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MOTOR CAR"



1955 Mercedes Benz 300SL Gullwing. This magnificent example of what has long been considered one of the most evocative and exciting of all post war sports cars comes from a private owner with whom it has resided for the past decade. Resplendent in black with beautiful contrasting deep red leather trim this example features the ultra rare and desirable fitted luggage amongst other original period features and remains in the most superlative condition. One of the finest examples.



1969 Ferrari 330 GTC. Originally sold to a personal friend of Enzo Ferrari, this 330 has had just three owners from new. The second owners were the Mimram collection where the car resided for two decades before being sold to its third and final owner. Fitted from new with 330 badges cast in silver, this superb example has covered just 11,000 miles from new and looks and drives like the exceptional low mileage car it is.

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
1928 Bentley 4½ Litre Vdp Tourer
1936 Bentley 4¼ Litre VdP Tourer
1928 Bentley 6½ Litre VdP Tourer
1949 Bentley MkVI Sedanca Coupe by James Young
1955 Bentley R Type Continental Fastback by H.J. Mulliner
1969 BRM P139 Formula 1
1960 Cooper T 51
1953 Ferrari 212 Europa Cabriolet
1960 Ferrari 250 GT SWB Competitzione
1962 Ferrari 250 GTO
1964 Ferrari 275 GTB/2 Ex-Max Aitken RHD
1967 Ferrari 275 GTB/4
1969 Ferrari 330 GTC
1925 Hispano Suiza H6B Dual Cowl Tourer by Million-Guiet
1955 Lotus Mark X Ex Cliff Davis Goodwood car
1955 Mercedes-Benz 300SL Gullwing
1958 Mercedes-Benz 300SL Roadster
1936 Mercedes-Benz 500K
1926 Mercedes-Benz 630K Torpedo Tourer by Parker Torpedo Tourer
1955 Porsche 356 Speedster
1912 Rolls-Royce Silver Ghost
1912 Rolls-Royce Silver Ghost 'Roi de Belges' Tourer

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editorial



Andrew Frankel
EDITOR

IF ANY OF YOU ARE WAITING FOR delivery of a new Lotus and it's arrival has been inexplicably delayed, it may be that we are to blame. The day that we drove the Lotus 49 and Eagle-Weslake that adorn our cover it was blowing a gale, cold and damp. Even so, every time one of us ventured out in one car or other an ever growing crowd, every one a Lotus employee, would gather around the perimeter of the circuit, drawn by the unique music of a Grand Prix engine at maximum effort. And even when we were stopped, engines quiet, few could resist coming over for a stooge around the cars. I was both pleased and reassured by this; Lotus is doing brilliantly well right now after too many years on the brink of oblivion and, at the root of its success lies a passion for great cars. And while those who build Lotus Elises still want to take time off work to see a couple of old race cars bumble around the track, the future will remain bright for them.

◆ ◆ ◆

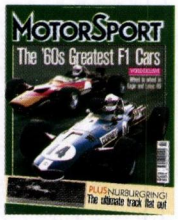
I FINISHED THE STORY OF DIDIER PIRONI IN THIS ISSUE EVEN more saddened than I expected. Even by the often cruel standards of Formula One, his is an unusually tragic story and one in which every major player lost: Through his own actions he lost not only his career and, eventually, his life but also his friend and team-mate. Ferrari lost not one but two world champions in waiting and, to this day, it has yet to lift the title that would, without doubt have gone to one of Villeneuve or Pironi in 1982 had they not crashed. Yet, as Mark Hughes makes clear, Pironi was no suicidal shit but a methodical, thoughtful driver who was broadly liked by almost everyone in the paddock which, even back then, was something of an achievement.

But the biggest loss of all was suffered by two people who never even met him. Read the story and find out why.

◆ ◆ ◆

FOLLOWING MY MENTION OF THE GRAND PRIX LEGENDS computer game, we have been swamped by letters about it. Now I know the depth of feeling, I feel it was remiss of me not to mention it sooner. For those of you who don't know, GPL is a game based around the 1967 world championship where you get to drive all the cars on all the tracks visited that year save Le Mans which wouldn't play ball so Rouen was included instead.

The bad news is you need a reasonably powerful PC to make it work properly and without a steering wheel and pedals it is a waste of money. Properly equipped however, it is the most thoroughly researched, brilliantly conceived and thrilling PC game I have ever played. Your set-up options are limitless, your room for improvement without bounds. Best of all, you can piggy-back on Jim Clark's Lotus 49 and see how it really should be done.



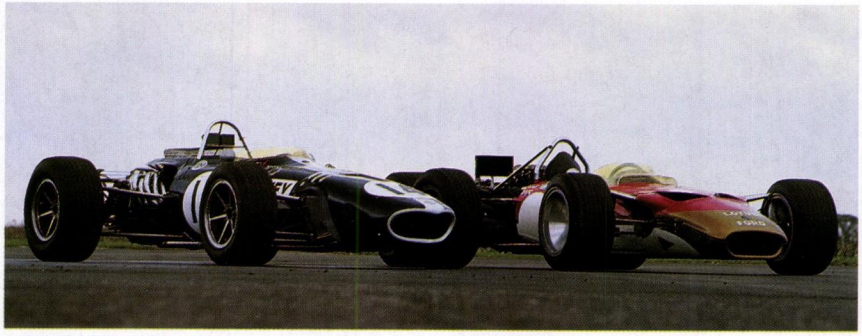
Cover: Eagle Weslake and Lotus 49 at the Lotus test track, 26 November 1999

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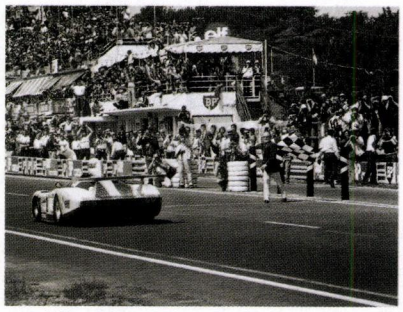
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



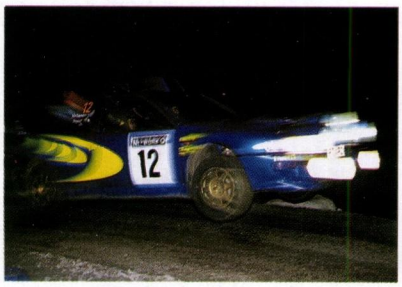
Eagle-Weslake versus Lotus 49 *The most beautiful Grand Prix car of the 1960s goes head to head against the best of them all. Find out which is more thrilling today on page 26*



Nürburgring *Our track test series goes to the greatest. Page 68*



Didier Pironi *He won almost everywhere and ended up losing it all. Page 60*



Ari Vatanen *The life and three careers of one of the greatest rally drivers of all. Page 36*

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Nissan Skyline *Can computer technology really make a car better to drive? We find out. Page 52*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



LAT

Arguably Britain's most famous racer, Moss has been recognised for his contribution to motorsport – a move that "delighted" mentor Rob Walker (below)

'SIR STIRLING' – MOSS KNIGHTED IN NEW YEAR'S HONOURS LIST

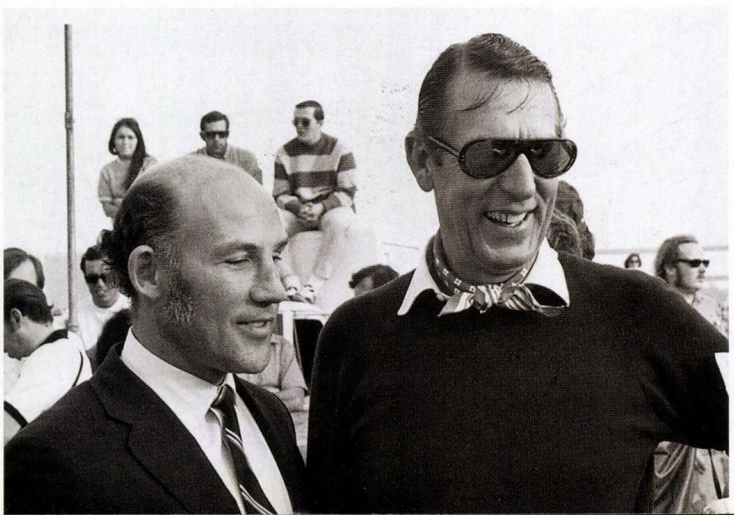
STIRLING MOSS RECEIVED A KNIGHTHOOD IN HER MAJESTY THE QUEEN'S NEW Year's Honours List. On behalf of its readers, MOTOR SPORT offers hearty congratulations to Sir Stirling – and of course Lady Susie – on an accolade not only richly deserved but also long overdue. We salute also John Cooper – who with father Charles gave Stirling his first drive in a 500cc single-seater – for being accorded a CBE for his services to the industry.

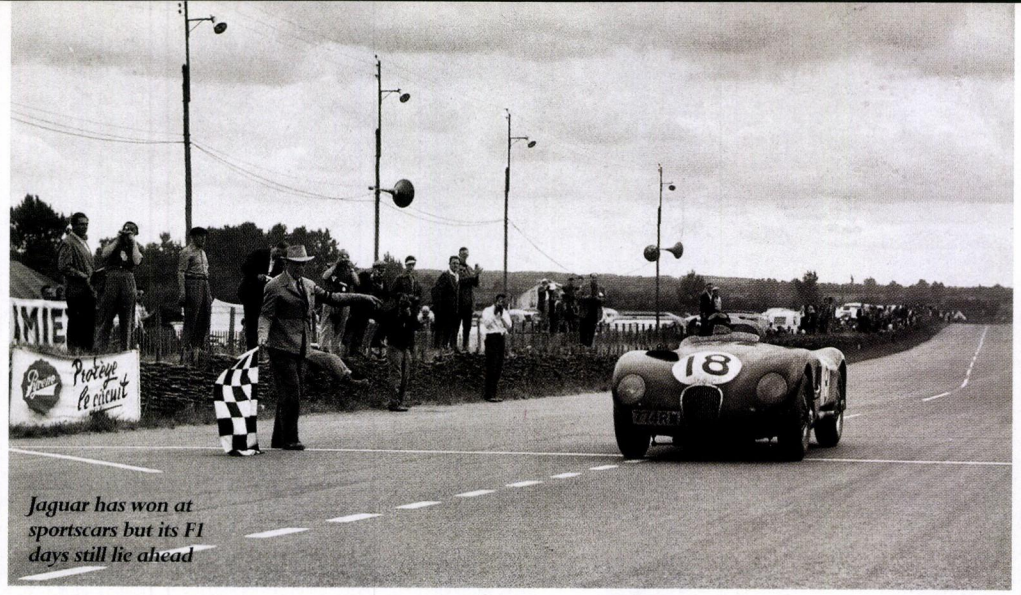
Moss is the first Briton to be honoured for his motor *racing* achievements. As his great friend and mentor Rob Walker reminded us, both Malcolm Campbell and Henry Segrave were knighted for their Land Speed Record exploits. And three times World Champion Jack Brabham, was successfully nominated by his native Australia having previously been passed over by Britain.

Walker, in whose cars Moss scored seven of his 16 Grand Prix victories – including career firsts for Cooper, Coventry-Climax and Lotus – has led the campaign to recognise his contribution to motorsport. "A group of us – including a fan, John Draper – has been trying for this for four or five years. I wrote to the Prime Minister and spoke to the Minister for Sport, and now he's got it. I'm absolutely delighted. Stirling is the greatest ambassador for racing this country has ever had."

The eponymous Cooper marque, which pioneered Britain's volume production racing car industry, grew quickly from building spartan Formula Three cars to Grand Prix machines. Their Argentine GP triumph in 1958 – when the rear-engined 2-litre T43 defeated the Ferraris by running 200 miles without refuelling or stopping for tyres – is a defining point in the history of the World Championship. "I'm very pleased indeed for Stirling, who continues to do so much for the sport," said Cooper. "He excelled in everything he drove, and I have so much respect for him. Even his name is wonderful – it means British!"

Moss's unsurpassed winning record at Goodwood started with its first meeting in 1948. Ironically, the Sussex venue almost claimed his life in 1962. Lord March, who opened a new chapter in Goodwood's history in 1993, and brought racing back to the circuit in 1998, was equally thrilled by the news: "Stirling is a quite remarkable man and I am so pleased for both him and Susie. On a personal level, Stirling has made a huge commitment to our Festival of Speed and Revival events and he thoroughly deserves the recognition of a knighthood. We look forward to welcoming Sir Stirling Moss back to Goodwood in 2000." **MP**

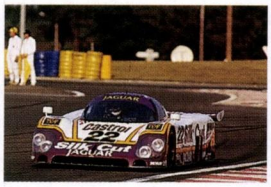




Jaguar has won at sportscars but its F1 days still lie ahead

JAGUAR HERITAGE TO HEADLINE AT FESTIVAL OF SPEED

JACKIE STEWART IS TO BRING THE SPARKLING NEW JAGUAR Formula One team to Goodwood on June 23-25, as part of a massive marque celebration at the centrepiece of Lord March's eighth Festival of Speed. No word yet as to whether Johnny Herbert or Eddie Irvine – both of whom have previously taken part in the showpiece – will drive the R1 racer through his front garden.



The rich heritage of Jaguar, which enters the F1 World Championship for the first time this year – buoyed by progenitor Stewart-Ford's dramatic maiden F1 victory last autumn – will ensure a tremendous presence within the visual extravaganza, themed 'Champions and Challengers'. The most famous cats will be featured in what is promised to be a stunning display of "every significant Jaguar racing car" outside Goodwood House.

Among the hordes will be Le Mans-winning C and D-types of the 1950s and the Silk Cut Jaguar XJR-8, XJR-9 and XJR-14 which claimed the World Sportscar Championships in '87, '88 and '91. Because the event does not clash with a Grand Prix, it is hoped that drivers Raul Boesel, Martin Brundle and Teo Fabi will be reunited with their respective steeds.

Williams F1 cars will also star at the event, with Alan Jones set to make his Festival debut aboard one of the Cosworth-powered FW07 chassis which he drove to the 1980 World Championship. **MP**

BRANDS PLANS 500cc CELEBRATION

BRANDS HATCH IS PLANNING TO HOST a special race for 500cc cars this season to mark the 50th Anniversary of the birth of the International Formula Three class, from which emerged such stars as Stirling Moss, not to mention Britain's racing car industry.

July 22-23 has been provisionally pencilled in – alas the same weekend as the Coys Festival – but the BRSCC has yet to finalise details with the 500 Owners' Association. "It's a tremendous idea because the Half-Litre Club, the original 500cc movement, evolved into the BRSCC," said the 500 OA's Richard Neale. **MP**



500cc cars sparked post-war racing



Big wings, bigger slicks – head for Brands Hatch in April for some F1 action

THOROUGHBRED F1 STRIKES BTCC DEAL

THE OPENING ROUND OF THIS YEAR'S FIA Thoroughbred Grand Prix Car Championship has won the 'guest' place on the high-profile British Touring Car Championship bill at Brands Hatch on April 7/8. In the face of strong opposition, it is a massive shot in the arm for the world's top historic racing series, now in its sixth year.

The initiative, engineered by Brands Hatch's Robin Murphy and BTCC supremo Alan Gow, in conjunction with TGP manager Steve Lydon, provides the charismatic 3-litre F1 cars of 1970-84 with a final opportunity to run on the full Grand Prix circuit before it is redeveloped.

"The drivers love Brands Hatch," said Lydon, "and the cars look sensational running on the long circuit. With more than 50 series registrations likely, I anticipate a bumper entry." Gow is equally excited: "It's something very different for us. We're certain the crowds will love the spectacle." **MP**

FOULSTON QUITS BRANDS HATCH

NICOLA FOULSTON HAS RESIGNED FROM her position as the Chief Executive of Brands Hatch Leisure PLC and also from the board of Octagon, the American-owned company which bought BHL late last year.

The official line from both BHL and Octagon is that Foulston has quit for "personal and family reasons" following a four week sabbatical over the Christmas period in which she was to consider her position.

Nevertheless, the news has taken the motorsports industry by surprise. Octagon, however, has made the point that Foulston's job of late was predominantly involved with the public company which it describes as "a role which is obviously no longer required."

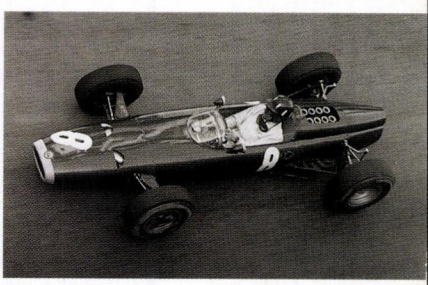
Foulston has been replaced by Rob Bain who joined BHL in March 1998 as Group Finance Director.

It is not yet clear what, if any, further ramifications will result from Foulston's departure but it is understood that BHL's quest to host the British Grand Prix is unaffected. **AF**

HILL BRM SELLS FOR RECORD SUM

THE WORKS BRM P261 THAT GRAHAM Hill used in the 1964 Formula One World Championship sold for a record sum for its type – £309,500 – at a Brooks' auction in December.

The P261 was BRM's first Grand Prix car to run with a full monocoque and stunned the F1 world on its debut when Hill and Richie Ginther stormed to a one-two finish in the first race of the '64 season at Monaco. By the end of the year Hill would lose the driver's title to Lotus' Jim Clark by just a single point. **MF**



Hill's BRM fetched over £300,000



Formula 5000 cars will go head-to-head with pre-1972 Grand Prix machines when the Classic Grand Prix series kicks off at Nogaro in France on April 1-2

MATRA AND MCLAREN V12S SQUARE UP TO F5000 BRAWN

NINE SCREAMING V12-ENGINED CARS, INCLUDING David Coplowe's ex-Jean-Pierre Beltoise Matra MS120B, are among 20 three-litre Formula One machines which should race head-to-head with a Formula 5000 revival and lift The Force's fledgling Classic Grand Prix series for pre-1972 cars in its second season.

Having sold his Thoroughbred GP-contending Lotus 87B (to Coplowe), Graham Willcox's has acquired the unique ex-Denny Hulme McLaren M14 to run, while intrepid Formula 5000 converts Frank Lyons and John Bladon are restoring a brace of Surtees TS9s to join the headline Cosworth DFV-powered class.

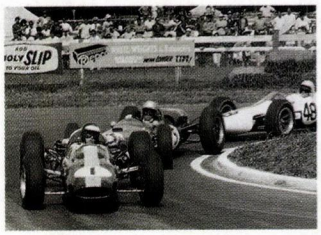
Pre-'72 carburetted Formula 5000s set to appear include James Denty's Lotus 70 'wedge', and Lolas for Nick Shrigley-Feigl (T192) and Josephine Sebastian (T300). Fittingly, since Peter Gethin dominated initially in Church Farm Racing's McLaren M10B, one of the Coke bottle-sided designs has been recommissioned by TGP Williams racer Richard Eyre.

A super five-event calendar kicks off at Nogaro, in the south of France, on April 1-2, and the COPE Data Management Consultants-backed series is also slated to visit Brands Hatch, Austria's A1-Ring, Zolder in Belgium and Most in the Czech Republic. "With over 60 competitors expected to register, I anticipate full grids of quality cars at each event," said organiser David McLaughlin.

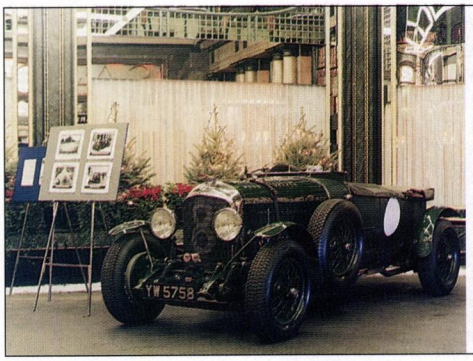
Several exclusive races for pre-76 Formula 5000 cars (the first at Donington on June 3-4) have attracted huge interest, with Raymond Boissoneau bringing his McRae GM1 from the USA. **MP**

DEMOLITION DERBY

NEW ZEALAND'S SUPER-FAST WIGRAM AIRFIELD CIRCUIT, SCENE OF GREAT TASMAN Cup victories for Jim Clark, Jackie Stewart, Jochen Rindt and local ace Bruce McLaren in the early 1960s, will be demolished after the annual historic motorsport celebration next month.



The 18-day Southern Festival of Speed, including a Dunedin street race, a hillclimb and speed events, begins at Ruapuna Park on February 5-6, before the Wigram's send-off on the 9th. After the music of the last engines has died down, developers are due to move in.



Celebrations to mark Bentley Motors' 80th birthday were held at London's Savoy Hotel in December. In memory of the famous 1927 Le Mans victory, Bentley dealer Jack Barclay emulated the successful team by dismantling a 24-Hours Bentley, YW 5758, and reassembling it inside the Savoy.

COYS HISTORIC FESTIVAL PLANS AIM TO DRAW F1 STARS

AS EXCLUSIVELY REVEALED IN MOTOR SPORT, 50 YEARS OF the World Championship will be showcased at this year's Coys International Historic Festival at Silverstone. Following the British Grand Prix's move to Easter Sunday, April 23, the circuit's second biggest fixture will run on July 21-23.

The meeting comes forward a week to split the Austrian and German GPs, raising hopes that a record number of current F1 drivers might accept invitations to drive. Among the cars expected is a sister Alfa Romeo 158 Alfetta to that of 'Nino' Farina's inaugural World Championship race winner at Silverstone in 1950. Owned by Carlo Vogele, it was previously a crowd-pleaser at the event in Willie Green's hands (below).



Missing from the Coys line-up this season, however, is the Shell Historic Ferrari-Maserati Challenge which has enjoyed two races in recent years. Paris-based promoter Peter Auto has instead secured a race at Le Mans to precede the 24 Hours on Saturday, June 17. **MP**

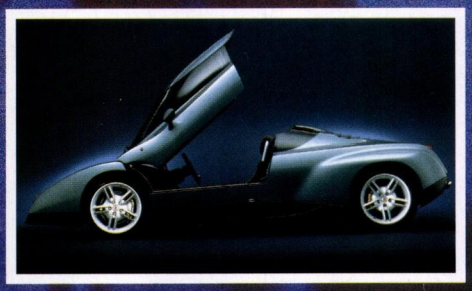
LE TOUGH JOG

ICE AND SNOW MADE THIS WINTER'S LE JOG the toughest so far, with just one Gold Medal, for Geoff Awde/Peter Ward in their MGA coupé. The sixth End-to-End trial cut some tortuous tests when even 4x4s couldn't cope, but 72 of 101 starters overcame 1650 miles of narrow lanes and hairpin passes to reach John O'Groats. Rileys took the Marque Trophy, while Malcolm McKay/Richard Disbrow rated 'Spirit of the Rally' after a fraught run in their Rochdale Olympic. **GC**

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1996 ZAGATO RAPTOR BY LAMBORGHINI

This unique Lamborghini V12 powered roadster with distinctive 'Double Bubble' hard top debuted at the 1996 Geneva Salon and brought together two great Italian motoring marques. Fully functional, it is now offered by Brooks Europe during the Geneva Salon in March 2000.

Other early entries include:

1976 Lamborghini Countach LP400 *Periscopica*
1976 Lamborghini Silhouette
1973 Lamborghini Urraco P250
1971 Lamborghini Miura S Roadster
1971 Lamborghini Espada Series 2
1976 Lamborghini Urraco P300
1990 Lamborghini Countach 25th Anniversary (125km from new)
1967 Lamborghini 400GT
1971 Lamborghini Jarama
1972 Lancia Fulvia Zagato
1962 Lancia Flavia Zagato
1960 Lancia Flaminia Sport Zagato
1960 Lancia Flaminia Pininfarina Coupé
1961 Abarth 750 Zagato 'Double Bubble'
1991 Alfa Romeo SZ
1991 Alfa Romeo SZ (supercharged)
1973 Alfa Romeo Junior Zagato
1962 Alfa Romeo 2600 SZ
1961 Alfa Romeo Giulietta Sprint Zagato
1955 Alfa Romeo 1900 Sprint Coupé by Touring
1954 Alfa Romeo 1900SS Coupé America by Ghia
1964 Lincoln Continental Convertible
1959 Mercedes-Benz 300d Cabriolet D
1971 Mercedes-Benz 280SE 3.5 Convertible
1964 Porsche 356SC
1969 Monteverdi 375L High Speed
1979 Ferrari 308 GTB
1990 Ferrari F40

Opening the European auction season, Brooks Europe's now traditional Sale during the Geneva *Salon de l'Automobile* every March promises an exciting selection of cars from the finest Continental collections and attracts enthusiasts from around the world.

Having achieved record prices in Geneva every year to date, for 2000 we continue the supercar theme set by our previous *Salon* Sales to include an impressive collection featuring Lamborghini and Zagato together with other historic marques.

To enter a car or for further information on this international Sale, please call Simon Kidston or Max Girardo in Geneva on +41 (22) 300 3160.

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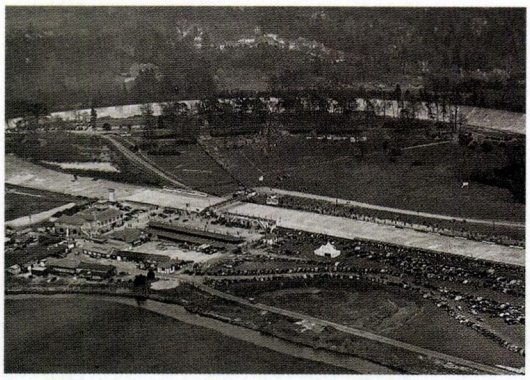
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EVENTS OF NOTE



Brooklands is atmospheric setting for February charity sale

JANUARY

22-26 MONTE CARLO (MC)
The AC Monaco's own Rallye Monte Carlo Historique.
☎00 377 93 15 26 00

FEBRUARY

3-5 DAYTONA (USA)
Legends of Daytona sees historic IMSA Sports prototypes back on the legendary banking of the famed Florida racing venue.
☎00 1 813 931 5642

11-13 KILLARNEY (SA)
David Piper, a long time fan of racing in South Africa, heads back with his field of historic sportscars to this fine circuit on the outskirts of scenic Cape Town. Single-seaters from the '50s and '60s join the fun.
☎01276 474450

11-20 PARIS (F)
The 25th Retromobile show is a mecca for Historic car and motorsport enthusiasts at Paris Expo, Porte de Versailles.
☎00 33 1 48 44 30 30

17-20 WEST PALM BEACH (USA)
Palm Beach Road Races draw HSR racers to sunny Florida for spring shakedown.
☎00 1 813 931 5642

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

26 SILVERSTONE
Racers of all sorts emerge from hibernation and limber up for the season to come in time-honoured style at the Pomeroy Trophy. Lots of fun tests and a high-speed trial.
☎01608 644777

MARCH

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

6-12 CUBA
Colourful street races for everything from 1950s single-seaters and sportscars to Can-Am machines feature in GP de Libertad's 40th Anniversary celebrations.
☎(UK) 0118 983 4449

10-12 MELBOURNE (AUS)
FIA Formula One World Championship, round 1. Tel: 00 41 2254 44400. Also, monster sportscars from Europe, USA and Australia guarantee period thrills in

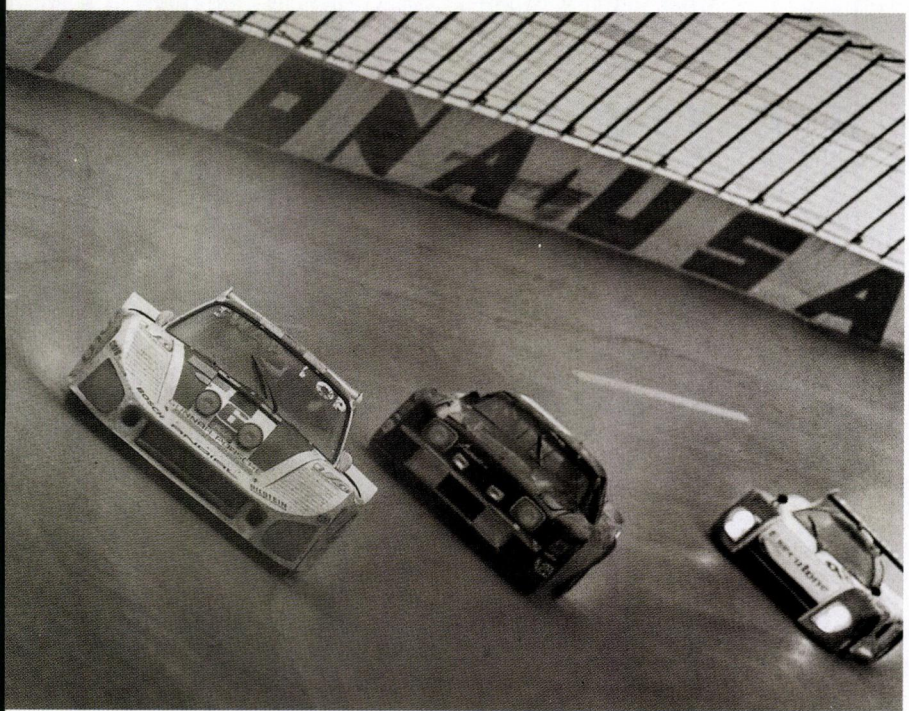
30-APRIL 2 SAVANNAH (USA)
The SVRA's racing season opener takes competitors to the gentle climes of coastal Georgia's attractive Roebling Road circuit.
☎001 603 640 6161

APRIL

5 ASTRA FOREST STAGES
Minilite British Historic Rally Championship, round 2.
☎01562 827903



Can McLaren do it again? F1 returns to Melbourne in March



High-level action as Daytona's Legends meeting attracts IMSA prototypes to the banking

International Supersports Cup support races.
☎01420 87622

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

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

26 HAYNES SPRING CLASSIC
Starting at Sparkford, you can experience circuit racing, rallying, sprint, hillclimb, and autotest disciplines in one day in your classic road car.
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8-9 BRANDS HATCH
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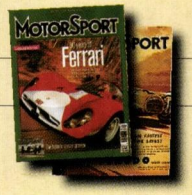
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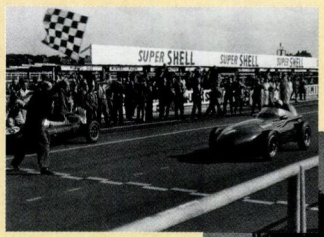
Vol LI No 2 February 1975

FORMATIVE YEARS

MOTOR SPORT'S REGULAR READERS ARE ENTHUSIASTS OR PRESUMABLY THEY WOULD NOT BE READING THIS MAGAZINE. BUT WHAT SPARKED OFF THEIR INTEREST IN CARS AND MOTORING SPORT? HERE THE EDITOR AND STAFF RECALL THE CARS AND RACES WHICH INFLUENCED THEIR FUTURE INTERESTS AND CAREERS

The Editor, remarking that whatever "formative years" are, it was a long time ago for him, remembers having a 36/220 Mercedes-Benz demonstrated to him along the Barnet by-pass which Mercedes-Benz then used as their test track, when he was still wearing a school cap. It just about did "the ton", supercharger wailing, when the driver had to lift off because another of these great cars was turning ahead of it and about to cross their bows. At the age of 14, this car left a profound impression...

Then there were those exotic Bugattis, Types 49, 57, 57SC, and the like, in which the late Col GM Giles took him out just before the War – their performance, road-holding, the sounds they made, their under-bonnet perfection were ahead of anything else – although since surpassed by things like E-types and Lotus 7s!



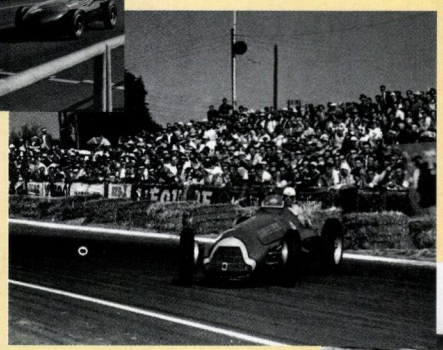
But no! The accolades must go to that wonderful 8-litre Bentley in which Forrest Lycett took him for fast drives on the road and round Brooklands, also before the War. The memory of it is of the animal-feel of this lithe, living machine on the track and how it overtook pedestrian tin-boxes under the brakes as its ever-cautious conductor tucked it into a gap in the traffic stream...

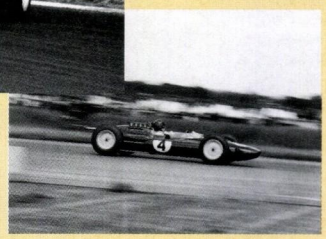
Racing cars? The Editor says the W125 Mercedes-Benz definitely! For never, before he saw these in full cry at Donington in 1937, had he seen such brute force and speed, smelt such smells, seen drivers (boyhood heroes) working so hard, or met more efficiently awesome organisation. Real motor racing, says the Editor, before the "bull" engulfed this sport.

It wasn't a real car, but a 4s11d toy which the Assistant Editor recalls as the first influence in his formative years. A Mini-models Ltd Scalex, pressed steel, clockwork (one of those you pushed along the ground to wind it up) model of a bright-red XK120, complete with that famous number 7 on one side, presented to him in 1952. Though he already owned a similar model of an Aston Martin DB2 it was this XK120 roadster which captured his imagination and turned him at an early age into something of a Jaguar fanatic. He scanned avidly the MOTOR SPORTs bought by his elder brother for visions of the magnificent sportscar, even though in those days the British Racing Green and Ecurie Ecosse Blue were transformed into black and white.

Racing Jaguar saloons also had their influence upon him, particularly his boyhood hero Mike Hawthorn in his 3.4 MkI and later the likes of Graham Hill and Sir Gawaine Bailey in 3.8 Mk2s, an influence which caused him to buy a 3.8 Mk2 a few years ago, recently joined by a 51,000 mile-old 3.4 MkI. His XK150 is a substitute for that original toy XK120, but never is he likely to achieve his ultimate ambition of acquiring a D-type!

There is no question of which was the single-seater racing car to make its mark on this patriotic young boy in those formative years. Vanwall, a name which still conjures up more magic visions for him than any other Formula One marque of its day. Moss, Brooks, Hawthorn, whoever was in those green cars, had his intense support and one of the greatest disappointments in his motoring life is to have missed the Grand Prix d'Europe when Moss won in Brooks' car at Aintree in 1957. An altercation with big brother made the latter refuse to take him to Aintree and the youngster was forced to remain at home to watch the television coverage of this Vanwall dominated race.





D-type or Vanwall, they were great cars and great days and no car since has had such an impact on him as those two classics of his formative years.

For most of my friends in the first half of the 1960s, Jim Clark was certainly the great hero. At the time we used to complain amongst ourselves that he was too good; we'd feign boredom at his runaway British Grand Prix victories, but inwardly we treated him with all the respect of a schoolboy star. For me it was Clark in the skinny-tyred Lotus 25 with its 1.5-litre Coventry Climax V8 motor which provided the greatest thrill as a young enthusiast.

Perversely I suppose we all wanted Dan Gurney or Graham Hill to teach him a lesson. Secretly we tried to convince ourselves that it would happen but inevitably we stood and watched the little green car with its yellow stripe and its blue-helmeted driver calmly out-run its strongest opposition. Somehow the Brabham-Climaxes looked too dumpy while the old spaceframe BRMs looked drab although they were quick. That Lotus 25 and its driver looked as one, in total sympathy all the time.

As far as road cars are concerned, one's imagination is often sparked at the immediate pre-driving age. I was counting the days to my 17th birthday when at the 1961 Motor Show I first saw the E-type and couldn't believe it. It was locked on the stand, I remember, and even touching it made me feel self-consciously guilty. How, I wondered, could anyone produce something as striking as that. And it would do 150 mph! **AH**

My two choices are very easy to decide upon and are etched firmly on to my memory. The first, the racing car is the 4.5-litre Ferrari competing against the Alfa Romeo 158s at Reims in 1951. The sight of Ascari in the Ferrari pulling out to pass the Alfa of Fangio and both of them passing on either side of Etancelin's Talbot on the Thillois Straight was both frightening and impressive.

Although having tried most of the fast sports cars of the last two decades, the one that set the blood boiling at a time when I was most susceptible was the Mercedes-Benz 300SL. The drive round England and, in particular, the run from Glasgow to Fort Augustus in driving rain at night makes this car stand on a pedestal well above its performance. **MJT**

Vanwalls at Aintree in 1957; Alfas at Reims in 1951; Lotus 25s at Silverstone – all cars that influenced MOTOR SPORT's staff in their formative years

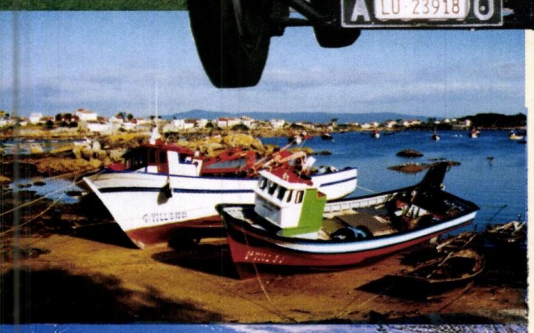


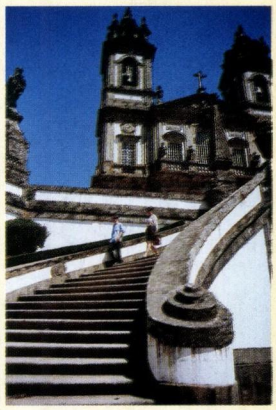
2000 RALLY CLÁSSICO LONDON LISBOA CLASSIC RALLY

A GREAT NEW RALLY FROM HERO

in association with P&O PORTSMOUTH

HERO's newest rally, on 14 – 23 October 2000, will be two events in one: a wonderful easy-going Touring Rally, or a superb competitive Classic Reliability Trial. Either will take you though secret landscapes and historic towns and villages, in the warm autumn sunshine of the grape harvest. You can start either of them in London on 14 October to take a 36 hour cruise on the P&O ferry from Portsmouth to Spain, or join at Bilbao on 16 October.





The Touring Rally will take owners of more precious vintage and classic cars on an unforgettable journey of discovery to quiet mountain areas, hidden old villages, quaint towns and historic places, with time to stop and explore now and then, covering only about 320 to 350km (200 miles) each day.

If you enjoy stretching yourself and your classic a little, the **Classic Reliability Trial** is the one for you. Run under the new FIA rules for Historic Regularity Rallies, it will be a genuine (but not too demanding) motoring competition, covering about 400km (250 miles) a day. The six Age Categories will cater for cars made from 1910 to 1976, each with its own route and time schedule. There is no overall winner, and the HERO system of handicapping ensures that you can win a Gold Medal in any type and age of car. Each day there will be timed road and regularity sections over some of the finest rally roads in Europe.





In the HERO tradition, both events will take you to some unforgettable places: the craggy Picos de Europa, the pilgrims' road to Santiago de Compostela, the deep terraced Douro Valley, the amazing Oporto grand prix circuit, the rally roads of Arganil, historic cities like Coimbra and Sintra, and the elegant resort of Estoril.

Each event will have its own detailed, easy to follow road book which makes child's play of the navigation. Our tender vehicles, with skilled mechanics, will be there to help those who get into mechanical trouble.



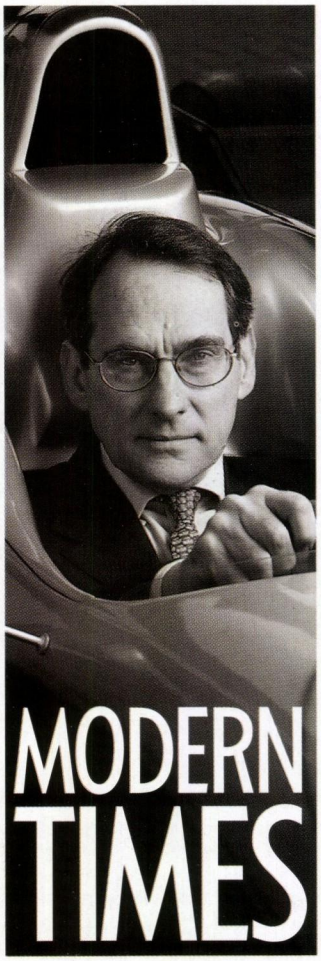


The basic entry fee is £1,350 for the Touring Rally and £1,650 for the Classic Reliability Trial. For London starters, there are special deals on the P&O ferry; and there are two options for hotel packages, standard or luxury (the latter including paradors or pousadas where possible).

Regulations will be available early in the New Year, but you can reserve a place now – don't delay, because nearly half the spaces have been booked already.

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Photos Mike Johnson/John Brown/Mike Brunton.



MODERN TIMES

PUBLISHING SCHEDULES BEING WHAT they are, I am writing this during the hangover days at the end of the millennium break. You, on the other hand, are reading it well into the fresh century. You have long since heaved a sigh of relief at the end of the fireworks, the fulsome speeches, the credulous prognostications, and most of all those wretched newspaper fillers that consist merely of lists: the greatest men and women of the last 1000 years, the 100 worst cars of the century, the 50 greatest pieces of music, the 200 most boring politicians, the 20 most significant missed opportunities.

But now life has returned to normal. We've all realised that nothing has changed, except the date. And fear not, I'm not going to subject you to a list of the Ten Things Max and Bernie Should Do to ensure the future of motorsport as we know it.

In fact some very significant Things were emerging in the days before Christmas which, if correctly channelled, could do rather a lot to ensure the future of Formula One.

You're tired of reading, on these pages and elsewhere, pleas for increased tyre grip and reduced aerodynamic grip to help bring about a rebirth of overtaking. So it was cheering to hear that Bridgestone's tyre monopoly will end at the start of next year – to the delight, among others, of Bridgestone themselves. They've had to supply every team since Goodyear pulled out at the end of 1998, and thus have gained far less promotional kudos from always being in a win-win situation. Now, after a 16-year lay-off, Michelin have contracted to supply F1 tyres to Williams and Prost in 2001, and others in due course.

By the time they withdrew back in 1984 Michelin were top dog in the Grand Prix tyre stakes, having shod 44 winners over four seasons and 14 in their last year alone. A renewal of the rubber war in F1 will inevitably accelerate the pace of tyre development, and the short-term result of competition between Michelin and Bridgestone will surely be more tyre grip. That of course will increase speeds, and no doubt further rule changes will follow: a return to fully-treaded tyres may be the next stricture.

Just as news was leaking out of Michelin's return, details began to emerge of the deliberations of F1's think tank, the Technical Working Group, made up of representatives of the teams themselves. In an eight-hour meeting with the FIA, proposals were put forward to increase drag, reduce downforce and increase mechanical grip. They include new limitations on the size and effect of front and rear wings, wider rear tyres for greater drag (and, of course, more mechanical grip), and a drastic reduction in rear diffusers, those underside tunnels inboard of the rear wheels. A condition known as diffuser stall, when the car suddenly runs closer to the ground over a bump and the effectiveness of the diffusers is momentarily lost, is now thought to have caused Ayrton Senna's fatal accident.

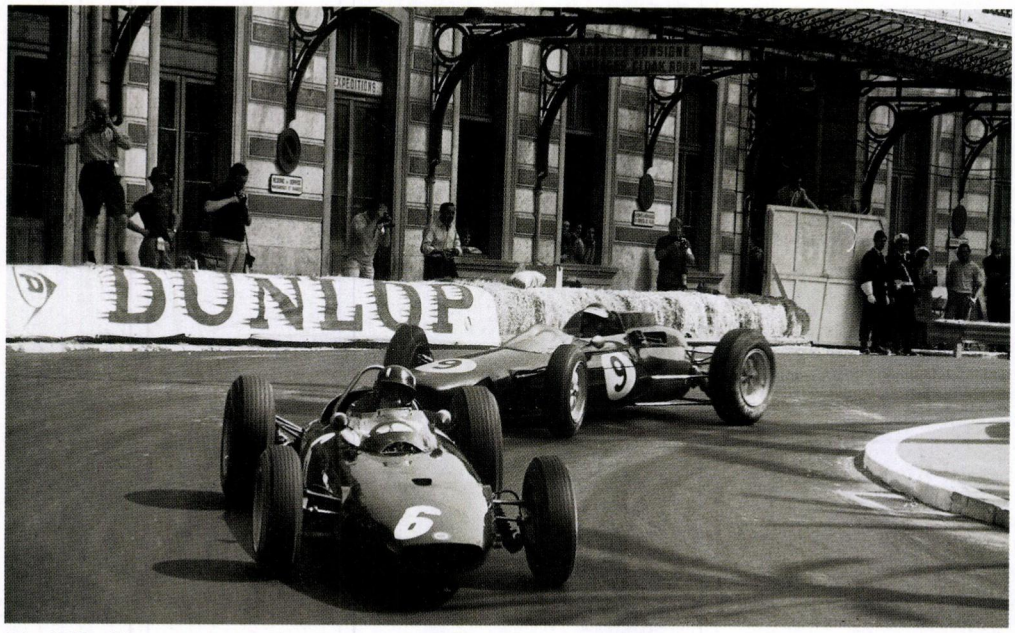
The very fact that these proposals are being debated in front of the FIA indicates that the powers that be (aka Ecclestone B. and Mosley M.) accept that overtaking has become almost impossible and that the TV spectacle is suffering as a result. It's all very encouraging: but we're not there yet. Technical rule changes nowadays need the unanimous approval of all the teams, which may be hard to secure.

McLaren managing director Martin Whitmarsh, for one, believes that a better way of slowing the escalation of speed would be the old ploy of restricting engine capacity. The current engine specification – three litres and, now, no more than 10 cylinders – is enshrined in the F1 regulations until 2007, a necessary stability with major manufacturers investing huge sums in engine programmes. But Whitmarsh likes the idea of smaller engines with fewer cylinders, and with the latest technology shrinking the physical dimensions of today's F1 engines, a 2.4-litre six-cylinder could be tiny.

Even so, I suspect such engines would before long be producing 700bhp, so the speed reduction would probably not be great. Reducing engine size has been tried before, most dramatically in 1961, when to



Michelin tyres and 1000 horsepower: Piquet and Brabham in turbo days



The 1500cc F1 cars soon went faster than their 2500cc predecessors. Hill (BRM) and Clark (Lotus), Monaco 1963



Villeneuve was first to run in a 2000 F1 car, the new BAR



In 1995, the loss of 500cc didn't slow Schumacher much

widespread dismay the 2.5-litre formula was replaced by 1.5-litres. Grands Prix were expected to become a dull, slow procession of little cars, but within a year lap records were being broken again. And in 1995 engine capacity was reduced by 14 per cent from 3500 to 3000 cc, but soon the cars were just as quick, and quicker.

For the F1 teams themselves, any fleeting celebration of the new millennium was dwarfed by the looming approach of a much more important deadline: the first race in Australia on March 12th. F1 testing is banned during the month of November, but at first light on December 1st the slumbering Spanish air around Jerez was rent by the sound of V10s as McLaren, Williams, Jordan and Prost got under way. Over the other side of the Mediterranean the same thing was happening at Fiorano as Rubens Barrichello became a Ferrari driver for the first time.

At this stage the cars were by and large 1999 machines with 2000 bits, and the prime task was forging new driver/team relationships which will need to be strong enough to withstand the mid-season pressures to come. All was smiles and optimistic good humour: Jean Alesi said that joining Prost was the most important moment of his career since he signed for Ferrari. (He was similarly up-beat when he went to Sauber, whom he came to dislike publicly). Jordan declared from the first day that Jarno Trulli was a true star of the future. And McLaren quietly got on with some fast times, David Coulthard and test driver Olivier Panis using the old car with different generations of Mercedes engine and a new, lighter and ultra-quick-change gearbox. Then, after they'd gone home, Trulli, light on fuel, recorded a best lap 0.1 sec faster still.

Actually, it's the last time we'll see this December scramble to test with hybrid cars. The teams have endorsed Bernie Ecclestone's proposal that F1 testing should now be banned from the end of the season until January. Staying away from the tracks through December is meant to save lots of money – but the rich teams will probably spend even more setting up simulation testing in their factories.

As early as December 7th the first proper 2000 car turned a wheel. Jacques Villeneuve did 35 trouble-free laps of a murky Silverstone in the BAR 02, the car that must somehow repair the shattered image of the most hyped new team in F1 history. It was using the new engine that is at the heart of BAR's freshly-minted deal with Honda. At the same time came news of an uneasy truce between BAR boss Craig Pollock and the man who tried to topple him from power, Adrian Reynard. Now both are called Managing Director and supposedly have equal status, Pollock with responsibility for management of the business and Reynard for all technical aspects. We'll soon see whether harmony will break out, or whether paddock discussions between the two will become loud enough for eavesdropping journalists to be able to catch an earful.

A few days later the Stewart team were at Jerez, their cars and transporters still white with the flowing tartan ribbon while the new Jaguar colours await their embargo. Eddie Irvine delighted the listening journalists with his gung-ho optimism, saying he expected to be able to beat Coulthard and Barrichello this season, if not Hakkinen and Schumacher – a typical throw-away comment carefully crafted to unsettle David and Rubens. But ironically it was Irvine's team-mate Herbert who wound up fastest, Irvine complaining he was unused to driving an F1 car without power steering... Rubens was quicker than the Irishman too, while Mika Salo, suffering from 'flu, still managed to be as quick as new team-mate Pedro Diniz on his first run in a Sauber.

Not that any of this means very much. Lap times from test sessions are notoriously misleading, because fuel loads vary widely, and individual test programmes have all sorts of different aims and may be trying various tweaks with no focus on specific lap times. But however sparsely attended a test may be, every lap time is known around the F1 world within minutes of being set. Meaningless or no, everyone wants to know what the times are, and a balls-out lap on a whiff of fuel can be an adroit way of raising an inexperienced sponsor's pre-season hopes, just when you want him to sign another cheque.

But soon the testing will be forgotten and we'll be hunkering down for the real thing. Surely, this time, nothing can go wrong for Schumacher? Can Hakkinen become the first triple champion on the trot since Fangio? Will BMW breathe new life into Williams? Will Honda breathe new life into BAR? Can Benetton reinvent themselves? Can Jordan continue their onward and upward progress? And will the mix of Ford, Stewart, Irvine, and Jaguar become the story of the year? Forget the new millennium: this is what matters. This is the new season. Roll on Australia. M

LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

A LOT OF HOT AIR

SIR,

I enjoyed the Future of Formula One article as far as it went. When I was on *Motor* magazine, the FIA produced a gas turbine equivalence formula for the 1966 season. I wrote an article on this for which Brian Hatton sketched a possible design of racing car that would use a turbine plus four-wheel drive. This acknowledged the Rover-BRM's pioneering 1963 Le Mans car, but it was to be another three years before Lotus produced the 56 Indycar and 56B for F1, although turbine cars had run at Indianapolis in 1967.

Unfortunately both 4WD and turbines were outlawed for F1 so development stagnated. Nice to see that Gordon Murray considers it worth airing again 35 years later. I agree with most of your contributors' comments on the current state of F1. Roebuck's comment on bringing back real gear-changing reminds me of watching Jackie Stewart approaching some hairpin; the speed, accuracy and lap-by-lap consistency of hand and foot movements as he went down through every gear from fifth to first was a joy to hear, but can anyone heel-and-toe these days?

I would like to see F1 return to being a little more aware of its potential contribution to road car design. Like road cars, all should have self-starters and these would be of the combined starter-alternator design which is rapidly coming into vogue. This could then provide enough electric power for front wheel motors – lightweight systems need developing – to give a measure of four-wheel-drive for improved cornering and additional short-term power for acceleration.

Gordon Murray's chassis accelerometers could be used to vary the amount of assistance provided by electric power steering; as the front wheel grip diminishes, when the car gets out of shape in a tail slide or when the tyre self-aligning torque goes over its peak, the lessening of steering wheel torque could be artificially transmitted by increasing the power assistance. Chassis accelerometers could be replaced by intelligent tyre technology – another road car development which could usefully be accelerated in the hot-house of race car design.

And, as a final comment, your nice Alan Smith picture on page 86/7 could not be a Le Mans Rep Nash. The car illustrated only has four cylinders. Try an HWM with four-cylinder Alta power. I looked through some old '50s Goodwood programmes, but couldn't find a match. I hope someone else recognises the driver.

I AM, YOURS, ETC

MICHAEL BOWLER, RICKMANSWORTH, HERTS.

* * * *

A THING OR TWO TO SAY

SIR,

A fairly predictable set of viewpoints:
The President: Things are perfect.
The Champion: Things are almost perfect.
The Constructor: Things were better when we were winning.
The Legend: Fings ain't wot they used to be.
The Elder Statesman: I've lost interest.
The Journalist: I've seen better.

Sorry Gents, that's uncharitable, I know, but that's how it came across. Conversely, I really enjoyed the article about James Garner and the Track Tests are always full of interest. I shall continue to subscribe; please keep up the good work.

I AM, YOURS, ETC

PETER BOUNDS, BOGNOR REGIS

* * * *

FRENCH LETTER

SIR,

I always enjoy your old circuit retrospectives, but please don't try to rewrite history after your visit to Clermont-Ferrand. Jochen Rindt did not scorch "from pole position to victory" in the 1970 French GP; he had a very lucky win after a lacklustre weekend. Rindt had a poor practice and was only sixth on the grid in the Lotus 72 'wonder car', fully one and a half seconds slower than Jacky Ickx's pole-winning Ferrari 312B.

Unfortunately, one of those Clermont stones had found its way down one of the Ferrari's inlet trumpets and had chipped a valve. Not discovered until pre-race warm up, there was no time to change the engine and Ickx elected to start the race with the damaged engine rather than use the spare car which didn't handle as well. The Belgian stormed off into a big lead only to suffer the inevitable engine failure after 15 laps, whereupon local hero Jean-Pierre Beltoise, second fastest in practice in the V12 Matra MS120, took over at the front. Sadly for the French however, Beltoise had picked up a slow puncture and his big lead began to dwindle until, on lap 26 out of 38, Rindt took the lead and went on to win by seven and a half seconds from Chris Amon's awful March 701.

Two weeks later Rindt had an even luckier win at Brands Hatch, after being comprehensively blown off by Jack Brabham, when the Australian ran out of fuel on the last corner of the last lap (the second time that year, after Monaco, that Rindt was the beneficiary of Brabham's misfortune).

If the Ferrari 312B had come fully on song earlier in the season, or if Jackie Stewart had had the Tyrrell 001 for more than the last couple of races, I feel that Mr Rindt wouldn't have seen which way they went that year.

I AM, YOURS, ETC

ALAN BAKER, HARLOW, ESSEX

* * * *

MARSHALL MEMORIES

SIR,

It came as no surprise to hear and read of the crowd's reaction to the spectacular saloon car race at the Goodwood Revival meeting in September. That Gerry Marshall won was only right and proper, and to be expected!

During the ten years that Gerry drove for our Dealer Team Vauxhall operation at Shepreth in Cambridgeshire in the 1970s he scored over one hundred outright victories in our special saloons, from 2.0 Viva GTs up to 5.0 V8 Firenzas. In the early days in '68/69 Gerry struggled while we frantically developed our early Vauxhalls into race winners. We always prayed for rain in those days as it evened the odds with the highly-strung Fords and Coopers. Certainly, Gerry Marshall was the only driver of our rear-wheel-drive cars whose car control in wet conditions was able to regularly beat the more nimble front-drive Coopers. That the two master drivers John Rhodes and Marshall met head to head at Goodwood was obviously a bonus as they re-enacted those spectacular encounters of radically different cars not giving an inch in racing of the 1960s and '70s.

Gerry Marshall had a huge following in those days. You either loved him or hated him, with the former in a big majority. Ford enthusiasts did not care for Gerry. They did respect him, however, and he was never ever dull, come rain, hail, snow or shine. One very enthusiastic supporter was (probably still is) Murray Walker. So much so that he chose as his entry for Great Sporting Moments a saloon car race at Crystal Palace in 1970 which Gerry won in the 2.3 S&K Viva.

Marshall starred in several films in the mid-70s. One such was "There's only one Gerry!" Well, with nearly 40 years racing behind him and 600 victories that is as true as ever. There is still only one Gerry!

I AM, YOURS, ETC

BILL BLYDENSTEIN, BUNTINGFORD, HERTS

* * * *

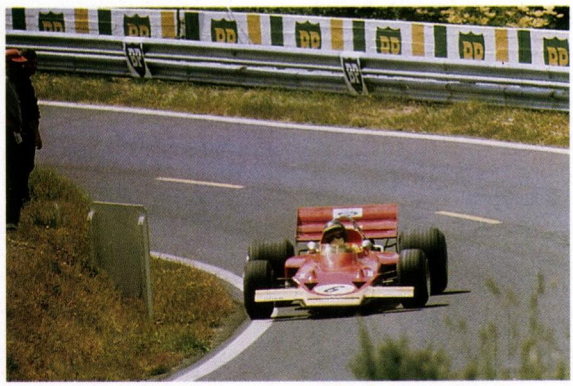
NAILED IT...

SIR,

What can I say about Simon Taylor's *Modern Times* column in your December issue, except that once again he has hit the nail fairly and squarely on the head. Keep it up.

I AM, YOURS, ETC

GEOFF LLOYD, SHROPSHIRE



Jochen Rindt at Clermont in 1970. Not such a convincing win...

LETTERS FROM READERS

CAPTAIN DENIS SHIPWRIGHT

SIR,

It was with surprise and delight that I came upon a picture of my grandfather, Captain Denis Shipwright, in the November issue of MOTOR SPORT. The article was passed among my family and greeted with interest and amusement. Bill Boddy unwittingly captured 'Gramps' penchant for line-shooting as he reports: "He was later to come back to the track in 1936, heading his notepaper "Brooklands Expert – 15 years".

That I should learn so much about my own blood relation through the pages of your magazine only underlines the esteem in which I hold it. Lastly, I do not wish to suggest that this in any way reflects on my grandfather's ability behind the wheel, but my mother tells me his car was known as the "Shipwreck Special".

I AM, YOURS, ETC

TIM HAIN, TADWORTH, SURREY

* * * *

RALLYING SORORITY

SIR,

What memories were stirred by your interview with Pat Moss. Naturally, the article brought back to me the names of some of the many other splendid lady drivers of my own rallying time.

How about something on Nancy Mitchell, Ann Wisdom, Betty Haig, Sheila Van Damm etc? Sheila, who lived in the flat under mine, started her rallying career in the same event as my own: the MCC/*Daily Express* Round Britain Rally which finished at Torquay.

I was up against these tough competitors many times and feel the exploits would interest other readers, possibly too young to know about them.

I AM, YOURS, ETC

F DENNIS DENT, VENCE

* * * *

WHAT THE CHAUFFEUR SAW

SIR,

Best photo in the November issue? Damon Hill as the dirty-minded chauffeur. The lascivious expression on Damon's face is priceless!

I AM, YOURS, ETC

GRAHAM WHITE, JOHANNESBURG, SOUTH AFRICA

* * * *

PROFESSOR PROST

SIR,

While not wishing to enter into a dispute with Giles Newton (Letters, January 2000) regarding the relative abilities of Hills senior and junior, having had the honour of witnessing both in action on many occasions, I feel it worth taking into account the view of someone who probably knows better than anyone how good Damon was.

I believe I'm correct in saying that when Alain Prost was lead driver at Williams, he tried to persuade the team to promote Damon to joint number one status. If 'the professor' – at 13 in Mark Hughes' table of great drivers and the winner of more Grands Prix than any other – thinks he was that good, who am I to argue!

I AM, YOURS, ETC

RICHARD HALLIDAY, BEACONSFIELD, BUCKS



Pat Moss was just one of a host of top '60s women rally drivers

* * * *

WIMILLE CORRECTION

SIR,

I was very surprised to find myself credited as the sole author of December's article on Jean-Pierre Wimille.

May I take the opportunity to clarify that the article was written and researched in collaboration with Jean-Michel Paris.

I AM, YOURS, ETC

WILLIAM MEARNS, WOKINGHAM

* * * *

DAY TRIP TO DIEPPE

SIR,

The photograph in your November issue of Etancelin racing his Maserati in the 1934 Dieppe Grand Prix was simply superb. Somewhere in the crowd on the hill behind was my father and five of his chums. He had somewhat daringly chartered a six-seater De Havilland Dragon Moth to take them to France for the day. Leaving Braintree, Essex at 6am in two cars, the party arrived at Heston Airport at 7.30am and were airborne at 7.40am. They put down at Dieppe aerodrome at 9am right next to the circuit. There were two one-hour heats in the morning and a two-hour final in the afternoon. Etancelin being from Rouen, his was a popular victory.

Leaving Dieppe at 6.30pm they hit a storm so severe that the pilot was forced down to within 30 feet of the sea when approaching the English coast. The final approach to Heston (when it was found) was hazardous in the extreme and the plane only narrowly missed hitting a high fence. The landing was made at 8pm but so torrential was the rain that all were trapped in the plane for twenty minutes! Roads were flooded, but after a meal in London they got home by midnight. Wrightson and Pearse of Heston charged £16 including waiting time, making the cost just £32-13/4d each! Not surprisingly they all did it again in 1935.

I AM, YOURS, ETC

BRIAN JOSCELYNE, BRAINTREE, ESSEX

* * * *

TR REGISTER

SIR,

Exactly 30 years ago at the start of 1970, your predecessor Bill Boddy was kind enough to print in MOTOR SPORT a series of letters concerning the Triumph TR and the huge latent enthusiasm for the marque. Out of these modest beginnings the TR Register was formed in January 1970 by the author of one of those first letters, Terry Simpson, backed up by several other of those early correspondents.

We have now grown, three decades later, to become one of the largest and most successful of the one-make car clubs and in our 30th Anniversary year, we would like to thank MOTOR SPORT for the instrumental part it played in getting the TR Register off the ground and gaining for these wonderful sportscars the recognition that they truly deserved.

Enthusiasm for TRs of all types has never been greater, so may the magazine prosper along with the TR club!

I AM, YOURS, ETC

IAN EVANS, CHAIRMAN,

AND THE COMMITTEE OF THE TR REGISTER

* * * *

USE FOR AN OLD MORGAN

SIR,

In MOTOR SPORT for January 1956 Bill Boddy described a visit to the Coventry Climax engine factory where the FLVA engine was in notable production.

In his article he says "An old Morgan 4/4 is used as a mobile test bed". I am more than a little intrigued. Can anyone tell me more?

I AM, YOURS, ETC

JAKE ALDERSON, SHEFFIELD

* * * *

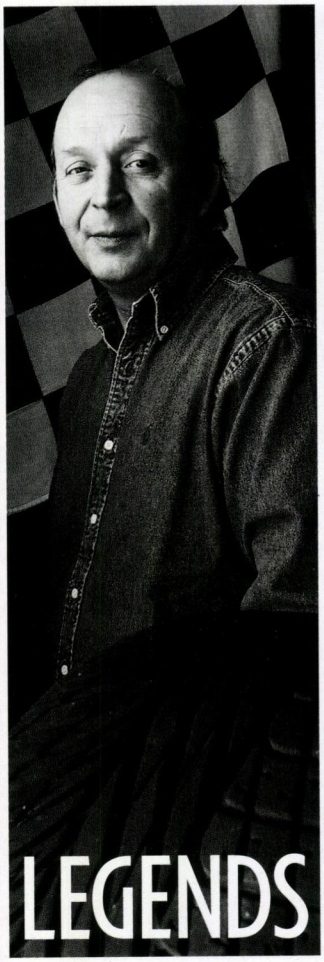
LESSER-SPOTTED LEGENDS

SIR,

Good to see Nigel Roebuck choose McLaren's Jo Ramirez as one of his motor racing 'Legends'. It's all too easy to fall into the trap of perpetuating F1's cult of personality and praising the driver without looking at those behind the scenes. In a world of big budgets and even bigger egos it always seemed to me that people like Ramirez remain a very human face of an increasingly impersonal sport.

I AM, YOURS, ETC

DAVID LANG, SANTA MONICA, CALIFORNIA



LEGENDS



Moss takes part in, and wins the 1955 Tourist Trophy at Dundrod. But three drivers would be killed in the event

SIR STIRLING MOSS

A STRANGE THING, THE HONOURS LIST. Given poor behaviour is apparently something to be celebrated these days, perhaps we should not have been surprised to note the name of Mr Ian Wright among the recipients, presumably for services to loutishness and spitting.

It wasn't all absurd, however, for Henry Cooper and Stirling Moss, two men who epitomised all that can be good about sport, received knighthoods, and one can only wonder why it took The Establishment nearly 30 years to conclude each did a pretty fair job for his country. It was not, after all, as if either ever committed what used to be the cardinal sin, and skipped off abroad to avoid British taxes.

Almost 39 years have passed since the end of Moss's career as a professional racing driver. The cliché that's unfailingly trotted out is that he was "the greatest driver never to win the World Championship"; but for me he was the greatest driver, period. Conjure a blend of the style and ease of Alain Prost and the passion and commitment of Ayrton Senna, and an image of Stirling at his zenith comes into focus.

Jenks said his boyhood hero was Bernd Rosemeyer, adding, "Of course *everyone's* hero was Nuvolari". It was that way in the '50s, too: if Jean Behra was my hero, Stirling was everyone's hero. It went without saying.

A clear memory from those days is listening to the radio coverage of the 1955 Tourist Trophy from Dundrod. Sharing a Mercedes-Benz 300SLR, with John Fitch, Moss won, but it was a terrible day for racing, with three drivers losing their lives.

Perhaps, aged nine, I was callous, already inured to tragedy in this sport to which I was in thrall. Whatever, it was not, I'm sorry to say, the fatalities which made the biggest impression me; late in the race Behra crashed his Maserati, and while his injuries were not critical, he'd not race for a while. Next weekend was the Oulton Park Gold Cup: I'd be there, he would not.

Then the clouds began to lift. Mercedes were not entered for Oulton, and Maserati asked if Moss could take Behra's place in a factory 250F. In those civilised days, contracts were rarely broken, but often waived, and Alfred Neubauer raised no objection.

Stirling won, beating the Lancia D50s of Mike Hawthorn and Eugenio Castellotti, and my abiding memory is of the way he went through Old Hall immediately after taking the flag. His right arm waving in victory, halfway through the corner he poked the throttle so the lovely red car jinked sideways. It was gathered up in a trice, of course, right arm still in the air.

Moss adored the 250F. It wasn't

a machine efficient in the Teutonic manner, like the W196, but he loved it because it could be over-driven, allowing artistry in the cockpit to claim its own reward. In the same way, when rear-engined cars arrived, he enjoyed a Cooper more than a Lotus. Of course, if winning were all that mattered, Mercedes and Lotus would get the nod, but for Stirling it was *racing* which came before anything else.

Although his preference was always for F1, he raced sportscars with equal passion – it was the same, whatever he drove, which is why Mario Andretti, another consummate all-rounder, holds him in such regard.

For the same reason, Moss admired Andretti deeply. "It was very easy for me to understand how Mario went on racing as long as he did, however much he had in the bank. That man is a *racer*, like Gilles Villeneuve was a racer. And like I was, I think.

"I know the fashion these days is to quit when you have made your money, at 34 or something, but I couldn't have done that – I'd never have been that smart! No, quite seriously, I couldn't have quit. I loved it far too much."

"If Moss had put reason before passion," Enzo Ferrari said, "he would have been World Champion many times." Undeniably so – but he wouldn't then have been Stirling Moss. The attraction of driving, in his last four seasons, for Rob Walker was not simply that he liked the man; there was the added frisson of beating the factory teams.

"I suppose if I were racing today as successfully as I did then," he mused a while ago, "I'd be earning five million or something." (And the rest, Stirling. And the rest.) "I don't think that's beneficial – I think it's gone too far. A real racer shouldn't need incentives to win. A driver, yes, a racer, no. To me, it was always a sport, not a technical exercise."

Stirling was but 32 at the time of the Goodwood accident on Easter Monday in 1962. I watched the race on television, and began to tremble when they said he had crashed, that the situation was "serious".

Today we have grown accustomed to drivers' survival of huge accidents, but photographs of Moss's Lotus are sobering even now. For 40 minutes they laboured to free him from the spaceframe car, which had folded like a penknife blade when it hit the bank.

He has always kept a diary, and many of the entries are nicely laconic. When his Lotus 18 lost a wheel, during practice for the 1960 Belgian Grand Prix at Spa-Francorchamps, he was very badly injured, yet the page for Saturday, June 18, simply reads thus: "Shunt. Nose. Back. Legs. Bruises. Bugger!"

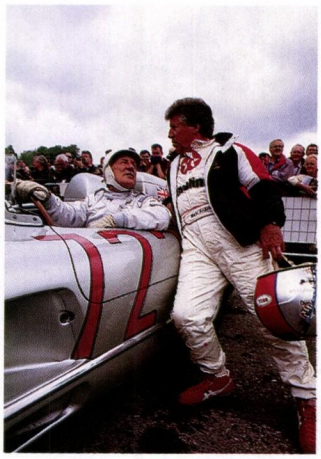
Just six weeks later, Stirling raced – and won – in a sportscar race in Sweden, but there was to be no such miraculous recovery from the Goodwood debacle. In his 1962 diary, we get to the Easter weekend, and he talks of practice, of the three cars he was to race on the Monday. "Cocktails at the Duke's", he noted, "then on to a party, bed at 3am". Next day, Sunday, there was another cocktail party. "And the day after, of course," he remarks, "there's nothing..."

There would be nothing further until June 4, when a child-like scrawl records just this: "Feeling very tired. Later Innes (Ireland) came round for a while."

The gaping white void in the pages strikes you like sudden silence at a race track. These were Moss's days of coma, when bulletins from the Atkinson Morley Hospital were the first item on the news.

For almost a month he drifted in and out of consciousness, and was shocked when first coherent enough to take in the date. Little by little, however, he began to mend. The paralysis of his left side had been the consequence of bruising to the brain, and it would be six months before he regained full mobility. There were other injuries, fractures and severe wounds, but crucial, as Stirling says, was "the bang on the head". To this day he has no recollection of the accident, or what led to it.

Twelve months after the accident, Moss had physically recovered almost completely, and felt he was able to try a racing car again. He went back to Goodwood and got back in a Lotus, this time a 19 sportscar. And, in the evening, that sad announcement on the news: "I have decided to retire; I won't drive again."



LAT

Moss and Andretti: real racers both

Once I told him how heartbroken I had been to learn of his decision. "You can imagine, then," he said, "how I felt..."

More than sad was that Stirling came to regret it. He decided to retire, not because the miraculous skills had gone away, but because he felt they had to be called up; it wasn't automatic any more. If he wasn't going to be Stirling Moss as was, he wasn't going to race. It was as simple as that.

In fact, he had grossly underestimated the time needed for complete recovery. If his limbs were intact, his eyesight OK, the injury to the brain was far from fully healed. At the time Stirling assumed his relative lack of concentration to be a permanent legacy of the accident. A couple of years later everything was back, and in full working order. But by then, though, life had moved on.

Had there been no accident that day in 1962, Stirling reckons he would have raced at least until the mid-'70s, and what a tantalising picture that calls to mind. Just as tragedy robbed us of a Senna-Schumacher era, so also we missed Moss, still very much in his pomp, against a fully matured Clark.

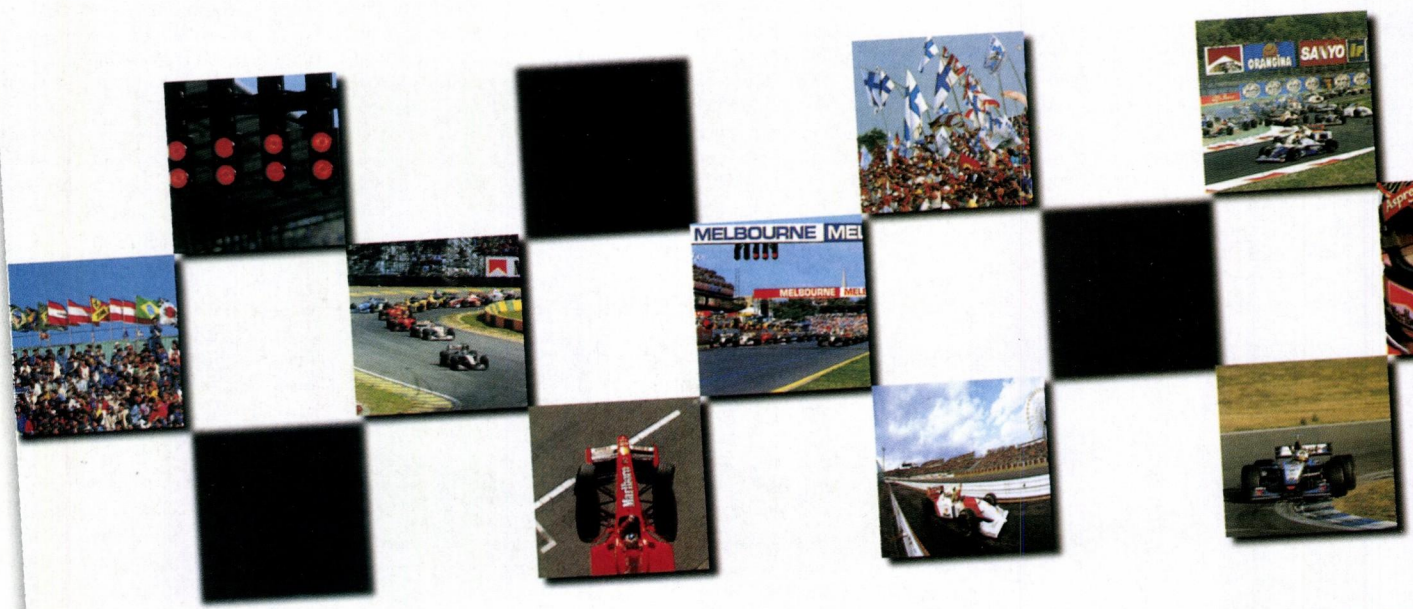
A cruel sport it is. "I took a lot out of this sport," Moss said in 1962, "but I think that I put a great deal back, too. I feel I gave it all but my life." Indeed so. M



Moss and the Maserati 250F: If ever man and machine were made for each other...

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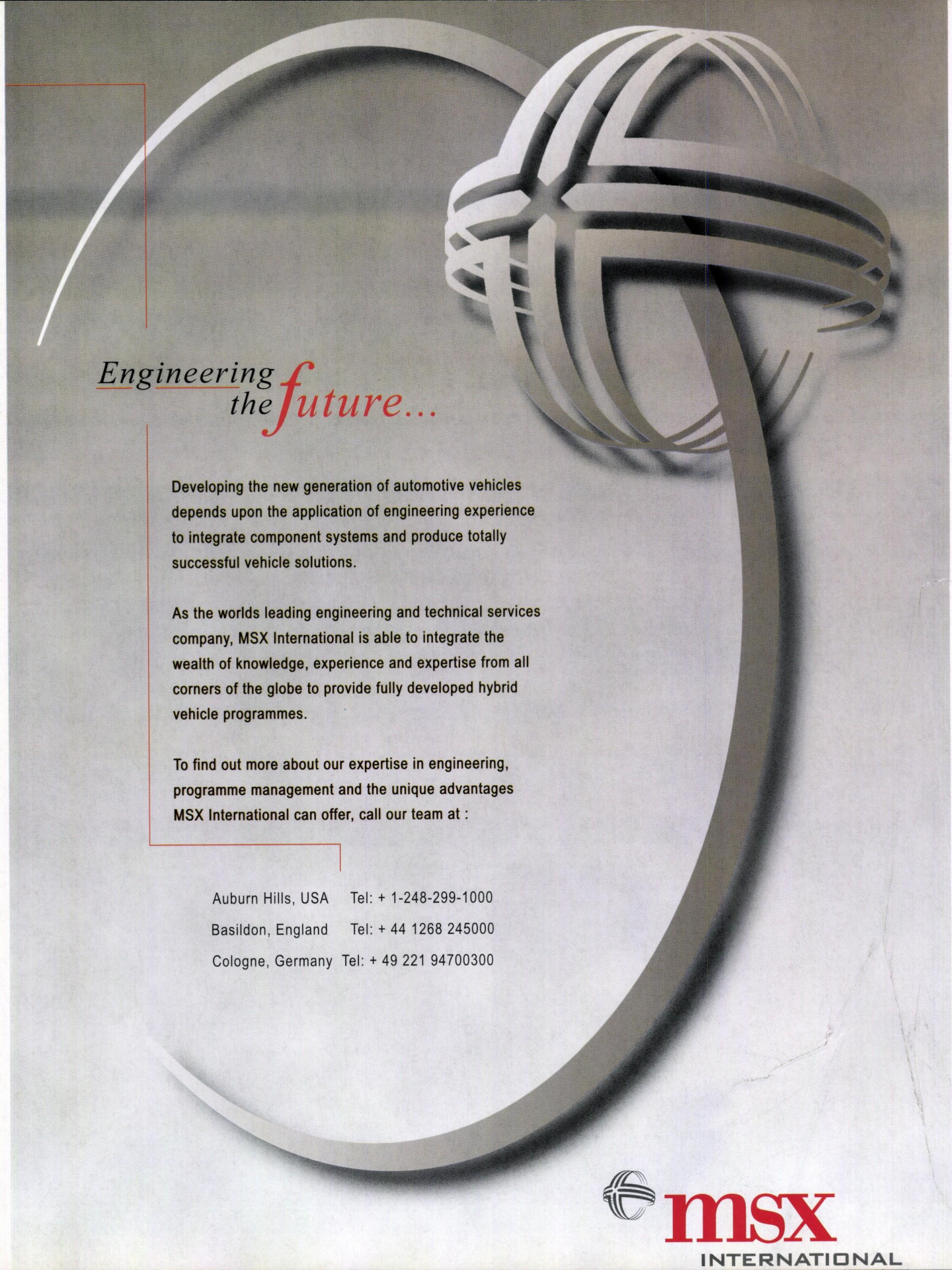
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Whilst the mainstream auction business has matured into a sophisticated industry in its own right, there are still exceptions to the rule. Fly-by-night operations come and go - working off the back of the hard-won reputations of the bone-fide, established auction houses. Here is a minefield where an owner can easily pay over the odds in hidden charges, wait forever to be paid out after a sale, or, in the worst scenario, find that the company has upped sticks and gone. Conversely, he may find that he has bought a car with no real protection - the company has failed to check if there are any outstanding loans on the vehicle, whether it has been an insurance loss, or it if has been fraudulently mis-represented. The only way to be sure is to go to a well-established firm with a good reputation.

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Selling

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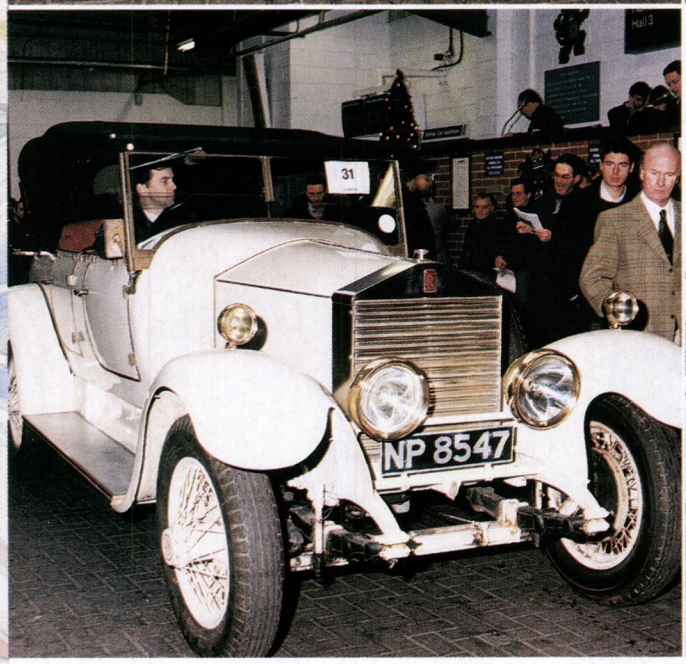
Clockwise from top left: This 1963 Rolls Royce Silver Cloud 3 was incredible value at only £14,285 inc premium; 1972 Ferrari Dino 246 GT Sold for an amazing £46,536 inc premium; 1969 Mercedes Benz 280SL sold £12,987 inc premium; 1935 Rolls Royce 20/25 limousine coachwork by Barker was a snip for the lucky purchaser at £22,727 inc premium

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CLASSIC AND HISTORIC



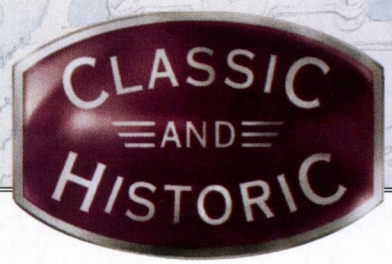






Clockwise from top left: This splendid 1959 Jaguar XK150 fixed head coupe sold for £14,177 inc premium; This delightful 1921 Ford model T tourer sold for £7,575 inc premium; BCA's new London, Enfield centre opened on 4th October 1999; This rare 1926 Rolls Royce 20hp Tour, unusual body by H.Horsfield & Sons sold for £15,909 inc premium

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BCA announce a new venue
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7th February	Blackbushe	12 noon
3rd April	London, Enfield	12 noon
12th June	Blackbushe	6 pm
7th August	Blackbushe	6 pm
9th October	Blackbushe	12 noon
27th November	Blackbushe	12 noon

For further information, please contact Robin Lawton or Marcus Ross on 01252 878 555 (Fax 01252 878 741) or call our direct line on 01252 877 317.

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On sale Friday 18 February

In the March edition...

JAGUAR RETURNS TO RACING

WHAT THE PAST CAN TELL US ABOUT JAGUAR'S FUTURE IN F1

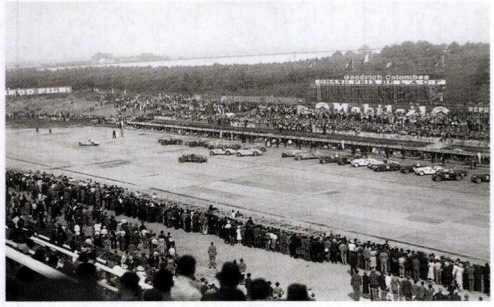


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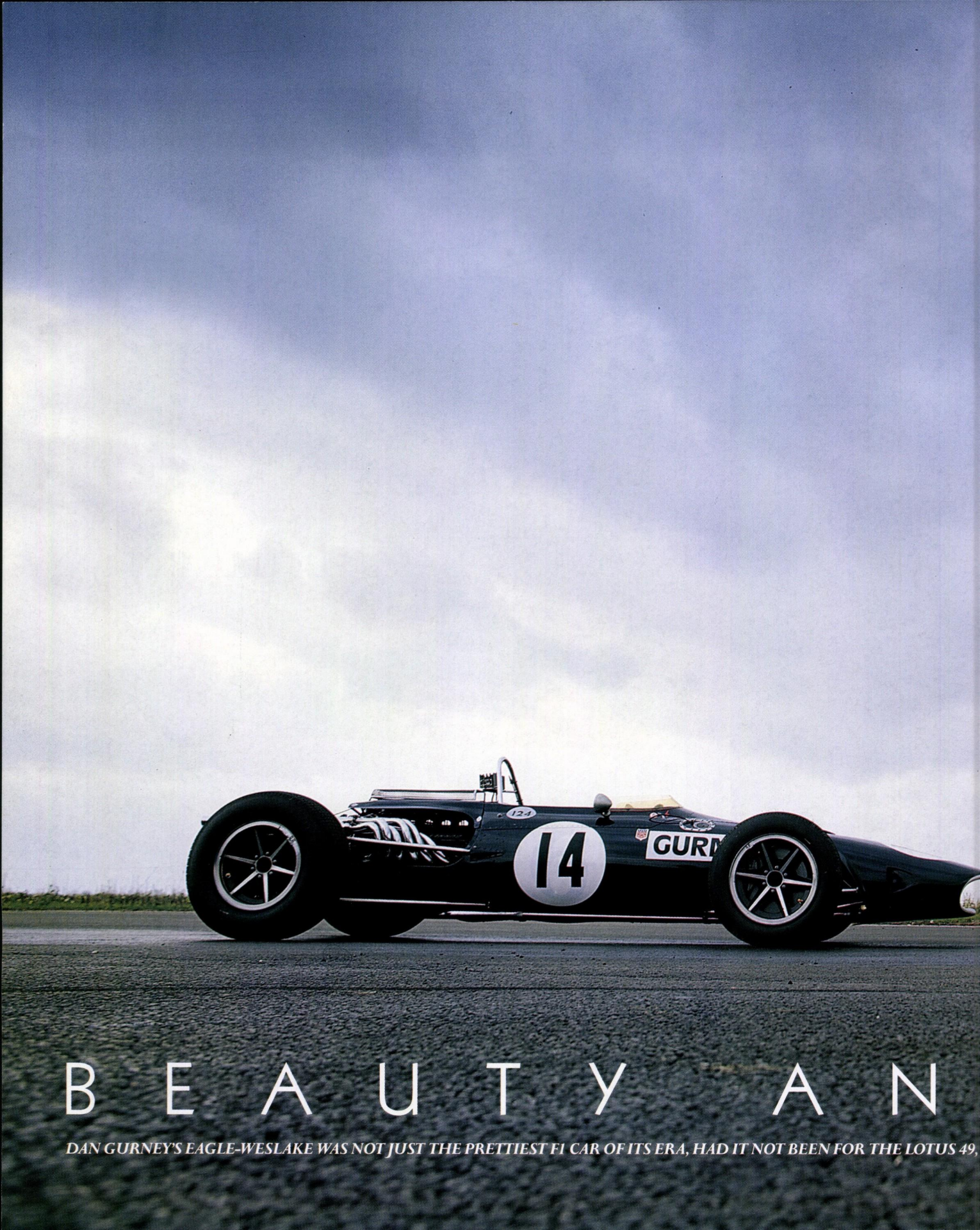
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BEAUTY AN

DAN GURNEY'S EAGLE-WESLAKE WAS NOT JUST THE PRETTIEST F1 CAR OF ITS ERA, HAD IT NOT BEEN FOR THE LOTUS 49,



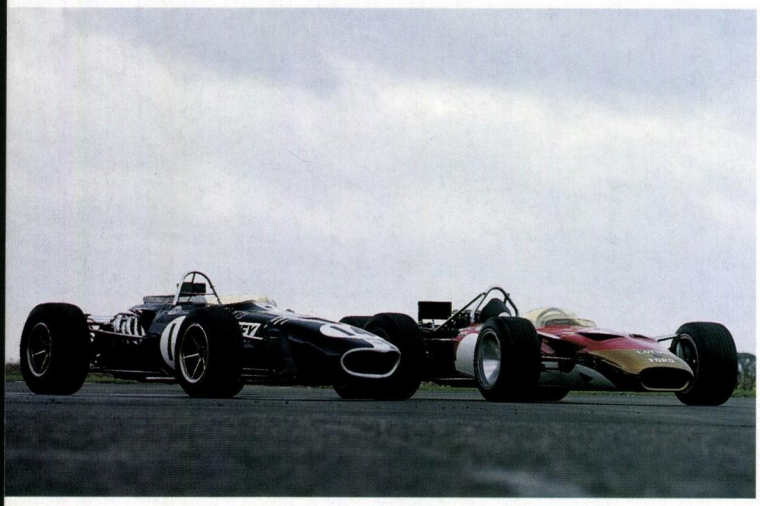
D THE BEST

IT WOULD HAVE BEEN THE QUICKEST TOO. ANDREW FRANKEL AND MATTHEW FRANEY DRIVE TWO OF THE GREATS

photography by Richard Newton

IT'S CALLED AN EAGLE-WESLAKE T1G, COMPLETED just one full season of competition and is perhaps the most beautiful Grand Prix car ever built. From the curl of its exhausts to the aquiline jut of its nose, this car is as close to perfect in proportion and line as I have known a Formula One car to be. And when its 3-litre, quad-cam, 48-valve motor fires up, you discover it sounds even better than it looks. Built by Dan Gurney's Anglo-American Racers, the V12 Eagle completed just one full year yet proved instantly competitive, qualifying on average in third place on the grid and, on one wonderful weekend, winning the most difficult race of all, the Belgian Grand Prix at Spa. Now imagine a brand new F1 team doing as much today.

Just four Eagles were built, three powered by Harry Weslake's unique engine. This is chassis number AAR103, not the car which won at Spa, but that which took Gurney to third place at Mosport Park, earning AAR the final podium and points of its too-short foray into F1.



Its nemesis is parked opposite and is called the Lotus 49. Shorter, lower and wider than the Eagle, its appearance is at once more squat and purposeful. It does not deceive. With its brand new Ford Cosworth DFV mounted rigidly behind the driver it appeared at the 1967 Dutch Grand Prix, pipped the Eagle to pole position and never looked back. "It is," remarked a rueful Gurney at the time, "every bit as quick as we feared it would be."

We brought them together because we could; no other excuse was needed. The only Eagle currently in use and perhaps the most famous 49 of all, that which took Graham Hill to victory in Monte Carlo in 1968 *and* '69, back on the race track to celebrate the summit of 1960s F1 machinery: the most beautiful racing car of its era against, indisputably, the best.

Above right: Eagle is fantastically controllable on the limit, allowing this kind of behaviour with ease. The limit is defined only by steering-lock.

Below right: Lotus 49 is harder, more challenging to drive than the Eagle but still just as much fun

THE EAGLE-WESLAKE

It is astonishing even that the Eagles were built, let alone proved competitive. An example of just how little money was available is that, in the seasons from 1966-'68 that the Eagles raced, Weslake received just £74,000 from Gurney. That's £74,000 to design, build, patent, test, race and rebuild the engines for a two car F1 team. Then there was Goodyear, major backers of Gurney's stateside activities, but not then interested in spending vast amounts in F1.

The car was done by Len Terry adapting the Indycar chassis and reskinning the body in thinner aluminium. The engine originated from a design by Aubrey Woods and Harry Weslake, that was rejected by BRM for the new 3-litre formula of 1966. It was highly thought of at Weslake's however, and in its narrow angle cylinder head was genuinely groundbreaking. So a two cylinder version was produced and tested to such effect that Gurney needed little persuading to ask Weslake to build the proper thing for the Eagle. Yet despite its promise, this was an old school engine, each a bespoke unit with hardly any common parts. And while an engineering masterpiece, it was never going achieve the machining consistency and, ultimately, the reliability of the Cosworth DFV, an engine paid for with Ford dollars and one designed, above all, for series production.

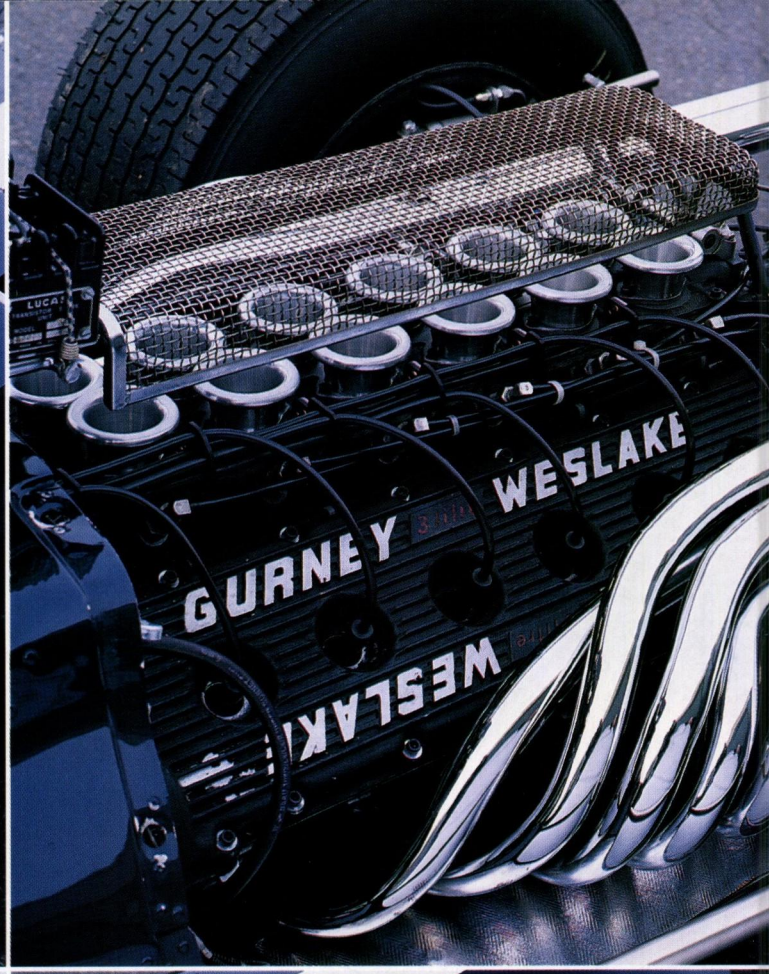
The V12 didn't even run until August 18, 1966, requiring Gurney to compete through the bulk of a season with a 4-cylinder Climax motor. Yet from the outset, the V12 delivered. Out of the box it developed 364bhp and, by the time Gurney romped away at Spa the following year, it was with 413bhp at his shoulder, more even than Ford would claim for ➤

"By the time Gurney won at Spa, it was with 413bhp at his shoulder"


14
GURNEY




14


GURNEY
WESLAKE


12


GURNE

Clockwise from top left: Beautiful Eagle nose was styled by Gurney's father; Unique Weslake engine sounds even better than it looks; Chassis adapted from Indycar racer and works well; Cockpit very spacious thanks to height of Gurney. There's no seat as such, just padding

a DFV. Gurney noted with approval that he was able to out-accelerate even Honda's RA300, thought by some to be the most powerful engine on the grid. Even Keith Duckworth admitted the Eagle's V12 was the most likely to threaten his DFV.

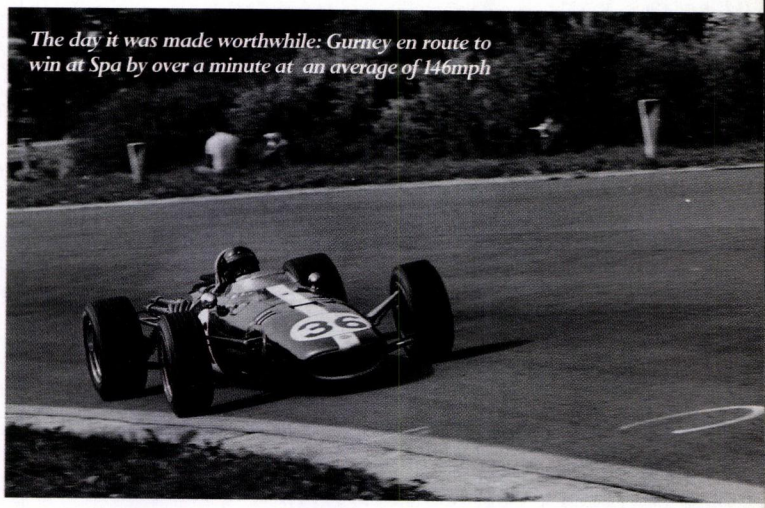
The Eagle was also the most comfortable car in the paddock. Designed for the 6ft 1in Gurney, you can slide down into the car and, so long as your hips find their way past the waistline narrowing of the tub, there is nothing between you and comfort. Ahead lie all the usual instruments and a rev-counter which used to register 10,500rpm before each gearchange. Bearing in mind, however, that only seven of these engines were built, that few of its components will fit any of the others and that those inside this car are almost as old as me, I'll be keeping to four figures. Every square inch that matters of this car is original; break something and, as you do, so you destroy history.

Ben Liebert, the car's owner, has warmed it up for me and now it takes just an external starter to be plugged in and a stab of the throttle to bring the V12 to life. The sound is as rich and melodic as that of the DFV is hollow and brutish. Only Matra and Ferrari have produced better sounding V12s. Blip the throttle and the revs race around the clock with even greater freedom than its Cosworth rival yet, when I pull away, I'm advised to do so in second gear. This sounds ridiculous yet you need not even slip the clutch; the Weslake engine just dips below 2000rpm and pulls back up again as if that's what it was born to do.

Out on the track you notice first how well the Eagle rides compared to Grand Prix machinery of the '70s and '80s. It's soft and tolerant of the many bumps on the straight of Lotus' recently revised and brilliant Hethel circuit. The gears come and go swiftly though lacking the precision of the best Hewland 'boxes. You need to aim the lever across the gate, particularly when coming down and a quick kick of the throttle between ratios helps enormously.

Soon, however, you can go to work. And when you do you will discover that rarest of things: a F1 car that is not only easy to drive slowly, but one which reassures and indulges right up to the limit. Believe me when I tell you the Eagle has not one bad bone in its beautiful body. The engine, for instance, is viceless, pulling cleaning from revs at which a DFV simply will not work. There's no bang in the back at 7000rpm, just an ever-intensifying crescendo of noise, music and acceleration from 4000rpm onwards. Mathematics will tell you no road car ever built will keep up with the Eagle but so easy and undramatic is your progress that the power is easily containable. There is only the scream of the Weslake and the bizarre speed with which the rev-counter will show 9000rpm in top gear to remind you this is a 3-litre Formula One car, and the most powerful of its era.

Brake and you don't need to feel the nose dip – you can watch it. It's a struggle to inject heat into the Dunlops but these are at least soft new tyres, not the concrete old Goodyears on which it was meant to run and it slows reasonably swiftly and reliably. Aim into a corner and while the nose reacts at once, it's tricky on this cold day to prevent it peeling wide of the apex. No matter, simply ask the Weslake for a hand and it responds, sliding into neutrality and, if you like, the powerslides that await beyond. It's tolerance extends as far as its steering lock.



The day it was made worthwhile: Gurney en route to win at Spa by over a minute at an average of 146mph

That any racing car should so respond is cause to be thankful and for celebration, that one should prove so reassuring that such progress becomes second nature after just a few laps of a near freezing and unfamiliar track almost beggars belief. I'll say it again, this is a Formula One car. **Andrew Frankel** ➳

"Believe me when I say the Eagle has not one bad bone in its beautiful body"

Lotus 49

Firstly, the good news. For the past year I have been wedging my six foot frame into cars built for five foot nothing midgets. I'm not complaining, but if ever you want to worry less about comfort and more about driving, it is when belted into an unfamiliar Grand Prix car. Today, miracle of miracles, I fit. Not perfectly. My head still pokes a couple of inches above the roll hoop, and my feet are cantered back at an angle that would make 80 laps of Monaco a little wearing, but the tub is positively gaping compared to other GP cars. God bless Graham Hill and all tall F1 drivers.

Now the less good news. It's cold, threatening to rain and it's November. This should not matter terribly, but I've had a look around the track and it's the damp patches that have got me thinking. And



Win number two for this Lotus 49 as Graham Hill fends off Brabham at Monaco in 1969

the lake-sized puddle at the top end of the circuit. The end where the chaps from Classic Team Lotus have asked me to watch out as they don't want their car inadvertently leaving for Norwich.

I am about to take to the circuit in, and I'm sorry to use this word here but it fits, a legend. This is CTL's Lotus 49B, not just a double winner of Monaco Grands Prix but one also driven by Jochen Rindt, John Miles, Alex Soler-Roig and F1 rookie, Emerson Fittipaldi. A car that, and I'm sorry here too, but it's true, changed the face of Formula One.

The Lotus 49 won its first race at Zandvoort in 1967 and would take 12 championship Grands Prix, a driver's title for Hill and the constructor's to boot. It was light, novel in structure and aerodynamics – the Cosworth engine, a stressed member bolted to the monocoque, was used to mount the rear suspension – and even forged into the brave new world of commercialism, running its brash Gold Leaf livery when other cars were just shades of green, red or blue.

Clockwise from top left: Although 49 is in 1969, B-specification, it ran without wings for the purposes of this test; DFV engine a no-compromise race unit, gives this 49 near 1000bhp per tonne; Chassis was competitive over four seasons; Cockpit roomier than expected

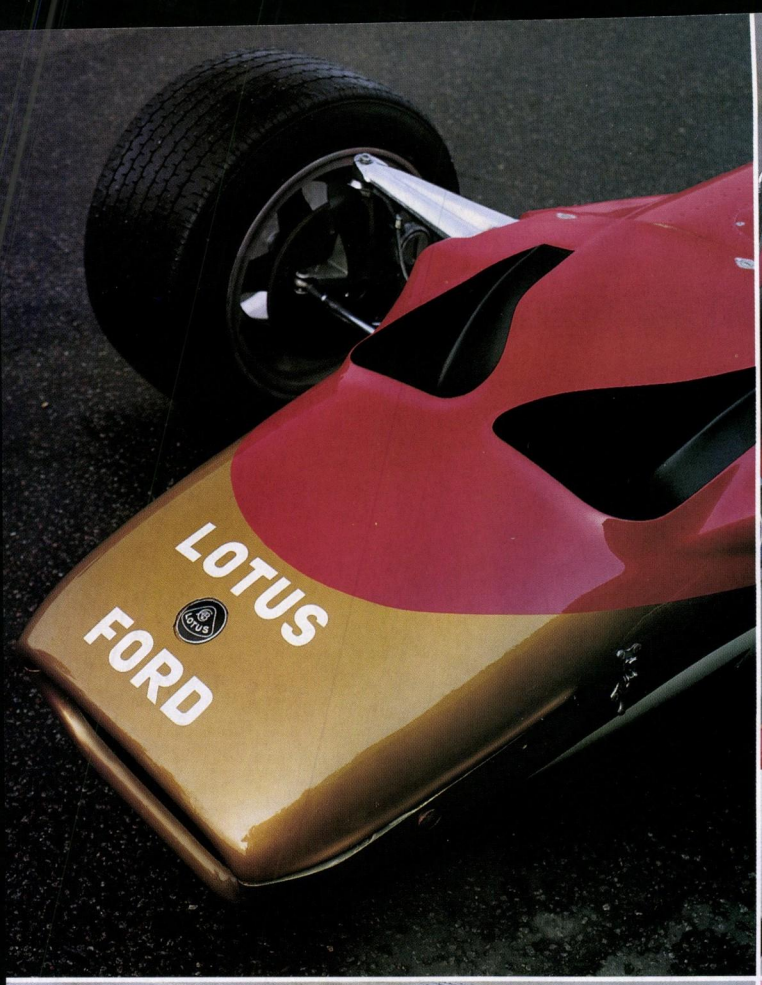
It was also the last works 49 to race in the championship, a stop gap measure while the recalcitrant Lotus 72 was being developed. It's more precious than I need reminding of and the track is still damp.

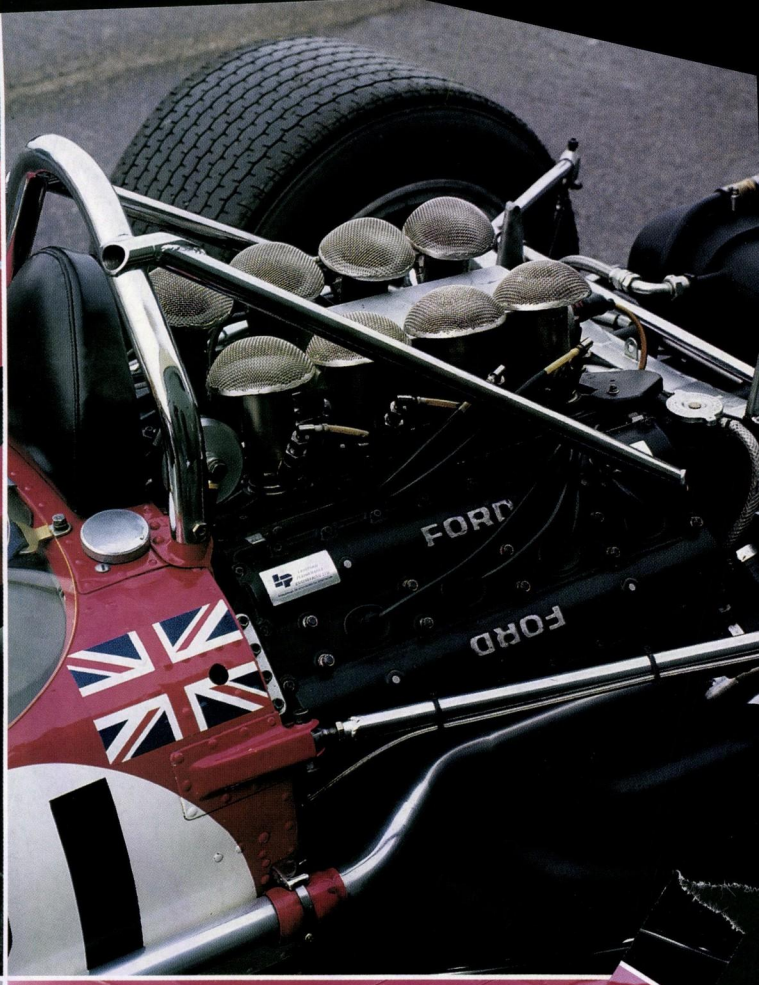
It's so cold and windy at Hethel it takes the DFV five minutes to generate any heat whatsoever, the engine crackling fiercely behind my head as I watch the temperature gauges. There's time to study the cockpit, to realise the steering wheel is off-centre, set to the left to give your right hand room to reach the gearshift. No more than a small knob protruding to the side of your leg, it functions with a dog-leg first, its linkage attached to a five-speed Hewland transmission. Above the steering wheel, a double-skinned translucent yellow aeroscreen hints at the need to prevent buffeting at high speeds, to the sides tiny mirrors vibrate wildly as the engine ticks over, offering no practical view of what's behind.

Time to go. Snag first with help of a rolling start from the crew and, trying to avoid slipping the clutch, ease away. At low revs, the DFV is sluggish – a highly tuned motor unhappy outside its power-band. Apply more power and the world begins to change before your eyes. At about 5000rpm the Lotus begins to lunge forward – you can feel the acceleration in your neck muscles. At 7000rpm things become slightly surreal. The chicane at the end of the straight arrives almost in stages, your eyes unable to move between horizon and rev counter quickly enough. Above 9000rpm vision almost ceases to matter, your ears serve as an audible rev limiter as you approach the 10,600 red-line; your foot moves for the brake pedal almost before your eyes can tell the brain that the braking area has arrived.

With laps you can adjust to the acceleration, gain confidence under braking. What you can't get around however is understeer on this cold day. Turn in ➤

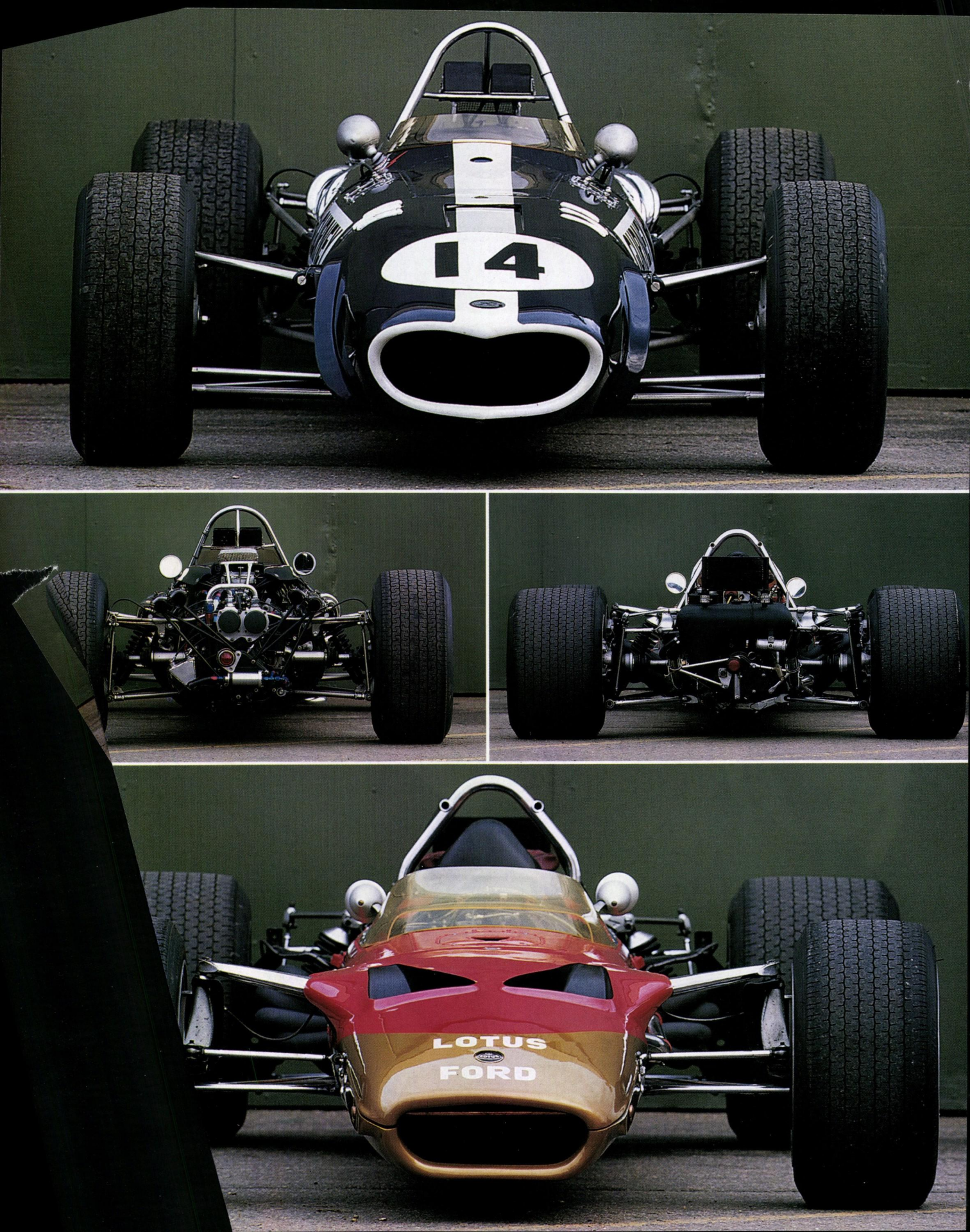
"The chicane arrives almost in stages, eyes unable to move quickly enough"


LOTUS
FORD


FORD
FORD


LOTUS




14
LOTUS
FORD

Left: Pretty Eagle is both bigger and heavier than Lotus and runs narrow, '67 spec tyres compared to fat, '69 spec rubber on the Lotus. Both cars are over 30 years old but it's worth bearing in mind they're still vastly quicker than any production road car ever constructed

to any corner and the Dunlop tyres simply push wide as you wait for the power to return. It's not too frustrating, however, for the low temperatures also allow lurid oversteer as, with the lock still wound on, the power comes in with a bang and the rear end snaps out of line. Here the 49 is at its best, the steering fast and true, enabling you to hold the moment for posterity.

For a brief second I feel as if I have tamed the car, come to terms with a machine that possesses almost 1000bhp per ton. Anxieties go out the window as I head out for a second session behind the wheel. This is a serious race car with serious history but I just can't wipe the smile of my face and, ultimately, I guess that's what it's all about. **Matthew Franey**

Conclusions

It is hard to swallow the fact that these two cars are contemporaries and perhaps that's close to what the entire Grand Prix paddock must have felt when first introduced to the Lotus 49. Even taking into account the car used for this feature is in later 49B specification, it remains a credit to those who shared grid space with it in 1967 that they were able to keep up at all.

And perhaps the greatest plaudits of all should go to Gurney's Anglo-American Racers and this Eagle. Think about the competition: Gurney not only took on Lotus, he also fought Brabham, BRM, Honda and Ferrari. And on one occasion, with a shoe-string operation, he beat them all.

Even today, you can tell exactly why the Lotus was so fast over thirty years ago. The Eagle may have been able to trade horsepower figures with the 49 but when you throw the weight and structural rigidity of the Lotus into the equation it's easy to see why, despite all efforts, the bigger, heavier Eagle was never going to match the agility of the Lotus.

Today this hardly matters for both cars are simple, and unending joys; the Lotus remains considerably faster and yet more responsive, the Eagle more indulging of its driver and, in the end, perhaps just as rewarding. History and the scoresheets will rightly recall the 49 as the better car but then again, so it should be. By the time the Eagle scored its one and only world championship win, Lotus already had 25 under its belt, plus two drivers and constructors championships; and they came to the party with one of the largest car companies in the world on its arm. Gurney, by comparison had a backer with no interest in F1, an engine rejected by BRM, a converted Indycar for a chassis and next to no money.

What he did have however, was the talent of Harry Weslake, Aubrey Woods and Len Terry upon whom to rest his faith plus of course, a talent of his own that scared even Jim Clark. You don't deliver maiden Grand Prix wins to three different manufacturers just by being lucky. At the time, I guess the fact that they had also created, to these eyes at least, the most beautiful car of its era was neither here or there.



On balance, given the respective resources, Gurney's Eagle is surely as great an accomplishment as the 49. It is sad that money constraints never allowed the car to be further developed or Eagle to turn into an on-going manufacturer of F1 cars but, to me, this is not the way to look at it. The light of the Eagle may only have gleamed for an instant but, in that flash, it not only enriched the world into which it was born but continues to do so to this day. ■

Our sincere thanks to Ben Liebert, Clive Chapman, Paul Vincent, MacDonald Race Engineering and the staff of Classic Team Lotus and Group Lotus who, together, made this feature possible.

"You don't deliver maiden GP wins to three different makes just by being lucky"

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Ari Vatanen on Safari in 1983. Fifteen years later, as an emergency stand-in, the Finnish driver still had the speed to come third on the most gruelling event on the calendar

To Hell and Back

A HUGE CRASH NEARLY ENDED HIS LIFE, BUT ARI VATANEN FOUGHT ON. JOHN DAVENPORT MEETS FINLAND'S MOST FAMOUS PARLIAMENTARIAN

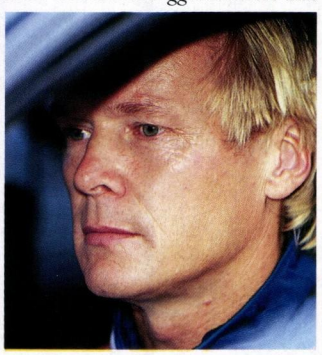
THERE ARE SO MANY SURPRISING THINGS ABOUT ARI VATANEN IT'S HARD TO know where to start. The first time I met him was at the Donegal Rally in 1975. Ari was driving a very tired and well-travelled Opel Ascona in which he had just finished eighth overall on the Scottish Rally. His rally career had started just five years earlier in Finland and in the faithful Ascona he had done his first 1000 Lakes Rally in 1974.

In Donegal as in Scotland, David Richards accompanied him. This relationship was later renewed in 1979 and culminated in the pair winning the World Championship in 1981. But in the Donegal Rally of 1975 on his first all tarmac event in an uncompetitive car, what shone out most about Ari was his cheerful optimism mixed with old-fashioned politeness. And if it seemed incongruous that this should be married with an ability to drive a car so far sideways that it seemed headlamps should be fitted to the doors, so it also made the young Finn an instant favourite.

I met up with him again just weeks ago and little has changed. Except that in those 24 years, Ari has won ten World Championship rallies and become World Rally Champion. He very nearly died in an accident in the Argentina Rally, then bounced back to win Paris-Dakar four times, and was crowned FIA Cross Country Champion in 1997. In 1998, he took the wheel of a works Ford Escort WRC for the Safari and Portuguese Rallies when regular works driver Bruno Thiry broke his ribs. He finished third and fifth overall leading to considerable speculation that, aged 45, he might be on the verge of a third rally career in the World Championship.

Instead, he became an MEP for Finland. And, as we sat in the quiet anteroom of the Cheltenham hotel, his next appointment was to become a TV pundit for the evening opposite Steve Rider, commenting on the BBC's coverage of the day's activity on the Rally of Great Britain.

So has he, at last, finally hung up his helmet. "Well yes, now I have. I have realised that without formally quitting, I have actually given up. Of course, since it is not official status, if the offer came to do the Safari or Paris-Dakar, then I would very much like to do it. I enjoyed those rallies last year. I would have been second to Richard Burns by some ten points but, of course, I handed my place to Kankkunen." There's no suggestion here that he's having a go at Juha Kankkunen, at 40 a mere stripling by comparison, but there is more than a tinge of pleasure in such a good result.



"Portugal was less fun. I'd not been there for eight years so I did a copybook performance and everything came out right. But I wouldn't like to do anything else. The problem is you are so rusty and it's not easy to turn on the level of performance that is required."

Still I wondered why rally drivers seemed to last longer at the top ➤

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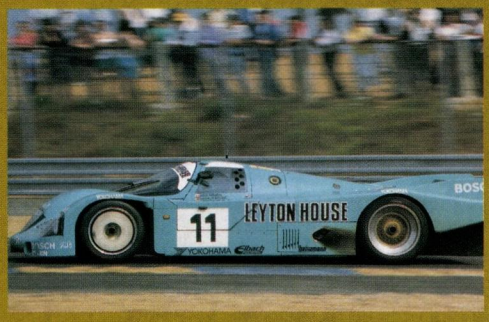






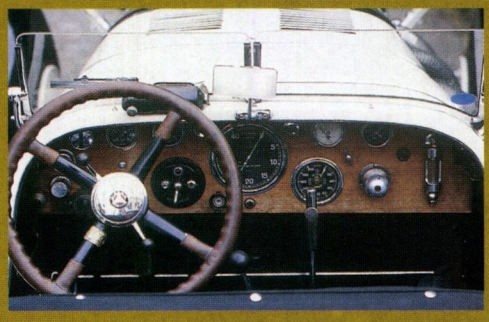
















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than in other branches of the sport. "In rallying, there's so much more chance to use your experience to cope with all the unexpected things you come across. In F1, for instance, you have a track with maybe seven corners and you spend all weekend finding out about them. On a rally, you look at a special stage with maybe one hundred corners a few times. And then when you come to drive it maybe a week later, there is so much that may have changed – the surface, the weather. So experience is very important for a rally driver and, by using it properly, it is possible to stay competitive."

Even so, the sport is changing and nowhere is this more evident than in the rapidly escalating salaries of the leading drivers which were now at such a level I suggested this might attract drivers from the bottom end of the Grand Prix field to consider taking up rallying. "Bottom end? You must be joking! Rally driver pay now is of interest even at the front of a Formula One grid. And it becomes a problem in many ways because the expectation for that money and the pressure is so much higher. That is why you will hear talk from people like Makinen and McRae about retiring."

Not that Vatanen ever saw it such as an occupation from which to earn sufficient money on which to retire "It was," he says today, "so much fun that, even when it is your whole business, it doesn't feel like a job. You are so exalted by it that you are, in a way, incurable."

But even if the fun remains, the events have changed. "If you judge rallies now by a twenty year old yardstick, then you have to say they have not changed for the better. Everything is shorter, tighter and quicker. There is not so much time for the social side."

Ari recalls the relaxed way in which drivers of the '70s could approach events like the Acropolis Rally. A protracted recce would encompass a "rest period" of several days at the Astir Beach Hotel at Glyphada where it was by no means not unknown to wake to the sight of a recce car going for an early morning swim. Or to find a pedalo perched on your cabin roof.

Vatanen returns to the present and is serious again: "Evidently from the

"With today's wages rally drivers are in danger of becoming like footballers – that would be terrible!"







Top: Typically sideways in a Ford Escort in Sweden in '78. He would win the title for Ford three years later. Middle left: Argentina '85. Ari survived. Just... Middle right: Subaru drive reunited Vatanen with Dave Richards. Bottom: Mitsubishi in '88

driver's point of view, the psychological pressure is raised with so many events in the calendar. And it takes a toll on your private life. Carlos Sainz uses a private jet to save precious days at home and Makinen will do the same next year. When you live like that, it makes life very one-sided. Rally drivers are in danger of becoming like footballers – and that would be terrible!"

But if the events have changed, the machinery has changed even more. Just what does a man who learned his trade on Opel Asconas and Ford Escorts think of modern rally cars ? "They're really nice to drive. The roadholding is now so much better and four-wheel drive does make it easier. Of course, I loved the old rear wheel drive Escort. It was so easy to go sideways which I guess was my trademark. Current cars do not get out of shape easily. You get to corners quickly because of the excellent traction but the braking is so much better now and the four-wheel drive system makes it much harder to lock up. You remember the famous double Escort accident in Portugal 1980 when Hannu Mikkola and I wound up side-by-side in the trees on the same bend ? That was downhill on wet tarmac, a little bit of rear brake ➤



Barchetta at Speed

Ferrari

1949 166 FL, #011F, Blue/Yellow, Ex-Fangio, Gonzalez Factory Team Supercharged Monoposto.
1949 166 Inter, #037/S, Blue/Gray Stablimenti Farina, Berlinetta.
1950 166 Inter, #0079/S, Blue/Gray Carrozzeria Touring Le Mans Berlinetta.
1953 166 MM/53, #0272/M, Red/Tan, One-off Special Bodied Competition Spyder.
1955 555 Super Squalo, # FL/9001, Red/Tan, Ex-Mike Hawthorne/Peter Whitehead F1, Sole Surviving Example!
1964 250 LM, #6023, Red/Black, Ex-Ecurie Francorchamps/Jacques Swatters, 1st at Spa, 2nd at Le Mans.
1972 312 PB, #0890, Red/Red, Single Most Successful Ferrari Sports Prototype, 12 Races and 4 Wins!
1979 512 BB/LM, #29507, Red/Blue, Without Exception the Finest BB 512 Le Mans Berlinetta in the World!

Additionally

1931 Alfa Romeo, #10814318, Red/Black, 6C 1750 GS Zagato Spyder "5th Series."
1931 Bentley, #YX5125, Black/Black, 8-Liter Dottridge Brothers Short Chassis Roadster, The Very Last 8-Litre.
1955 Indy, Red/Tan, Ex-Billy Vukovich Fuel Injected Streamliner Special.
1964 904 Carrera GTS, #904-092, Black/Black.
1969 917K, #917-023, Red/Black, Ex-Porsche Salzburg/Martini, Winner of the 24 hours of Le Mans.
1983 956, #956-112, White/Blue.

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bias and we both spun off backwards. A modern car would not do that."

Educated on Escorts he may have been (and World Champion in one in 1981 despite the advent of the Audi Quattro) but Ari was also at the forefront of four-wheel drive Group B development with Peugeot and their 205 T16 in 1984. He had the not-so-thin end of the four wheel drive revolution.

With Peugeot he won five Championship rallies in a row between 1984 and 1985. But then came the mid-season round in Argentina and the horrific accident which so nearly ended not just his career but his life, too. He would not drive a rally car again until 1987. Yet he returned with his body restored and his talent unharmed. He took on the 1987 1000 Lakes Rally in a works Ford Sierra RS Cosworth with two-wheel drive and over 400 bhp, finishing second overall. "When I started testing the car, I thought there must be something wrong in the transmission. All I could hear was wheee! wheee! as the tyres spun. But after a while I got used to it and we started to go quite quickly. We even did one fastest time on a stage with few slow corners."

I checked afterwards and found Vatanen's memory for once not reflecting the truth. He actually did two fastest times and was in the top three times on more than half the stages.

Vatanen may be modest of his own achievements but clearly he takes pride in those of his countrymen, particularly the fact that the two principal motorsport World Championships are currently held by Finns for the second year running, with Makinen looking to make it five in a row. What chance was there of some other nationality getting a look in the years to come and is there any sign of the stream of young Finnish lions drying up?

"I can't promise that. In the Rally of Great Britain, Burns did a wonderful job but just look at the performances of Gronholm, Gardemeister and Laukkanen. Finland may be a small country but it manages to produce quick drivers in every era. And there are more coming all the time."

I wondered if there were equally many replacements coming along for Mika Hakkinen to plague the lives of Schumacher, Irvine and Coulthard.



"Finland may be small but it produces quick drivers in every era – and there are more coming along"





"Yes, there are more racing drivers coming on now and they have Hakkinen to look up to as a standard. Keke Rosberg is looking after the young drivers so something may come of that. But there are many more rally drivers !"

I should have known better than to ask such questions of a Finnish MEP. Life today for Ari Vatanen involves an enormous amount of travel between the European Parliament, his constituency in Finland, and his adopted home in Monaco. Above all, he remains passionate about his job. He discovered quickly that, thanks to his profile, he was known by a large proportion of MEPs; thus his ability to be heard was greater than the average debutant. Already, he has been influential in getting the maximum working hours legislation changed to help one man companies.

Listening to him talk, I could hear the same inflexions with which a younger Ari would have used to describe an incident on a rally in which he had just competed. It was in that moment that I realised that this World Champion had indeed found a third career that would provide him with a challenge for many years to come. M



Top: Championship winning form in 1981 Escort in Greece.
Middle left: Escort again – this time in Argentina, '94.
Middle right: Hooking a ditch on the RAC with Peugeot in '84.
Bottom: Always smiling, always polite, Vatanen is universally admired

THE WORST CAR I EVER DROVE

OUT WITH A WHIMPER

RICCARDO PATRESE 1985 ALFA ROMEO 185T

THE ALFA ROMEO 185T WAS SLOW, HEAVY, UNRELIABLE AND FAILED TO SCORE A SINGLE POINT. NOT ONLY DID IT ALMOST FINISH PATRESE'S CAREER, IT ALSO ENDED ALFA'S ONCE AWESOME PRESENCE IN F1. BY ADAM COOPER

WILL RICCARDO PATRESE'S RECORD OF 256 GP STARTS ever be beaten? Today it's hard to imagine anyone surviving 17 years at the top level of the sport without burning out and the days of the 40-something F1 driver seem almost certainly over.

Patrese's record is put into perspective by Jean Alesi. It sometimes seems that the Frenchman has been around for ever, but in order to usurp Riccardo he will have to still be in action around the time of the 2005 Monaco Grand Prix.

It was Patrese's good fortune that not only did he finish his career with a top team (Benetton, alongside a certain Michael Schumacher), he also had access to reasonably competitive cars for almost the whole of his long career. But there was one unfortunate glitch, and it occurred on the only occasion he strayed away from a British team.

"The worst car I ever drove was the 1985 Alfa Romeo 185T," he recalls with a sigh, "I didn't get any championship points in it and quite apart from the fact that it was not reliable and competitive, it was also not very nice to drive, because the turbo lag was very uncomfortable. It was not pleasurable..."



At Monaco '85, the Alfa crashed before it broke

After supplying engines to Brabham for several seasons Alfa returned to F1 in its own right in 1979, under the direction of the legendary Carlo Chiti. There were a few highs: Bruno Giacomelli took pole at Watkins Glen in 1980, Andrea de Cesaris repeated the feat at Long Beach in 1982 and led at Spa the year after that. But for the most part the team bumbled along in the shadow of Scuderia Ferrari.

In 1983 Alfa made a half-hearted attempt to cut its losses, and handed its racing operation to Paolo Pavanello, boss of the successful Euroracing F3 team. The following year Benetton came on board as main sponsor, and Patrese and Eddie Cheever joined the team to complete the fresh new look.

"Because I had an English attitude towards motor racing, I always found myself much happier racing for English teams," says Riccardo. "In my time with Euroracing there was more pressure, because of course Alfa was behind the project, even



Alfa Romeo's last Grand Prix car was, sadly, quite possibly its worst, too

if there was no direct involvement from the marque.

"In '84 it was not great, but at least I got a podium at Monza, and fourth in South Africa. Anyway it was the first year, and everyone was expecting more the following season. But in fact it was much worse...

"The team owner, Mr Pavanello, always had something to say, and the designer didn't have a free hand to do what he really wanted to do. He always had to compromise with the ideas of Mr Pavanello, and because of that the car didn't come out well.

"When you first shake the car down you can see immediately if it has potential. It has to be quick, and then you find reliability, and of course you tune the car and go better. But if you come out of the box slow, with big problems, you're in trouble.

"The new chassis and aerodynamics were not very good. I suppose that everything they did during the winter was not done the right way. The engine was very thirsty, so we had to carry a lot of fuel for a Grand Prix distance, so we were always very heavy.

"More than that, the reliability was always bad. The turbos were always breaking, and we couldn't manage many kilometres. This is also a problem; if you don't have reliability to develop the car, you stand for four hours in the pits during testing, instead of being out there trying to find solutions."

The season started out badly, and stayed that way. Although the cars could qualify in midfield, they faded in race trim, and rarely finished. In desperation the team fell back on the 1984 chassis in July, fitting some



Patrese: 256 GPs, not quite all with top teams

1985 parts. Inevitably, the 'bitza' was hardly better.

"I don't have any good memories. The only thing people remember about that season is my accident with Piquet at Monaco. It was very spectacular! Apart from the fact that the car was not performing, the relationship inside the team was not good. Everybody blamed everybody else. Somebody was blaming the engineers, the engineers were blaming the drivers, the drivers were blaming the engine people, and so on. In the end it was a big mess."

It gradually became apparent the team would not continue beyond the last race of the season. Morale was not helped when at the penultimate event in South Africa Patrese and Cheever managed to take each other out on the first lap...

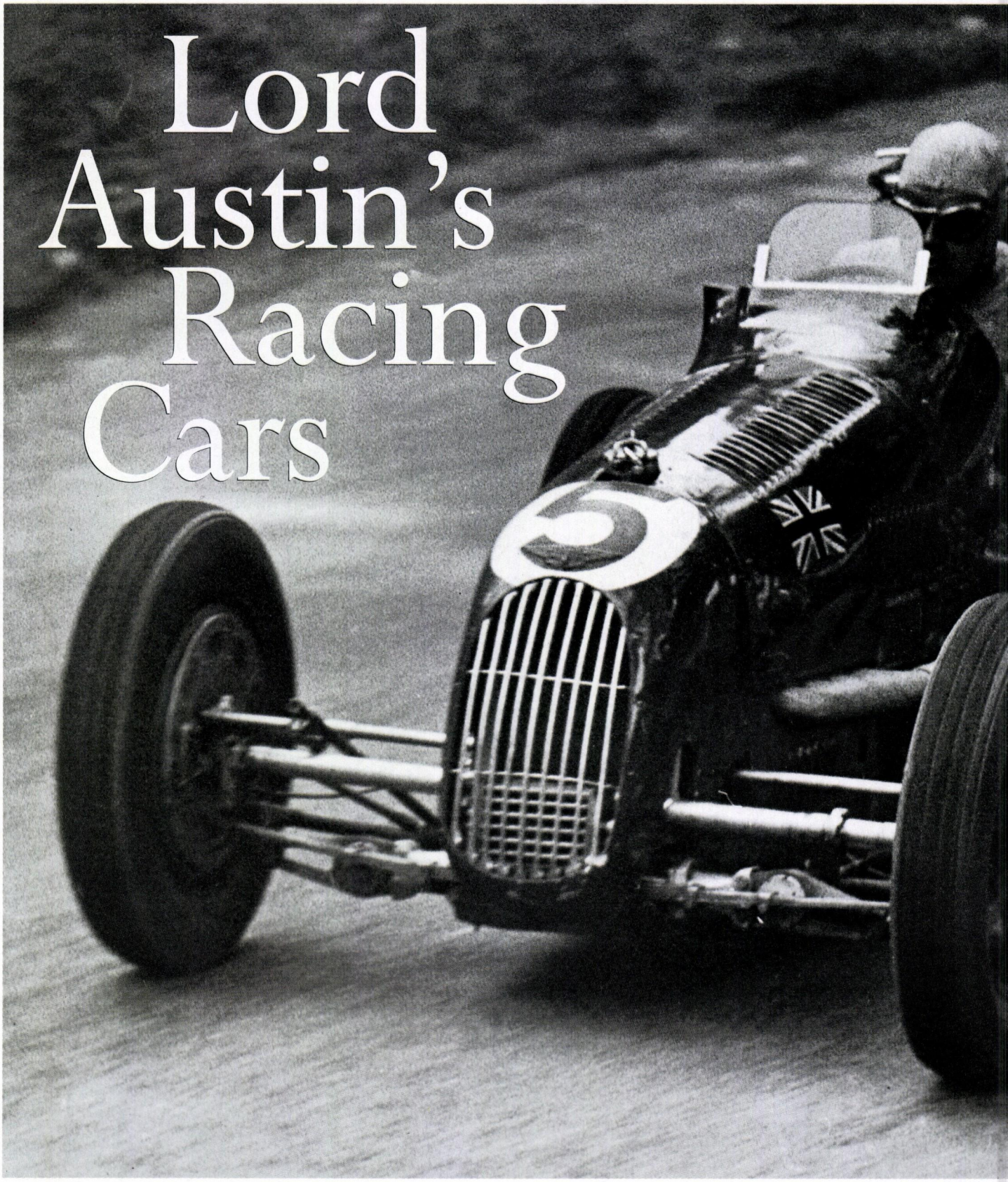
"I think I tried to overtake Piercarlo Ghinzani on the inside, and Eddie tried to overtake on the outside, and I touched my left rear with Ghinzani's front right. The car went left, on the outside, and Eddie was in the way. Pavanello was not happy, and having this bad atmosphere didn't make the crash any better!

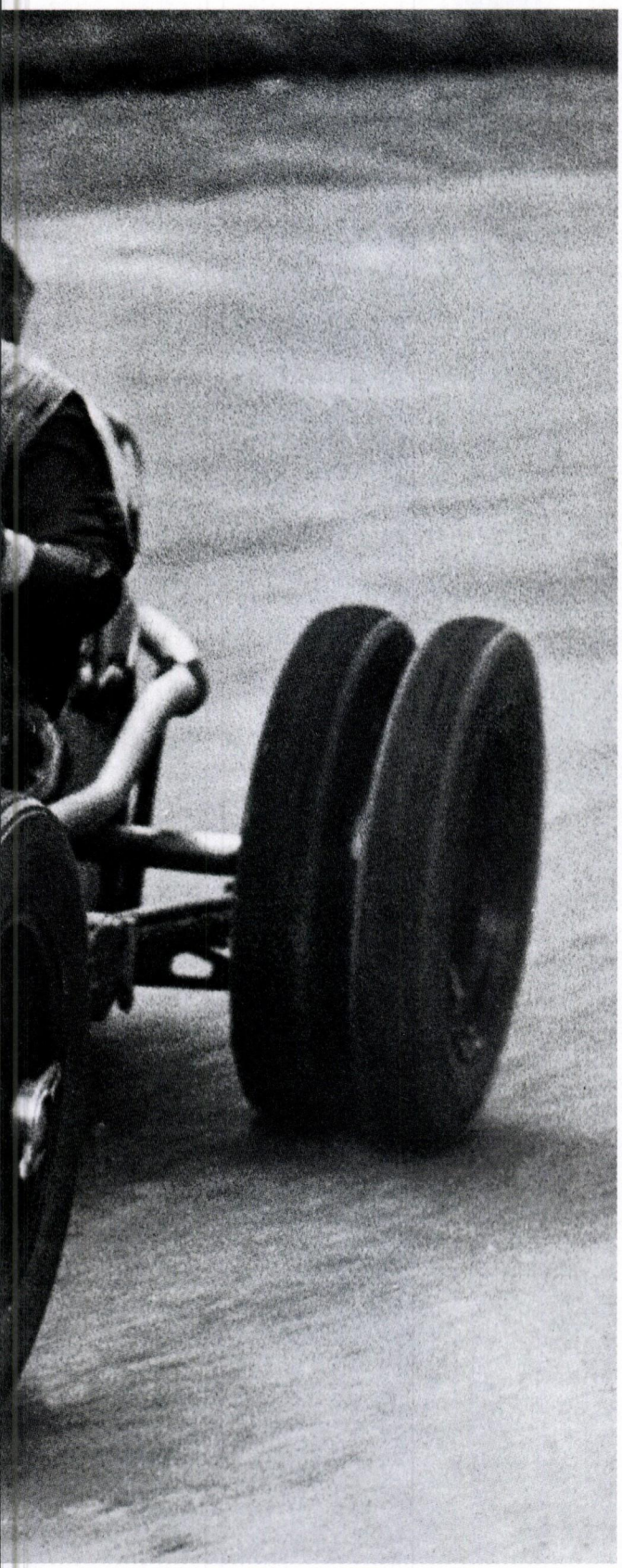
"We stopped because Alfa no longer wanted to commit themselves. It was my worst season, and for Eddie it was also not a good one. But it was, of course, much worse for the team, because after they withdrew there was a problem of bankruptcy. So the team had to close altogether, and they didn't have the money to pay everybody. I did get something in the end, but at one stage it looked like we couldn't have anything."

Today Patrese admits that his record-breaking career might well have ground to a halt some eight years ahead of schedule.

"It was really fortunate that I had a very good relationship with Mr Ecclestone, and he gave me the chance to go back to Brabham. Otherwise after a year like that you risk stopping racing and finishing your career, because nobody looks at you with trust. But he took me back, and from that moment in 1986 I was able to begin a new chapter in my career. I started to get good results, went to Williams, and I finished my career in a good way." M

Lord Austin's Racing Cars





IN PART TWO OF BILL BODDY'S EXAMINATION OF THE PRE-WAR RACING AUSTINS, HE CHRONICLES THE MANY SUCCESSES OF THE MARQUE BUT WONDERS ABOUT THE COMMERCIAL ADVANTAGES OF SUCH EFFORTS

WE HAVE SEEN HOW COMPETITION SUCCESSES FROM ITS PROTOTYPE DAYS IN THE early 1920s promoted the revolutionary Austin Baby Cars, which were the financial saviour of the great Austin factory at Longbridge, Birmingham (MOTOR SPORT, January 2000). Lord Austin, as he then was, had been no stranger to the world of motor racing, which he continued with after the Seven was established as a leading sales proposition, as the habit of car ownership expanded with it.

After that significant and technically brilliant win in the 1930 BRDC 500-Mile Brooklands race at the "paper impossible' average speed of 83.4mph, and the hour records with the same Ulster-type A7 which soon followed that race, Sir Herbert Austin continued to field his little cars in top-scale events and class record attacks. It was a sensible means of continuing the publicity he had achieved from the Seven's birth, but it was also inspired perhaps by his liking for racing. But as the competition from MG got ever more intense, did he get value for money from his later race appearances?

As for the now elderly Lord Austin's motor racing – he had been knighted

"A chain had broken, striking the young Bianchi a blow on the arm"

for his war work during 1914/18 – he was something of a pioneer in this sphere. When manager of the Wolseley Tool & Motor Car Co, Herbert Austin had been responsible for some important racing cars. The 30hp Wolseley he drove in the tragic Paris-Madrid race in 1903 was but a start. Before that he had competed at the 1902 Bexhill and Welbeck speed trials. He even had a go at the classic race from Paris to Vienna, but a broken crankshaft before the off cost 12 hours, and the replacement snapped during the contest. The 1904 cars were the notable Wolseley racers, purposeful in appearance, and known as the Beetles, from their low, pointed bonnets. The bonnets could be low because Austin slung the engine of these exciting 11.9-litre racing cars almost below the tops of the chassis side members. His penchant for horizontally opposed power units was followed, the 96hp transverse engine so far back that, as with a Zeppelin, the mechanic was able to effect minor repairs without the car stopping! The two bucket seats were almost over the back axle, and an enormous flywheel marked the off-side of the four-cylinder 5in x 5in engine, which was wisely pressure lubricated.

The low build of the Beetles should have helped cornering, and after the Gordon Bennett eliminating trials Charles Jarrott, one of Britain's keenest drivers, wrote "...sharp corners at the top speed present no terrors and I enjoyed the sport as much as ever, as it had all its old fascination and charm". In the GB race itself, in Germany, he was "travelling very fast when there was a tremendous crash; a chain had broken, striking young Bianchi, the mechanic, a violent blow on his left arm." Until then the Wolseley had been going well: "My run down the hill from Saalberg was one of the fastest pieces of travelling I have accomplished," and "the S-corners before Usingen came to us with startling rapidity".

Thus was racing in what is now the veteran age. Water was thrown over the tyres at the controls to cool them, but Jarrott lost half an hour when the governor broke, the engine then racing when the clutch was taken out at the corners, as was normal then. With a stripped third gear, detached water pipe and misfiring he finished twelfth after 11 hours on the road; Girling's 76hp Wolseley was ninth.

Girling and Bianchi then drove two Wolseleys in the Circuit des Ardennes; Girling retired but the Bianchi was 12th ahead of Lancia and Sallerson, on Lancia and Fiat. In the 1905 GB Cup contest in the Auvergne, Girling crashed the 15.6-litre Wolseley-Siddeley but the Hon Charles Rolls was eighth, beating Earp's ➠

HL Hadley on the limit on his way up the Shelsley Walsh hillclimb in the six-wheel, twin-cam supercharged Austin Seven. They were also to prove exceptionally capable in both record-breaking and circuit racing arenas



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Napier, and Bianchi was twelfth. Austin left in 1905 to start his own company. From then until the war Austin's trial and hill-climb successes are too numerous to list; they included classic events as far afield as Russia and Austria, and the 9.6-litre Austins finished 18th and 19th in the 1908 French GP, the third retiring.

After the 1914-18 war, there were works entries at Brooklands of two racing Austin 20s, the two-seater 'Black Maria' and a slim tandem-seater, leading up to participation in the big Brooklands' events, the Ulster TT and Irish GP etc. When the MG Midget presented the first real opposition to the 747cc A7, Austin redoubled his efforts, which from 1925-1930 had been well supported by the Brooklands and sprint fraternity, with anything from Ulsters to one-off specials, including George Chaplin's two cut-down Chummies, 'Mr and Mrs Flea' and Spero's 'Mrs Jo-Jo,' etc.

Having missed the first Ulster TT, Sir Herbert attended the 1929 race, where he had entered three Ulsters, coming home an impressive third and fourth behind Campari's Alfa Romeo and the winner, Caracciola, driving a Mercedes-Benz. When it was found the non-s/c car would be too slow, blower parts were sent over for it to be converted. Gunner Poppe's blown TT works Ulster was fifth in the 1930 TT. But if the drivers went to 7600rpm the cylinder blocks tried to lift and broke their lugs. There were strengthened for the BRDC 500-Mile Race, which was won by the Earl of March and Sammy Davis at that incredible 82.4mph, including two stops, The same car, with large fuel tank in lieu of a passenger, then took class records of up to 24 hours soon afterwards.

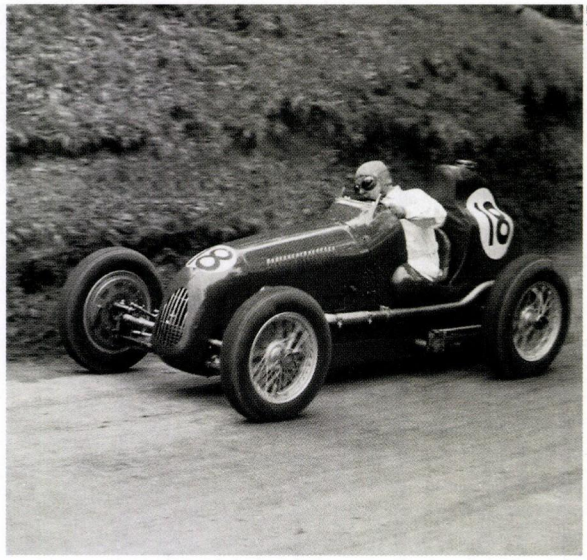
"The engines were supercharged to give 56bhp at 6000rpm"

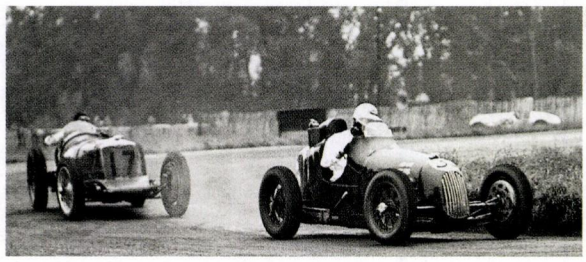
Though the Seven was now well established in racing, Sir Herbert did not give up. When Sir Malcolm Campbell went to Daytona in 1931 to raise the LSR with the Napier-Campbell, he took a works A7 with him. 'Bluebird' did over 245mph, the A7 just missed the intended 'ton', with a two-way 94.06mph for the mile. Eyston replied for MG at Montlhéry ten days later, with 103.13mph. Meeting Waite, Cecil Kimber of MG's told him the Austin/MG fight was now on. New single-seater A7s were built, at first with side pannier fairings like those of the successful LSR 'Golden Arrow', but these were soon discarded. The off-set prop-shaft gave a low seat and the Ulster-based engines were supercharged to give 56bhp at 6000rpm. Brave and capable Mrs Gwenda Stewart had the prototype at Montlhéry and set records at up to 109.12mph, suggesting mods like scuttle fuel tanks and shorter tails for the team cars. The cockpits were very uncomfortable and the insulated radiators had to be cured of leaking.

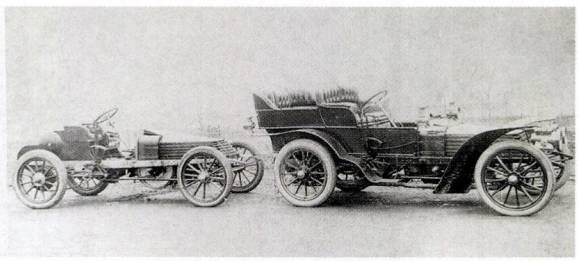
Ulster A7s contested the 1931 JCC Double 12-hour race, but the new MG Midgets took the first five places. However, seven MGs retired compared to one out of ten A7's, and the superchargers of the works Ulsters gave a heavier handicap than the MGs. Then in the Irish GP six A7s met 10 MGs. The MGs had a walk-over, the handicap defeating the blown Austins. Revenge came when the 'Rubber Duck' A7 team of Cushman, Barnes and Goodacre won the the LCC 90-lap Relay Race at Brooklands at 81.77mph, against the best MG team average of 75.18mph, though the 760cc Midgets were now themselves supercharged.

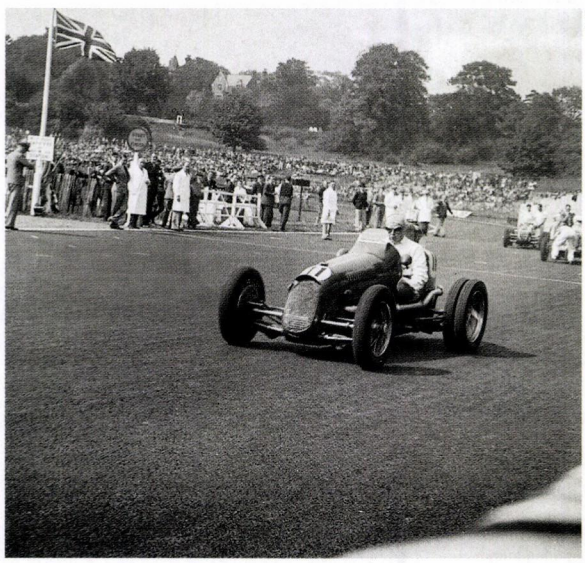
In the record field the A7/MG battle continued. Cushman did the first ever 100mph for Austin, over a kilo and mile, but a few days later Viscount Ridley went faster in his own Ridley Special, with just a spare plug in his pocket. Doing an extra lap after his 100mph hour record the MG caught fire and Eyston jumped out, suffering burns. Recovered, and wearing asbestos overalls and socks, he began to beat the Austin Class H (up to 750cc) records. Special racing cars, EX120 and EX127, had done most of the work, Ernest Eldridge doing 110.28mph in the latter, and by December 1970 the Abingdon marque held the lot.

But Lord Austin never lost his faith in motor racing for publicity, and spoke of the research value of the longer events, and how he was prepared for the 'war' against MG. But although private entrants won in their A7s, results in top fixtures were sparse and whenever some of the longer records were clawed back ➳


LAT


LAT


Malcolm Jeal


LAT

From top: Hadley in 1938 in the twin-cam A7; Donington 1937: Goodacre's Austin leads Maclure's Riley; 1903 racing Wolseley Beetle and 28HP car based on it; Crystal Palace 1939, Hadley in one of the twin-cam's final races

Vehicles in Stock

MASERATI

Maserati 3200GT 370 Bhp V8
6 Speed - 1999 V - 1,000miles **£ Apply**
Rosso Indianapolis / Black Connolly leather interior, Full specification including Climate Controlled Air Conditioning, Electronic Suspension & ASR, 18" Alloy wheels, Electric seats, Alarm system, Becker stereo system & CD autochanger.

Maserati Quattroporte Evoluzione 335Bhp V8
6 Speed - New **£ List**
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Maserati Quattroporte 285Bhp V6
6 Speed - 1998 R - 6,000miles **£29,995**
Rosso Maserati / Black Connolly leather interior, Climate controlled air conditioning, ABS, Active Ride, Electric seats, Drivers air bags, 17" Alloy wheels, 8 Speaker Stereo System & CD, Cat II Security System with Remote Locking, One Owner, Meridien Supplied & Serviced.

Maserati Ghibli ABS 285Bhp V6
Automatic - 1995 M - 13,000miles **£27,995**
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Maserati Quattroporte 285Bhp V6
Automatic - 1996 P - 19,000miles **£ Arrives**
Verde Tundra / Beige Connolly leather interior, Climate controlled air conditioning, ABS, Active Ride, Electric seats, Drivers air bags, 17" Alloy wheels, 8 Speaker Stereo System, Cat I Security System with Remote Locking, One Owner, Meridien Supplied & Serviced.

Maserati 222SR 225Bhp V6
Automatic - 1994 M - 19,000miles **£16,995**
Rosso Oriente / Beige Nuvolato Leather interior, Full Update Body Styling with Colour Coded Grill, 16" Alloy Wheels, Active Ride Suspension, Sports Seats, One Owner, Meridien Supplied & Serviced.

FERRARI

Ferrari F355 Berlinetta
F1 - 1998 R - 4,000miles **£89,995**
Rosso Corsa / Crema leather interior piped Red, Full Specification including; Climate controlled air conditioning, 18" Alloy wheels, Stereo system with CD player, One owner, Full Ferrari service history.

Ferrari F355 Berlinetta
6 Speed Manual - 1997 P - 5,000miles **£79,995**
Rosso Corsa / Nero leather interior, Climate controlled air conditioning, Alloy wheels, Twin air bags, Stereo system, Full Ferrari service history.

Ferrari Testarossa
1988 E - 15,000miles **£42,995**
Nero / Bordeaux hide interior, Full specification including, Air conditioning, Sports seats, Alloy wheels, Twin door mirrors, Black dashboard, Stereo system, Last owner 8 years, Full Ferrari service history.

Ferrari 348TS
5 Speed Manual - 1990 H - 21,000miles **£41,995**
Rosso Corsa / Crema leather interior, Colour coded Targa roof panel and sills, Climate Controlled air conditioning, 17" Alloy wheels, Stereo system, Full Ferrari service history.

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Automatic - 1998 R - 2,000miles **£23,995**
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from MG or a Brooklands lap-record broken, Octagon opposition would soon improve on these. So Austin engaged the great engineer T Murray Jamieson to build new cars for him, in 1932. At first he was hampered by Austin requiring these had some semblance to his catalogue Seven, with the sidevalve engine, transverse front and quarter-elliptic rear springs. The new cars took time to perfect, and it was 1934 before Driscoll took the streamlined car, producing 70bhp at 7000rpm, to Southport sands in 1934 and clocked 122.74mph, suffering cuts to his face twice from the timing thread. But Eyston's partner, little Bert Denly, had done 128.6mph, and although class records fell, MG quickly bettered them.

Meanwhile, Jamieson worked on the exciting 744cc twin-cam A7 racers. The new car was later described by Stirling Moss, when he drove one for MOTOR SPORT in the 1950s, as "a real GP car in miniature". The engine gave 90bhp in racing trim and 116bhp at 7600 rpm on sprint fuel, with a potential of 12,000rpm. Very large valves, two per cylinder, were angled at 100deg. The boost pressure was 20lbs with a large SU carburettor. Head and crankcase were of light alloy, these held together by long studs. The crankshaft was machined from a steel billet and ran in a plain centre bearing and two roller bearings. The transverse front spring and quarter-elliptic rears were retained, but with a straight tubular front axle. The tyres were 5.25x16 racing Dunlops, the all-up weight 9Hcwt. Thirst was quoted as approximately 3Hmpg on sprint fuel, 7H for racing, with a 25 gallon tank. The new car was tested for 6000 miles at Donington, up to 121mph, but I do not think the full 12,000 rpm were ever used.

"The engine had 116bhp at 7600rpm with a potential of 12,000rpm"

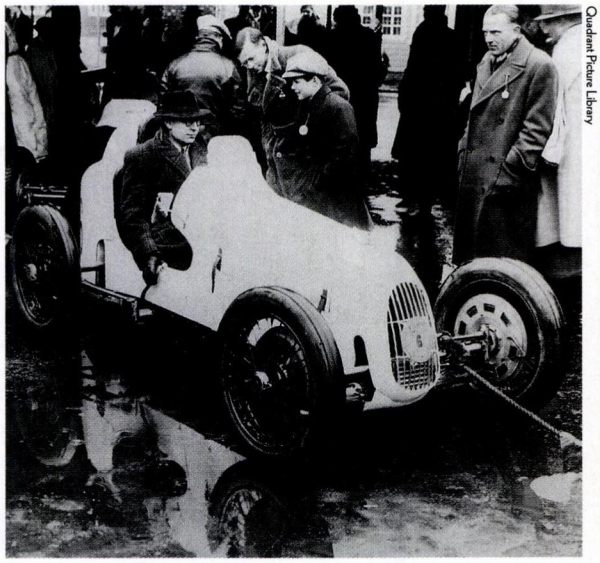
A team of these was built, plus one sidevalve car, the latter allocated to Mrs Kay Petre, the other leading drivers being Charles Goodacre, Charlie Dodson, LP Driscoll and Bert Hadley. But did these wonderful little cars give value for money? Jamieson took a while to get them right and it was not until March 1936 that one was displayed at the debut in Birmingham, when Lord Austin said he wanted to better MG's 130.51mph, set by Korlraush at Gyon in 1935. The postponed Easter racing debut at Brooklands was a disaster, and in the 1936 JCC IT race Dodson retired with a split oil cooler, Goodacre with a duff magneto, and Dodson with a faulty supercharger blow-off valve.

All three Austins retired at County Down, after Dodson put the lap record to 84.51mph, and at Donington for the important small-car Nuffield Trophy race the ohc A7 trio went out with piston trouble; 'Bira' was fifth in a sidevalve car. A minor success came at Madresfield, with a 1-2-3 class result, but. Driscoll crashed at Backwell hillclimb and was hurt, and in the BRDC '500' Dodson went out and Goodacre was tenth. A sad start, even if many records were retaken.

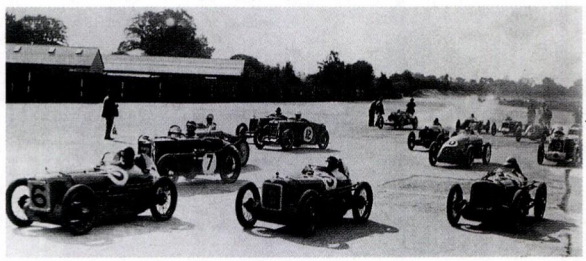
Austin abandoned all but sportscar racing for 1937, and Jamieson left for ERA. However, three ran in the BRDC Empire Trophy; Kay retired, Dodson was slowed by a fire and Hadley was flagged off. Then at Donington, Goodacre won all four races, including the JCC Coronation Trophy. And at Shelsley Hadley broke the class time and was just 1.74 sec slower than Mays' ERA. For the BRDC 500 km race Kay was hit by Parnell's sliding MG and was badly hurt, Hadley retired but Goodacre was third until the track-rod broke.

Two of these wonderful ohc A7s were raced in 1938, Dodson winning the BE trophy race, while Hadley twice improved on the class record at Shelsley Walsh. The "miniature GP" car was very popular at the Crystal Palace, where Hadley won the Cup and in 1939 the Imperial Trophy and a fine second place behind May's ERA.

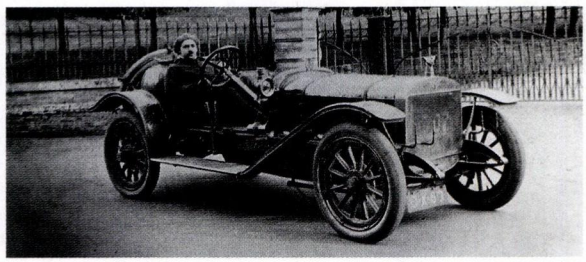
That's the brief saga of these memorable genuine British racing cars, one of which is now in the Donington Collection. But pause a moment. Did Lord Austin get full value from them? Amid the Austin/MG ambition to be first to 100mph in the 750cc class, let us remember that Mrs Stewart had beaten both, when in August 1930, at Montlhéry, she set a 5km record in a 741cc Morgan JAP three-wheeler , at 100.65mph... M



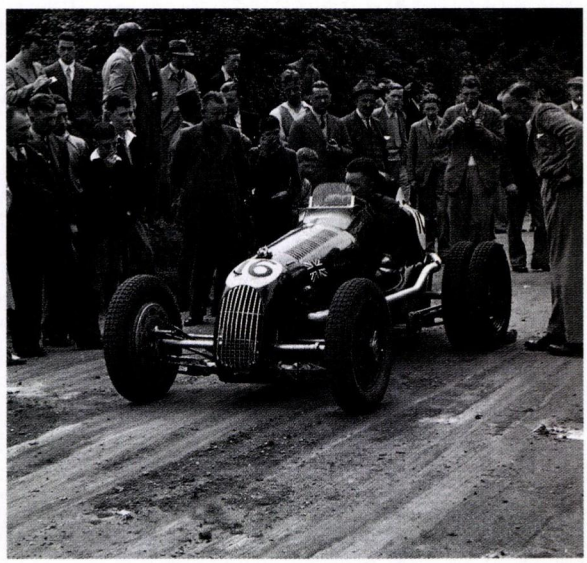
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Malcolm Jeal



LAT

From top: Murray Jamieson tests the first A7 twin-cam racer; MGs take on the Ulster A7s at Brooklands; the 1908 60hp Grand Prix Austin with FW Mays at the wheel; Craigantlet hill-climb and Hadley about to break the hill record

REALITY BYTES

WITH MORE COMPUTERS THAN AN EARLY NASA ROCKET, THE LATEST NISSAN SKYLINE GT-R SHOULD BE ALMOST AS MUCH OF A BLAST. SO WHY, ASKS GAVIN CONWAY, DOES THE SUM NOT EQUAL THE PARTS?

photography by Richard Newton

IT WAS THE MOST AWFUL CAR I HAVE EVER DRIVEN. EVEN A MASSIVE dose of technology had failed to redeem what was an execrable driving experience; the thing had a simply mind-bending number of different settings for steering and suspension feel, all available at the poke of a dash-mounted button. And all of them a slightly different shade of bad. That was more than five years ago, and the car was a Lincoln Continental with European aspirations. Ever since, I've had an abiding suspicion of cars that rely too heavily on software to deliver a good drive. But I'm no Luddite. The world changes. Sometimes for the better and sometimes not. But there's one thing that won't ever change and that is this. The proof is in the driving.

A quick walk around the Skyline R34 GTR V-spec to get the atmosphere. Huge adjustable rear wing. Fat blisters of wing barely containing the most gorgeous 18-inch wheels in memory. A face with squinty eyes that evoke a Japanese Manga cartoon character. And an evil one at that. Atmosphere checked and registered, time to move on.

Thump home the GTR's solidly hewn door, squirm down into Connolly-clad buckets that support every bit of you like you're slung in a hammock. The view directly ahead is of a binnacle with a revcounter that doesn't go red till 8000rpm. Just to the right, a speedo that reads to 200mph. Look up and out, trace the ominous arc and bulge of bonnet containing six straight-up cylinders. Dominating the dashboard is a large video screen, angled toward the driver and lit up in lurid arcade-bright colours. At the moment it is telling me how much turbo boost is occurring as I blip the throttle. Scroll through the menu and you'll find a graphic G-meter, a lap time recorder, a display with exhaust temperature, air intake temperature and even the percentage of throttle opening at any given instant. Little of this information is of any practical value at all. I mean, what exactly am I supposed to do with the knowledge that my exhaust temperature is 100 deg C? Or that I've got 20 percent throttle opening? Pointless.

Not pointless, actually. And a clue to why the car is the way it is. Skyline GTRs were never intended to be sold in volume in Europe. It is, first and foremost, a domestic market Japanese supercar; it was only growing pressure from grey market imports that prompted Nissan to bring them in officially. And back home, Skylines are routinely tweaked to more than 500bhp. Which means they go bang a lot. Which also means that your average Japanese tuner is more than a bit interested in things like boost behaviour, throttle openings and intake temps. Because when it does go bang, you can download the data and get some idea about what exactly went wrong. Also, these guys like to race a lot. Which explains even more of this car's particular demeanour. More on that later.



OVERSTEERING SKYLINE A COMMON SIGHT AND NOT DIFFICULT TO ACHIEVE. FOUR-WHEEL DRIVE AND STEERING COME TO RESCUE AT TIMES OF NEED

Then there is the astonishing technology that Skyline deploys to get around corners, to give you a feel of its chassis at work. And to try and inspire, because that's the whole point of the plot. After all, who needs finely judged but simple suspension geometry when you've got a 16-bit processor to call on?

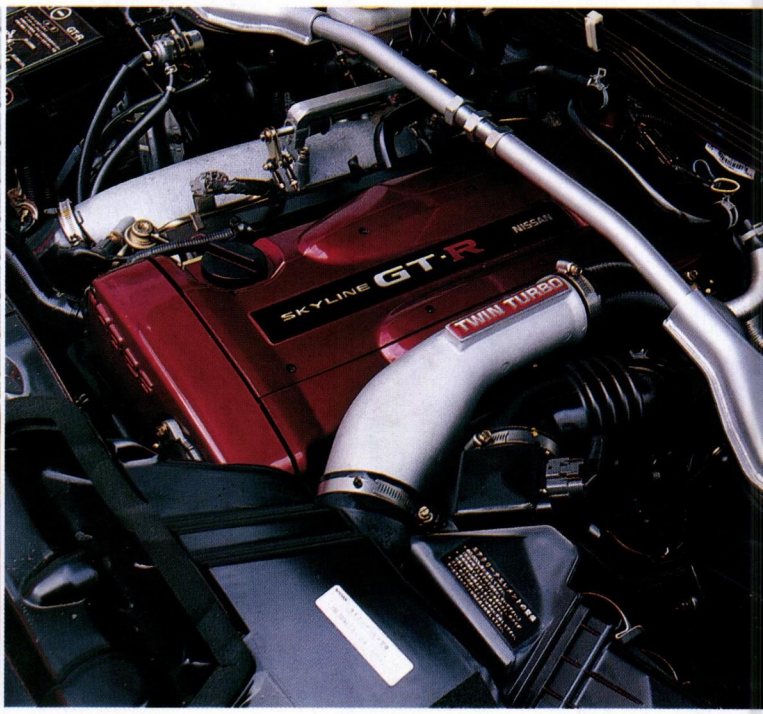
The highlights of this Skyline's electronic arsenal are, firstly, its electronically controlled torque-split four-wheel drive transmission. The system works via wheel speed, throttle opening and lateral-g sensors which analyse the car's traction and stability every one hundredth of a second. A processor sends signals to the central transfer unit, telling it to send up to 50 percent of the engine's torque to the front wheels if, for example, the rear wheels are spinning quicker than the fronts in a corner, suggesting that the car is going to oversteer violently. The idea is to let you have a bit of slidy fun but to bail you out if things get a little too unstable.

There's more. The GTR uses a four-wheel steering system, which controls the car's rate of yaw by adjusting the angle of the rear wheels. The system figures out how quickly you're turning the wheel and uses that information to determine the angle and rate at which the rear wheels should be steered. Turn in really sharply at a roundabout, for example, and the rear wheels will turn slightly in the opposite direction of the front wheels to help kill understeer and sharpen the turn in. To make sure that that ➤

"Turn in really sharply and the rear wheels will turn to help kill understeer"







LEFT: ADJUSTABLE REAR WING THE FIRST EXTERNAL HINT THAT THIS IS MORE THAN A NORMAL ROAD CAR. ABILITY TO TUNE TO AN EVEN HIGHER LEVEL IS ALMOST THE RAISON D'ETRE OF THE SKYLINE. RIGHT: SIX-CYLINDER TWIN TURBO ENGINE OFFICIALLY GIVES 277BHP, UNOFFICIALLY THAT'S 320BHP AND AFTER-MARKET TWEAKS CAN SEE OUTPUT RISE TO A MIND-BLOWING 600 PLUS

doesn't turn into lurid oversteer, the computer then sends out another instant signal to tell the rear wheels to turn in the same direction as the fronts. That's not to say the rear wheels are flapping about Tesco-trolley style; the adjustments are so fine that you'd be hard pressed to say 'there it is' when it happens.

And here's the thing. Looked at in isolation from the rest of the car, the four-wheel drive, four-wheel steer set-up works brilliantly. It's the heart and soul of the Skyline, allowing you to do some quite spectacular things with the twin-turbo engine's 277bhp (320 unofficially), firing off big dollops of power through that clackety mechanical six-speed Getrag box.

It goes like this: line up on your favourite, fast A-road roundabout. Push the car in fast, and crank over the superbly accurate and feelsome steering wheel. Fantastically sharp turn in as the Skyline digs into the positive camber at the island apex. Get ready to catch it as the car gets a bit out of shape as the camber goes negative at the exit. Except it doesn't, even though you're still on the power. Play the engine out to 8000rpm as the next corner approaches, and then just dump the speed through those massively effective Brembo four-pot callipers. The thing is, this Skyline feels quite remarkably stable, but without being anaesthetic. There's all the feel and involvement you could ask for, and more. Get hard on the power and the Skyline will slide its tail out with a progressiveness that is positively Caterham-ish. Better still, the speed and feedback of the steering enables you to wind off lock nearly as progressively. Because all the while, the central diff is discreetly feeding torque to the front wheels, keeping you just this side of trouble. Looking after you, without the nannying. It works, by God.



SKYLINE BRILLIANT ON COUNTRY ROADS WHERE TECHNOLOGY CAN SHINE, BUT RIDE IS SO BAD AT LOW SPEEDS THAT CUSTOMERS MAY CONSIDER CHANGING SUSPENSION

In isolation. A supremely competent tool for a nine-tenths thrash at a challenging road, the Skyline undoubtedly is. A rounded supercar with a broad portfolio of talent it most certainly isn't; others – Caterham and Porsche spring to mind – have proven that you can deliver a fabulous driving experience with good refinement and ride. But the simple truth is that the Skyline's low-speed ride, tyre rumble and roar and tramlining – the front wheels follow cambers and ruts to the point where driving a straight line can be hard work – are just about intolerable. Granted, our car had worn front tyres which always worsens tramlining, but not to the degree that fresh Bridgestones would overcome.

"Looked at in isolation, the four-wheel drive, four-wheel steer set-up works brilliantly"





LEFT: BEAUTIFUL 18-INCH RIMS HOUSE UNFLINCHING BREMBO BRAKES CAPABLE OF HAULING DOWN SPEEDS WITH EASE. ANTI-LOCK SYSTEM COMES AS STANDARD. RIGHT: GT-R BADGE SIGN OF POTENCY FEW WILL EXPERIENCE ON BRITISH ROADS, ALTHOUGH THE CURRENT CAR'S 'V-SPEC' IS SIMPLY NOT SUITED TO ANYTHING OTHER THAN RACE TRACK SMOOTH SURFACES

Andy Middlehurst of Middlehurst Motorsport – they're the people who bring the Skylines up to UK spec – admits that the R34 GTR is a bit too stiff and uncompliant for UK roads. It's the 'V-spec' bit that's to blame, with its hard damper ratings and stiffer springs. That's the way Japanese enthusiasts want them, nearly race-spec stiff. Ask him to, and Middlehurst will fit dampers that will, he claims, largely resolve the ride and tramlining issue. That's fine, but I wonder how amused buyers will be to find out that having paid £54,000 for an R34 GTR, it needs more work to make it right for our roads.

Back on the gas, you could almost forgive it. In spite of weighing as much as a large saloon at 1666kg, and in spite of communicating through a bureaucracy of microprocessors, the Skyline can thrill in parts. From a soft-edged rumble at idle, that twin turbo blares up to the 8000 redline with a brief lag-stumble followed by an unholy rush. It's damn quick. Push hard, and still you know the GTR would have gone faster through that complex of chicanes if you'd asked.

It's just the 'in spite ofs' that I can't get around. The Skyline is heavy because a complex four-wheel drive chassis just is. And while it deploys a mass of technology to deliver a rewarding drive, the same end can be achieved without any help at all from Bill Gates. The thing is, I've driven few cars that were as quick and composed from A to B as a Skyline R34 GTR. But I've driven a lot that were more fun to drive and which managed a good ride quality with it.

The Skyline reaches some remarkable heights, but I'm just not convinced that it has taken the best route. As an Irish observer might say, "if you're going there, I wouldn't start from here." M

SPECIFICATIONS

Nissan Skyline GT-R V-spec

ENGINE

Type	Longitudinal straight six cylinder
Specification	2568cc, dohc, 4 valves per cylinder
Max power	277bhp @ 6800rpm
Max torque	293lb ft @ 3000rpm
Power to weight	173bhp per tonne
Specific output	108bhp per litre
Transmission	Six-speed automatic

CHASSIS

Suspension (f/r)	Multi-link, coil springs, dampers
Brakes (f/r)	324mm vent discs, 300mm vent discs
Steering	Rack and pinion, four-wheel steer
Tyres	245/40 ZR18 Bridgestone RE040

DIMENSIONS

Length/width	181.1in/76.2in
Wheelbase	98.8in
Kerb weight	1666kg/3665lb

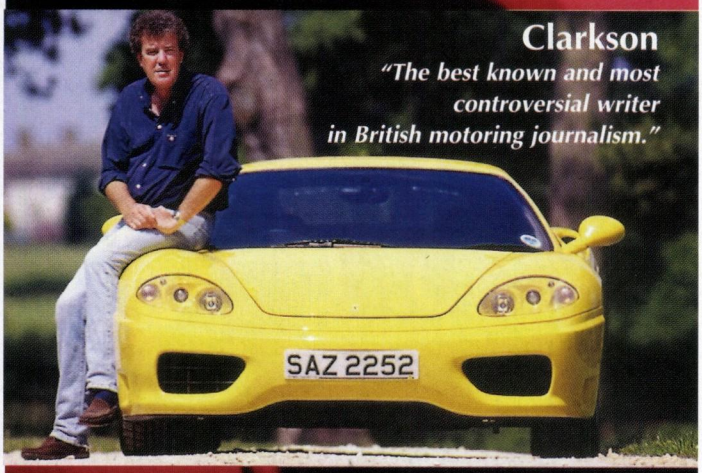
PERFORMANCE

Top speed	155mph (limited)
0-60mph	4.6sec

"In spite of weighing as much as a large saloon the Nissan Skyline can thrill in parts"

Jeremy Clarkson
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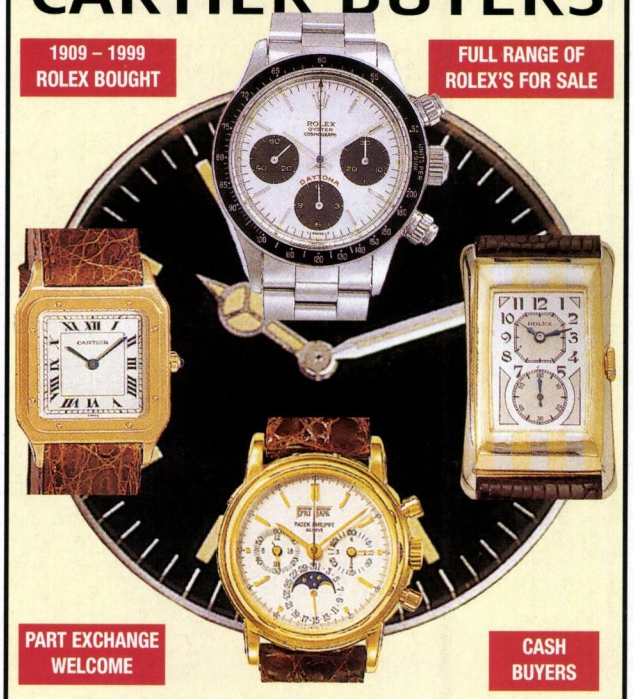
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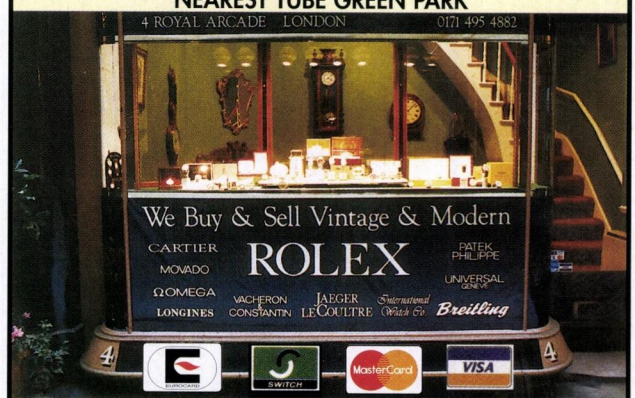


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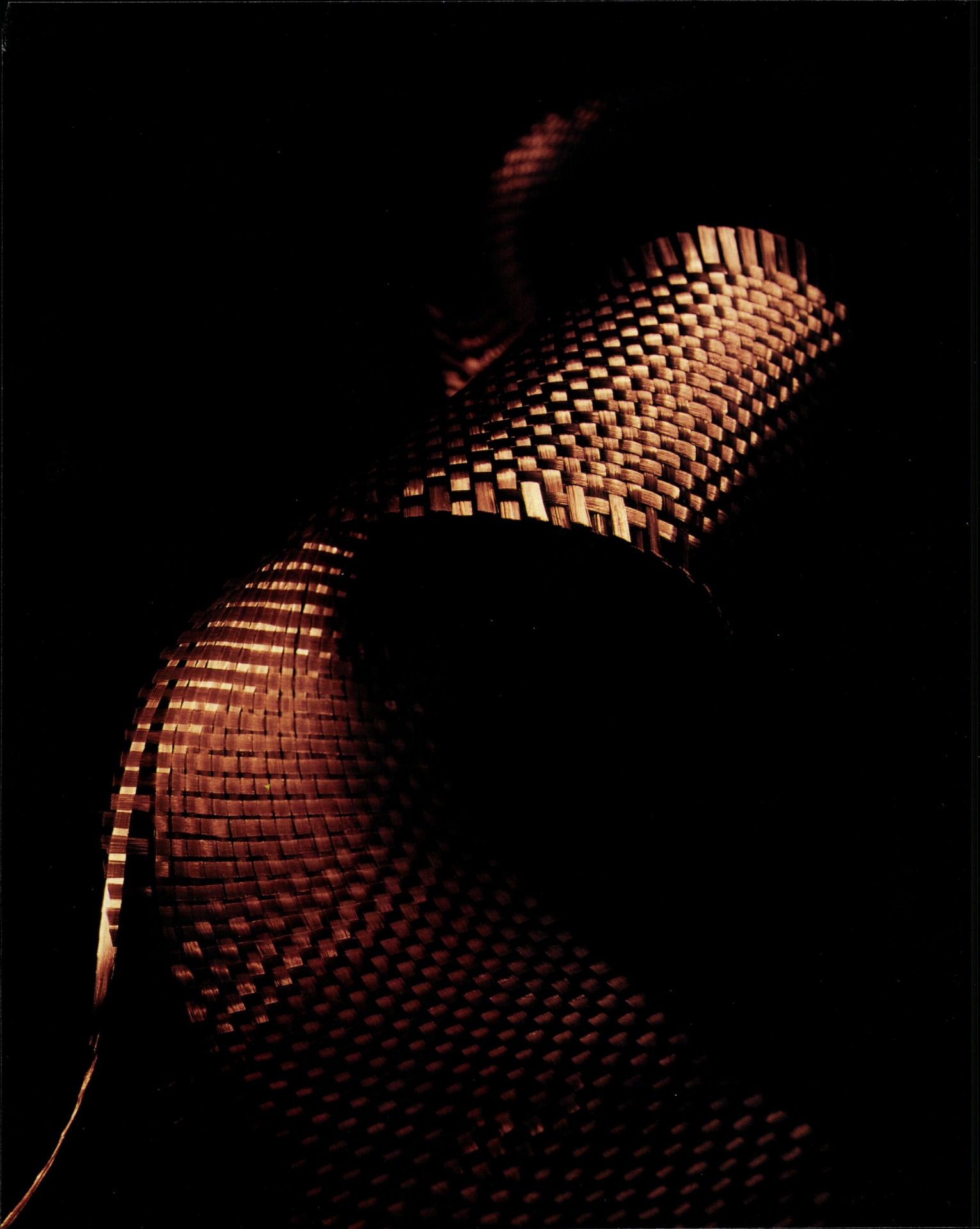
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FIBERGLAS

MAKING RACING CAR BODIES OUT OF ALUMINIUM WAS NOT ONLY DIFFICULT BUT EXPENSIVE TOO. KEITH HOWARD REPORTS ON THE INVENTION OF A CHEAP ALTERNATIVE

photography by Charles Best

It's easy to regard the Air Marshall who makes a cameo in JE Gordon's book *The New Science of Strong Materials* as a figure of fun, but I have sympathy for the man. The event took place during WW2 when Gordon – later to become Professor of Materials Technology at Reading University as well as the author of popular paperbacks on the subjects of materials and structures – was working at the Royal Aircraft Establishment in Farnborough.

Showing said senior officer around an aircraft, he was asked of what material the radar antenna cover was made. Knowing it to be what today we would call GRP or GFRP – glassfibre reinforced plastic – and understanding equally well that his audience would never have heard of it, Gordon simply replied "Glass". At which the blue tunic exploded, thinking the boffins were exposing his lads to the hazard of fast-moving shards of shattered glazing.

From a half-century's remove, during which we've become used to seeing GRP used widely in both race and road cars as well as boats and aircraft, it's easy to snigger. But why it is that glass, of all materials – weak, brittle glass – should ever have been thought suitable as a reinforcement for plastic, and the resulting material as ideal for racing cars?

The early history of glass fibres is dominated by the manufacture of glass wool, intended primarily for insulation purposes. The fibres produced were short and of inconsistent thickness – not the properties required of an effective reinforcement material, even had the plastics then been available to exploit it. So far as structural use of glass fibre is concerned, the important breakthrough came in November 1935 when the Owens-Illinois glass company began experimental manufacture of continuous glass fibres in its Ohio plant, which in addition to being long were of much more closely controlled diameter.

The following January the company first used the trade name Fiberglas, with a single S, for its glass fibre products – a name which rapidly became a generic for the material – and in 1942 Owens Corning Fiberglas, the joint company set up by Owens-Illinois and Corning in 1938 to manufacture glassfibre, began its first experiments with GRP at the behest of the US Army Air Force. It proved to have far superior mechanical properties to those of the raw plastic, and thus the composites revolution began.

Why such an apparently uncompromising material should be so effective a reinforcement was a conundrum that had been answered two decades earlier in Britain by AA Griffith, a man who revolutionised our understanding of material properties. What Griffith discovered is that each material has a critical crack length below which the crack won't spontaneously elongate, leading to failure. Bulk glass is covered with these tiny, sub-critical-length cracks which have the effect of substantially weakening it, masking the material's underlying strength.

To realise glass's full potential what you have to do is draw it into a thin fibre, one whose thickness is considerably less than the critical crack length. Ultimately, if you get it extremely thin, the fibre must then be either perfect or else broken, and the true strength of the material becomes exploitable.



Chapman was quick to exploit GRP on Lotus 18

To put some figures to this, the ultimate tensile strength of thin fibres of E-glass – a glass originally developed for electrical insulation purposes – is typically 20 times that of a pane of ordinary window glass, over seven times that of mild steel and six times that of the strongest heat-treated aluminium alloys. Draw it thin and glass becomes a true engineering material.

One of the first racing car designers to appreciate GRP's practical advantages was Colin Chapman. Although the material was no better than aluminium in respect of its physical properties – the strength and stiffness of the raw fibres are compromised when combined with a resin matrix – it was both a much easier and a much cheaper material to use within small-scale manufacturing. Initially Chapman had followed established racing practice and used all-aluminium bodywork for his cars, but the renowned penny-pincher increasingly baulked at both the time and costs involved. Eventually he struck on the perfect solution: prototypes were clothed in aluminium, and their aluminium panels then used to make moulds from which GRP equivalents could be harvested for production. Tooling for the moulds was cheap, and the GRP lay-up process required a much lower level of skill than hand-forming metal.

In conceiving an all-GRP monocoque structure for the Type 15 Elite – which was conceived from the outset as a racing as well as a road car – Chapman famously went too far, almost bankrupting Lotus with the stream of production difficulties it presented. Although the Elite was to prove a highly successful racing car, it was a near disastrous business proposition. Not until the Imp-engined Clan Crusader of the early '70s did anyone feel brave enough to try a GRP monocoque again, although it was only the fortuitous development of the backbone chassis as a suspension test bed that rescued Lotus from repeating the folly with the Elan.

In fact GRP was never destined to become a successful structural material for racing cars as carbon fibre composite later was, but for cost-effectively clothing a metal chassis it very quickly became the material of choice. You can trace the process through the Lotus family tree from the all-aluminium bodied Type 16, via the aluminium/GRP Type 17, to the Type 18, which used aluminium for the Formula Junior prototype and GRP for all FJ and F1 production cars.

It would be wrong, though, to regard GRP as mere carrier of team colours and, later, sponsor's logos. As aerodynamics became an increasingly important aspect of race car design, so the role of the bodywork became more active than passive, a process that reached its zenith in the late 1970s with the development of ground effect aerodynamics. Look underneath the Lotus 78 and 79 and you will see an aluminium chassis made as narrow as possible to allow the largest possible venturi areas beneath the sidepods.

Fabricating this complex sidepod structure, with its carefully contrived underside form, would have been a nightmare in aluminium. GRP made the task relatively easy. In the process it fostered both the ground effect era and, shortly thereafter, the no less significant move to higher-performance composites based on Kevlar and carbon fibre. M



DIDIER PIRONI: DRIVEN TO DESTRUCTION

BLAMED FOR AN ACT OF TREACHERY THAT EVENTUALLY LED GILLES VILLENEUVE TO CRASH TO HIS DEATH, DIDIER PIRONI'S SUCCESSFUL CAREER IS OFTEN FORGOTTEN. MARK HUGHES PROFILES THE LIFE OF AN OFTEN COMPLEX, ALWAYS POLITICAL, CHARACTER


Candy
LONGINES
Agip
28
MAGNETI MARELLI
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René Arnoux stood in the Dijon pit lane, listening. Listening to the throttle applications and braking points of an old friend performing a secret test in René's Ligier. What he heard made him sad. He knew then that his friend would not be returning to Formula One – not now, not ever. Just four years earlier he'd been on course to be France's first world champion. Today he climbed out of the car and limped over to Arnoux.



caught up with him and ended his driving career. Five years later, with his ambition re-directed, they also ended his life, in a powerboat race.

Intelligence and drive were traits inherited from his father, a successful businessman with a construction company employing several hundred. He also inherited from him the same Parisian outlook on women – both led mind-bogglingly complicated love lives. His father, though, had no interest in motorsport. That came from Didier's half-brother (on his father's side), Jose Dolhem. Eight years older than Didier, Dolhem attended the Winfield Racing School – winning the Volant

"He pushed himself harder than anyone I've ever seen. He had huge balls"

They talked about anything other than how he'd fared: they both knew the answer to that.

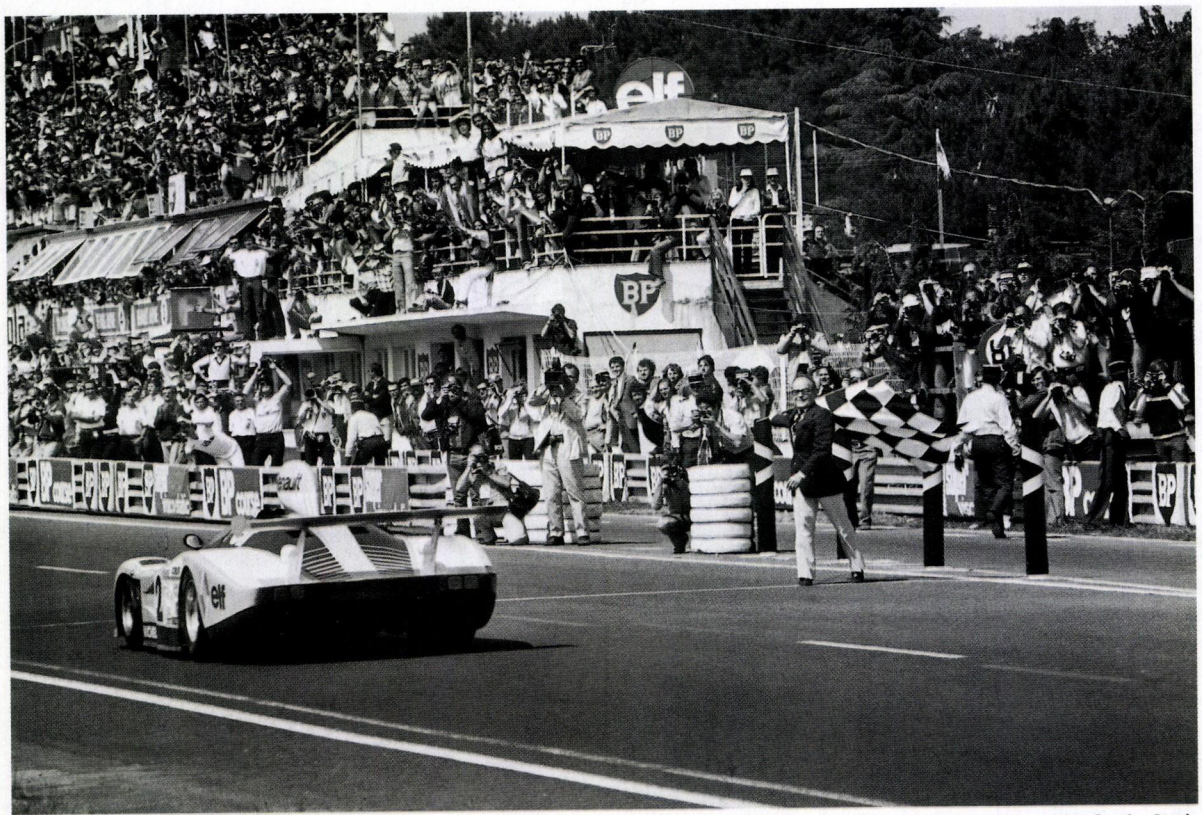
From the outside Didier Pironi was a man touched by the ice god, displaying cool, measured detachment which sent a shiver through those who didn't know him. But that was merely the lid over a spitting cauldron of desire so intense that in the end it devoured him.

As a racing driver, nature had equipped him adequately, but without the special blessings it grants the favoured few. The shortfall made little difference to a man driven by such intense ambition, directed by that icy logic. No physical barrier was going to come between him and his goal. He habitually ventured into realms of risk unusual even by the standards of a racing driver, but in a spookily deliberate and measured way. "He pushed himself harder than anyone I've ever seen," says his former team-mate Jacques Laffite. "He had huge balls."

This chilling intensity, the refusal to acknowledge the limits of possibilities pre-dated Senna, and the 1982 World Championship that he seemed to be heading towards could have been the first of many. But before that came to be, the laws of karma

Shell award in 1969 – and Pironi came to watch. Three years later, at 18, Pironi entered the same competition, now backed by Elf, and also won, guaranteeing himself a Formula Renault prize drive for 1973.

Danny Hindenhoch, a former Ligier team manager, knew both brothers. "Part of Didier was very much influenced by Jose, who was a crazy guy. The pair of them ran out of fuel flying from America to Europe once, and had to land in Greenland. Jose was attracted to risk and challenge and at that young age Didier was impressed by that."



Fast in F2 (top) Pironi enjoyed Renault support when he won Le Mans in 1978. He tried to break his Tyrrell F1 contract to drive for the Regie

But there was a distinction between them. "Dolhem was very quick," recalls Winfield's Mike Knight, "but we were always concerned about wealthy guys like him and whether they were going to make a go of it. He was the classic lad-about-town, in too much of a hurry and not really committed. Naturally, when Didier came along we had similar concerns, but he was different. He really buckled down to it and later we came to see that this was very much in character; he'd decide to do something and that would be it. He had phenomenal grit."

"He could have been President of France if he'd decided he wanted to be," adds Knight's partner Simon de la Tour.

Gerard Bacle was one of the finalists in the competition alongside Pironi in '72 and recalls, "He had a baby face and was from a wealthy family, so the first impression was that he wasn't to be taken too seriously. But he soon asserted himself in the car. He wasn't head and shoulders above the rest of us in the selection programme but when we went to the final phase, on the full Grand Prix track at Ricard, he coped much better than us with the stress. He was by far the most serene and mature, even though he was just 18 and most of us were in our mid-20s. He totally dominated himself and the event."

Success brought yet further commitment from Pironi, never one to be without a plan. He later said: "I started with a single objective – to push myself to the limit of my abilities. If, when I raced in Formula Renault, I had thought myself without the necessary qualities to be a professional driver, I would have stopped there. And no regrets."

Arnoux comments: "When he decided to do something, he would progress very quickly, in a straight line. He would always find a solution."

After his prize drive season, Pironi moved to Magny-Cours, because that was where Formula Renault constructor Martini was based. Their assistance evolved into a full partnership, and Pironi won the '74 French title. He moved on to the more powerful Super Renault class, dominating the '76 season, after which Martini took him into its F2 team as number two to Arnoux. He finished third in the European championship – Arnoux won it – but more importantly Didier won the Monaco F3 race with a one-off appearance. The move was classic Pironi – evaluating what was necessary then going all-out to achieve it – and it catapulted him straight into F1 with Tyrrell for 1978.

Tico Martini has fond memories of the man not everyone warmed to. "Unlike some French drivers, he didn't talk a lot. But he was a very nice boy – very honest and straight."

Ken Tyrrell, too, remembers him as "a nice guy. As a driver he used to put an enormous amount of effort in. Whenever he got out the car he would be soaked in sweat. I don't think it was completely natural for him." Nice guy or not, there was some friction between driver and boss when, after he had won Le Mans with Renault, the French manufacturer tried to sign him for its '79 F1 team but Tyrrell refused to release him. "There was a period of unease," Tyrrell admits, "but when he realised it wasn't going to happen, he got stuck in again."

In his first F1 season, as well as crashing a lot, he usually lagged well behind experienced team-leader Patrick Depailler. The following year's Tyrrell 009 was no great shakes but Pironi looked far more convincing in it and his form led to an invitation to join Ligier.

With Gerard Ducarouge's superb JS11/15 beneath him, Pironi, confidence sky-high and with a point to prove, was awesome in 1980. He instantly ➳

"I started with a single objective – to push myself to the limit of my abilities"



Imola 1982 and that fateful race. A disbelieving Gilles Villeneuve cannot bring himself to watch Pironi celebrate his outrageous victory

out-paced team-mate Laffite and had he suffered fewer mechanical niggles, his tally would have included far more than just his start-to-finish demonstration in Belgium.

"He was the toughest team-mate I ever had," says Laffite. "Better even than Keke [Rosberg], I think."

Early in the year an old man sitting in front of his TV at his Maranello factory had been deeply impressed by the oversteering progress of the number 25 Ligier through the fast, bumpy curves of Interlagos. Within a matter of weeks Pironi had signed a two-year Ferrari deal.

This was truly stepping into the lion's den, not only because of the usual Ferrari pressures, but because the incumbent driver, Gilles Villeneuve, was reckoned the fastest in the business. In '81 the pair drove Mauro Forghieri's first attempt at a turbo car, the powerful but agricultural 126C, and while Villeneuve was dazzling in his virtuosity, Pironi struggled badly. It was the first real check in his career path.

Marco Piccinini was Ferrari's sporting director then and remembers the contrast in the two styles: "Gilles was maybe the biggest talent around and he would just invent a way of driving a corner – very spontaneous, very creative. Didier, though, would assess the risk in a very cool manner, build himself up and start the lap with the sure intention of staying flat through a corner."

Off-circuit the two got on famously, though their games together sometimes had a worrying edge. One they played on the *autostrada*, for instance, saw them driving flat-out for as long as possible while the other had to sit impassive in the passenger seat, regardless of looming trucks and hard-shoulder passing manoeuvres. Of course, neither one of them ever allowed a furrow of concern to cross their brow.

Though Villeneuve liked his new play-mate, his wife Joann was not so sure, wondering if he might not have a hidden agenda. Certainly, he was going out of his way to forge close alliances in the team, even away from the track. Gilles' close friend Patrick Tambay, who even then had known Pironi for a long time, comments: "It was just part of how Didier operated – he was very smart. Gilles, on the other hand, just did his stuff. Unlike Pironi, he didn't go on holiday with Piccinini or ask him to be god-father to his children or be best man at his wedding. He wasn't a political animal like Didier."

A similar picture emerges as Piccinini himself hints at Pironi's relationship with Old Man Ferrari. "Although Mr Ferrari was very close to Gilles, in some ways Didier actually had a better communication with him."

Pironi himself later commented: "I'm deeply interested in politics. It's not a particularly noble area of life but it's the only thing that makes things actually happen, in motorsport as elsewhere."

It all passed Gilles by. Until, of course, the infamous afternoon at Imola in '82. All evidence suggests that fate tempted Pironi that day with a short-cut to his goal, but with the price tag of his integrity. He didn't have much time to make up his mind either – just eight laps between the Ferrari team hanging out the 'slow' sign and the end of the race. Villeneuve – ahead when the sign was shown – interpreted it as 'hold position' and assumed his victory was safe. Pironi chose to put a different slant on the request and stole the win on the final lap from a man who, perhaps naively, wasn't even defending.

The incident triggered an anger in Villeneuve that was to prove fatal. He came to believe that Joann had been right all along. Gilles' last days were tormented. As well as feeling tricked, he was

"I'm deeply interested in politics. It's the only thing that makes things happen"



On his day, Pironi was a match for anybody. Here he takes the flag for Ligier at Zolder in 1980 leaving Jones and Reutemann in his wake

paranoid that Pironi was trying to take over control of the team.

Ironically, Pironi was one of the first on the scene of Villeneuve's Zolder accident. He was led away, distraught. A few days later he was told he would not be welcome at the funeral. Partly by his own actions, Pironi had brought enormous turbulence to his life at this time. Aside from Gilles' death, there was the matter of his new bride Catherine Beynie. Within weeks of his marriage he'd left her after falling in love with TV presenter Veronique Gannot. Then at Montreal, just three races after Zolder, Ricardo Paletti was killed after ploughing into the back of Pironi's stationary car which had stalled at the lights.



Yet, armed with Harvey Postlethwaite's 126C2 chassis, and with the colossus of Villeneuve no longer around, his professional life was coming into full bloom. As well as the Imola win, he dominated the Dutch Grand Prix, scored well everywhere and was handsomely leading the championship by the time of the German Grand Prix.

The late Postlethwaite later said that a strange aura had enveloped Pironi by this time – sadness but an arrogance about his forthcoming success too. "He didn't seem a very happy soul," adds Professor Sid Watkins, a man whose services he would soon need.

At Hockenheim he'd set what would stand as pole, a second clear of the field, and really had no need to venture out into the rain of the untimed session that followed. In the gloom he was catching Derek Daly's Williams as it suddenly moved right. Pironi assumed it was making way for him but in fact it was pulling out to pass Prost's slow-moving Renault which Pironi then hit at full speed, launching him high in the air before crashing down nose-first. The feet and leg injuries he sustained at this moment ensured his driving career was over.

A year later he returned to the race track at Hockenheim on crutches. Away from prying eyes, behind the Ferrari garage doors, he lowered himself inside Arnoux's Ferrari cockpit, pressed the pedals and dreamed of the day he would return. But that's all it was – a dream as frail as his right tibia, even after 33 operations. Besides, his insurance policy had paid out a lot of money which would have to be re-imbursed for the sake of an attempted return he knew was doomed. The Ligier test at Dijon extinguished the last lingering hopes.

"His boat co-drivers were really frightened. He wouldn't back off over big waves"

He turned to power boating. Tico Martini knew those who co-drove with him. "They told me they were really frightened," he says, " he just wouldn't back off, even over big waves. He would argue with his throttle guy, shouting to him 'don't shut off'."

They didn't shut off as they caught a big wave off the Isle of Wight in August '87. Pironi and his two crewmen drowned in the ensuing accident. He left a garage full of pictures of himself and Villeneuve together and Catherine Goux, his girlfriend, pregnant with twin boys. Now 12, they are called Didier and Gilles. M



Before Imola, Villeneuve and Pironi (top) were actually firm friends. Both F1 careers would end sadly, Pironi breaking his legs the same year

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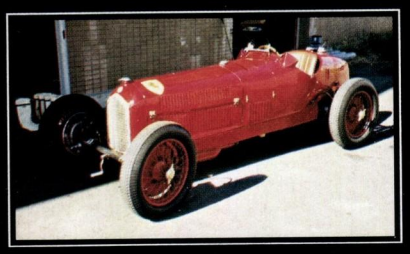
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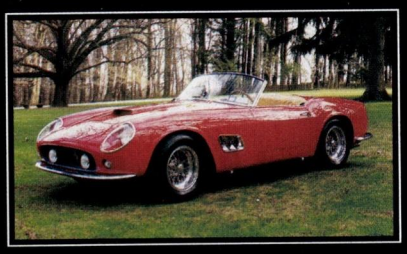
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THE ELDON HOUSE GAZETTE

1925 PRICE 1d

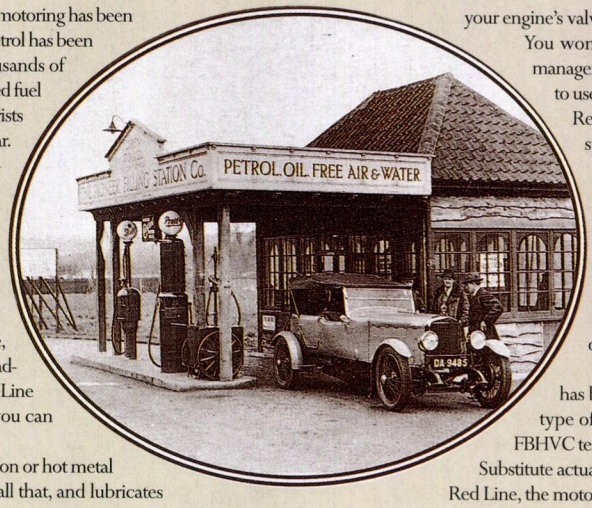
INTO THE MILLENIUM WITHOUT LEAD

As the new millennium dawns, the world of classic motoring has been thrown into crisis. Since January 1st 2000, leaded petrol has been banned from the forecourts of Britain. Many thousands of classics simply can't run on the new-fangled unleaded fuel without expensive conversion work, leaving motorists to choose between a hefty bill or no more classic car. It seems Johnny Foreigner and those bowler hat wearing chaps in Whitehall have conspired together to force thousands of classic cars off the road.

Motorists of Britain, do not despair! Those clever boffins at Redline Synthetic Oil have found the solution. Their revolutionary Lead Substitute is the answer to every motorist's prayer.

The next time you visit your friendly local garage, ask the forecourt attendant to 'fill her up' with unleaded. Foolhardy? Not a bit of it. Simply add 8ml of Red Line Lead Substitute for every 10 litres of petrol, and you can continue your journey in confidence.

There's no need to worry about valve seat recession or hot metal corrosion. Red Line Lead Substitute takes care of all that, and lubricates your engine's valve guides and upper cylinder, too.



You won't need to pay any unpleasant visits to the bank manager, either. While the cost of fully converting an engine to use unleaded may run into many hundreds of pounds, Red Line Lead Substitute won't leave a chap short of spare change. Indeed, Lead Substitute is extremely cost effective at a mere 3p per litre. Just one 355ml bottle of Lead Substitute treats 450 litres of fuel.

Other products may claim to offer similar benefits, but few have been so thoroughly tested and proven as Red Line. Automobile enthusiasts on the other side of the pond have been enjoying the benefits of Red Line Lead Substitute for 15 years, whether on the road, green-laning, or on the racing circuit.

Since reaching these shores Red Line Lead Substitute has been through five years of arduous testing in every type of engine. Not only did Red Line pass the stage 1 FBHVC tests at MIRA with flying colours, but Red Line Lead Substitute actually out performed leaded petrol in stage 2.

Red Line, the motorists of Britain salute you!

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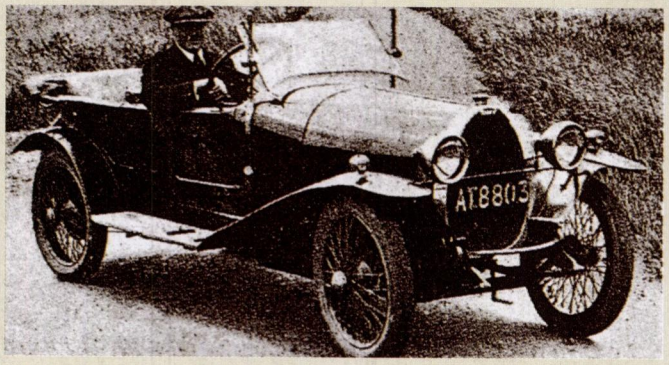
ILLUMINATED DIRECTION SIGNS

Realising the difficulty motorists experience in deciphering direction signs, either on lamp-posts, or situated near them, the Automobile Association has introduced a new type of reflector and signs, so as to throw the light downwards and render the wording on the arms clearly readable by road users after dark.

One of the first sets of these A. A. illuminated direction signs ahas been erected on the Great West Road, 101/2 miles out from London.

THE KLAUSEN HILL CLIMB

Over a mountainous course about 27 kilometres in length, with no fewer than two hundred bends and corners, Count Masetti put up a very noteworthy performance on his 2-litre super-charged Sunbeam recently. His actual time was 17 min. 27 secs., which beat the previous record for the Klausen Hill Climb by a minute and a half. The entries included most of the prominent makes, and it is interesting to note that the second fastest time was put up by a French machine with an engine capacity of 6-litres or three times that of the Sunbeam.



SPORTING CARS ON THE ROAD AND TRACK

It seems rather futile to describe how the Bugatti climbs hills simply because, unless one hangs on to top gear, no ordinary incline makes the least difference to its speed. To get any idea of the power available on the lower gears, one must tackle some extraordinarily steep incline, such as the one shown in one of our photographs.

The remarkable steadiness of the car when taking sharp right angle bends must be experienced to be believed, but, here again, the camera has come to our assistance, and one of the illustrations depicts the cornering abilities of the car far better than a whole paragraph of description.

There maybe cars as good as the Bugatti for the class of work for which Signor Etore Bugatti intended his little wonder, but we have yet to find one, especially as marque so distinguished for sheer reliability as well as speed.

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NURBURGRING

THIS IS THE GREATEST RACE TRACK IN THE WORLD, A PLACE WHERE HEROES WERE MADE AND DESTROYED. MATTHEW FRANEY TAKES A RIDE AROUND THE AWESOME NORDSCHLEIFE

photography by Andrew Yeadon

Monza, Monaco, Indianapolis, Le Mans. To these circuits flock congregations of motorsport fans; venues to pay respect to the heroes of their sport, watching in awe as the finest drivers of their day perform to the best of their ability. Yet for all these cathedrals of racing, one circuit stands alone as the mecca of race tracks. A circuit that hasn't hosted a Grand Prix for nearly a quarter of a century, but is still spoken of in reverential tones. Unarguably the single greatest piece of motor racing architecture in the world: the Nürburgring.

So much is spoken of the Nürburgring it sometimes appears in danger of succumbing to its own hype. How different can one circuitous ribbon of asphalt be from any other? What did the Nürburgring have that the other great circuits lacked? Certainly not atmosphere. Try telling the *tifosi* at Monza that to the north lay a track that made some of the best-attended Italian Grands Prix look like a damp day at Snetterton. And would you dare mention to the Automobile Club de Monaco that in the Eifel mountains was a circuit so demanding that Casino Square, by comparison, was like Hyde Park Corner?







Adenau Bridge as it stands today and, left, the same place seen during practice for the 1962 German Grand Prix



Early days saw the near domination of the 'Ring by works German teams

The following quote from *The Autocar*'s 1935 German Grand Prix race report illustrates how far removed race day at the 'Ring was from anything that had come before.

"The Grosser Preis von Deutschland! The great day for which hundreds of thousands of enthusiasts of all nations have been waiting has arrived. Even yesterday morning the roads around the wonderful Nürburg Ring, the finest road racing circuit in the world, were thick with would-be spectators. Today has dawned with a slow drizzle, attempting vainly to quell the inimitable grandeur of the scene.

"...The cars are pushed up to the start as files of Nazi troopers parade and impressive anthems blare from the loud speakers. They are arrayed upon the grid, while the usual murmur of excitement from the serried crowds grows louder and louder. But soon, as the start approaches, all other sounds are drowned by the roar of the exhausts as engines are started. In a few seconds even these give place to the shrill sound of the Mercedes superchargers, and then an electric signal releases the champing cars."

Here was an event so unlike anything that race-goers were used to, even frequent visitors were stunned by its magnitude. What's more, with British reserve continuing to ensure that domestic motor racing remained a pastime of the upper classes, can you imagine how jaws must have dropped when visitors arrived to see the spectacle that beheld them throughout the surrounding towns and villages? *Grande Vitesse's* 1937 account in *The Motor* is equally enlightening:

"The atmosphere inside the hotel is more like a school treat. The teams sit at long tables, and talk at the top of their voices. Auto-Union aces come in and slap Mercedists on the back, pulling their legs and swapping lies about lap speeds, and the air is full of motor racing... motor racing... motor racing...

"On the day before the race the spectators arrive on bicycles, motorcycles, and whole families in cars, all wearing the white linen helmets so typical of German motoring and all fluttering the Nazi flag. They are going to the Ring 24 hours in advance to camp out all night in the forest...

"[After the race] back at the hotel the place is in an uproar. No one can hear what anybody is saying because everyone is shouting. And all the time the human tide rolls by outside... The crowd starts shouting for the drivers by name, and they succeed in sounding to those at the back of the hotel rather like the crowd burning down the Bastille in the worst excesses of the French Revolution.

"Auto Union aces come in and slap Mercedists on the back, swapping lies about lap speed..."



One of over 140 corners that survive from the original 172. MOTOR SPORT BMW coupe means progress is safe, rewarding but still scary at times



The run up to the Flugplatz, one of many blind brows and even the BMW becomes airborne

"The resulting track pitched and dived, twisted and turned through over 170 distinct corners"

'We want Caracciola... Car...ac...ciola... Nuv...ol...ar...i... Nuv...ol...ar...i.' They are still blocking the street and shouting past one o'clock in the morning.

"And 20,000 people is a good crowd at Brooklands."

The track had been operating for a decade before *Grande Vitesse* penned that account, the brainchild of a regional councillor, Otto Creutz. The Eifel mountains were, like so many German regions after the Great War, suffering severe economic deprivation. In racing, Creutz saw a way to attract government funding to the area. Convincing those in power that building a great track would not only benefit the unemployed labourers around Cologne but also help in the promotion of the German motor industry, Creutz set about devising the circuit. Underwhelmed by earlier attempts to run *Eifelrennen* meetings on a temporary circuit in the town of Nideggen, the planners thought big. The results were stunning.

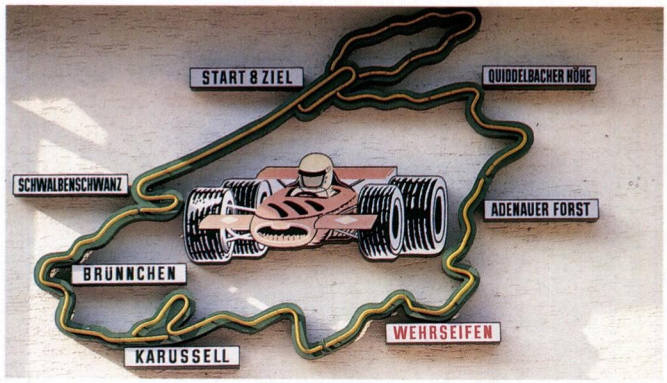
Centred around a 12th century castle in the densely wooded village of Nürburg, the plans outlined over 17 miles of track, consisting of two loops: a 4.81-mile southern lap, the *Sudschleife*, and a leviathan 14.17-mile *Nordschleife*. Work began in September 1925, with over 20,000 men employed on its construction.

The result pitched and dived, twisted and turned through over 170 distinct corners, sometimes descending and climbing gradients as steep as 1 in 6, at others storming along engine-testing straights nearly two miles in length. At the broad start-finish area stood fifty pits; directly opposite a grandstand and luxury hotel offering spectacular views of the racing.

More than 150,000 people watched the inaugural race in 1927, won by Rudi Carraciola's Mercedes. Over the entire circuit his S-type averaged 62mph, but the demands of the new venue were immediately apparent – this was a track at which only the very best would succeed. And so it continued, with the likes of Louis Chiron, Hans Stuck, Bernd Rosemeyer, Dick Seaman and Tazio Nuvolari adding their names to the pre-war role of honour. By 1931, the race had been granted full Grand Prix status, and the growth in its popularity continued apace.

Reliable accounts suggested there were 350,000 genuine paying customers when the Second World War put a halt to racing. By then stories of the great battles were becoming legend and when Formula One returned to the circuit in 1951, drivers the world over were eager to learn just what it was that made the *Karussell, Flugplatz, Pflanzgarten* and *Döttinger-Höhe* so very special.

And they did so in their hundreds, for the magnitude of ➳



And if this looks complicated... compared to the real thing it's very simple

Typical Nürburgring scenery: combination bends with vast camber and gradient changes

the track allowed for grids of up to 80 cars in sportscar or saloon races. The track's first post-war Grand Prix took place in 1951 and the theme of the finest drivers on the toughest track continued, with Ascari, Farina and then Fangio further proving the point; the latter winning three races straight including his remarkable 1957 victory – considered by many to be his greatest ever.

The story, though well known, bears repeating, for on any other circuit than this, the Argentinian would not have been able to pull off such a feat. In qualifying Fangio signalled his intention by lapping a full 16 seconds inside his own lap record set the year before. Come race day more was to come. His Maserati 250F was fast on low fuel tanks but exceedingly thirsty and Fangio knew he would have to stop for fuel, unlike his rivals at Ferrari. Seizing the lead on lap three with a new record, he shattered his best time again and again. Nearly 30 seconds in the lead, he dived for the pits for fuel and rear tyres, rejoining to set off in pursuit of the Ferraris – now half a minute ahead themselves.

"With a lap and half to go, Fangio burst into the lead, it was a drive which left the racing fraternity speechless"

Lap after lap, the Maserati closed, five whole seconds shaved from the record on one tour, eight seconds more the next. When, with a lap and a half to run, Fangio burst into the lead, it was the culmination of a drive that left the racing fraternity speechless. He was by then 46 years old.

Nineteen years later the *Nordschleife* closed to Grand Prix racing following Niki Lauda's fiery accident, although sportscars continued to compete there for another seven seasons; by the end lapping the 12-mile version of the *Nordschleife* in a scarcely imaginable fraction over six minutes. Today it remains a venue for historic racing and a 24-hour touring car race, but in general it sits as the great brooding heart of what is now an equally grand, if over-sanitised motoring arena. Gone are the original pits, grandstand and prominent Continental Tower. Gone, in fact, is the entire *Sudschleife*; bulldozed away in the early 1980s for the construction of the modern, gravel-trap pocked circuit used to host the current Luxembourg Grand Prix.

Glance to the north of the new circuit, where modern F1 cars turn onto the start-finish straight, and you will get your first visual reference point. There, atop a small hill, sits the Schloss Nürburg, its turrets and towers unmistakable among the heavy green backdrop of mountains.

Today, public demand to sample the circuit has led the owners to construct an incongruous space-aged toll booth half way along



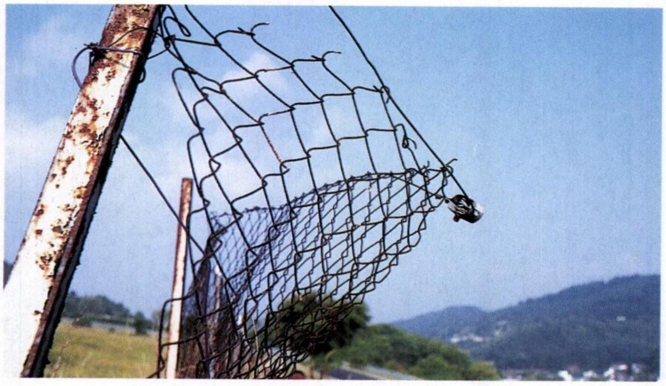
Time to relax: two miles of flat-out straight at Döttinger-Höhe ends each lap

the famous *Döttinger-Höhe* straight. There, when the track is not under private hire, you can part with a few deutschmarks and head out onto the track in whatever transport you happen to have pitched up in. Crazy as it may seem you will undoubtedly end up sharing your lap not just with a hoard of Barry Sheene wannabes, but the odd coach, caravan and asthmatically wheezing Trabant.

However what lies ahead of you defies the imagination. Run hard from the gate of the toll booth to the end of the long straight, taking time to glimpse behind you the crests of the seemingly unending *Döttinger-Höhe*. Ahead on the hill sits proud Castle Nürburg, but before you have time to take in more of the scenery you are confronted by the flat-out sweeps of *Tiergarten*. Each one is tighter than the last – this is a recurring theme on the *Nordschleife* – and you are soon crossing the junction of old and new circuit and plunging downhill on the start of the lap proper.

Accelerating hard in MOTOR SPORT's BMW 328Ci, the track lures you into ever greater speed, the car admirably poised as you lean into the right-hander that signals the start of the *Hatzenbach*. Next is a series of S-bends, flowing and smooth. If you are like me, you will have a grin on your face. Prepare to have it wiped off…

For there at the end of the *Hatzenbach* that familiar Nürburgring refrain: one deceptively tight corner after a series of faster ones. I jumped off the throttle just in time but I knew I had escaped lightly. And that's the Nürburgring through and through – one long lesson in your own personal driving limits. The consequences of having an accident on the Nordschleife are invariably severe. Jackie Stewart, winner here on three occasions, including that



Relics of the old days are few, rusty fencing being the most commonly found

memorable wet race in 1968 when he beat the field by four clear minutes, says that when he left to race at the 'Ring, he would stop at the end of his drive and look once more to home. He didn't know whether he would see it again…

Richard Attwood, a competitor there in both Grands Prix and sportscars, also remembers the entire place had a foreboding air:

"Even in the paddock before the start of the race you would hear those fierce tannoy announcements that had the ring of a POW camp about them. And we raced there so many times in bad weather that it all added up to a daunting prospect.

"The fact that it was so long also made it such hard work. Circuits like Spa were also many miles but they tended to be fast with lots of straights. At the 'Ring we were confronted with corner after corner, jump after jump and nowhere was there any run-off whatsoever. I felt that I worked the first half of the ➵

"At the Nürburgring we were confronted with corner after corner and no run-off whatsoever"





Left: Nürburgring hall of fame and, right, Rudi Caracciola, unarguably its greatest prewar ace



The Karussell: legend of the 'Ring and the only boring corner on the track

track out relatively well but the section following the *Karussell* was so difficult."

The first of those memorable leaps come at one of the track's now legendary corners: the *Flugplatz*. This is one of the most photographed sections, scene of countless 1960s Grand Prix cars launched into the air, wheels sagging on their wishbones under their own weight. In the heavier BMW it is no more than a cresting right hander, but for Attwood and Co. in a flimsy single-seater it was hairy stuff.

"At the *Flugplatz* – and later on at *Pflanzgarten* – we were travelling at huge speeds. The road dropped away underneath you and without aerodynamics, if you didn't get the car positioned absolutely correctly you would simply land off the track. You knew that if you made a mistake you were going to have an accident you probably weren't going to come out of."

From *Flugplatz* you head through a unnervingly quick left-hander into the *Aremberg* hairpin and from there into one of the finest sections of the track – the *Fuchsröhre*. There is nothing particularly taxing about it, but in aesthetic terms it is unspeakably grand. If you have time, look left to the valleys and peaks of the Eifel mountains before you jink downhill, gently kissing each apex before you arrive at *Adenauer-Forst*. Another climb, the first serious ascent of the lap, brings you out to *Metzgesfeld* and the *Kallenhard* hairpin. A replica of *Aremberg*, you then begin another descent, at first as fast as the *Fuchsröhre*, then tighter and tighter, hands hard round the wheel as you squeeze through the left-hander at *Wehrseifen*.

And although your brain may already be beginning to suffer from 'Nürburgring fatigue' it is perhaps worth remembering you are not close to completing even half the lap. Things, in fact, are just warming up.

The bridge at Adenau is one of the few points where you are aware of the circuit passing through civilisation. Under the circuit runs the main road into town and for spectators it's worth stopping and watching from the bank. From inside the BMW the view is equally impressive. The bridge passes underneath you before the road climbs hard to the right, the car loading up as you push the nose into the hill and then suddenly lightening as you rush over the top and down towards *Bergwerk*.

Although you carry considerable speed into this infamous

"If you made a mistake you were going to have an accident you probably wouldn't come out of"



On public days you'll have to lap with lunatics on motorbikes. Some go home in bodybags...

Where old meets new: Nordschleife joins the new Nürburgring at the start of the pits straight

"Think about trying to set personal records here and you will, in all probability, leave in a bodybag"

corner, there is little to mark out this section as the place that claimed the lives of Carel Godin de Beaufort and Herbert Müller and also saw the accident that finally called time on Formula One at the circuit.

Bergwerk itself is a technical right turn, patience the real key to a clean exit. Preceding it is the left kink where Lauda's accident took place, not a difficult corner but fast and unforgiving; the sort of place where suspension failure can be as costly as it proved that day. After *Bergwerk* there are two kilometres of blindingly fast, usually not quite flat-out, kinks as you work your way along the semi-straight that is *Klostertal*.

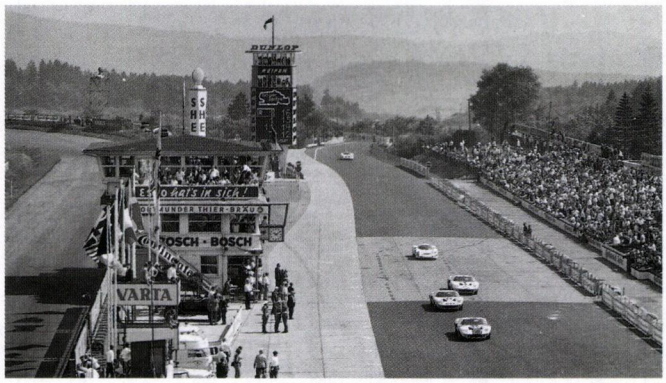
Braking hard for the hairpin at the end brings you to the squirt up to the *Karussell*. This was a 30mph hairpin running round the outside of a drainage ditch until, in 1931, Caracciola's mechanics drove his Mercedes along the bank of the ditch itself. Realising the car had enough ground clearance to round it safely, they told Caracciola, who used the banked edge in the race itself. He won.

Soon after the ditch was paved and what confronts drivers today takes some getting used to. Do it right and your turn-in speed will feel far higher than is rational. Go in too fast, however, and you will pop out half way round. At this point you will be trying to round a 30mph hairpin at about 60mph...

By now you are *just* six kilometres from home, climbing from the *Karussell* to the start of the last really big test on the Nordschleife. Rising almost 300 feet, the track then begins another series of daunting tight corners at *Hohe Acht*, running downhill and then up for about a mile before the scene of Peter Collins' fatal crash in the 1958 race, the *Pflanzgarten*.

Survive here and you can begin to relax. All that remains between you and the straight is the mini-Karussell known as *Schwalbenschwanz* and an imperious, right-hander back onto the straight called *Galgenkopf*. It's a brute of a final corner, fast and long, but eventually the kink in the road will straighten and you will have time to let the blood return to your knuckles as you make your way back to the tollgate.

There, brakes popping, tyres melting and heart racing, you can for the first time appreciate what makes the Nürburgring exceptional. But before you head out again consider two things. Point one: In the early 1930s winners of the German Grand Prix were already averaging over 70mph here. The last ever winner, James Hunt in 1976, averaged 117mph. Point two: If you even think about trying to set personal records round the Nordschleife, you will, in all probability and like the biker who had a go the day I was there, leave in a body bag. That's the Nürburgring. M

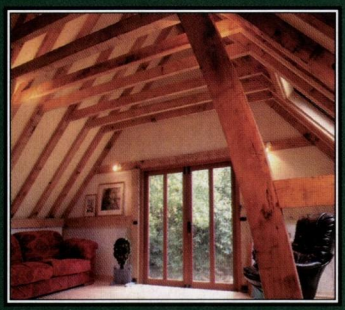
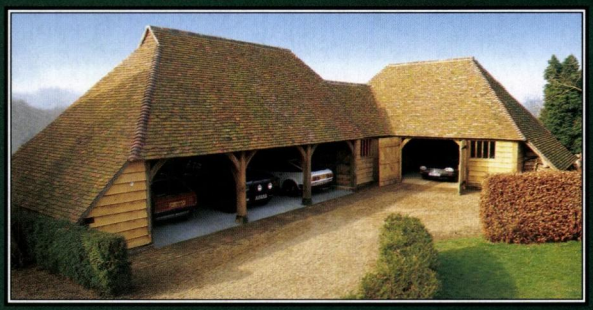


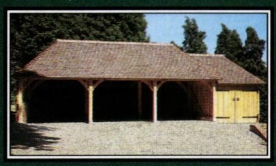
As it was in the past: sportscars head from Nordschleife into the Sudkurve

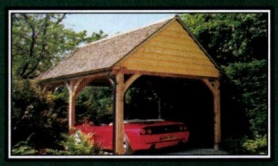
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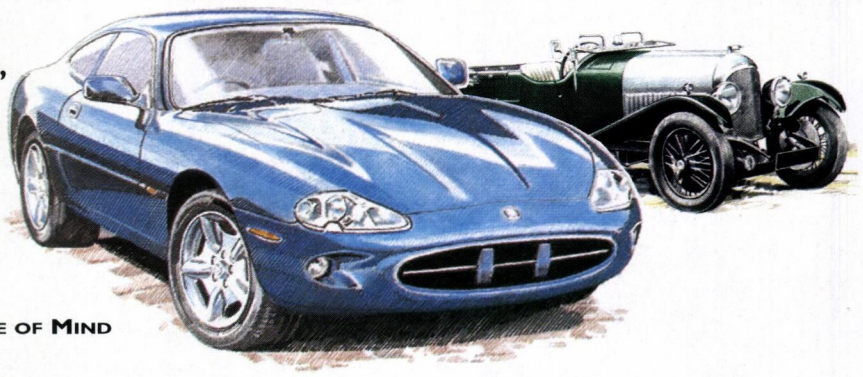
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John C-B raced extensively in the post war years and one of his original cars - a pre-war Brooklands single seater known as the Stafford Special - is at present undergoing full restoration and will be seen and raced again this year by Peter C-B.

Peter has carried on the family tradition and Colborne Restorations which is an off-shoot of his successful V W dealerships specialises in the restoration, preparation and servicing of makes of vehicle. Current projects range from an Austin Chummy to a 1936 Riley Kestrel, MKVII and MKII Jaguars and full race builds on three E types - Ferrari also features heavily in the portfolio.

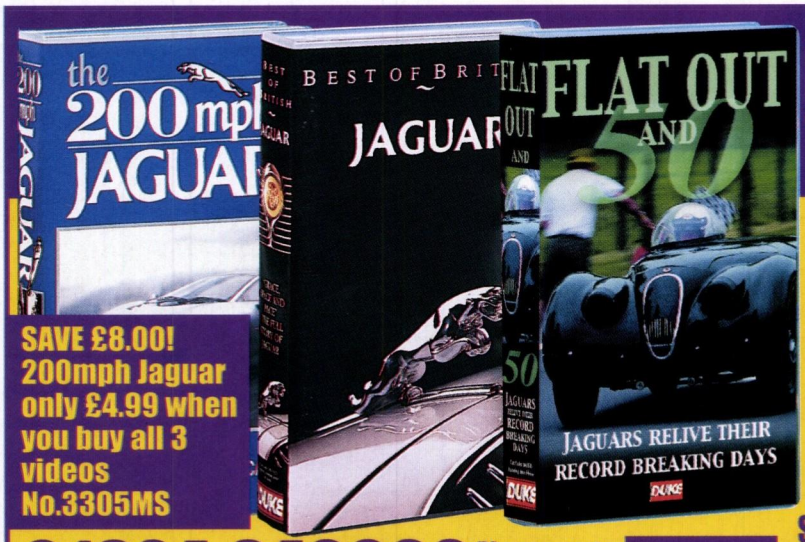
V12 and six cylinder Jaguars are a speciality of the company and what the team do not know about the Browns Lane product probably isn't worth knowing - we were also Proteus agents for the south before Jim Marland sold out, and have built numerous Jaguar replicas including the first XJ13 clone as tested by Autosport.

The company competes in long distance racing with it's own lightweight E type driven by father and son John & Stephen Markey.

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Stand-in at the top

WHEN JAGUAR CHOSE SIX DRIVERS FOR LE MANS IN 1955, IVOR BUEB WAS SEVENTH ON THE LIST... HE STILL WON THE RACE. ROBERT EDWARDS REMEMBERS A LARGER THAN LIFE COMPETITOR WHO FOUND HIS CALLING IN SPORTSCARS OF THE 1950S

IT HAD BEEN AN EXCEPTIONALLY ROUGH YEAR FOR SPORT, particularly British sport; the disaster which befell the Manchester United soccer team at Munich in 1958, coupled with the deaths of Archie Scott Brown, Peter Collins and Stuart Lewis-Evans distressed enthusiasts all over the country. And 1959 did not start well either with the stupid and needless death of Mike Hawthorn. One who must have heard the news that January with great sadness was Ivor Bueb, the ebullient Cheltenham garagiste. Bueb had been Hawthorn's co-driver in that dreadful Le Mans race of 1955, which the pair had rather against their expectations won, a task eased somewhat by the withdrawal of the Mercedes-Benz team in the light of tragic events.

If you were going to be a racing driver in the 1950s, then owning a garage was a cost-effective way to do it, or certainly, to get started. Born in 1923, Ivor Bueb had grown up as a Londoner, in Dulwich, but after the war started a business buying and selling military surplus vehicles in Wales, eventually going into partnership in Cheltenham, where he also discovered racing. He was a frequent (and successful) feature of the early days of Formula Three, taking his place alongside such future luminaries as Stuart Lewis-Evans and Jim Russell and, despite the fact that he was a relatively late starter at 30, he did extremely well.

If he had any natural disadvantages they concerned his weight and consequent shape, as he was of distinctly ovoid proportions. He made up for the excess of avoirdupois with strength (rather than fitness) and over the early 1950s, he quickly became a regular and successful racer, despite the weight penalty which he paid, particularly in the tiny rear-engined cars of the Cooper school of design. It was a price which he was quite happy to pay; he was a man of his appetites, a committed trencherman, and really by dint of strength and common sense managed to drive well below his weight, rather like his friend Duncan Hamilton. By the end of 1954, after only two full seasons, Ivor was a prospect, albeit a reserve one, for the works Jaguar team.

There really was no higher to go. The Coventry firm had developed its D-type for the 1954 season with the express intention of winning the Le Mans race; they were not resting on the laurels of the C-type, rather they repackaged the robust XK engine into a car of great beauty and, despite its aircraft-inspired construction, simplicity. An orderly queue of drivers lined up to be considered and by the Spring of 1955, Ivor was number seven in line. Jaguar needed six...

It was the realisation by Jimmy Stewart, Jackie's elder brother, that perhaps he had too much imagination to be a racing driver that offered Ivor a place in the Jaguar works team for the 1955 sportscar season. His debut, with Hawthorn at Le Mans, was to be a traumatic one, but not sufficiently so to put him off. They won the race and Ivor had discovered, or rather confirmed, his true calling; sportscars. In the powerful and robust Jaguars he paid no price for his size and shape and the Hawthorn/Bueb Le Mans partnership was repeated the next year, although a mysterious misfire sidelined their D type. Bueb also partnered Duncan Hamilton to triumph at Rouen; the two men were rather well matched, as it transpired.

At the end of the 1956 season, Jaguar withdrew from racing. There is some thought that this was a temporary manoeuvre, as they had accomplished all their targets, but any realistic idea of rejoining the sport soon was firmly quashed by the disaster of the fire at the Brown's Lane factory in 1957. Not that Ivor's dance card was empty, for he made his debut in Formula One. It was in a B type Connaught, initially for the works team and later for ➤





Ivor Bueb (centre) and Ron Flockhart (left) celebrate victory at Le Mans in 1957. It was Bueb's second win in the 24-hour race

History in the Making.

1968 Lynx is founded. The company quickly cements a reputation for exceptional workmanship and attention to detail, earning particular renown for its work on Jaguars.

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1987 Lynx succeed in gaining seven official UK National Speed Records in the Lynx D-Type '57 SAL' at the M.I.R.A. test track facility.

1990 Lynx rebuild the ex Ford of France works Ford GT40 - Chassis 1003.

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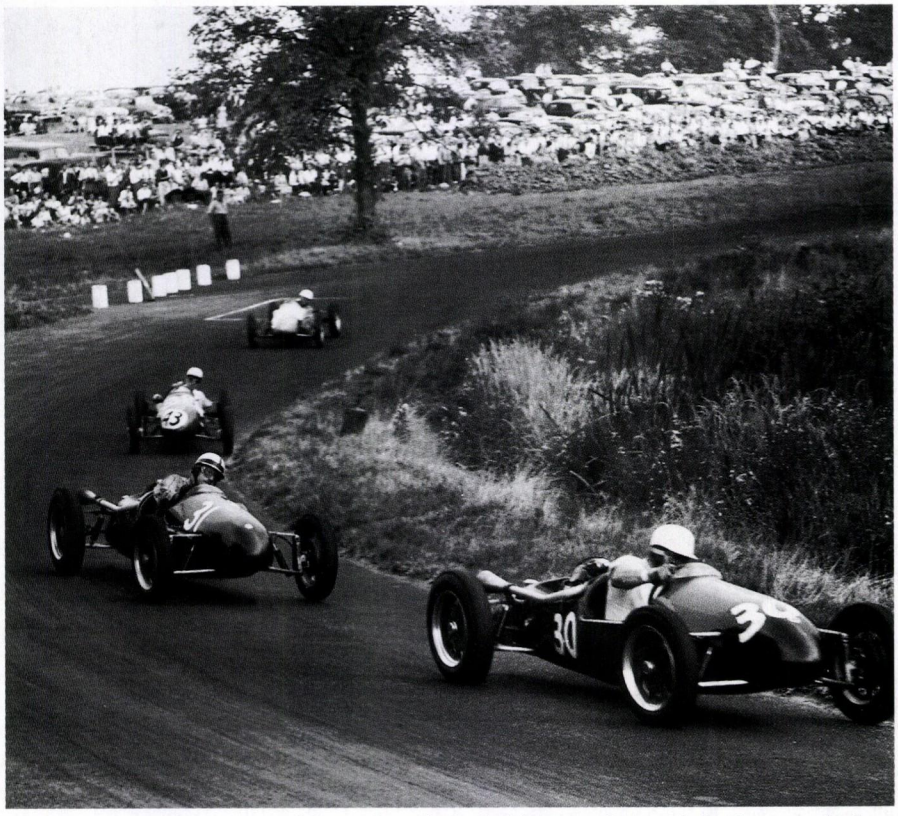
1996 Lynx develop the ultimate Jaguar S-Type. A fully modernised fuel-injected twin turbo version, which is featured on BBC's Top Gear Programme.

1999 Lynx restore the Kjell Qvale Lightweight E-Type (S850660). The car had been discovered in a Los Angeles garage having been missing for more than three decades. The car resumes its racing career after a gap of 36 years, winning its class in the HSR Sebring Endurance Challenge with Lynx chairman John Mayston-Taylor at the wheel.

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Hawthorn and Bueb in '55 Le Mans-winning 'D'



Lightweight Formula Three cars did not suit stocky Bueb (lying second), nevertheless he ran at the front

Bernie Ecclestone, who trousered several precious works cars at the inevitable liquidation sale in the summer of that year. His works team-mate had been Stuart Lewis-Evans and while Stuart was destined for Vanwall, he also drove the Ecclestone-entered Connaughts when other commitments permitted. In sportscars, Ivor moved to Ecurie Ecosse and won at Le Mans a second time in 1957, partnering the versatile and talented Ron Flockhart.

The death of Archie Scott Brown at Spa in May 1958 initially caused Brian Lister to withdraw his efforts from racing. It was a trip to Le Mans the next month to offer practical and moral support to Bruce Halford and Brian Naylor in their privately-entered Lister that changed his mind. So awed was he by their efforts (theirs was the only Jaguar-engined car to finish) that he resolved to re-launch the marque and accordingly visited Bryan Turle at Shellmex-BP to discuss the details. Turle had tactfully kept quiet during the period of works mourning which had followed Archie's death and the pair proceeded to short-list drivers: Hawthorn, Jean Behra and Ivor.

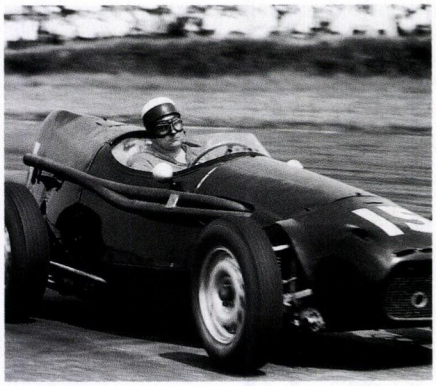
Jim Clark's name also came up, but, it was felt, he probably needed seasoning. Hawthorn was a possible, but he was busily engaged in pursuing the F1 world championship. There were also some contractual obstacles with Behra – basically he was with the wrong oil company. Ivor got the job almost by default, although Behra stayed in touch. The irony that Ivor had bumped Archie out of his Formula One seat at Connaught was lost on no-one, though.

It was to be a rather piecemeal arrangement for the balance of that season, with Ivor appearing with other guest drivers as he worked out his other commitments; Walt Hansgen, Ross Jensen, Bruce Halford and, of course, Stirling Moss.

All in all, he was to have an extremely successful time at Listers; a host of wins and places, including, pleasingly, the inaugural Scott Brown Memorial Trophy at Snetterton, and, even if F1 was a relative disappointment, his successes in the Lister-Jaguar, with performances which compared well to those of his much-missed predecessor, offered the Cambridge firm a season which, grief aside, almost compared to the triumphs of 1957. At the Abbey Road works it was like old times – well, almost. On the track, Bueb found that the de Dion rear axle on the Lister gave huge advantages on the short and sinuous UK circuits over his old D-type Jaguar which, away from endurance racing, was rather less wieldy and no match for the Cambridge car.

The offer to drive for the Alfred Moss/Ken Gregory BRP team for 1959 came somewhat out of the blue. The effort was based on Formula Two, the powerplant used being the formidable Borgward twin cam, four valve fuel-injected development of the engine which powered the worthy but underrated Isabella saloon. In support the team had the services of both George Wicken and, later on, the ferociously quick Christopher Bristow. Obviously, Ivor also had commitments to Brian Lister, but the ongoing negotiations between BRP and Sir Alfred Owen, to run a Formula One BRM as a BRP team car, with Stirling Moss as the main driver and perhaps Bueb as a stand-in was highly tempting from the professional point of view. Such an arrangement would have Ivor with a regular F2 drive, a regular sportscar mount and the occasional F1 entry, all of which were funded by professional teams. Who could ask for more?

The leader of the BRP team the previous year had, of course, been Stuart Lewis-Evans, who had died at Casablanca. And if this seemed a little like Hardy replacing Laurel, nobody actually said so, but even if they had, it was clear that by now the assets which Ivor had on his side for sportscars transferred to the agile single-seaters rather well; third in the Empire Trophy at Oulton Park rather suggested it, anyway.



Single-seater experience with Connaught in 1958

But it was clear, as the 1959 season unfolded, that the developments which had already taken place in F1 were now also affecting sportscar racing. The previous year, as in 1957, the Lister-Jaguars had won more or less as they pleased, but after a strong start at Goodwood on March 30, success became more elusive. In fact, that was to be Ivor's last win. The reason, of course, was the ascendancy of the tiny Coopers and Lotuses; the front engined firebreathers, of which the Lister was the most successful example, were becoming somewhat marginalised.

In Formula Two, a host of points and places rather proved that not only was the Cooper a fine ➤

"Ivor got the Lister drive almost by default... Jim Clark, it was felt, needed seasoning"

THE LEGENDARY JAGUAR XK120C. THE C-TYPE



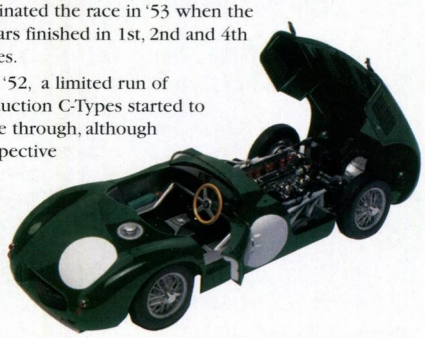
Grand Prix Legends is proud to introduce this exclusive 1:18 scale die-cast metal replica of the incomparable Jaguar C-Type.

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An evolution of the XK120, the C-Type was designed with one purpose in mind; victory at Le Mans. With a body created by aeroplane designer Malcolm Sayer, the C-Type was kept a closely guarded factory secret until the eve of the 1951 race.

In '51 the Johnson/Biondetti and Moss/Fairman car retired and the race was won by the Walker/Whitehead car. After failure in '52, the C-Type dominated the race in '53 when the Jaguars finished in 1st, 2nd and 4th places.

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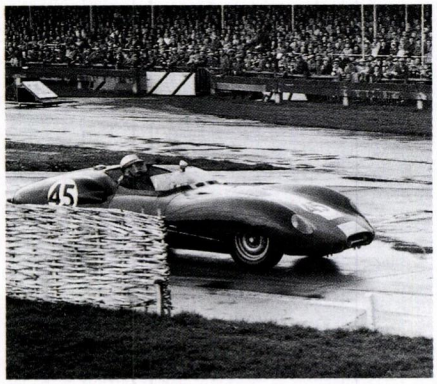
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"Driving was becoming quite hard work... Bueb had started to live on his nerves a little"

chassis, but that the Borgward engine was an extremely clever piece of kit. Developing 100bhp per litre out of 1500cc, it was certainly the most powerful (and advanced) of the four cylinder F2 engines available, but the BRP had rather sewn up the supply, which goes a long way to account for the string of victories and places which the entries were to enjoy, particularly in the hands of Moss and Bristow, but Ivor also had his share.

As to whether the whirlwind of Bristow put pressure upon Ivor, opinions differ. On the one hand, it was clear that Ivor's avuncular maturity acted as a useful balance to the extravagances to which Bristow could fall victim; on the other, Ivor was aware of his own limitations as Bristow's apparently limitless talent and total contempt for danger made itself clear. Theirs was to be a tragically brief association, but one which was to make it clear to Ivor that racing was now a young man's game. The sheer stickability of the new single-seaters ensured that lateral forces were increasing upon the driver – it was becoming quite hard work and, according to one source, he started to live on his nerves a little...



Bueb in Lister at Goodwood in 1959 – his last win

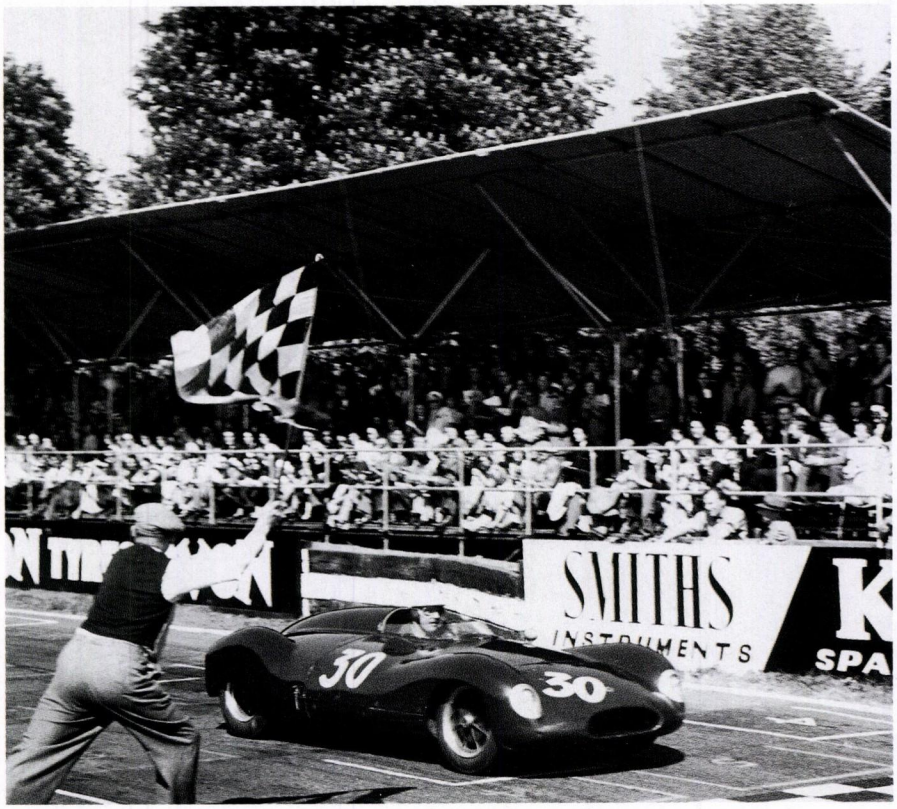
Bristow joined BRP relatively late in 1959, but in time to win the F2 class at the British Grand Prix in July, closely followed by Ivor, and the next event which they entered was the Circuit d'Auvergne Trophy at Clermont-Ferrand on July 26.

It was a relatively minor race, intended to be Ivor's F1 debut for the BRP, as Moss was entered for Rob Walker, and he was, not unnaturally, rather looking forward to it, particularly because he knew Brian Lister was considering withdrawing from racing and his career would need a boost. The pair had discussed the issue a few days before and Ivor had even seen the Lister press release, which cited the high costs of the sport as well as the uncertain future for front-engined cars. The mint green BRP-BRM, though, was one front-engined car which Ivor was rather keen to drive; he had not even sat in a Formula One car since the Ecclestone Connaught...

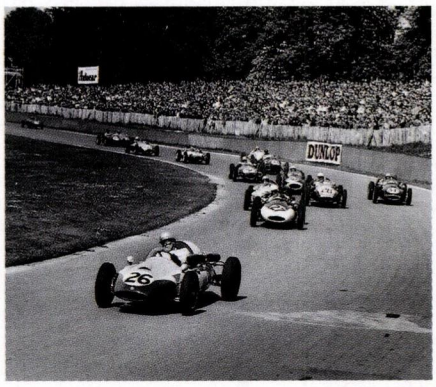
It was not to be. Ivor came unstuck, crashed hard and, without a harness, was thrown out of the car. He landed badly and suffered very severe internal injuries, the most obvious of which was a ruptured spleen. The Clermont-Ferrand medical facilities were predictably very poor and few locals spoke English. It was suggested that he should not be moved, and reluctantly the BRP acquiesced. Ken Gregory and a distraught Bristow stayed by his side, but on the eve of the German GP, Gregory simply had to depart, leaving Bristow, who was minded to stop racing then and there, in charge.

Gregory arrived at the AVUSring to be greeted by the news that the organisers proposed that Hans Herrmann should take the wheel of the BRM instead of the BRP preferred choice, Ivor's friend and Ecurie Ecosse co-driver Ron Flockhart, who was of course also a BRM veteran. Famously, of course, the Automobil Club von Deutschland really did Herrmann no favours; readers of MOTOR SPORT who read the feature on him recently will know exactly what happened to the BRP-BRM, an event immortalised on film. But that was later.

Back in England, Lister was most concerned about Ivor – Brian had more reasons than many to be less than flattering about medical care on the Continent after what had happened to Archie Scott Brown and on the day of the German Grand Prix support race, August 1, he was at Brands Hatch as the Lister entry practised for the diverse Bank Holiday meeting to be held there on Monday. He had already more or less decided that 1959 was to be his last season, even down to drafting the press release which he had already shown Ivor, but the news in the paddock, that Jean Behra had died at AVUS, shook him badly. There was still no news of Ivor, merely that he was gravely ill. The sole Lister entered for the Brands event was then damaged beyond practical repair in a practice accident that afternoon, so the works entry was cancelled. When he got home to Cambridge, he was met with the news that Ivor had died in France, probably at around the same time as Peter Blond had had his unfortunate off at Brands in Ivor's Lister. Brian hadn't known it when he got up that morning, but Lister had made their last works appearance, and now he sat down and wrote to cancel the entry for the Tourist Trophy at Goodwood; he gave up on the spot. M



Wins – like this in a Cooper at Crystal Palace in '55 – were the sort of drive that caught Jaguar's attention



Cooper-Borgward was pick of the F2 field in 1959

Bobby Rahal

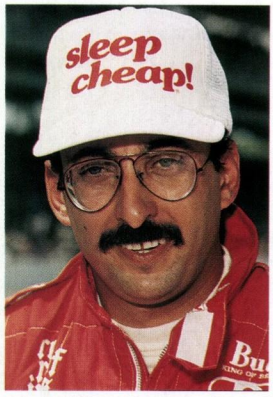
Indianapolis 500, 1986

WITH TEAM OWNER JIM TRUEMAN SUFFERING FROM TERMINAL CANCER, BOBBY RAHAL KNEW THIS WAS THE LAST CHANCE HE WOULD HAVE TO WIN 'THE BIG ONE' FOR HIS GREAT FRIEND

I'D HAVE TO NOMINATE INDY IN 1986, NOT JUST BECAUSE OF THE RACE itself but for the circumstances surrounding it. The guy I was driving for, Jim Trueman – a very special friend who had backed me from early in my career – was literally on his last legs, dying of cancer. We'd never won Indy, the big one. So aside from all the usual pressure in the month of May, I knew this was it as far as he was concerned; there wasn't going to be another race for him. You can imagine how badly I wanted it.

He was there in the pitlane, very emaciated, just looking on. It was his 51st birthday that weekend. But the damn rain wouldn't stop. It rained hard all through Saturday and Sunday; they postponed the race until Monday but it rained then too. So they postponed it until the following weekend. This coming after the whole month of practice made it feel like the whole damn event just didn't want to end. And all the while, Jim's just there, hanging on. I believe he willed himself to live, to get to that next weekend.

We'd qualified in fourth place, which I was pretty pleased with. I'd just lost my engineer Adrian Newey. He'd gone to Kraco to work with Michael Andretti. I'd been pretty disappointed about that because we had built up a very good relationship and in the lead-up to Indy we hadn't even finished a race. So to have the car working pretty well was a good boost for everyone.



Rahal: winner of the closest three-way finish at Indy 500

There was beautiful weather for that second weekend, and most of the crowd had come back. I was confident about the car, so it all felt good. At the start I was straight up to third place, with Michael leading and Rick Mears second. The first part of the race was basically between the three of us. Then Michael hit a problem and the lead went back and forth between me and Rick, with Emerson Fittipaldi running quite strong too for a while.

It was uneventful until with about 20 laps to go I passed Rick for the lead and managed to stretch out from him just a little. But Kevin Cogan, by this time, was coming into the picture. From about quarter-distance he'd got it really hooked up. He was taking a very high line – I look at the film now and wonder how he didn't hit the wall; he was driving on the edge but extremely well. He was on a different fuel strategy to Rick and me and was by now running with plenty of boost whereas we had cut the boost back because we knew we were going to be tight on fuel.

As a result of the low boost, I was slow through the traffic and got myself stuck behind Randy Lanier, which gave Kevin the big run. Not only did he pass Rick but about a lap later he passed me. It took me another lap to pass Lanier and by that time Kevin was about two seconds in front, with about ten laps to go. I slowly started hauling him in but my race really got a new lease of life when Arie Luyendyk spun coming out of Turn 4 and brought out the yellows.

I'd always practised restarts – I figured there's no easier way to overtake than on a restart – but it wasn't going to be easy because as well as Kevin ahead of me I had Rick breathing down my neck. As we were about to take the greens, I got a little more momentum going through Turn 4 than Kevin – maybe his car was pushing a little bit by then – and halfway down the straight I was able to pull out and pass him. There were only a couple of laps to go so I'd turned the boost right up – what did I have to lose? The fuel lights were all flashing but they were pretty unreliable – you didn't know exactly how much you had, you just knew you were low.

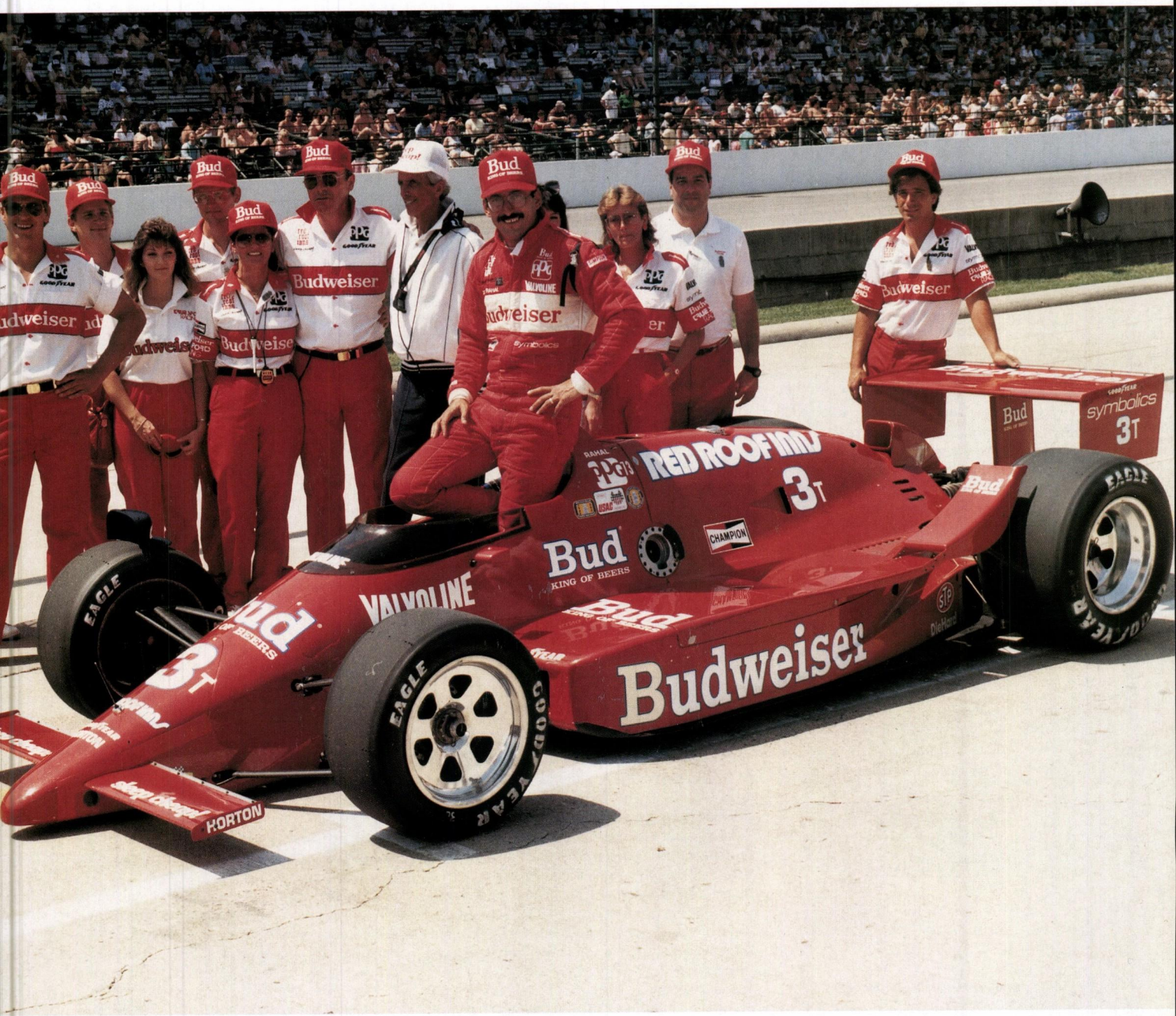
I thought if ever there was a time to drive two great laps, this was it. I set the lap record on the last lap. It was the closest three-way finish of all time. There was less than a second between me and Rick with Kevin in between us. To this day I still don't remember seeing the chequered flag, I just knew it was over and we'd done it.

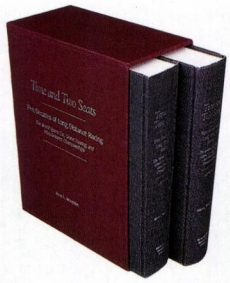
There's a great shot of me, my wife Debbie and Jim in the pace car Corvette. He's just savouring the lap of honour, his last moment of glory. It's not often in life that you're given the opportunity to achieve someone's dream for them. We did that.

Jim passed away ten days later. Another team owner Doug Shierson said afterwards, "There were 32 of us out there who didn't realise we didn't have a chance." The Good Lord was going to make damn sure that Jim Trueman got his Indy 500 win. But I'm happy to share the credit. M



"There were 32 of us out there who didn't realise we didn't have a chance..."





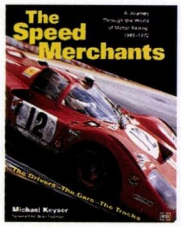
TIME AND TWO SEATS
BY JANOS L WIMPFFEN
ISBN 0 967 2252 0 5

Published by Motorsport Research Group, £129.99

I am willing to bet that this will never be supplanted. In two huge volumes, Wimpffen (historian for Bruce McCaw's collection) has recorded the complete history of championship sportscars in Europe and USA from 1953 on. The detail is astounding, the weight of facts overwhelming, and the structure so complex that the book actually has a chapter of instructions.

Of the three sections, the first gives an overview of sportscar racing, changing rules, and national differences. The next, the actual racing, has a chapter per season, previews, reviews, tables and several pages of workmanlike text on every race. Photos are relatively few, but they can be found elsewhere, whereas you won't find anywhere else detail like who was entered for a certain race and then replaced before practice. The final section is called Superlatives – page after page of driver listings, results, fatalities, race records by speed, distance, country – there are even eight pages of driver pseudonyms.

Combining complete narrative and results in a context of climate and politics over five decades of the sport, this is bound to become a main arbiter for sports-racing history. An amazing achievement. **GC**



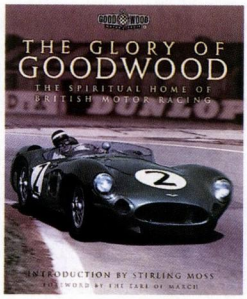
THE SPEED MERCHANTS
BY MICHAEL KEYSER
ISBN 0 8376 0232 7

Published by Bentley, £39.95

The first of two Michael Keyser books this month is, in fact, a radically revised, rewritten and expanded version of a book that first appeared on the shelves back in 1973. From this distance it now comes across as a curious book, part autobiography, part photographic record of the author's journeys to races in Europe and the US from 1969 to 1972. Though predominately concerned with sportscars it also touches down in the worlds of both Formula One and Can-Am

Thank heaven, then, that the period concerned was about as thrilling has motor racing has ever been and it is not at all difficult to become enthused about the battles of the Porsche 917 and Ferrari 512S even if it is by now a rather familiar subject. It is a largely well written book and, rather better still, the photography is on the whole first rate, occasionally quirky and not at all familiar.

If I have a problem with it, it is simply that £40 is a great deal of money to ask for a book with such vague theme. Even the book's title *The Speed Merchants* needs to come complete with the accompanying line "A journey through the world of Motor Racing 1969-1972" and, knowing what else was on offer for less money, even if you restrict your search only to those on these pages, I know there are more than a few other places I'd choose to blow the money rather than here. **AF**



THE GLORY OF GOODWOOD
BY MIKE LAWRENCE, SIMON TAYLOR AND DOUG NYE
ISBN 1 85227 826 9

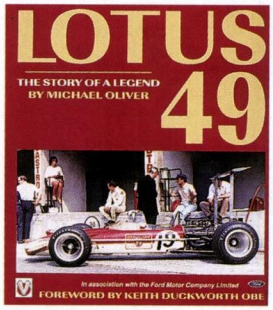
Published by Virgin, £30.00

Goodwood is fast becoming a brand in its own right and this book, a celebration of all that has happened on the famous Sussex site from its days as RAF Westhampnett to the first Revival Meeting in 1998, merely reflects this happy fact. The merits it possesses – exceptional quality and attention to detail – are those of the brand it is designed to promote and the whole has been carried off with the same slickness and professionalism one has always been able to take for granted at any Goodwood event.

It is a fine product, informative yet emotive, written with all the verve you'd expect from authors who need no further introduction from me. It is at once a thorough biography of the circuit and a riotous celebration of all that was and remains great about the English way of motor racing.

Yet what remains, rightly, its most appealing aspect is the photography. I'm not sure about blending in the shots of the Revival Meeting with those from the past – it looks slightly contrived and breaks the flow of the beautiful black and white pictures – but as a photographic record of both life and racing at a circuit, it is beyond compare. What is most pleasing is that the book's designers have not been frightened to give the photographs the space they need to really come alive and if many of them have been seen before, none seems out of place here.

We have waited a long time for the circuit to reopen and, consequently, for this book to appear. Its creators had just one shot at a comprehensive history of the circuit, one that would stand for all time. And, as we now expect from the Goodwood brand, they got it right first time out. **AF**



LOTUS 49 – THE STORY OF A LEGEND
BY MICHAEL OLIVER ISBN 1 85227 841 2

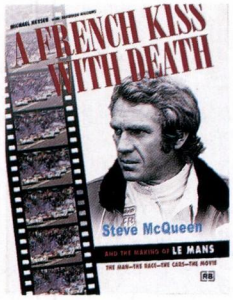
Published by Virgin Books, £30.00

Setting out to write a definitive history is a daunting task. None more so than when your subject matter is something that is held in such esteem by so many people. Nevertheless, that is the task that author Michael Oliver set himself when he tackled *Lotus 49 – The Story of a Legend.*

Cars like Colin Chapman's 49 raise such emotion in people that you run the almost constant danger of offending somebody no matter what you write. Oliver, to his credit, seems to have overcome this problem by adopting the only method that really works – research. In-depth interviews with all the players involved make his book as error-proof as they come. Just glance at the list of acknowledgements to appreciate just how much effort has gone into making this a reliable piece of work. From drivers (Amon, Andretti, Brabham, Gurney *et al*), to engineers (Costin, Duckworth, Blash, Endruweit, Tauranac, Dance), Oliver has spoken to them all and it is this that makes the book so strong.

If you like facts, figures, horsepower outputs and valve angles, they are all there. But, more importantly, so are stories from those closest to the 49's creation. Andretti's obvious enthusiasm from the first time he drove it, tells you more about the machine that Chapman created than any points table.

If I have a gripe, and it is a small one, it is that the design of the book doesn't live up to the content. Picture usage is far from adventurous and swathes of the book are a rather unappealing trawl through grey pages. This should not, however, detract from what remains an impressive tome. **MF**



A FRENCH KISS WITH DEATH
BY MICHAEL KEYSER AND JONATHAN WILLIAMS
ISBN 0 8376 0234 3

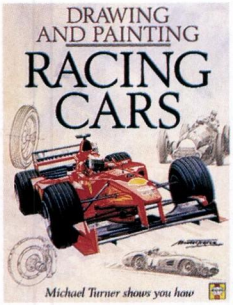
Published by Bentley, £39.99

What a simply terrible title for a simply brilliant book. Brilliant, that is, if you have seen the film *Le Mans* and consider it one of the greatest ever made. If not, stay several miles away from this book.

I will, however, presume you are a fan of the film, and can see through its rather obvious faults (not much sign of a script, less of a plot) to the masterpiece of film-making that it is. This book's subject is the making of that film, from the reasons Steve McQueen became interested in racing to the minutiae about how the set-piece stunts were set up.

On any level you like, it is rivetting. As an insight into the often unappealing character of McQueen it is illuminating, as an inside view of racing at the time it is thrilling (co-author Williams actually drove a camera car in the 1970 race to get decent footage). My favourite section is how they converted Lola T70s into Porsche 917 and Ferrari 512S lookalikes, fitted them with remote control and then smashed them to pieces in pursuit of authentic crash shots.

This is a great book both to read and look at. If you liked the film at all, it is a must. **AF**



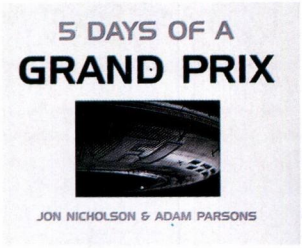
DRAWING AND PAINTING RACING CARS
BY MICHAEL TURNER
ISBN 1 85960 627 X

Published by Haynes, £17.99

Although there has been a huge boom in motor-sport art in recent years, the name of Michael Turner remains the best-known of the current practitioners. Now the prolific artist has encapsulated his skills in a manual aimed at encouraging others to emulate him. A professional motor racing artist for over 40 years, Turner claims he has been considering this book for some 30 of them, so we can safely assume it contains all his best tips...

Although the subject matter is so specialised, the book assumes the reader is no artist and begins right at the beginning, with a run-down of tools and materials (all nicely sketched by Turner) and a quick grounding in perspective. Simple outlines show how he blocks out the rough shapes of the cars, and from there he works through the book's chapters in the same way as he builds up a picture, leading on to surfaces, texture, composition and atmosphere. The trouble is that being such an accomplished artist, he makes the transition from these bare bones to detailed illustrations in an effortless jump which may depress his apprentices...

Still, if you're keen on cars but thought you lacked drawing skills, his simple sketch outlines should be encouraging enough to get you going. (Though I found that the sketches themselves are so interesting I wanted captions.) And if you merely want a good-value compilation of Turner's work, there are enough examples here of all periods and types of racing to make the tutorial element almost a bonus. **GC**



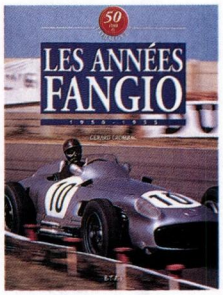
FIVE DAYS OF A GRAND PRIX
BY JOHN NICHOLSON AND ADAM PARSONS
ISBN 0 333 74700 S

Published by Macmillan, £20.00

I felt a bit sad after reading *Five Days of a Grand Prix*. Sad because what on paper sounds like such a promising idea, turned out in reality to be a harder prospect to deliver. The premise of photographer Jon Nicholson and journalist Adam Parsons' book is to chronicle every moment of a Formula One weekend from the minute the teams start setting up on a Thursday morning to the long haul back on the following Monday. Yet somehow the book fails to deliver and it is hard at first to put a finger on why.

Nicholson is a fine photographer. A close friend of Damon Hill, he has enjoyed access in the F1 paddock that has allowed him to capture some truly evocative images. Jacques Villeneuve staring plaintively at a sheet of telemetry is all you need to know about his 1999 season. Parsons' words are equally measured; the lengthy photo captions erring on the side of understatement. The trouble lies when you take a more studied look at what is in reality an extended photo album. A black and white photo of people setting up a pitlane looks awfully like the same people taking it all down again, and it is this sheer repetition of imagery that makes the book hard to trawl through in one sitting.

There are still gems to be found all over the book, but it's the image of a mother and son scavenging for scraps on the hillside at Imola after the race that left me most moved. A rare intrusion of the outside world into the insular surroundings of F1. **MF**



LES ANNÉES FANGIO 1950-55
BY GERARD CROMBAC
ISBN 2 7268 8336 2

Published by ETAI, £39.99

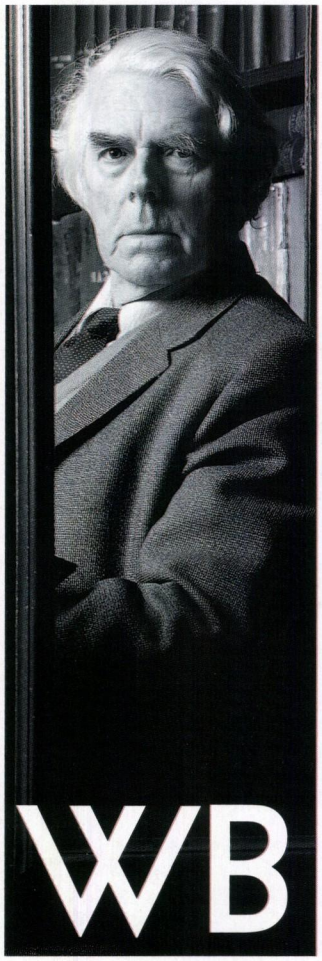
First the good news: this is a fine book. The bad is that it's written in French. For now at least, non-Francophones will appreciate the generous photographs and technical drawings, but will miss out on what is a concise and enjoyable review of the first six years of the World Championship.

This is the first of an ambitious five-volume history of Championship Grand Prix racing, and Crombac is the ideal reporter for this one and the volume to follow, *The Clark Years*. Not only has he been an eye-witness from the beginning of the championships as a journalist, but he later became directly involved as team manager with Lotus.

With only six seasons to cover (later volumes cover increasingly longer eras), this large book feels lavish, with big photographs and drawings, and combines the racing with chapters on mechanical progress and shifts in the rules.

Racing assessments for each year are interspliced with extremely thorough technical chapters outlining what each maker was fielding, with excellent drawings, cut-aways and detail photographs, not forgetting the also-rans such as Aston-Butterworth and Sacha-Gordine.

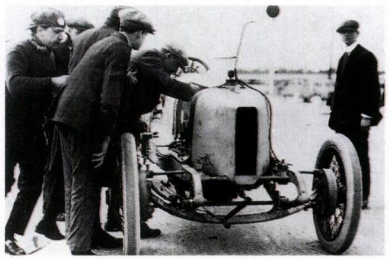
Each GP gets a page with full grid (including race numbers), race description and full results including retirement reasons, so it is both readable and useful. An English edition would undoubtedly be successful, but for the moment only French speakers can get the full benefit of a fine work by an author who is himself one of the best-known figures in Grand Prix racing. **GC**



A Sleeve-valve success

IT IS A REMARKABLE FACTOR IN AUTOMOTIVE ENGINEERING that the piston and the poppet valve have survived virtually unchallenged into the new Millennium. Sleeve valves, rotary valves, the Imperia slide valve and the promising Wankel rotary engine have come and gone, while the seemingly crude sliding piston and stressed poppet valve have survived – a triumph of technology and metallurgy.

The sleeve-valve engine had a good try to oust the old methods, however, when the quiet little American Charles Yale Knight sold his double-sleeve valve to Daimler in 1909; they used the system until the mid-1930s before reverting to poppets. Snags were that in cold weather oil made the valves stiff, imposing extra load on the starter-motor, and the greater clearances resulted in the legendary trail of blue smoke. Then the lugs actuating the sleeves might break off, and water trapped above the sleeves had to be syphoned off in winter.

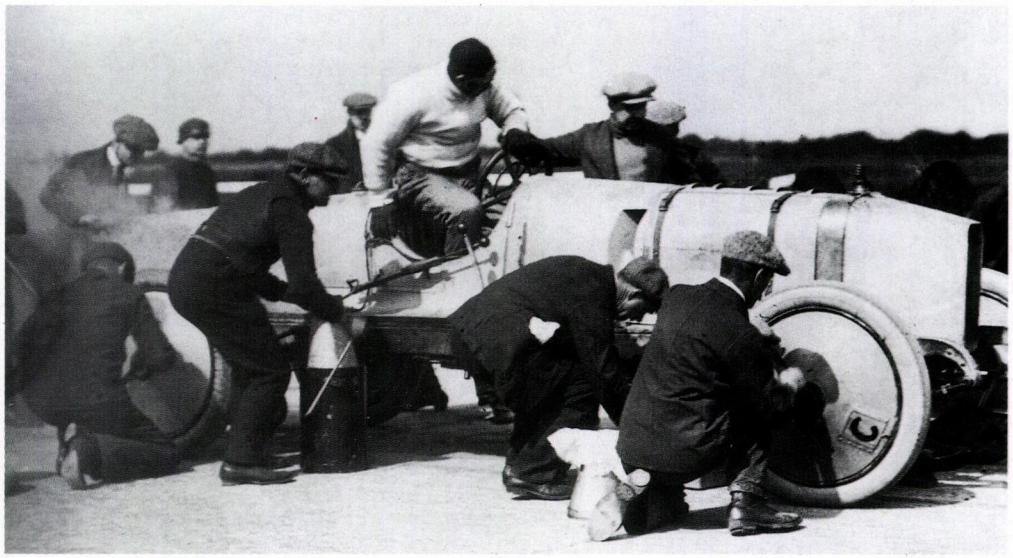


A brief depot stop to clear a fuel blockage

The advantages of inaudible running outweighed the drawbacks for Daimler, Minerva, Willys Knight, Mors, Voisin, Panhard and others. Burt McCallum came out with a simpler single sleeve, adopted by Argyll and General Motors for the 25/70hp Vauxhall, etc, so for a time sleeves were in. The few appearances of sleeve-valved cars in racing may have made little impression, although the smokey Minervas in the 1914 TT were second, third and fifth, and a Piccard-Pictet sixth in the 1914 French GP. Peugeot did well with sleeve-valve Coppa Florio cars, and do not forget Eyston's 130.73mph hour record in 1932 with the 8-litre Panhard. Whatever, by 1913 Argyll thought it time to establish their reliability and brought a racing edition from Glasgow to Brooklands to set Class D records (2048 to 2868cc).

Argyll designer M Perrot prepared a racing version of the four-cylinder 2614cc 15/30hp car with a single-seater body made in the Argyll works, modified valve ports and raised axle ratio. There were 820 mm Dunlop tyres and a single Zenith carburettor just behind the radiator, and cool air was scooped into the crankcase. Conscious that even single sleeve-valves were oil-thirsty, two oil tanks were fitted, and the Argyll 4WBs retained, for quickly killing speed. So, ready by May 1913, the racing Argyll, weighing just over 1 ton 6cwt, left for Surrey. Careful thought went into the record bids. Perrot himself was to show a white flag to the driver if no oil smoke showed, who then pumped more oil in to the engine, but if too much smoke was emitted a blue flag told him to turn off the supply – and you obeyed the designer!

At the depot a large squirt replenished the back axle with castor oil at each stop. The drivers were the experienced L G Hornsted and W H Scott. So at 6.22 one morning the Argyll was away. Scott kept close to the intended 72mph, and after just over three hours Hornsted took over. A fuel blockage was quickly cured, a tyre punctured, but on and on ran the car from distant Scotland for 14 hours at 72.59 mph, setting 26 new class records and breaking Edge's Napier World Record. Later in May they raised their own record to 78.29mph, with World honours from 7 to 14 hours. Congratulations poured in, a nice touch being telegrams from the Duke of Argyll and C Y Knight of the rival sleeve-valve system.



The busy crew prepare to send the single-seater sleeve-valve Argyll back out on its record-breaking Brooklands run

An all-too brief spell...

A PICTURE IN DECEMBER'S ISSUE OF A 1908 GP MERCEDES had its owner Jack Hartshorne Cooper at the wheel, which prompts me to explain about this driver. Alas, he had an all too brief Brooklands spell.

Jack and his brother Major R F 'Shugger' Cooper, whose nickname, David Burgess-Wise explained recently in an Aston Martin Heritage publication, stood for "Shit, you bugger" – were close friends of Count Zborowski, who probably introduced them to Brooklands, although the Coopers' place was in Derbyshire, a long way from the Zborowski estate in Kent, where the virtually unchanged mansion still exists. When I went up to the Midlands to research the Hartshorne Cooper story I got very little information, but the Rector said that when he was taken by the Cooper brothers in their Model-T Ford on fishing expeditions they drove faster than he liked...



The Cooper brothers with the 1908 GP Mercedes during the successful 1920 season

Jack Hartshorne Cooper had served in France during World War I as an air force pilot and was buried at Weybridge after his accident at the track.

When it had reopened in 1920 he raced with notable success his 12.9-litre 1908 GP Mercedes, and Zborowski allowed him to drive to a win his legendary 1914 4½-litre GP Mercedes (which I stupidly said recently did not appear until 1921). To keep his brother company the Major raced an aged 9026cc Mercedes which had been known to finish last.

For 1921 Jack H-C fancied a Chitty-style monster and installed a rare vee-eight 19.2-litre Clerget aero-engine in a Mercedes chassis. Sadly, it then all went wrong.

The Cooper-Clerget wasn't ready to compete until just before the 1921 Whitsun Meeting. It was brought to Brooklands on the back of a lorry on the Tuesday before the Bank Holiday Monday, but had suspect handling characteristics and crashed heavily, inflicting fatal injuries on its owner. The first person to reach the stricken Hartshorne Cooper was his friend Count Zborowski. The ever cautious Brooklands handicappers had put the new car on the same mark as Chitty I, against a 110mph lap-speed, but sadly it was not to be, although the Count continued to run Chitty I, which won the Whitsun Lightning Short Handicap.

Major Cooper had his own plans to race the then 20.9-litre FIAT 'Mephistopheles' but these never materialised, and he and his sister soon left to live in the United States of America.

obituary

D B 'Bunny' Tubbs

Douglas Burnell ('Bunny') Tubbs, who died last November aged 86, grew up with acute physical disabilities but this scarcely hampered his love of motoring or his journalistic career. He would venture abroad, alone, in an early 30-98 Vauxhall and drive his supercharged M-type MG with great verve, as I remember from a run to Donington with him before the war, when the electrode blew out of one of the plugs! Tubbs was educated at Cambridge and Harvard. When war came I suggested that he might aid Laurence Pomeroy, also unfit for the Services, by running The Motor. This he did until 1963, and continued writing, with books on Motoring Art, etc.

An early member of the VSCC and Guild of Motoring Writers, one of Tubbs' memorable cars was the massive 1904 40/60 Gordon-Brillié "Gobbling Billy". This he drove with verve, as he did the DKW he used during wartime. He will be remembered not only for his stylish work but for overcoming with glee, problems which would have defeated many.

obituary

Edward Eves

The death, at the age of 82, of Edward Pailthorp Eves leaves the world of motoring writers bereft of one of its leading exponents. Eves was, however, far more than an accomplished writer about cars and racing. He was a country gent pursuing appropriate sports, he enjoyed cooking, was a qualified engineer, and flew his own light aeroplane. He was also the inventor of the Eves One-Shot colour camera, developed in the 1930s while he was with what became the Rootes Group. As a result he set up a photographic section within Rootes, and then his own photo business. From 1955 onwards he turned to journalism and became editor of Autocourse, then Midlands editor of The Autocar.

Educated at Clee Grammar School and Nottingham University, he was Chairman of the Guild of Motoring Writers in 1970 and was elected an Associate Member of the BRDC. His racing photos are some of the best of their era, and his book subjects include Rolls-Royce and the Schneider Trophy.

miscellany

LAST MONTH A READER suggested that in the 'Phi-Phi' Etancelin article I had deprived this driver of his final placings. In fact, old WB has not quite 'lost his marbles'; the last sentence was omitted. In it I wrote "In his final season (1953) he took third place at Rouen and was third again with Levegh in the 12-hour Casablanca race."

* * *

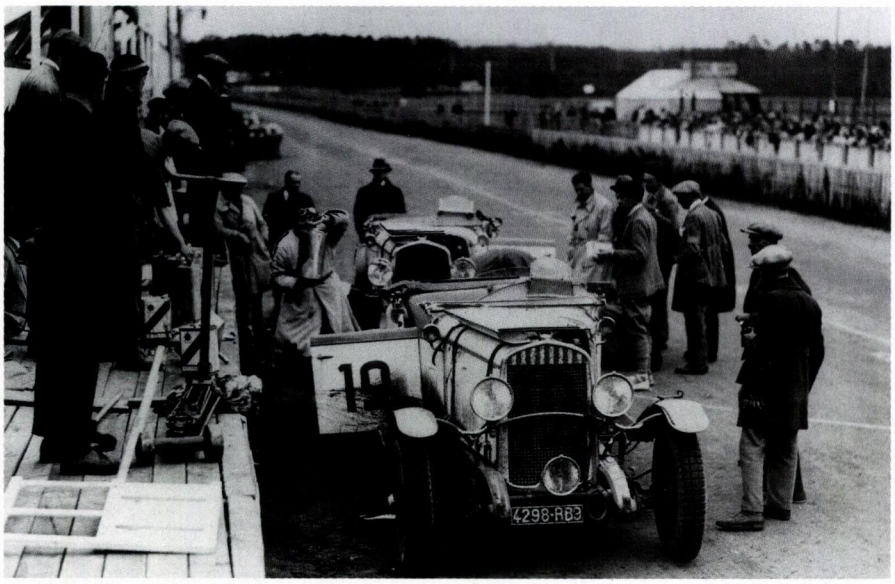
I AM A GREAT ADMIRER OF THE MGCC's triple-M Register Yearbook, which has new facets of MG history and interesting articles of sensible length, nicely illustrated. The latest edition is now available from Malcolm Green, 28 Allen Road, Gt Bookham, Surrey KT23 4SL, for £10 post-paid. It contains fine racing shots, an account of the first MG to win a major race, the history of the Midgets, why MG stopped racing, etc. Wonderful value.

* * *

IF YOU WERE CAST AWAY ON A desert island and could take only one book with you, besides the complete works of Shakespeare and the Bible, what would it be? Personally, as I would probably not read much in the sand and the storms, I would go for the late TASO Mathieson's wonderful picture-book *Grand Prix Racing 1906-1914*. Rather my period, you see, and you can study the wonderful photographs again and again.

* * *

AFTER COMPLETING RESTORATION of the ex-Joyce racing AC, Roger Smith has obtained another, if not quite so historic, Brooklands car, a CIME-engined, mahogany-planked EHP which raced there in 1926. It is presumably the car driven by GW Olive, later to become a Standard dealer in Guildford. I recall seeing the EHP's photo in the showroom, its identity a puzzle to his salesmen.



The 4.1-litre Chryslers in the pits at Le Mans in 1929. Stoffel, behind, is repairing a broken fuel pipe

A respectable union

AT AN AGE WHEN I HATE CHANGE IT CAME AS A SHOCK to find that letters from Mercedes-Benz in Stuttgart are now headed "DaimlerChrysler". Not that the vintage Chryslers weren't good cars. Walter P Chrysler was such a capable entrepreneur that, having acquired Maxwell-Chalmers in 1923 he then absorbed the Dodge Company and by 1928 was the third largest American producer behind General Motors and Ford. In England the fine Chrysler depot was in Mortlake, near Kew Gardens.

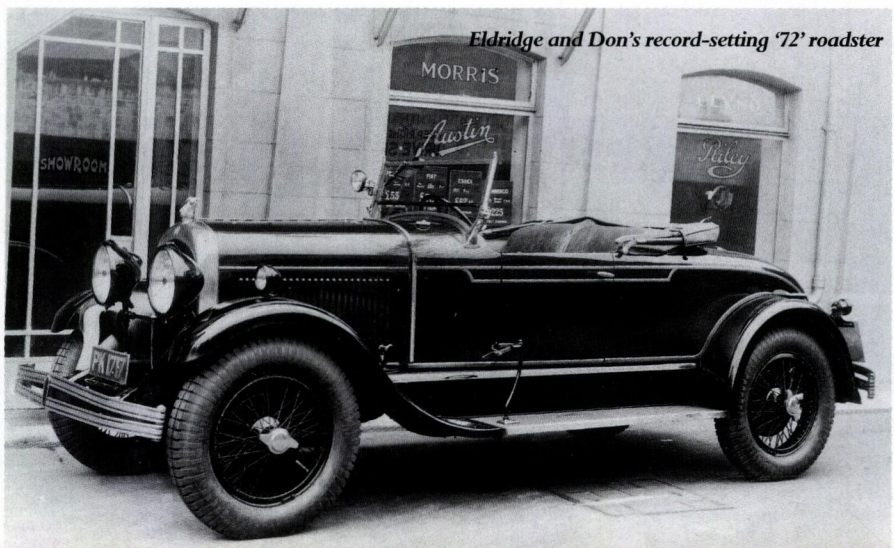
Starting with a sound four-cylinder with hydraulic four-wheel brakes on a tubular front axle, he was soon into sixes and later four-speed gearboxes. Chrysler models were numbered to imply their top speeds and "72" caused quite a stir here, although it could not out perform a 30/98 or a Bentley. But it was quite a car, although I thought its scalloped bonnet impertinent, as this had been the hallmark of our Vauxhalls since the great Prince Henry and 30/98. At the 1924 Olympia Show the 3596cc six-cylinder Chrysler 23-75 saloon at £585 was well-liked, but it was the 4740cc 29-95 Roadster which struck the sporting note. It was well-endowed with useful items at £965 and saloon and tourer versions were available.

Moreover, at a time when American cars were not prominent in racing here, these Chrysler roadsters competed at Le Mans in 1928. It was a 4.9 Stutz that came second to the winning Bentley but the Chryslers driven by Stoffel/Rossignel and the Ghica pair, were third and fourth. Bentley had it sewn up in 1929, with the first four places, again chased by a Stutz, but Chryslers were sixth and seventh. The '72' roadster gained more acclaim when Eldridge and Kaye Don broke Boillot's Peugeot class 24-hour record at Montlhéry in 1929, the car standard except for a bigger sump and a huge extra fuel tank in the dickey. It used its own headlamps after dark, had the hood up and the bonnet sealed and averaged over 72½ mph. Chryslers were also second and third in the 1929 Spa 24 hours.

So the Chrysler 72 became a car to respect. Second places were again taken in the 1928 Caserata sportscar race and the 1932 Swedish Winter GP, and at Brooklands Malcolm Campbell raced a tourer, followed by two impressively streamlined Chryslers which gave a lap speed of nearly 100mph. Chrysler was soon flirting with the luxury car market with cars like the Crown Imperial limousine. In 1934 there was the eight-cylinder "Airflow", but it was a flop perhaps because it was not truly streamlined, just having a curved frontal grill, recessed headlamps, spatted back wheels, and occupants and luggage within its wheelbase.

All this was before my time, but I recall long wartime runs in Eric Vereker's Airflow, a useful load carrier for his task on decoy factory sites. When another car pulled out in front of it Eric drove off the road and continued behind a row of telegraph poles and their guy wires for quite a way, before regaining the road at scarcely diminished pace, and without saying a word. We spent that night in a brothel, but only because it was the only accommodation open. It was deserted, the ladies presumably out at work, but we elected to remain dressed, on top of the eiderdowns...

After the war I drove the Chrysler Valiants, when the USA was into 'compact' cars, as Chrysler is with the 2-litre Neon today. In 1968 the Valiant exhausted its battery while I was at a late-night club meeting in Kent, but John Sprinzel took me to Rootes' London depot, fortunately still open, where I had left the Mini-Minor. Put right, this Valiant had a notably smooth automatic gearbox but used too much petrol and oil. It was 1963 before the improved Valiant V200 came for appraisal. It had the same excellent Chrysler Torqueflite transmission, with button overdrive, light but low-geared steering and a neat instrument panel, but was too expensive. The Ford Falcon compact was a rival, which we could not resist photographing by an 'Unsuitable for large vehicles' sign near Oulton Park. By 1971 Chrysler UK lent me the very acceptable Type 180, with 1.8-litre ohc light alloy engine. Finally the 1976 Chrysler Alpine S, which I drove for over 3000 miles in a few days with minor troubles but much respect. Now the makers of what I think of as the world's best engineered cars have merged with Chrysler. The Walter Chrysler Museum in Michigan was opened recently by DaimlerChrysler AG, with 75 vehicles on show.



Eldridge and Don's record-setting '72' roadster

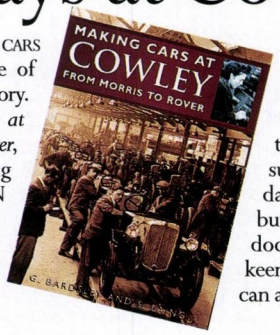
Counting the crowds

IN AN IDLE MOMENT LAST YEAR I FOUND myself watching the build-up to the World Cup Wales v Argentina rugby match. (Odd, as when I played the game at school I found it expedient, if encouraged to pick the ball up, to appear to drop it as soon as possible, to avoid a sudden fall and possible injury.) F1 has not resorted to quite this Cardiff style of overture, although it comes somewhere near to it, with the massive and frequent helicopter landings for good measure, and the organisers of Indianapolis used to stage pre-race shows before the Independence Day Indy '500'.

No doubt more viewers saw the Cardiff World Cup than watched the British GP – billions, they say, on TV – but it is interesting that whereas 72,500 people filled the Welsh Millennium Stadium, I am told the GP brought 282,000 to Silverstone last year. I wonder if this year's rescheduling to April will prove as popular.

Early days at Cowley

THOSE WHO FAVOUR MORRIS CARS have an excellent choice of books about the make's history. The latest is *Making Cars at Cowley – From Morris to Rover*, by G Bardsley & S Laing (Sutton Publishing, ISBN 07509 2097 1, £10.99 inc p&p). It is packed with very good pictures and informative, suitably brief text. The wealth of historical reproductions, unique happenings, famous personalities, etc it contains is an enormous treat for those of us who like such things, from the Bullnose days onwards. This soft cover but high quality, lavishly pictorial documentary is something no keen follower of the Morris marque can afford to miss.



From Boxkite to Jet

THE VALUE OFFERED BY THE BOOKS OF THE Rolls-Royce Heritage Trust (PO Box 31, Derby DE24 8BJ) is very commendable. Their latest, No 28 in this historical series, is *Boxkite To Jet* – the remarkable career of Frank B Halford, by Douglas R Taylor (ISBN 1 872922 16 3). This is a well illustrated 221-page publication for £7.50. As Frank Halford raced Ricardo-Triumph, Aston-Martins and his Halford Special, about which there is a full chapter with good pictures, this has a special appeal. It is also a comprehensive account of Halford's work in the aero-engine field, from conversion of war-surplus V8 Renault engines to Cirrus and Gipsy power for the DH Moth, the later Napier opposed-piston power units, and much more. The appendices are a useful guide to people and companies, but Harry Hawker surely never raced a Mercedes or Austro-Daimler, and his successful AC is not listed, nor was he killed at an air display.

Making our voice heard

THE RIGHTS OF OWNERS OF THE OLDER MOTOR vehicles were underlined last October when the Vice-President of FIVA and the French historic car organisation held a protest meeting at the European Parliamentary HQ in Strasbourg. It was attended by 1046 appropriate vehicles, blocking the city streets, all in good humour it seems, and 22,787 people signed the protest petition. Fine cars came from all over Europe, including a Bugatti Royale, Cadillacs, vintage Bentleys, a twin-cam Sunbeam, etc. Mme Nicole Fontaine, President of the European Parliament, pledged her support before the Press, and MPs were also enthusiastic; the President was even photographed sitting on a veteran car. It all bodes well, but as Lord Montagu has reminded us, political promises can be broken and the price of freedom is eternal vigilance. He is one of now only 42 peers in the Lords and is holding his own club forum at Beaulieu on February 6, 2000.

miscellany

CHITTY-BANG-BANG II failed to reach its $1.5million reserve at the New York auction. It is sad that the Crawford Auto-Aviation Museum, part of the Western Reserve Historical Society, whose Executive Director is Richard L Ehrlich, would not accept the bid of $1.1million from an English source; this bidder is being asked to up his price.

* * *

THE HIGH QUALITY OF MOST club magazines never fails to amaze me. The Aston Martin Heritage Trust has brought out its first Journal, which contains an interview with Stirling Moss, Tim Parnell's diary, Gordon Wilkins on the Italian Maggis, Lord Montagu on why historic cars are big business, Eoin Young about Astons "down under", Louis Stanley on BRM, etc, Walter Hayes on two kings and a car, a very full story of the Zborowskis by Burgess-Wise, and more besides. It costs £12.80 to non-Trust members, from PO Box 207, Wallingford, Oxon OX10 9TU.

* * *

THE 12/50 ALVIS fraternity have a good magazine and regular newsletters, and those with more senior Alvises have the Alvis OC twice-monthly *AOC Bulletin*. The current issue has a very good piece by David Manson on the 1924 Alvis racing cars and the original FWD racer which contains much new information about them and Phil Garlick, who raced one in Australia on the dangerous 7/8th mile Matourba banked track, which opened in December 1925. It makes a good companion piece to R Verdon-Smith's life story of his Alvis Speed 20. Manson's article is to be continued in the first Bulletin of the Millennium. The AOC Secretary is M F Davey, 1 Forge Cottage, Little Bayam, Lamberhurst, Kent TN3 8BB.

* * *

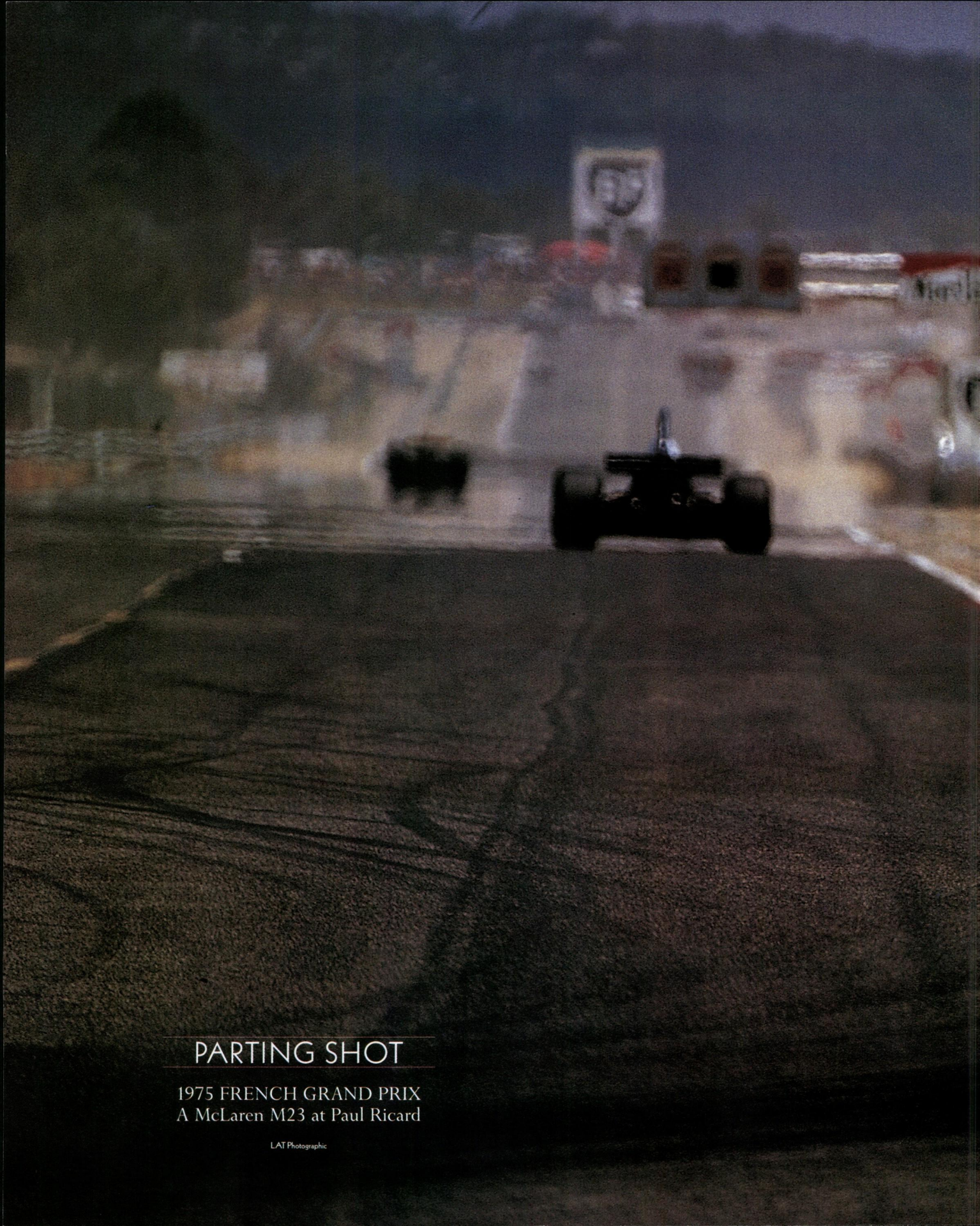
IT IS NOT ONLY MOTOR clubs which the Millennium is enticing to run commemorative events. The race between two traction engines at Appleford in 1950, which resulted in later traction engine rallies is to be re-enacted next July, with Parish Council co-operation, and the late Arthur Marshall's 'Old Timer' present; I was there and so glad to announce what is to be a no-nonsense day without side-shows etc, to distract from the engines.

* * *

THE DECEMBER ISSUE OF the Bulletin of the Morgan Three-Wheeler Club had the usual useful contents, with technical advice and meeting reports, and a piece about the Herton-Jackson racing Morgan and Blackburne engines.

* * *

THE LEA-FRANCIS OC has 323 members, some with unusual cars. The most popular model is the 14hp in various forms but several Hypers survive, including CT Delaney's three cars, and other cars range from 1923 to 1960, plus eight bicycles, four motorcycles and five Unihorse.



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A McLaren M23 at Paul Ricard

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21st RM Classic Cars Auctions. Vintage Motor Cars at Scottsdale. Arizona Biltmore, Phoenix

27th Brooks. Garage Equipment, Spares and Automobilia. London

FEBRUARY

6th RTS Auctions. Huntingdon

7th BCA. Blackbushe

16th H & H. Buxton

19th Brooks. Motorsport Day - Ben Charity Sale. Brooklands, Weybridge

28th Brooks. Motor Cars and Automobilia. RAF Museum, Hendon, London.

28th Christie's International Motor Cars Ltd. London

MARCH

6th Brooks. Important Motor Cars and Automobilia. The Geneva Salon, Switzerland

11th RM Classic Car Auctions. Vintage Motor Cars at Amelia Island. Ritz-Carlton Hotel, Amelia Island

15th RTS. Norwich

(TBA) Coys of Kensington. London

(TBA) Brooks. Important Motor Cars and Autmobilia. Florida, USA.

APRIL

3rd BCA. Enfield, London

7th - 9th RM Classic Car Auctions. Toronto Spring Sale - International Centre, Toronto

12th H & H. Buxton

15th & **16th** The Auction. Las Vegas

16th RTS Auctions. Huntingdon

16th Brooks. Motorcycles and Related Material. International Classic Motorcycle Show. Stafford

27th Brooks. Motor Cars, Automobilia, Toys and Models. RAF Museum, Hendon, London

28th - 30th RM Classic Car Auctions. Michigan International Spring Sale - Novi Expo Centre, Novi

29th Christieís International Motor Cars Ltd. New York

MAY

13th Brooks. Aston Martin Motor Cars and Related Automobilia. Aston Martin Lagonda Limited, Newport Pagnell. *The property of various owners.*

14th RTS Auctions. Norwich

19th - 21st RM Classic Car Auctions. Newport Beach Spring Sale - Hyatt Newporter, Newport Beach.

26th-27th Brooks. Important Motor Cars, Automobilia and Sporting Watches. Les Grandes Marques a Monaco, Monte Carlo

29th Christie's International Motor Cars Ltd. Monaco

(TBA) Coys of Kensington. Chiswick house

JUNE

3rd Brooks. Rolls Royce and Bentley Motor Cars and Related Automobilia. Rolls Royce Enthusiasts Club, Annual Rally and Auction. Twochester Racecourse, Northamptonshire

7th H & H. Buxton

12th BCA. Blackbushe

17th Christie's International Motor Cars Ltd. Los Angeles

18th RTS Auctions. Huntingdon

22nd Brooks. Automobilia, Formula 1 and Motorsport Memorabilia. Goodwood Festival of Speed, Chicester, Sussex

23rd Brooks. Important Motor Cars. Goodwood Festival of Speed. Chichester, Sussex

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uction Calendar 2000

JULY

6th H & H. Buxton
9th RTS Auctions. Norwich
15th Tennants Auctioneers. Leyburn, North Yorks
(TBA) Coys of Kensington. Coys Historic Festival, Silverstone
23rd Brooks. Motorcycles and Related Material. Motorcycle World, National Motor Museum. Beulieu Hampshire
27th Brooks. Motor Cars and Automobila. Summer Vintage, National Motor Museum. Beaulieu, Hampshire

AUGUST

5th Brooks. Sports and Competition Motor Cars and Automobilia. Nurburgring Oldtimer Grand Prix, Germany
5th RM Classic Car Auctions. Meadow Brook Invitational Hall, Auburn Hills
6th RTS Auctions. Huntingdon
7th BCA. Blackbushe
18th & **19th** RM Classic Car Auctions. Monterey Sports Car Auction - Doubletree Hotel @ Fisherman's Wharf., Monterey
19th Brooks. Motor Cars and Automobilia. Quail Lodge, Monterey Peninsula, California, USA
20th Christie's International Motor Cars Ltd. Pebble Beach

SEPTEMBER

9th - 10th Brooks. Motor Cars and Automobilia. Beaulieu Autojumble, National Motor Museum, Hampshire
17th RTS Auctions. Norwich
(TBA) Christie's International Motor Cars Ltd. Europe

OCTOBER

(TBA - Early Oct) Brooks. Motor Cars and Automobilia. Les Pur Sang a Paris. Paris, France
4th H & H. Buxton
6th Brooks. Motor Cars and Automobilia. Hershey, United States of America
8th RTS Auctions. Huntingdon
9th BCA. Blackbushe
15th Brooks. Motorcycles and Realted Material. Classic Motorcycle and Mechanics Show, Stafford
20th - 22nd RM Classic Car Auctions. Toronto Fall Sale - International Center, Toronto
27th - 29th RM Classic Car Auctions. Michigan International Fall Sale - Novi Expo Centre, Novi.
28th & **29th** The Auction. Las Vegas

NOVEMBER

19th RTS Auctions. Norwich
(TBA - Mid Nov) Brooks. Motor Cars, Motorcycles and Automobilia. Great Yorkshire Showground, Harrogate
27th BCA. Blackbushe
(TBA) RM Classic Car Auctions. Newport Beach Sale - Hyatt Newporter, Newport Beach
(TBA) Christie's International Motor Cars Ltd. London

DECEMBER

2nd Brooks. Motorcycles and Related Material. Olympia, London
4th Brooks. Important Motor Cars and Automobilia. Olympia, London
6th H & H. Buxton
(TBA) Brooks. Important Ferrari Motor Cars, Related Automobilia and Sporting Watches. Palace Hotel, Gstaad, Switzerland

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April 28-30: *Michigan International SPring Sale – Novi Expo Center, Novi, MI*
August 5: *Meadow Brook Invitational – Meadow Brook Hall, Auburn Hills, MI*
August 18-19: *Monterey Sports Car Auction – Doubletree Hotel @ Fisherman's Wharf, Monterey, CA*
October 20-22: *Toronto Fall Sale – International Center, Toronto, ON*
October 27-29: *Michigan International Fall Sale – Novi Expo Center, Novi, MI*

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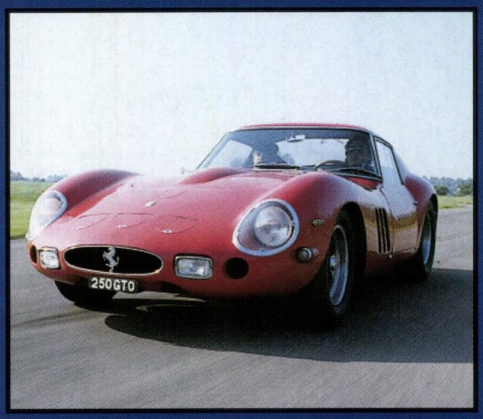
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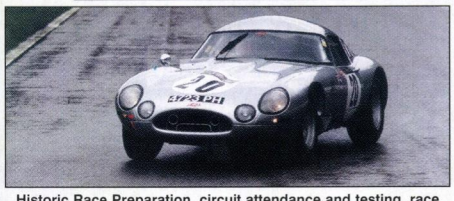
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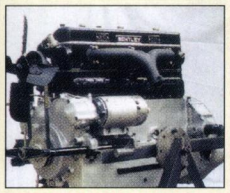
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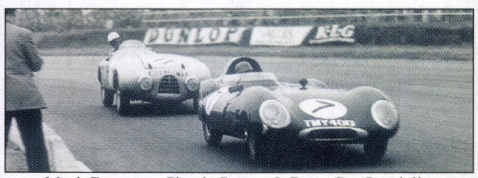
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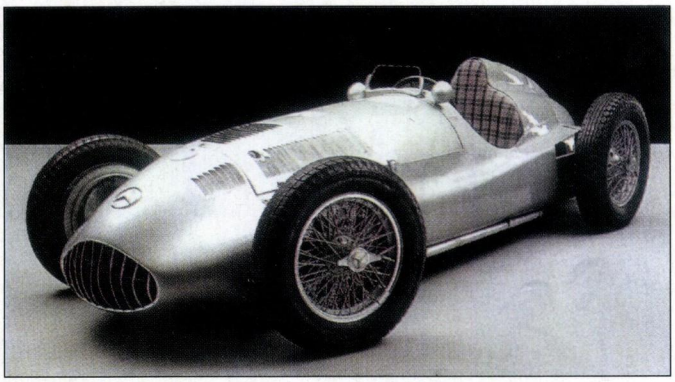
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9/10/11 June - Most - (CR)
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1/2 July - Barcelona - (E)
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4/5/6 August - Zandvoort - (NL) *OR*
5/6 August - Nurburgring - (D)
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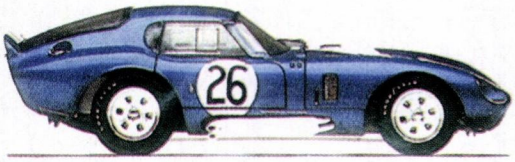


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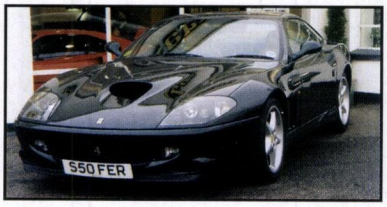


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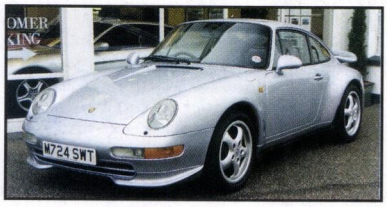
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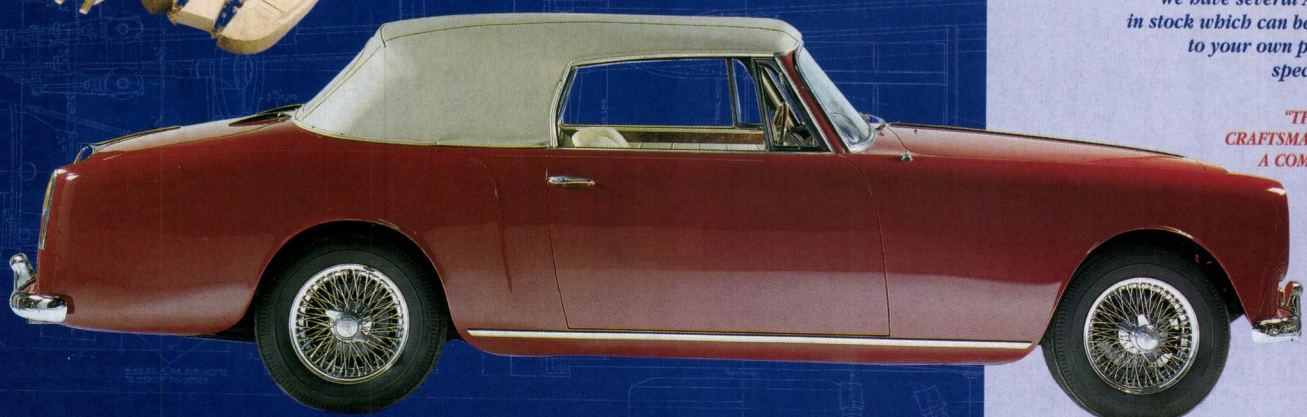
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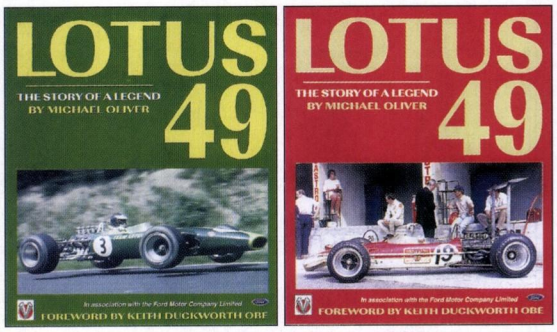
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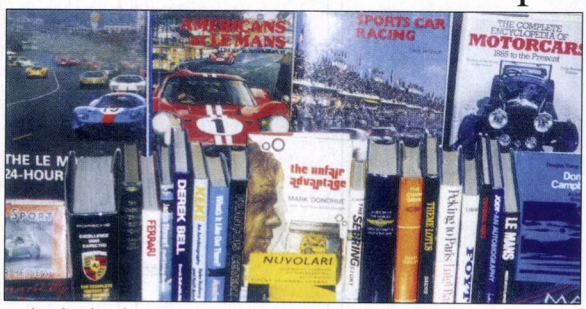


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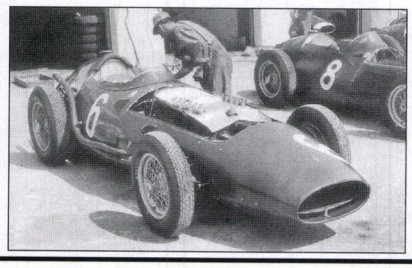
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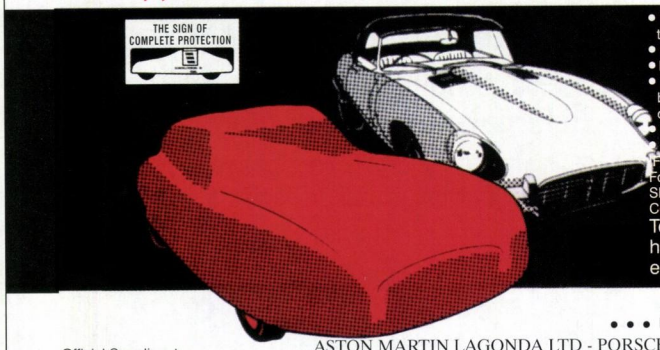
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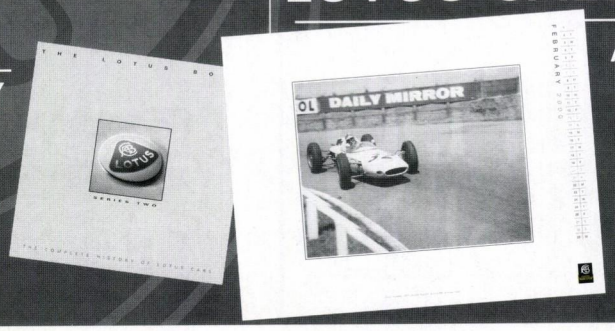
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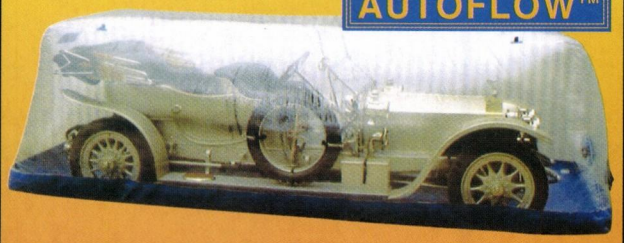
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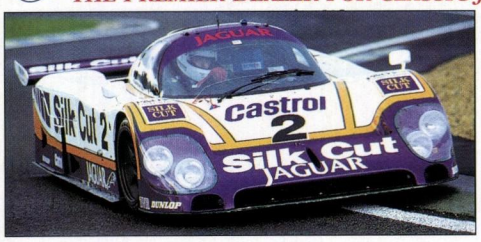
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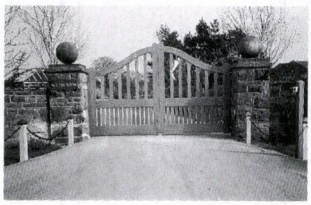
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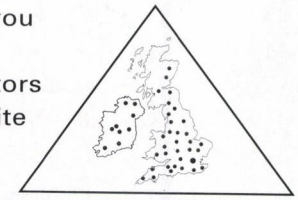


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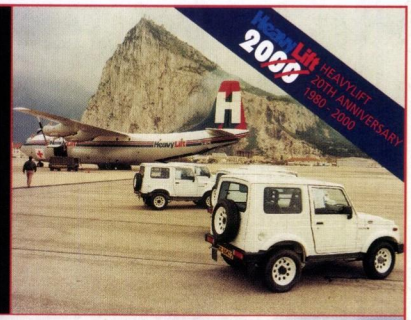
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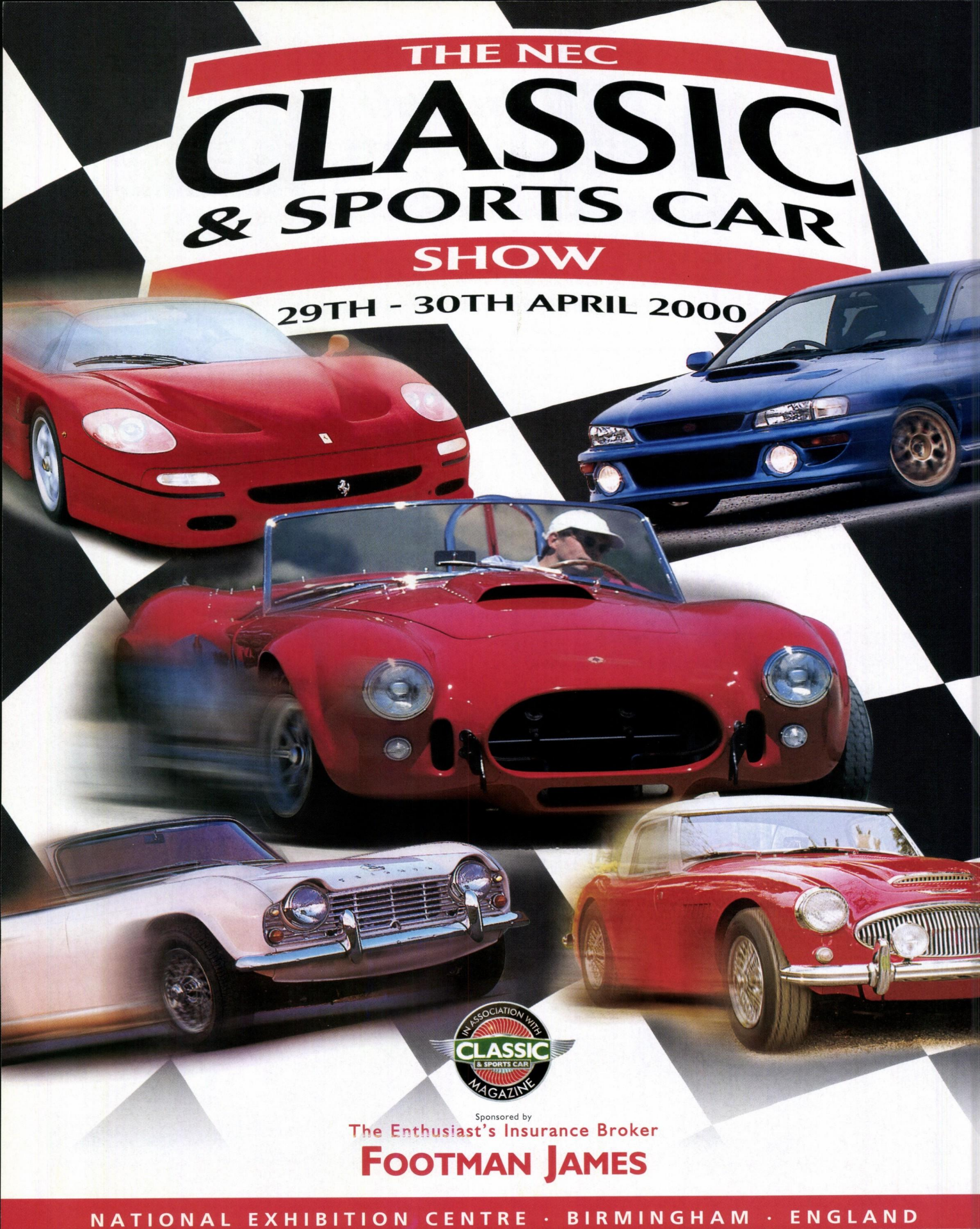






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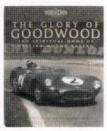
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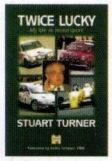


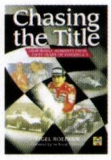
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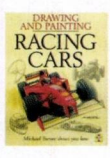


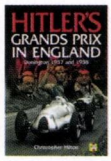
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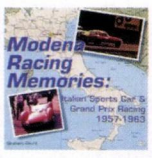
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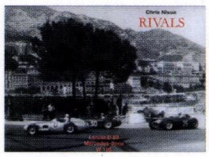








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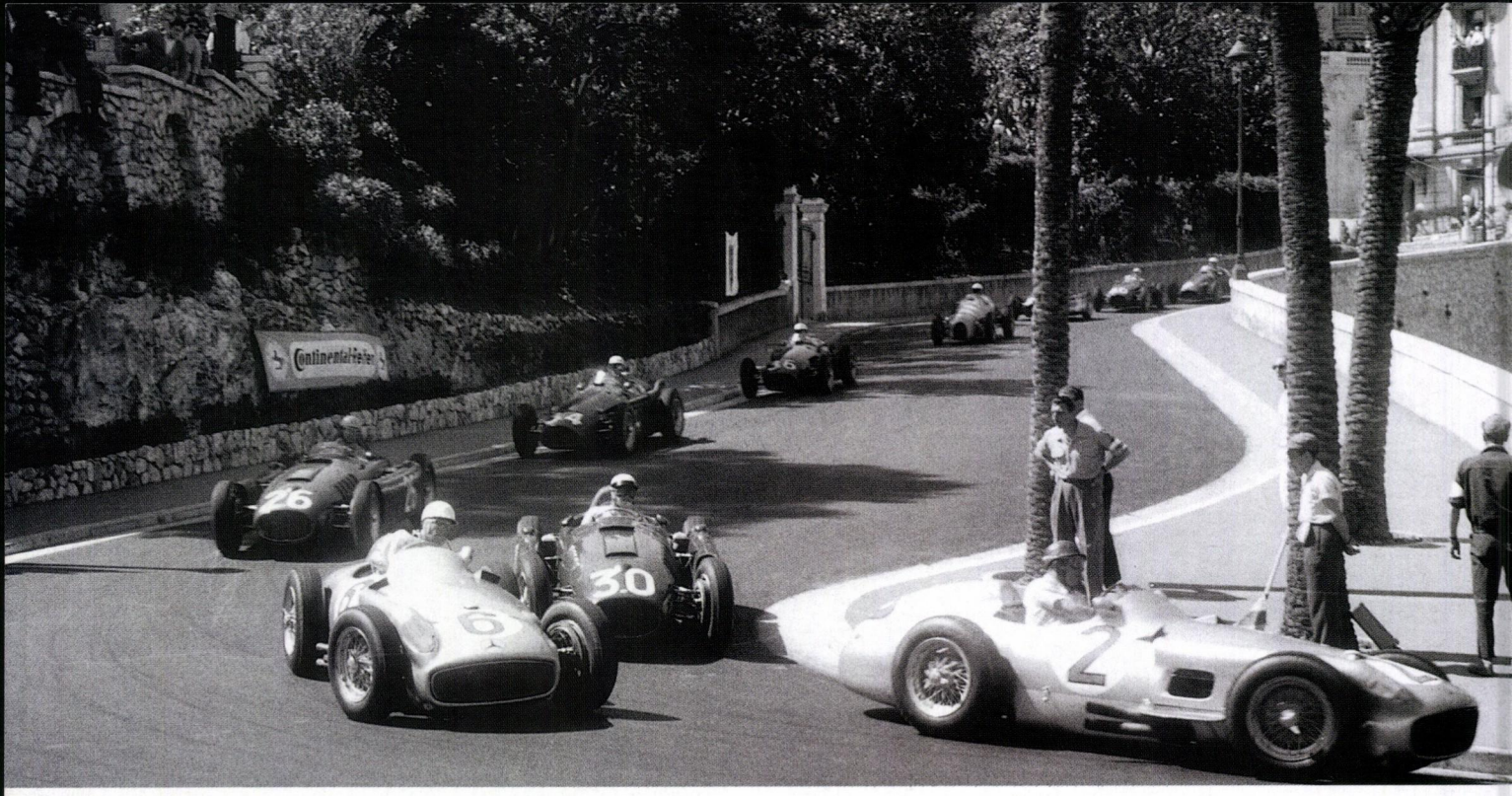
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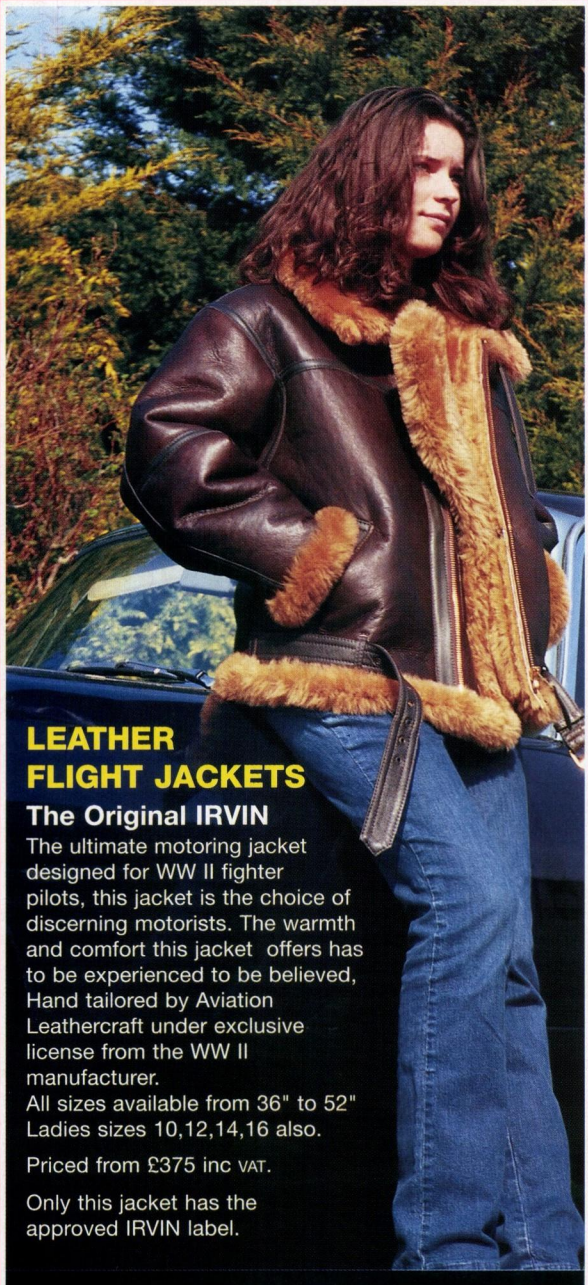
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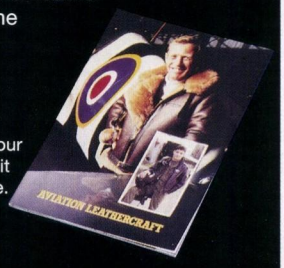
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C

CITROEN DS, selection of excellent condition ID, DS, all with MoT's, fully serviced, for stock list contact: French Classics. Tel: 01474 703125, fax: 703129, www.frenchclassics.co.uk

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D

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F

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J

JAGUAR SS 2½ LITRE, 1936, very little use since total restoration in the 1960's to correct SS100 specification using all period parts including original SS100 bodywork. Not a genuine SS100 therefore priced accordingly. Private sale. Tel: +47 95 147100 (Norway).

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JAGUAR 3.8 MKII, 1966, automatic, LHD, black, very good original condition, straight, California car, no rust, recent overhaul with MoT, £9,500. Call 44 (0) 1275 333272 or fax 44 (0) 1275 333126 or e-mail buoy@ibm.net

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JAGUAR XK120 ROADSTER, 1954, 54,000 miles, LHD, matching numbers, spat wheels, US $17,000. Tel: 001 718 263 1897 (USA).

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JAGUAR E-TYPE SERIES II 2+2, 1970, midnight blue, owned by JDC member 22 years, FSH, MoT September 2000, beige leather, £16,000. Tel: 01732 362545.

JAGUAR MK2 3.8 MOD SALOON, RHD, 1965, bare shell restoration, tax and tested. Burgundy/magnolia interior, ex-South African car, much money spent, £16,995 ono. Tel: 0113 250 8030 or 0831 256600 Leeds.

JAGUAR SS 2½ LITRE, 1936, very little use since total restoration in the 1960's to correct SS100 specification using all period parts including original SS100 bodywork. Not a genuine SS100 therefore priced accordingly. Private sale. Tel: +47 95 147 100 (Norway).

JAGUAR E-TYPE FHC 2+2 SERIES 3, 1972, V12, red with chrome wires, black leather interior, UK car, Heritage certificate, 12 months MoT, tax exempt, A+ condition, £19,500. Tel: 01733 237182 eve or mobile: 0831 586015. Private sale.

JAGUAR E-TYPE SERIES 3 COUPE 2+2, 1973, manual, BRG, with new tan interior, two owners from 1976, 73,000 miles. Webasto roof, excellent condition, £17,250. Tel: 0171 588 7558 (D), 0171 722 9120 (E).

JAGUAR XK's. Firstly 1955, original RHD 140 Drophead Coupe, manual, very carefully maintained, lovely condition, £34,950. Secondly 1959, original RHD 150 FHC Manual, overdrive, full history including original log book, low mileage, exceptional example, £19,950. Thirdly 1951 LHD 120 Drophead Coupe, carefully maintained, very good condition, £24,950. Exchanges considered. The E-Type Centre. Tel: 01827 373247 Midlands.

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JAGUAR XJS V12 CABRIOLET, 1987, full TWR body kit and wheels, red with beige leather, full specification, 80,000 miles, immaculate, £6,995. Trumps of Whitchurch. Tel: 01256 895188.

JAGUAR XJS ESTATE, Lynx Eventer No. 48, £17,000. Tel: 01279 793535.

JAGUAR LYNX D-TYPE, Ecosse blue, chassis 11, works spec, fantastic condition, superb valve and fun! £46,750. Possible part exchange. Tel: 01825 830966. www.eagle@types.com

JAGUAR MK2 3.8, all synchro manual with overdrive, 1965, dark grey with red interior, chrome wire wheels, original RHD rust free car from South Africa, high quality bare metal repaint carried out two years ago. Exceptional condition, new MoT, serviced and warranted, £15,750. The E-Type Centre. Tel: 01827 373247 Midlands.

JAGUAR XK's. Firstly 1955 original RHD 140 drophead coupe, manual, very carefully maintained, lovely condition, £34,950. Secondly 1959 original RHD 150 FHC, manual, overdrive, full history including original log book, low mileage, exceptional example, £19,950. Thirdly, 1951 LHD 120 drophead coupe, carefully maintained, very good condition, £24,950. Exchanges considered. The E-Type Centre. Tel: 01827 373247 (Midlands).

JAGUAR MK2 SALOONS. Firstly 1965 3.8, dark grey with red interior, all synchro manual with overdrive, chrome wire wheels, exceptional condition, £15,750. Secondly, 1968 340 in British Racing green with tan hide, all synchro manual with overdrive, chrome wire wheels, extensively restored, lovely condition, £11,750. Thirdly, 1966 3.8 in golden sand with tan hide, manual with overdrive, converted from 2.4, wire wheels, good condition, £7,750. All with new MoT and warranty. The E-Type Centre. Tel: 01827 373247 (Midlands).

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JAGUAR XK120 ROADSTER, original RHD, built to your requirements, competition or fast road use, ring for basic specification and price. Tel: 01423 734000. YVC Cars.

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L

LANCIA FULVIA 1600 HF LUSSO, 1972, red, RHD, rebuild/respray 1998. Much history, drives beautifully, alloy bonnet etc, £7,500. Tel: 01883 653021.

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LOTUS ELAN 1.6 SE CABRIOLET, 1992 J, power steering, alloy wheels, electric windows, radio/CD player, two-tone leather interior, FSH, excellent condition, £13,995. Contact: Down Motors 01454 313333.

LOTUS ELAN +2S, 1973, four speed, red, very good condition, 58,000 miles, £5,995. Ring 01487 812080 for more details.

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LOTUS ELAN SPRINT FHC, 1971 K, one owner, Monotone white, original purchase invoices, totally original condition, very low mileage, mint interior, this is not a rebuild but is the genuine article. A real time piece! £12,750. Tel: 070500 99122 or 01582 872326.

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M

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MASERATI 430 AUTO BI TURBO, 1990, Autumn silver, black leather, 55,000 miles, FSH, full specification, excellent example, £8,995. Trumps of Whitchurch. Tel: 01256 895188.

MAZDA RX7, 95M, silver metallic, uprated suspension, 28,000 miles, immaculate, £14,995. Paul Stephens Specialis Cars. Tel: 01440 714884.

MAZDA MX5 ROADSTER, 91H, British racing green with tan leather, a/c, CD, electric windows, PAS, 60,000 miles, £6,995. Other MX5's available, please call for details: Paul Stephens Specialist Cars on 01440 714884.

MERCEDES BENZ 350 SL COUPE, 1972, auto, 83,000 miles recorded, part history, recent re-upholstered, OIRO £7,995. Tel: 01746 764343.

MERCEDES 230 SL AUTO, 1965, 108k, ivory white, black top (hard and soft), long MoT and tax, must be sold hence £12,000. Tel: 0161 456 5369 (eve).

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MERCEDES 190C, 1965, 'Fintail', dark blue with grey interior, RHD, only 44,000 miles. First class condition, £4,500 ono. Tel: 0131 346 2186. Private sale.

MERCEDES BENZ 300SL, 1986, hard/soft tops, auto with rear seats, cruise control, later alloys, regarded as best of the last real Mercedes Sports models, £12,950. Tel: Peter Byrne on 0181 467 6916 or peter.byrne3@virgin.net

MERCEDES 250 W123, 1984, LHD, white/blue interior, five speed, tinted windows, new MoT, tax, 80,000 miles, 30 mpg, exceptional condition, £3,750. Tel/fax: 01205 460048 (Lincs).

MERCEDES 230C PILLARLESS COUPE, 1980, auto, PAS, electric windows, low mileage, good condition, pleasure to drive, £3,695 ono. Tel: 01268 784336 Essex.

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MERCEDES 280 SE 3.5 COUPE, 1971, RHD, metallic silver with blue leather interior, concours winner, absolutely outstanding, £18,500 ono. Tel: 0131 346 2186.

MERCEDES SL350, 1977 R reg., black/tan interior, automatic, 129,000 miles, MoT April 2000, CD/stereo, electric windows, hard/soft tops, FSH, immobiliser, beautiful car, priced to sell, £9,000 ono. Tel: 0171 8394404 or 0411 189157 (London).

MERCEDES 300 CE, 1993 K, full AMG kit, alloys and reg., silver/black leather, air, 31,000 miles, FMBSH, immaculate, £17,995. Tel: 01883 713223 or 0831 464478 Trade.

MERCEDES 300 SL, 1992 K, hard/soft tops, air, alloys, pearl blue, beige hide, 34,000 miles, FMBSH, mint, £27,995. Tel: 01883 713223 or 0831 464478 Trade.

MERCEDES BENZ 380 SLC, silver, full service history by Mercedes dealers, genuine 64,000 mileage, alloy wheels, air conditioning, new tyres and exhaust, excellent condition, £9,000. Tel: 01252 879100.

MERCEDES BENZ 300 SL, 1986, hard/soft tops, auto with rear seats. Cruise control, later alloys, regarded as best of the last real Mercedes Sports models, £12,950. Peter Byrne. Tel: 0181 467 6916 or peter.byrne3@virgin.net

MERCEDES 190 SL LHD, import from USA, silver with black leather, black mohair hood, very pretty car, very good condition, £21,995. Tel: 0860 849 788 (S.W. London).

MERCEDES 190 SL, original 190 SL RHD, rust free, major restoration, new leather interior, engine rebuild etc., £24,000. Tel: 0171 722 7593. Mobile: 07977 066905.

MERCEDES 220 SEB CONVERTIBLE, 1962, totally restored eight years ago at vast expense. This is one of the best in existance. Deep blue coachwork with leather interior, absolute bargain at £17,500. Tel: 0370 264488 or 01296 682697.

MGF 1.8 VVC, reg. July 1997, 25,500 miles, very good condition, nightfire red, leather etc. with hard top, one owner, £16,000 ono. Tel: 01672 562786 day, 01276 504964 night.

MGB ROADSTER, 1972, Teal blue, tan leather interior, mohair hood and tonneau, walnut dashboard, chrome wire wheels, very carefully maintained, much recent expenditure, exceptional condition, £8,750. Exchange for E-Type, XK, Mk2 etc. The E-Type Centre. Tel: 01827 373247 (Midlands).

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P

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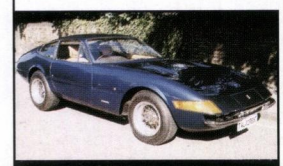
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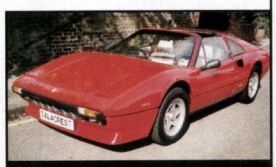
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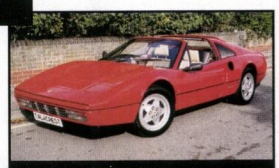
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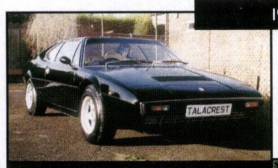
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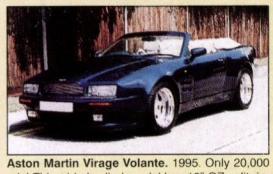
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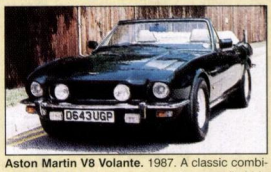
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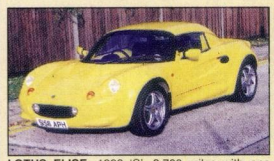
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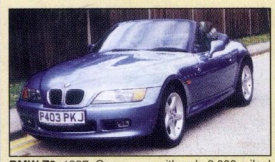


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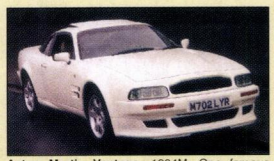


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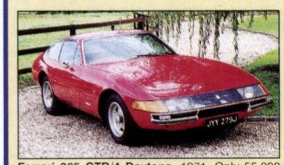
Aston Martin Vantage. 1994. 9,000 mls. Royal Blue.
Aston Martin V8 Vantage. 1980. Auto. W/arches alloys.
Aston Martin Virage Volante. 1985. 11,000 mls. Red.
Aston Martin Zagato Volante. 1989. LHD. 7,000 kms.
Bentley Arnage 98S. Black. 5,000 mls. TV/Video.
Bentley Azure. 1996. Red Pearl/Magnolia.
Bentley 2-Door Coupe Turbo 'R' by Hooper. 1989. Extras.
Bentley Eight. 1992. Vermillon, 39,000 mls. S/seats, alloys.
Bentley S1 Fastback. 1956. Restored A/C Auto.
Bentley S3 Continental Convertible. 1965. Regal red.
Bentley S3 Continental Coupe HJM. 1965. Restored.
Bentley Turbo 'R'. 1985. 13,000 mls. FSH. Ebony.
Bentley Turbo RL. 97 MY. Green/sandstong. 22,000 mls.
BMW 3.0 CSL. 1973. Gulf yellow. Restored.
Ferrari 412. 1989G. Auto. Black/scarlet hide.
Ferrari 456 GTA. 1996 P. Le Mans blue. 15,000 mls.
Jaguar XJRS V12 Celebration. 1989. 68,000 mls. FSH.
Jaguar V12 E-Type Roadster. 1972. Manual. C/wires.
Maserati Ghibli 4.9 SS. 1971. Red/black.
Mercedes SL280. 1995. Tourmaline/hide, r/seat.
Mercedes 300SE Coupe. 1964. Ivory.
Mercedes 500SE. 1990. 26,000 mls. Two owners.
Mercedes E36 AMG. 1996P. Superb specifications.
Mercedes 600 Saloon. Choice of two models.
Porsche 928 GTS. 1994. Auto. FSH. Red/black.
Porsche 993 Carrera Tiptronic. A/C/ 3,000 mls.
Rolls-Royce Corniche DHC. 1985. Mod. LHD. EFI.
Rolls-Royce Silver Cloud III. Continental James Young.
Rolls-Royce Silver Spur. LHD. 1997 MY LP Turbo. 24,000.
Rolls-Royce Cloud II HJM Convertible. 1961. Blue.
Rolls-Royce Silver Seraph LHD. 1999. 45,000 mls.
Rolls-Royce Silver Seraph. 1998. Silver/barley.
Rolls-Royce Cornich DHC. 1988. 21,000 mls. Larkspur.
SAAB 900SE Turbo Convertible. 1997 P. Yellow sports pack.
Volkswagon 'New' Beetle LHD. 1998. PAS. 2,000 kms.
Volkswagon Karman Covertible. 1971. White. Restored.



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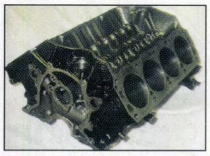
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Lagonda LG45 DHC, which was featured in our advertisement in the November issue with its ash frame, is seen here in the final stages of the panel work restoration. We hope to bring you pictures of the completed car later in the year.

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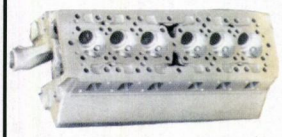


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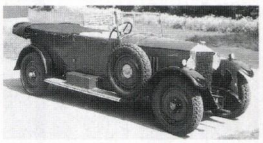
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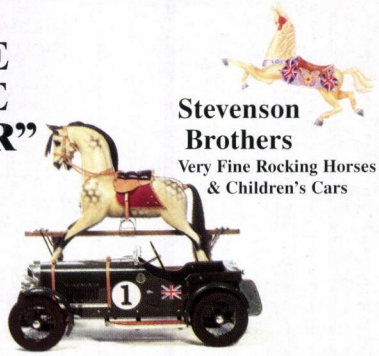
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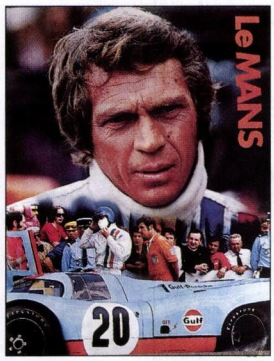
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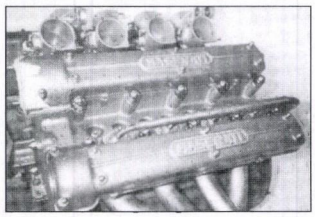
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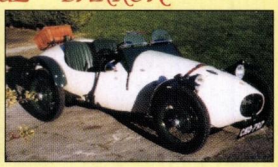
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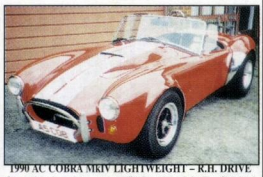
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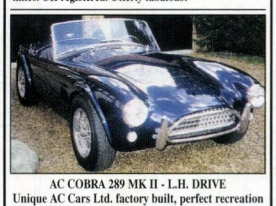
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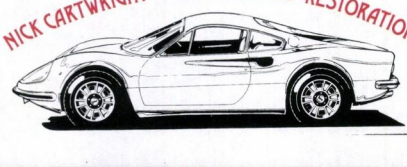


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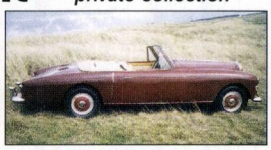
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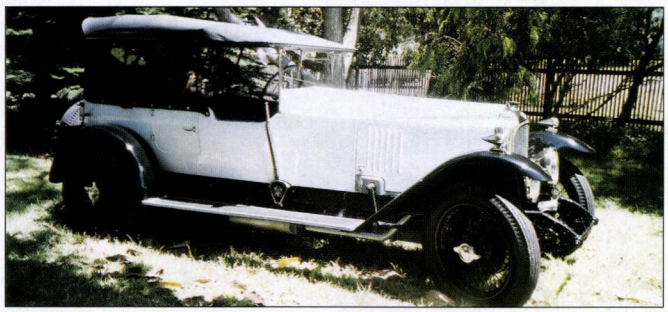
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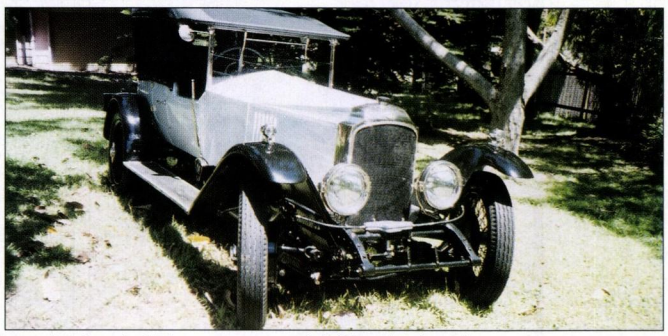
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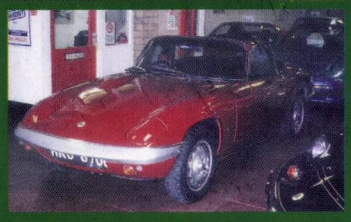
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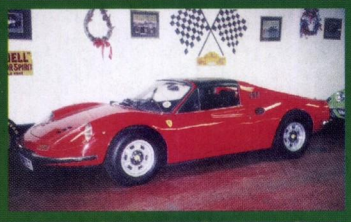
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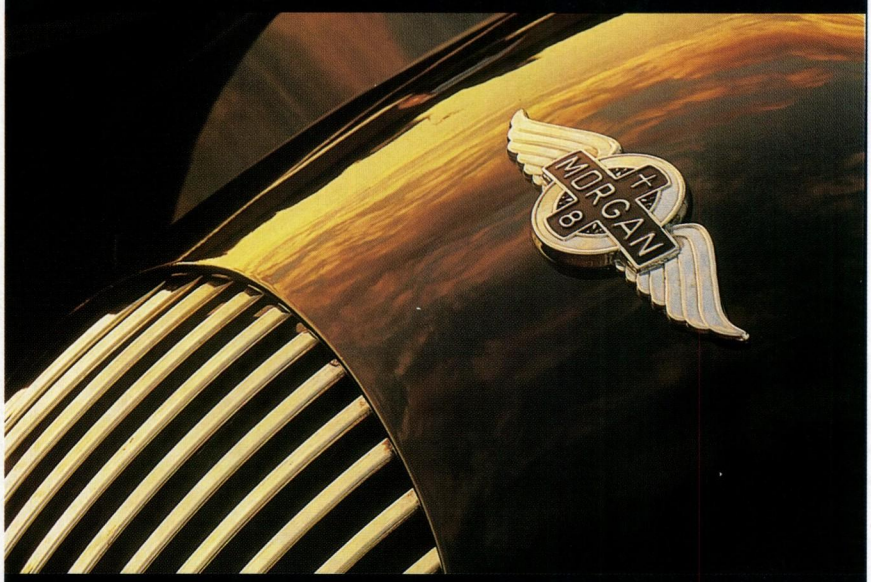
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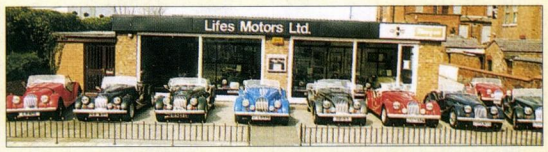
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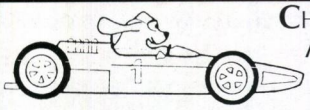
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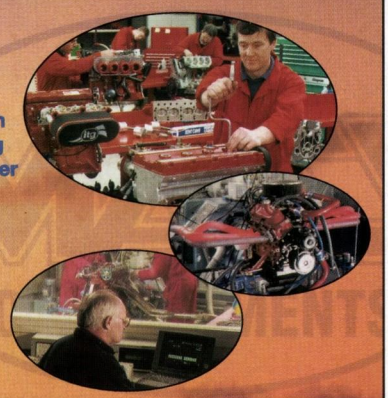
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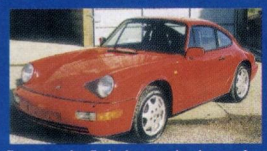
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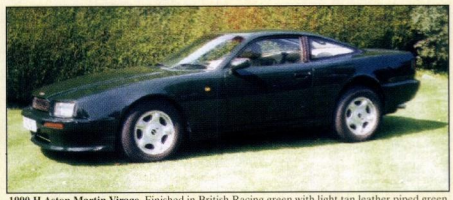
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1977 Aston Martin Flip Tail Vantage. Accompanied by a substantial service history, this fine supercar which is in excellent order is fitted with five speed manual gearbox, Harvey Bailey handling kit, Gotti wheels and X pack specification engine. Very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



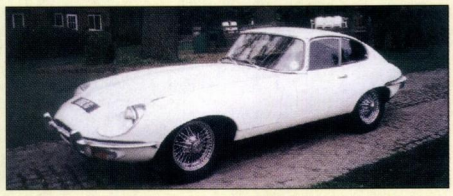
1979 Aston Martin V8 OSCA India. Beautifully finished in Chichester blue with magnolia hide and fitted with BBS cross spoke alloys and automatic transmission. The car has covered 92,000 miles and has a comprehensive service history. Priced to sell at **£25,950**



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



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



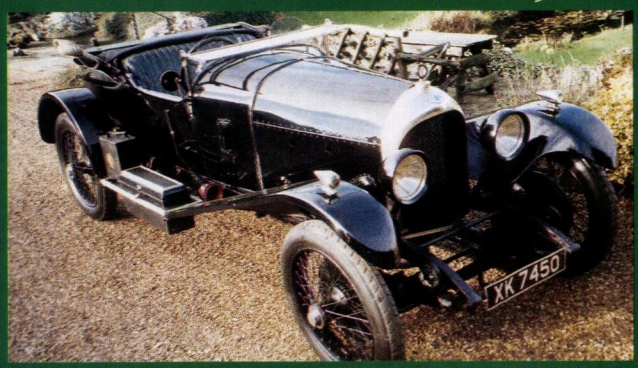
1969 Jaguar E-Type Fixed Head Coupe. This car is finished in Old English white with black interior and is fitted with chrome wire wheels. This car is mechanically excellent and has considerable recent history **£12,750**

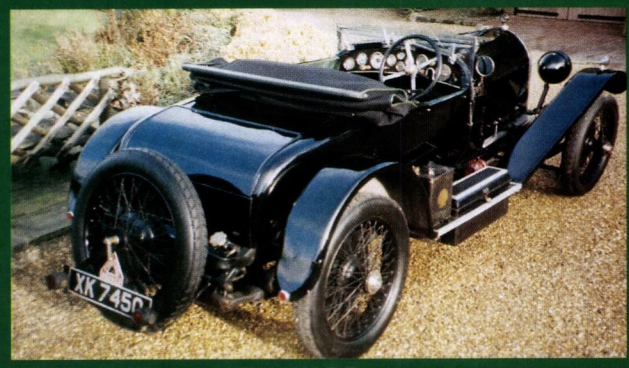


1988 Ferrari 412 GT (similar to the above). Finished in blue chiarro with magnolia hide piped blue. This car is in excellent order and has a full Ferrari service history but has covered 92,000 miles and hence very sensibly priced at **£16,950**

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1983 308 GTS QV RED 61000 miles
1980 308 GTS CARB RED 45000 miles
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jaguar

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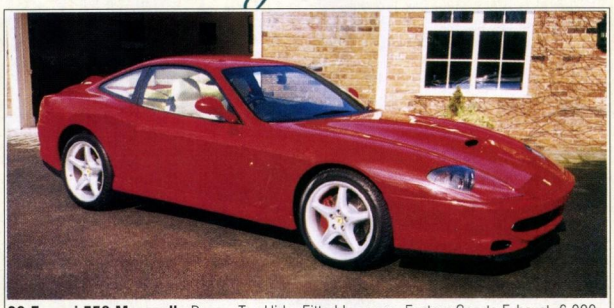
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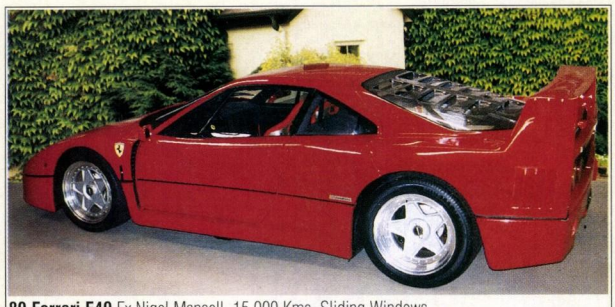
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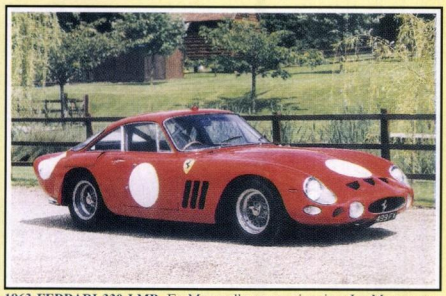
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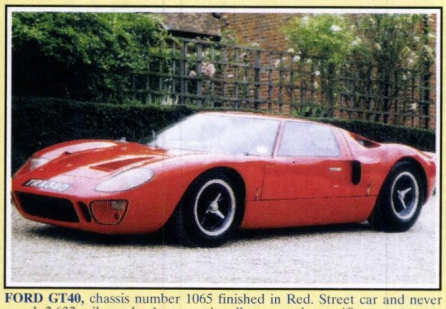
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1969 FERRARI 365 GTC. Metallic Blue with matching hide blue trim in perfect order. New Borrani wheels recently fitted, one of only 22 RHD cars built, stunning in every respect **£79,950**



1963 FERRARI 330 LMB. Ex Maranello concessionaires Le Mans entry, 5th place. One of only 3 ever made. Very rare and in exceptional condition ..... **£POA**



FORD GT40, chassis number 1065 finished in Red. Street car and never raced. 2,632 miles only. An exceptionally rare and magnificent motor car with full history ..... **£POA**



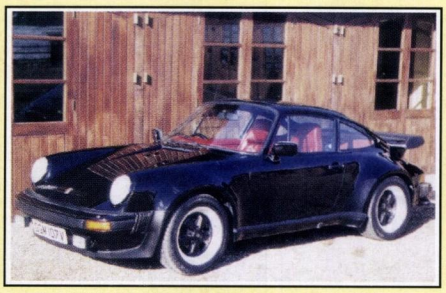
1971 FERRARI 246 DINO GT. Giallofly with grey hide seats, 31,000 miles only and just restored professionally to a very high standard. Full history with photos etc. The best we have seen **£47,500**



FERRARI 550 MARANELLO finished in Verdi (dark met-green) with tan hide trim, 9,000 miles only and full history, stunning in every respect **£115,000**



1951 JAGUAR XK120 ROADSTER. A beautiful and fully restored car previously owned by Dr. Harvey Postlethwaite. RHD. Magnificent in every respect **£37,500**



1980 PORSCHE 3.3 TURBO finished in Black with full Burgundy Leather trim, **9,000 miles from new.** Supplied new by us to the late Mr Peter Grant who was Manager of Led Zepplin. Full dealer history, very rare . . . . **POA**



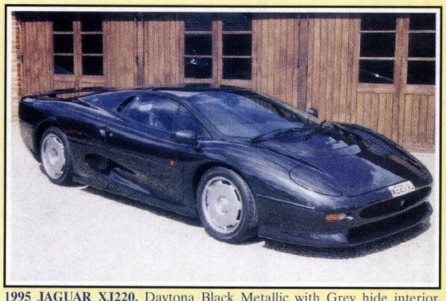
ASTON MARTIN DB3S REPLICA. A beautiful and painstakingly accurate reconstruction of a true British Sports Car. Many original DB3S components including engine. Great value ..... **POA**



1959 PORSCHE 356 GS CARRERA CABRIOLET. Ivory with red leather interior and beige hood. Very rare, 15 only built in 1959. Left hand drive and recently restored to an amazing standard **£62,500**



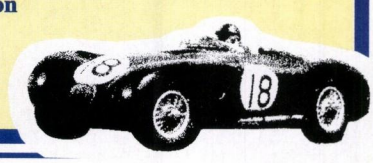
1987 LOTUS ESPRIT TURBO 'HC'. Metallic Racing Green. Oatmeal ½ hide. 31,600 miles only. Full dealer service history. Air conditioning, glass roof etc. Exceptional **£14,950**



1995 JAGUAR XJ220. Daytona Black Metallic with Grey hide interior. Right hand drive. 894 miles only **£135,000**

For further information on either of the above outstanding cars please call: Adrian J. Hamilton
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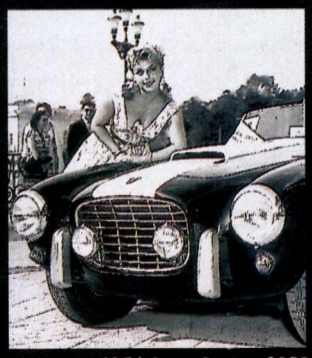
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Aston Martin MkIII
1958
at the start of the Tour de France 1958 with the help of Gendebien chassis No 1454, DBB engine, 3 weber



1954 Siata Spider 208S



1959 Lister-Jaguar Costin
Space frame (one off), Le Mans1963 and Nurburgring 1964
The ULTIMATE Lister...

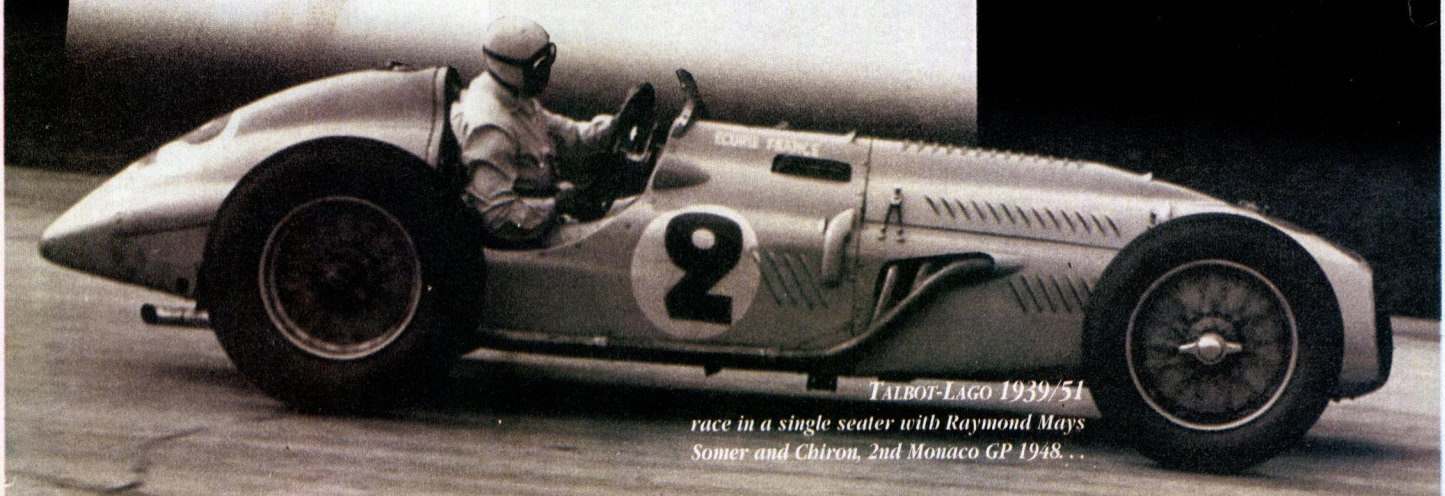


Talbot Lago 1939/1951
Second LeMans 1951, Mille Miglia 1952. Very interesting history from 1939 in single seater GP...

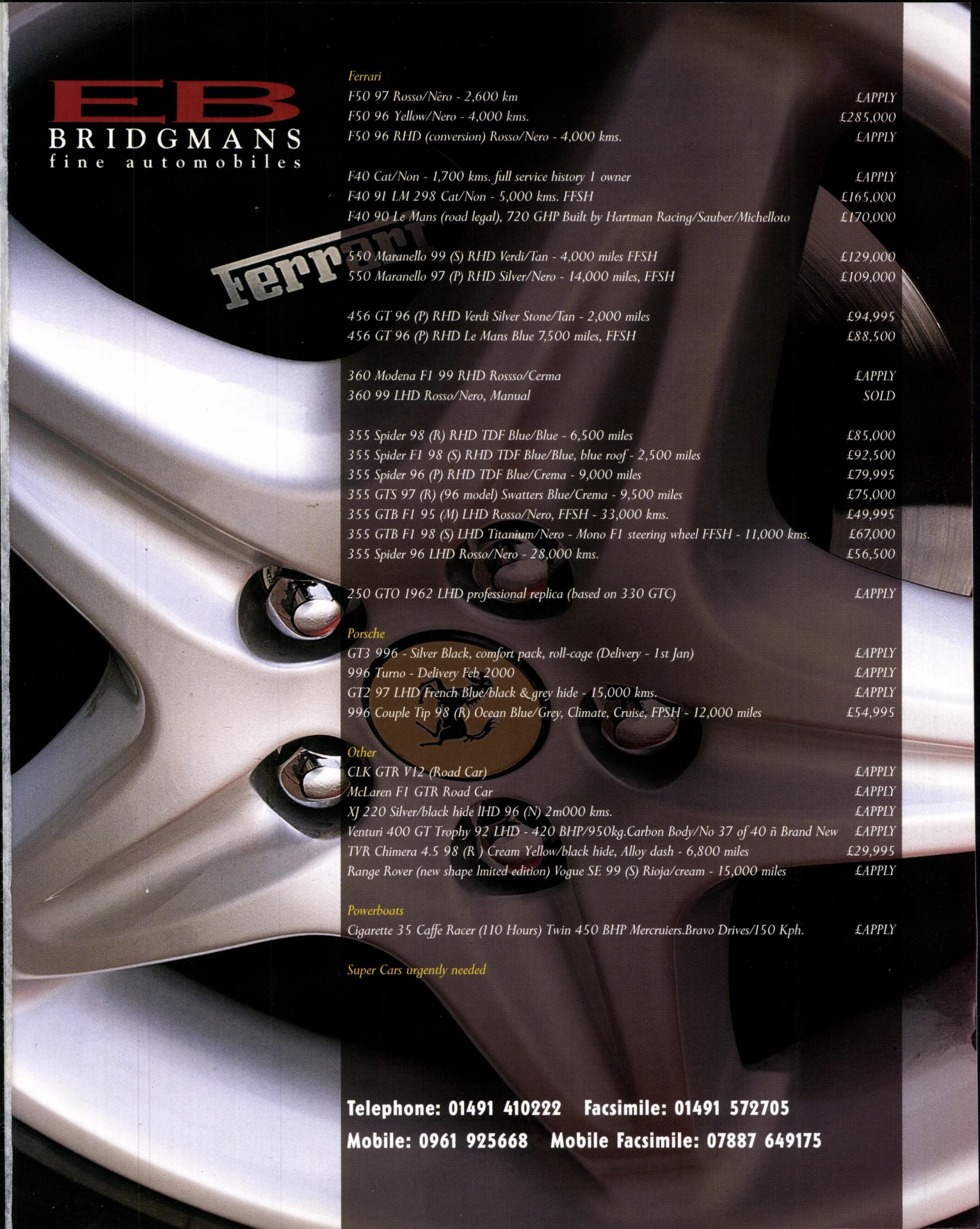
For further information, please contact
Christophe PUND, 700 Domaine de la Vigne
59910 Bondues (Lille) FRANCE
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1927	*Auburn roadster*
1934	*Bugatti 57 Gangloff coachwork, one off*
1935	*Riley Imp*
1935	***SS90***
1936	***SS1*** *(two owners)*
1936	***Bugatti*** *57 Atalante*
1952	*Aston Martin* ***DB2*** *Hard top, LHD, one off*
1956	*Moretti Berlinetta 750 Bialbero*
1956	*Jaguar* ***XK140 Ghia*** *Ex Geneva M/Show*
1956	*Maserati 300 S electric (children factory car)*
1956	*Lotus Eleven Le Mans S1 (original one!)*
1967	*Silver Fox the last twin Boom by Taruffi*
1971	*Chevron* ***B19***
1973	*Chevron* ***B23***
1982	*Lancia* ***LC1*** *ex Patrese*
1985	*Porsche* ***962***
SINGLE SEATER	
1955	***DB Panhard Formula 1***
1958	***HK Jaguar*** *Double Supercharge*
1966	***F2/F3 Matra MS5*** *ex Jaussaud*
1977	*Chevron* ***B40 Ex Rosberg***

nSee us at - Rétromobile 2000 *Paris*
- *Essen Show 2000*
- *Brussels Retrofestival*



Talbot-Lago 1939/51
race in a single seater with Raymond Mays Somer and Chiron, 2nd Monaco GP 1948. . .

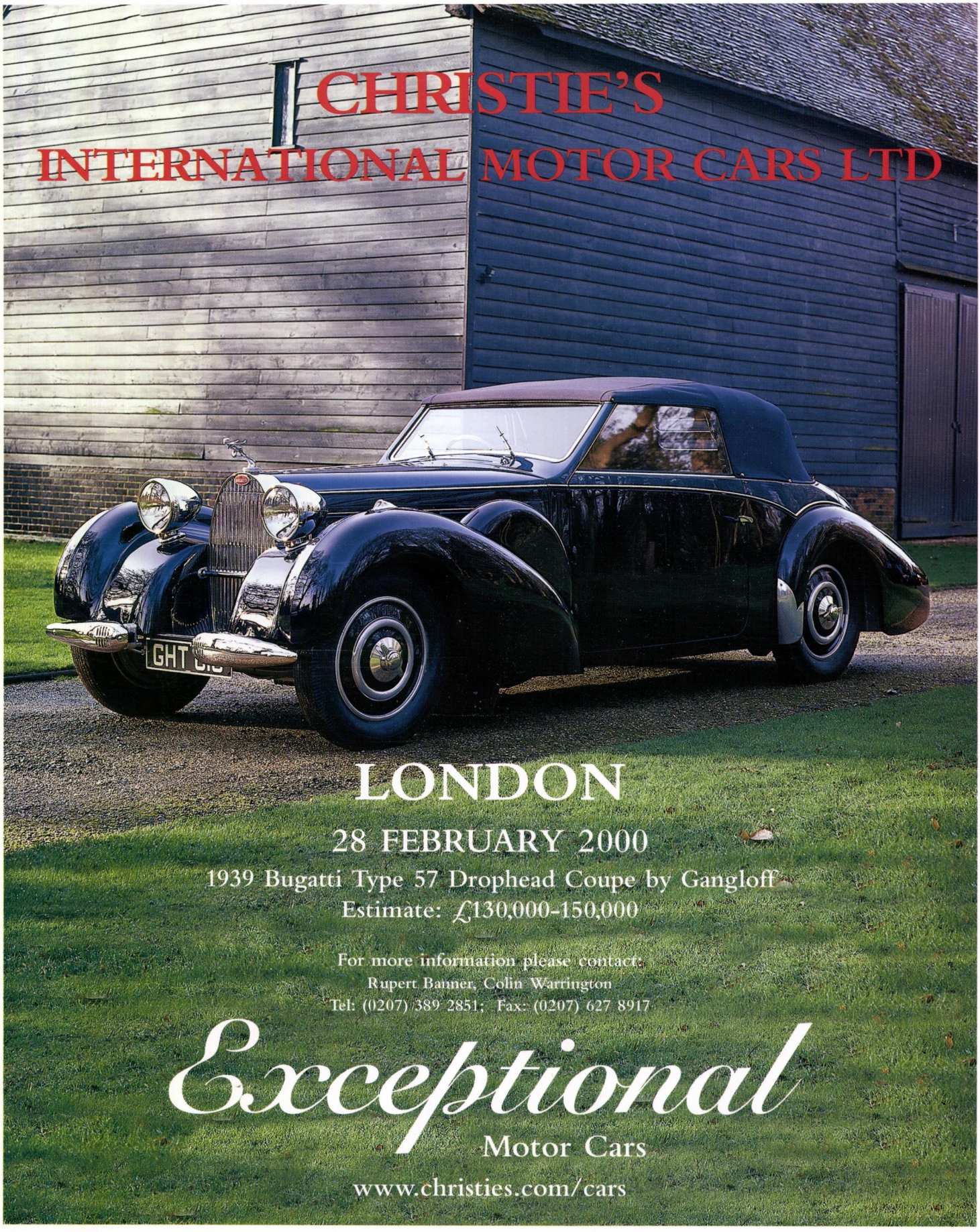


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F40 Cat/Non - 1,700 kms. full service history 1 owner	*£APPLY*
F40 91 LM 298 Cat/Non - 5,000 kms. FFSH	*£165,000*
F40 90 Le Mans (road legal), 720 GHP Built by Hartman Racing/Sauber/Michelloto	*£170,000*
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355 Spider F1 98 (S) RHD TDF Blue/Blue, blue roof - 2,500 miles	*£92,500*
355 Spider 96 (P) RHD TDF Blue/Crema - 9,000 miles	*£79,995*
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355 GTB F1 95 (M) LHD Rosso/Nero, FFSH - 33,000 kms.	*£49,995*
355 GTB F1 98 (S) LHD Titanium/Nero - Mono F1 steering wheel FFSH - 11,000 kms.	*£67,000*
355 Spider 96 LHD Rosso/Nero - 28,000 kms.	*£56,500*
250 GTO 1962 LHD professional replica (based on 330 GTC)	*£APPLY*
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GT3 996 - Silver Black, comfort pack, roll-cage (Delivery - 1st Jan)	*£APPLY*
996 Turno - Delivery Feb 2000	*£APPLY*
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McLaren F1 GTR Road Car	*£APPLY*
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