first (and only) open sports prototype raced just three times, in 1971. It finished second in the 3-hour Le Mans Trial in April and then won Montlhéry's Spring Trophy.

He was joined by Patrick Depailler for the Le Mans 24 Hours, and they qualified (the first DFV-powered car to do so) in 17th. A lengthy stop to repair tranmission woes meant they were not classified, although they did cross the line.

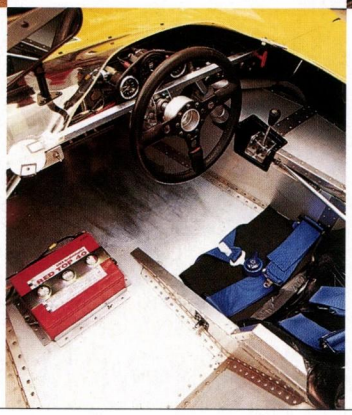
Since that moment it has stood collecting dust in the corner of a French workshop – until now.

Designed in 1970 by Michel Tetu – who went on to pen Renault's grand prix winners, before returning to Vichy to detail Ligier's JS25-31s – the JS3 was ahead of its time, built on a TIG-welded Klegecel (aluminium honeycomb) monocoque, well before the method was widely used in Formula One.

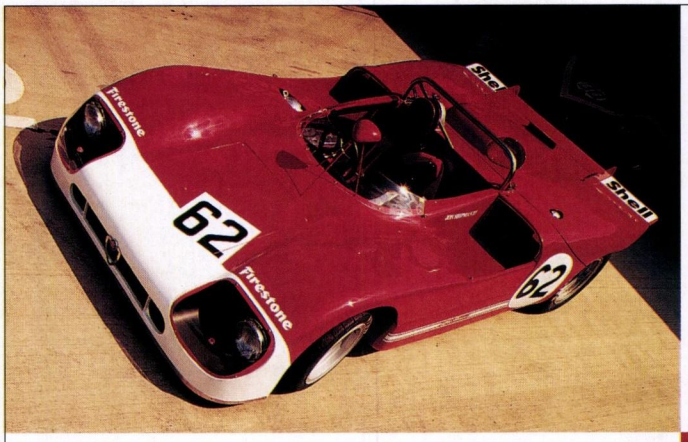
"The concept was right, but they couldn't then figure how to feed the loads into the chassis," said its restorer Simon Hadfield who, together with Geoff Wyatt, rebuilt the car on a fresh tub by Fox Motorsport.

Still with the original Hewland DG300 gearbox, and a period-spec DFV, Willie Green gave the car only its fourth ever race – and second win – at Coys, Nicolas Zapata's yellow-and-green machine wowing the spectators and driver alike.

"It has enormous potential," said Green, who dominated the race after Jonathan Baker's Alfa T33 had spun.



'Ligier's sports prototype was ahead of its time'



ALFA ROMEO T33/3

Alfa Romeo's Tipo 33 sports prototypes debuted in 1967 and evolved into the 12-cylinder machines which secured the world championship in 1975. But the best-loved were the 3-litre 33/3 barchettas of the early '70s which were powered by detuned Formula One V8 engines.

These cars ran in spaceframe (Telaio Tubolare) and monocoque forms, and were driven by such stars as Nino Vaccarella – who won the 1971 Targa Florio in front of his adoring home fans in Sicily – Ronnie Peterson, Henri Pescarolo and Rolf Stommelen, with much success.

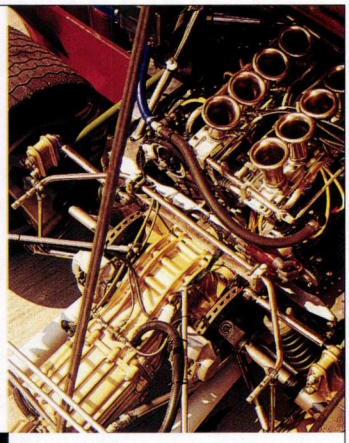
'Autodelta kept few records, evidence is scarce'

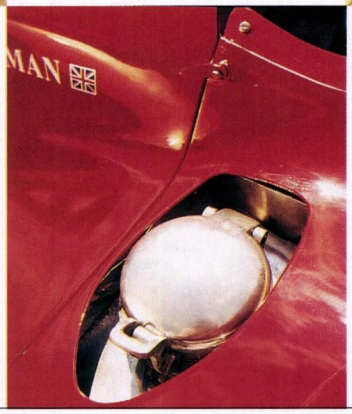
Autodelta preferred to build superb cars than keep on top of paperwork

Jon Shipman's monocoque chassis is 019, but tracing its history is a nightmare, since Alfa's competition arm, Autodelta, kept few records, and documented evidence for specific cars is scarce.

Acquired from Coys of Kensington last October, the car has been beautifully reconstructed by Richard Walbyoff of Brackley-based RW Racing Services.

"We put a new floor in the tub, made up new wishbones, and had the uprights and (Alfa six-speed) gearbox casing rechromated in the correct gold," said Walbyoff.





"I worked all hours, after the engine came back from Dick Langford on June 28, to get it here. It develops 400bhp at 9500rpm, but fuel pressure problems forced retirement.

"That was disappointing, but we were extremely delighted with all the interest the car generated."

The car will be shared by journo racer Mark Hales in two-driver races.



SURTEES TS9B-5

John Surtees virtually hung up his helmet in 1972 but, as usual, debuted his new Formula One model (TS9B) late the previous season.

He retained chassis 5, the most successful example, until last winter when it joined arch Surtees enthusiast John Bladon's historic stable.

Mike Hailwood drove this chassis for the the bulk of 1972, finishing second at Monza, fourth in Belgium and Austria, and coming second once again in that year's Race of Champions at Brands Hatch. He also set fastest lap in the South African Grand Prix at Kyalami and was

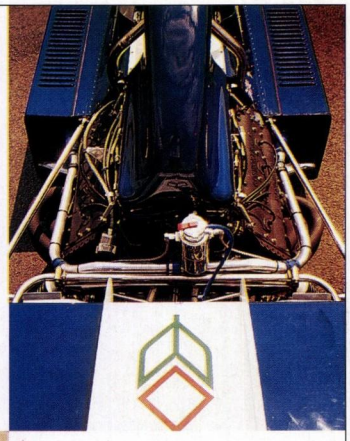
'Hailwood drove it to second in the Italian GP'

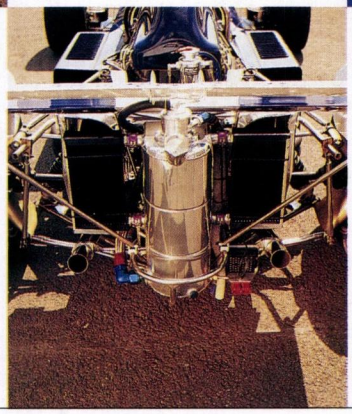
Side radiators and rounded nose biggest visual changes from '71 TS9

pressuring the Tyrrell-mounted Jackie Stewart for the lead when a bolt dropped out of the Surtees' rear suspension on lap 29.

"It was stripped down to every last component and racked up when I rebuilt it," said the car's rebuilder Terry van der Zee.

A fuel pick-up problem showed up when Bladon shook it down on the Monday before Coys, thwarting his attempt to debut it in the FORCE Classic GP event. Put down to the pump, which was changed, it returned when Surtees gave it a short blast in Saturday's F1 demo.





"When John came in, with everybody around us, and said it was undriveable, I wanted to disappear into the ground," said van der Zee. "Fortunately, he then went on to say that despite a high tickover and the pick-up fault, the chassis felt absolutely superb.

"That encouraged us and we now plan to race it at Zolder in August."

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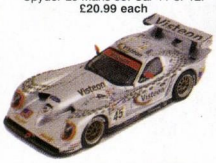
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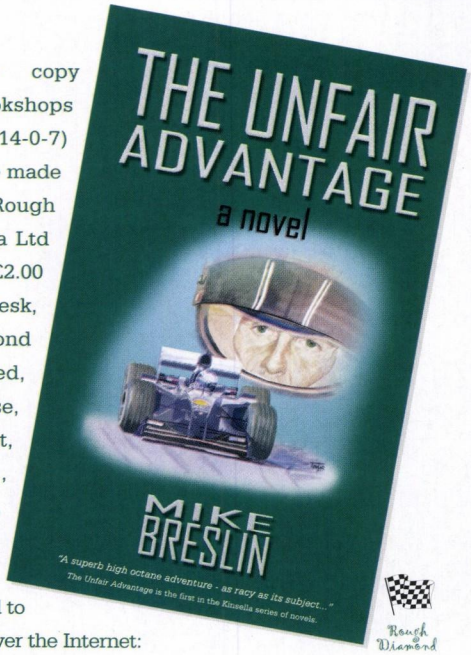
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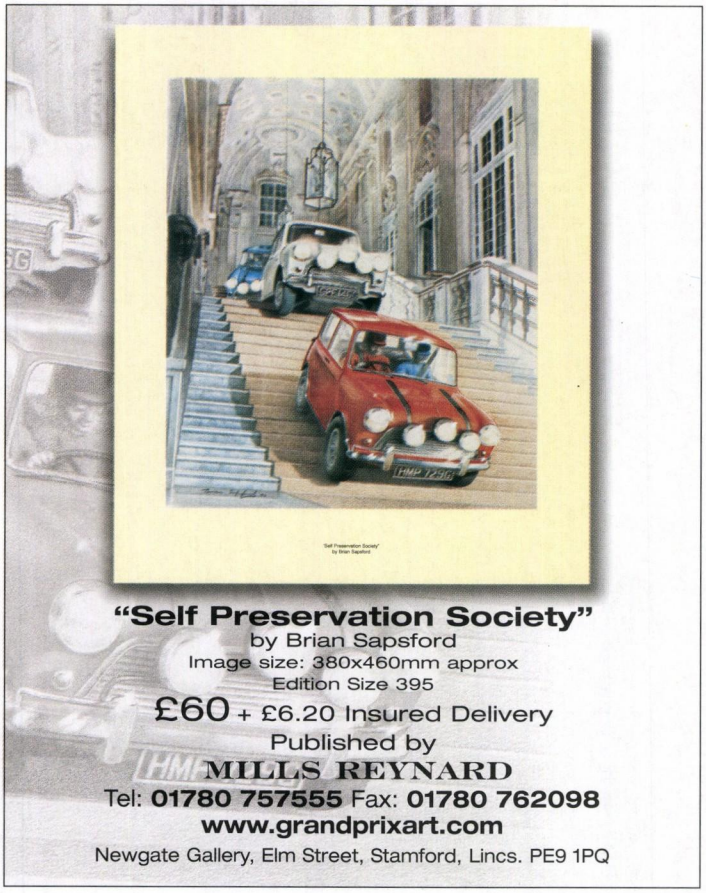
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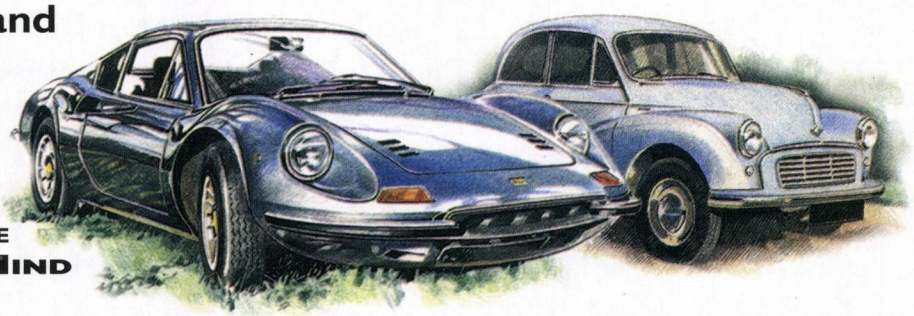


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Rare action shot of the Life F190. It missed the grid at Silverstone by one quarter of a minute



THE WORST CAR I EVER DROVE

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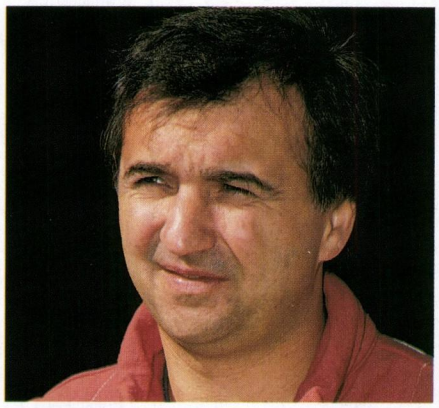
BRUNO GIACOMELLI **1990 LIFE F190**

ITALY'S ECONOMY BOOM THREW UP SOME STRANGE F1 OUTFITS, BUT NONE STRANGER THAN LIFE, WHOSE BIZARRE W12 ENGINE GAVE 440BHP LESS THAN THE HONDA UNIT OF THE PERIOD

THERE ARE MANY CONTENDERS FOR THE WORST F1 CAR OF ALL TIME, but surely none comes close to matching the performance of the truly awful Life F190, a beast that makes even the infamous Andrea Moda look like a rocket. Suffice to say, the most competitive performance this unloved machine achieved was at the 1990 British Grand Prix, when it was a mere 15 seconds from creeping onto the back row of the grid.

Sadly, the Life squandered the talents of Bruno Giacomelli, yet he kept the faith, and stuck it out until the project finally collapsed. "For sure that was the worst car," he says. "But I don't know if you can call it a race car, it was so bad."

Just a decade ago the sport was open to all comers, and anyone could put a team together. In 1990, there were 39 entries at each race, although Friday morning prequalifying weeded out the hopeless from the hopefuls. So when an unknown Italian outfit called Life announced it was joining the throng, it wasn't a big deal. Apart from the fact that the team planned to build its own 3.5-litre W12 motor.



Life Racing Engines was the idea of businessman Ernesto Vita, whose surname gave rise to the team's Anglicised moniker. He had linked up with veteran Ferrari engine designer Franco Rocchi, who convinced him the W12 was the way to go. Rocchi had gone to Maranello in 1949, and his name at least gave the project a degree of credibility. Less promising was the decision to use an outdated chassis, acquired from the stillborn First team.

Gary Brabham was the surprise choice as driver and, having heard Vita's sales pitch, he eagerly signed up. But after hopeless outings in Phoenix and Brazil, he baled out, which is where Giacomelli comes into the story. At the time Bruno had been out of F1 for seven years, but had kept himself busy in sportscar racing. More recently he'd worked with Adrian Newey as test driver on Leyton House's active suspension project. But he wanted to race, so when Life called, he ignored Brabham's misgivings.

"I had the opportunity to get back into F1, and I took it," Bruno recalls. "I wasn't really expecting anything from the performance point of view, but Rocchi, who designed the engine, was very famous – he was involved in Ferrari's flat-12. So I accepted to get involved in it because of him. I didn't really have anything to lose."

But why would a guy who convincingly led the 1980 US Grand Prix be willing to drive such a clearly uncompetitive car?

"Not everybody agreed with my way of thinking, but this is how I thought then, and how I think now: I had nothing to prove, so why not? I had a proposal to be test driver with a good team, but testing is not a fantastic job from a professional point of view."

It didn't take long for Bruno to realise that Brabham had good reason to walk out.

"I had a test before Imola, but I realised right away it was going to be a disaster. The engine had about 360bhp, and Ayrton Senna's Honda had about 800! It was a very strange engine, a 4-4-4, like an aeroplane engine. The problem was, the guy who designed it was never able to modify anything; this was as it was born. The gearbox also gave many problems – I couldn't really shift down.

"When they first started the season with Brabham, the material was at least fresh, but then race after race, things were getting worse and worse, because they didn't have any spares. I never saw more than two engines."

At Imola, Bruno did a lap before the thing broke, and that set the pattern for the season. Time after time he would head out of the pits at 8am on Friday morning, only for the machine to conk out within minutes. In Mexico and France he did didn't even get in a proper lap.

"The only time we did some laps was in Monaco, where we completed about 10 altogether. Then the engine blew up. It had a lot of torque with really low revs, and at Monaco I could feel that. That was the only positive thing it had. At Hockenheim, we were 100kph slower than Ayrton's McLaren."

He never even came close to getting through prequalifying, and usually the car was 20 seconds off a competitive time in the handful of laps he managed. Yet Bruno never felt like giving up.

"I really believed things could go a different way. I wasn't dreaming at all. It was enjoyable anyway, although some people will never understand this. Improving it was the main challenge, that was the thing that kept me going. I never thought we'd show any real performance, but improvement, yes. They were young people, really without experience, and I was the one who was keeping everything together."

At Monza the W12 blew up, and the team finally followed Bruno's advice, and sought a replacement. He was able to get a couple of Judd V8s from his old pals at Leyton House, and one was hastily fitted to the car for the Portuguese GP.

"I tested it at Vallelunga, and it was not too bad. The air scoop wasn't working, and we couldn't run the engine to its limit, but the car was flying. Just the new engine saved about 80kg! Then we took it to Estoril, and had different problems, like the engine cover coming off. We never ran properly with the Judd."

The revised car made one more appearance at Jerez, where Bruno did two laps. Then Life packed up for the last time, closing before more funds were wasted on the trip to Suzuka and Adelaide.

"There was no finance there – I'm still waiting today for my money. I don't know where the engine is now, or the car. I was stupid not to take the engine as payment!

"There was one good thing. This guy who put up the money had some connections in Russia, and we publicised a company called Pic. I was told they took old satellites apart when they come back from space, and kept everything they could recycle. So for sure, I was the only driver ever to carry 'CCCP' and a Russian flag on a Formula One car."

LAT



FORCE-FE

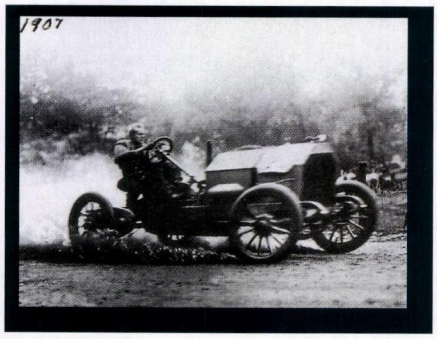
THE SUPERCHARGER IS ENJOYING AN INDIAN SUMMER ON ROAD CARS. BILL BODDY RECALLS WHEN ITS



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E D I N G

SHRILL WHINE WAS THE BIGGEST NOISE IN MOTOR RACING



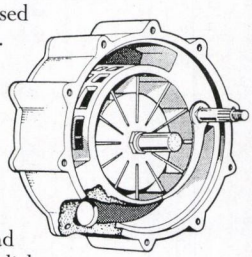
National Motor Museum

Above: first supercharged win fell to Chadwick. Left: Fiat introduced supercharger to GPs in 1923

Superchargers no longer figure in Formula One racing, the regulations now forbidding them. But at one period they were the dominant part of the grand prix scene. This form of power increase dates back to the dim ages of the internal combustion engine. Louis Renault tried blowing air into the carburettor in 1902. Six years later, Lee Chadwick in America used a centrifugal blower on a car that won a hillclimb, ran in important races and, in production form, was said to be the first 100mph sportscar. Sizaire then cottoned on and the celebrated designer Mark Birkigt prepared a piston-pump forced induction Hispano-Suiza for the 1912 Coupe de *L'Auto* race, but it was not ready in time.

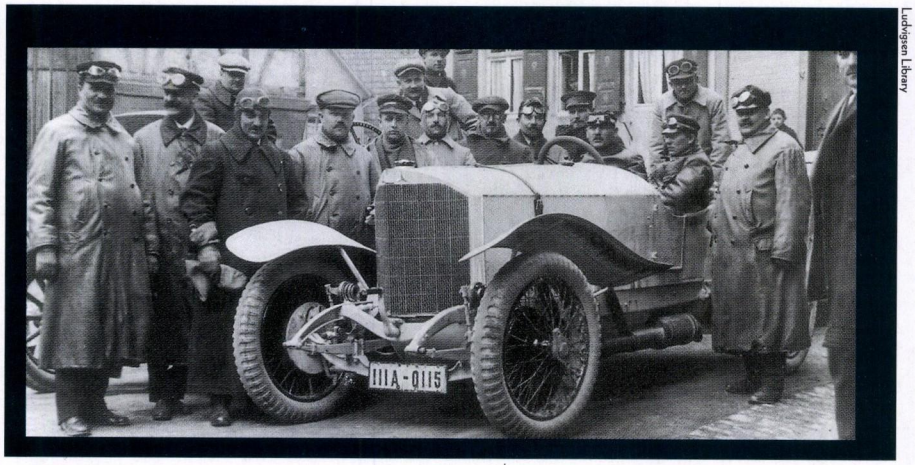
Race rules then prevented such experiments on the track, but the war stimulated research into supercharging, to increase the power of aero-engines at high altitudes. At the time our SE5a fighter had a ceiling of 19,500ft compared to that of 20,000ft of the dreaded Fokker Triplane and 22,900ft for the Fokker DDCII. (WWII Supermarine Spitfires with their supercharged Rolls-Royce Merlin engines had a ceiling of 41,000ft.)

Mercedes had been in the forefront of supercharging experiments before WWI and their 1913 and 1914 French GP cars, the latter achieving that great 1-2-3 finish at Lyons on the eve of hostilities, had engines based on their aviation power units. The rules of the race forbade superchargers, but would these cars have had them otherwise? Probably not. But Max Sailer's supercharged 28/95hp Mercedes finished sixth in the 1922 Targa Florio.

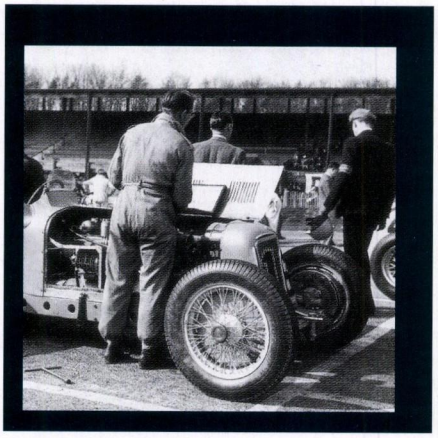


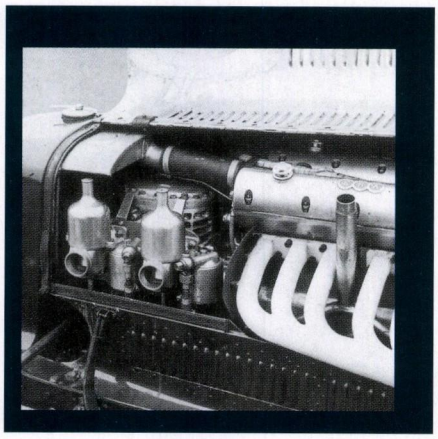
Research in this area had included a three-cylinder radial piston-type blower, a vane-type Wittig supercharger (above) which had proved unreliable, and then a Roots lobe supercharger, which was tried on a Mercedes-Knight double-sleeve-valve engine and, after the sleeves had seized-up, on a poppet-valve power unit. This led by 1921 to a catalogue 15/40hp Mercedes, which used the complicated method of the supercharger pressurising the carburettors, float chambers and fuel tank when in use. A cone ➠


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Clockwise from top: Mercedes were in supercharging forefront, using Roots system (below right), and Max Sailer's 28/95 finished sixth in 1922 Targa Florio; ERAs utilised Roots and Zoller vane-type items

clutch drive ensured the supercharger was only in use if the driver fully floored the accelerator, more power thus being developed for acceleration or hill-climbing, but not intended for sustained useage. The car was costly, at £775 for a two-seater in 1925, and not a brilliant performer; but led to a range of impressive Mercedes-Benz sportscars. They continued blowing air into the carburettors for their fabulous grand prix cars until mid-1937.

The supercharger for racing was soon in full spate. Not in 1921, when a Duesenberg won the French Grand Prix, nor in 1922, when Fiat with a six-cylinder Tipo 804 led two Bugattis home, but in 1923, when Fiat used Wittig blowers on the new Vincenzo Bertarione-designed, straight-eight 2-litre Tipo 805s, the first supercharged cars to run in a GP. They used a low boost and the supercharger blew into the carburettor, a flap valve which the mechanics could open cutting down pressure if required. But although these Fiats were the fastest cars at Strasbourg – 15bhp up on the unsupercharged Sunbeams – stones and grit destroyed the blowers and all three retired. Segrave won that historic British victory, but his Sunbeam was virtually a 1922 Fiat, as Louis Coatalen had lured 'Bert' from the Turin company to design these cars.

This unfortunate advent of a supercharged GP car was soon rectified. The Tipo 803 supercharged

'Fiats were the fastest, but grit destroyed their blowers'

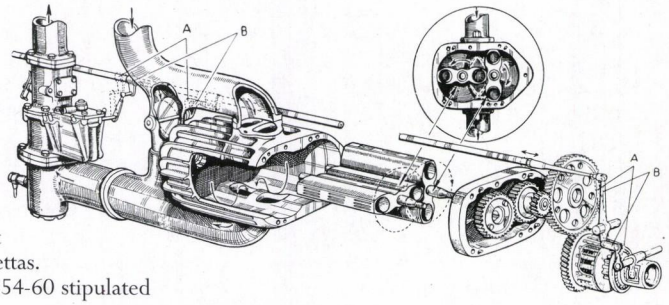
1H-litre Fiats were driven to Brescia for the 1923 Coppa Florio of 324 miles, which Cagno won, at 80.33mph. Then the 805s, now fitted with Roots superchargers, finished 1-2 in the 497-mile Italian GP at Monza, Carlo Salamano and Felice Nazzaro ahead of Jimmy Murphy's Miller. The winning car averaged 90.93mph. Both the 1H-litre Fiats, now also Roots-blown, should have walked away with the 1923 JCC '200', for Salamano and Malcolm Campbell had observed the 4500rpm limit round Brooklands. Yet both dramatically retired early in the race, for reasons which Fiat never disclosed.

Such engines became the grand prix norm from then until 1938, when non supercharged 4H-litre machines were allowed to compete with supercharged 3-litre machines, and from 1947 with 1H-litre supercharged entries. The result was a series of memorable battles between the big V12 Ferraris and the supercharged, fuel-thirsty (just 1.5mpg in their final form) Alfettas. The Formula One rules for 1954-60 stipulated non-supercharged 2H-litre opposition to blown 750s but no one built the latter, in spite of the success of the MG and A7 racing cars of this capacity, perhaps because it was known that supercharged engines were to be barred from 1961 under a 1H-litre formula. Prior to that, supercharging had been virtually the only way to go. Roots superchargers sucking through the carburettor(s) were almost universal on grand prix cars, but the high-speed centrifugal blower was used on American board ovals, and the V16 BRMs had this type of blower.

Capt Irving found that the 1923 Sunbeam GP engine would give 115bhp with a supercharger blowing through the carburettor, a system used also on the Vittorio Jano-engineered P2 Alfa Romeos, but 138bhp if it sucked from a Solex carburettor. Its supercharger was driven from the nose of the crankshaft. Albert Lory had experimented with a supercharger on the 2-litre V12 GP Delage but it was not ready until 1925, when it had a suction supercharger for each cylinder bank. Mercedes-Benz and Auto Union had two-stage supercharging by 1939, and Alfa Romeo experimented with this in 1949. In voiturette racing, ERA used a Murray-Jamieson twin-lobe Roots supercharger giving 15lbs boost, and the 2-litre ERA had a big Zoller vane-type supercharger above the gearbox, straddled by the driver's legs, giving 25lbs boost and 225 bhp.

The proliferation of supercharging in racing convinced a surprisingly large number of manufacturers that there was scope for supercharged sportscars. If I try to list them all I shall miss some, and get letters! They include the Cozette carburetted and blown Ulster A7, its power raised from 16H to 27bhp, Birkin's blower-4H Bentleys with a Villiers supercharger between the front dumb irons, fed from twin SU carburettors, and the Cozette-equipped Hyper Lea-Francis.

Mercedes-Benz had those splendid 33/180, 36/220 and 38/250hp cars with the aforesaid complex supercharger system, preferring large lazy engines which could be made aggressive by bringing in the supercharger. An SSKL 38/250 in race trim was timed at 147mph at Avus, using the biggest 'Elephant' supercharger delivering 12lb boost. Mercedes used two-lobe Roots superchargers, with Pallas carbs mounted vertically at the front, beside the engine of the 45/280hp straight-eight. In the USA, Stutz on its 1929 Le Mans Blackhawk also had a Roots supercharger which the driver could ➤



engage or disengage by use of a lever, and Franklin made use of the fan on his air-cooled engine to also mildly pressurise the carb on the 1932 Airman model.

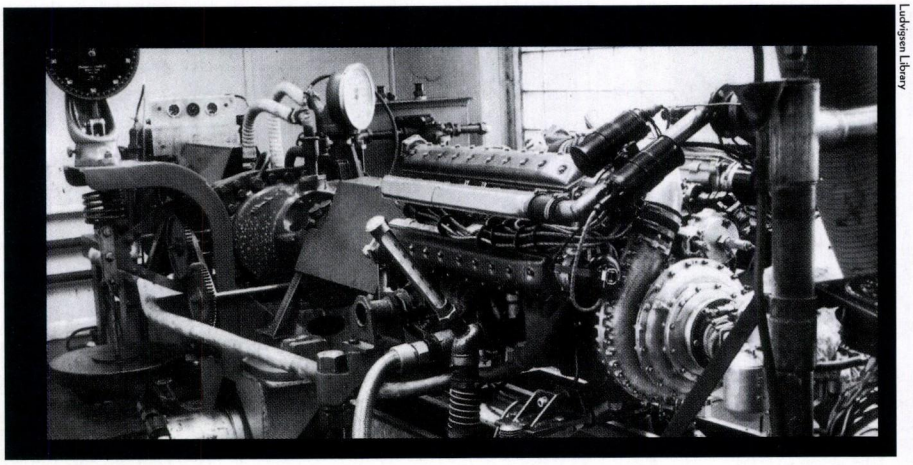
The front-wheel-drive Alvis was supercharged, and Lagonda found supercharging a palliative for the tortuous inlet manifolding on their 2-litre using an SU-fed vertical Zoller at 10-12lbs, boost coming in at 800rpm, and later a Cozette-fed Powerplus supercharger. The big 1933 Duesenberg had a centrifugal blower above the cam cases, running at six times engine speed or up to 26,200rpm; it drew from a Schebler carb and blew at up to 8lbs.

The smaller MGs leant themselves to supercharging. A racing C-type, with gear-driven No7 Powerplus supercharger and special fuel devised by Dr Porsche, gave about 52bhp at 6400rpm with 12lb boost; a J4 on 18lbs boost produced 73bhp.

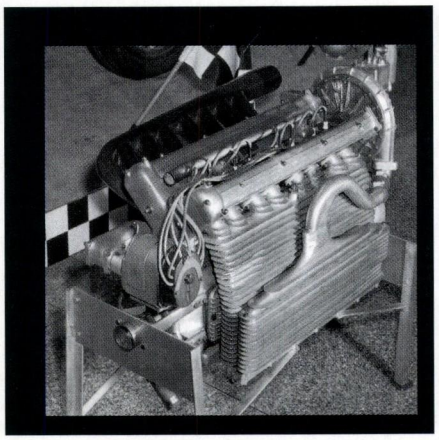
An oddball was the 1½-litre sidevalve HE with Cozette blower beside the engine, a £75 extra and, if Frazer Nash customers asked loudly enough, they too could have Cozettes bolted to sidevalve and overhead-valve engines. Lubrication of the supercharger involved mixing oil with the fuel or, more usually, by providing a separate oil tank and pump feed, especially for vane superchargers. The 2.3 OM had a 3½lbs 'smoother' boost, for reliability.

The Ulster TT regulations banned this power aid from 1934 onwards, after supercharged cars had won all but one race since 1928. But for other forms of racing it remained almost universal, until recent times. WO Bentley and Georges Roesch never liked supercharging, but Ettore Bugatti eventually got round to it.

The general acceptance of supercharging caused individual makers of blowers to spring up. Laurence Pomeroy, with Arnold Zoller, ET White and BV Roche, had formed Forced Induction Ltd, to sell Zoller vane superchargers and patented their



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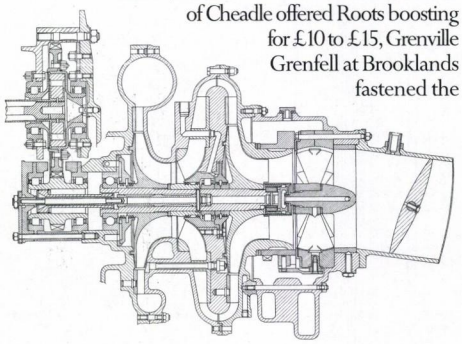




Clockwise from top: BRM V16 used centrifugal system (bottom left), but this was better-suited to constant-throttle American tracks; Miller main exponents, upon whose cars Frank Lockhart introduced intercooling

'Superchargers were adapted to bread-and-butter motors'

application. They were against cheap solutions, but could supercharge your car for £60. The great racing driver and record man Capt GET Eyston, FG Schreiber and C McNeil started Superchargers Ltd to promote the Powerplus model and, in Derby, Michael McEvoy was agent for the McEvoy-Pomeroy systems, priced at £75 to £85. Later in the 1930s the Jameson-Gillett vane supercharger with cam and link action was made in Leatherhead (prices from £33 6/8d), the Arnott was used on Atalanta cars, and from Paris came the Zens, with fluctuating rotors, a sort of Wankel effect. Foxwell of Cheadle offered Roots boosting for £10 to £15, Grenville Grenfell at Brooklands fastened the well-known vane Centrics to ordinary engines, and Pressure Vac of Bradford made the Berk as early as 1926, used on Capt Waite's racing A7, the Halford Special etc, and the Hurst with single concentric rotor and rotary valves appeared as late as 1966.



In London, at Penbridge Mews, JW Marshall made his well-liked Roots device, able to run at 10,000rpm, and David Brown was in on the act, after Dr HE Merrett had designed for him a supercharger which used die-cast light-alloy rotors and patented seals to stop fuel or oil escaping. The Shorrock-Haydock supercharger had six sliding vanes and was said to need less power to run it than rival makes. 'Pom' went to Germany to meet Zoller, once asking me to accompany him until his train left; I assumed he was lonely, but perhaps he was hoping a young writer might provide publicity!

Supercharging had by then been adapted to bread-and-butter motors. Granville Grenfell bolted these on at his Brooklands depot, watched by Leslie Ballamy, who later did this too, right up to a 30hp Ford V8 which repaid him by running a big end on an Edinburgh Trial. Any engine could be, and was, boosted. Austin, Morris, Ford, Singer and Riley etc, and even a 7hp Jowett's 'Little engine with the Big Pull' was provided with more pull, from a belt-driven Centric.

I drove such cars and usually the supercharging worked. But there could be problems, if a belt slipped or a driving chain broke, and overheating and knocking would result if the compression ratio had not been lowered. But a neat Centric layout was contrived for the P-type MG, and another of these superchargers made to fit snugly beside a Lancia Augusta's engine, rotation by a slim belt, boosting at a sensible 4lbs.

Centric used a supercharger oil pump (no messy mixing oil with the petrol) fed from an auxiliary tank, but said their supercharger would tolerate 12 hours with no oil; they charged £30 to £40, plus £2 for the bolt-on which some car owners attempted themselves. Maurice Platt of *The Motor* had a small Zoller supercharger on the bulkhead of an Alvis Speed 20 Follett Van den Plas tourer (AXY 323), which reduced its standing-start ¼-mile time by 3sec, for a weight increase of half a cwt.

There we have the supercharger age which, as far as ordinary cars went, died out after the war for many years. Turbocharging had its vogue in the 1980s, but in more recent times Lancia, Fiat and VW revived the mechanically-driven blower, and currently Jaguar, Mercedes and Aston Martin have supercharged production cars in their catalogues. M

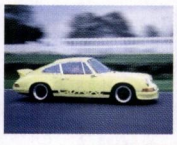
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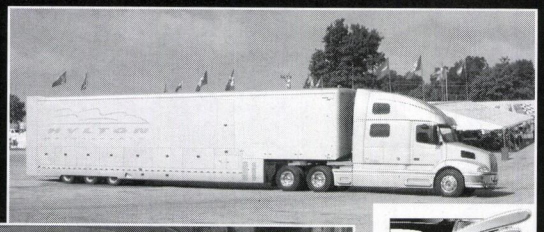



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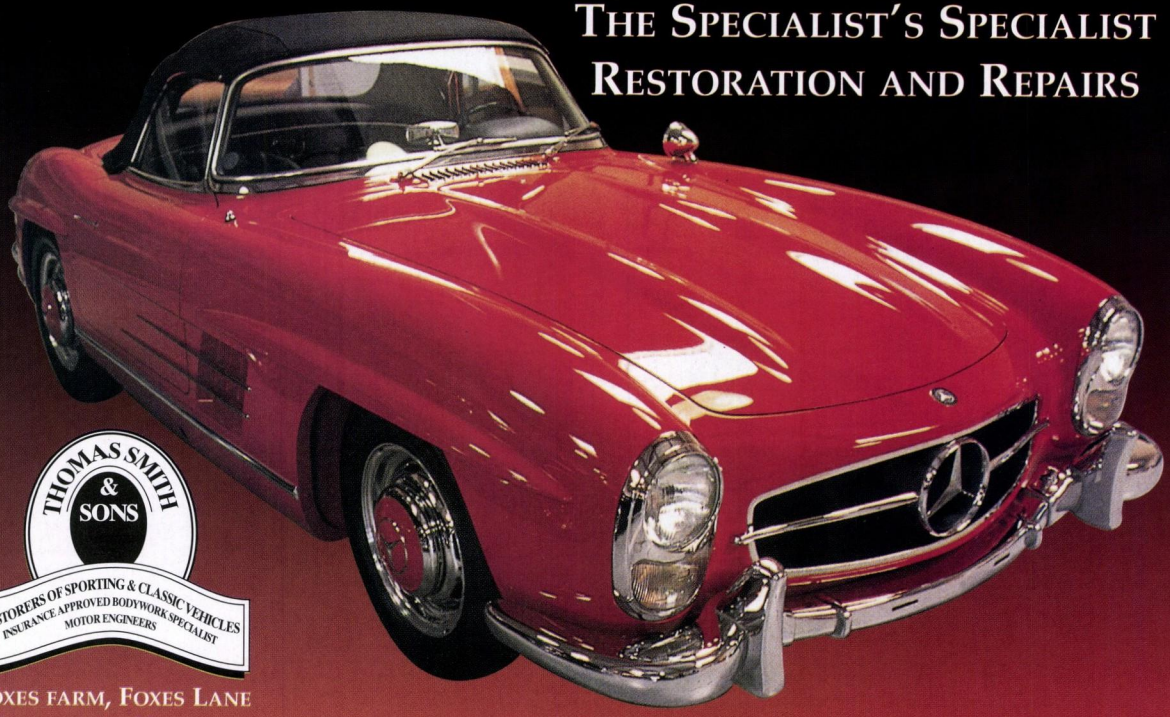
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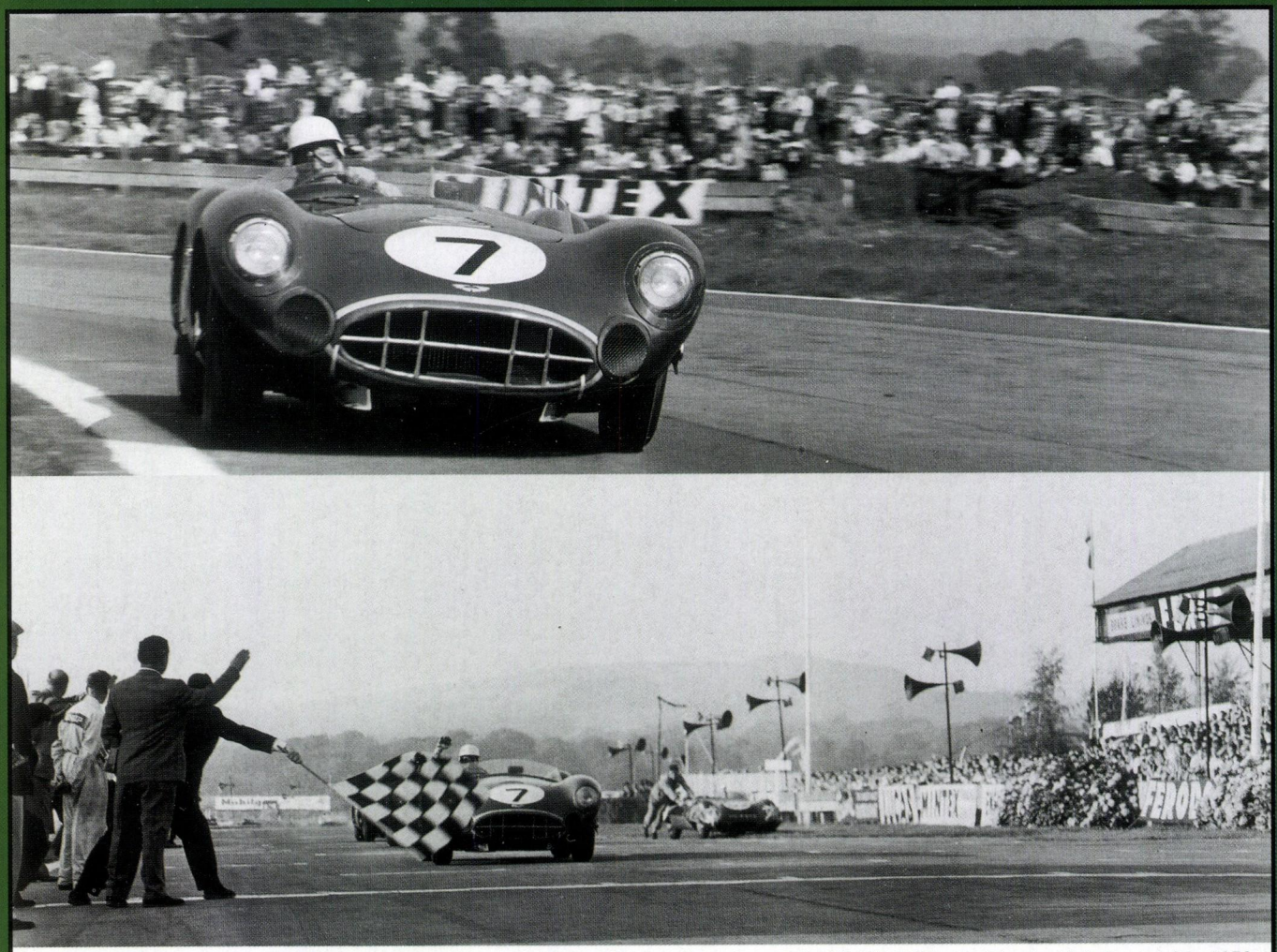
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Stirling Moss and Tony Brooks brought home the Aston Martin DBR 1 in first place at the 23rd RAC Tourist Trophy, 13th September 1958





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Stirling Moss holds court as Hamilton, Rolt, Ian Stewart and Peter Whitehead listen in before the start of the 1952 Goodwood Nine Hour race



Rod driving his ex-Brabham/McLaren Cooper T51 in which he was victorious in the Richmond Trophy at the 1998 Goodwood Revival

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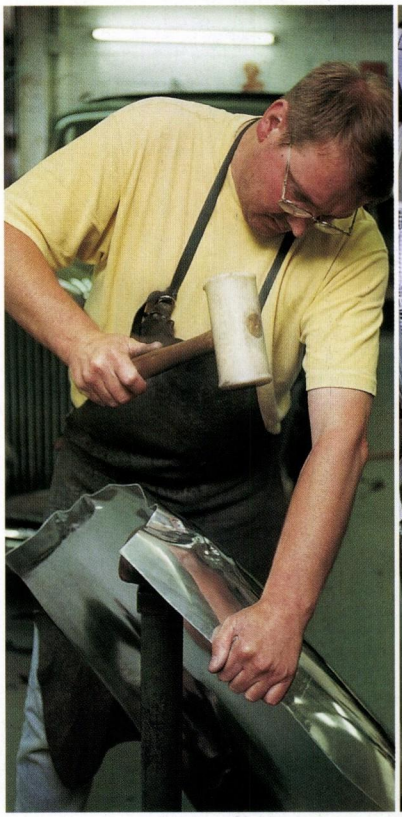
Rod Jolley

CLOTHING A HIGH-QUALITY CHASSIS IN AN APPROPRIATE BODYSTYLE TAKES MORE THAN TECHNICAL SKILL; IT ALSO DEMANDS A KEEN EYE FOR AN ELEGANT CURVE. GORDON CRUICKSHANK VISITS ONE OF THIS COUNTRY'S LEADING ESTABLISHMENTS OF AUTOMOTIVE ALUMINIUM HAUTE COUTURE



photography by Charles Best

FROM HIS HAMPSHIRE BASE, ROD JOLLEY LEADS A SMALL TEAM OF CRAFTSMEN WHICH HAS BODIED SOME OF THE WORLD'S MOST BEAUTIFUL CARS. USING TRADITIONAL METHODS LIKE THE CAREFULLY CRAFTED ASH FRAME FOR A HISPANO-SUIZA DROPHEAD SEEN HERE, THEY CAN COPY AN EXISTING CAR OR CREATE A NEW AND ELEGANT SHAPE WITH EQUAL FACILITY





Rebuilding coachwork doesn't always bring the credit it deserves. In the Thirties you proudly put your own plate on your new body. Today the chances are your client would prefer people to think they are looking at 50-year-old metal. So, although you've probably seen some of Rod Jolley's work (for example the Donington Alfa Bimotore), you won't find a maker's plate to tell you so. Frustrating, you would think, for someone whose skills with sheet metal are a byword in the business.

But Rod Jolley isn't too bothered. There's a steady stream of clients waiting for him and his eight-man crew to create or rebuild beautiful bodies on exotic chassis. They will copy an existing car, turn a coupé into a drophead, or create a fresh design for a special with equal ease, and all done in the traditional manner – ash frames for pre-war cars, tubular frames for later designs.

It's a small workshop, on an industrial estate outside Lymington, but it's enough for the handful of high-quality cars which pass

'The substructure Zagato built is rough – the work of tradesmen on a deadline'

through here every year, from all over Europe and the USA. Outside the building as I pull up sits a stripped coupé; even without its nose the intersection of rear and side windows marks it as a Zagato design. It is a Fiat 8V, that rare and desirable foray into the Fifties supercar market. This is a nicely unspoilt example, a Mille Miglia car suffering from alloy corrosion around the edges, and Rod has been asked to replace as little of the original metal as he can get away with.

Stripped of paint, it's easy to see the newer, shinier metal under the tail where Rod's men have patched the curvaceous panelling. It would have been so much easier to make a whole new tail, but instead hours of shaping, matching and reshaping have blended the new to the old in a way which will be invisible when painted. "Sometimes we go to extreme lengths to retain original panels," says Rod. "On one Maserati 300S we welded and filled 196 holes to retain the original scuttle panel."

But the substructure which Zagato built 40 years ago is amazingly rough – carelessly folded, hammered and welded, the work of tradesmen with a deadline, not artists. It would never pass today, but as long as it's sound, it stays. But this can bring problems when, as often happens on Italian cars, the original coachwork proves to be asymmetrical. "We get cars in with a two-inch difference side to side. We are quite happy to make any new panels to match, but some owners want the substructure remade to line everything up – especially if the car is going to Pebble Beach."

By the workshop door the tall and imposing radiator and bonnet of an H6B Hispano-Suiza blend into the raw framing of a new drophead body. The ash limbs, lap-jointed and glued, make up a beautifully-crafted cage, which will shortly be completely concealed by the body skin. Does this bother its builder, Jason Rangecroft? "Well, yes, it seems a shame. But at least I know it's been properly done, and should last longer than

TRADITIONAL SKILLS ARE MAINTAINED AT ROD JOLLEY COACHWORKS: ABOVE LEFT, PANEL-MAN BEATS OUT ALLOY INTO ELEGANT CURVES; RIGHT, THIS LAGONDA SPECIAL ALLOWED THE FIRM TO EXERCISE ITS CREATIVITY, WITH NOSE CARRYING FAIRED-IN HEADLAMPS REMINISCENT OF A DELAHAYE BLENDED INTO A ROADGOING ONE-AND-A-HALF SEATER SPORTS BODY

BELOW: 8V FIAT WITH ZAGATO COACHWORK HAS HAD FRAYED PANELS REPAIRED, RETAINING AS MUCH AS POSSIBLE OF ORIGINAL METAL. ROUGH EDGES OF FIFTIES WORK AROUND BONNET CONTRAST WITH HIGH QUALITY OF JOLLEY'S NEW METALWORK ON TAPERED TAIL OF LAGONDA SPECIAL, BELOW RIGHT. ALL PANELS ARE QUICKLY DETACHABLE, AND INGENIOUS DETAILING ABOUNDS

the original." Today's timber is impregnated with preservative and might last for 40 years.

"Look at these," Jason goes on, grinning. "This is what I get to work from." He hands me a handful of scribbled sketches in biro with a few measurements. On the client's instructions Rod went to Berlin to take details of another Hispano drophead, but there are no measured drawings, no careful blueprints. "It would cost thousands of pounds to work up full drawings, and in the end they would be harder to work from," says Jolley. "So we start with basic measurements and work it up by eye."

How Jason turns these rough lines into a substantial piece of cabinet-work is beyond me. Does he know what's underneath if they are copying an existing body? "Not really – you just get to know how they would have done it, depending on whether it's French or it's English."

From this skeleton of dimensions they draw and cut some full-size ply templates – perhaps a centre-line profile, the bulkheads, a wing – just to check they're not straying; the rest is filled out by eye. All the openings, hinges, screen posts, and window winders have to be worked out at this stage; even swage lines are chiselled into the ash so the panel-men have a solid base to work on. The hood mechanism will be mocked up against the profile, while for the screen pillars Jason will make a wooden pattern and a local foundry will cast them in gunmetal.

However, one project will leave the timberwork on show – nearby is an R-type Bentley being turned into a "woodie" shooting brake, complete with gun locker, for a well-known racing car collector. The shape they have produced is as handsome as anything stemming from the period.

In the middle of the shop stand the huge C-shaped cast-iron frames of the wheels, the pair of curved rollers between which the raw alloy is repeatedly passed, swelling its curves until it begins to look like the tail of a 250F, the wing of a Birdcage, or the flank of an Auto Union (Jolley has bodied two of them.) Though the panels will be checked against templates, the final shape comes down to the eye of the man at the rollers.

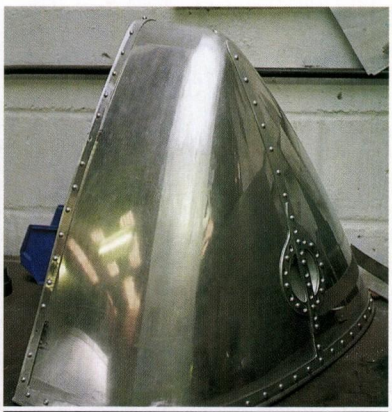
'Everyone here seems to have an eye for what looks right'

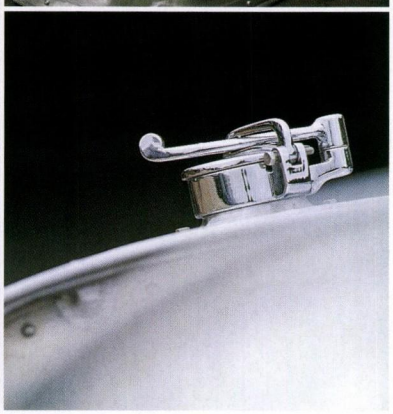
There is a noticeable difference between Jolley's work and some I have come across. I have seen plenty of well-executed panel work which suffers from plainly wrong proportions, but here everyone seems to have an eye for what looks right. I presume this is led by the boss, who is anxious to know what I think of his innovation on the Lagonda LG45 Special they are building. It' s a spare two-seater, with cowled nose, faired-in lamps and pointed tail.

"Instead of a separate heat shield we've swept the edge of the cockpit coaming out and down over the silencer." Rod is both proud and anxious as he waits for a verdict; luckily it looks both elegant and ingenious to me.

"And here," he continues, showing me the car's slim nose, "we had to do something clever. The chassis was too wide, it made the nose look heavy when we covered it up. So we took it all off again and made it slimmer, but added a blister over the chassis rail. ➳







BELOW: HAND-BUILT MEANS JUST THAT – PLANING PANEL EDGES FOR A FLAWLESS FIT; LAGONDA COCKPIT DEMONSTRATES FLOWING INTERSECTING CURVES, ALL WITH RADIUSED EDGES, RIGHT; COAMING ROLLS OVER SILENCER TO FORM HEAT-SHIELD. BOTTOM RIGHT: ROUGH SKETCHES WITH DETAILS OF EXISTING HISPANO-SUIZA BODY ARE SKILFULLY CONVERTED INTO A NEW TIMBER FRAME

You can hardly see it, can you?" He's right: I don't know how many extra hours that took, but now it looks right.

More cleverness: the headlamps are smaller than their Delahaye-style fairings, allowing air past to feed the carbs and cool the supercharger. The trunking for all this will be invisible, but it's made to the same high standard as everything else. Solving the various little complications of this one-off special has obviously clearly given Rod a lot of pleasure.

The downside of this level of care is the time it takes. "Look at this grille," says Rod, pointing to the Lagonda again. Each rib has lightening holes drilled in it. "That's about two and a half weeks' work." That's why the firm only handles perhaps 12 cars a year, plus smaller jobs like repairing race damage. (Don Orosco's Scarab sportscar was a recent visitor after its Goodwood incident).

And that's not a car a month; Rod estimates that the average project takes from six to nine months. "And we are expecting a Gangloff-bodied Bugatti 57 soon which I think might be here for 18 months."

I ask if the Lagonda is the owner's design, or Rod's. "The owner brought some photos and said he wanted this tail, that nose, these wings. We've blended them together into something that we like." We watch as the undertray and tail are fitted; curvaceous as the design is, the sections are easy to remove. As a racer himself, Rod knows the value of this. For many years he has campaigned the Giron-Alvis, that long silver single-seater with which he often showed up the purebred racers. It's currently in dock (having upped it to 4.3 litres and 400bhp, he finds it is breaking bearing caps), so, unless he's enjoying his Prince Henry Vauxhall, Rod is more usually out in his T51 Cooper.

"It's so reliable and easy to run. In practice at Monaco I took pole, and then had nothing to do to it, while there were dismantled cars all around the paddock."

And he is no mean driver, as rows of faded laurel wreaths around the shop prove. Not bad for someone who does his own car preparation in the evenings after work. In fact Rod originally wanted to be a race mechanic, but his poor hearing prevented this and he went into metal fabrication instead.

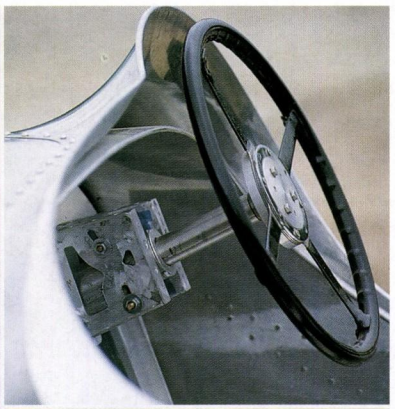
'He is no mean driver, as rows of laurel wreaths around the shop prove'

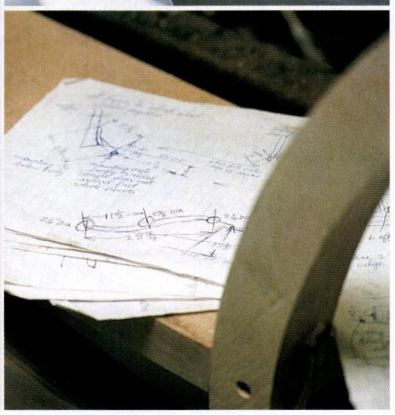
This is the second restoration business he has established; the first, in the late Sixties, brought only stress. "It was too early. The value wasn't in the cars." The relevance of this hits home when he mentions costs. "A fancy coupé can soak up £40,000; something as complex as a Figoni & Falaschi design could cost £80-100 grand." And that only gets you bare metal; cars go elsewhere for trimming and painting. This is why only high-grade automobiles end up here.

But the bare metal you do get looks beautiful. And if you own, say, a Type 57 Bugatti, you want to be confident when you ask your bodyshop to clothe it as an Atlantic spider, a model never offered by Molsheim but which Jolley has created in the recent past.

There may be no identity plate on the car, but that's not always necessary – sometimes the signature is in the metal. ■







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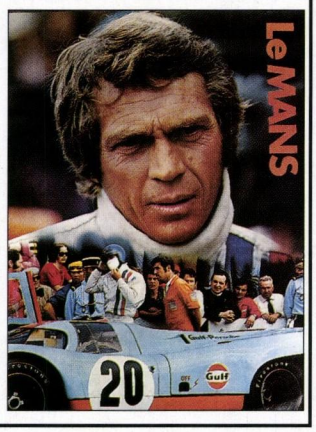
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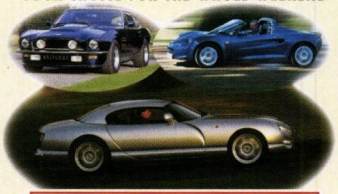
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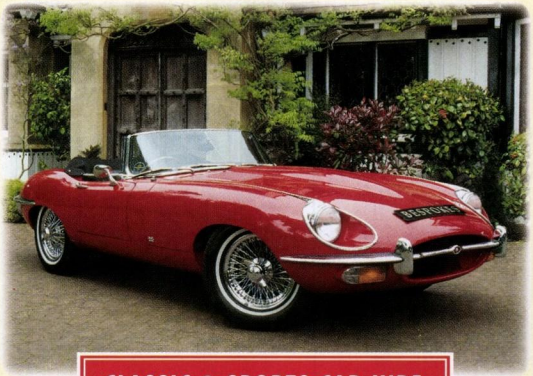
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I WOULD GO FOR THE WILLIAMS FW07. WILLIAMS won their first GP with it, in 1979, and, refined for the following year, it won the championship with Alan Jones. It just about qualifies for this series as, although I was involved with it, it wasn't my design.

I thought of picking the Lotus 79 because it was the first ground-effect car, but it had structural weaknesses – a great concept, but flawed, whereas the Williams FW07 put that concept into a superior mechanical package.

Structurally, Lotus hadn't really taken account of the location, the way the bodywork was attached to the monocoque. One could tell from observation that there were areas with too much deflection because they didn't appreciate the huge size of the loads. I think the subsequent failure of Lotus to continue the development of the ground effects principle showed that they had the concept but not the application. Williams understood what was happening more, and produced a better car.

Frank Dernie was in charge of the FW07 aerodynamics, and I was working for him, so I had some input into that area. Patrick Head was responsible for the mechanical side, and the team all had a good understanding of what was going on. I think we had the more pragmatic approach; Lotus was so absorbed with the concept that they forgot the detail. That didn't matter at first because they had such an advantage, but as soon as they had a rival, the details started to matter and they got caught out.

The rest of the package was relatively conventional; we took the view that here was a fantastic concept which we didn't think was being utilised properly, so we didn't need to embellish it, just produce a car which was structurally good, nice and stiff, and which properly accommodated the huge loads generated by ground effects, and used them to their best effect. So there was nothing trick about the rest of the car. It was just a very, very good piece of engineering.

The Lotus 79 was one of those "Of course!" events. We built a wind-tunnel model of what we thought was a Lotus 79, and the first time we ran it in the tunnel, we thought the dials had gone wrong. We were shocked, and just sat there in amazement at what our first crude attempt had produced – four or five times better than the flat-bottomed car we were racing at that time. We just didn't appreciate the extent of its potential until we got a scale model into the tunnel. It was an eye-opening experience.

ROSS BRAWN
Technical Director, Scuderia Ferrari



LAT, Tony Matthews



Then you could go pretty close to rival cars to investigate. Sometimes too close: in 1979 one of our mechanics found Peter Collins, the Lotus team manager, under one of our cars with a tape-measure. But you could at least have a look at a rival; now it's much harder. But we're always open to outside ideas; we've recently introduced the same 'chimneys' as McLaren to extract hot air, and I noticed at the last race that they now use a diffuser which is the spitting image of ours. It happens all the time; you must study the opposition and compare their solutions to your own.

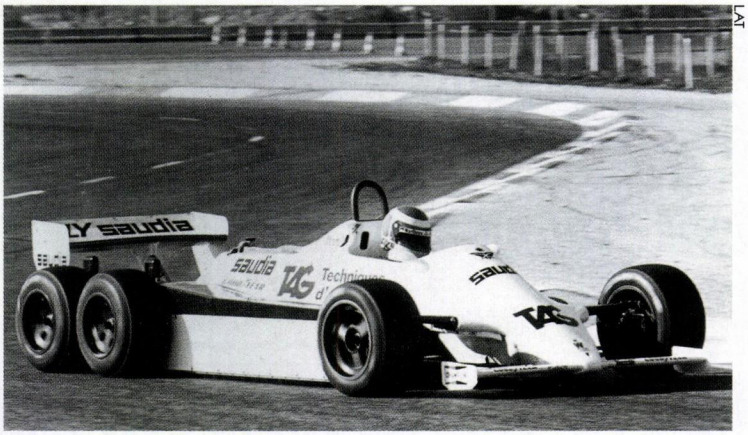
Now the challenge is in the details, but there was a period in the early 1990s when it was really exciting with active suspension, traction control, a lot of innovation which probably would have led to dynamic handling control. The driver would have been a virtual passenger, and in some ways I agree with Max Mosley that it had to be stopped. But as an engineer it was pretty stimulating.

But there is still scope. We now study every aspect of the car in far more detail than ever before to get that last tenth of a second, but it's still stimulating. We're not sat here wondering what to do next. There's a huge amount of work going on, but the rewards are smaller – though I would never dismiss the idea of another Chapman-like leap.

Everything these days is much more thoroughly assessed before you do it. If we took a risk on a new concept and had a bad year, it would have serious consequences for individuals and the company. There's not the cavalier attitude there was 20 years ago. Then you could change tack far more quickly; today there's a longer gestation period; we're starting our cars ever earlier to get them on the grid by March. We already have projects for 2002 under way. It was less professional then; we would take three sets of parts and two cars. Now we take three race cars, six sets of parts, 10 engines, six gearboxes. It's just a different level.

I was also involved with the derivatives of the FW07, including the fantastic six-wheeler – the proper concept of a six-wheeler with four wheels at the back so the skirts could run straight from the front to the back of the venturi with no interruption from the tyres. That would have been outstanding. Most people didn't realise that the true advantage was aerodynamic, not mechanical. There was a significant traction advantage, but it came strangely enough during starts, because the front pair of tyres would lay down rubber which the second pair would grip on, which was not anticipated, to be honest.

It would have been a massive step forward in downforce but, unfortunately, it was banned before it raced. It used an FW08 chassis, but they were all derivatives of the 07. They all had a family link, so the FW07 was really the car which started Williams off on its path to becoming one of the greatest teams ever in Formula One.



LAT

"Outstanding" six-wheeler would have been ultimate development of FW07 lineage

Ross Brawn was talking to Gordon Cruickshank M



LAT

Williams scored five victories in 1979, the FW07's debut season. However, the championships would have to wait another year

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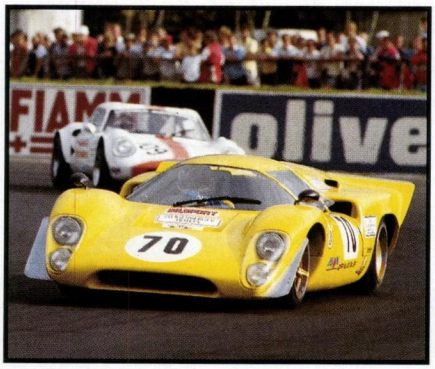


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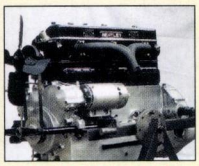


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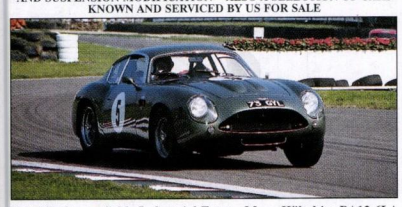


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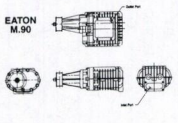
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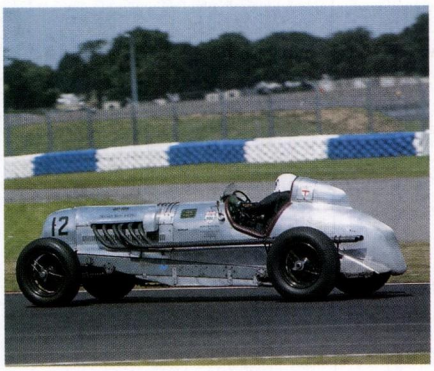
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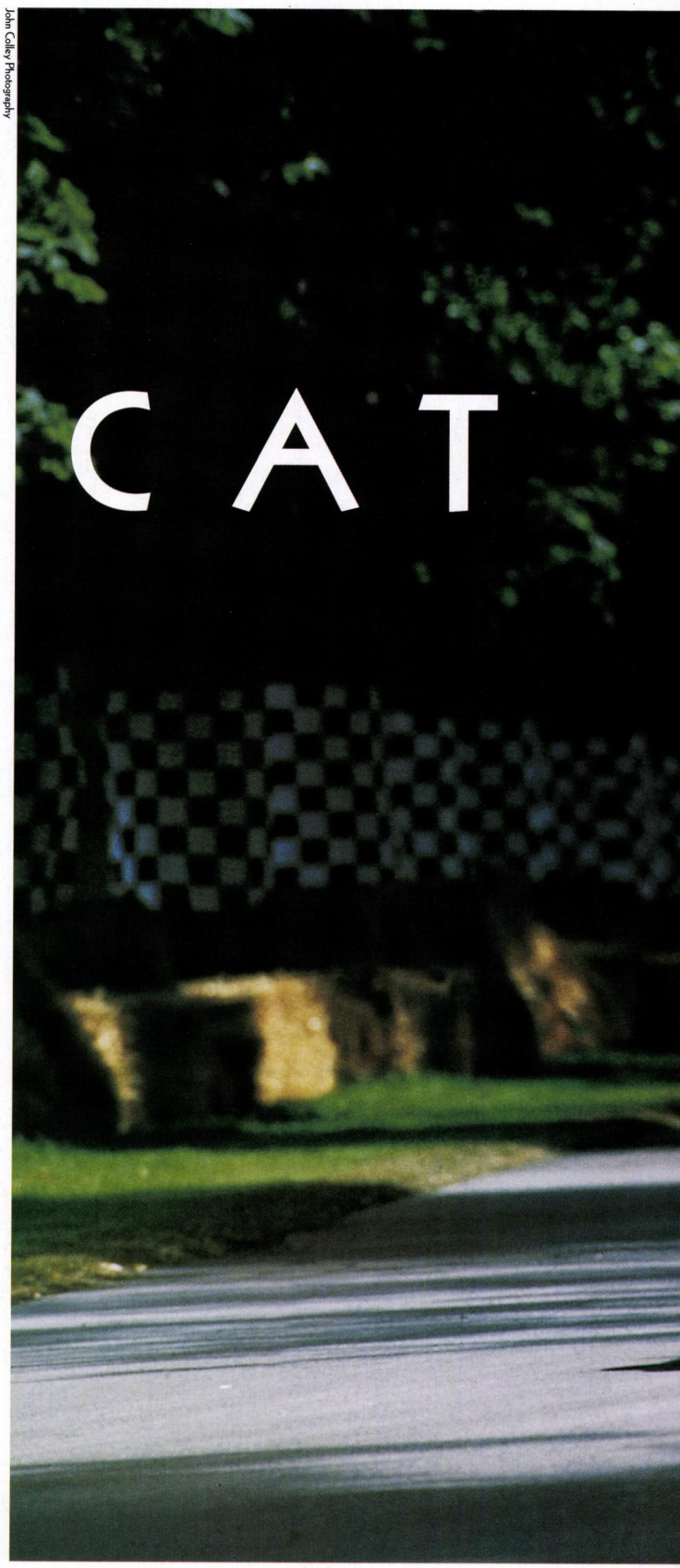
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John Colley Photography

Our man Frankel puts his head in the jaws of the big Cat at Goodwood. When all 12 cylinders were firing, he had 560bhp beneath his right foot


START
Leyland



Jaguar

Above: Ralph Broad, Tim Schenken, Andy Rouse, Derek Bell and John Fitzpatrick – heroes all
Below: Salzburgring was heralded as the new dawn. The Jags arrived a year late and retired

EVERYTHING IS WRONG. THE ENGINE won't work below 5500rpm and the red line states 7200rpm. The water temperature already says the massive, 5.4-litre, 560bhp V12 motor is starting to cook and here, on the Goodwood Festival of Speed hillclimb, there is still one car waiting to go before me. It's a green BMW 3.0CSL, the car which stole my motor's moment of glory 23 years ago. And if it doesn't get a move on, it's going to do it again, leaving a hopelessly boiling Broad-speed Jaguar XJ12C behind it.

His lights turn green and, with one crisp bark from his 3.2-litre straight-six, he is gone. I forgot to mention that my colossal slick tyres are as old as the car, and it's raining.

In those moments before I tried to slither up the hill, my mind was taken back to the two, fraught seasons when this car, against every odd, took on and damn near beat the best.

"Really it was a bloody awful motor car," chirps an indefatigably cheery Ralph Broad from the Portuguese retreat to which he retired on grounds of ill health just after the ill-fated project finally ran out of steam. "For a start, we raced the wrong car. The plan had always been to use the XJS but it proved impossible to homologate for Group 2 racing, so Leyland said, 'We'll use the XJ12 instead.'"

Ah, the dreaded 'L' word. Leyland Cars was a division of British Leyland responsible for holding the whole sorry business together and what its PR men knew about the harsh realities of international saloon car racing was not worth knowing. But the fact they did understand was that racing sold cars; Jaguar had proved it at Le Mans in the 1950s. Broad had recently performed the unlikely task of turning the Dolomite Sprint into a championship-winner so the task was entrusted to him. The problem was (and Broad knew it), the XJ12 was no basis for building a racing car, even in Coupé form: "You can see what the aerodynamics were like, and as for the torsional rigidity of the shell..."

Peter Darley was the man Broad employed as his Special Projects Manager, and he confirms every word: "Sir William Lyons himself said the car was never designed for racing. If it had, all kind of little trick bits would have been built in to aid homologation.

"You might just as well have been talking Spanish to the Leyland PR people when you talked about homologation. They just thought you could write the cheque and the problem would go away. They did not understand the lengthy process required to get any part homologated – and that the rest of the world doesn't sit around waiting for you."



LAT

The car was launched in April 1976. Derek Bell was called upon to drive and to this day he shudders at the memory of the unveiling. "I stood there as the covers came off and could hear this voice saying, 'This is the car with which we will win the European Touring Car Championship round at Salzburgring in three weeks.' I could not believe it. The car was completely undeveloped yet this PR man said we were going to show BMW how it was done. Ludicrous."

The problems were legion. Broad remembers the driveshaft failures most, Darley the tyres rotating on their BBS split rims. Bell's memory is of endless engine failures due to oil surge from its too small, too shallow wet sump while John Fitzpatrick, the quickest by far of all who drove the car according to Broad, remembers a tyre exploding at 180mph during the



A 560bhp Jaguar is an uncomfortable bedfellow to Allegro, Marina, Maxi and Princess. It was, however, typically British Leyland, being fundamentally flawed and ultimately disappointing

Brno round in Czechoslovakia. Odd then, that everyone I spoke to, has such happy memories of the car.

Very odd from where I'm sitting. The truth is, the Broadspeed Coupé is now a museum piece and, bolted into its driving seat, looking at the walnut dashboard, I wondered from which century. The engine had an appalling misfire and I sat with the left foot on the clutch, right on both brake and throttle to keep the motor alive and stop the car slipping back. Green light.

Clutch in gently and a little bit of throttle. The Jag limps pathetically forward, more chance of guessing the lottery numbers than how many cylinders are firing at any one time. Suddenly at least 10 chime in and instantly we're sideways on the damp tarmac. Off the throttle, gather it up and we're limping again. Change into second and, inexplicably, the engine starts to pull. At 5000rpm, I hear the 12th cylinder cut in and, for the first time since we left the start line, the Broadspeed is running as it should. V12 music blasts out at huge volume from the four stub exhausts under my door, there's monumental thrust and then we're sideways again.

Round it up, stagger through two corners onto the straight, rocket up to 7000rpm, change into third – and half the cylinders quit again.

It was not always like this. Fitzpatrick's memories of the car, while it ran at least, are universally rosy. "It was a big, heavy car for sure, but when it worked, it really worked. Quickest thing out there by a mile. Of course, it had a lot of power but you don't leave the entire field at 13 seconds a lap around the Nürburgring just by being quick on the straight.

"Really, it was capable of destroying the opposition. The only area where the BMWs were noticeably better than us was under braking." This was no surprise as the highly-developed BMWs sat right on their 1050kg limit while no Broadspeed Jaguar ever saw the sunny side of 1400kg. Yet through the corners, there was nothing in it, as Fitzpatrick confirms.

"We could stay right with them. The car was heavy but it didn't feel that way. Ralph's team came up with excellent suspension geometry and even without power steering, it never felt heavy to drive. You could do things you're not supposed to be able to do with such a big heavy car. You'd think long and hard before really starting to drift and slide such a heavy machine through quick corners, but we soon learned you could with the Jag. It had absolutely no vices at all in that respect and you could lean on it very hard indeed without it ever biting."

So long, of course, as the wheels stayed on. Far from winning at the Salzburgring in May 1976, so plagued were the early days of the car that it did not make its race debut until the Silverstone TT in September.

"It was quite sad, really," Bell remembers. "The press and public had such high hopes for the car but I knew it was never going to last." It won pole position and Derek duly scorched off into the lead, dicing with Gunnar Nilsson's BMW. Brake trouble and a tyre deflation sent Bell down the order before he handed over to David Hobbs, who fought hard until a hub flange failed and a wheel came sailing past. The Broadspeed Coupé did not race again that year.

By the time the 1977 season started at Monza, there were two Coupés and a raft of performance-enhancing modifications, including huge 19-inch wheels and commensurately vast Dunlop slicks. If anything the cars, now driven by Bell/Andy Rouse ➳

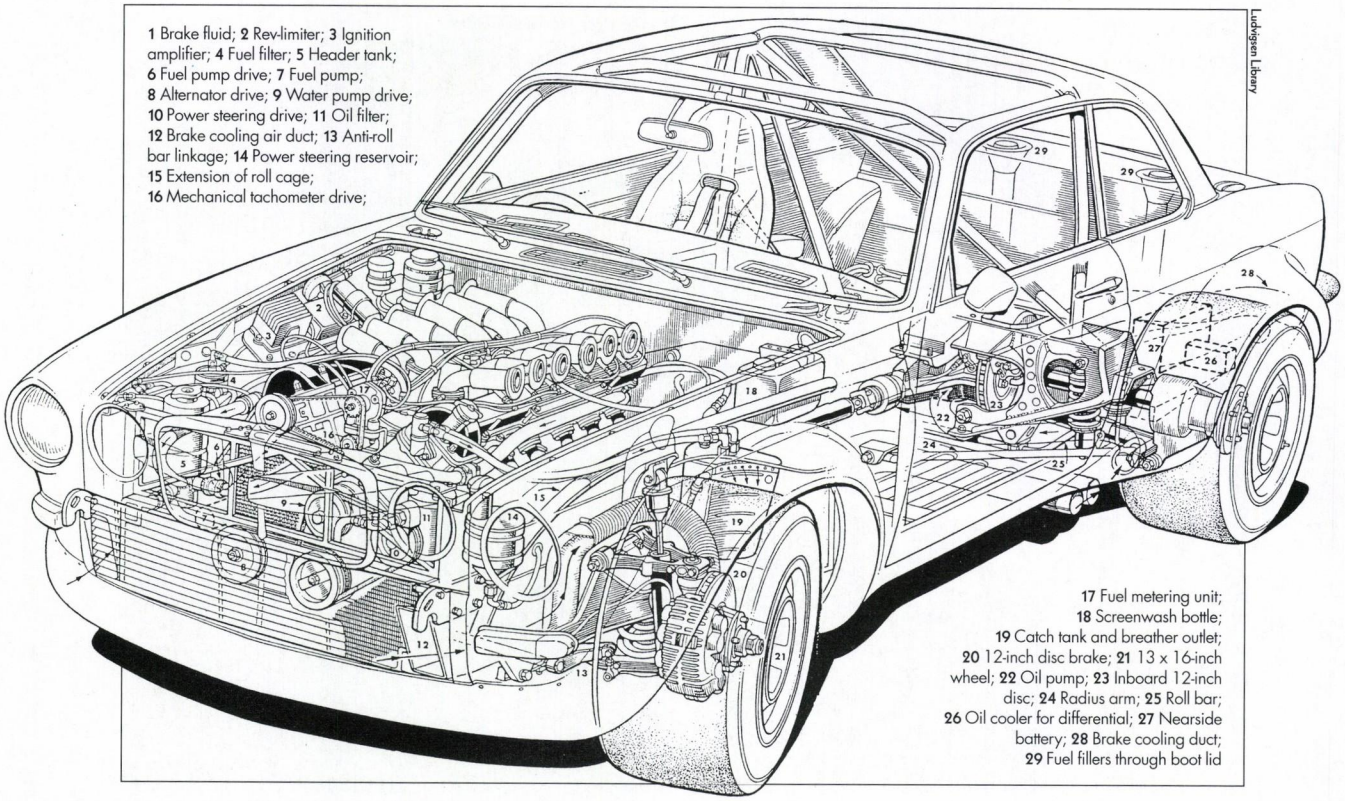
RESULTS

1976 EUROPEAN TOURING CAR CHAMPIONSHIP

Silverstone	Bell/Hobbs Rtd

1977 EUROPEAN TOURING CAR CHAMPIONSHIP

Monza	Schenken/Fitzpatrick Rtd Bell/Rouse DNS
Salzburgring	Schenken/Fitzpatrick Rtd Bell/Rouse Rtd
Mugello	Schenken/Fitzpatrick DNS Bell/Rouse DNS
Enna	Schenken/Fitzpatrick DNS Bell/Rouse DNS
Brno	Schenken/Fitzpatrick 16th Bell/Rouse Rtd
Nürburgring	Schenken/Fitzpatrick Rtd Bell/Rouse 2nd
Zandvoort	Schenken/Fitzpatrick Rtd Bell/Rouse Rtd
Silverstone	Schenken/Fitzpatrick Rtd Bell/Rouse 4th
Zolder	Schenken/Fitzpatrick Rtd Bell/Rouse Rtd
Jarama	Schenken/Fitzpatrick DNS Bell/Rouse DNS
Estoril	Schenken/Fitzpatrick DNS Bell/Rouse DNS



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Above: Broad said the XJ12 was the wrong car, but XJS could not be homologated for Group 2 regs
Below: Its drivers had nothing but praise for the big Jag's handling – but there were limits!

and Fitzpatrick/Tim Schenken, were faster still. But all the extra grip played havoc with a wet sump oil system already taxed well beyond its design, and a lack of spare engines meant Bell and Rouse did not even start. The one surviving car secured pole position but barely completed the first quarter of the four-hour race.

At Salzburg, things looked up – briefly. Pole was again claimed before both cars retired, again with more failed hub flanges. The cars failed to appear for the next two rounds, at Mugello and Enna, but they were back at Brno in June, the slower of the two cars six clear seconds a lap faster than the swiftest BMW. The Jaguars duly lined up next to each other on the front row. Bell's engine lasted barely more than a lap. Fitzpatrick's race ended effectively with another mighty tyre deflation, though the car did finally finish 16th, its first result.

The Nürburgring was different, though it started the same: despite endless problems in practice, Fitzpatrick claimed pole, and from the standing start, he set a new lap record that would not be approached again during the race. He blew up on the next lap. Bell and Rouse played a different game. "Odd as it may sound," says Derek, "we decided not to try and beat the BMWs. We just sat there, didn't push the car and came second." It was the first and only podium finish the XJ12C would achieve.

The next race at Zandvoort would be the only time the team were not to claim pole, for wet weather handed the qualifying advantage to the CSLs; in the race both Jags retired again.

Hopes were raised at Silverstone's TT as the Jaguars returned to their traditional slots on the front two rows of the grid, but yet another hub failure thwarted the Fitzpatrick/Schenken car. The Rouse/Bell machine thundered on, first leading and then running a strong second to Tom Walkinshaw's BMW, but nine laps from home, Andy flew off the track at high speed and beached the XJ12. He was still classified in fourth.

The Jaguars would only race once more, at Zolder where the record went round one more time: pole position claimed, race led, cars retired.

To this day, Bell, Fitzpatrick and Broad believe they were on the brink of huge success and that a winter's concentrated development would bring the success they all craved. But there were problems. Derek Bell: "The car was considerably lightened as we developed it, but we kept having to add bits which killed any advantage: bigger wheels and tyres, bigger driveshafts to stop them breaking and bigger brakes which then needed fans to keep them cool."

Broad's perspective is different. "It was the money. Leyland just didn't understand and wouldn't pay for the replacement parts, like the driveshafts that we needed, and I simply was not prepared to endanger my drivers. Then I was told to detune the engine and make the cars last that way." For Broad it was all too much. His health was failing, he lacked the support of his employers and, on 26 September 1977, the project was cancelled.

It was sad end to the dream which started off on the wrong foot, with the wrong car and for the wrong motives.

If you ever wished for a small but illustrative microcosm of all that was wrong with the British car industry in the mid-1970s, this tale has most of the required elements: out-of-touch management, disastrous quality control and a total underestimation of the



Jaguar



LAT

The bevy of BMW CSLs couldn't hold a candle to the Jaguars in terms of outright pace, but enjoyed the admirable quality of being around when the chequered flag fell – Zandvoort a case in point

strength of the competition.

Looking at it now, the only truly startling aspect of the whole sorry affair was that it achieved anything at all. That Ralph Broad and a few good men were able to take a car never designed to be raced and turn it into something instantly and wildly quicker than its competitors is an astonishing achievement.

"We all knew," Bell concludes, "that what was needed was a properly funded three-year programme with the championship only to be considered in the third year. We could have developed the car steadily, there would have been no weight of expectation on us and we had a car which proved from the start that it had winning potential."

Years later, his point was effectively proven when Tom Walkinshaw went racing with the now-homologated XJS – the car that Broad had always planned on racing and a very similar design to the XJ12, sharing the same engine and suspension layout. Taking a three-year view and with a decent budget behind him, Walkinshaw duly delivered the European Touring Car Championship to Jaguar, the marque's first real competition success for nearly 30 years.

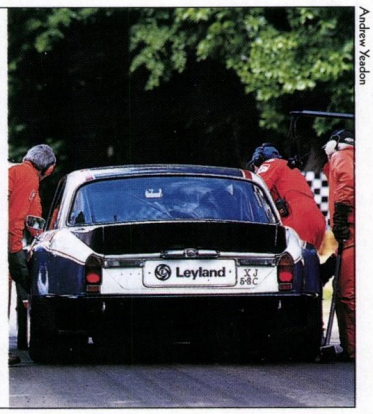
Sitting at the top of the hill in the Broadspeed XJ12, listening to it cool down, I thought about the driving experience. This car has not run since 1977 and it feels it. It was wonderful for it to be moving again and for the crowds to see such a heroic failure ever so briefly back on full song again. But this is not what it's meant for. It was built to go hammering through Copse, flying over the Pflanzgarten and powersliding out of Tarzan. And if it had held together while in the lead just once, what a different story I would be telling. I expect it would be of the 1978 European Touring Car Championship and how Jaguar blew the opposition clean off the track.

As it is, the car was retired before it ever had a chance to show that, despite everything, Ralph Broad had built a winner. M

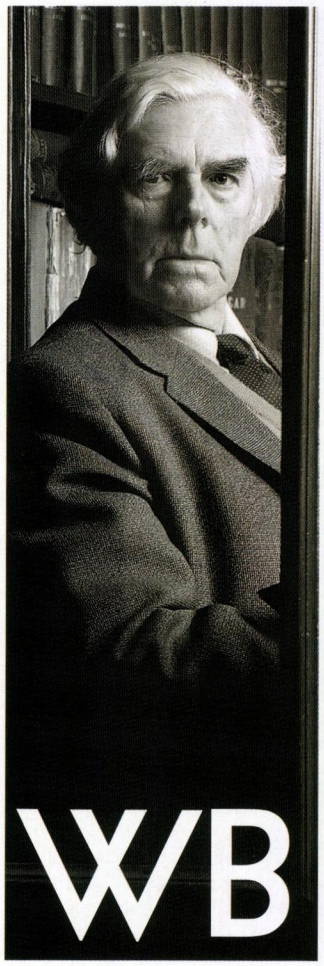
Our thanks to Howard Davis of the Jaguar Daimler Heritage Trust for providing the car and to Don Law for keeping it going all weekend.

SPECIFICATIONS **Jaguar XJ12C Gp2 ETC Broadspeed**

Engine ...	60-degree V12, 24 valves, 5416cc	**Gearbox** ...	Four-speed manual, close ratio
Engine structure ...	1 chain-driven ohc per bank, Cosworth pistons, aluminium cylinder head, 7-bearing crankshaft	**Clutch** ...	AP Racing
		Brakes (f/r) ...	AP Racing, cast-iron discs, outboard front, inboard rear
Bore and stroke ...	90.6 x 70mm	**Suspension (f/r)** ...	Armstrong dampers
Engine management	Lucas mechanical fuel injection	**Wheelbase** ...	2870mm (113in)
Max power ...	560bhp @ 8000rpm	**Track**	1473mm (58in)
Specific output ...	103bhp per litre	**Kerb weight** ...	1400kg (3086lb)
Power to weight ...	400bhp per tonne	**Top speed** ...	175mph
Transmission ...	Rear wheel drive	**Fuel tank capacity**	27 gallons



Andrew Yeadon



WB



Ludvigsen Library

Bordino awaits the start of the Fiat 806's only race, the GP Milano, talking to Nazzaro. Behind, a Guyot Special

Fiat quits motor racing

IF THE ABOVE HEADING HAD APPEARED in 1926 it would have been topical. For that was when the great Turin company gave up motor racing. It was a shock to those who knew of Fiat's early victories and how they had won all three important races in 1907 and sent to Brooklands a car which vanquished S F Edge's Napier in the Match Race he had promoted. Much more recently, they had won the 1922 French GP and been first and second in the 1922 and 1923 Italian GPs.

With engineers like Vittorio Jano, Aurelio Lampredi and Tarquini Zerbi, and such capable drivers as Felice Nazzaro, Alessandro Cagno, Pietro Bordino and Carlo Salamano, Fiat had achieved these significant successes. Then it was all over.

The blame fell on Benito Mussolini, leader of the Italian Fascist Party, who, like Hitler, had recognised the propaganda value of motor racing, but now, unlike Hitler, was seeking prestige from the Schneider Trophy seaplane races, dating back to 1913, and by 1927 contested by the fastest float planes in the world.

So Zerbi, instead of working on Fiat's next GP contenders, had to busy himself getting more power from their 680hp V12 aero-engine. In 1921, at Venice, the Italian Macchis had finished 1-2-3 and in 1926, at Hampton Roads, Major de Barnardi's 800hp Macchi M39 won. But after this it boded badly for *Il Duce*. In 1927, at Venice again, all three Macchis retired, Flt Lts Webster and Worsley, dominating the race in Napier Lion-powered Supermarine S5s.

At Calshott in 1929, the event now being held biannually, Flt Officer Waghorn in the Supermarine S6 with R-type Rolls-Royce power, beat Wt Officer Dal Molin's Macchi, now with 1000hp Fiat AS-3 engine, by 44.43mph. Finally, in 1931, only Britain had an entry. In 1924, when only America was ready, the USA sportingly stood down. But now Fl Lt Boothman flew alone the seven laps in an S6B at 340.08mph, its 2350hp R-R engine the forerunner of the Merlin; and so we won the Schneider Trophy outright, and subsequently the Battle of Britain.

But Zerbi had another trick to play. He designed a quite fabulous engine

for Italy to try for the Air Speed Record, by placing two AS-5s back to back to create the 11ft-long supercharged 50-litre 24-cylinder 3000hp AS-6, each running independently and driving contra-rotating propellers.

It enabled Italy to take the ASR to 440.681mph in 1934. Britain's Rod Banks had been called in by Zerbi to help with fuel and test problems. That I recognised this engine in Fiat's Turin Museum in 1969 delighted its curator and I was shown a film, with sound effects, of the M72 in action.

In spite of all this, Zerbi found time to fit in two more racing car projects. For the 1926-27 1½-litre formula he had prepared a two-stroke six-cylinder engine, with geared crankshafts and opposed pistons, Roots blown. Extensively bench-tested, it consumed pistons but was said to give 152bhp. As far as I know no two-stroke has ever won an important car race, and for the Fiat 806 Zerbi changed to a four-stroke supercharged 12-cylinder engine, also with geared crankshafts, getting 187bhp on test and 175bhp in the car.

Bordino was testing at Monza by the summer of 1927 but aero work intruded on development. The 806 ran only in the Milan Grand Prix in September, a minor 31-mile race on the day of the 311-mile Italian GP which was won by Benoist's Delage. However, Bordino drove the lone Fiat well, in pouring rain, to win his heat



Ludvigsen Library

806's only outing brought victory

and the final of the supporting race, at 94.58 mph, from Campari's aged 2-litre Alfa Romeo. A full team of 806s was entered for the RAC GP at Brooklands, with Nazzaro, Bordino and Salamano as drivers, but they did not appear, Schneider Trophy work being the pretext.

The two-stroke engine never went into a car, so Bordino's win was the swansong of Fiat's great racing career.

The pride of Lyon

A READER SENT ME A JOLLY DRAWING OF a Cottin et Desgouttes, asking if I know this make. I do, but it is worth recalling these cars, made from 1905 at Lyon, with showrooms in Paris. They were less known here, though by 1913 Lord Carbery had unsuccessfully raced a 5-litre 20/30 at Brooklands.

The post-war 3-litre C-D was a fast car, sold here by Cottin Commercial Cars in Hammersmith but not many can have come to England. By 1927 they were building smaller cars with all-round independent suspension, but price was against them.

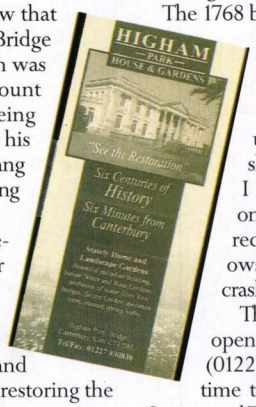
Nor had the make been publicised much in racing, apart from class wins at the 1924 ACF Touring Car GP and in 1925 at Montlhéry. That was about it, although in 1925 the great 'Cupid' Hornsted drove a 3-litre at Brooklands, retiring from both races. During the war I discovered it had turned up at a Harrogate garage, with a new two-seater body. Also during the war another C-D was found, thought to be the Carbery car, which Jumbo Goddard acquired and restored. But where did these two examples of this rare French marque again vanish to, I wonder?



'Building fine cars' perhaps, but making small impact on the racetrack

Zborowski's house

MANY VSCC MEMBERS AND THOSE with aero-engined car affections should be glad to know that at last the mansion at Bridge near Canterbury which was once the home of Count Louis Zborowski is being restored. It was where his famous Chitty-Bang-Bang and Higham Special racing cars were built.



In 1995 two middle-aged ladies pooled their resources to purchase the house, long closed from its hospital days, for nearly £1 million, and have themselves been restoring the 87-room Higham Park, as it is now called, with the vast 55ft-long music room, 35ft-long dining room, with 15ft-high ceilings and walk-in safe.

The 1768 building with later 1807 addition was derelict but has been rescued, and the Harold Peto Italianate water garden uncovered (and workshop and garages rebuilt, I hope). Nine gardeners once toiled here, and each received £2000 in Zborowski's will, after his fatal crash in the 1924 Italian GP.

The house and gardens are open Mondays to Thursdays (01227 830 830). Perhaps in time the VSCC, Brooklands Society and The Brooklands Museum might stage meetings there.

miscellany

AT THE GOODWOOD FESTIVAL OF Speed the VSCC's soapbox, which Tim Gunn drove down the hill, got the prize for the device most in keeping with the



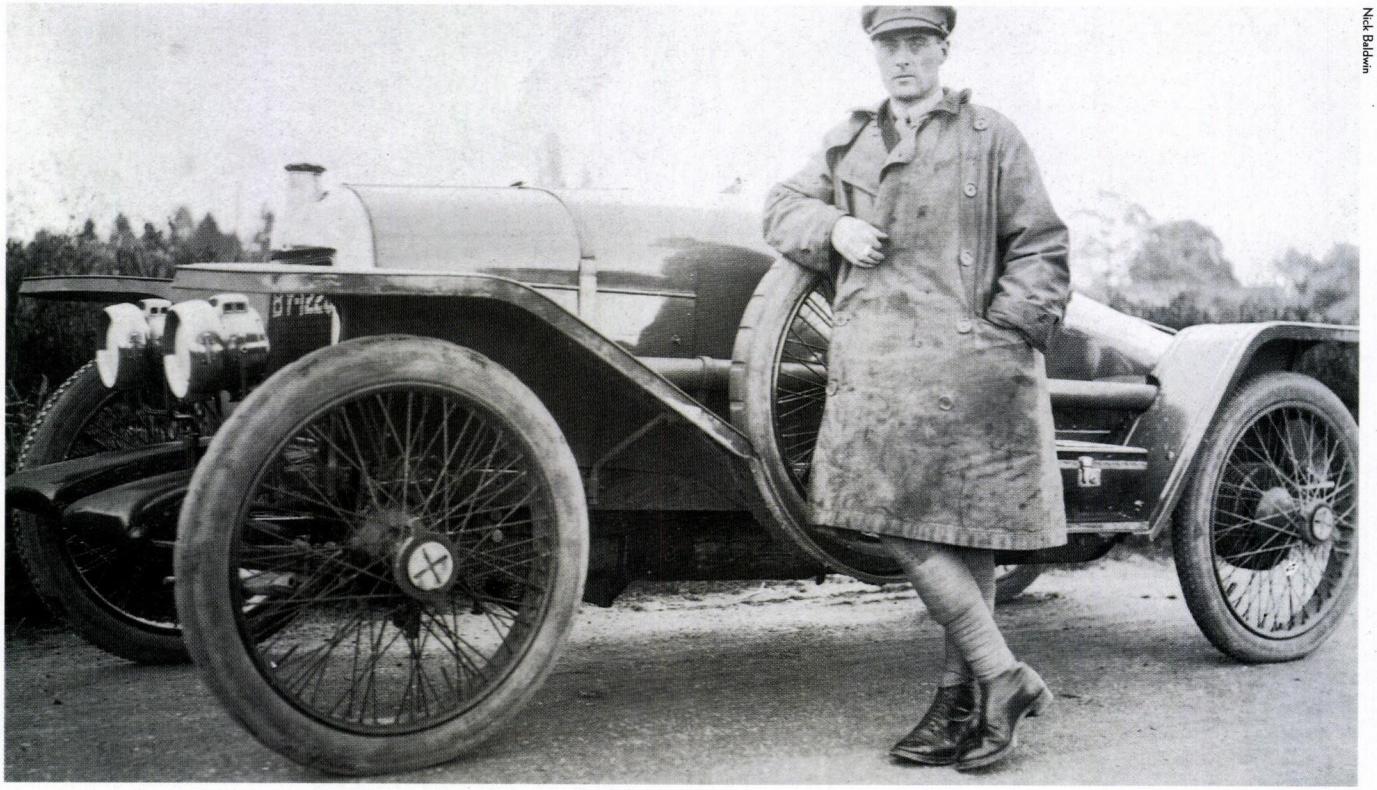
spirit of the event. What will they think of next? It certainly bore out that VSCC slogan "Front brakes are for girlies".

* * *

IMPORTANT FORTHCOMING VSCC fixtures include the Hawthorn Trophy race meeting at Silverstone on August 26, which features, apart from racing cars up to 1960, an aerial display of WWII aeroplanes to commemorate the Battle of Britain (what happened to the Vintage Aeroplane Club?), together with a pre-war Aston Martin race and a paddock display of 100 years of grand prix cars. First race is at 2pm, admission £10. On 3 September the VSCC will hold its speed hillclimb at the popular Loton Park course near Shrewsbury, and on the 17th the quieter but no less appealing driving test meeting at Madresfield, near Malvern.

* * *

AMONG THE SMALLER CLUBS, THE Invicta CC has its *Invicta News*, July's issue containing an interesting article by Lord O'Neill on owning Lagonda and Invicta cars, the latter S62, the low-chassis 4½-litre Invicta raced so memorably by Raymond Mays. At the summer concours the Ahern Trophy was won by Richard and Judith Walpole's Invicta, the Opposite Class by David Cantor's Austin 20 tourer.



Nick Baldwin

Captain Malcolm Campbell with his Gregoire during WWI, and below racing at Brooklands, before he offered the Gregoire-Campbell variant in Britain

Campbell's French connection

WHAT WAS THE GREGOIRE CAMPBELL? WELL, IN 1919 it was announced that "Mr Malcolm Campbell of Brooklands fame has exerted a considerable influence on the car and is its sponsor in Britain".

The Gregoire was a reputable French marque, made by Gregoire et Cie at Poissy, Seine-et-Oise, from 1903. Small cars were offered first, but larger ones followed, four-cylinder engines being adopted in 1904, and by 1906 the name was established, with the advent of a popular twin-cylinder model, available with a four-cylinder engine by 1908. But it was the 16/24hp Gregoire, developed from the firm's racing voiturettes, that was a more sporting car. By 1914 it was even better, for Gregoire now had a 70x140mm sportscar, its engine, with light steel pistons, said to give 38bhp at 2800rpm.

Nor had the company neglected racing. A Gregoire was second in class in the 1905 Circuit des Ardennes, but a three-car team for the Coupe de *L'Auto* trial was a disaster, due to tyre trouble and a horse kicking in one car's radiator. But two 7.4-litre Gregoires were entered for the 1906 French GP, for Taveneau and de Bosch; the latter's radiator lasted but one lap, the other car non-started. Horizontal oh-valve cars were unready for Indianapolis in 1920.

After the war the 10CV production Gregoire gained overhead valves and a 2.3-litre engine, making it a 60mph car. Before it all ended in 1924 Hinstin had made a typical French light car for Gregoire, sold in Britain as the Little-Greg, and the Poissy works had assembled Bignan's 3-litre sportscar.

It was the last named which Malcolm Campbell adopted as the Gregoire Campbell. Maybe it was surplus to the maker's output at their Courbevoie factory. Whatever, at the 1919 London Show it was listed separately from the other Gregoires and appeared as a show chassis and as a two-seater sportscar with dickey-seat on the stand of Gregoire British Sales Ltd, who had premises in Halkin Place, in London's fashionable Berkeley Square. As early as August 1919 Campbell had advertised that he was agent for the 17/50hp Gregoire-Campbell super-sporting car, a chassis being on its way from France. But perhaps to hedge his bets, Campbell was also agent for the Dawson.



The G-C had the four-cylinder 85x130 (2940cc) Bignan side-valve engine. The very large valves were slightly inclined and the camshaft pinion weighed some 5kg, to act as a timing gear damper. The two-bearing crankshaft was in the bottom instead of the usual top part of the crankcase, and to stop oil getting into the cylinders its crank-pins each had two thrower rings near the webs and corresponding grooves on the big ends. The carburettor was a Claudel, which may have been a Campbell mod, and he seems to have revised the radiator shape.

The de la Fourmaise chassis had a wheelbase of 9ft 5in, a cone clutch, four-speed gearbox, half-elliptic springs and 880x120 tyres. The rear brakes had pipes within their drums to drain away surplus oil from the hubs, which also lubricated the brake cams. The chassis price was £990 *sans* tyres, when a 30/98 Vauxhall chassis cost £1125, and Bentley proposed to offer the 3-litre chassis for £850.

Vintage fun at Cadwell

AT THE INTERESTING LINCOLNSHIRE CIRCUIT, the VSCC held its annual race on June 8. The 10-lap Shuttleworth and Nuffield Trophies event went to Barrie Williams' A-type Connaught, at 70.86mph, from Flack's F2 Cooper-Bristol and Julian Bronson in ERA AJM1. Bronson's Blue Streak Riley won the Melville and Geohagan race, at 65.32mph, from Cannell's Alvis and Simon Diffey's Riley Elf, and the Spero race went to David Fletcher-Jones' Lagonda Rapier, at 62.29mph. The John Holland race was won by Geraint Owen's DH Riley, at 64.36mph, from James Diffey's GN and Scaldwell's AC.

Gilbert's Lister-Jaguar led home the race for 1950s cars, at 67.68mph. Roberts took the Frazer Nash race, at 63.69mph, and the supporting short races went to Davidmann's Riley (two wins), Cannell's Alvis and Dean's T51 Bugatti. Bronson in the ERA got the Nuffield Trophy. Fastest lap of the day was 72.41mph, by White's Cooper-Bristol.

VSCC on the hills

AT THE VSCC SHELSLEY WALSH HILLCLIMB on July 8 Charles Dean's T51 Bugatti made FTD in 35.86sec. Fastest vintage car was Dick Smith's Frazer Nash (38.35sec) and Bruce Spollon drove the fastest ERA (R8C, in 36.08sec). Walford's Mercer Receabout, a VSCC debutante, did 63.09sec.

At Mallory Park on July 16, the VSCC Bob Gerard Memorial Meeting saw Spencer Flack's Cooper-Bristol win the Memorial race, at 87.65mph, by 1.53sec from White's Cooper-Bristol. The Patrick Marsh race went to Geraint Owen's DH Riley. An A7 scratch event had 14 starters, led home by Edward Way, there was a 24-car FJ race which Paul Dudley's Lotus 22 won, and it was good that Nic Portway was first with the 1914 TT Humber in the Edwardian event. Handicaps were won by Steele's T35T Bugatti, Adams' J4 MG, Mills' A7 and by Tuer's Morgan in the three-wheeler event. The remaining scratch race went to Baxter's Frazer Nash.



MG return

FOLLOWING THE SALE OF THE EX-DOREEN Evans R-type MG for £170,000, another of these cars, which Ian Connell raced pre-war, and which Sir Malcolm Campbell later drove, was raced again for the first time in 30 years, at MGCC Silverstone. It is now owned by Gerhard Maler, who has converted it back to single-ohc form, from its twin-cam McEvoy-Pomeroy state. Connell (left) and Bob Milton, who raced RA0257, were present at its active return, and it is again in Ian's colours.

Red Arrows memories

THANK GOODNESS THERE ARE OTHER BOOKS suitable beside Harry Potter! Such as *In The Red* by J T Kingsley (Pentland Press, ISBN 1 85821 754 7, £21.75) which is a combination of motor rallying and air racing, and how the author flew in the Red Arrows Display Team, having been in the RAF from 1954 to 1973.

He describes in driving in the London-Sydney Marathons of 1968 and 1972, the first in a BMC-prepared Austin 1800, and in the London-Mexico Rallies of 1970 and 1995, and in the London-Sydney and London-Victoria air races. The author drove for Volvo UK in the 1990s and claims to be the only one to finish all five events, including the 1997 Panama-Alaska. So a long and personal personal account of high adventure, with many aerodromes familiar to Londoners referred to, and Service life described from the author's enrollment.

Flying in the Red Arrows team makes particularly interesting reading, as it goes into much detail of training and the displays.

miscellany

THE MARAUDER REUNION took place earlier in August. At least 11 of these cars are on the road and three more examples are being sought.

* * *

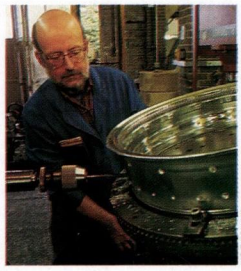
DUCATI'S MOTORCYCLE interests started in 1946, with a 48cc engine for attaching to a bicycle. By the 1950s proper motorcycles appeared, and then came the racing Ducatis, some with desmodromic valve gear, as ridden to victory by Hailwood and Fogarty and many others. To commemorate this, the Ducati 2000 Exhibition will be held at the University of Northumbria, in Newcastle-on-Tyne until September 16; admission free, open Monday to Saturday. Details: Mara Helen, on 0191 227 4424.

* * *

THE MIDLAND AC, WHICH celebrates its centenary next year, has enrolled 54 new members since March and will have a National hillclimb at Shelsley Walsh on September 23/24 and a sprint at Curborough on October 1.

* * *

CHITTY BANG BANG II HAS been sold by the Crawford Auto-Aviation Museum to Robert Bahre of Maine, who owns the New Hampshire International Speedway. With a Grösser Mercedes-Benz the sale netted US$1.95 million. Previously the museum had refused a bid of $1.5 million for Chitty. One comment was that it had "traded buckets of coal for buckets of ashes".



Charles Best

AS A GREAT ADMIRER OF the work of restorers Crosthwaite & Gardiner, I read with much interest GC's recent article about this company. They said that Jenks used to visit them but came less often when they began to make new things. Perhaps he felt that this was fine when no existing original historic car had survived, but that several copies, however accurate, can be a bit much. It seems unlikely that the Royal Family would welcome replicas of the barouche used by Queen Victoria, in which Her Majesty the Queen rode at the Trooping of the Colour. Some may feel the same about vintage and historic motor cars.

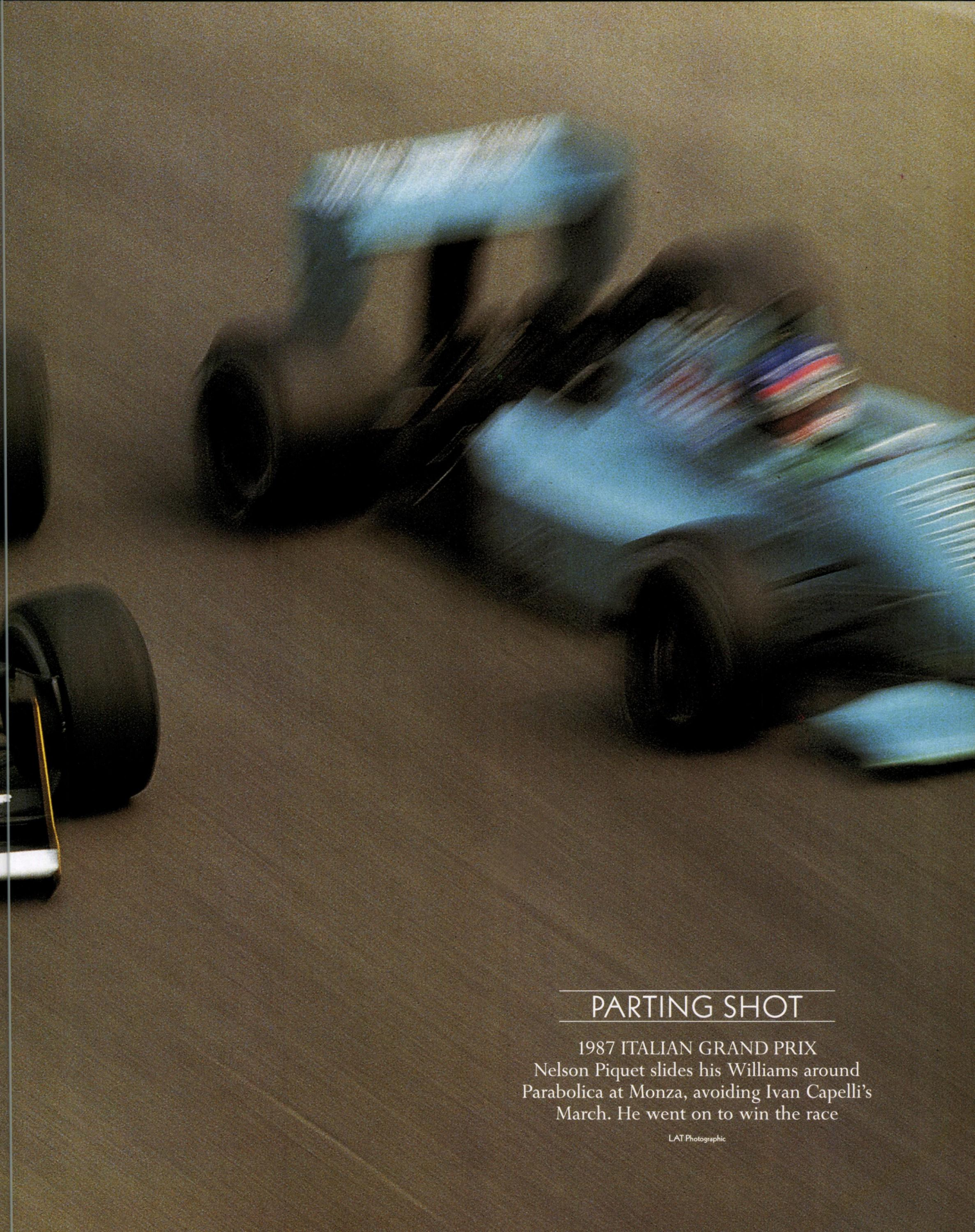
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THOSE WHO LOOK BEYOND cars may care to note that No 24 in the R-R Heritage Trust publications is a very complete work about the Rolls-Royce Tyne turbo-prop engine and its origin, by Lionel Haworth. Cost is £9, post free, from R Hough, R-R Trust (ML-71), PO Box 31, Derby.

* * *

WHEN RITA DON WON THE first Ladies' Mountain Handicap race at Brooklands she was not driving daddy's car but one of Dixon's Rileys – I like to catch my mistakes to save you stamps!


SAMSUNG
6



PARTING SHOT

1987 ITALIAN GRAND PRIX
Nelson Piquet slides his Williams around Parabolica at Monza, avoiding Ivan Capelli's March. He went on to win the race

LAT Photographic

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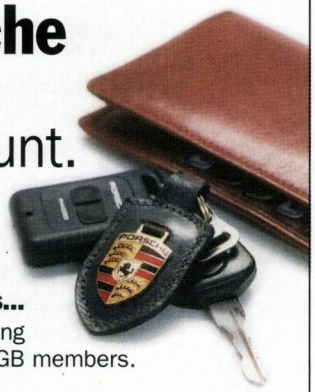
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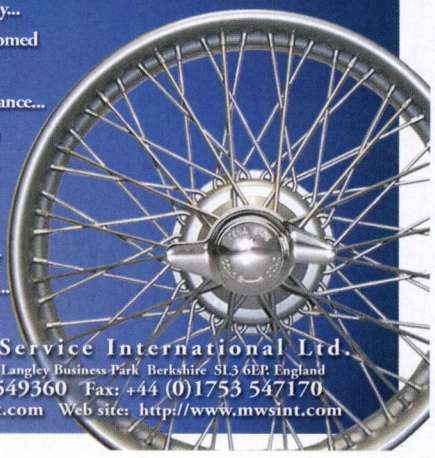
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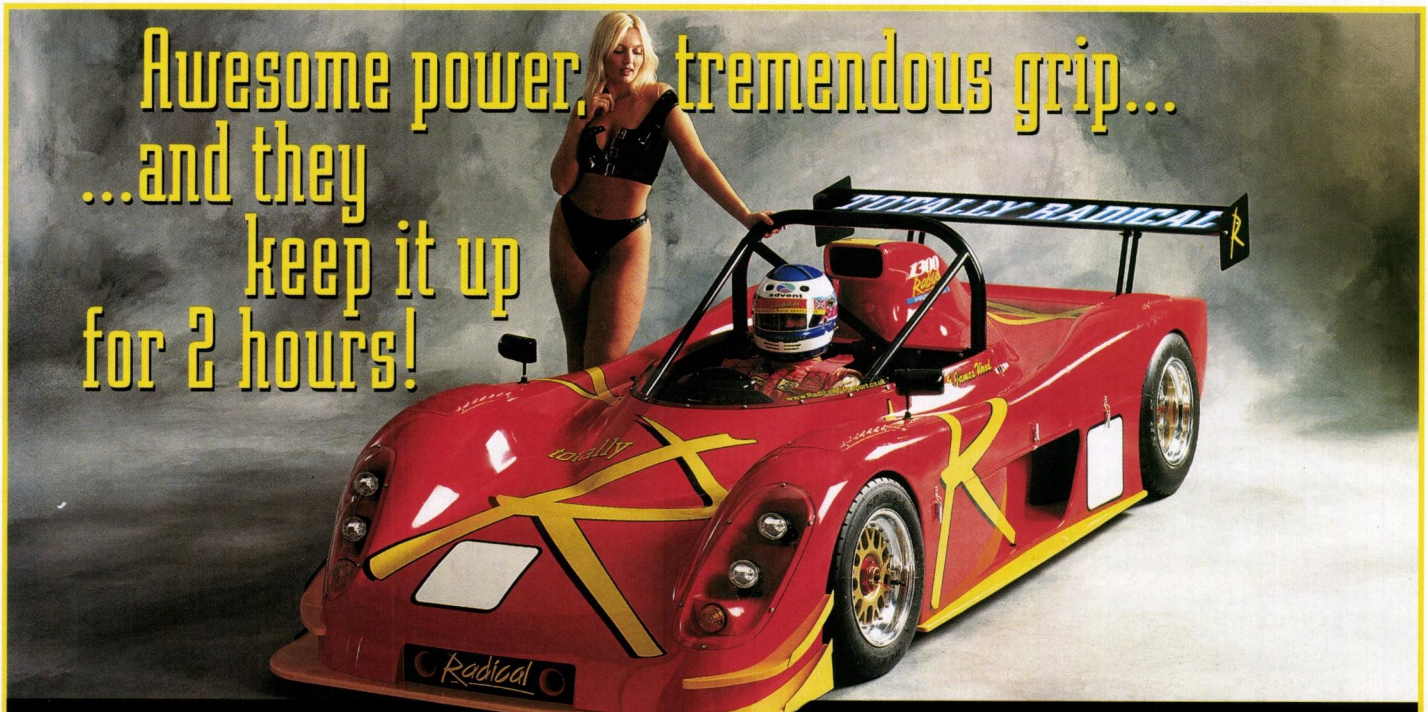
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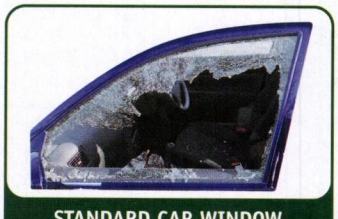
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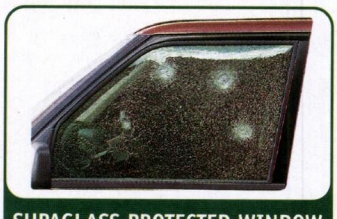
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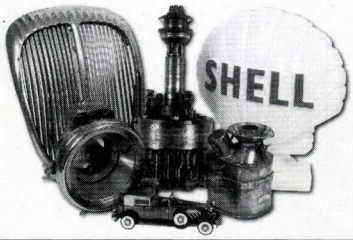
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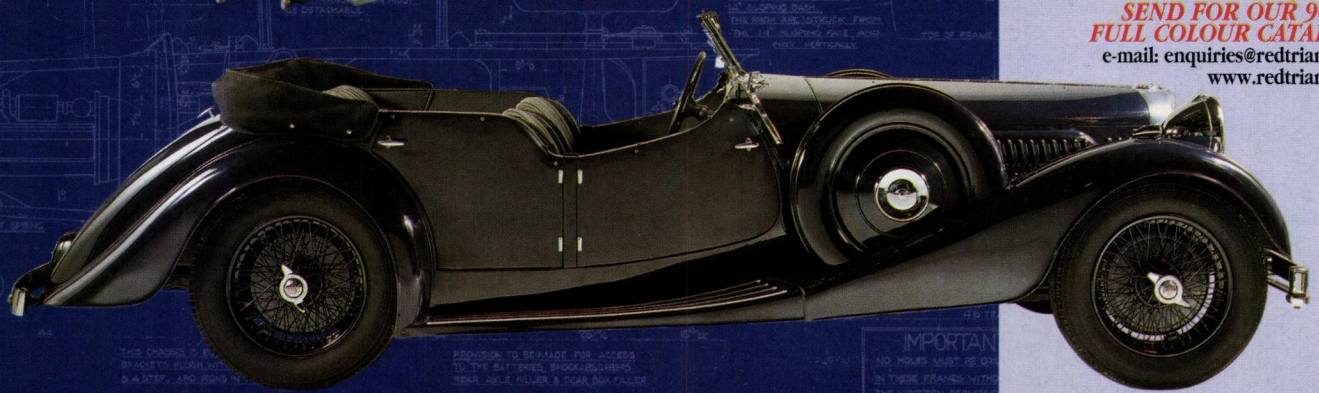


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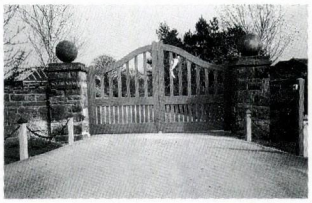
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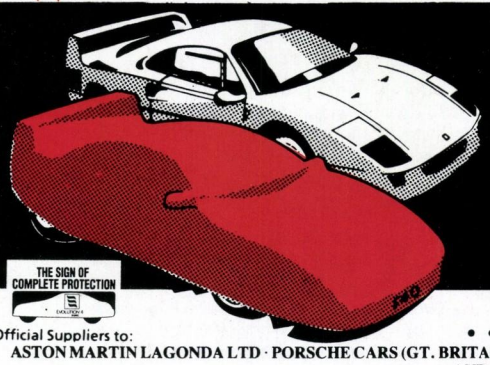
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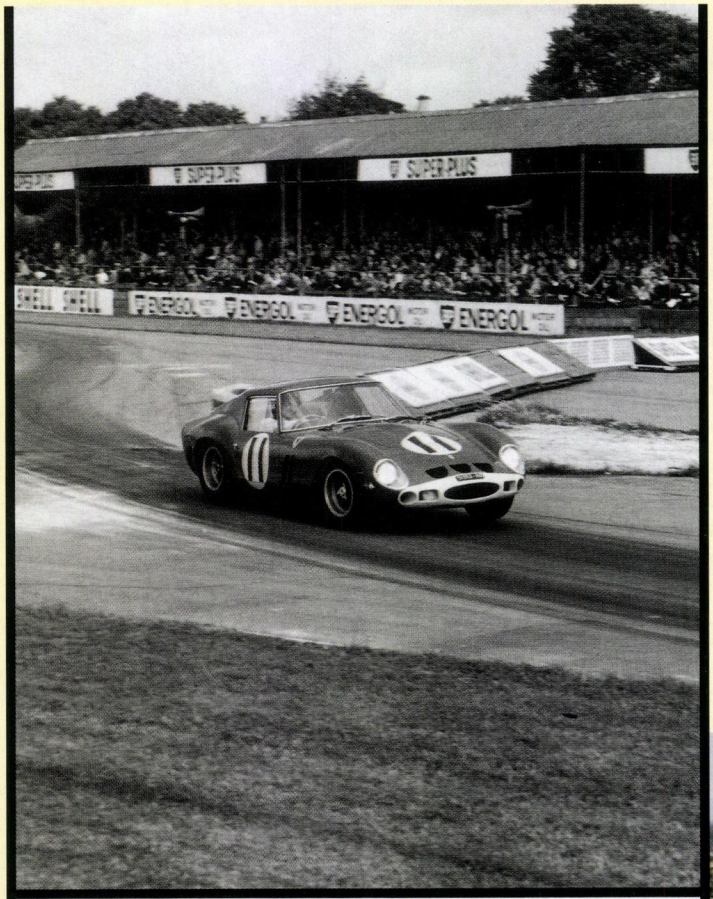
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The Tourist Trophy of TT originated in 1905 on the Isle of Man as a race for touring cars to assimilate daily motoring conditions. It then had a chequered history disappearing and reappearing going through various resurrections at a number of different circuits. These included Newtownards and Dundrod in Northern Ireland, Donington Park, Goodwood and Oulton Park. The best remembered period in its history is the seven year span between 1958 and 1964 when the venue was the Goodwood Circuit in West Sussex.

It had been resurrected for the umpteenth time in 1958 as the British round of the World Sports Car Championship, with Goodwood as the chosen venue, and would be the final round of the series. As it transpired Ferrari had the championship sewn up before the race, and decided not to send a team, thus diluting the interest and resulting in the race being shortened from six to four hours, with only half points awarded. GT racing was becoming increasingly popular, and between 1960 and 1963 the race was held for cars of that category. In 1960 it was to be the race that really put the Ferrari name on the British motor racing map, when (Sir Stirling Moss drove Rob Walker's Ferrari 250 GT SWB to a commanding victory, repeating the achievement the following year in a similar model for the same owner.

The 1963 Tourist Trophy was the last one held at Goodwood solely for GT cars, as the final running at the circuit in 1964 saw a return of the sports racing category together with over 2 litre GT cars. 1963 also saw the abandoning of the 'Le Mans' type start, with competitors taking their positions on a normal grid formation based on practice times. This was the golden era of GT racing when Aston Martin, Ferrari, Jaguar and the Shelby AC Cobras vied for honours in the larger capacity class, whilst Lotus Elites and Elans together with MG Midgets, Porsches and TVRs fought for honours in the under 2 litre category. Not only was there an eclectic array of magnificent machinery, but the drivers taking part in GT

Top left: Graham Hill deftly guides 250 GTO, chassis 4399 GT through the chicane.

Above: Graham Hill holds the 250 GTO, chassis 4399 GT in a beautifully controlled four wheel drift on his way to victory

Left: The spoils of victory for Graham Hill, with early cigarette sponsorship evident on the victor's laurels



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racing at the time were frequently from the top level of motor sport competition, namely Formula 1. As an example the 1963 TT entry list included Innes Ireland. Bruce McLaren, Mike Parkes, Roy Salvadori and reigning World Champion Graham Hill.

After a fraught practice session that saw the elimination of the two Wilment entered AC Cobras because of a technical infringement, and the Aston Martin Project cars being forced to run on narrower rims, due to the wider rims recommended by Dunlop not matching the homologated specification, it was Graham Hill in the Maranello Concessionaires 250 GTO that took pole position. He was just ahead of his team mate Mike Parkes in the white John Coombs entered example, followed by the pair of Aston Martins, four 'E' types, another four Ferraris and the under 2 litre cars.

The 130 lap race started in a cacophony of sound as the 31 starters left the line headed by Graham Hill and Mike Parkes in the GTOs, although by the end of the first lap Innes Ireland in the Aston Martin had split them, whilst Bruce McLaren in the second Aston Martin followed in fourth. Having won the 1962 race in the UDT - Laystall 250 GTO, Innes Ireland was keen to repeat his achievement in the Aston martin despite the narrower rims adversely affecting the handling capabilities. He tried an unsuccessful lunge for

Top left: Scheduled pit stop for refueling, new tyres, and a water top-up, John Coombs and John Bolster are part of the surrounding group surveying the frantic activity

Below: Ritchie Ginther in the Ferrari 250 GTO being refueled with Colonel Ronnie Hoare looking on in the background



the lead on the tenth lap that resulted in a lurid spin for him, and a trip onto the grass for Graham Hill, allowing Mike Parkes through into the lead. Graham Hill recovered quickly to continue in second place, but Ireland had first spotted his tyres forcing an unscheduled stop. However, he didn't give up the fight and continued to entertain the crowd with on and beyond the limit motoring, that resulted in two more spins and seventh place for his efforts. This gave the Ferrari duo a bit of breathing space and they were able to maintain station comfortably until the mid distance pit stop, by which time Parkes had a 30 second lead over Hill. From then it was a run to the finish with Hill in the Maranello Cencessionaires GTO gradually hauling in the Parkes example to take the lead 20 laps from the finish, and holding it to take a popular and well deserved victory. On the way he set a new GT lap record, a mere 0.2 seconds off his practice time, with the 'E' Type of Roy Salvadori being the only car to finish on the same lap as the flying GTOs.

The Goodwood Circuit revival meeting held in September provides enthusiasts with the opportunity to see a re-enactment of these classic GT battles from the sixties, with cars that featured in the original event driven by the likes of Derek Bell, John Surtees and Damon Hill.

1963 GOODWOOD T.T.



Graham Hill's Ferrari 250 GTO leads Mike Parkes and Innes Ireland through the chicane at Goodwood, his 1963 Tourist Trophy winning drive captured in this painting by Graham Turner.

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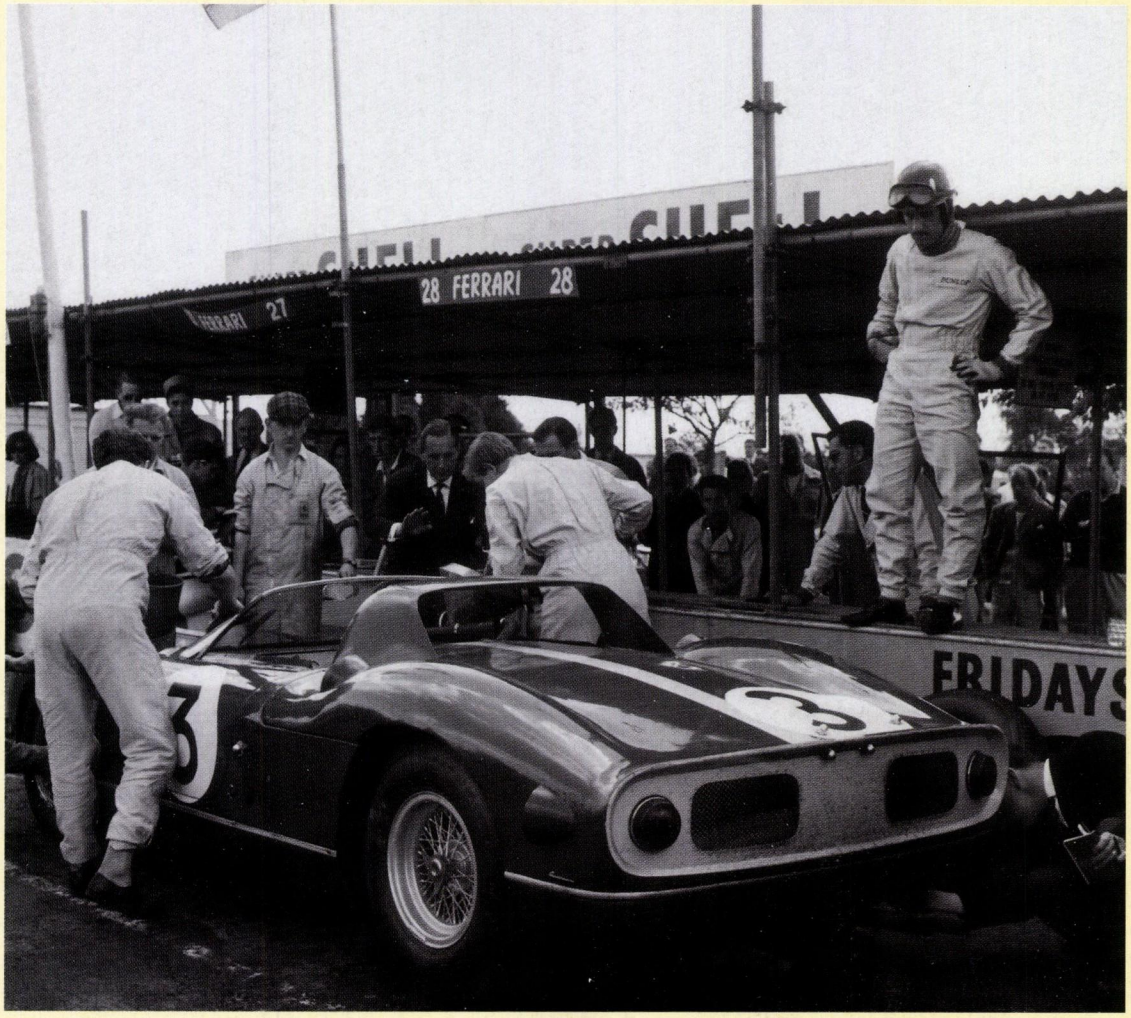
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Graham Hill takes a short break en route to winning the Goodwood Tourist Trophy, 1964 in 330P 0818

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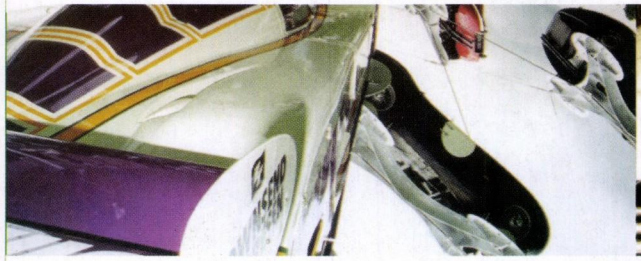


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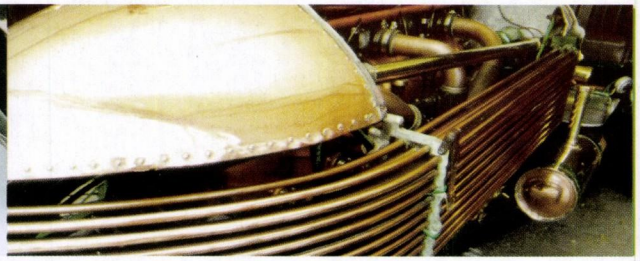
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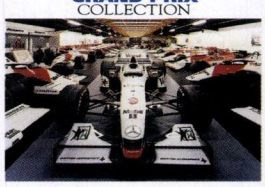
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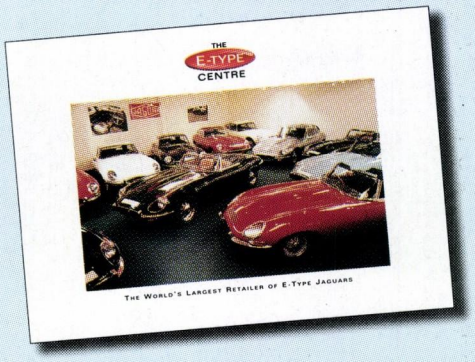
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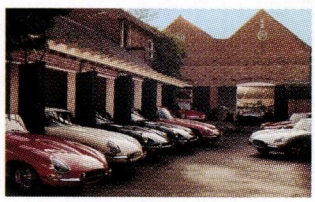
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ALFA ROMEO TZ1, 1964, "Ex Jean Rolland", 2945, QD 75, FIA papers, first owner so far 2/6/64, VIN 750015, car in France. www.classicscars.com Database chassis numbers with complete history. We also buy or sell cars. **ALPINE A310 GRIV**, factory, ex Lamirault, first owner, six cars built, very, very rare, chassis 46890, Tour De Corse, Monte Carlo, Cevennes. www.classicscars.com Database chassis numbers with complete history. **ASTON MARTIN DATABASE** chassis numbers with complete history. www.classicscars.com We also buy or sell cars. www.classicscars.com

UNIQUE OPPORTUNITY, Aston Martin DB7 V12 Vantage, factory miles, still in showroom, many extras, owner emigrated. Tel: 01745 360842. Mob: 07909 621719.

AC ACECA BRISTOL, very original, low mileage car in excellent overall condition, new MoT, engine tired, priced accordingly, rare opportunity, £19,750. Tel: 01243 576586.

AC ACE, 'Brooklands', five litre, V8, May 1996, green, FSH, immaculate, 18,000 miles, £29,900. For more details tel: 01953 681078 Private sale.

ALFA ROMEO 2000 GTV BERTONE, Piper yellow, black cloth, tinted glass, 15 years dry storage, genuine 51,000 miles, only two owners from new, full Alfa service history, original service booklet, bills and invoices, completely original body, never been welded, still retaining original sills, arches, jacking points etc, fully waxoyled, drives superb, rare find, £10,950. Tel: 01529 469035. Veloce Sport.

ALFA ROMEO DUETTO SPIDER, 1969, RHD, white, black trim, three owners from new, in almost concours condition, new double duck hood, fully waxoyled, one of the best drives, superb all original, £10,950. Tel: 01529 469035. 'Veloce Sport'.

ALFA ROMEO GTC, 1967, rare and pretty convertible Giulia, four seater, very good condition, ready for summer, £8,950. Tel: 01243 774366 or 07967 13221.

ALFA ROMEO 2000 GTV BERTONE, Dutch blue, black trim, 62,000 miles, over £14,000 spent on full body and mechanical restoration to as new condition, two years ago. Fully waxoyled, drives superb, almost concours, rare find, £10,950. Tel: 01529 469035, 'Veloce Sport'.

ALFA ROMEO SPYDER 2000 1976. Excellent condition. LHD. Original alloys, red, Dellorto carbs. Waxoyled, MoT. Always garaged. FSH. £5,950. Tel. 01276 61619.

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ASTON MARTIN VIRAGE MANUAL 1990. Coniston silver with magnolia hide. 20,000 miles, full AM history, a beautiful example. £34,950. Tel. Peter Byrne (020) 8467 6916(A) or peter.byrne3@virgin.net

AUDI QUATTRO 1989/90 20V. 'Q' reg. Supplied by Quattro Sports 1997 and used as everyday car since. Dark Blue/Grey leather £9,375. Tel. 01428 682940.

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AUSTIN HEALEY MK 3 BJ 8 PHASE 2. 1967. rhd, British Racing Green. Wire wheels, overdrive, unleaded, stainless steel side pipe exhausts. Original interior £17,500. Tel. 01981 570415 antyime. Private sale.

AUSTIN HEALEY 3000 BJ7. Super RHD example. Red with black leather/mohair equipment. Fully restored and used regularly. £16,500. Tel. 01638 663423 home or work 01223 271270.

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B

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BMW M3 2.5 SPORTEVO, 1990, every option fitted, 44,000 miles, FBMWSH, simply perfect condition, £15,750. Call Automotive 0039 335 6545564. Others available.

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BMW M3 B6 3.5S, 1988, 66,000 genuine miles, immaculate, no expense spared, FBMWSH, Cat 1 alarm/immobiliser, air con, leather, 10 CD, fabulous car, no. 8 of 64, £13,000. Tel: 02380 225350 or 07797 728099 (Hants).

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CATERHAM 1700 SUPERSPRINT, 1991, H reg., factory built, white, De Dion cockpit, 5 speed, recent 135 bhp John Noble engine, leather, full weather equipment, Prisoner alloys, phone for full details, £10,750 ono. Tel: 01623 798932 or 0410 149909 (Notts).

CATERHAM SEVEN 2.0L, Zetec injection, 1997, 180 bhp, leather seats, 4 point harnesses, FIA roll bar, mega paint job, inc engine bay, Momo q/r steering wheel, 7,400 miles, £16,500 ono. Tel: 07712 530858.

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D

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DAIMLER SOVEREIGN 2.8 AUTO, 1972 L, Old English white with dark leather, extensive history file, outstanding condition, £2,495. Torbay Motor Company. Tel: 01803 666800.

DAIMLER SP 250, 1962, red with tan interior, 87,000 miles, good bodywork, new wire wheels, tyres, s/s exhaust and battery, MoT, private collection, £15,000 ovno. Tel: 01306 888842 (Dorking).

DATSUN 280 ZX, 1980, manual, Targa roof, huge amount spent, new bodywork and paint, long service history, tax, MoT, much loved, £2,000 ono. Tel: 01986 784 664.

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DAX COBRA, 1999, Jaguar V12 engine, 5 speed manual gearbox, power-loc diff, 17" Halibrand wheels, Weber downdraft carbs, cream leather blue piped interior, side winder exhausts, Moto-Lita wood rimmed steering wheel, white faced dials, dark metallic blue, single chrome roll bar, breathtaking performance, absolutely stunning, £21,950 ono. Tel: 01763 245873, mobile: 0976 659101.

F

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FERRARI 365 GTC4, 1972, LHD, 85,000 km, original interior, blue, power steering, same motor as Daytona, two owners from new, real 85,000 km. Belgium car. www.classicscar.com Database chassis number with complete history.

FERRARI 308 GTSi QV, 1984, 63,000 miles, black, magnolia leather, low front spoiler, new cam belts, service history, £26,000. Tel: 01844 353654. Email: smythanthony@talk21.com

FERRARI TESTAROSSA, 1991, European LHD spec, red with black leather, FSH, one of the last made, fully loaded, stunning! £40,000. Tel: 0161 980 1009. Part exchange/cash adjustment possible. Private sale.

FERRARI F40 LE MANS MICHELOTTO GT1 SPEC, road registered, 720 bhp, red, twin adjustable boost KKK turbo's with dual wastegates prepared by Hartman Racing - Sauber. New 'P' Zero's, 18 inch, slicks available, pneumatic jacks, road legal, MoT, UK registered. Also 512-BBI Boxer LHD, US spec, red/tan, 11,000 miles, as new, £49,500. Tel: 020 8209 0481 or 00 33611 534970 France.

FIAT X19 VS, 1984, Duotone paintwork, beige leather seats, one lady owner, and just 17,000 miles and supporting service records, as new condition, £4,950. Tel: Sussex 01273 626768 or mobile 0831 173729.

FIAT ABARTH RECORD MONZA BIALBERO 750, 1959 model, RHD, recently fully restored, bare metal respray, finished in red with black interior, superb condition throughout, must be seen, £17,000 ono or sensible offers accepted (view central London). Tel: 0956 412209 or e-mail: standen@btinternet.com

FIAT PININFARINA 124 SPIDER, black, California import, 2 litre injection, needs some body repairs hence £1,200. Bargain. Tel: 01494 433551 (South Bucks).

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FIAT PININFARINA 124 SPIDER, black California import, two litre injection, needs some body repairs, hence £1,200 bargain. Tel: 01494 433551 (South Bucks).

FERRARI DINO 246 GT, 1972, Dino red, black leather, Daytona seats, professionally restored, £39,000. Tel: +39 33 5350770. E-mail: beonet@libero.it

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G

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H

HONDA NSX, 1996, left hand drive, red, 47,000 kms, totally as new, £26,500. Tel: 01432 267151.

I

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J

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JAGUAR MKII 3.4 340 AUTO, 1967, white, 56,000 miles, good condition, need space, private, £8,500. Tel: 0161 449 8803 N. Cheshire.

JAGUAR 3.8 S TYPE, 1963, mid-green with green leather interior, manual with o/d, completely rust free South African import, £9,950. Tel: 020 8977 1946.

JAGUAR MKII 240 MOD, 1968, white, black upholstery, good condition, full year MoT from July 2000, £6,500: Tel/fax: 01621 860302.

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L

LAGONDA 2 LITRE, 1932, low chassis tourer, a beautiful car, fully restored some years ago, £35,000. Tel: 01284 850282, 07801 134272, near Cambridge.

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LOTUS ELAN SPRINT, 1972, gold leaf colours, 61,000 miles only, last owner 18 years, stainless steel exhaust, original condition, £12,950. Tel: 01273 626768 or 0831 173729 mobile.

LOTUS ELAN SPRINT DHC, 1971, gold leaf, simply stunning example, superb original condition, complete history, I challenge you to find a finer example, but you won't, £16,950 or sensible offfers accepted. Tel: James 020 8339 0724 (Surrey).

LOTUS ELAN +25, 1970, H reg., 49,000 miles, carnival red/black interior, immaculate condition, resprayed by Miles Wilkins, present owner last ten years, totally original car, much history, MoT certificates and bills, workshop manual, etc, reluctant sale, £7,950. Tel: 0131 2204079 or mobile 07769 675387 (Private sale).

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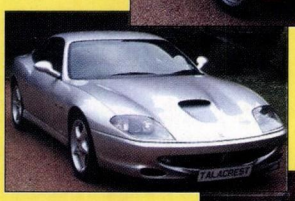
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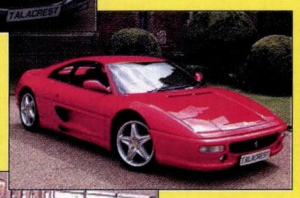
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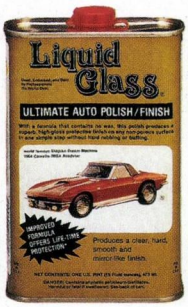
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MERCEDES 230 SL, Pagoda top, 1964, rare manual model, RHD, cinnobar red, new interior, 34,000 miles since specialist rebuild, IR £22,000 (Irish £), car in Dublin. Tel: Dublin 4900884.

MERCEDES BENZ 250 CE COUPE, 1970 (H), beige, MoT and tax exempt, excellent allround condition, £3,750. Tel: Graham on 01865 865410 or 07932 869639.

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MERCEDES BENZ 280SE 108 AUTO, 1972, 87,000 miles, p/s, lots of history and spares, 3 year body restoration, finished March 99, photo records to prove condition, tax exempt, £6,500. Tel: 01959 570169 eve or 0468 081493 days.

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MERCEDES 450 SLC, 1980 (V), thistle green metallic, one owner, full service history, electric windows/sunroof, seven months tax and MoT, excellent condition, £4,000. Tel: 01630 647340.

MERCEDES 220 SD FINNTAIL, 1964, restored, history, ivory red interior, beautiful car, original, must be seen, £4,250 ono, for infomation phone 01492 532459 day, 01492 517875 eve.

MERCEDES 280 CE, 1974, in excellent condition, silver-green metallic, £1,500 recently spent on engine, mid-beige inteior, electric sunroof, £5,000. Tel: 020 8977 1946.

MERCEDES 450 SLC, genuine 80,000 miles only, S reg, MoT March 2001, unleaded, history, automatic, electric windows, aircon, silver/blue interior, £5,000 ono. Tel: 0161 477 4747 (day), 0161 485 4619 (eves). Stockport, Cheshire.

MERCEDES 500 SEC AUTO COUPE, 1983, dark blue, light tan interior, immaculate original condition, garaged only, driven summer, 73,000 genuine mileage, two previous careful owners, £9,750. Tel: 01377 241074 (evening).

MERCEDES 500 SL AUTO, 1987, nautic blue, grey hide, air con, cruise, June MoT/service, h/s top, FSH, alloy wheels, 84,000 miles, £12,450. Tel: 01428 645308.

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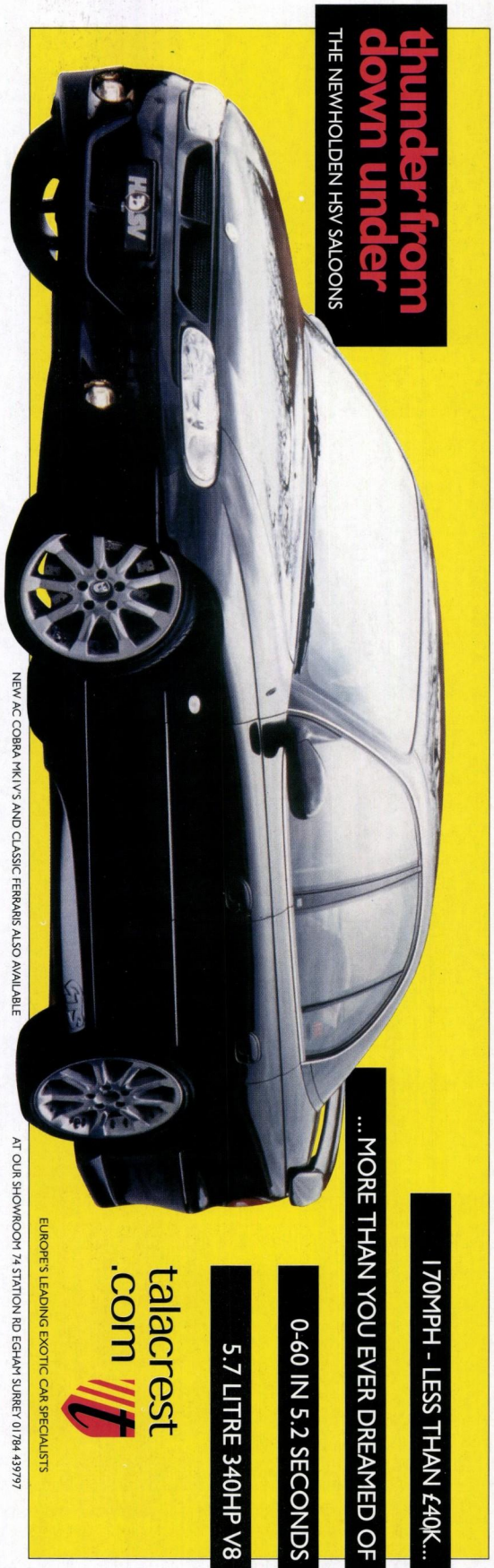
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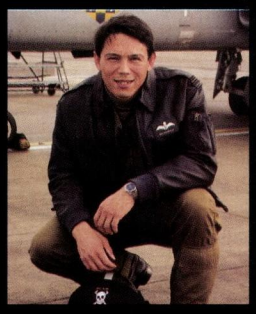




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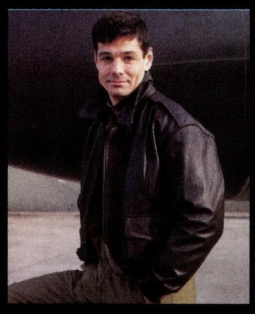
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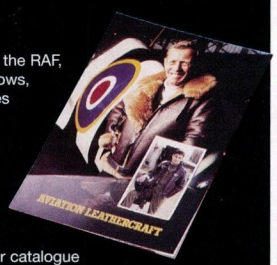
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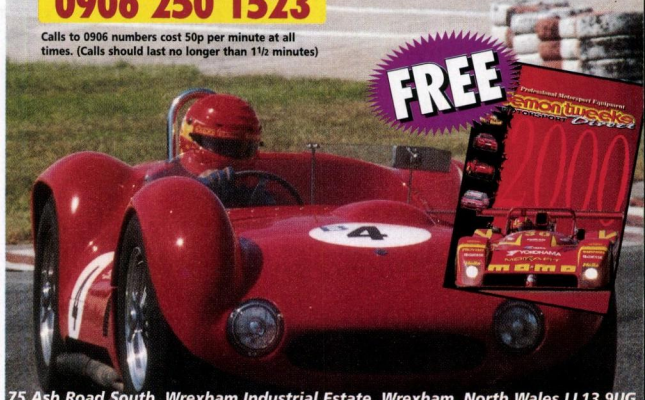
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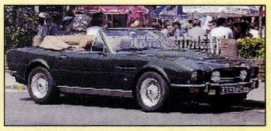
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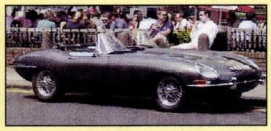
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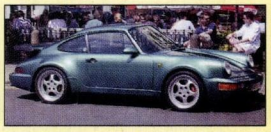
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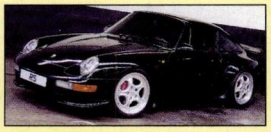
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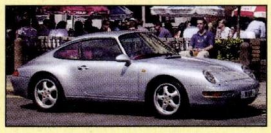
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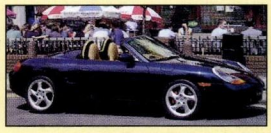
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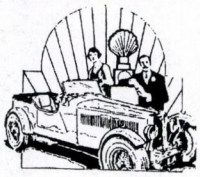
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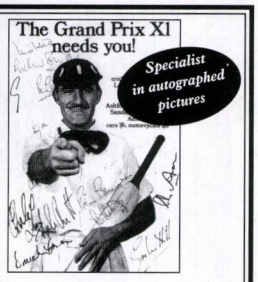
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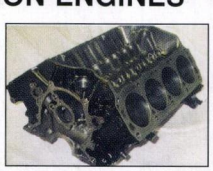
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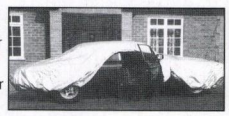
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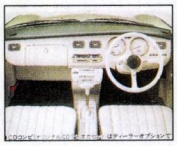
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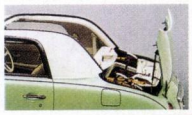
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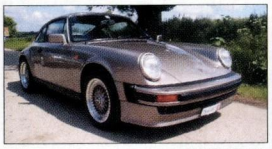
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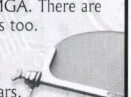
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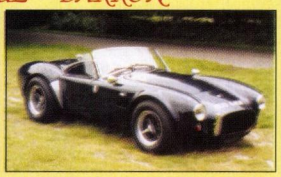
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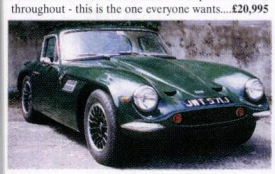
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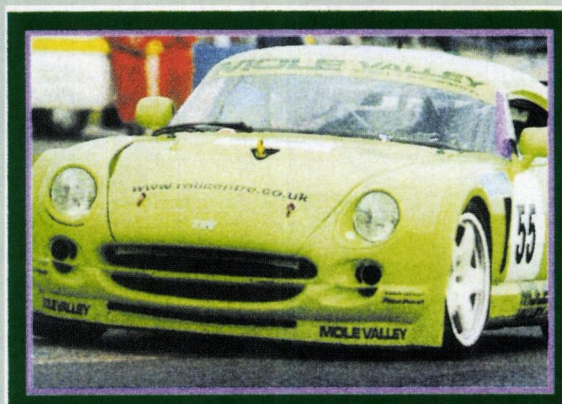
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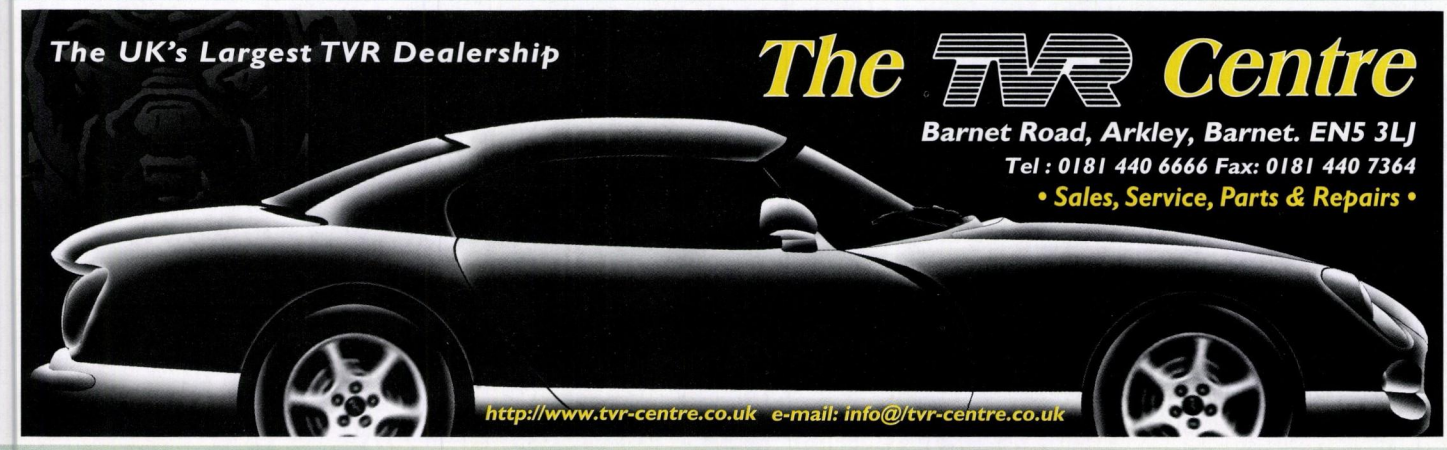
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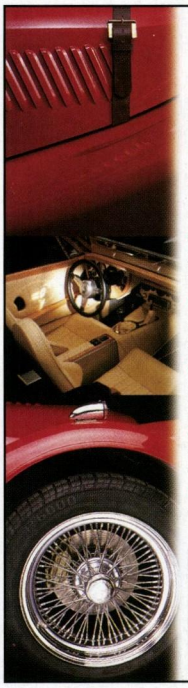
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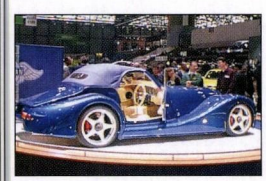
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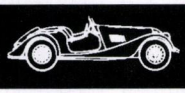
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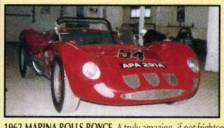
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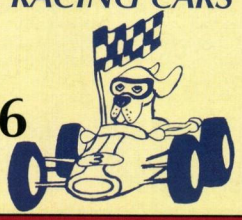
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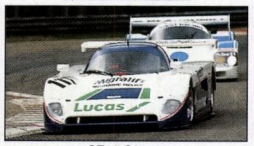
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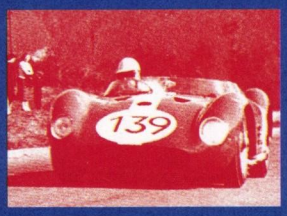
FERRARI 250 PF



TALBOT LAGO T26



JAGUAR 220 S



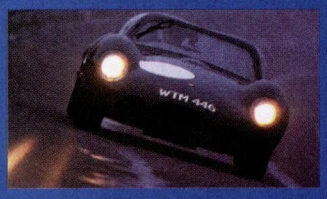
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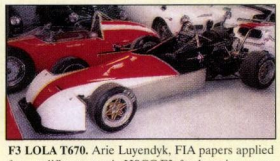
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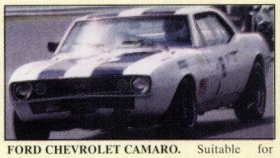
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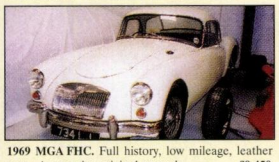
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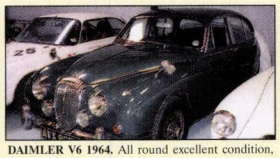
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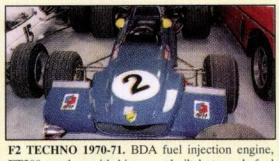
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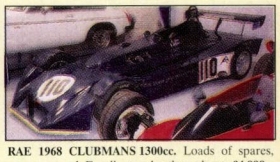
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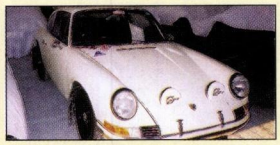
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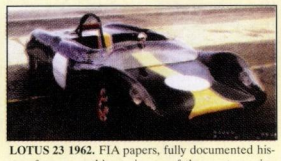
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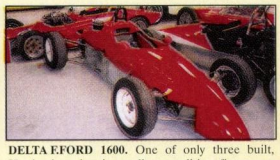
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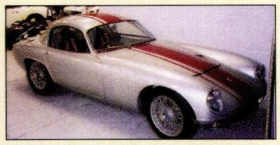
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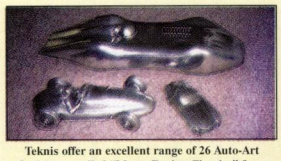


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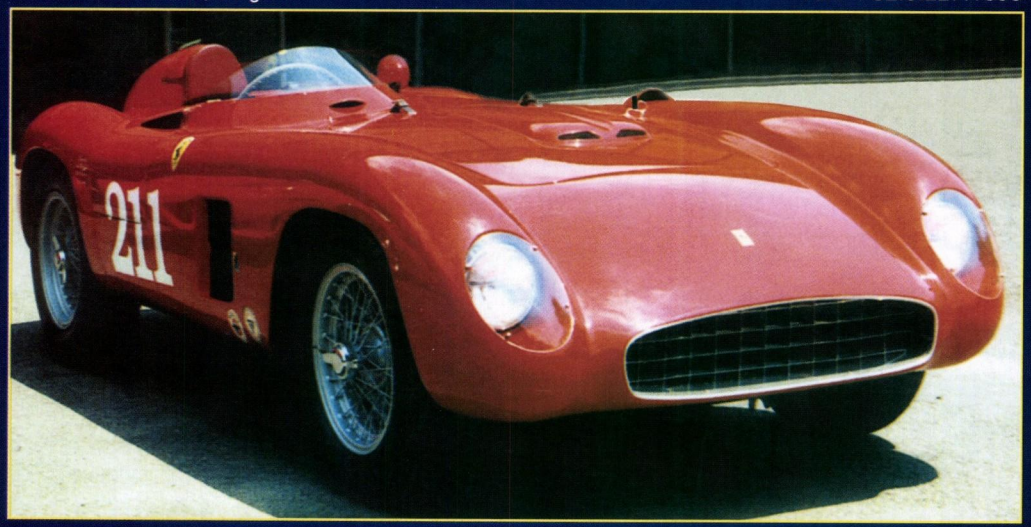
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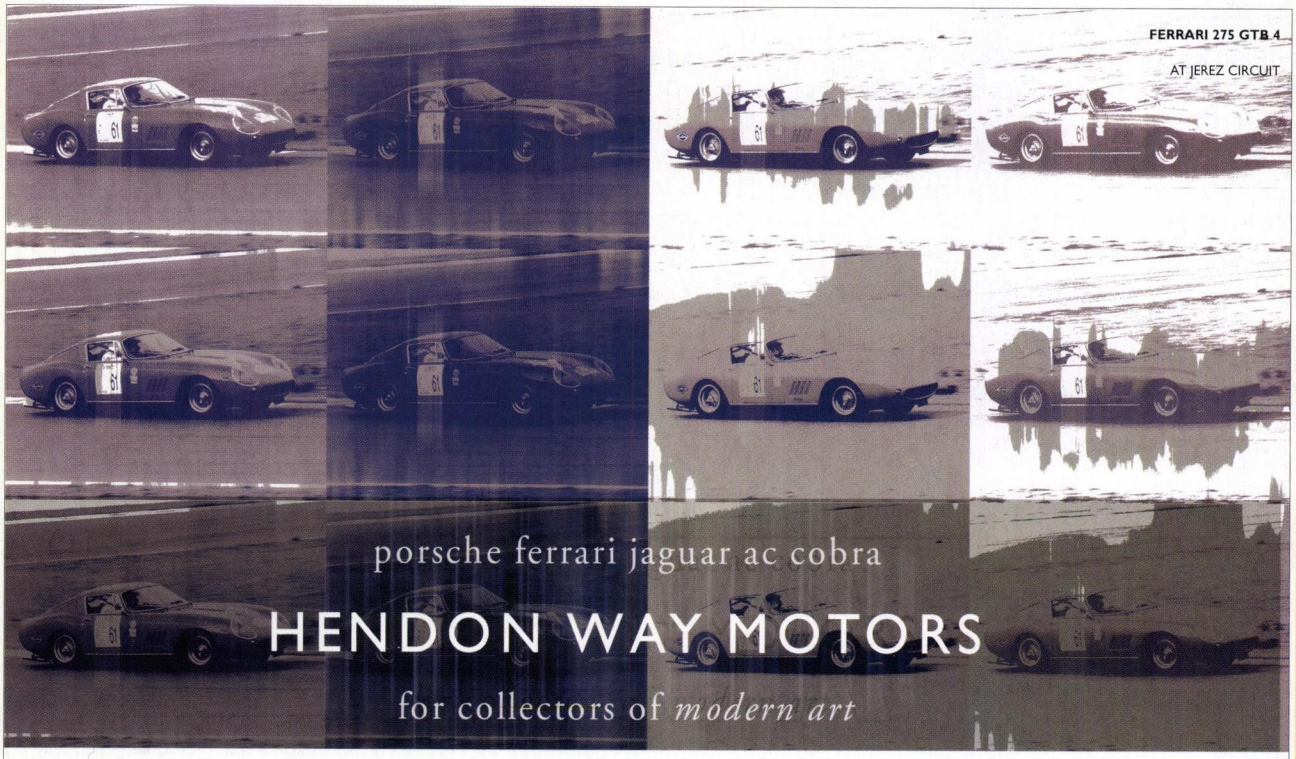
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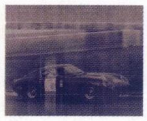


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1988 328 GTS RED 40000 miles
1988 328 GTS RED 19000 miles
1986 328 GTS RED 30000 miles

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1999 996 COUPE OCEAN BLUE 17000 miles
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1996 993 COUPE TIP METALLIC BLACK 21000 miles
1996 993 COUPE IRIS BLUE 44000 miles
1996 993 COUPE POLAR SILVER 30000 miles
1996 993 CAB MIDNIGHT 19000 miles
1996 TURBO 4 POLAR SILVER 25000 miles
1995 TURBO 4 ARENA RED 26000 miles
1995 993 CAB BLACK 33000 miles

1994 993 COUPE TIP IRIS BLUE 43000 miles
1994 993 COUPE MIDNIGHT 51000 miles
1992 928 GTS AUTO GRAPHITE 67000 miles
1990 911 COUPE VELVET RED 71000 miles
1990 911 TARGA C2 BLACK 93000 miles
1989 911 TURBO TARGA BLUE 29000 miles
1989 911 SE TARGA RED 85000 miles
1986 911 SSE CAB SILVER 58000 miles
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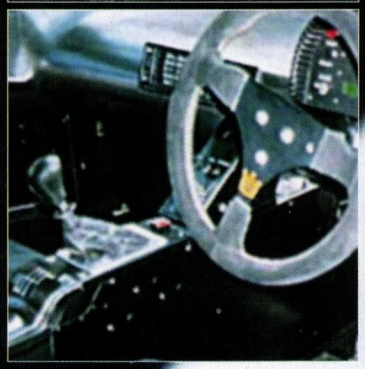
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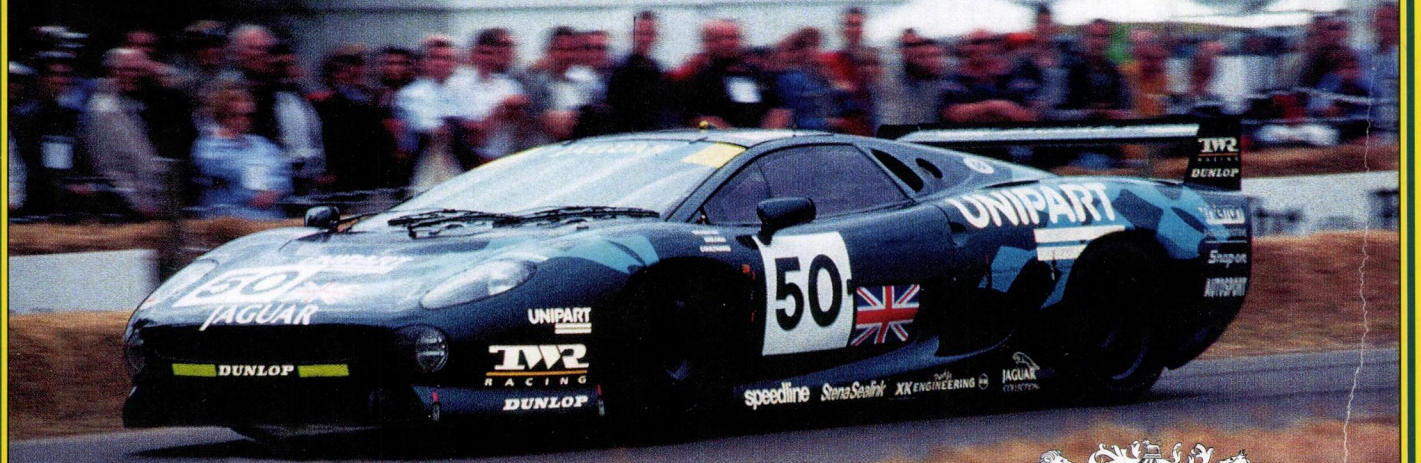
Jaguar XJ220 C

The car pictured here at the 2000 Goodwood Festival of Speed being driven by David Brabham. Brabham was one of the original drivers along with Nielson and Coulthard, when this car won its class in the Le Mans 24 Hour Race in 1993, to be later disqualified on a technicality, having run under appeal.

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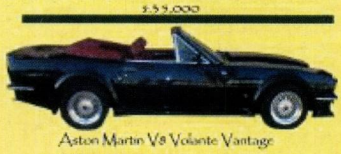
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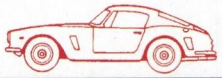
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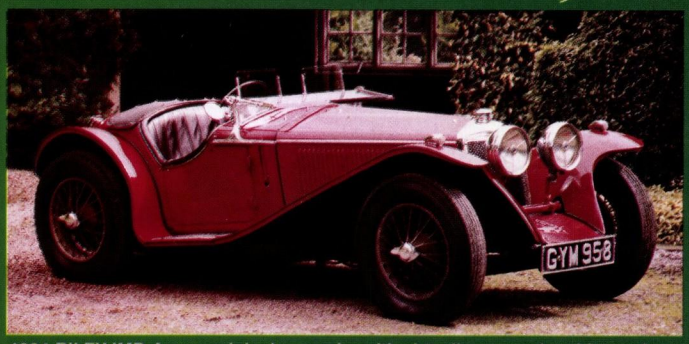
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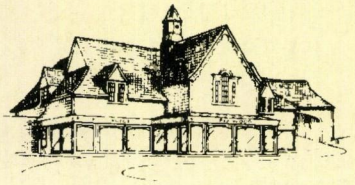
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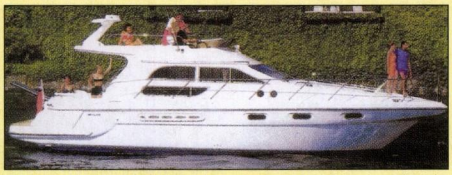
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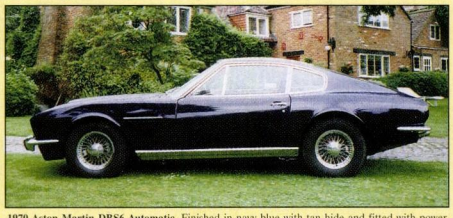
1956 JAguar XK140 Roadster in Carmen red with red hide and black hood. This is a rust free Californian car, expertly converted to RHD. Very rare, sensibly priced **£25,950**



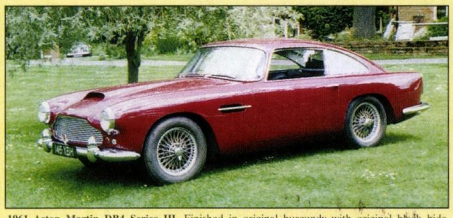
1988 Aston Martin Vantage. Finished in Royal cherry with grey hide piped burgundy. This car has covered 60,000 and has full Aston service history. Probably the most attractively priced late model Vantage on offer at only **£46,500**



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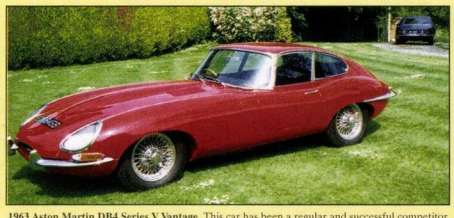
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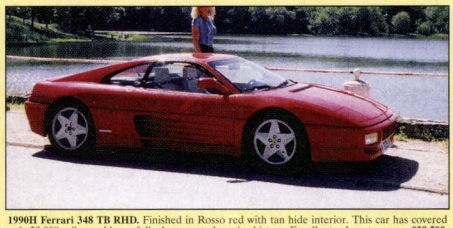
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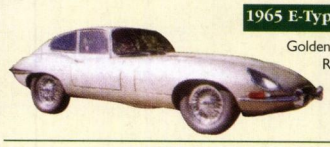
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Signal Red/Black. A rare, very original car with only 8,500 recorded miles. Matching nos. Original trim in superb condition. Excellent door gaps and fit. SS exhaust. A lovely car to own and drive. Exceptional opportunity to acquire a low mileage classic. (D)



1966 E-Type S1 4.2 FHC. Man

Willow Green/Beige. CWW, SS exhaust. Restored late 80's to concours condition. Excellent panel fit, flawless paintwork and superb interior trim. All mechanical items rebuilt 12 years ago to a very high standard. A truly mint car. (D)



1965 E-Type S1 4.2 FHC. Man.

Golden Sand/Red. A genuine unrestored E-Type in excellent condition. Repainted approx 10 years ago. Interior trim is in excellent condition and still retains original seats, headlining, sill cloths etc. Uprated front brakes, cooling and fuel pumps. A rare genuine car. (D)

1973 E-Type V12 Roadster. Auto

Signal Red/Black. Sympathetically restored with new CWW, hood and carpets but retaining original seats in excellent condition. All previous owners are recorded along with a mileage of 75,000. Fabulous car and excellent drive. Selling on behalf of client. (N)

1973 E-Type V12 Roadster. Auto.

Old English White/Black. Matching nos. Carefully maintained by last owner since 1975. 33,000 miles from new and still fitted with original eight-track tape player. A real 'time warp' car in excellent condition which drives like new. (D)

1973 E-Type V12 2+2 FHC. Man

Red/Black. CWW. Fully restored. Absolutely first class condition. (D)

1974 E-Type V12 2+2 FHC. Man

Red/Beige. CWW. Factory steel sunroof. Full restoration by XK Engineering with bills in excess of £38,000. (N)



XK's

1950 XK 120 Roadster Silver/Red. WW. SS exhaust. Fully restored. (D)

1955 XK 140 FHC Red/Beige. Overdrive, twin SS exhaust, Webasto roof. Older restoration. Looks good and drives excellently. (N)

1960 XK 150 3.8 S FHC Red/Beige. Orig. RHD. Matching nos. Fully restored. (D)

1959 XK 150 3.8 SE DHC LHD Claret/Beige. WW. Very original. Imported from dry US state. (D)

Mk 2's

1961 Mk 2 3.8 MOD Gunmetal/Red. CWW. SS exhaust. P/S. Fully restored early 1990's. (D)

1962 MK 2 3.4 MOD Dark Blue/Magnolia. Factory sunroof, P/S, CWW, SS exhaust. Restored. (N)

1964 MK 2 3.8 Auto Midnight Blue/Grey. SS exhaust. P/S, WW. Full restoration (D)

(D) or (N) denotes location: (D) = Daventry (N) = Nantwich

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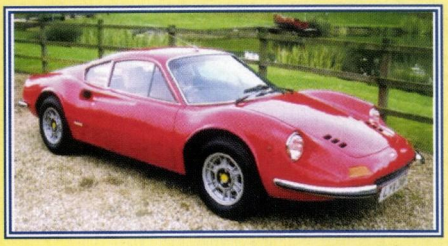
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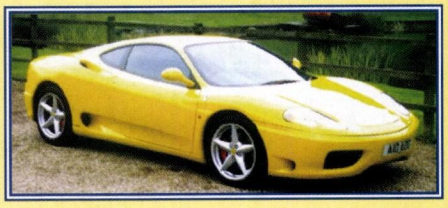
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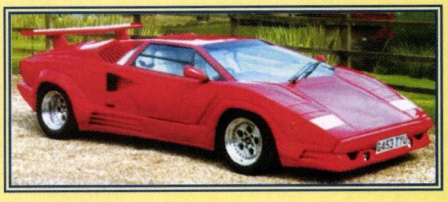
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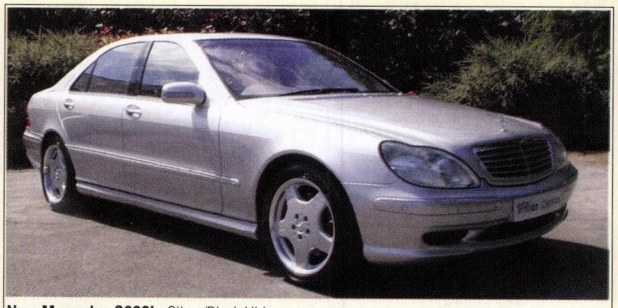
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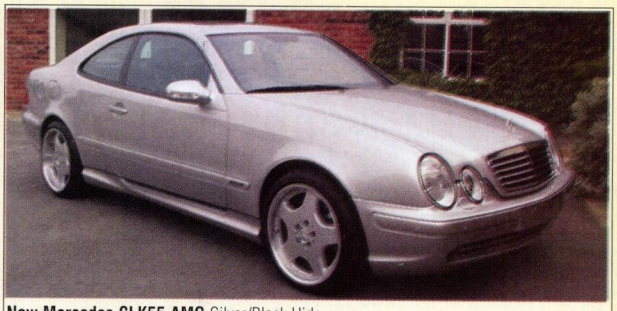


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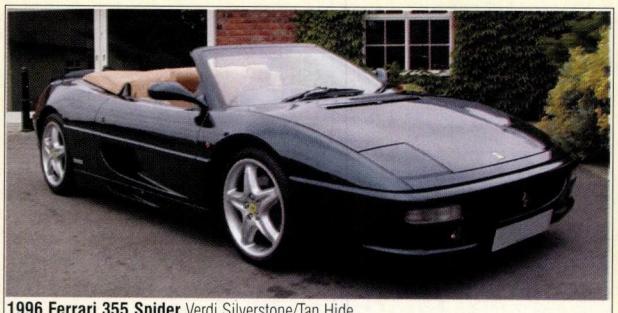
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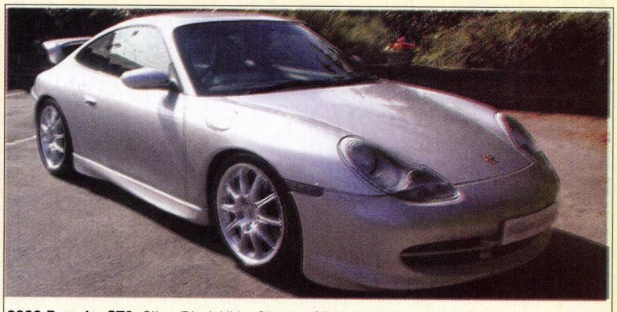
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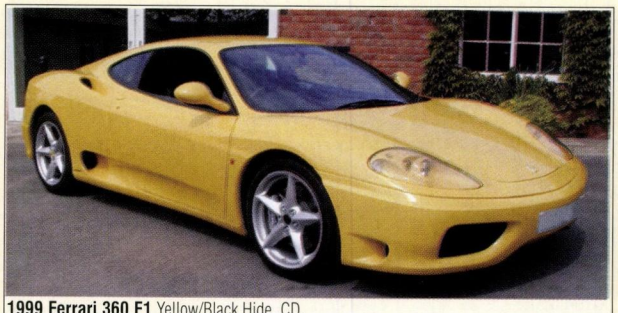
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JAGUAR XK 140 ROADSTER RHD – Dark Blue/Grey hide and Dark Blue carpets, 16" chromed wire wheels, power steering, front disc brakes, J.D. Sport 5 speed gearbox. Subject of a total chassis of restoration to very high standards, unused since. Stunning.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD. – Black/Red hide and carpets, colour coded 16" wire wheels, full matching numbers and original factory colour specification, two owners and a genuine 72,000 miles from new. This is the most original genuine right hand drive XK 150 'S' 3.8 Litre fixed head you will ever see, it is a credit to its second owner who had owned the car since 1961. It is in the most original and beautiful condition throughout. Very, very rare.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD. – Black/Red hide and carpets, 16" chromed wire wheels, original right hand drive, total chassis-off restoration 10 years ago to a very good standard, nicely mellowed useable car. The rarest of all XK Jaguars.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – British Racing Green/Green hide and carpets, 16" chromed wire wheels, matching numbers, original right hand drive, one of 44 cars built, a superb 40,000 genuine mile car which has been the subject of a very light restoration, all original panels, original hood and tonneau, etc. A wonderful original car. Unrepeatable.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. – Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood and tonneau, 16" chromed wire wheels, all matching numbers, subject of a total chassis-off restoration six years ago to a very high standard, uprated brakes fitted. Superb example.

JAGUAR XK150 3.4 LITRE DROPHEAD – Dark Blue/grey hide. Dark blue carpets, dark blue hood. 16" chromed wire wheels, subject of a total chassis off restoration incorporating many J.D. sport updates including: 5 speed gearbox, rack and pinnion power steering, alternator with modern wiring loom, disc brakes, wood veneer dashboard etc. UNIQUE

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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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.

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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.

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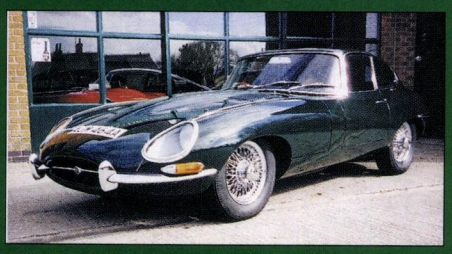
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1964 JAGUAR 3.8 Mk2 AUTO SALOON. In Opalescent British Racing Green with Champagne hide. Restored and uprated to the highest of standards at a cost well in excess of £60K. PAS, CWW, unleaded head, Koni shockers, LSD, wood rim wheel, Reuters reclining seats, radio, driving lamps, large capacity radiator, Kenlowe fan. An English, matching number, very low mileage car that is hard to better ..**£34,995 – RHD**



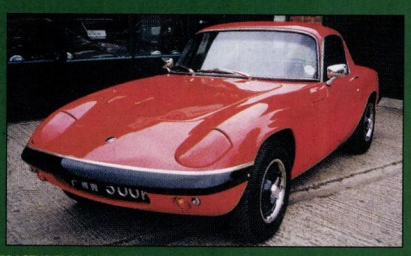
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1947 MGTC. In Red with Biscuit hide and weather equipment. Very well restored with many period extras. A delightful example ready for this summer's rallies and shows.... ..... **£19,995 - RHD**



1994 AC COBRA MK4 TO LWT SPEC. Dark Blue with Biscuit hide piped Blue. One owner, 6,000 miles, FSH, 350 bhp, non cat. traditional dash, front & rear anti roll bars, 3 eared spinners, wind wings, wood rimmed wheel etc. Unmarked and shatteringly quick ..... **£39,995 - RHD**



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



1955 AUSTIN HEALEY 100/4 BN2 M SPEC. In Old English White over Lobelia Blue with Black hide. Restored by Nigel Dawes some years ago, but only 12K miles since. Overdrive, front disc brakes, period wood rimmed steering wheel, twin spot lamps, side exhaust. Goes like stink and superb ..... **£23,995 - RHD**



1972 JAGUAR V12 E TYPE ROADSTER. Manual box in silver with black hide and black Mohair hood. Reputedly 43K miles and I am sure this is correct. Lightly restored 93/94 by John Cooke. Equipped with C.W.W. radio cassette, tracker etc. A simply stunning example, would be hard to find better ..... **£39,995 - RHD**



1960 AUSTIN HEALEY 3000 BT7 MKI. Colorado Red over Black with Red hide. UK car, equipped with overdrive, wire wheels, heater and motolita steering wheel. Restored from chassis up to perfection and only 2,500 miles since. They don't come any better ..... **£24,995 - RHD**



1972 ALFA ROMEO 2.0 SPYDER KAMM TAIL. British racing Green with Tan hide, restored in 1993 and very little use since. Equipped with hard and soft tops. An exceptional example ..... **£9,995 - RHD**



1962 TRIUMPH TR4 SURREY TOP In Blue with Black top and trim. 415 VC is one of hte most important TR4's available, to works spec, stage 2 head, overdrive, wire wheels, twin spot lamps, Kenlowe fan, features in numerous books and magazines incl. The Original TR by Bill Pigot, Classic & Sports Car - July 95, TR Action etc. Winner of many concours. A very special car ..... **£19,995 - RHD**



1958 JAGUAR XK150 FHC SE. Carman Red with Black hide, O/D, W/W, twin spots etc. Ground up, body off chassis, no expense spared restoration carried out 90/92, less than 2,000 miles since. Perfect panel fit and detailing, simply outstanding ..... **£25,995 - RHD**

1994 (NOV) BENTLEY TURBO R. Royal Blue with Magnolia hide piped Blue. 30K, FSH. Walnut inlays, leather head cloth, continental wheels, quarter badges, sports seats. As new and sensibly priced **£49,995**

1959 ASTON MARTIN DB4 MKI, CHASSIS 16. Sanction II Green\ with Black hide. 2 owners, the last since 1970. 91,000 miles, extensive history. Shortly after purchasing it at 75,000 miles, the 2nd owner had the engine and gearbox totally overhauled and the coachwork repainted. Since then only 16,000 dry miles have been covered. It would be hard to find a more original, correct vehicle in such wonderful order **£44,995**

1967 LANCIA FLAMINIA 2.8 3C. Convertible. Ivory with black hide. Last owner since 1972 and a warranted 25K. One of only 17 RHD out of a total production of 180. Works hard top, Nardi steering wheel, period radio. This must be the lowest mileage example available..... **£29,995**

1966 JAGUAR 3.4 MK2 M.O.D. Warwick Grey with Red hide. Only 28K miles from new with a most comprehensive service history, CWW, period radio, reclining seats, original, unrestored and superb. Hard if not impossible to find in this condition..... **£24,995**

1964 TRIUMPH TR4 SURREY TOP. British racing Green with Tan hide, restored to the highest of standards in 92/97. Second in class at T.R. concours, Malvern 1999. Overdrive, wire wheels, immobiliser, unleaded head etc. An exceptional example..... **£15,995**

1959 AUSTIN HEALEY FROG EYE SPRITE. Just undergoing a total concours restoration on the most original rust-free shell imaginable. Has been uprated, modified and fitted with hard top, mag, race wheels, built to Sebring spec. The finest example available..... **£14,995**

1987 FORD SIERRA COSWORTH 3DR. In White with Red hide. Only 2 owners and a warranted 44,000 miles, BBS wheels, adjustable suspension and much more. I have not seen a better example **£10,995**

1974 MGB GT JUBILEE. British Racing Green. Restored to the most finite detail with full photographic records. Winner of many major concours. V8 wheels, radio, overdrive etc. A very proper car..... **£7,995**

1973 TRIUMPH SPITFIRE MK4. In Magenta with Black hood and trim. 3 owners from new, 83K, body off chassis restoration carried out 1998 to the highest of standards. A stunning example..... **£6,995**

1975 FIAT X19. Finished in Bright Red with contrasting Biscuit and Beige interior. This is new, one owner example has covered approximately 12,500 miles from new and comes with full factory specification including tinted glass and heated rear window. A time warp example, impossible to duplicate **£5,495**

1964 TR4. An English example, 70% restored, with all parts to finish. Over £8,000 has already been spent, a very easy project and incredible value **£5,000**

1978 FORD FIESTA 1.0L. Metallic Bronze with Grey trim. 1 lady owner & only 10K from new. Time warp condition, you won't find another like this ..... was **£2.495 - NOW £1,995**

1959 MGA TWIN CAM ROADSTER. In Glacier Blue with Black trim and Black mohair weather equipment. A no expense spared three year restoration completed 1995 at a then cost of £40K, only 400 dry miles since. All engine mods and upgrades have been carried out. Equipped with c/r gearbox, 4.1 diff adjustable steering column, heater etc. Very rare and sensibly priced **£24,995**

1967 ASTON MARTIN DB6 VOLANTE 5 SPEED MANUAL. Metallic Dolphin Grey with Black Connoly hide. Only 2 owners and 82,000 miles with extensive service history. Equipped with PAS, CWW, power hood, period radio and spot lamps. Just undergoing an extensive refurbishment in our workshops. This is the most unmolested straight as a gun barrel DB6 I have seen in years **£79,995**

1959 JAGUAR 3.8 MK2 MOD CHASSIS NUMBER 7. Black with Red hide. A ground up concours restoration was carried out two years ago and hardly used since. CCW, overdrive and full tool kit. the standard of restoration and panel fit is second to none. Would not disappoint the most fastidious of buyers **£34,995**

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Running in the family

Mike Campbell reports.

The generation game is one that has been played at Hurst Park for over six decades. Currently run by Trevor and Kevin Wooding in association with their father Michael. The business started in 1938 as a small garage in Farnham, Surrey, set up by Michaels father, and like most successful businesses it grew.



By 1954, under the management of Michael, the firm moved to new premises in East Molesey. As well as a new and used car showroom it became a petrol station and a workshop, with two further branches opening over the next ten years. For 30 years Hurst Park was a dealer for, among others, Standard Triumph, Rover, Renault, Alvis and the Rootes Group. But perhaps its most interesting role was as the official dealership for the Crayford estate conversions of the Rover P6, which Michael Wooding helped design. (Just as an aside, why didn't Rover take the hint and build this extremely elegant machine?).

1985 saw Hurst Park rationalise to its present site, still in East Molesey. This relocation also marked a change in direction for the company, as it began to deal exclusively in classic cars, its specialist area being Jaguars. However, other top British marques covered include Alvis, Daimler, Rover, Rolls-Royce and Triumph. With a heritage like Hurst Park's, it is no surprise to discover it sets great store by originality, and rejects over-prettified heavily restored cars. The company's aim is to supply only the finest genuine, low mileage and original models, believing a car of provenance with substantial history will always prove more rewarding to own.

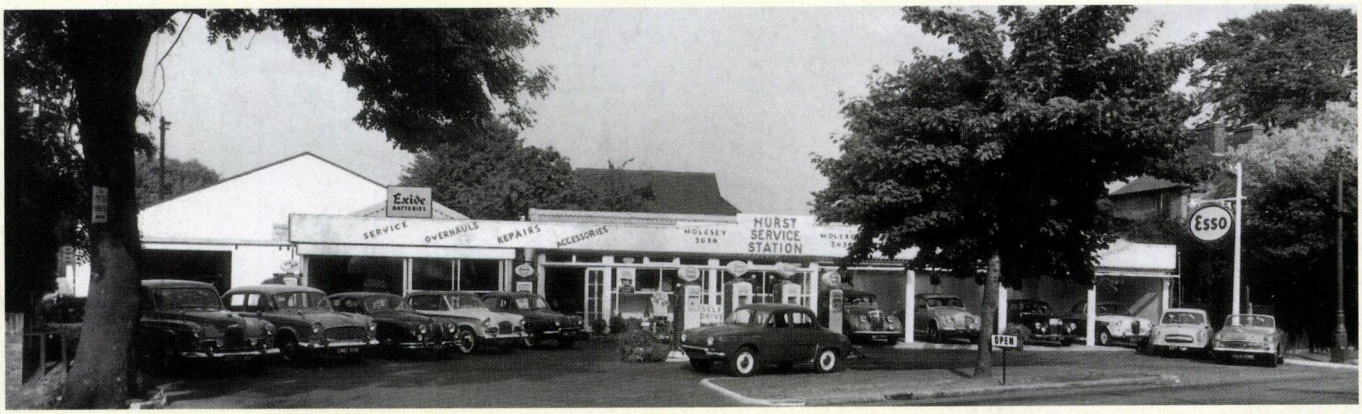
And they are right, of course. That's why all the cars which Hurst Park offer for sale have been thoroughly prepared and checked. Common sense, as well as morals, dictate that there is no point in selling below-par machinery; why risk damaging such a well established name? So customers are guaranteed quality. Indeed, most cars sold include a full and substantiated history, including the original logbook, full service history and receipts.

Interested parties can also be sure the Woodings will find them the car most suitable for the individual's taste. The discerning collector would desire a mint, factory-fresh 5000-mile Jaguar E-type, but this would be inappropriate for those wishing for a classic ride to work each day. For that, Hurst Park would perhaps direct you towards a tidy, 'lived in' but low-mileage MkII.



Hurst Park's current jewel in the crown is a 1963 Jaguar MkII 3.8, which has had just one owner from new, has a full history, its original bill of sale and warranty card. This beautiful 40,000-mile car is more than desirable; it is truly special, and the Woodings wonder if it might be the last one-owner 3.8. Frankly, the prospect of being the second is one that appeals greatly…

This is a company with a great deal of experience in overseas sales, and has such a good relationship with clients they often return after two or three years to change models. When one considers the wonderfully original cars in stock and Hurst Park's legendary quality of service, it's easy to see why.



ABOVE : Hurst Park in 1954, the year it moved to East Molesey. ABOVE LEFT: A rare Jaguar MkV drophead. ABOVE RIGHT: Stunningly original one-owner MkII

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