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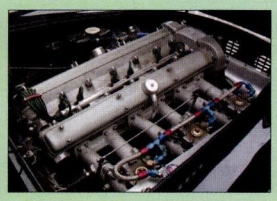
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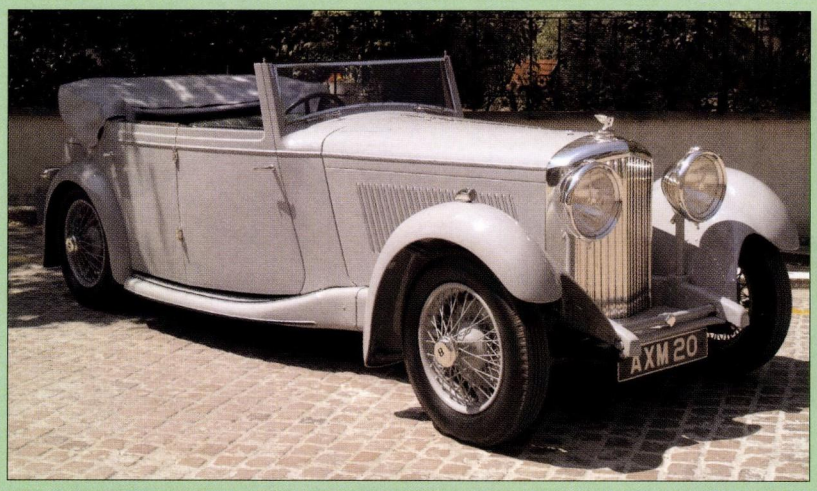
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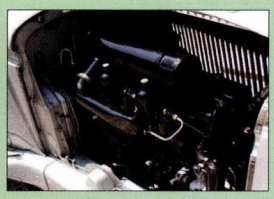




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# CONTENTS

SEVENTY-NINTH YEAR OF PUBLICATION

*Motor Sport incorporating*
*Speed and The Brooklands Gazette*

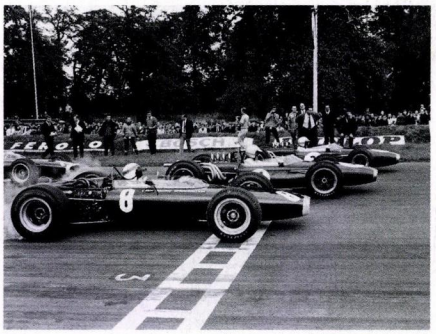


***Blond ambition*** *Has anyone ever looked more committed on track than Ronnie Peterson? Page 38*

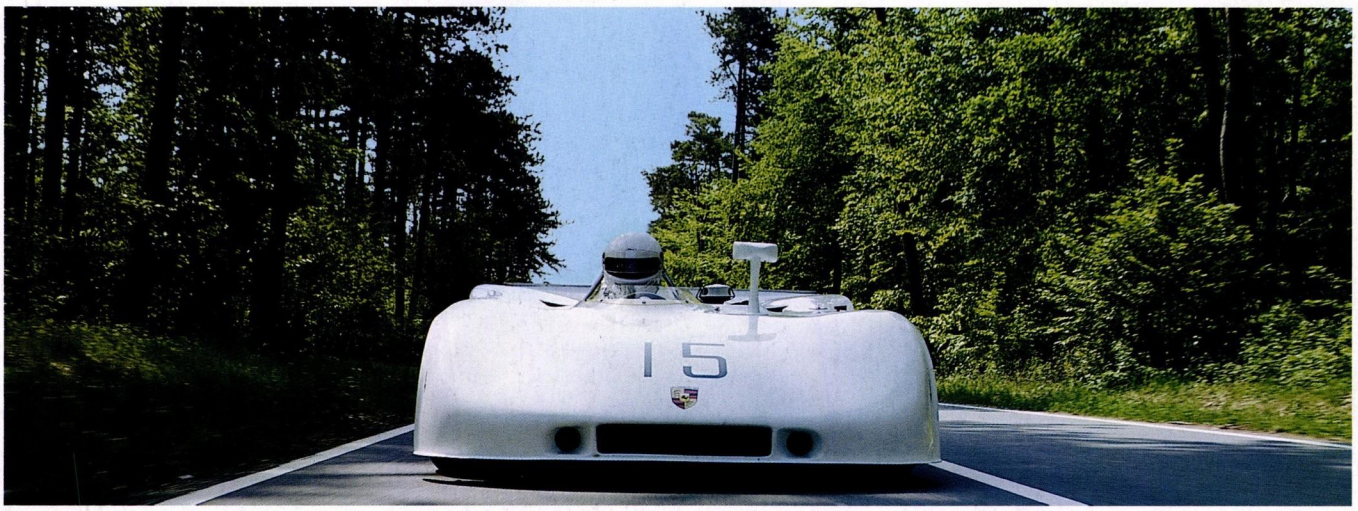

| | |
|---|---|
| Editorial | 4 |
| Letters from Readers | 5 |
| You Were There… | 8 |
| In the Hot Seat: Sir Stirling Moss | 10 |
| Matters of Moment | 14 |
| Events of Note | 18 |
| Around the Tracks | 20 |
| Modern Times/*Simon Taylor* | 30 |
| My Only Grand Prix: Tiff Needell | 33 |
| Subscriptions | 34 |
| Legends/*Nigel Roebuck* | 36 |
| Ronnie Peterson/*John Tipler* | 38 |
| Track Test: Garda/*Tim Scott* | 46 |
| One That Got Away: Allan McNish/*Adam Cooper* | 53 |
| Montlhéry Autodrome/*Bill Boddy* | 54 |
| Jean-Louis Schlesser/*John Davenport* | 60 |
| X-Ray Spec: Brabham BT34/*Keith Howard* | 65 |
| Classic Formula Ford Track Test/*Paul Fearnley* | 68 |
| 15 Minutes of Fame: Puma/*Paul Fearnley…* | 77 |
| Scirocco F1 Team/*Gordon Cruickshank* | 78 |
| Oulton Park in pictures… | 83 |
| Porsche 908/3 Track Test/*Paul Fearnley…* | 86 |
| Book Reviews | 95 |
| Bill Boddy | 96 |
| Parting Shot | 102 |




***Ford focus*** *The easy way into historic motor racing, we drive four FF1600s and check the bills. Page 60*



***50 years of Oulton*** *As the track celebrates, we pick some of LAT's finest pics of Cheshire action. Page 83*



Walter Baumer, LAT, Malcolm Griffiths/LAT

***Targa practice*** *Light and rangy, 908/3 was the bantamweight brother to Porsche's 917 bruiser. The Editor took it for a quick spin – through the woods… Page 86*

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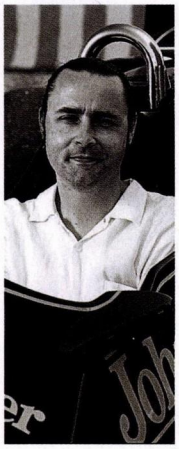
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# editorial



TA DA! NO, YOUR EYES AREN'T DECEIVING YOU, WE'VE HAD A BIT OF A REJIG. NOTHING too drastic – just a tweak or three: a more prominent space for your letters, an opportunity for you to show us your old photos and to put your questions to the great and the good, more space for race reports, some words of wisdom from 'Jenks' and some new regular featurettes we thought you might like.

Fear not, our commitment to inform, entertain and provide a meaty monthly read remains steadfastly intact – it's just that we didn't want to end up like the creaking Lotus 72E of 1975. There's nothing wrong with glorying in the past, but it doesn't do any harm to give your rose-coloured specs a good old polish every now and then.

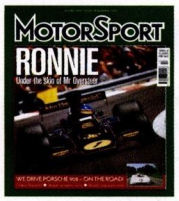
Speaking of which, I've just got back from the Goodwood Revival Meeting. As ever, it was brilliant – and packed out. But like us, is it time for a review? It sounds a daft question, but it needs asking: can you have too many Ferrari 250 GTOs?

**'It doesn't do any harm to give your rose-coloured specs a good old polish every now and then'**

It's vital that people don't stop going because they've been twice and think they've seen it all. I am well aware that the Revival has gone way beyond pure motorsport, that the lifestyle mags have hooked into it as much as the specialist press, but even so 'bums on seats' will always be a finite and fickle resource. And there's nothing like a new attraction to keep them rolling up.

So how about using the clout of the world's best race meeting as an excuse to gather together the greatest grid of 1930s grand prix cars seen since Poland was invaded? I'm sure Jochen Mass and John Surtees would love a 12-lap dingdong in a W125 or W154. And how about Emanuele Pirro in a D-Type Auto Union? Or how about a pre-WWI race? Edwardian Mercs, Fiats and Peugeots thumping around the place; you'd be amazed by how well they handle.

I know that the above isn't strictly relevant to Goodwood's history, and that the Festival of Speed provides plenty of variety, but I speak as an enthusiast of racing as well as racing cars. Of course you can't have too many 250 GTOs, but to unduly labour the point would be bad form.




Rainer Schlegelmilch

*Cover: Ronnie Peterson's Lotus 72 at Dijon, 1974*

**Paul Fearnley**
Editor

# Letters from Readers

**Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, United Kingdom**
**E-mail (please include address): motorsport@haynet.com**

The Editor reserves the right to edit all letters

## THUMBS UP FOR HULME

SIR,

Adam Cooper's touching story about Denny Hulme in last month's issue reminded me of my one and only meeting with 'The Bear'.

As an impecunious Leeds University student I'd hitch-hiked from Petts Wood, near Orpington, to Brands Hatch for the 1968 British Grand Prix practice sessions on the Thursday. At the end of the day's activities I wandered down to the lay-by on the A20 ('Death Hill') and started hitching.

Eventually a big black Ford pulled up. I opened the door and at the wheel was Denis Hulme! He was on his way back to the McLaren factory at Colnbrook.

I was almost speechless, even a little frightened, as his reputation for not suffering fools was well known. However, we chatted easily about racing and his prospects for the weekend, which he did not rate much. I remember we also talked about the French GP the rain and the Schlesser crash. I asked if the race should have been stopped; he was of the opinion that they were right to carry on.

His driving was leisurely – the car was an automatic, which at the time I thought was a strange choice for a racer, but no doubt it was supplied by Ford – and he ate a lot of marshmallows!

He was relaxed and friendly, and seemed glad of the company – the private face of the man away from the public glare.

*I AM, YOURS ETC,*
*DAVID FOX, HARLEYSVILLE, PENNSYLVANIA, USA*

# STAR LETTER

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LAT

*The personal touch: Denny Hulme's willingness to give his time to help others belies his prickly reputation*

## CUDDLY 'BEAR'

SIR,

I am not normally disposed to rush into print, but on this occasion I feel bound to counter the impression of a curmudgeonly Denny Hulme which your readers may have inferred from Adam Cooper's most readable piece in the September issue.

I first met Denny in 1967 after a 'cold call' asking for his help with a book I was writing about the accident risk in motor racing. Despite the sensitivity of the subject, and the fact that I was completely unknown to him, he responded with an invitation to lunch and, while Greeta cooked, he talked openly, honestly and articulately about the subject – brought sharply into focus by the recent death of Lorenzo Bandini at Monaco. Of course his style was laconic, as is the case with so many New Zealanders, but in no sense of the word was it taciturn.

Later, Denny and Bruce McLaren helped me to develop a high-tech product for one of my clients. Their contribution, for which there was no payment, was invaluable, and our brainstorming sessions were hilarious: Bruce was funny, but Denny was funnier.

Denny didn't suffer fools gladly; he was always the first to deflate the ego of an officious jobsworth, but he was not, as he is so often portrayed, a grizzly bear with a sore head.

*I AM, YOURS ETC,*

*MICHAEL COOPER-EVANS, MIDDLE CLAYDON, ESSEX*

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## DESIGN SCOOP

SIR,

Seeing that concave-surfaced Porsche 917/10 nose section (in orange McLaren Can-Am livery?) launching from the cover of your July issue was like a lighting bolt from the past, flashing me back to winter 1972 at Trojan Racing, Beddington Lane, Croydon. I was involved in the Trojan T101 Formula 5000 prototype (which you tested in May 2001), and the 917/10 had a significant influence on it.

I remember as if it were yesterday works manager Bill Meece asking if I could piece together Trojan's first F5000 prototype, with my knowledge of McLaren since 1968. Ahead of the engine, the basis was the beautifully neat, Ralph Bellamy-designed McLaren M21 Formula Two car. The aft part was the McLaren M22 F5000, which had its roots in Robin Herd's Formula One M7A, evolved by Gordon Coppuck into the subsequent M10A, M10B and M18 F5000 cars. All the conversion components were Trojan design.

I had been impressed by the nose section of the 917/10 Can-Am car, and decided that an evolution of this would give the Trojan a distinctive appearance, with a raked radiator inlet and NACA ducts to cool the front brakes. More art than science, but it looked the part – and proved itself in testing.

Following impressive lap times at Silverstone and Goodwood by the amazing Keith Holland, who enjoyed a Mansell racing style, Ron Tauranac was brought in on a consultancy basis to develop it; consequently, the nose surfaces became more convex on production cars. This may explain Bob Evans saying in your F5000 track test that it was difficult to get adequate front downforce when raced.

*I AM, YOURS ETC,*

*PAUL ROWLINSON, LYMINGTON, HAMPSHIRE*

* * * *

## DAILY THUNDER

SIR,

I always enjoy Simon Taylor's *Modern Times*, and I read with much empathy his August column. He wrote that British TV is being inundated with F1 to a point where "it has sucked the attention, the audience and the money from everything else".

We face a very similar situation in America, one that might well be even more pervasive: its name is NASCAR. Americans who enjoy Formula One, Le Mans, Goodwood, etc, live in a near-barren TV world that touts only the wonder and circus-like atmosphere of NASCAR. Many have called it the WWF (World Wrestling Federation) of motorsport, with its obvious lack of technical interest, garish cars and seemingly contrived finishes, each race hampered by endless caution periods and its drama 'enhanced' by bunching the field for a guaranteed photo finish. It's as if we have invited the world to a family reunion where cousins marry cousins.

Living in the south east, NASCAR and football (our version) dominate all manner of reporting, unless of course someone is injured in F1.

I was fortunate enough to attend Le Mans in 1990 and enjoy the fervour of Jaguar winning. We camped with the Porsche Club of America who were immediately adjacent to a powerful British contingent with a great number of Lotus Sevens and the like. I've never had more fun at a race.

You may have a bit too much F1, but let me assure you that it could be much, much worse.

Thanks for a great publication. When you reinvented MOTOR SPORT, I discovered my favourite magazine.

*I AM, YOURS ETC,*

*WILLIAM BARKER, ALABAMA, USA*

## Continental Notes

# JENKS ON MONZA '67

THINKING THAT THE WORST OF THE TRAFFIC IN CENTRAL EUROPE would have died down at the beginning of September I made the mistake of cutting through Switzerland on my way from England to Italy. That was a mistake as the Swiss government must have thought the same and sent its army on manoeuvres.

Once in Italy, the sun came out and the whole tempo speeded up, as it always does on the other side of the Alps, and the remaining distance to Monza was soon gobbled up.

The race at Monza was one of those that is going to go down in history, notably for the terrific 'tiger' act of J Clark, Esq, a wonderful example of 'never give up' – and he was certainly the moral victor.

**'The Monza race was one that is going to go down in history'**

Every year there seem to be more and more social functions at the Monza meeting, some being pleasant and some just tiresome. But the one that had to be attended this year, in the evening after the first day of practice, was an Argentinian-type barbecue at which Fangio and a couple of his fellow countrymen supervised the fire-stoking and the beef-turning, the old maestro sweating away in his shirt-sleeves.

Fangio has been in Europe for some time now on various business deals, including buying one of the 1966 works Cooper F1 cars, less its Maserati engine, to take back to the Argentine.

The next few weeks will see some miscellaneous European motoring, all the major races now being finished, but there is always plenty to see, even if it is not all racing. – **Yours DSJ**



*Clark is consoled after his tour de force third*

all LAT




***Ure the man: there are many factors to R9B's speed***

### AN ERA OF CHANGE

SIR,

The fact that ERA R9B has managed to beat the 1953 Goodwood laptime set by Mike Hawthorn in the Thinwall Special suggests that driver and car alone are not the critical factors here. I can't believe that a beam-axle 1.5-litre car would be a match for a 4.5-litre Ferrari-engined Vanwall development device – and certainly I'm no Hawthorn. This only leaves tyres and circuit.

I wasn't born in 1953, so I can't comment on either tyre or circuit then. I do know that today's rubber benefits from optimisation. My team and I pay great attention to pressures and temperatures. Goodwood generates considerable heat in the Dunlop R5, so we run higher pressures than at any other UK circuit and a significant stagger (2psi) between inside and outside wheels. This is critical to get through Fordwater flat with sufficient margin to avoid death by sleepers. I reckon my pressures give me 1-2sec on most circuits with high-speed corners over those with non-optimised pressures.

How is it that R9B manages to compete so effectively with bigger-engined cars?

I don't subscribe to the modern technology or materials explanation. Indeed, the crankshaft in R9B was put in by Peter Waller in 1973, and is probably in a considerably worse state than was the youthful crank in Graham Whitehead's car in '53.

Peter Berthon knew his stuff, so in 2001 – the year R9B set the fastest ERA lap at Goodwood – I was running standard cam timing and lift, and standard valve head dimensions.

What about chassis and brake developments?

There's not much you can do with cart springs, friction shock absorbers, solid axles, and rod and cable-operated drums. Limited-slip diff? I don't know if Whitehead had one, but I did in 2001 – and it was knackered!

The biggest advance in performance of a B-type 1.5-litre is through fuel and increasing cylinder pressure. Pre-war, the cars ran 200-mile races and so were tuned to do around 4-5mpg with 80:10:10 fuel delivered via a single float chamber, sucking through a 2.5in SU carburettor. In this form they produced around 175bhp. They achieved this running approximately 6.5:1 compression and 16-18lbs of boost.

Today, we're doing 25-mile sprint races so fuel consumption is not such an issue. Accordingly, most sensible folk use pure methanol. Roughly, this gives 10 per cent more power. The 2.5in SU's internal channels limit the fuel delivery, and hence limit the power to around 195bhp at 6000rpm. Many have bravely tried to exceed this only to be beaten back by melted pistons.

The trick is no more high-tech than to get more fuel in. Several of the cars today have simple pipes from the float chambers to the bottom of the jet. I did this on R9B in 1993, and have been steadily raising its compression ratio and boost pressures since – all that time waiting for the bang. Currently, I'm over 8:1 and running 24lbs of boost from a 140mm supercharger. But still I don't believe that R9B can make up a 33 per cent capacity deficit on other ERAs on power alone. So maybe it is tyre optimisation after all.

I am now building a smaller supercharger to put on the car, as I don't think size matters in this context. I hope that I get an invitation to race at Goodwood again to see whether the speed remains.

*I AM, YOURS ETC,*
*JOHN URE, BRETTENHAM, SUFFOLK*

* * * *

### ENDURING IMAGE

SIR,

What memories the August issue brought back! Simon Taylor pointed out that the World Sportscar Championship has withered away leaving only a stump in the form of Le Mans – but what a stump that is. Although I've only been once, it marks a highlight in my life. The fact that it was 1988 when Jaguar won for the first time since the '50s helped, but the atmosphere and thrill was extraordinary.

But my experience has always been that sportscar races provide great value and entertainment. I was at Brands in 1968 (aged 8), and while my main memory is getting home to the news of Jimmy Clark's death, the excitement of seeing the Ford F3L dice with works Porsches is tangible still.

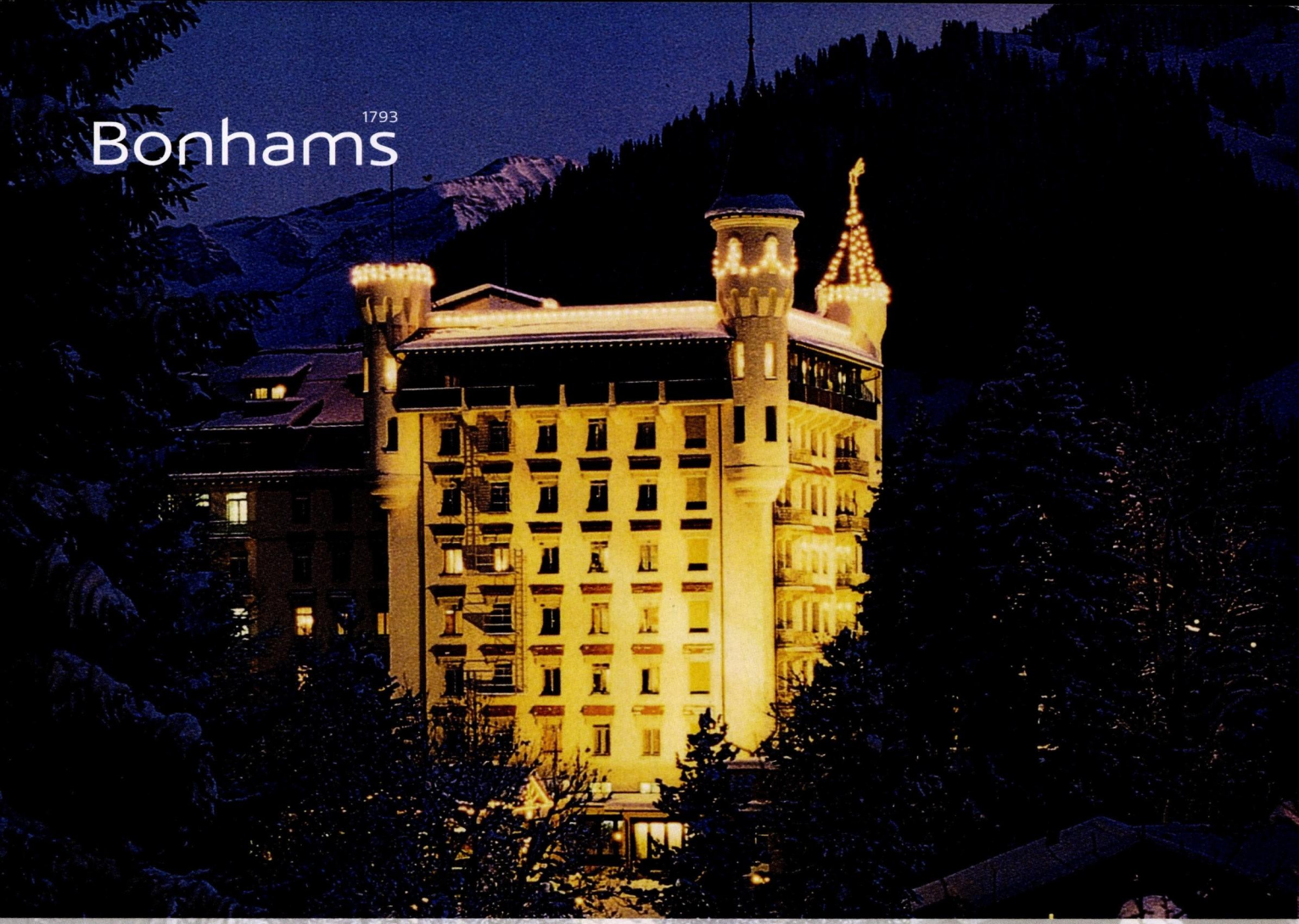
Eight years on, and the first Silverstone Six Hours offered the great Ronnie Peterson three-wheeling the BMW CSL – and the broken works Porsche being sent out after two hours in the pits to hammer round and break its own lap records for fun.

I'd agree with Simon that any fan who hasn't been to Le Mans has a serious gap in their education. But then I'm one of the converted, and I'm looking forward to taking my own boys there soon!

*I AM, YOURS ETC,*
*SIMON DE SOUZA, READING, BERKSHIRE*




***Incomparable Peterson makes the BMW CSL dance***



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# YOU WERE THERE...

***THIS IS THE FIRST OF A SERIES SHOWCASING PHOTOS FROM READERS' ARCHIVES. WE BEGIN WITH THE EARLY POST-WAR SHOTS OF JOHN STOCK***

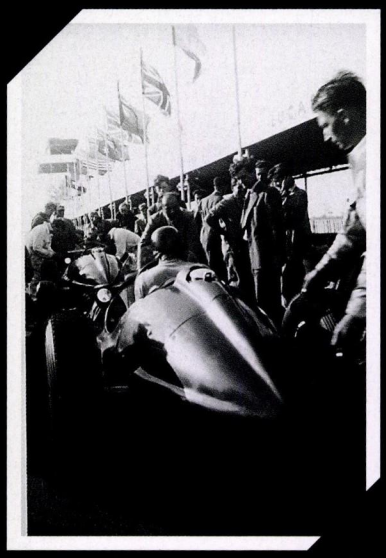
*ALTHOUGH HE LIVES IN CORNWALL, LIFELONG MOTORSPORT ENTHUSIAST JOHN STOCK, 73, WAS BORN AND raised in Essex – close to the short-lived Boreham circuit. It was there, at the Daily Mail Trophy meeting in 1952, that he took some of these photos – in the BRM pit.*

*"My father was a marshal, so through him I got a pass to be in the pits. It was a decent track: fast and flat. I had this small Agfa camera, which usually went wrong! But these pictures came out as Ken Wharton and Froilan Gonzalez got ready for the race. Gonzalez was sitting on the pitwall and I got his autograph and spoke to him; he was very jolly and relaxed. I rated him – he was the only driver, it seemed to me, who really got the BRM V16 to go. Of course, that day was wet and he crashed after three laps."*

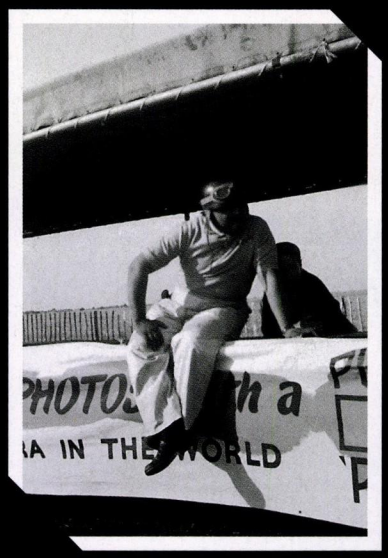
*John attended the first post-war meeting in Britain at Gransden Lodge in 1946, and travels overseas with his father were an annual event: Dundrod and the Jersey Road Race. His camera was also regularly in action at Silverstone: "I went to every single meeting there from 1948 until '75!"*



*St.Helier, 1950: Gordini mechanic at work*



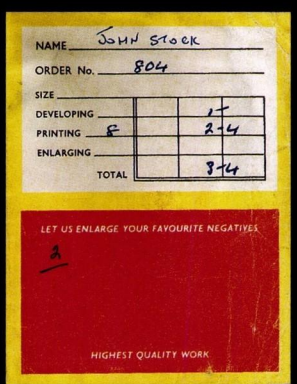
*Mays gives Wharton last-minute instructions*



*Relaxed Gonzalez before autograph moment*



*Mays on board as Gonzalez's car is readied*




*Prints still live in original sleeve!*



*Early appearance of new Aston DB2 racer at Silverstone, 1949*

## WE NEED YOUR PHOTOS

*Do you have photographs from races gone by tucked away at home in a drawer? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see postal address on page 4). We suggest, where possible, that you keep hold of the negatives and send prints – and we, of course, undertake to look after your treasured items and return them safely after use.*

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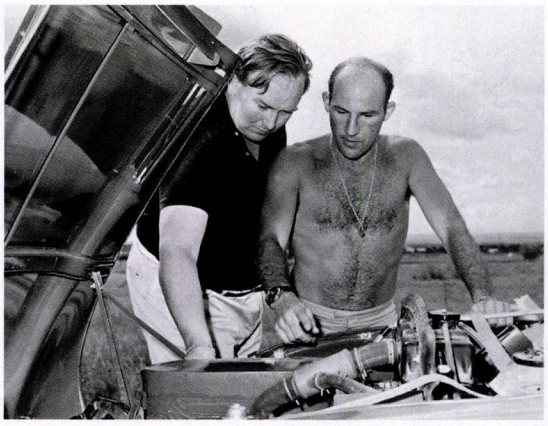
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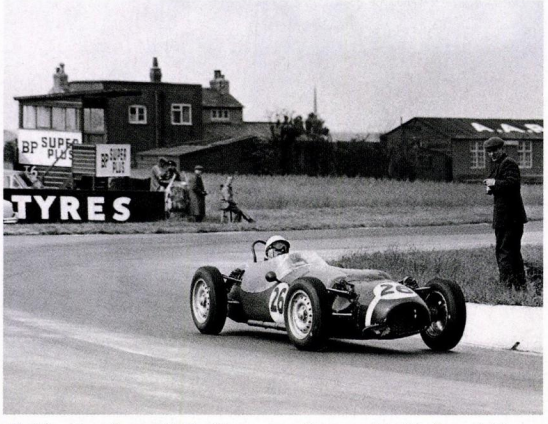
# He's the greatest driver never to have been world champion – a star in all cars in all conditions. But now Sir Stirling Moss faces his toughest task yet – your probing questions!

**What happened to you on the 1965 Safari?**
Duncan Rollo, Coulsdon
I did it with Erik Carlsson, my brother-in-law. The problem we had was that our Halda went down. I said to Erik, 'We know roughly our average speed and so I will start the stopwatch and try to work out when we should turn left or right.' We were lost in other words. But it did give me the opportunity to drive with him, and seeing the skill of a man of his aptitude on the loose was incredible.

**Could you please clarify the team-order situation at Mercedes in 1955...**
Steven Tomlinson, Moseley
The only time I was told by Mercedes that they would like Fangio to win was at a sports-car race in Sweden. The standard team orders were this: when we were 30sec ahead of the other teams we were shown REG, *regulare*, hold your position. At the British GP I was shown PI, *piano*, go slower. I was leading and had been going like hell, but I was happy to respect this. Fangio closed and, coming into the last corner, I was in front by a car's length or so. I remember vividly putting my accelerator to the floor, pulling over to the right and waving him past on the left, all the time thinking, 'Oh boy, are we going to see if you have more horsepower than me.' I didn't see how he could possibly come past me. It would have shocked me rigid if he'd overtaken. Fangio may have had orders, but when I asked him he said that it was my day, that I had been driving really well and that's it. I honestly don't know the team-order situation and it really doesn't worry me either way.



*So which bit works the Halda, Erik? 1965 Safari did not go to plan*




*Getting to grips with the Ferguson. Moss revelled in its quirkiness*

**You were often used by sportscar teams as the 'hare' in a bid to break the opposition. Was this a frustrating role because it lessened you chances of winning?**
Robert Miller, Chatham
I am a racer not a driver, which is why I disliked Le Mans. If I made a contract with Aston or Jaguar, I would make an extra charge if they wanted me to do Le Mans. Don't get me wrong, it's a great event, it's just that you're not allowed to race. Teams would limit your revs and I found it boring. But frankly, every race I started I truly wanted to win, and so I would drive at Le Mans with the same rev limit as the rest. I was the 'hare' only because I was the fastest and would always have a go.

**Do you think the 4WD Ferguson could have won GPs with a bit more development?**
Aongus MacCana, Galway
I believe I could have won the 1961 British GP in it. That was when Charlie Cooper got me disqualified for not qualifying the car. I was going quite a lot quicker in the wet than the rest at the time. The car was difficult to drive – unconventional rather than bad. It was very different to rear-wheel drive in that you had to steer it with the wheel rather than the throttle. I enjoyed the challenge.

**How did you become team manager of the AC Cobra outfit at Le Mans in 1963?**
Paul House, Southampton
Money! They asked me to do it and they seemed like nice people. I enjoyed it. I was a figurehead mainly, but I could put in my two cents regarding race tactics. »→




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More Barn Discoveries:
1937 Daimler 4.5 Litre Limousine
1956 Rolls-Royce Silver Cloud I



1932 Alfa Romeo 6C 1750 Gran Sports
Exceptional supercharged 5th series with coachwork by Corsica. This unique car is the only 6C with a Corsica body and is one of only two remaining 'Alfa Romeo Paris' badged cars.



1931 Lagonda 3 litre Open Tourer Barn Discovery



1937 Aston Martin 15/98 Sports Barn Discovery



1939 H.R.G. 1500 Aerodrome



1935 'T' Type Hurlingham Sports

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**I was in the pits at Monte Carlo in 1960 when you gave Lotus its first GP win. We were all overjoyed except for Colin Chapman. Were you aware of his reaction?**
Peter Ross, Falmouth
No. Nor would I really have cared. I quite liked Colin, but he didn't have much of a sense of humour. When I won the US GP on my birthday they gave me a cake with a Lotus on top of it. I cut a wheel off it and he didn't think it was funny.

**Were you ever aware of having dropped into an altered state of consciousness when pushing to the limit?**
Lance Chapman, Bourne
I know exactly what you are saying. You get into a rhythm. Monaco 1961 was an example of this. I was constantly searching for the perfect lap. I'd 'start' a lap, say at the Station Hairpin, but as soon as I came out of a corner with 6in or so to spare, whatever corner it was, I would begin the 'lap' afresh. It was my way of keeping up my concentration.

**Was Tony Brooks quicker than you at Spa in '58, and did that make you miss that gear?**
Derek Howarth, Ealing
What caused me to miss that gear was a not very nice gearbox. Tony was exceptional; I was aware of his ability at every race.

**You were planning to race a Ferrari in 1962, which even with you aboard would not have been competitive. What do you think you would have done for '63 – Ferrari or Lotus?**
Howard Gardiner, Heywood
I would have never left Rob Walker. If I could have got hold of a car via the clout I had with certain manufacturers, I would have had Rob run it for me. I could see that Jimmy Clark was going to be difficult to beat, but I really believe that if we'd got the Ferrari and all worked together that we could have made it a winner. Look at the difference Schumacher makes to any team he joins; I like to think that I could have done a similar thing.

**Without your Goodwood crash how long do you think you would have continued?**
Frazer Bragg, Sheffield
Ten years. Perhaps 15. I was younger than Graham Hill at the time of that accident. I had said to myself that I would get out as soon as I found myself holding up another driver. But I am sure that was some way off because I felt that I was at my zenith. I was 32 when I retired; Fangio was 47 when he retired...

**If you were to take the best bits of all the front-engined sportscars you drove, which would you choose to make the ultimate car?**
Russ Arundell, Oldham
The strength and reliability of the Mercedes 300SLR, the brakes and gearbox of the Maserati Birdcage and the chuckability of the Aston Martin DBR1. Not a bad car, that.

**Could you have won the 1955 Mille Miglia without Denis Jenkinson alongside you?**
Paul Black, Portsmouth
I don't think so. I'd have gone off without him. Let's face it, where we did go off was at one of the few corners I thought I knew!

**Is not doing an Indianapolis 500 a regret?**
Iain McLaren, Heston
Yes. One of the reasons I didn't go was that it would have meant missing four races that I might win in Europe. It was the day of the Roadster, remember, and they were quite a lot different from what I was used to. Jack Brabham showed the way with his Cooper in 1962, and I would probably have done the race when the Indycars and GP cars were very similar, like in Jimmy Clark's day.

**What do you remember of Stanmer Park hillclimb in Brighton?**
David Clawley, Bristol
I think I won that. I don't remember much now, but it would have been very important to me at that time, the start of my career.

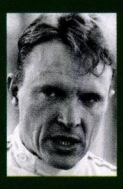
**Do you own a copy of Peter Ustinov's Grand Prix of Gibraltar, and if you do what do you make of the Girling Foss character?**
Tom Wesley, London
I think Ustinov is brilliant, and I'm flattered to have him doing engine noises and making up names that sound like mine.

**How much did you earn for your first GP start?**
Peter Higham, Chelsea
At the 1951 Swiss GP, driving for HWM, I got 25 per cent of the start money: £50.

**Were you fitter than your rivals in the 1950s?**
Bryn Robertson, South Shields
I remember racing in Australia in a temperature of more than 100 degrees. I jumped out at the finish and ran to congratulate Innes Ireland; he was slumped over his wheel. I thought then that maybe I had an advantage.

**Does it help having such a memorable name?**
Martin Chatterton, Broughton-in-Furness
Oh yes. I'm lucky my that father didn't let my mother call me Hamish. It would've been awful. He told her to think of something else, and she was brought up near Stirling... M

## NEXT VICTIM...



DAN GURNEY

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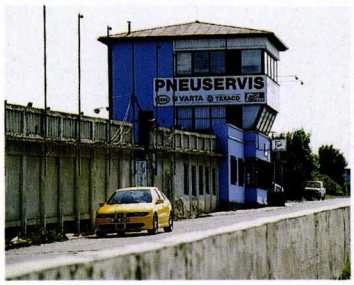

# NEXT MONTH

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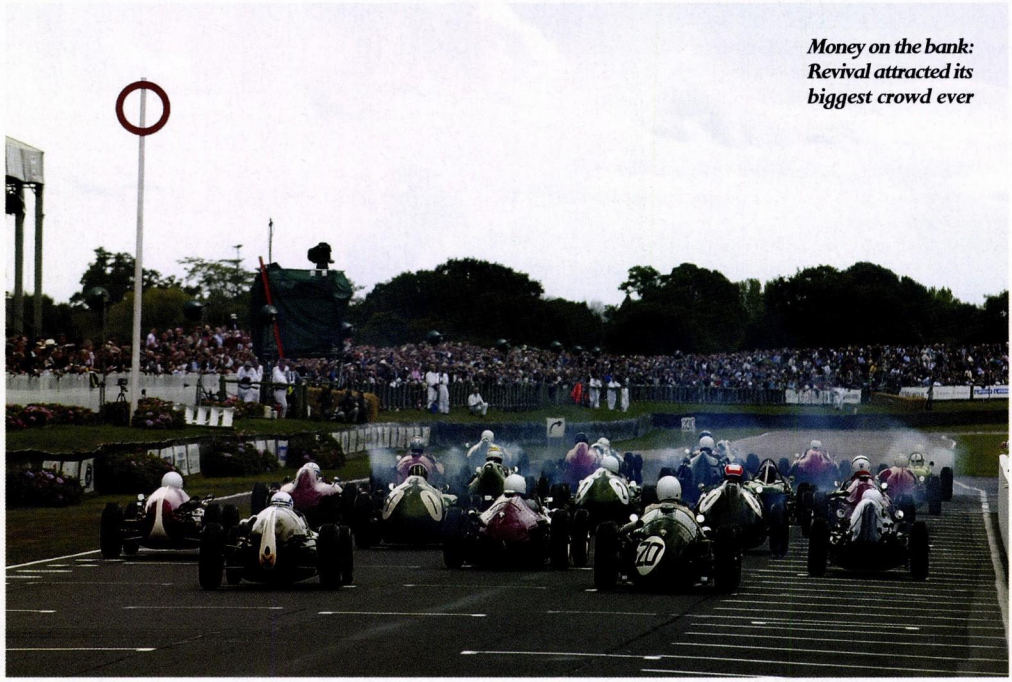
**1950s motorsport in vibrant colour**
**When Rover went tin-top racing**
**Frank Lockhart: pre-war speed king**

contents subject to change

**ISSUE ON SALE OCT 17**

# MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



*Money on the bank: Revival attracted its biggest crowd ever*

all: James Mann

## RECORD CROWDS FLOCK TO GOODWOOD

THIS YEAR'S GOODWOOD REVIVAL WAS the most popular yet: 94,000 people made the pilgrimage to the Sussex track over the three days – 13,000 more than in 2002.

Of these, 20,000 attended on the Friday, 32,000 on Saturday and 42,000 on Sunday.

When combined with the 158,000 spectators who thronged the Festival of Speed in July, more than a quarter of a million motorsport fans passed through Goodwood's gates this year.

"This Revival was, I think, the best yet," said Lord March, the event's creator. "There was a magical atmosphere created by so many great drivers and riders – and, of course, by all the spectators who dress up so well for the occasion.

"Our thoughts are with Rupert Avon (see story below), but otherwise it was a wonderful occasion with some terrific racing.

"Above all, I hope that we gave the crowd an entertaining weekend both on and off the track."

Suggestions that future events – the Festival in particular – might be made all-ticket affairs in an effort to prevent overcrowding were played down by officials.

"I've not heard of that," said one.

## GOODWOOD STARS-N-CRIPES

TWO EX-FERRARI FORMULA ONE DRIVERS HAD a fraught time at the Goodwood Revival.

Gerhard Berger, who had two spells with the Maranello marque, was down to race the Earl of March's Ford Galaxie and Nick Mason's 250GTO. However, he declined to drive the big Ford, saying that he preferred cars with brakes and steering (!), and the Ferrari broke down before his scheduled stint in the one-hour TT Celebration race.

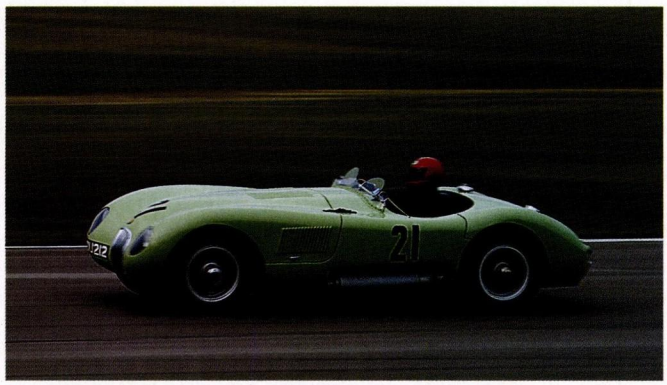
At least Phil Hill got to race his car – the sensational ex-Juan Manuel Fangio Alfa Romeo 3000CM coupé.

The American qualified 11th for the Freddie March Memorial Trophy, and had risen to seventh place by lap five. At this point, however, a water hose blew off and Hill was a passenger as the Alfa spun wildly on its own coolant.

It looked briefly as though it might roll over, but the gravel trap on the fast approach to the Woodcote right-hander did its job well and the car came to rest without hitting anything.



*Phil Hill takes Alfa out for a spin*



*Avon drove C-type to the circuit and was lapping quickly before his accident*

## C-TYPE RACER HURT AT REVIVAL

AS MOTOR SPORT WENT TO PRESS, Rupert Avon was 'stable and showing slight improvement' following his accident in Friday's free practice at the Goodwood Revival Meeting.

Better known for racing vintage Bentleys, Rupert was at the wheel of his father Humphrey's Jaguar C-type XKC 005 – the ex-Wisdom car that scored the first major win for disc brakes at Reims in 1952, driven by Stirling Moss.

Avon, who at the time had set the second-fastest lap among the Freddie March Memorial Trophy runners, ran wide onto the grass at the exit of Madgwick and slid into the gravel trap, whereupon the Jaguar dug in and tipped over.

Rupert was caught underneath and sustained head and chest injuries. He was taken to a Southampton hospital, put on a life-support machine and listed as 'critical but stable'. By Sunday, however, he was reported to be breathing unaided.

MOTOR SPORT would like to wish him a full and speedy recovery.

# HISTORIC SPORTSCARS TO SUPPORT CURRENT CROP

A SERIES FOR 1960S AND '70S GTS AND SPORTS-PROTOTYPES could support the 2004 Le Mans Endurance Series.

FIA GT Championship boss Stéphane Ratel is working to create a mini-series of classic 1000Km-style races for contemporary prototypes in Europe next year, and sees an historic race as a perfect foil to the feature event.

Dates are yet to be confirmed, although Silverstone is one of the favoured venues for the four-race series run in conjunction with Le Mans organisers, the ACO.

Ratel is working alongside Patrick Peter on the historic races, which would relive some of the classic events of the era. The Paris-based Peter Auto organisation is well respected for its work on events such as the Tour Auto and the Le Mans Classic, and is likely to attract significant entries for the proposed series.

Monza, the Nürburgring and Spa are the three other venues targeted for the new LMES races.




LAT

*1960s and '70s sportscars could return to 1000Km venues*



LAT

*1989 Belgian GP was Piquet's only DNQ in a 203-start Formula One career*

# LOTUS 101 FINALLY RACES AT SPA

THE EX-NELSON PIQUET 1989 LOTUS 101 finally made its Spa debut at the end of August, 14 years after the three-time F1 champion and team-mate Satoru Nakajima failed to qualify the cars for the Belgian Grand Prix.

Chassis number 2 has just been restored by Classic Team Lotus and was raced at the Ardennes track by Brazilian arch-enthusiast Aba Kogan, who finished 10th in a round of the EuroBOSS Championship for high-powered single-seater racing cars.

Piquet was one of 13 drivers among the 39-strong entry to fail to qualify, despite a strong showing – he finished fourth – in the British GP at Silverstone six weeks earlier.

# AUDI REBUILDS STREAMLINERS

AUDI TRADITION HAS RECENTLY COMPLETED the construction of replicas of the three Wanderer 'Streamline Specials' entered by Auto Union for the Liège-Rome-Liège events of 1938-39. They are authentic replicas of the original cars, built by Werner Zinke GmbH.

The cars won the manufacturers' team prize in the 3000-mile marathon of 1939.

These 900kg aluminium-bodied cars were powered by 2-litre straight-six engines designed for Wanderer in the early 1930s by Ferdinand Porsche.

Two of the recreated machines are owned by Audi Tradition and will be on display in its Ingolstadt museum; the third is owned by the Belgian Audi importer D'Ieteren.

Wanderer was one of the marques signified by the famous interlinking four-ring Audi badge.

# NEW DATE AND BIGGER ENTRY FOR '04 LE MANS CLASSIC




LAT

*Fantastic Porsche 936 is now eligible for Le Mans Classic*

THE SECOND RUNNING OF THE LE MANS CLASSIC WILL BE held over the weekend of July 24/25, 2004, in what the organisers hope will become a permanent date for the bi-annual event.

The first Classic was run in September 2002 against a backdrop of complaints from shop owners affected by the road closures. The revised date is expected to reduce this local opposition.

For 2004, a sixth age group has been added to admit cars up to 1978. Previously, '75 was the cut-off date. A total of 366 entries plus 72 reserves will be accepted for the event that runs over 24 hours, starting at 4pm on Saturday.

Each group will have three races rather than four, but some will be longer and all groups will have night races.

## news in brief

AS ANTICIPATED, THE PLANNING application for the Mercedes-Benz Heritage and Technology Centre at Brooklands has been given the green light by the Government.

* * *

FORMER SINGLE-SEATER ACE Richard Dean partnered Geoff Kimber-Smith in the Heritage GT races at Donington. Kimber-Smith has had his Lotus Cortina rebuilt for the series and he and Dean netted a class win. Dean runs Kimber-Smith's son Tom in Formula Ford.

* * *

HAVING CLAIMED A NEW CLASSIC record at Shelsley Walsh in Carlos Monteverde's Ferrari 212E, David Franklin will contest the Ollon-Villars historic hillclimb in Switzerland on September 20/21. In Peter Schetty's hands, the car took the hill record in 3min47.54sec in 1969. This year's event marks the 50th anniversary of the 8km hill.

* * *

FOUR MEMBERS OF THE MINSHAW family raced at the Oulton Park Gold Cup weekend. Alan, founder of the Demon Tweeks company, and his sons Jon, Jason and Guy were all in action in a variety of cars. Jason took second in the Historic FF1600 race in his Merlyn Mk20.

* * *



ALMOST 25 YEARS AFTER HIS DEATH, a statue of Ronnie Peterson has been unveiled in his home town of Orebro in Sweden. Present at the ceremony were his daughter Nina, his brother Tommy, Clive Chapman and Eddie Dennis.

* * *

DOUG VAN RIET, ONE OF THE pioneers of early South African motorsport, has died, aged 96. Van Riet raced bikes and cars, including an outing in the 1934 South African GP in an Austin Ulster. He retired in 1948 before concentrating on his second love: designing boats.

# What do Aston Martin, Mercedes-Benz, Morgan, Lotus, Bentley & Jaguar all have in common?

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**Paint Renovator**
*Exceptionally fast working abrasive. Removes light scratches, haze and oxidation, with a controllable cutting and polishing action.*

**Leather Care Cream**
*Contains natural oils and conditioners to feed and preserve leather upholstery. Protects against ageing, bleaching and cracking.*

**Extra Gloss Protection**
*Super tough paintwork sealant. Provides extra protection, especially after using Super Resin Polish. For all paint types.*




**Hydra Flexi Blade**
*Removes rinse water after washing with just a wipe. Non-scratch, streak-free and totally flexible to mould to vehicle contours.*

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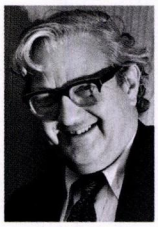
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## obituaries



Tony Rudd

THE ARCHITECT OF BRM'S FORMULA One glory days in the 1960s has died, aged 80. Under Tony Rudd's direction, the Bourne-based team won the drivers' and constructors' titles in 1962.

Upon leaving school, Rudd started an apprenticeship with Rolls-Royce and was soon heavily involved in the company's war effort. One of his duties was studying the defects and failures of the Merlin engine. That experience made him well suited to motor racing as the sport re-emerged after WWII and he was snapped up by BRM shortly after its disastrous debut at Silverstone in 1950. Rudd would remain with it for nearly two decades, and his quiet approach and engineering excellence were central to the team's transition from national embarrassment to grand prix winner.

Initially, Rudd worked with Peter Berthon on the recalcitrant V16 and his reworked Mk2 engine produced some success in the mid-50s, notably in British Formula Libre races. But it was grand prix success that the team's owner Sir Alfred Owen wanted, and Rudd's P25 design was a major step forward. Not only was he central to the design of the car and its 2.5-litre 4-cylinder engine, he also showed considerable prowess at its wheel during early testing. Finally, in the 1959 Dutch GP at Zandvoort, Jo Bonnier's P25 delivered BRM's first major victory.

Another fallow period ensued, and Sir Alfred issued a chilling edict: win in 1962 or be disbanded.

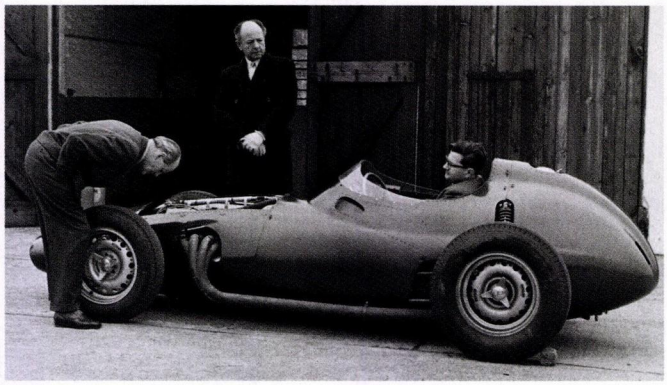
Although reluctant to progress at Berthon's expense, Rudd was by now team manager *and* chief engineer. The pressure was on. And he wasn't found wanting.

Under his leadership, the team flourished and his P57 design took Graham Hill to four GP wins in 1962. As he had with Jean Behra in the late 1950s, Rudd developed a strong relationship with Hill, despite them being wary of each other initially.

Second place in the constructors' table for the three following seasons firmly established BRM as a major power. But the move to the 3-litre F1 in 1966 proved to be its – and Rudd's – undoing. His H16 engine was simply too complex and unreliable. It took just one win – and that was in the back of a Lotus.

Rudd stayed put until 1969 – then began a second successful career as the technical director at... Lotus! For two decades he built up Lotus Engineering as a major research supplier for car manufacturers and helped steer the F1 team to four constructors' titles.

He is survived by his wife Pamela and three daughters. **PL**



all: LAT

***Rudd (aboard P25) would take over from where Mays and Berthon left off***

## STEWART ON RUDD

"IN 1964, WHEN I WAS DRIVING FOR KEN TYRRELL IN F3, Tony Rudd and Raymond Mays approached me during the French GP. Colin Chapman had made overtures, as had Cooper, but BRM was the first F1 team to make a full-on approach. I was flattered because they were very strong at the time, and I decided to go with them.

"Tony was a practical, no-nonsense man, whom I felt comfortable with and knew I could rely on. He was not a dictator in the way that Ken could sometimes be, but he earned the respect of the team by the way he went about his business. He was a very sound engineer who could turn his hand to engines and chassis.

"His way of standing back caused him some problems. At Monza in 1965, I won my first grand prix after my team-mate Graham Hill made a mistake on the last lap. I have since read that Tony was worried because we were racing each other so hard. But we weren't cutting each other up; in those days you were constantly passing and repassing at Monza. And we had not been given any team orders; Ken would have laid the law down. But Tony – and Graham – handled what could have been a difficult situation brilliantly. I was the quick new guy and it could have been awkward – the team could have sided with its long-serving number one. But there was never any aggravation and I always felt I was dealt with in exactly the same way as Graham. I never felt he was looking to get the best kit – and a lot of that was down to Tony. Even when my situation at BRM got difficult with the H16, which was Tony's project, there was never a cross word between us."



Peter Harper

ONE OF BRITAIN'S BEST ALL-ROUND drivers died at the end of August, aged 81. Well known for his exploits on rallies such as the Monte Carlo, Coupe des Alpes, Tulip, Acropolis, Safari and RAC, Peter was also a regular saloon car winner on the track and competed in the Mille Miglia and at Le Mans.

His appearances were almost always in Rootes cars, and Sunbeams in particular. In Rapiers he gained a formidable array of class and outright wins in the late 1950s and early '60s, including a victory on the '58 RAC Rally. He also drove a V8 Sunbeam Tiger to fifth place on the blizzard-strewn Monte of '65, and should by rights have won the Coupe des Alpes that year: his Tiger was disqualified for having undersized exhaust valves!

He drove a Ford Falcon on the 1964 Monte and was second on the Tour de France that year in an Alan Mann Ford Mustang. On this event he was able to show his versatility to the maximum, on circuits, hillclimbs and rally sections in fog and rain – he was always at his best when the conditions were worst.

He contested his first rally in Portugal back in 1949 and made his first attempt on the Monte in '50 in a Hillman Minx. In the late '60s, he drove Imps in rallies and finally drove an Alan Frazer Imp in rallycross, winning the 1969 World of Sport championship.

Despite failing eyesight, Peter attended the Ecurie Cod Fillet reunion last October and was reunited with many ex-Rootes team-mates.

He is survived by his wife Priscilla, children Carolyn and David, and four grandchildren, to all of whom we extend our sympathy. **JDFD**



Dean Delamont

THE MAN BEST REMEMBERED for his work at the Motor Sport Division of the RAC, has died.

In his 30 years at Britain's governing body, Delamont was a key figure in the post-war development of the sport, both in Britain and globally.

After leaving school, he spent 10 years working as a journalist with the Southern Newspaper Group in the '30s, before joining MG to take charge of its fleet of press vehicles.

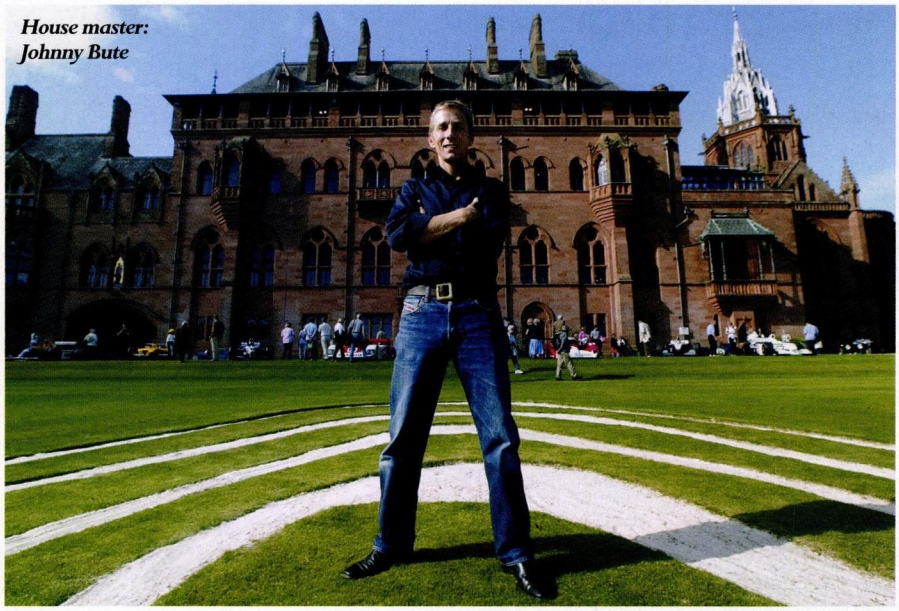
In WWII, he worked for the Inspectorate of Fighting Vehicles under Colonel Barnes, former manager of the pre-war Singer racing team.

Following a brief period at the Ministry of Transport, Delamont joined the RAC and progressed through the ranks to become head of its motorsport division. From there he guided and shaped the sport with common sense and passion, earning respect on an international basis.

As well as encouraging and developing all forms of the sport in the UK, Delamont also played a central role at the FIA. In 1969, he famously made Porsche produce 25 versions of the 917 before the car was accepted into international sportscar racing.

Later, he was instrumental in running the 1970 and '74 World Cup rallies, a time when Delamont saw the marathon format as a way to get motorsport running again after the oil crisis. He was also responsible for encouraging friend Prof Sid Watkins to take on the role of chief medical officer at race meetings.

As the 1970s drew to a close, 'The Dean' retired, handed over control of what is now the MSA to Basil Tye, and enjoyed a long and well-deserved retirement. **PL**



*House master: Johnny Bute*

# MOUNT STUART LOOKS A BEAUT

THE THRILLING SPECTACLE OF CONTEMPORARY F1 cars running on Scottish soil for the first time in 25 years will be the highlight of the Mount Stuart Motorsport Classic. Both Williams-BMW and BAR have agreed to provide cars for high-speed demo runs through the grounds of Mount Stuart.

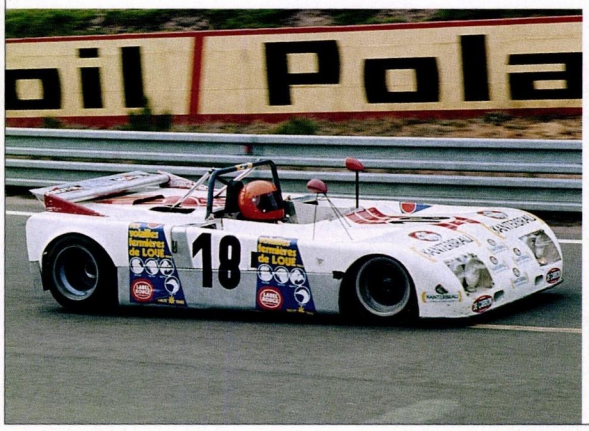
Run on September 20/21 on the Isle of Bute, the event has swiftly established itself as a big attraction thanks to the enthusiasm of ex-F1 Lotus driver and Le Mans winner Johnny Dumfries.

"It's always been our aim to see current Formula One cars in action here at Mount Stuart," explained the landowner, now known as Johnny Bute in deference to his title, the Marquis of Bute.

As well as high-speed demonstrations, many classic and historic cars will be on display. An International Rally Sprint Challenge will be held in association with MOTOR SPORT, and two rounds of the Scottish Mini Cooper Challenge provide the competitive action.

Renault is taking a key role in supporting the event, sending cars ranging from the replica of the 1902 Paris-Vienna K Type to a 2003 R23. Allan McNish will drive the K Type, while Jean-Pierre Jaussaud will conduct the 1985 Tour de Corse-winning Renault 5 Maxi Turbo.

## MYSTERY CAR COMPETITION




LAT

A YEAR'S FREE SUBSCRIPTION WILL GO TO THE clued-up reader who can recognise this obscure vehicle. We are guessing that there will be more than one of you with the requisite info – and so the more gen you can give us, the more likely you are to win. Of course, we might feel generous and dish out a few free subs. Oh, the power.

**Please send your entry to:**
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex TW11 8RT, UK.
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Good luck!

## WHAT'S ON WHERE?

**SEPTEMBER**

19-21 MAGNY-COURS (F)
TGP pack descends on home of French Grand Prix.
Tel: 01621 892814

20/21 ANGOULEME (F)
Annual Circuit des Remparts is an overlooked gem with glorious street racing including an entire grid dedicated to Bugattis.

20/21 LE MANS (F)
FORCE Classic GP and 5000 cars are part of this new classic event on Le Mans' Bugatti circuit.
Tel: 01306 730517

20/21 OULTON PARK (GB)
Season's final Heritage GT races support BTCC finale.
Tel: 01508 536239

26-28 ZANDVOORT (NL)
HGPCA cars take on Dutch seaside track.
Tel: 01935 872255

27 YORKSHIRE (GB)
Trackrod Historic Stages is penultimate round of Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821

27/28 LOTON PARK (GB)
VSCC weekend at this challenging Shropshire hillclimb venue promises a capacity entry.
Tel: 01608 644777

**OCTOBER**

4/5 MONZA (I)
International Supersports Cup and Group C action.

5 MALLORY PARK (GB)
Cloth Cap and Top Hat racers take over for a day of racing in '50s and '60s sports and saloon cars.
Tel: 01926 885835

11 SILVERSTONE (GB)
Historic Sports Car Club's season finale.
Tel: 01327 858400

11 DONINGTON PARK (GB)
Historic Formula Junior Championship features in Aston Martin meeting.
Tel: 01865 400400

11/12 IMOLA (I)
Trofeo Alberto Ascari event includes HGPCA action as well as FIA Historic championships and Lurani Trophy Formula Juniors.

18 WALES (GB)
Mid-Wales forest stages will host Bulldog Rally, final round of the hard-fought Armajaro MSA British Historic Rally Championship.
Tel: 01594 810821

18/19 NURBURGRING (D)
International Supersports Cup wraps up in Germany.

24-26 ESTORIL (P)
TGP, HGPCA and Lurani Trophy Formula Juniors make up the year's final major historic meeting.
Tel: 01621 892814

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RENAULT recommend elf The official fuel consumption figures in mpg (l/100km) for the V6 are: Urban 18.1 (15.6), Extra Urban 28.8 (9.8), Combined 23.7 (11.9). The official $CO_2$ emission is 285g/km.

GOODWOOD REVIVAL

# FANGIO DENIED TOURIST TROPHY WIN BY INSPIRED HALES




*Attwood (left) and Hales discuss TT victory, but Bizzarini needs a clean*

James Mann

THE FANGIO FAMILY'S GOODWOOD JINX returned at the sixth annual Revival Meeting. The great Juan Manuel never won at the track, but his nephew Juan Manuel II looked set to nip this trait in the bud on his first appearance there – until the last lap but one.

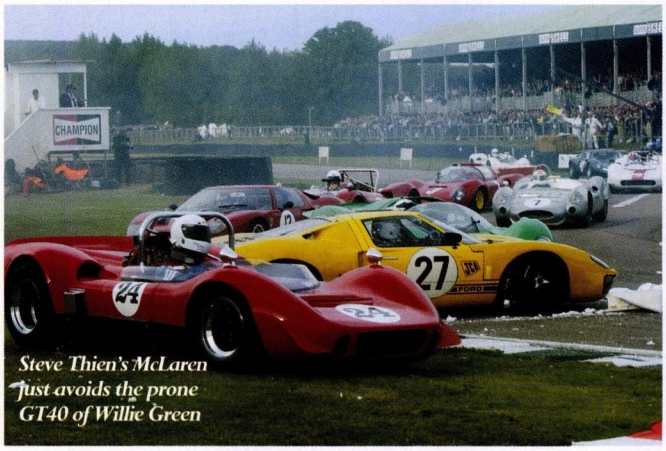
The Lightweight E-type Fangio was sharing with Gary Pearson in the one-hour TT Celebration race was initially involved in a spectacular fight for second with Peter Hardman's Ferrari 330LM/B – the pair of them having to give best to Emanuele Pirro. As ever, the Italian was driving immaculately in the pole-sitting E-type, but his and Gregor Fisken's hopes of a second TT win were stymied by a couple of inopportune Safety Car periods: Pirro's last lap was run at a much reduced pace and the grey Coombs car was shuffled down the pack during its driver swap.

Fangio now looked secure – especially as Ian Flux, a late replacement for Patrick Tambay, was unable to match Hardman's times. There was, though, a dark horse: the ISO Bizzarini A3C. Richard Attwood was running in a smooth sixth place when he handed it to Mark Hales: it was the start of a superb drive. With just over a lap to go, the journo-racer was on Fangio's tail and, when a painfully slow backmarker got in the way, he was through. Fangio responded, but Hales was unstoppable and scored his second TT win. Flux was a smoking third, and might have been caught by Fisken had not the Jag been squeezed into a spin by a slower car.

Attwood's excitement didn't stop there. He immediately hopped into a BRM P261 to win the Glover Trophy. Fastest in practice by a handy margin, he always looked like prevailing even though he dropped back initially. Second was the sister car of Thomas Bscher, ahead of ex-F3 winner James King in a Brabham BT7.

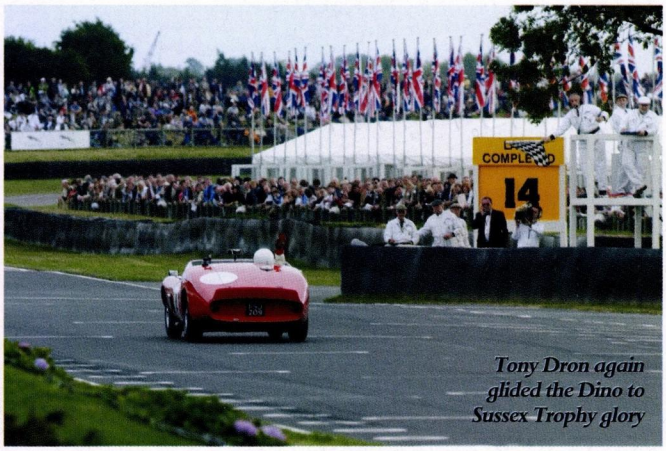
Attwood then gave the incredible Corvette Grand Sport its first UK run – and got caught up in the meeting's biggest pile-up. The purportedly fastest race of the weekend, the Whitsun Trophy, also provided its messiest start. Willie Green and Ray Bellm proved that two GT40s into the Chicane won't go, and they went backwards through its polystyrene 'bricks', causing the race to be red-flagged. At the restart, the race thankfully lived up to its billing, Frank Sytner and Simon Hadfield going wheel to wheel in the two Gp7 Prototypes on show. Sytner had the grunt in his six-litre Lola T70 Spyder, but Hadfield had more experience of his 4.7-litre Lotus 30. Despite less than 10 laps in the car before the race, however, it was Sytner who took the spoils, backing off dramatically as he exited the Chicane on the last lap so that his sparring partner couldn't get a run on him. A distant third was Jackie Oliver's Gulf GT40. The taped-up Grand Sport came home a lapped eighth.

Another race to be red-flagged was the Richmond and Gordon Trophies. This proved unfortunate for Rod Jolley. His Cooper T45/51 was holding a cool, calm, collected lead before the reds fluttered; at the restart, however, its challenge fell apart. Passed by Phil Walker's suddenly misfire-free Lotus 16 at the end of opening lap, Rod




Jeff Bloxham/LAT

*Steve Thien's McLaren just avoids the prone GT40 of Willie Green*




Jeff Bloxham/LAT

*Tony Dron again glided the Dino to Sussex Trophy glory*




James Mann

***Moss, a late stand-in for Berger, takes over huge Galaxie from Bob Shering***




James Mann



Jeff Bloxham/LAT



Jeff Bloxham/LAT



Jeff Bloxham/LAT

***Clockwise from above: Keift F1 made Revival debut; Damon enjoys airing of Murray's original tank uniform; Curtiss Tomahawk departs; Oliver and friends***

visited the scenery twice in quick succession and his rival was home free, winning from the fellow 16 of Joacquin Folch. Third was Tony Smith's Ferrari Dino, just ahead of the Flack family's just-restored BRM P25. Driven by Rob Hall, the break in proceedings had allowed his team to restore its front brakes for the abridged eight-lapper.

The tin-top boys kept it neat and tidy-ish in the two-driver St Mary's Trophy. From the start, a heavy-metal dice between the Ford Falcons of Nick Whale and Andy Bacon, and the even bigger, sandwiched Galaxie of John Fitzpatrick had the crowd on its feet. It was a fantastic sight. Bacon grabbed the lead on lap 11 – but the cruncher was that his co-driver Leo Voyazides was much faster than the relief drivers of his rivals. Sure enough, they faded as Leo saw the win through. He was upstaged, however, by the sideways Jaguar MkI of Grant Williams, which he shared with Derek Bell. The all-out Welshman brought BUY1 to within 4sec of the winner. Yet he wasn't the fastest man on the track. That honour fell to Barrie Williams, who had put Norman Grimshaw's Mini Cooper S on pole. The owner did well to keep the leading trio in sight, but a grassy moment for 'Whizzo' meant that they fell 7sec short.

Barrie Williams had already made his mark by then, dominating the first race on Saturday afternoon. He led the Goodwood Trophy from (almost) start to finish in a Connaught A-type to win from the Maseratis of Irvine Laidlaw (6CM) and Mark Gillies (4CL). The heart of the race, though, had been ripped out early on with the retirement of Green's 158 Alfetta (no drive) and ERA R4D, which blew a piston after Mac Hulbert had made a great start to lead down to Fordwater.

Saturday's other races were won by John Harper and Martin Walford. The former's Cooper Monaco had an easy time of it in the Madgwick Cup after the sister car of Sytner suffered a stuck throttle and went for a wild, grassy ride along the pitstraight. Walford's Caddy-engined Allard J2R had to work hard in the Freddie March Memorial Trophy, Michael Steele's HWM-Jag leading until it was slowed by a gremlin; he soldiered on to second.

On Sunday, Tony Dron won the Sussex Trophy – a race that followed a familiar pattern: Ferrari 246S Dino beaten away by Aston, Chevy and Jag grunt; Aston, Chevy and Jag grunt gradually outmanoeuvred by more nimble Dino. Another Italian winner on Sunday was the svelte Alfa Romeo TZ2 which Green used to lead the Fordwater Trophy from the end of the opening lap to the flag. This was Willie's first individual Revival win.

Robin Longdon's Lola Mk2 beat the Terrier of Derek Walker to win the Chichester Cup for front-engined FJs, while the Nortons of Wayne Gardner and Jamie Whitham shared the Barry Sheene Memorial Trophy wins

In truth, it wasn't quite the same without Sheeny, but as the Spitfires gave their dipped-wing goodbyes and thrummed into a Battle of Britain sky, you sensed that he was watching – and digging a disbelieving Fangio in the ribs: next year, mate. Next year.

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*Stretton in T61 made life tough for Linney (15) and Harper (3) before retiring*



*Friends reunited: Jackie Stewart back aboard Tyrrell 001, before gremlins struck*

# HINT OF RINDT AS O'CONNELL HUMBLES F1 FIELD

OULTON PARK'S GOLD CUP MEETING celebrated 50 years of racing at the picturesque track in Cheshire, with HGPCA and FORCE events topping the HSCC programme.

With Stirling Moss, Roy Salvadori, Jack Brabham, Derek Bell and Jackie Stewart all present – along with a Bentley EXP Speed 8 and Tyrrell 001 – fans had more than just a race meeting to savour.

Rather too many non-starters took the edge off the racing, however, and the feature race for FORCE Classic Grand Prix cars became a two-lap dash after a lengthy safety car period.

Ex-Formula Three hotshoe Martin O'Connell was simply awesome in an F2 Lotus 69 and grabbed the lead from the Williams FW06 of Andrew Wareing just before the safety car period, and stayed there till the flag.

Tyrrell 001 should have been in the race after John Delane qualified on the front row, but its brakes seized on the grid – then the spark box failed. Luckily, Sir Jackie had already wowed the crowd with some demo laps.

The Lister-Jaguar of Nick Linney came out on top in a thrilling BRDC Historic Sportscar battle with the Cooper Monaco of John Harper and Martin Stretton in Alan Minshaw's Maserati Birdcage T61. Stretton drove superbly to squeeze past Harper, but when he found a backmarker in his way, contact put the Maserati out. Linney was then able to fend off Harper to win.

Frank Sytner won the HGPCA's Pre-1966 GP race, despite starting his Brabham BT4 from the pitlane.

The drum-braked sportscar race fell to the lovely Maserati 300S of Mark Gillies while other wins of note went to Edwin Jowsey (FJunior and Classic Racing Cars) and Sean Walker's Elan in a lively Classic Sports Car race.

## OFF *the* BLOCKS

THE EX-JO BONNIER BRM P25 RETURNED TO racing at Goodwood after a 15-month rebuild in the hands of marque experts Hall & Hall.

Rick and his son Rob have reconstructed the car following the terrible accident that claimed the life of Spencer Flack at Philip Island in Australia in February 2002.

With the support of the Flack family, the 1959 Dutch Grand Prix-winning car has now been restored. In the accident, the gearbox and fuel tank were wrenched from the chassis, but the chassis itself was largely undamaged.

All new suspension has been made, while a new magnesium tail section has been crafted. However, the car now has more original bodywork than at the time of the accident. Flack had set aside the original cockpit, nose and undertray, and these parts have been incorporated during the rebuild.

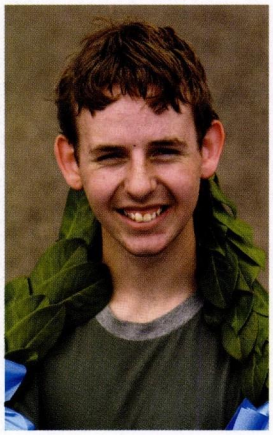


*Rob Hall guided P25 to fourth on its return to racing*

Jeff Bloxham/LAT

# INSIDE LINE

EDWIN JOWSEY



***MEET HISTORIC RACING'S VERY OWN HOTSHOE. HE'S JUST 18, YET HE HANDLES AN F5000 LIKE AN OLD PRO. BUT WHAT ARE HIS LONG-TERMS PLANS?***

**What is your racing background?**

I did six kart races to get my licence when I was 16 so that I could start racing my dad Clifford's Formula Junior Lotus 22 in 2001, which he had raced for five or six years. Last year I raced that and the Brabham BT28 in Classic Racing Cars. We had a lot of engine problems, but I won quite a few races.

**What about this season?**

I've carried on in the Lotus and the Brabham, but we've also raced the Lola F5000 a few times. We tried to race all three at the Oulton Park Gold Cup meeting, but the Lola had a metering unit problem. I won with the other two, though.

**How did you adapt to the F5000?**

After driving that, the other two seem like they're standing still! It was a big jump, but it was much easier to drive than I thought it would be. You just point it where you want it to go.

**What happens next?**

I'm halfway through my 'A' levels at the moment, but I spend all my spare time on the cars. We're racing at Spa and Le Mans in September, and then at either Silverstone or Donington in October. I'm trying to get myself noticed in historic racing, but we're thinking about switching to modern single-seaters next year. I want to make a career as a professional driver.

OLDTIMER GP: NURBURGRING

# FORD GT40 HEADS MARATHON WEEKEND

WHILE MOST OF THE ACTION AT THE 31ST RUNNING of the Oldtimer Grand Prix took place on the Grand Prix circuit, a 70-strong field of classic sports and GT cars competed on the famous Nordschleife in the AvD Historic Marathon.

Seeking to add another major historic endurance win to their growing tally, Jon Minshaw and Martin Stretton planted the former's Jaguar E-type on pole in style, but their race came to a premature end with engine dramas as scorching temperatures exacted a heavy toll on man and machine.

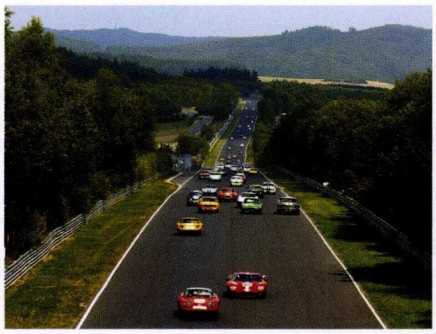
Instead, it was Chris Chiles who moved in to add to his impressive 2003 record with his Ford GT40. Coping well with the demands of the 14-mile roller-coaster track, Chiles and Pedro Passyutu romped home more than 2min clear of the rest.

Having won no less than four races at the 2002 Oldtimer, Allen Lloyd was restricted to a single victory this year. Sharing with the man who tends his race cars, Gerry Wainwright, Lloyd claimed the hour-long Pre-65 sports-racing car event in his GT40. Earlier, they had shared Lloyd's Lola T70 in the pair of European Sports Prototype races. Though Wainwright fended off the Chevron B16 of John Sheldon in the first race, Sheldon later turned the tables on Lloyd. Another brace of class wins for Michael Schryver in his Chevron B6 virtually assured him of the Pre-65 title with only one further race, at Spa, remaining.

Klaus Fiedler took a surprise FORCE Classic GP double in his Tyrrell 007. Peter Williams looked secure in his March 761 until an oil leak left him with little in the way of rear brakes and allowed Fiedler to steal ahead.

With Williams out of Sunday's race due to a misfire, Fiedler and Nico Bindels (Lotus 77) contested the lead until Fielder slid wide at the Coca-Cola Curve. Bindels tried to go round the Tyrrell, but contact sent the Lotus into the gravel.

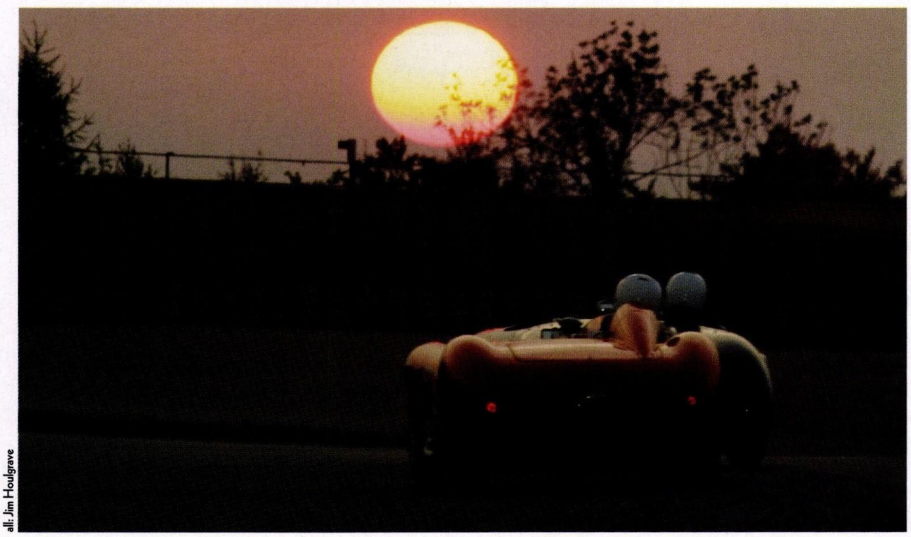
Tony Smith propelled his wonderful Ferrari Dino 246 to an HGPCA double, while Urs Eberhardt beat the British Lotus pack in Formula Junior.



*Winning GT40 follows Marcos at Marathon start*

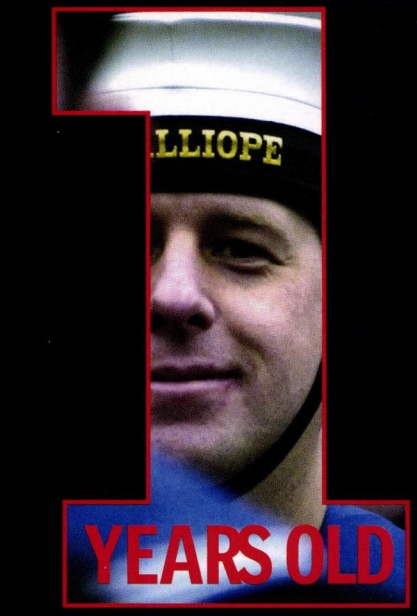


*Three variations of Connaught in HGPCA tussle*



all: Jim Houlgrave

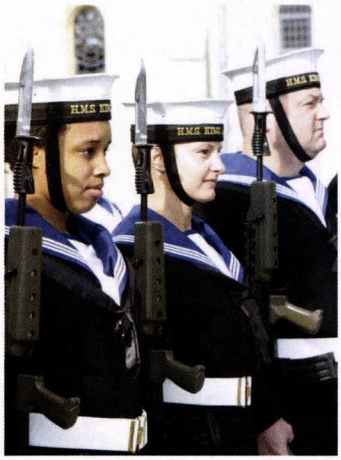
*Sunset over victorious Maserati of Jos Koster/Alex van der Lof during night race for drum-brake sportscars*

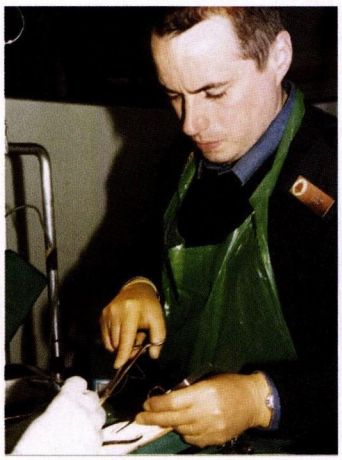







# but moving with the times





2003 is a special year for the Royal Naval Reservists. It is the centenary of the organisation, formerly the Royal Naval Volunteer Reserve, and the organisation is as important a part of the British armed forces today as it was when it was inaugurated 100 years ago.

Aprogramme of events to celebrate this landmark has been on-going through 2003 and many of the estimated 40,000 former reservists have taken part in the celebrations.

Todayês RNR is an integral part of the Royal Navy. Reservists find themselves working alongside RN personnel in a wide range of duties and those assignments take reservists to just about every corner of the globe. The organisation now numbers 3250 members, but it is seeking to grow that number to 3500 to fulfil its vital support role to the full time Royal Navy.

Being a reservist presents an opportunity to use spare time for training and serving with the Navy. This year, for instance, around 350 reservists are serving in Iraq in a wide range of duties during a special six-month tour of duty.

However, the typical commitment required of reservists is one evening a week and two weeks a year. In all, the RNR has 13 regional training centres covering all areas of the UK and reservists are paid travel expenses for attending training sessions. Each day that is completed attracts a dayês pay.

The RNR is particularly keen to recruit junior officers as it seeks to move towards its target of 3500 reservists. Anyone between the ages of 16 and 33 can apply to become a reservist and it is freely open to men and women as well as people from diverse ethnic and religious backgrounds.

Being a reservist presents many challenges, but most of all it is a unique opportunity to learn news skills and abilities and to enhance personal development. Life skills, self-confidence and mainstream career development are commonly enhanced in those individuals becoming reservists. The roles to be carried out are many and varied, including medical, nursing, communications and waterspace management. People with no previous sea-going experience are welcomed.

As well as the regular two-week stint each year, reservists also have the option of committing to a two-year full-time tour, which has become popular with reservists seeking a career or life sabbatical.

Earlier this year, the work of the Royal Naval Reservists was recognised at the very highest level. Her Majesty the Queen graciously approved the presentation of the Sovereignês Colour for the Royal Navy to the Royal Naval Reserve in recognition of their continuing support to the Regular Service. The presentation was made by Prince Charles during the largest naval parade since the second world war, when 1800 naval personnel paraded in London.

Becoming a reservist presents some unique challenges and opportunities. It could just change your life! For more details about the Royal Naval Reserve and its centenary celebrations, visit royalnavy.mod.uk/rnr or www.rnr100.com

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## Club News

THE 10TH-ANNIVERSARY LE JOG is already heading towards a capacity entry of 130 cars. Run over December 6-9, the HERO-organised classic reliability trial takes crews from Lands End to John O'Groats via some of Britain's most challenging roads.

WIGTON MOTOR CLUB WILL RUN the Kames Classic Sprint on October 5, over three laps of the Ayrshire circuit. Classes have been included to cater for all ages of pre-1975 cars, including pre-war.

THE BRITISH RACING DRIVERS' CLUB will host the Walter Hayes Trophy Meeting at Silverstone over the weekend of November 8/9. The final event in the club's 75th anniversary season, the Walter Hayes Trophy, will this year be run as a festival-style event for Formula Ford 1600 cars of all eras. The meeting will also include a race for the BRDC Historic Sportscars and two races, one a handicap and one a scratch race, recalling the traditional Eight Clubs meetings at Silverstone that date back to 1949.

THE THIRD RALLY OF THE TESTS WILL start in Cheltenham on November 14 and finish at Blackpool three days later. The Classic Rally Association event recreates the RAC Rallies of the 1950s, with a series of special tests.

FANCY RACING A LOTUS ELEVEN? Then call Beau Ideal on 01603 506526. Set up by former Lotus F1 designer Chris Murphy, this is a hire car company with a difference. For your £3114, they will throw in an experienced mechanic, too. For more information visit its website: www.beau-ideal.co.uk

BROOKLANDS IS TO APPEAR IN its own movie! Based around a mechanic who joins Thomson and Taylor and eventually helps John Cobb set the Outer Circuit record, it is hoped that filming will start next year. For more info visit: www.brooklandsthemovie.co.uk

SHELSLEY WALSH FESTIVAL

## EUREKA! FRANKLIN HITS A HIGH NOTE



*Donald Day lights R14B's Dunlops*



both: Jim Houlgreave

*Graeme Wight Jnr drove March 701*

DAVID FRANKLIN SET A NEW CLASSIC record during the three-day festival of hillclimbing at Shelsley Walsh in August. Aboard the glorious Ferrari 212E of Carlos Monteverde, Franklin thrilled a huge crowd by blasting the 1969 European hillclimb car up the side of the Teme Valley in 29.70sec.

"I'm very lucky that Carlos allows me to bring the car to events like this," admitted the former British hillclimb champion. He then trimmed nine-tenths from the previous mark held for nine years by the Brabham BT21C of Tim Barrington.

Against the backdrop of the race to raise funds to secure the venue's future, the annual Festival was a huge success, with thousands of fans lining the historic hill to witness the action. However, during Friday's practice runs there was a bit too much action when Brian Gray vaulted his Hardy Special over the bank at the Crossing and was lucky to escape unscathed after being thrown out.

Mac Hulbert and R4D continued their stunning Shelsley form to win the ERA class, although they were a little outside their record-breaking pace of five weeks earlier.

Having won the Classic class on Saturday, Franklin stayed for Sunday's event and added victory in the non-road going Ferrari/Maserati class.

Other notable classes on Sunday included the Shelsley Specials, which was predictably dominated by the Gould 84G of Sean and David Gould, while the 'Snapshot of 1973' class fell to the Chevron B25 of local driver Keith Harris.

To wide appreciation from the crowd, Chris Drake became the first man to compete at the hill in a 250F Maserati, while the versatile Martin Walford split his time between the rare Scirocco F1 and the Jim Robbins Special, a veteran of five Indianapolis 500s in the early 1950s.

In the British championship runs Graeme Wight Jnr got to within 0.03sec of the 24.53sec record he had set in June.

VSCC: HAREWOOD

## HULBERT SHOWS SOME TRUE YORKSHIRE GRIT

MAC HULBERT CONTINUED HIS STRONG run in R4D by scooping FTD at the inaugural VSCC Harewood hillclimb. His 68.29sec ascent of the Yorkshire venue came just two months after his pre-war record-breaking exploits at Shelsley – and again confirmed him as the club's current pacesetter.

Practice times confirmed that the FTD was really a two-way contest between Hulbert and James Baxter's Alvis-engined Frazer Nash single-seater. In fact, Baxter edged R4D in the morning, but when it mattered Hulbert upped his game on his first run, wailing the ERA spectacularly through the claustrophobic farmyard section. Undeterred, Baxter pushed very hard and was only a quarter of a second slower.

Another mighty performance from Brian White (Frazer Nash TT Replica-BMW) saw him win the sportscar class with a time just outside the 70sec mark. The event was a chain-drive extravaganza – Trevor John's AC/GN Cognac topping the vintage times.



both: Bill Alloppy/Revkers

*Talk about torque! V10 Delage lets rip (above). R4D had to dig deep (below)*



Michael Windsor-Price headed a good Edwardian field in his fabulous Mercer Raceabout.

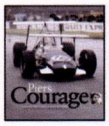
The club's move to Harewood was rewarded with an entry of over 110 cars spanning 16 classes, and the success of the event points towards a permanent slot in the calendar.

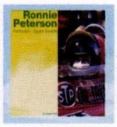
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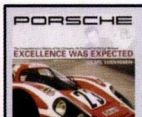
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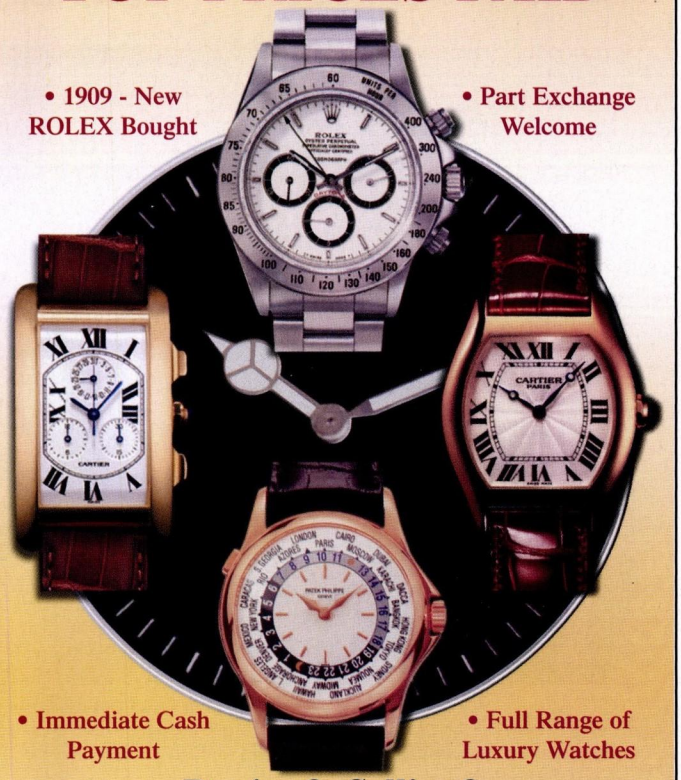


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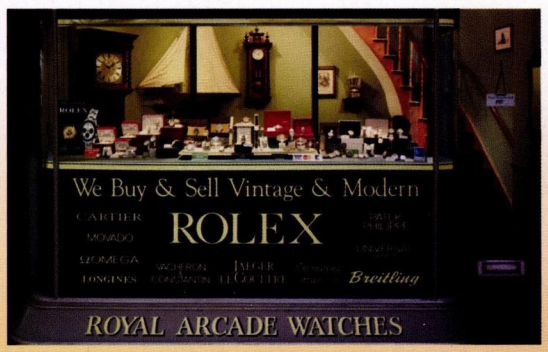
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## reports in brief

FROM A MODEST GRID, JOHN HARPER claimed another BRDC Historic Sportscar victory at Snetterton in his well-sorted Cooper Monaco; a week before the high-profile Oulton Park Gold Cup race, not too many drivers could be tempted to East Anglia for a 20-lap contest. Harper's pace was more than enough to see off the Lister-Jaguar of arch-rival Nick Linney, who found his mighty 'Knobbly' consuming its brakes on a very warm afternoon. Bob Gilbert's Lister-Jaguar was a distant third.

* * *



Jim Hodgrave

PETER FLOOD (ABOVE IN 4.5-LITRE Bentley) won the main handicap race at the annual Bentley Drivers' Club meeting at Silverstone. However, little more than a second split Flood from William Medcalf at the flag. Other winners included David Brock-Jest (Lagonda LG45), who took the Pre-War Bentley, Lagonda and Aston Martin Team Challenge event, while Morgan three-wheeler driver Bill Tuer beat Adam Stacy-Marks's turbo V8 Bentley Special in the Vintage and PVT Scratch race.

* * *

JUSTIN LAW (JAGUAR XJR-10) AND Martyn Konig (Porsche 956) shared the spoils as the Group C cars raced at the A1-Ring in ever-changing weather. With fellow front-row man Chris Randall absent from the first race after his Nissan NPT-90 lost an engine in qualifying, Law soon moved ahead of Nigel James (Porsche 962) to claim the first win. However, major gearbox problems forced Law to miss the second race. Nick Randall (Porsche 962) led until spinning on the last lap, which handed victory to Konig.

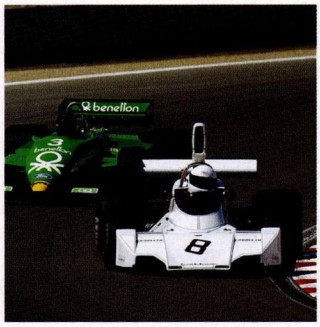
MONTEREY HISTORIC FESTIVAL: LAGUNA SECA

# BRABHAM CLOCKS UP ROLEX WIN



both: Peter Brock

*Le Mans-winning MkIV was part of incredible gathering of Ford racing cars*



*Marvin's Brabham scored F1 victory*

CALIFORNIAN RACERS DOMINATED THE Formula One event during the 30th Rolex Monterey Historic Automobile Races at the Laguna Seca circuit in August. From a 27-car grid of 3-litre cars, Dan Marvin claimed victory in his Brabham BT44 from the Tyrrell 011 of Jim Busby and the Tyrrell 009 of Rick Knoop.

Rod Jolley made the trip with his Cooper T45/51 and won the Pre-1965 single-seater race from the Lotus 22 of Tom Claridge, while Rob Hall claimed fifth in his Cooper T51 behind the mighty 1960 F1 Scarab of American Don Orosco. Having jumped into his Lotus 15, Orosco then took victory in Sunday's up-to-2.5-litre sports-racing car event.

A magnificent field of over 40 Bugattis was a real highlight of the weekend and European visitors led the way as German Michael Gans won in his 1928 T35B. The similar cars of British racers Allan Rippon and Mike Preston both claimed top-five finishes, with Rippon taking second at the expense of San Franciscan Charles McCabe in his later T59.

AC Cobras dominated the GT race with Phil Gallant's 1964 example leading home the Shelby Daytona version raced by Le Mans legend Derek Bell. The field also included 10 Shelby GT350 Mustangs.

Other notable winners at America's most important historic racing weekend included Mark Gillies, who beat Ian Landy by a whisker in a battle of the ERAs, and Bill Murray in one of nine Ford GT40s in the over-2500cc sports-prototype contest.

HERITAGE GTS ROUND-UP

# MIGHTY ASTON V8 LEADS CHEVY CHASE



both: Jakob Ebrey

*Opponents' view of Chevy Camaro*



*Thurtles' Aston has proved Brits know a thing or two about making V8 racers*

THE CAMARO OF ANDY ROUSE AND Pete Hall continues to set the pace in the Heritage GT events that have become a very popular support to the British Touring Car Championship.

At Brands Hatch in late August, they had to race hard to overcome a concerted challenge from the similar car of Alec Hammond and John Young to win the 30min two-driver race. Only in the closing stages did Rouse finally battle ahead after Young put up a spirited defence. However, in the 20-minute sprint, a stirring performance from Arthur Thurtle kept his Aston Martin V8 narrowly ahead of the Chevy, despite the best efforts of Hall.

Rouse/Hall bagged two more wins at Donington Park in early September, but this time it was young Stuart Hall at the wheel. Racing his father's car for the first time, the teenager was hugely impressive as he went head to head with Boysie Thurtle in the sprint race and fended off a mighty challenge from the Aston Martin. A spin for Thurtle at the Old Hairpin settled the matter.

In the longer race, Rouse shared the Camaro, but Hall had already done the hard work by establishing a comfortable lead before the pitstops.

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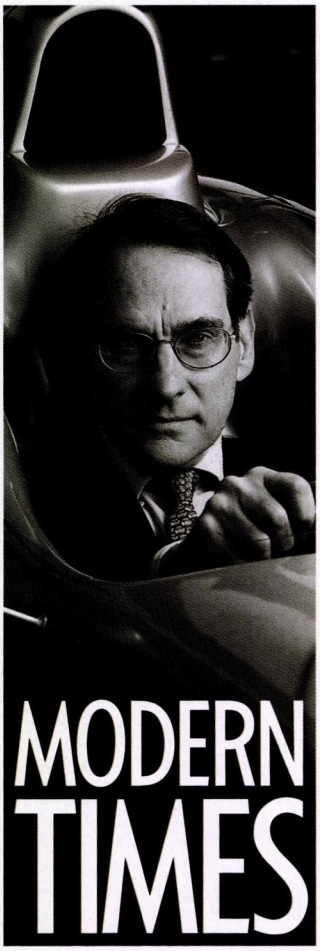
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# MODERN TIMES

NOW'S THE TIME FOR PEOPLE WHO noticed Fernando Alonso's prowess in his first grand prix, in Australia with Minardi back in 2001, to say they told us so. He was 19 then, and he qualified an impressive 19th ahead of a Jaguar, a Prost and the other Minardi, finishing a sturdy 12th in front of the troubled Benettons. With Juan Pablo Montoya and Kimi Raikkonen both making their F1 debuts the same day (Enrique Bernoldi, too), the chubby-faced lad in black-and-white overalls didn't make a big blip on most people's radar. But interestingly Jenson Button, by then a one-season veteran, was quoted as saying he thought Alonso the most promising of the four rookies.

Now, less than 18 months later, Montoya and Raikkonen are harrying Michael Schumacher in the world championship standings, Bernoldi has sunk without trace, while Alonso, having spent 2002 as a test driver and thus with only 30 grands prix under his belt, is being spoken of as the next Ayrton Senna. In Hungary his Renault was so far in the lead after nine laps that he asked over the radio, "Where are the others?" The others were 16 seconds down the road, queueing behind Mark Webber's Jaguar. But even when the pitstops opened up the order, Alonso was still comfortably controlling the race, which he effectively led from start to finish. He kept up a blinding pace, made not the slightest error in the entire distance, and by the end he'd lapped Michael Schumacher's Ferrari.

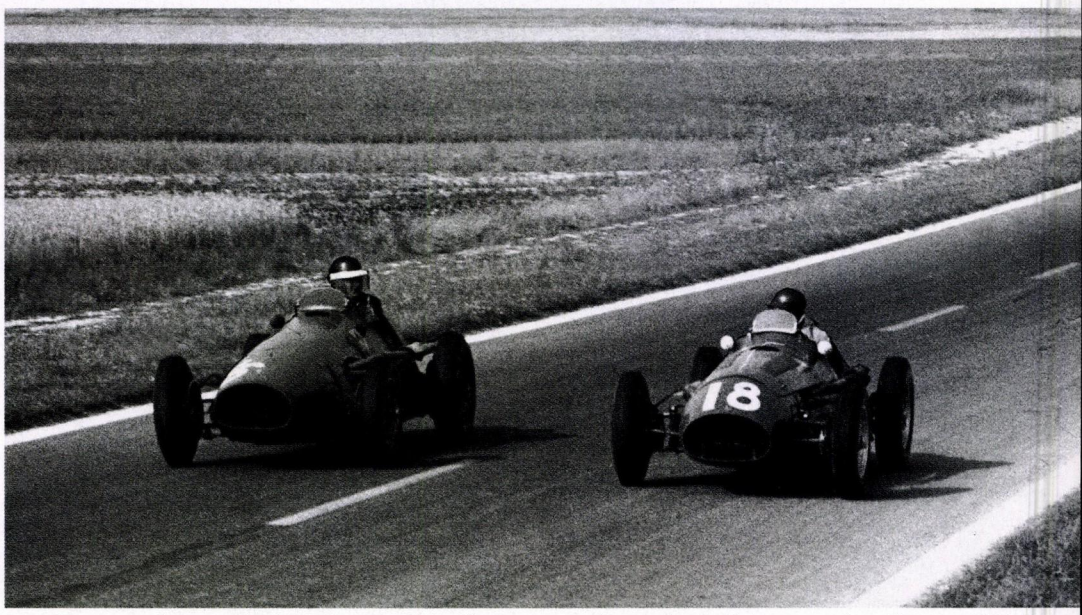
The comparisons with Senna come from those who work with Fernando. They point to his confidence, his focused concentration on every detail of the job, his ability to deal with pressure, and the way he files away in his mind everything that happens, in case he can benefit from it in races to come. Then there's his speed, of course, and his determination: remember how he held his ground against that aggressive chop from Schumacher at Silverstone. What is most different to Senna is his relaxed, cheery disposition at races. His management relationship with Flavio Briatore means he will certainly stay with Renault for now, but – along with the other two youngsters on the Hungary podium, Raikkonen and Montoya – he is very much one of a new generation which represents the future of F1.

Hungary was a great race for the statisticians: it was the first F1 grand prix victory for a Spaniard (Fon de Portago's best result was second at Silverstone in 1956); it was the first win for Renault as a chassis manufacturer for over 20 years, and the first for six years for Flavio Briatore's ex-Benetton team; and, of course, it made Alonso the youngest driver in history to win a world championship grand prix. Already the youngest to earn an F1 pole (Malaysia in March), he'd had his 22nd birthday just 26 days before Hungary, and so he beat Bruce McLaren's record from the 1959 US Grand Prix by 78 days.

In fact, age was very much a talking point after Hungary. The average age of the three drivers on the podium was 24 years 7 months, also a record. Apart from Schumacher, everyone in the top five in the current championship points table is under 29. Michael, at 34, is the third-oldest man on the grid, after Panis and Frentzen, and the oldest winner this year. Coulthard and Villeneuve, both at 32, come next: Villeneuve may not find another berth in F1 next year, and Coulthard's new contract only gives him one more year at McLaren.

Everybody is younger these days – the policemen, the politicians, the musicians, the teachers, the company directors, the sporting heroes. In 1953, when a young Mike Hawthorn beat Fangio to win the French Grand Prix at Reims, it caused a major sensation, and he was already 24.

In 1950, the all-conquering Alfa Romeo team of Farina, Fangio and Fagioli, who finished 1-2-3 in the world championship, had a combined age of 135 years. Fangio's epic drive at the Nürburgring in '57 came at the age of 46, and Jack Brabham won




Klemantaski Collection

***Hawthorn caused a sensation in 1953 - not only had he beaten Fangio (18), but he'd done so at the callow age of 24***




*Fernando Alonso celebrates replacing Bruce McLaren as the youngest driver to win a championship GP – so far*

a grand prix at 43. More recently, Nigel Mansell was 41 when he won for Williams in Australia in '94. Emerson Fittipaldi won the world championship at 25 – which remains a record – but he was still racing successfully in Indycars in his late 40s.

Today, drivers arrive in the lower single-seater formulae in their mid-teens, already schooled in car control and aggression after several seasons of karting. With the right talent, the right backing and, in particular, the right management to steer them through the piranha-infested waters to Formula One, they can be veterans of 40 grands prix, and millionaires, by the time normal people are just leaving university. In fact, the really successful drivers make so much money so quickly that their appetite for the peripatetic life of an F1 person tends to be sated by the time they reach their early 30s – either that, or by then the younger men are starting to show them up and take all the good seats.

But equally, a lot of good talent is destined not to find that vital backing and management. For these men the F1 chance never comes, and instead they make a career in American racing, or in sportscars, or get out altogether and do something else.

Twenty years ago the process was very different, and somewhat more haphazard. The man who is still the youngest to get onto an F1 grid, New Zealander Mike Thackwell, was just under 19 years and 6 months when he took the aborted start for the 1980 Canadian GP. He undoubtedly had plenty of raw talent, but he had no manager, no mentor, no-one to advise him. His four F1 chances produced one crash, two DNQs and a retirement. He returned to Formula Two, where he dominated the championship, and was fast but unlucky in the early days of Formula 3000 before turning his back on racing. Now in his 40s and living the simple life, he has no regrets: but he says that he had no idea what was happening to him when F1 came knocking. For him, it just all happened too early.

Today, any F1 newcomer has to make his debut in a glare of publicity. When Anthony Davidson had his first race for Minardi in Hungary last year, not much was expected, but even so it was a big story for the British media. Ralph Firman's practice accident in Hungary this year gave Zsolt Baumgartner his own chance to get into the history books as the first Hungarian driver in F1 – although not the first in grand prix racing: Ferenc Szisz won the first grand prix of all for Renault in 1906, and in the race control tower at the Hungaroring there is a plaque commemorating his exploit. But in neither Davidson nor Baumgartner are we likely to find another Alonso.

As I write, there are three races to go in this enthralling season, and a new row is brewing. Bridgestone thinks that Michelin's tyres may be the legally permitted width at the start of each stint, but by the end it reckons they've worn wider. The FIA has issued a stern letter saying it will now measure tyre width after the race as well as before, and it may be that Michelin will be forced to change its tyres' specification before Monza. Its tremendously effective rubber has certainly caught Bridgestone napping in recent races, and Ferrari's woes have been more due to lack of tyre competitiveness than anything else.

But for Monza, whatever Michelin does, the Japanese firm is preparing something new, even to the extent of taking risks with the specification. At this stage of the season, says technical manager Hisao Suganuma, "It makes no sense to be conservative." He is probably also doing a rain dance, because Bridgestone's wet-weather tyres arguably have an advantage over Michelin's. Rain is not likely at Monza and Indianapolis, but it is at Suzuka.

It's to be hoped that any argument off-track about tyre regulations will not compromise the entertainment on-track, for we are currently enjoying the closest world championship battle in a long, long time. Going into Monza, just two points cover the top three. McLaren, having abandoned all intentions of racing its new car this season, is hanging some of its bits on the current one, and Ron Dennis believes Kimi can win the title. Montoya is probably most people's favourite to become champion, but you can never, ever, reckon without Michael Schumacher.

One odd feature of the last three races is that each has been totally dominated by one driver, and each time it's been a different one, in a different car. Barrichello's Ferrari was in a class of its own at Silverstone; Montoya's Williams ran away and hid at Hockenheim; Alonso's Renault was untouchable at the Hungaroring. Last year Formula One was in the doldrums because it was so predictable. You can't call it predictable now. ■

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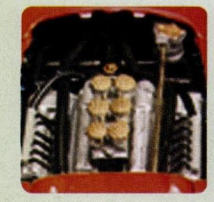
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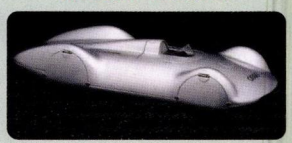

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all: LAT

# MY ONLY GRAND PRIX

## 1980 BELGIAN *at* ZOLDER *by* TIFF NEEDELL



**How did the drive with the Ensign team come about?**

The seat became free after Regazzoni had suffered his accident at Long Beach. I had connections with both Unipart and Ensign from before so I was on the phone, as tactfully as I could be, as soon as possible.

Jan Lammers was hot property having qualified the ATS fourth at Long Beach, and [team boss] Mo Nunn was very taken by Mike Thackwell and was chasing him for a two-year deal. They went for Thackwell initially and he did the test at Zolder, but then turned the drive down. So I was rushed in and given half a day's running at Donington to prepare for my GP debut.

**Was it a struggle to qualify?**

I only had one qualifying session because the second was wet – in which I ended up 14th fastest. But in the dry I qualified 23rd out of 27 entries.

The worst thing was that it was a one-car team so I had no-one else to back up what I was saying about the problem with the chassis. I found that when I went over the left-hand crest after the chicane the steering was going all stiff and tight. I was told that Clay never complained of understeer, that he always talked of oversteer. I replied, "Well, it's bloody understeering now!"

At the end of the year they realised that, after 200 miles, the monocoques were going soft, twisting and seizing the steering rack. It was so frustrating not having a team-mate to corroborate my viewpoint. When Lammers got in the car after me he failed to qualify for four races on the trot!

**Your race itself only lasted 12 laps – what do you remember of it?**

I don't remember much, actually. I do recall sitting on the grid and humming the *Grand Prix* signature tune. I was caught up in the romance of it all – I just loved the sport, the history, everything.

I was sandwiched on the starting grid between the Fittipaldi cars, and I had a little dice with Emerson – my schoolboy hero – for last place. I got up to 19th and then the engine failed.

**You then went to Monaco, but failed to qualify...**

My greatest achievement in my entire racing career is that I qualified for the Monaco GP in the wet on the Thursday. Only 20 got in and I was 19th, one place behind Prost. So I spent all of Friday praying for thunderstorms on Saturday but to no avail. It was dry on Saturday and I ended up 26th after stuffing into the wall at the Swimming Pool.

**How did you find out your time was up with Ensign?**

All the time at Zolder there were these little meetings with Lammers going on, so I knew it was fairly temporary accommodation. Then the week after Monaco they tested Brian Henton. It was all a question of them not believing me about the chassis.

**Despite the frustrations, are you glad you got that one chance?**

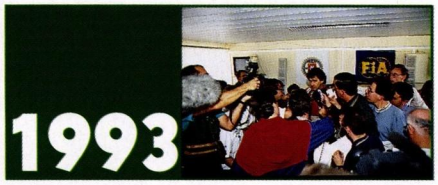
I'm hugely delighted. It sounds a bit stupid to say you're a grand prix driver when you only did one, but I can assure you, if you're the man who's done it, it makes a huge difference.

## *My hero* BY CLIFF ALLISON

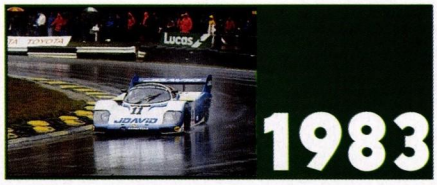


"It has to be Fangio. I took Lotus's USA representative to the 1957 French GP at Rouen and went with him to the bottom of the hill to watch something very special: Fangio plunging down there in a 250F in a 140mph four-wheel drift. On the first lap he must have seen me standing there in my race kit because the next time he went by he gave us a wave, still drifting the car at 140mph. He went on to win that race, while Luigi Musso recorded the fastest lap. I only raced against Fangio once, at the French GP the next year at Reims, and before the start we had a pretty good idea it was to be his last GP. He announced his retirement after the finish – and Musso had lost his life."

# THIS MONTH IN



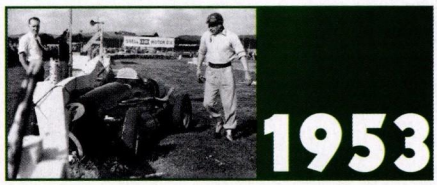

***Alain Prost (above) seals his fourth world title at Estoril and then quits F1, allowing Ayrton Senna to move to Williams. McLaren fails to lure Michael Schumacher from Benetton, but signs a deal to use Peugeot V10s. Nigel Mansell wins IndyCar crown.***



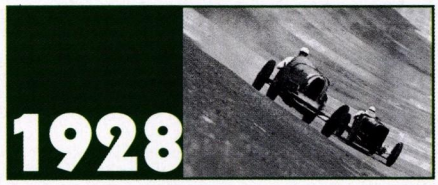

***Nelson Piquet dominates the European GP at Brands. British interest is strong, with Mansell a tigering third for Lotus and Derek Warwick's Toleman fifth. A week on, the latter returns to the track to win the 1000Km in a JFR-run 956 (above).***




***After Peter Revson's controversial Canadian GP win, F1's North American leg turns sour when François Cevert (above) is killed at Watkins Glen. A week later, world champion Jackie Stewart retires, and Emerson Fittipaldi quits Lotus to join McLaren.***




***The BRM V16s are soundly beaten by Mike Hawthorn's Thinwall Special at Goodwood, with Ken Wharton's spin at Woodcote causing Tony Rolt (above) to go off in avoidance. A week later Stirling Moss breaks his kneecap at Castle Combe.***




***Kaye Don's Sunbeam takes two wins in the BARC's season finale at Brooklands, the first after a lengthy tussle with Staniland's Bugatti (above). Launched a week earlier is Britain's first motor racing film, Smashing Through, which featured the Track.***

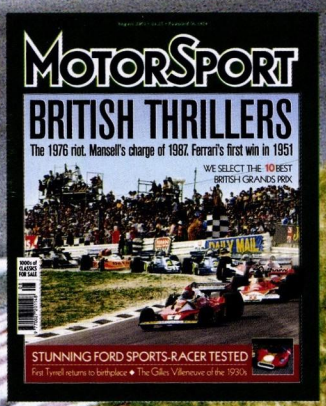
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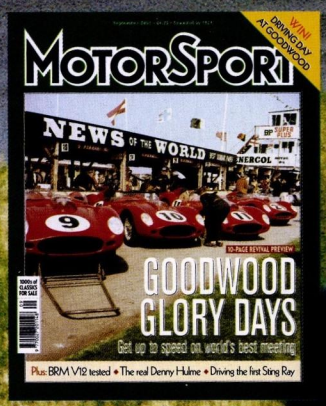


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# LEGENDS

## GERHARD BERGER

A COUPLE OF DAYS BEFORE THE REVIVAL Meeting at Goodwood, BMW held a splendid lunch in honour of Gerhard Berger, who – for the moment – has left the world of Formula One after 20 years, first as a driver, then as BMW's competitions director. To commemorate the occasion, we were each given a model of the Benetton B186-BMW in which Berger won his first grand prix, in Mexico in 1986.

"Ha! I remember this car. Fantastic horsepower. I really loved the turbo era, particularly with qualifying boost: top of the hill at Monaco, into Casino Square, and you got wheelspin in top gear, even in the dry.

"We had a good season with that car, but it could have been better. They slowed us down the whole time because the new concept of engine – laid on its side in the Brabham – did not work and so they never gave us the power because we would have been far ahead and, politically, they could not have the old engine in front of the new one."

It was that kind of occasion, a time for reminiscing. And it dawned on Gerhard that he was talking about nearly 20 years ago, a worry for one who always claimed to have little or no interest in the past. The following day, he was due to handle a variety of different machines at Goodwood: Nick Mason's 1962 Ferrari 250 GTO, Lord March's '63 Ford Galaxie and – undoubtedly closest to his heart – the ex-Sheene Yamaha 500 of '81: Barry, who died earlier this year, was among Gerhard's dearest friends.

"I've never really been into 'old cars'," he grinned, knowing his words would appal us, "but people say this GTO is really special. What's it look like? It's an open car, or what?" To his delight, we rolled our eyes in horror. "What I am really worried about is damaging it," he went on. "Nick's a good guy, and they tell me a GTO is worth millions." Indeed so, we said.

A couple of days later, though, I watched him at Goodwood, getting the hang of the car, drifting it beautifully through St Mary's, and clearly enjoying himself. "It's lovely to drive, I must say. Beautifully balanced. The most difficult thing was getting used to shifting gears again – it's a long time since I had to do that in a racing car."

Berger retired from driving at the end of 1997, a year which contained a great deal of personal trauma. Contracted to Benetton once more, at midseason he missed three races following surgery for a persistent sinus problem, and then his father, to whom he was very close, was killed in a light aircraft accident. Gerhard returned to the cockpit at Hockenheim, awash with emotions of every kind, not least a determination to silence those who murmured he was past it. This was the old Hockenheim, with its long, flat-out stretches and fast chicanes: Berger started from pole and dominated the German Grand Prix. "He may be the oldest guy in F1," Martin Brundle commented admiringly, "but he's still the bravest."

"That was a very special race for me," said Gerhard. "All that weekend I felt I was somewhere else – this speed was just coming, coming, you know, and I didn't know from where. There was so much in my mind – losing my father, and the fact that no-one believed in me any more. Everybody was saying, 'Yeah, he's a nice guy – but why doesn't he stay at home now and let some young guy drive his car?' I was very pissed off: it was time to remind everyone of what I could do.

"By that time, I already knew I was going to stop at the end of the year, and actually what I really wanted to do was go up to the podium and say goodbye. But then I realised how much money I would lose by doing this, and I wasn't a strong character at that moment. On the one hand, I was angry with myself for being weak: I should have said, 'Okay, who cares about three million dollars?' But on the other hand, I said, 'No, no, no, I'm not giving that up!'"

If his first and last F1 wins came at the wheel of a Benetton, the meat of Berger's career was spent with Ferrari, for whom he drove in 1987-89 and '93-95, and McLaren, where he partnered Ayrton Senna in '90-92. Was life as Senna's team-mate difficult?

"No," he answered, "it was okay."




both: LAT

***Down Mexico way: running non-stop on Pirelli tyres, Berger scored his first GP victory aboard the Benetton B186-BMW***

Pause. "Once you understood you couldn't beat him, it was okay!

"The thing about Ayrton, that put him on a separate level, was that he didn't respect any conditions. In qualifying, I would go out, set third-fastest time and say, 'That's it. The two Williams are ahead, they're quicker than we are, so that's the best I can do'. For Ayrton, though, the Williams did not exist. In his mind, the only thing that existed was himself – and he had to be first. And, you know, by this thinking he was able to create a *power*. That's the only word I can use. There would be a car that, on paper, was a second a lap quicker, and you knew you couldn't beat it. Ninety-nine per cent of drivers will accept that and say, 'Well, next week we'll have a new engine and we'll be right up there.' For Ayrton, no. He'd say, 'I have to be the quickest' – and he'd do it! It wasn't that he was dreaming. He did it! And it would be the same in the race."

In the course of his three years at McLaren, Berger learned a great deal from Senna, but he believes that Ayrton, too, benefited from their partnership. "As people, we were entirely different, which is probably why we became friends. For sure, he had strengths where I didn't, but I think it was true the other way round, too. I could always easily separate working time from free time, but Ayrton could not do that, and I think, when I arrived at McLaren, I made him even stronger, because he became freer. I believe, through me, he learned to laugh, and then he began to do the same things I did. He seemed to discover a sense of humour, as if it was something he had had all along but never used."

Berger thinks Senna and Michael Schumacher are very similar, in terms of working practices with engineers, team-mates and so on. "The only difference is the personalities: one was a Latin, the other is a cold German."

If his victory at Hockenheim in 1997 was emotionally the most satisfying of his life, Berger's best from a driving point of view came in the '87 Australian Grand Prix – perhaps because it involved a fight with Senna.

"For a start, that year's Ferrari turbo was my favourite of all the cars I ever drove – it just suited me so well. I won at Suzuka with it, and then we went to Adelaide; I got pole position and led from the start. But I had a fever that weekend, and it was also very hot.




***Berger's second spell at Benetton was difficult, but he dug out one more victory***

Ayrton started catching me and, physically, I was completely finished, but I really wanted to beat him – and also I was in the middle of doing a new contract! Ayrton was still coming, so I put the boost up to make him think that I could easily respond – and he backed off. Then I reduced the boost again, and I couldn't go quick any more because I was f*****! Anyway, it worked."

In the course of 13 seasons of F1, Berger drove in 210 grands prix, and qualified either first or second in 32 of them. That being so, one might have expected him to have won more than 10. He doesn't disagree.

"When I think of my driving career, more than anything else I think about what I screwed up. With the talent I had, I really should have done more, I think. Okay, there were some races I should have won and didn't, like at Estoril in 1987, when I spun under pressure from Prost in the last few laps, but I don't really mean things like that – they happen in racing. What I'm really talking about is being just too busy in my young years. For example, when I arrived in Imola this year, I thought to myself, 'Why didn't you rent a house here, stay close to Ferrari, learn Italian?' But it was always much more important for me to get back to a girl somewhere! It was a great life, but I could have done better."

Given that he was always something of a hedonist, when Berger accepted BMW's offer to become its competitions director, many viewed his appointment with scepticism. Gerhard would not, they suggested, take it seriously, would play at it until it bored him. In point of fact, they were entirely wrong, and Ron Dennis was one of many to acknowledge his surprise at his diligence in the new role.

"I never thought of myself as lazy when I was a driver, but 80 per cent of the people in the paddock would have said that. They'd say, 'Oh, he likes to go the beach, he likes girls, he's naturally talented, so he can do it without a lot of effort; he does his race, but otherwise isn't very interested – he only wakes up when it's the time of the year to do the next contract!'

"I knew I had this image – and I didn't care. Somehow it fitted me. I think in F1 everyone gets a role: Prost had his, Senna had his, Lauda had his – even Mansell had his role! And I had mine, and I was quite happy about it. But people never seemed to realise that, once a race weekend was over, I was involved with my father in the family transport company a lot of the time, and I did all my deals myself. I was playing around in a lot of other small businesses. I was always behind a desk somewhere."

If he loved his time as a driver, Berger also immensely enjoyed his years with BMW, working with Frank Williams and Patrick Head. "There's always been a lot of friction in the relationship, but that's just because both parties are quite tough: if one side screws up, the other tells them to their face, but it's the only way to be successful in this business. So long as it isn't personal, I think it's the right way to operate.

"I really like Patrick. He is a guy who is really straight, who tells you everything to your face and has a very good sense of humour. As for Frank... well, he's a bastard – but a good one! Whatever he's doing, he's trying to push to the limit. I admire him so much: his discipline, his fighting spirit – he is *really* tough."

As of now, though, Berger is preparing to take it easy, at least for a while, having declined to renew his BMW contract. Simply, he says, he has got tired and feels the need for a break.

"It's difficult for some people to understand that you just get tired. First, there's consistent pressure in this business, and that's not nothing, you know? The worst thing, though, is the travel – and I have my own plane, so people are going to think I'm crazy!

"But if I miss it, I'll be back in it one day – and I'll be surprised if I do not miss it..." M

# A SPECIAL TALENT, BUT NOT A PLAYER

***SOMEHOW WE ALL FELT WE KNEW RONNIE PETERSON. IN FACT, ALL WE REALLY KNEW ABOUT THIS SHY MAN WAS THAT HE COULD DRIVE THE WHEELS OFF ANY RACING CAR. THIS EXTRACT FROM JOHNNY TIPLER'S NEW BOOK – FORMULA ONE SUPERSWEDE – SHEDS LIGHT ON THE MAN BEHIND THOSE AWESOME DRIFTS***

photography by LAT

The group of glamorous figures watching the racing from the inside of the hairpin caught my attention. This cool coterie at the Mallory Park round of the 1973 European Formula Two Championship consisted of Tim Schenken, Dave Brodie, Frank Williams – and Ronnie Peterson. Tall, blond and sporting a full-length fur coat on this occasion, Ronnie didn't look like a racing driver: a six-footer with a boyish face, gangly yet graceful. But all his racing life fans revered him: boy racers, regular guys and beautiful women exalted him because of his sublime talent. He was the iconic driver's driver of the '70s. Denis Jenkinson described him as, 'Not one for trailing around disconsolately at the back of the field, wittering about his tyres or his engine or the handling of his car. He is a racing driver of the best sort.'

Ronnie combined phenomenal talent with absolute commitment and uncompromising bravery. "There were so many times when you'd be in awe," says Lotus F1 mechanic Keith Leighton. "During practice at Silverstone in 1973, Jackie Stewart came into the pits and said, 'You want to go and watch your driver come through Woodcote.' Ronnie had just gone out so I knew he was going to do four or five laps – so we went haring down to Woodcote. Next thing, I'm watching him through Woodcote: completely flat, sideways. Stewart's raving, he has never seen anybody with that much commitment. To see a multiple world champion so excited, like a kid, was unbelievable. That was the ultimate compliment."

Ronnie was a physical driver who threw the car into a bend. And it was his ability to balance it on the throttle that made him so outstanding. Apart from the oft-cited Woodcote, another corner where he was utterly spectacular was the 180-degree Curva do Sol at Interlagos. "He would go through it with the car balanced on the throttle," remembers John Watson, "and there'd be no tyre smoke coming off the outside wheel because he had the car so well balanced. It was a hell of a thing to do. But it is hard on a car..."

Perhaps Ronnie's aggressive use of oversteer compromised his chances of winning in a fragile car over a GP distance, but it was the reason why he was so incredible to watch. The more astute managers, drivers and mechanics acknowledged his genius at the wheel, but their admiration was tempered with a realistic appraisal of his flaws. In the early days, the charger lacked the strategic skills to go the distance, pushing vulnerable components to breaking point. Later, the quiet man did not come to terms with the political nous needed in the Formula One bearpit until it was too late. And finally, though he was immensely popular in the paddock, Ronnie never quite managed to consolidate a team around him. Watson: "Ronnie was 100 percent racing driver. But your ability in the car is the least part of the process. It's the ability to ensure ➤

all album photos courtesy of Nina Peterson

1969 - FALKENBERG



REINE o RONNIE



REINE LENA RONNIE

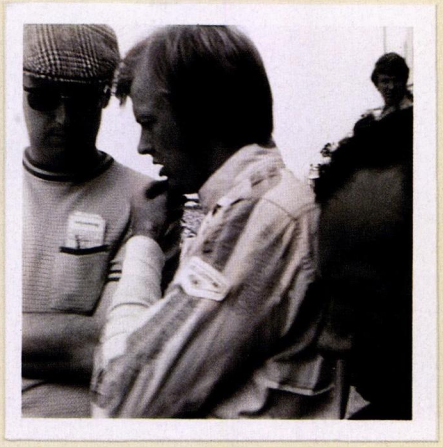


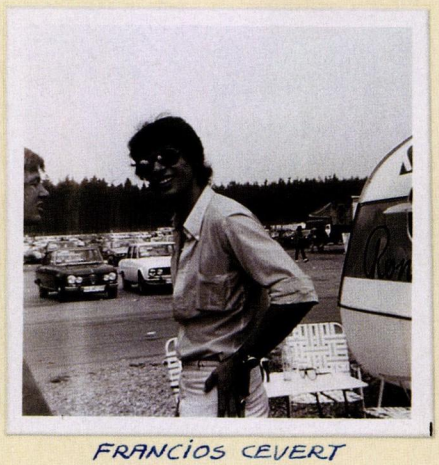
DONNIE LENA o OVE

***Ronnie's big local rival was Reine Wisell. Here their Tecnos line up on the front row; Ronnie took the spoils this time; Ove Hedlund was Ronnie's mechanic***

*The once mighty Lotus 72 was soldiering on as late as 1975. Ronnie wrings its neck in front of his home fans, but finishes a lowly ninth at Anderstorp*

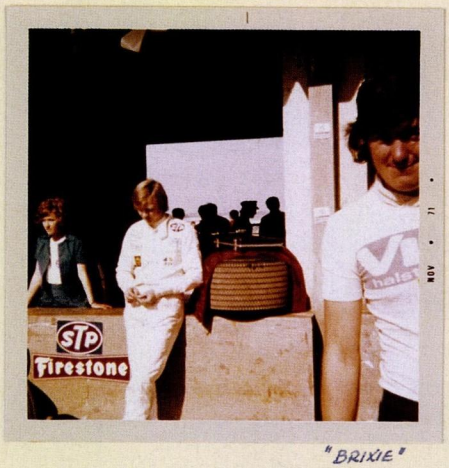






FRANCIOS CEVERT

*New team signs new star: March's Max Mosley gets autograph in 1969; Ronnie spent 1970 with Colin Crabbe's privateer outfit; outside Ronnie's caravan - flash!*




"BRIXIE"




KEITH

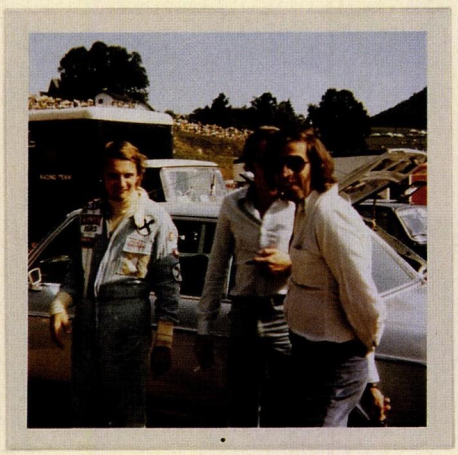



GUARAJA

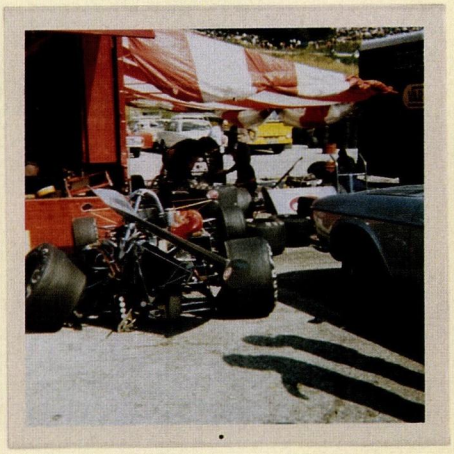
***At the end of 1971, Ronnie contested the F2 Torneio in South America for March – with help from Peter Briggs and Keith Leighton; but it wasn't all hard work!***



*Peterson sprang to prominence in 1971 with four second places in the works March 711. On this particular occasion, at the Nürburgring, he finished fifth*







***Niki Lauda was Peterson's 1972 March team-mate in F1 and F2. This is a round of the latter at the Salzburgring; Ronnie's day ended with a crash in heat one***

that you get a team's undivided attention: Jackie did it at Tyrrell, Mario at Lotus, Lauda at Ferrari. But they also have to have the ability to see that there are some drivers who are better than they are. Emerson realised that the writing was on the wall as soon as Colin [Chapman] signed Ronnie. From that point, he was probably looking not to 1973 but to '74, and onwards. Emerson realised that he couldn't beat Ronnie, who was a naturally faster driver, but Emerson might have been a more intelligent man in a race car."

It's often implied that Ronnie lacked the intellectual equipment and mechanical knowledge to be a champion. But that's not what Robin Herd, designer and co-founder of March, thought: "People knock him and say he wasn't very bright, but that's just not true. He was a smart guy, easy to work with and a competent test driver – certainly better than was generally thought to be the case, although not in the Niki Lauda league."

Or the Andretti league. Mario is brutally frank about his friend and team-mate's flaws in this area: "In 1978, Ronnie did the first test ever with the Lotus 79 – at Anderstorp, just before the Belgian Grand Prix – but he just didn't know what the car needed. He lacked that technical knowledge, and that hurt him because he couldn't really help himself. And he could only make up for this deficiency with natural talent for so long."

Lotus team manager Peter Warr concurs: "The one thing Ronnie wasn't was a tester. Every time he sat in a race car he drove flat out. That doesn't mean you don't have to go quickly during testing, but you do have to give yourself time to learn about the car. At a mid-season Paul Ricard test [in 1973] he was complaining of terrible understeer. I watched him through the fast right at the end of the Mistral Straight: he wasn't lifting and the car was sideways with smoke pouring off both rear tyres. Back in the pits I pointed out the difference in the tyre temperatures between front and rear. He said, 'That's because it's understeering so much I have to throw it sideways!' By the time we got to the race at Ricard that year, which was the first GP he won, he'd realised that there was more to getting the best out of the car than driving balls-out all the time."

But the back-room boys loved Ronnie precisely because he was a true racer, a man without airs and graces. The feeling was reciprocated. When the Lotus drivers visited Ketteringham Hall in 1978, as they did from time to time, Andretti confined himself to the business in hand while Ronnie walked the floor. "They didn't get many visitors, and that was appreciated," explains Rex Hart, Peterson's engineer. "But I don't remember Mario walking round the factory. If there was a toss-up whose car the fabricators were going to get stuff to first, I got mine before Andretti's guys."

Ronnie was an honourable man who kept his word, nowhere more obviously so than at Team Lotus that year. But honour is not always rewarded in Formula One, and perhaps he might have gone further with more aggressive managerial backing. Ronnie had a press agent, the jovial, larger-than-life Sveneric Eriksson, and a business manager called Staffan Svenby. The latter first met him in 1969: "Ronnie didn't know anything about the money side. He needed a new helmet; I got him one and he asked me if I would help him."

Ronnie needed Staffan to protect him from all the "shit" (Ronnie loved that word) associated with F1. In the '70s, the relationship between manager and driver was undeveloped; drivers tended to negotiate for themselves. That was fine for astute characters like Stewart and Lauda, but Ronnie needed someone to advocate his case. There was no template for Staffan to follow, though, and he was up against champion deal-makers operating at their peak in the cut and thrust of day-to-day racing. On at least two occasions Ronnie spoke directly to Colin Chapman instead of going via Staffan – for example, he signed an option to go to Team Lotus for 1973 without negotiating with March.

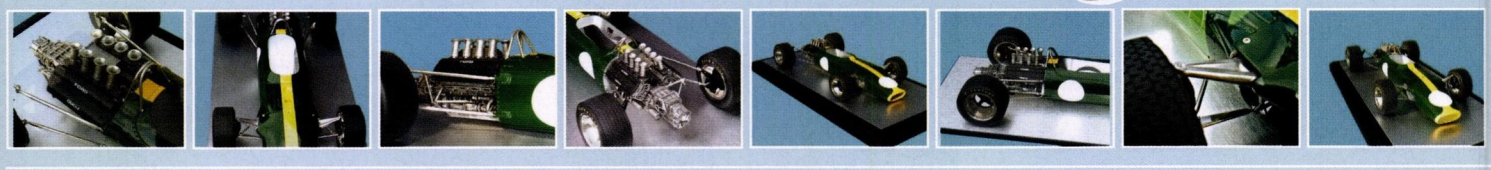
Svenby acknowledges that during his eight-year F1 career Ronnie had sometimes been ill advised: "We tended to be with the wrong team at the wrong time. He had a good start, but the period from 1975 to '77 was not good. For '76, there was really nowhere else for him to go except March – and sometimes on a chessboard you have to make sacrifices. I had a draft contract with 'Bubbles' Horsley at Hesketh, but that didn't seem right, those guys all driving round in their Rolls-Royces!"

Peterson died a rich man by the standards of the day, leaving an estimated £1 million on his death in 1978, but if Staffan didn't feel comfortable with the Hesketh toffs, their extravagance must have been an anathema to Ronnie, who was always careful with his money, not to say tight. His personal banker in the early days was his mother Maj-Britt. Ronnie's friend and F3 compatriot Torsten Palm describes her financial control: "On Sunday evenings, when he came home from races, she was on the lookout for the prize money. When Reine [Wisell, compatriot and F3 rival] won a race there was a big party on the Sunday evening, girls and alcohol and everything. When Ronnie won he kept his money, never had a beer, went straight home, put the money on the table and went through all the figures."

Despite this parsimony, Ronnie had a gift for male friendship: his boyish exuberance and lack of pretension were the reasons for this. Brodie: "He was a blinding bloke to know, a bloke's bloke. But nearly all his relationships were within motorsport – it was the context for his whole adult life. Even the area where he ended up living in Cookham Dean was known as 'Racing Hill' because of its cluster of racing inhabitants: Tim ➠

**'I had a draft contract with 'Bubbles' Horsley at Hesketh, but that didn't seem right, those guys all driving around in their Rolls-Royces'**

# ASPECT
## modelmaking



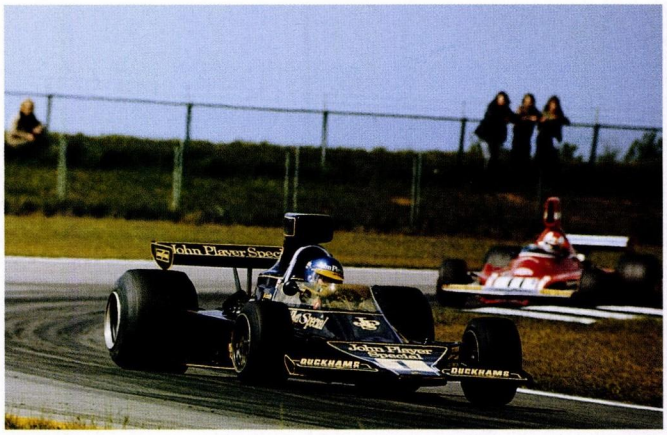
Aspect Modelmaking for a number of years have been producing scale models for several leading motorsport teams. Now for the first time after numerous requests from collectors we are pleased to announce the forthcoming release of one of the classic all time greats the Lotus 49. Made to a scale of 1/8th these models are almost 600mm long (24 inches). Produced in a Limited Edition of 100 models of type 49 & 49b the models come with a serial number, certificate and are fully licensed by Classic Team Lotus. The models are constructed in resin and pewter and finished to a high standard. Models come complete with base and clear acrylic cover. First models will be available for delivery around Christmas, choice of serial numbers and driver number (Graham Hill, Jim Clark and Jo Siffert) can be reserved. Cost of this hand crafted model is £2400.00 plus taxes. Delivery charge at cost or can be collected. It has taken 2 years of crafting to make the masters prior to moulding and producing the first test prototypes. The pictures are of work in progress and a great more detail is yet to be added but this gives a taster of the finished models. A number of models have already been reserved after customers saw the first viewing at the Goodwood Festival of Speed. Aspect Modelmaking would like to acknowledge the help given by Clive Chapman at Classic Team Lotus and the Beaulieu Motor Museum. Due to the large amount of interest in the Lotus 49 Aspect have acquired a licence to produce another favourite the Lotus 72. This model is already underway and is scheduled for release by April 2004. As we believe interest in both the Lotus 49 and Lotus 72 is going to exceed numbers available we advise reservation to avoid disappointment.



We can accept Visa Mastercard American Express and Debit cards. For more information and to see other models Aspect have made visit www.aspectmodelmaking.co.uk

Contact Kim ward / Stuart Jones - Aspect Modelmaking, Southernwood Castle, The Rocks, Ashwicke, Colerne, Chippenham, Wiltshire, SN14 8AP

Tel +44 (0)1225 852558 Fax +44 (0)1225 852990 E-mail info@aspectmodelmaking.co.uk




*The wheels started to fall off when the Lotus 76 of 1974 proved a failure…*




*… and even two extra ones didn't help in '77 – Ronnie disliked Tyrrell's P34*

Schenken, Torsten Palm and Keke Rosberg.

Schenken: "Ronnie was just a regular guy. I spent some time with him, living with his family during the off-season, in Örebro, staying at his parents' house. He almost seemed embarrassed at the recognition and the fame that he had."

Leighton: "Ronnie didn't really have an ego. His ego was to be the best. And being the best meant it was him against the stopwatch. He felt good if he was on pole position, basically. If he wasn't on pole he was very quiet because he knew he could have done better. If things went wrong he would sulk a little bit, but not get cross. A lot of it would be self-reproach."

Ronnie was the boy from the sticks who came good – lift installer to international hero. Even though his inherent ability was honed by experience, and his temperament and tastes grew more sophisticated, his small-town essence remained intact. He was shy and didn't really like large groups of people. His hobby was keeping tropical fish, a contemplative, almost nerdy pastime – like James Hunt's budgerigar breeding. He took it very seriously and his aquarium occupied almost an entire wall of the sitting room at his Farthingales home in Maidenhead. He loved to spend hours with his fish, nurturing and feeding them. "All he used to think about," says Picko Troberg [a fellow Swede who helped Ronnie in his early career], "was motor racing, Barbro and goldfish."

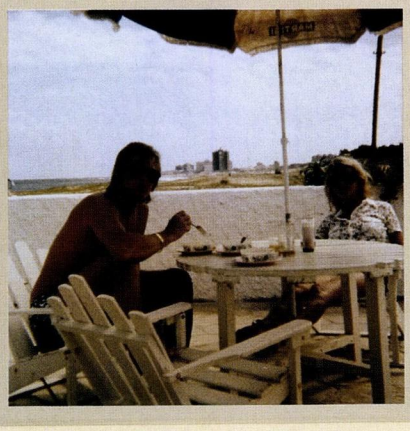
Ronnie's constant companion from 1970 was his girlfriend, and later wife, the beautiful Barbro Edvardsson. She too came from Örebro. They'd met in the town's Prisma disco around '68. She worked as a secretary, and during '69 went to New York to work as an au pair before returning for the '70 racing season. The fundamental backbone of Ronnie's life was this relationship, despite some casual womanising away from home. Barbro accompanied Ronnie to the races, taking on the vital role of his timekeeper, perched on the pit counter, unfailingly friendly. They made their home in England, took a flat in Monaco and had a holiday home in Sweden, at Askersund near Örebro. They were married in '75, and their daughter Nina was born in the November of that year. Ronnie and Barbro stayed together until his death, despite the friction that threatened to unbalance the relationship in '78, mostly due to Ronnie's growing frustrations with his lot at Team Lotus.

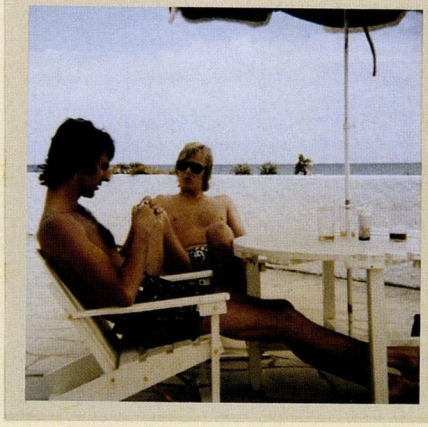
Lars Berntson and his wife Hélène were just about the only friends that the Petersons had outside motor racing and they provided a Swedish home from home in England. Lars was MD of the car body repair company Plastic Padding, which Ronnie later endorsed for "two-tenths of nothing". He and Barbro were frequent visitors at the Berntsons' home, a spacious split-level house near Maidenhead.

"They would turn up out of the blue," says Lars. "You'd just say, 'Come ➤



MARIA HELENA FITTIPALDI





PUNTA DEL ESTE, URUGUAY

*Barbro and Maria Helena would soon be 'team-mates' at Lotus; Ronnie chills out with the missus, and his rival and Cookham Dean neighbour Tim Schenken*







*Barbro (right) goes sightseeing before the 1971 Italian GP; Ronnie, in 'official team gear', chats in the pitlane; in more serious mood, giving Max the lowdown*

in, sit down' and Barbro would grab some of the Swedish papers and magazines that we subscribed to. Ronnie would take my daughter for a spin on the garden tractor to teach her how to drive, and we'd have barbecues in the summer. Every Thursday in winter they would come round for the traditional Swedish supper of pea soup and punch."

Ronnie enjoyed a steak, but his favourite food was Italian and any pasta dish would do. Yet despite the attractions of Swedish liqueurs and punch, he hardly ever touched a drop of alcohol – until Lars threw a party in March 1978, when Ronnie had just come back from passing Patrick Depailler on the last lap to win the South African Grand Prix.

"He was so happy about that [win]," says Lars. "We had a rum punch on the go and he asked me for a glass. Until that day he'd never, to my knowledge, drunk any spirits. It took him five minutes to drink it. He then asked me for another one and drained the punchbowl into his glass. Next time I saw him, he was reeling a bit. I think it was the only time I saw him a little bit drunk. But he was in such good form."

**'Next time I saw him, he was reeling a bit. I think it was the only time that I saw him a little bit drunk. But he was in such good form'**

The year would end in tragedy, though. Doubly so, for Ronnie's death at Monza was also essentially Barbro's, since she never recovered from it and died in 1987, leaving behind their 12-year-old daughter Nina. Because she had been so completely absorbed in his racing life, Barbro was terribly lonely after Ronnie died. For four or five years she had a relationship with John Watson, but it never filled the gap left by Ronnie. She was still a regular visitor to the Berntson's, but towards the end of her life she began to withdraw.

"We always invited her but we could sense that things weren't right," says Lars. "She would phone an hour before a dinner party and say that she was not feeling up to it. Barbro was in love with only one person in her life: Ronnie was her hero. She needed the fatherly feel of John, and he wanted them to sell up and move down to somewhere like Hampshire, but she wouldn't because her house was like a mausoleum after Ronnie died, with every trophy and every photograph on display."

Warr also had a first-hand view of Ronnie and Barbro's relationship: "The lifestyle she led and the happiness she found with Ronnie was totally irreplaceable. She wouldn't have found it with anyone else. They were made for each other, and they were just delirious that things worked out so well.

"They loved life and they loved each other." M




*Back in the Lotus fold, Peterson won third time out in a thriller at Kyalami*

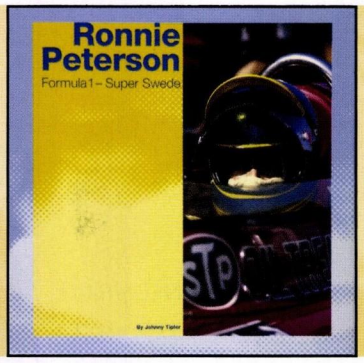



*Chapman rated Ronnie and gave him a second chance, albeit as number two*

# Ronnie Peterson

## Formula 1 - Super Swede

**by Johnny Tipler**




HE WAS A PHENOMENAL DRIVER, WHO ALWAYS GAVE ONE HUNDRED PERCENT

Ronnie Peterson – Formula 1 Super Swede is a lavishly illustrated 232 page hard bound full colour publication, and it's large 27x27 cm format contains over 375 mostly unseen and historic images. The Ronnie Book is available in two versions, as either a Standard or Limited Edition. Both editions are also available in Swedish, translated by, Sveneric Eriksson and Kenneth Olausson.

The signed and numbered Limited Editions (LE) are restricted to just 250 copies, marked accordingly and presented in a slipcase designed in the style and colours of Ronnie's famous helmet. Each LE book is distinguished by an individually numbered plate that has also been personally signed by the Author.

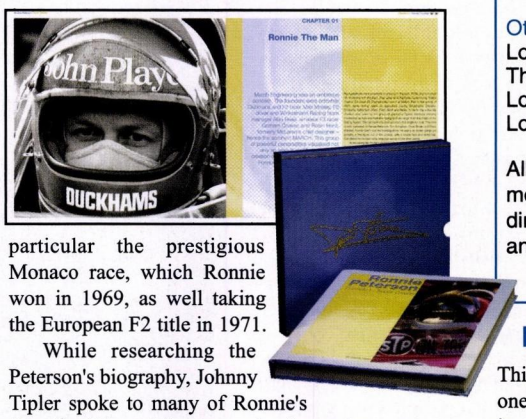
Behind the wheel of a racing car Ronnie was magical. He could make cars do seemingly impossible things, and for much of the 1970s he was considered quite the fastest F1 driver in the game.

The blond Swede thrilled everyone with his astonishing car control. Many race fans remember him best at Silverstone's old Woodcote corner, in a JPS Lotus 72, flat out at 160mph, on opposite lock and at the very limit of adhesion.

The bare statistics of Ronnie Peterson's career do not do justice to his reputation for skill and bravery, nor the affection and loyalty that still surrounds him.

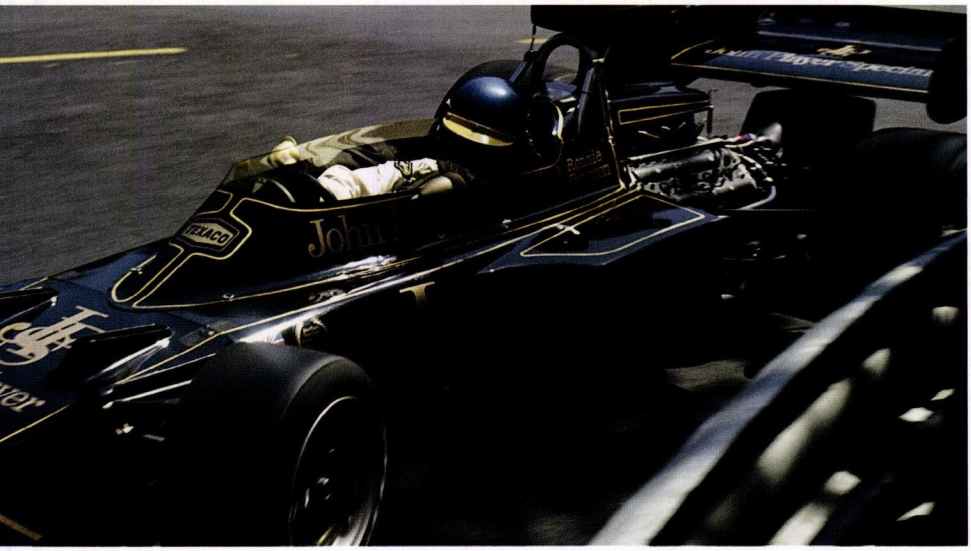
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For the record, Ronnie Peterson started 123 F1 World Championship races, from which he scored ten wins, nine fastest laps, and 14 pole positions. As well as F1, he drove the works' Ferrari 312B prototypes and a factory BMW in European Touring Car racing in the mid-'70s. There had also been numerous F3 successes in the late-'60s, in particular the prestigious Monaco race, which Ronnie won in 1969, as well taking the European F2 title in 1971.




While researching the Peterson's biography, Johnny Tipler spoke to many of Ronnie's friends, fellow drivers, mechanics and managers from all episodes of his career. From Max Mosley whose Foreword opens the book, to Sir Jackie Stewart who raced against him, all provided anecdotes about Ronnie, assessing his abilities as a driver and potential World Champion.

Every fascinating stage of Ronnie Peterson's racing career is explored in this book, produced with the full co-operation of those who were close to him.




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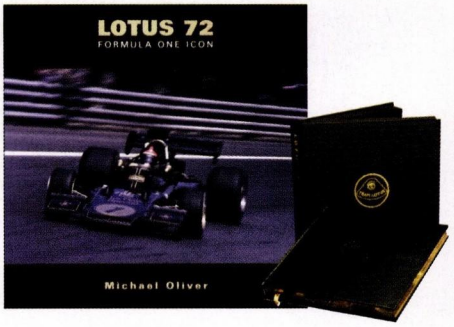
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### LOTUS 72 Formula One Icon

This book tells the definitive story of the Lotus 72 one of the most striking and successful racing cars in the history of Formula 1. From the drawing board to the present day, the book draws extensively from the people who were closely involved and includes complete chassis histories and race records for each of the nine cars built.

Lotus 72 is a lavishly illustrated 240 page, full colour publication, and it's large 30x30cm format contains over 450 rare and historic images. It is available in three versions, Standard, Limited Edition (LE), or Publishers Edition (PE).

The author signed and numbered LE of just 250 copies, is numbered accordingly and presented in a deluxe slipcase. Each of the 50 leather bound PE books, which have an additional 48 pages of images and race records, is distinguished by a numbered plate that has been personally signed by EMERSON FITTIPALDI, the publisher William Taylor and author, Michael Oliver.



# GARDA

***THE REGION AROUND BRESCIA LIES AT THE HEART OF ITALY'S PASSION FOR ROAD RACING. THE MILLE MIGLIA IS A LEGEND, BUT INSTEAD TIM SCOTT PAYS A VISIT TO ITS OBSCURE COUSIN DOWN THE ROAD***

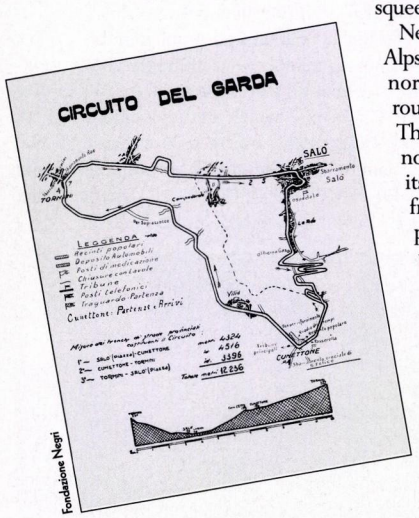
**photography by Ian Dawson**

THE MOST BEAUTIFUL RACING CIRCUIT IN THE WORLD – THAT WAS THE standard boast. Subjective in the extreme, for sure, but standing atop the valley slopes that tumble to the shores of Lake Garda, which glints cool blue below, we can see that the Brescian sporting authorities had a case. From the cobbled streets of the picture-postcard villages to the scented lemon and olive groves set off cypress-lined country roads, the scene is a visual aria for Italy: the Garda of Eden.

Its picturesque qualities were always the selling point but now, 37 years on from the last time racing blurred the Benaco countryside with colour, other claims to fame can be extracted that defy Garda's relatively obscure position in the rich annals of Italian motorsport. Let it not be forgotten that this was where Tazio Nuvolari made his debut in a motor race. It was also the circuit on which the Ferrari marque scored its first-ever victory with a grand prix car, and where Stirling Moss made his maiden international appearance.

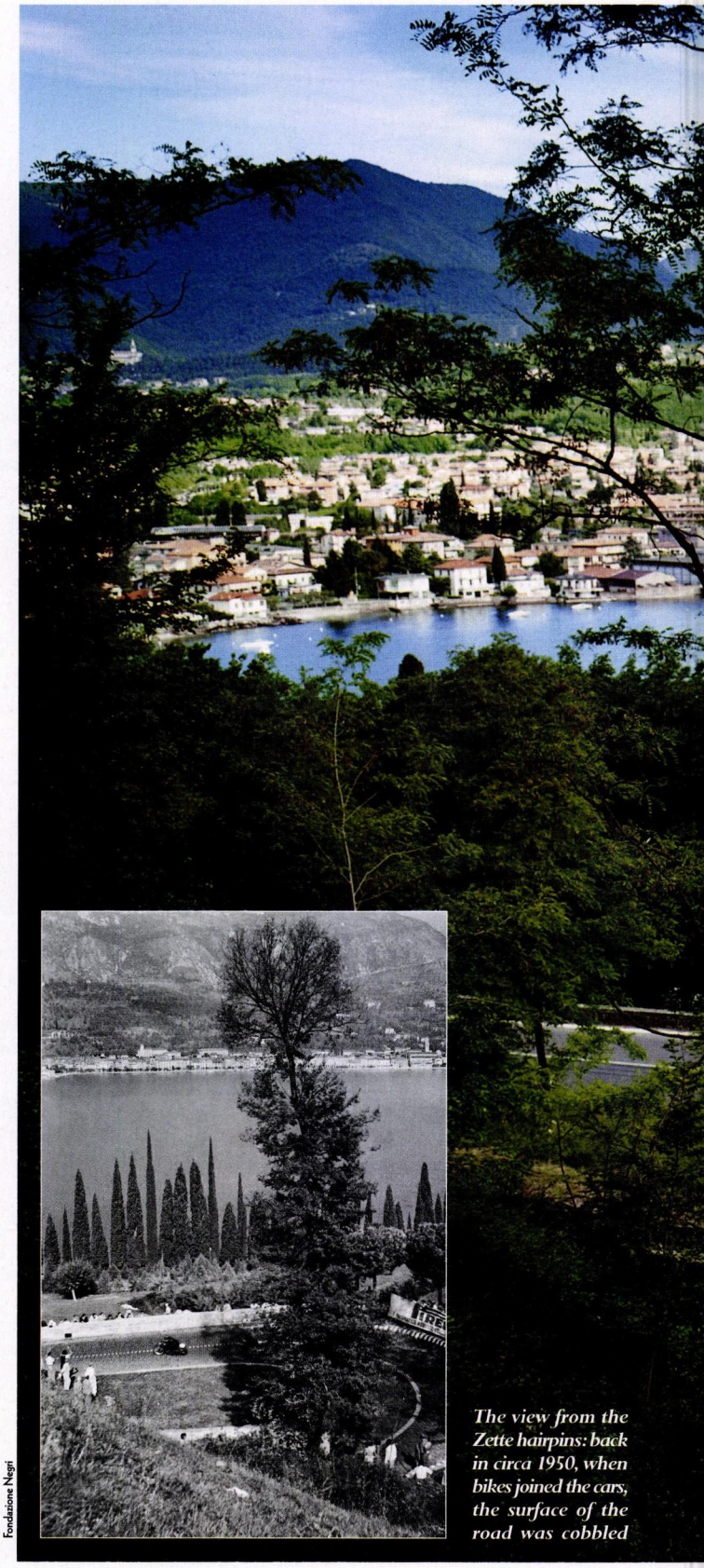
The eight-mile Circuito del Garda is as true an example as you can get of the pure road-racing thrill that seemed to course through Italian veins for much of the last century. But the circuit's history is stilted and jerky, which meant its race never gathered the momentum and thus the tradition that spawns reverence today. As an event, therefore, it pales in comparison to the magnitude of the truly great road races – dwarfed by the Mille Miglia, outclassed by the Targa Florio.

Yet most drivers who competed at Garda loved the circuit for the diversity of the challenges it threw up. There were narrow streets, along with tight uphill and downhill sections to test the technical abilities of any driver and car, adjoined by sweeping esses and flat-out, blind turns, all bordered by sheer drops or solid stone walls, to squeeze out the last ounce of courage.




Fondazione Negri

Nestling at the southern foot of the Alps, Lake Garda is situated 100 miles north-east of Milan, on the direct route between Brescia and Verona. The largest of the great lakes of northern Italy, in the 19th century its stunning scenery and alpine-fresh climate were deemed to possess healing qualities , and luxury health resorts sprang up attracting high society to summer by its shores. But after The Great War tore at the fabric of Europe's class structure, the rich failed to return, and desperate hoteliers and physicians decided a prestige event was required to spark a revival of interest in their idyll: a motor race was their chosen vehicle.



Fondazione Negri

*The view from the Zette hairpins: back in circa 1950, when bikes joined the cars, the surface of the road was cobbled*



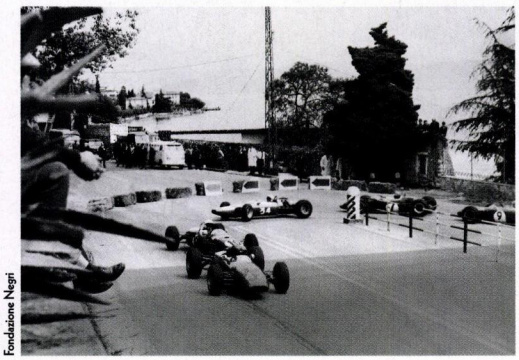


*The Brolo fork was turned into a hairpin for the blast out of Salò. Below: The de Sanctis of Williams leads the pack in '66*

The town of Garda itself lies on the eastern side of the lake, but it was the smaller settlement of Salò, on the opposite margin, which was agreed to have the most suitable roads for the inaugural event in 1921. With help from the Automobile Club of Brescia, the specially formed Salò Committee chose an essentially triangular route that ran through its streets, twisting up the steep hairpins of the Zette hill to reach the village of Cunettone. It then veered right to run through the hamlet of Villa before arriving at Tormini. Sharp right again, and then the hazardous run down the hill, known as the 'Tormini Drop', back to Salò. Nearly eight miles long, considered short at that time, that first race consisted of 16 laps, with cars flagged away at two-minute intervals in front of a 1000-strong grandstand at the foot of the Tormini-Salò hill. Eugenio Silvani's 1.5-litre Bugatti took the spoils, and the event was hailed a tremendous success that would surely thrive for years to come as the motor racing bug took hold.

The optimism was misplaced. In all, 15 car races were staged on the closed-off roads of Garda but, despite being popular with local crowds of up to 70,000 on each occasion, the event's history was fragmented into three distinct periods. The first phase ended after 1927. The flame was reignited briefly after WWII with races for grand prix and then Formula Two cars in 1948-50, before the circuit came to life once more with Formula Junior/Formula Three races between 1961-66.

Other than a switch to running in an anti-clockwise direction from 1948 onwards, the basis of the track remained the same throughout its lifetime. As did everyone's enjoyment of just spending a weekend in such a scenic setting: Nuvolari, the winner of the 1927 race, made a point of returning to spectate at the 1948-49 events. Pre-war Auto Union pilot Hans Stuck brought his Veritas to the '50 race, and after his first taste of running at 120mph inches from the walls, was heard to comment: "The fact is, you have to be careful not to get distracted admiring the view."



Fondazione Negri

I, too, am aboard a silver German machine as I crane my neck down into the valley, before dropping down into Salò to sample a lap – in post-war anti-clockwise form – of the circuit which remains essentially complete. The town is bustling with tourist traffic, and our Porsche Carrera 4S certainly does not stand out against the hordes of large German cars that have propelled their occupants over the Alps for their annual lakeside jaunt.

Arrival at the main Fossa square, where traditionally the cars were prepared, signals the beginning of the lap. The traffic is now herded up the right side of the tree-lined avenue, whereas at racing speeds then – on a cobbled surface – the cars swept in from the left past the clock tower and onto Garibaldi Street where the start-finish line was located. The key characteristic that grabs your attention is just how quick, and yet so narrow, this initial street section was. From the startline the F3 cars of the 1960s were flat in fifth gear between rows of houses, but only the foolhardy would venture beyond single file as they flicked down to fourth for a sweeping left by the lake and past the drivers' usual lodging, the Hotel Laurin. Back up to fifth, and the first mile of the lap was over in a flash before the anchors were jammed on for the first-gear left-hand hairpin at the Brolo fork.

From here the course headed straight up the hill to Tormini. Within




Fondazione Negri




300 metres lie the first esses – a staccato right, left, right, left, right sequence of blind, fast corners that required total commitment. The drivers then tackled a brace of half-mile, flat-out stretches, linked by a long left-hander. A second sequence of esses, the Gardesana curves, followed before another half-mile uphill straight over a bridge and into Tormini.

This section was the fastest part of the course, and must have been the ultimate white-knuckle ride in a shrill 1-litre F3 car or a screaming Ferrari 166. Indeed, it was considered so perilous by the drivers in the 1920s (they were coming down the hill, remember) that a no-overtaking rule was insisted upon. But with the introduction of massed starts in the later events, drivers had to take their lives in their hands to pass here – there is not a lot of room. It was on this section in 1949 that renowned risk-taker Felice Bonetto, *Il Pirata*, got tangled passing a backmarker, flew off the road, careered straight through a bar and came to rest in its bowling alley!

***Left: The highway repair centre at the Gardesana curves is intact. Right: Note the vantage point to watch Moss's HWM***

A sharp left was negotiated at Tormini before the cars blasted back out into the countryside for the most scenic part of the track, complete with a vista of the valley below. There was then a further sequence of quick bends, partly obscured today by the emergence of a bypass. But we soon pick up the trail again to rejoin a quarter-mile straight before a tree-lined double-right that must have presented the biggest challenge of the whole course. In the final blast down to Villa – a section of road criss-crossed by potentially lethal tramlines – the F3 cars were then flat in fifth, touching 140mph as the road widens before they braked hard once more to negotiate the tight left-hander in Cunettone.

The road immediately descends before a tight but quick left-hander leads to the famed Zette turns. There are six downhill hairpins in total, each separated by a quarter-mile blast and all featuring their own unique camber and tightness. In the early days the road was just loose gravel as the cars drove up, promoting a rally-style sliding technique mastered in particular by Nuvolari, who made ➤

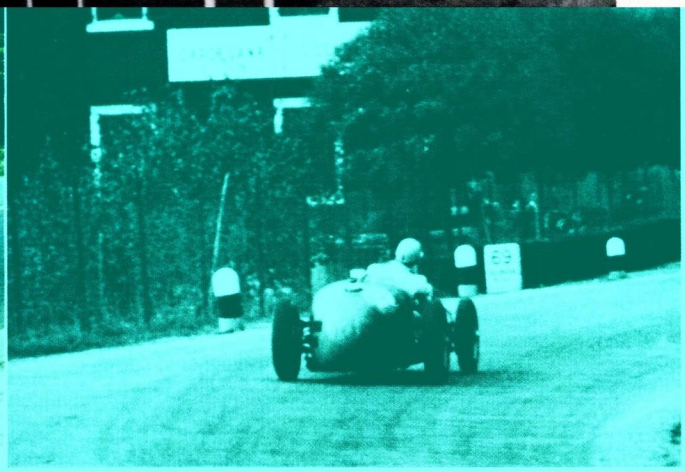
***Left: David Piper's Lotus 20 heads the pack off the startline in '61. Right: Little has changed on the main Garibaldi Street***



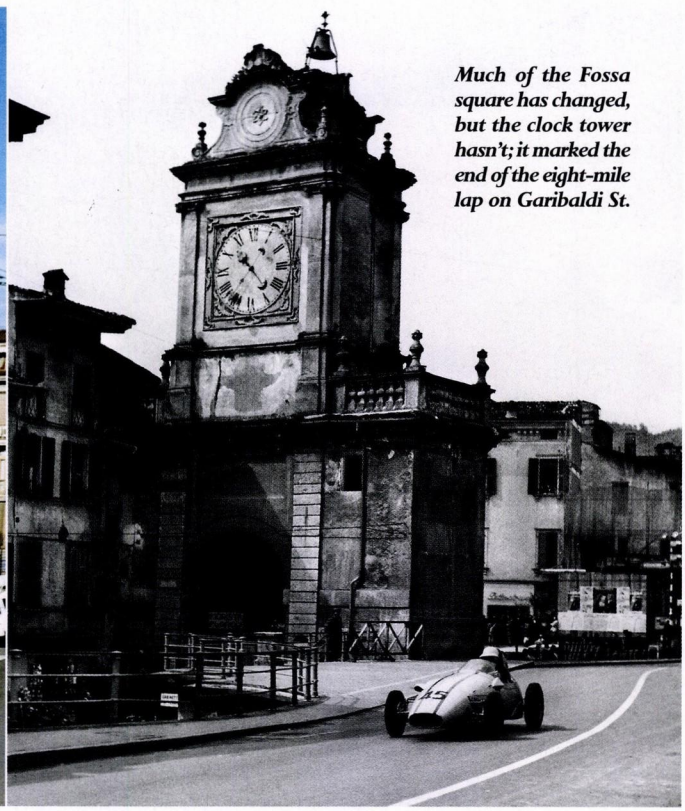



Fondazione Negri







Fondazione Negri

***Much of the Fossa square has changed, but the clock tower hasn't; it marked the end of the eight-mile lap on Garibaldi St.***

a name for himself in his Chiribiri in 1923 as he consistently kissed the outer retaining wall on exit. Going downhill was an even greater challenge and put a premium on the reliability of the brakes – losing your stopping power here does not bear thinking about.

At the bottom of the hill the cars picked up speed past the gasworks as they re-entered Salò and wound along the waterfront before bursting into Fossa square once more. It's a simply breath-taking lap, and not one for the faint-hearted. Carlo Facetti's record lap from 1966 was at an average of just under 87mph.

Even in the pre-war days, when closed-road circuits were two-a-penny, Garda was considered one of the more challenging, worthy of the motoring tradition enjoyed by industrial Brescia.

***Left: Pre-war Zettes were uphill and on a loose surface; stars such as OM driver Nanda Minoia learnt to slide the cars round***

Through the 1920s the race grew steadily in stature, enjoying patronage from growing manufacturers such as Chiribiri, Ansaldo, Bugatti, Alfa Romeo and the local OM. Guido Meregalli took his Diatto to a hat-trick of wins in 1922-24, before ceding the crown to a figure key to the race's chequered history.

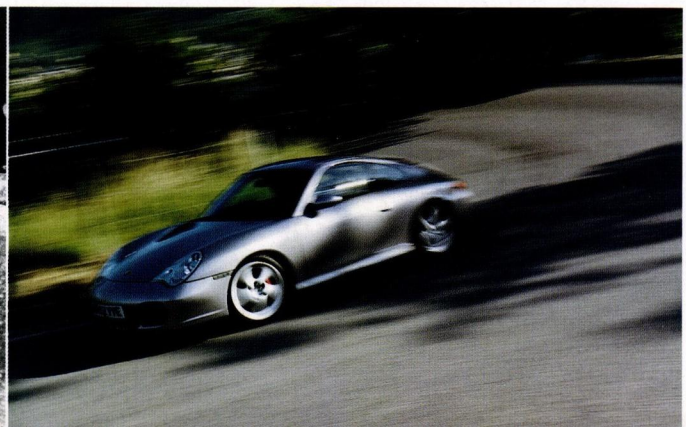
## MY GARDA: JONATHAN WILLIAMS

"I ONLY RACED AT GARDA ONCE, IN THAT FINAL YEAR WHEN I WON IN THE DE SANCTIS, but I remember it as one of the most romantic places of northern Italy. It was a beautiful track and had every sort of corner you could think of. You went through the town, and then when you went up the hill to Tormini it got progressively quicker until you got to the plateau where you'd do about 2km without lifting. If you made a single mistake you were history. Then you had all the Zette hairpins back to town. Something for everyone.

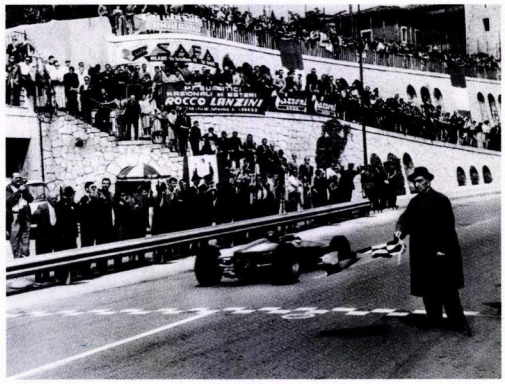
"It certainly sorted out the good drivers from the ordinary ones: a lot of people would not take those risks, but if you were sure of yourself it did not matter. What was difficult, and crucial, was getting your gear ratios right. In my heat I was second to Carlo Facetti's Brabham, but my gears were too low. I learned, and changed them for the final – we finished the job on the grid – and won comfortably. It was classic Italy: practically every town would have a road race once a year – throw down some straw bales and there you go."




Fondazione Negri



Brescian aristocrat Count Aymo Maggi won at Garda in his Bugatti in 1925-26, and was headed for victory in '27 before mechanical failure handed the win to the similarly-mounted Nuvolari. Maggi, along with Renzo Castagneto, was a prime mover in the Brescia AC that helped run the Garda event. Inspired by this, the duo moved onto a bigger project, and in March 1927 staged the first running of a 1000-mile road race based in Brescia. It was called the Mille Miglia.



Actual photos

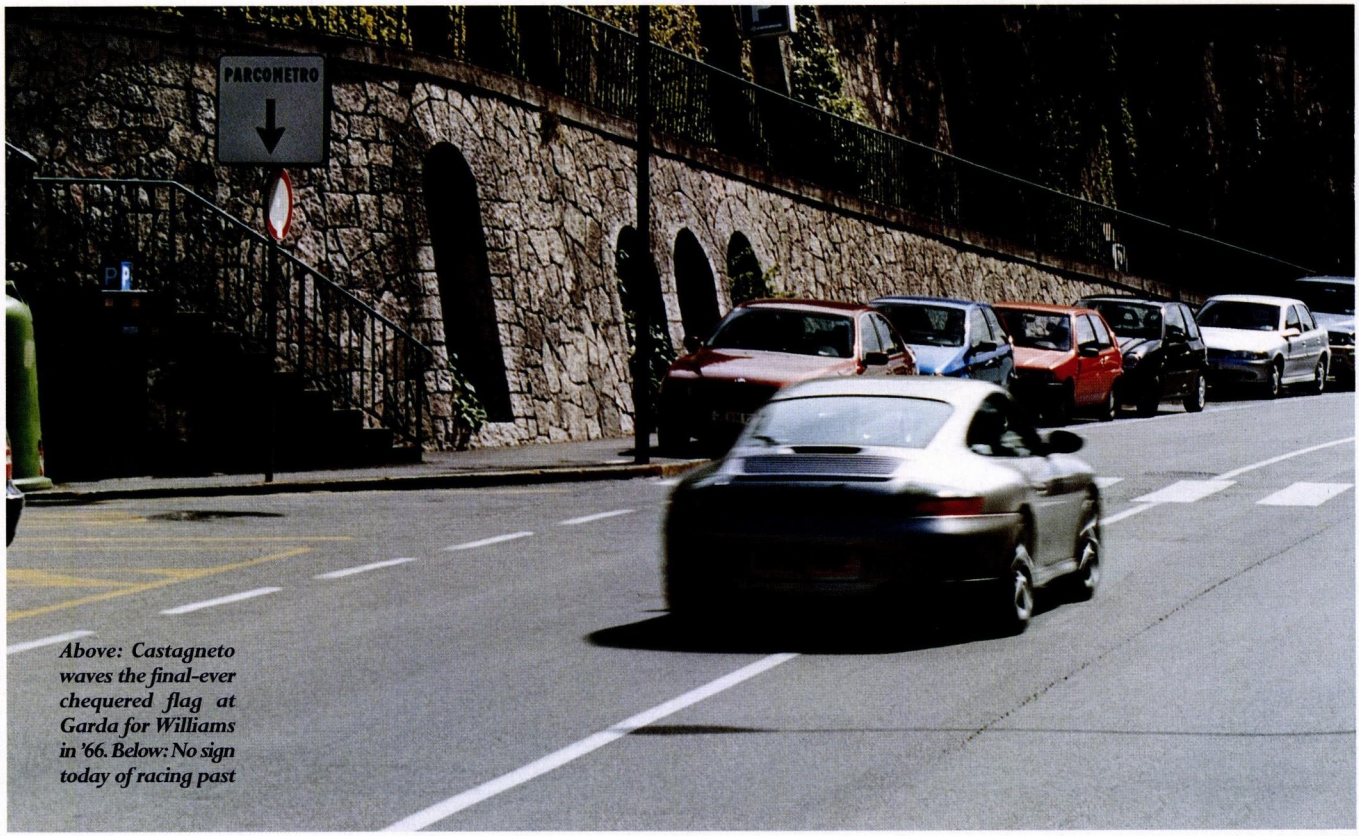
For that October's Garda race, the Brescia AC assumed full control and moved the startline and grandstand up to Cunettone. The ensuing furore and split with the enraged Salò committee meant the Garda race fizzled out before 1928. It's a Machiavellian theory, but could it be that Maggi & Co disrupted Garda so that all regional attention was focused on the nascent Mille Miglia?

However, Maggi and Castagneto, enthusiasts to the core, were also key to the rebirth of the Garda race in 1948. It was run in a two-heats-and-a-final format for single-seaters (avoiding a clash with the Mille Miglia's sportscar formula), and over the next three years Ferrari and Maserati acknowledged Garda's significance by sending works teams. The dominant Alfa Romeos of the day, however, did not come.

Nevertheless, the packed crowds were treated each year to seeing Italy's best drivers: Giuseppe Farina (Ferrari's first win), Luigi Villoresi and Alberto Ascari the respective victors, while a young 20-year-old called Moss caused a stir in 1949, humbling bigger cars to take third in his Cooper-JAP. Funds were not overflowing though, and as international racing took off, the prize money required went beyond the means of little Salò, and the race once again disappeared.

From the outset of the final incarnation of the event, the writing was on the wall: the government frowned upon road racing, the Mille Miglia now long gone. Castagneto was again central to persuading Rome to allow the roads to be closed, and the five Junior and F3 races were successful. Jo Siffert, Jo Schlesser, Silvio Moser and Jonathan Williams were among the visitors who conquered the track against the local F3 aces. But it was running on borrowed time. In 1963, the Rome authorities tried an unsuccessful last-minute intervention to stop it, and then in '67 it all came crashing down. Three weeks before the scheduled running of the event, Lorenzo Bandini suffered his fiery fatal accident at Monaco. Italy was appalled, and the country's motorsport authority insisted that 1600 metres of crash barriers be constructed in Salò. All knew it was an impossible task – the Garda circuit disappeared forever.

Our Porsche is parked in a lay-by halfway up the Zette hill as we stand on the wall surveying the scene, when a distinctive wail emanates from below. Sure enough, around the corner emerges a Mercedes SSK. The retro version of the Mille Miglia is taking a day out to visit Garda. Watching the stream of vintage and historic cars drive by, it seems appropriate that a celebration of the greatest road race of them all should tip its hat to little Garda, which contributed to the beginnings of the Mille Miglia and then remained in its shadow forever after. M




***Above: Castagneto waves the final-ever chequered flag at Garda for Williams in '66. Below: No sign today of racing past***

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LAT

THE ONE THAT GOT AWAY

# EARLY LEARNING CENTRE

**ALLAN MCNISH** 1985 JUNIOR WORLD KARTING CHAMPIONSHIPS

***TRYING TO DO IT BY THE BOOK IS VERY LAUDABLE, BUT IT ISN'T ALWAYS THE BEST POLICY, AS SCOTLAND'S OTHER FORMULA ONE DRIVER TELLS ADAM COOPER***

I WAS ONLY 15, AND THE WORLD CHAMPIONSHIP AT Le Mans was my second overseas event. I should have done it the year before when I was eligible for the first time, but I was ill. I was being run by Terry Fullerton, who had won the world championship himself in 1973.

If you raced karts in the UK it was to a completely different format to Europe, in terms of the tyre, the chassis, the engines. So it didn't really set you up very well to go from a British event in the rain at Clay Pigeon on the hardest tyre in the world to two-wheeling around in junior internationals, where they were probably 3sec a lap faster.

I was a tiny little kid, so we had about 35kg of lead on the kart to bring it up to the minimum weight. The big star was Andrea Gilardi, who'd won the year before, and then there was Michael Schumacher, who we've heard of since! He had a white leather suit with little stripes around the side. There were also guys like Christian Fittipaldi, Yvan Muller and Laurent Aïello, but you didn't really know who they were. We were all between 14 and 16, and you didn't really mix.

It was a week-long affair, with testing followed by the meeting proper from Friday. You were split into two groups, and you'd go through four heats, a pre-final and final on Saturday, and the same on Sunday. All those were aggregated together and you'd get your position for the overall pre-final on Sunday, when everyone came together for the first time, before the final itself. Basically, you had to keep winning.

Things went well in practice, and again on the Saturday. I was running second in the final when we had an engine failure, which knocked my aggregate points down. But on Sunday I won the heats and finished second in the group final. That put me third on the grid for the overall pre-final.

In that I was running third, but I managed to get past Michael into second behind Gilardi, who was on pole. So the grid for the final was Gilardi, myself and Michael.

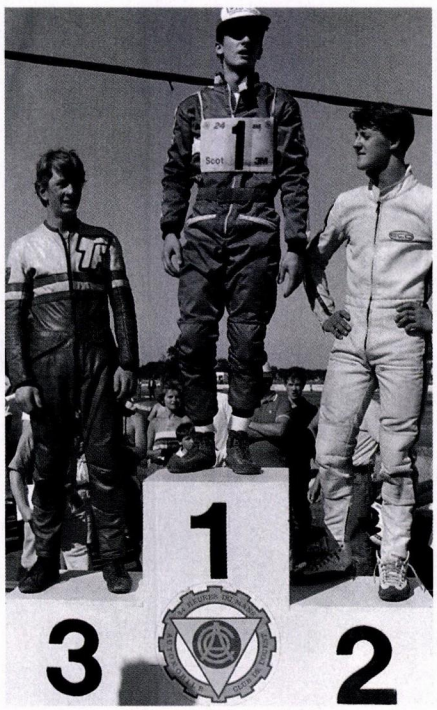
It was a rolling start. I was on the outside of the last corner, and Gilardi got his foot down a little bit earlier than I did. Michael followed him through, and the two of them were bumper to bumper, an inch apart. Both of them knew exactly what they were doing. There was no way I could get in, so I got boxed out halfway down the straight after the start. I had to slot into third.

After that, we just sat nose to tail. It was 25 laps of absolute attack from the three of us, and we pulled away from the rest. But ultimately, whoever got into the lead at the first corner was going to win the race, and that was it, so I finished third.



both: Jonsport courtesy of Karting magazine

*McNish heads Schumacher in the world championship pre-final; positions were reversed come the final*




*Hard lesson: McNish (left) regrets playing it clean*

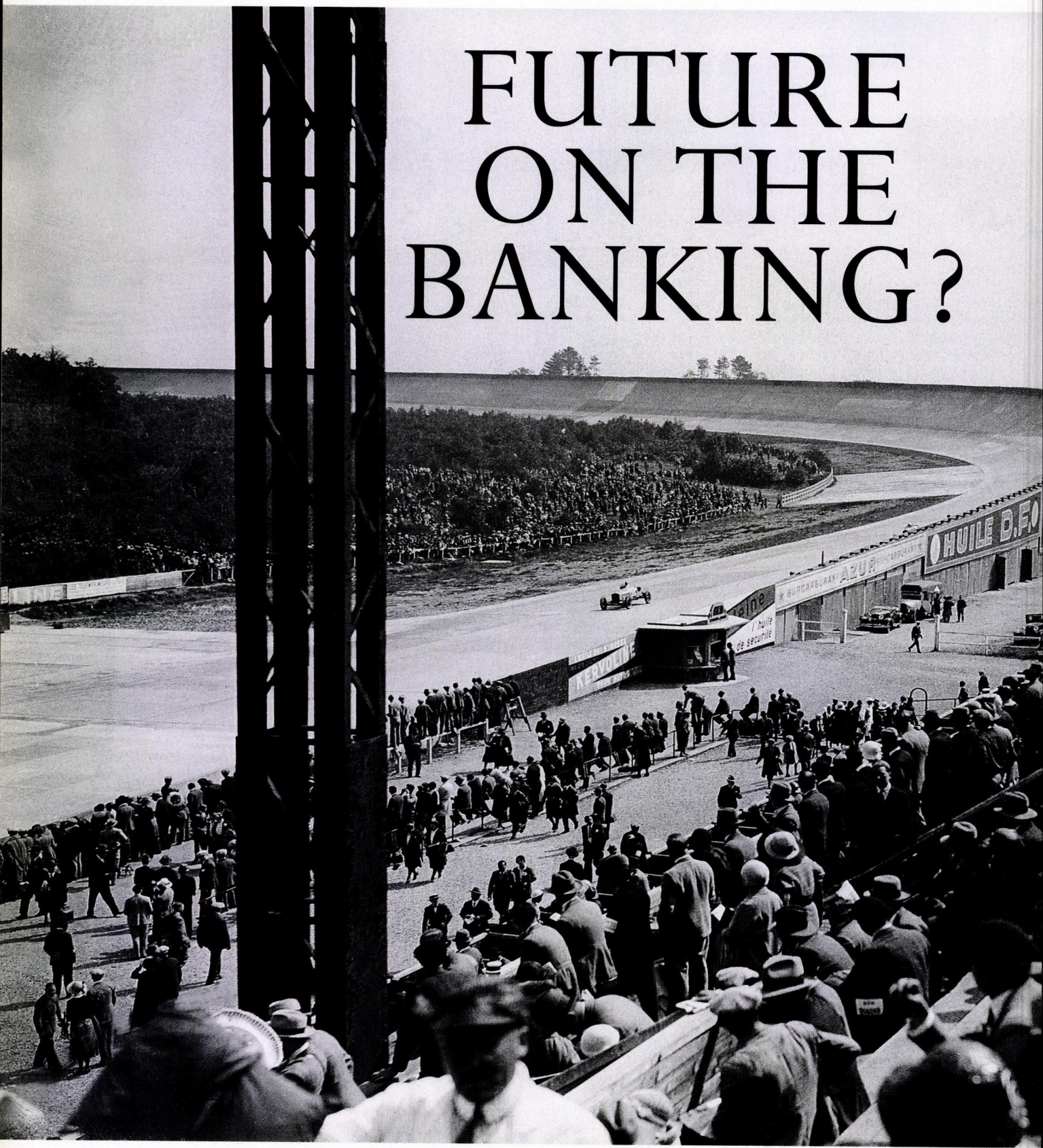
It was the only time in my karting career that I was beaten off the line in a rolling start. I was racing against guys who had done the world championship twice already, and I got jumped through inexperience. I was trying to make it a clean, non-jumped start, and unfortunately played a little bit too much by the rules.That one single thing, before the race had even started, lost it for me.

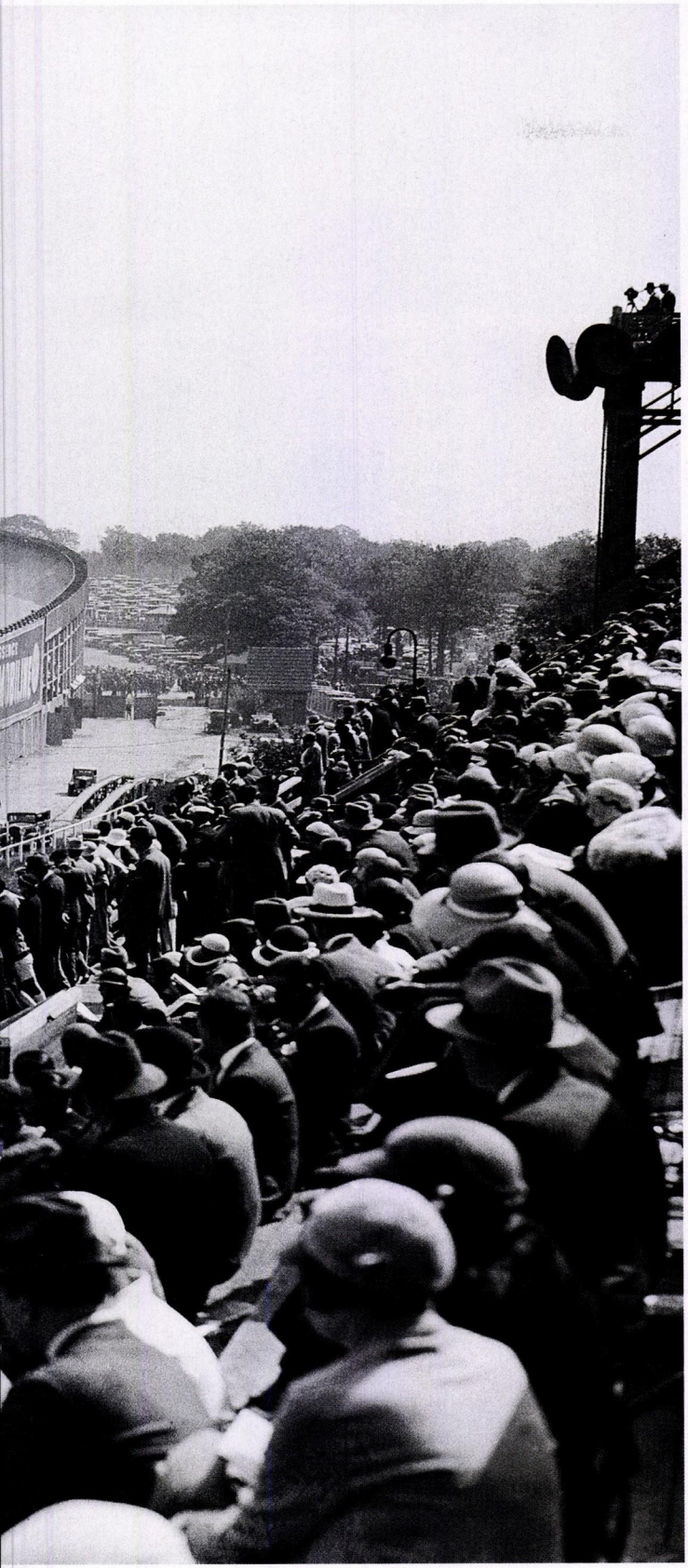
On the podium I was pleased to have finished third at my first attempt. But it was also very disappointing, because I knew I wouldn't have another crack at it. My 17th birthday was December 29, 1985, so I was two days too old to be able to do it again in 1986, and I had to go into seniors. If my birthday had been a few days later on January 3 – like Michael's! – I could have done juniors for another year.

Looking back on it now I'm very proud of the fact that I did so well on the one occasion that I raced in the world championship, but I still feel that it was the one that did get away, because I had the speed and capability to win. I learned a very hard lesson, and it took me six months to come to terms with it.

I never raced karts there again, but I did go back to look at the kart circuit in 1998 – and it still brought back horrible memories. When I won the 24 Hours that year I realised that in '85 I'd got exactly the same trophy, but a smaller version! M

# FUTURE ON THE BANKING?





Keystone

***Montlhéry's proximity to Paris and easy access via a number of main roads made it very popular. One presumes this is not a 15,000-mile solo record attempt!***

## *BILL BODDY LOOKS BACK AT A FRENCH MOTORSPORT INSTITUTION WHICH MAY NOT HAVE LONG TO GO...*

THERE IS A THREAT TO THE LINAS-MONTLHÉRY TRACK. IT MAY BE CLOSED IN THE next year or two, and for it to go the same way as Brooklands did in 1939 would be a very sad and serious loss to French motorsport – and France in general.

This banked track was built by Monsieur Lamblin, who owned the Lamblin Radiator Company which specialised in surface-cooling elements for aeroplanes. He was also the proprietor of the magazine *L'Aero Sports*. He had a chateau in 12,000 acres about 15 miles from Paris, off the Paris-Orleans road. Having seen the success of Brooklands, Lamblin decided to construct the Montlhéry Autodrome. The contractors had 2000 workers toiling in two shifts from 4am to 10.30pm, progressing at the rate of 35 metres per day, making a track with two bankings steeper than those at Brooklands, joined by two short straights to give a lap distance of 1.58 miles. Lock-up garages were installed beneath the home banking, the chateau was converted into a clubhouse, and a large grandstand above one banking, with the pits opposite, was erected. The total cost was some £500,000.

Brooklands had to wait until 1937 for a road circuit, but Montlhéry had a 7.8-mile *Circuit Routier* to complement the *Piste de Vitesse* banked track. All was completed by 1924. This was an opportune time: silencer regulations were about to be insisted on at Brooklands, where night running was also barred. At the new French course there were no such restrictions, and its surface was smoother. It was not long before record-attackers chose to use the new facility, with loss of revenue to Brooklands.

**'The handicap match race was won by the huge Fiat at 121mph. The Leyland shed a back tyre but set a lap record of 131.89mph'**

The opening of Montlhéry covered the two days of October 4-5, 1924. The meeting was made up of a series of 100-mile races for cars and motorcycles of different engine sizes, concluding with a six-lap match race between J G Parry Thomas' Leyland Thomas, Ernest Eldridge's aero-engined Fiat and Arthur Duray in a 120hp eight-cylinder Belgian D'Aoust. It was an ambitious project, hoping to attract spectators who would reach the new track in about 30min on the N20 from Paris, or arrive along the Arpajon-Etamps road, to ascend the hill up to the plateau upon which Montlhéry was built, via an under-track tunnel.

Already the English racers were supporters, the Salmsons beating Arthur Waite's little Austin 7. The handicap match race was won by the huge Fiat at 121.04mph in spite of a thrown tread. The Leyland shed a back tyre but set a lap record of 131.89mph. Montlhéry was to go on to hold the French Grand Prix eight times, the 24-hour Bol d'Or five times, and a great many sportscar and other races. Brooklands held only two RAC Grands Prix.

Later that first month, a 100-lap race for 1.5-litre cars was dominated by the famous Darracq team, in the order Scales, Segrave and Bourlier in a formation finish, Segrave setting the quickest lap at 109.6mph. The British were there again with two Austin 7s, and Thomas with his Thomas Special. A big-car contest of 10 laps saw Thomas in the Leyland win at 111.2mph from Vizcaya's Bugatti and Douglas Hawkes in a Ballot. Montlhéry was alive and already records were being broken there, a Bignan improving the world's 24-hour mark with over 1800 miles at 75.86mph.

French manufacturers took the Touring Car GP which preceded the 1925 grand prix proper very seriously, Andre Boillot's winning Peugeot averaging 53.3mph and finishing in the dark. Even with the summer holiday exodus from Paris, 25,000 spectators attended.

Prior to this, in the GP de l'Ouverture, Conelli's Darracq was about to win when it skidded on a wet track, hit the wall and overturned. So Duller won, but was unjustifiably jeered by the French onlookers. Conelli walked to the ambulance and his car was driven back to Paris. ➤➤

IN CELEBRATION OF

FERRARI

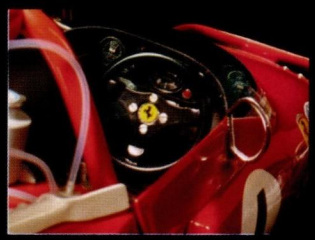
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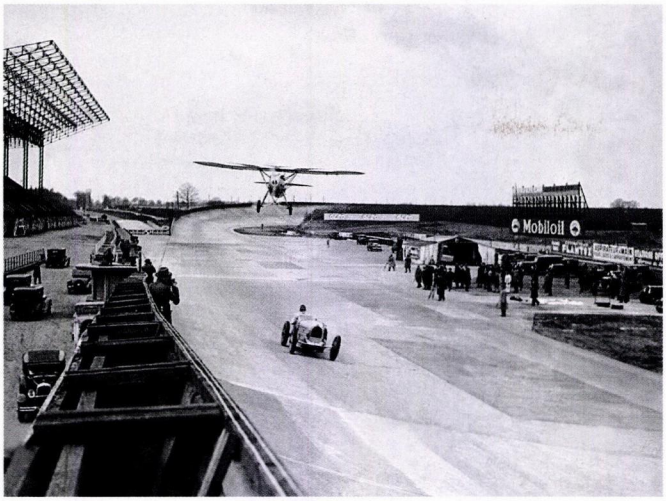


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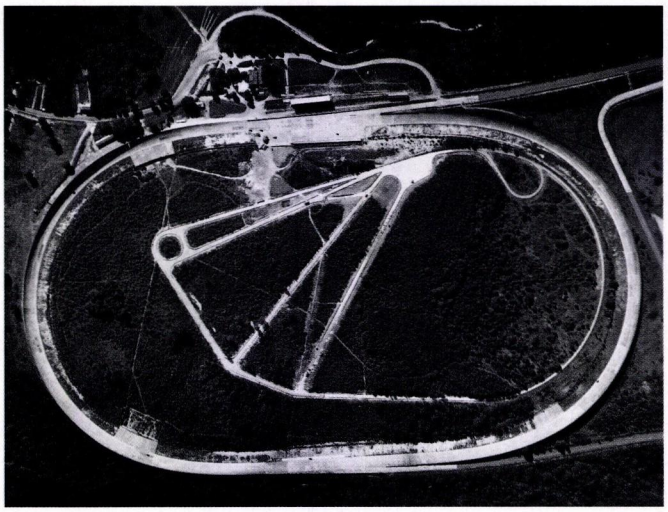
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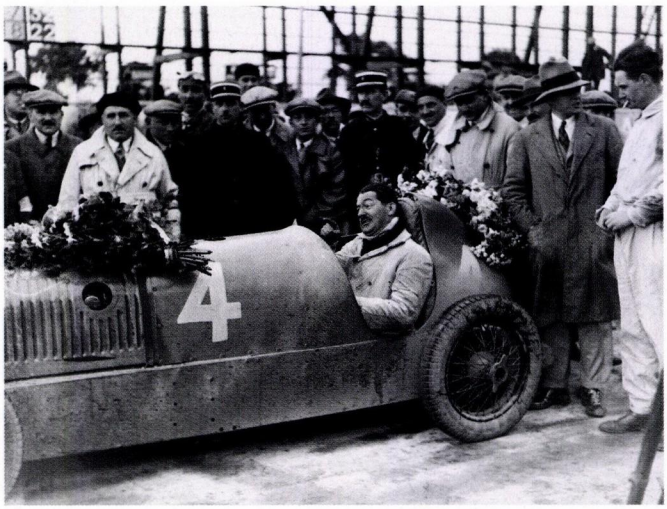

Keystone

*Circuit benefactor Lamblin had a background in aeroplanes as well as cars*



Adriano Gmarosti

*Road course exited banked circuit (top right) and rejoined it (bottom right)*




LAT

*Andre Boillot's Peugeot led 32 of the 1927 Sporting Commission Cup's 33 laps*

The major French marques soon began an intense spell of record snatching. Vizcaya started the ball rolling (by rolling a Bugatti!), and Renault, Delage, Voisin, Hotchkiss, Panhard-Levassor, Mathis and Rolland-Pilain went at it hammer and tongs for year after year. From Britain came John Duff with his Bentley, Eldridge with his specials, and the successful Stewarts – Gwenda taking a lap record in the 1.6-litre FWD Derby Special. She and Capt George Eyston were prolific users of Montlhéry, Gwenda in anything from the 350cc HS cyclecar and Morgan three-wheeler to the Derby, and Eyston in just about anything from Singer and Riley 9 saloons and all those MGs to the 8-litre sleeve-valve Panhard with which he had increased the hour record up to 130.73mph by 1931.

Being France, all manner of small cars were also at it, the *Rosalie* Citroëns forever going round in pursuit of truly long-duration honours, and the Hon and Mrs Victor Bruce joined in with 15,000 miles in an AC, and her solo 24-hour record in a Double-12 4.5-litre Bentley, over 2149 miles at 89.17mph. They also covered 2772 miles non-stop in a 7hp Jowett towing a 100-gallon petrol trailer – and then drove it back to Bradford.

Whereas Brooklands was closed for winter repairs, at Montlhéry they tried for records with ice and snow on the bankings, even up to Christmas Eve.

In 1925, another match race leavened the long-distance scene, Parry Thomas winning from the Fiat and a Hispano-Suiza aero-engined Borgenschutz. In another of these races, the LSR V12 Delage joined in, Divo using it to beat Thomas and set a lap record of 135.07mph.

An AC, T Gillett driving, did a fine job in raising the 24-hour record. He survived the long hours, through thunderstorms, by eating biscuits and grapes and being massaged during the 64min that his 2-litre car was in the pits. The target was achieved at 81.27mph, with the 2000-mile record at 81.3mph. Gillett said he found the driving more tiring than at Brooklands, as the short straights gave less respite, but the surface was smoother.

**'He survived the long hours by eating biscuits and grapes, and being massaged during the 64 minutes that his 2-litre car was in the pits'**

Sunbeam had wanted this record and sent over Segrave and Parry Thomas, with Conelli, and a GP Sunbeam, Thomas unusually wearing a crash helmet which was probably Segrave's advice. With snow on the banking tops it was hard going, but it was engine trouble which stopped them. They got four class records, including the world's 500km at over 102mph.

In 1926, Bentley Motors tried to improve its 24-hour record with a racing 3-litre and got Class D records up to 12 hours at over 100mph. Miss Cordery won the Dewar Trophy for her 71-hour stint in an Invicta, while the wonderful 9-litre Renault 45 saloon took the world's 24-hour record at 107.9mph. Albert Divo won the 1926 GP du Salon in a Talbot, from Segrave and Moriceau, the racing a mixture of the short road circuit and a final on the banked track. On New Year's Eve, Eldridge achieved 126.51mph for one hour in his 2-litre Miller, another landmark.

After the fiasco at Miramas in 1926, the ACF was glad to return its GP to Montlhéry. I have described previously those grands prix there of 1925, '27, '31, '33-37. They were were won by Benoist/Divo (Delage), Benoist (Delage), Chiron/Varzi (Bugatti), Campari (Maserati), Chiron (Alfa Romeo), Caracciola (Mercedes-Benz), Wimille/Sommer (Bugatti) and Chiron (Talbot).

It was Voisin's year, 1927, with Marchand's special straight-eight sleeve-valve 7.9-litre car taking so many records, including the hour at 128.35mph. As a foil, the eight-day French TT was a success for De Vard's Amilcar, which managed 3192 miles of the road course in 80 hours. On the combined circuit used for the coming GP, a Formula Libre 75-miler was too much for the two 4-litre V12 Sunbeams of Wagner and Williams (gearbox failures), and Divo in a 1.5-litre Talbot won a dull, wet race at 74.75mph.

I think Montlhéry may have had fewer fatalities than Brooklands, but sadly de Courcelles was killed when the Indianapolis Guyot hit a tree at 100mph. Also, the driver of Panhard's experimental car, steered by a ring inside the scuttle, was killed that year going for records.

Peugeot built special Knight-engined cars for a fuel-consumption race and it was rewarded when Boillot won from Dore's Salmson, while Voisins still went on record-grabbing, claiming among many others the 24-hour mark ➤

at 113.4mph. And Eyston stole the Miller's hour record with a GP Bugatti.

Busy day and night, the Paris track saw Grazide have the audacity in 1928 to break some of the Austin 7 records, an Amilcar Six was doing over 127mph, Renault did endless testing, and in order to settle a domestic argument Mr and Mrs Deeley drove a Singer Junior saloon around there for six days and nights!

Mrs Bruce was out again in a sports Bentley in 1929 on another solo drive (2149.8 miles at 89.50mph) and, in 1930, Sir Henry Birkin brought the blower single-seater 4.5-litre Bentley from England only to find that all the French timekeepers were in Morocco. By 1929, 74 badges had been awarded to record holders or for record attempts.

Eyston's escape from MG EX120 when it caught fire – after the 750cc 100-miles-in-the-hour mark had been established for the first time – was the most notable event of 1931.

His world record having been beaten by 2.14mph by Czaykowski's Bugatti at Avus in 1934, Eyston retook it in the Panhard with a magnificent 133.01mph. Mrs Stewart had pushed the Montlhéry lap record to 147.79mph in the Derby Special; Raymond Sommer (Alfa Romeo) claimed to have raised this to 148.40mph in 1939, but this was thought to have been recorded by hand timing instead of electric, so I am happy to give Gwenda my support.

So it continued, something nearly always happening. But not entirely record bids. Apart from the grands prix, other Le Mans-type fixtures brought leading drivers to Montlhéry. Frank Clement and George Duller won the 24-hour Paris GP for Bentley in 1927, leading almost throughout from a perhaps not very challenging field. In the 1933 ACF GP de France, Nuvolari (Alfa Romeo) and Chiron (Alfa Romeo) soon succumbed to axle problems and Campari (Maserati) led. It became a matter of pitstops: Campari's took 52sec for new tyres; Etancelin's, in a two-seater Maserati, took 115sec for tyres, oil and fuel. It was then between the two, but the former paused for all four wheels to be changed (43.6sec). When it began to rain, Campari came in for non-skid tyres (in those days!) and it seemed he had lost a close-fought race. But Etancelin's clutch had seized and he bent the gearlever trying to engage the gears. So the opera singer won, and Eyston was third.

**'...in order to settle a domestic argument Mr and Mrs Deeley drove a Singer Junior saloon around there for six days and nights!'**

The 1934 GP was even more exciting. The new 750kg formula Mercedes-Benz and Auto Unions were there, as were the Type 59 Bugattis of Nuvolari and Benoist, the Scuderia Ferrari Alfas and two Maseratis. But the German menace completely expired, letting Chiron's Alfa Romeo win, followed by those of Varzi and Count Trossi.

Besides this, three Bol d'Or races took place before WWII broke out, won by Rigoulot's Chénard-Walcker, Gordini's Fiat and Contet's Aston Martin, and Arthur Dobson in a Riley was first in the 1937 Coupe de la Commission Sportive. In 1934, Cobb had the Napier Railton there, but Freddie Dixon crashed it. With the faster cars now going to expansive places like Utah, record activity at the autodrome faded and Montlhéry lost money. The full effect was not felt until 1938, with the GPs of the ACF no longer held there. The French Independent Drivers' Club tried to help (perhaps we need it now) but not much changed. War 'stopped play', as it did at Brooklands, and the military moved in, as it did at Brooklands.

After the war, the place resumed much as before, and British drivers used the track frequently and were among the winners. Records were broken and British cars used for publicity runs: Hess with his Austins, Moss and the enduring Jaguars and Rootes Sunbeams, the Kiefts, Tony Crook, John Cooper, Jack Fairman, Lance Macklin and others were active there, as was Plowman with his very willing 1924 30/98 Vauxhall.

In 1960, Lord Montagu persuaded me to do a book on Montlhéry – or perhaps I persuaded him. It was published in the Montagu Motor Books series by Cassell; one day maybe it will be republished. However, I hope I have shown, or reminded you of, what a massive heritage France has in this wonderful place, which must not be allowed to go the way that Brooklands did. I know that the President of Ireland, Mary McAleese, recognises that motor racing circuits are an important Irish heritage; it would be nice if the President of France, M Chirac, could feel the same about Linas-Montlhéry. M



LAT

*Entries prepare for the 1925 Touring Car GP, held just prior to the French GP*



Keystone

*The spectators had to make their own arrangements out on the road course*

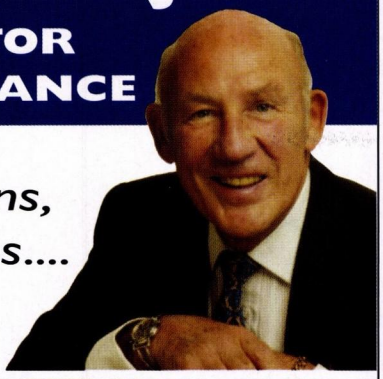


courtesy of Bill Boddy

*Parry Thomas's Leyland was the star of the first meeting, lapping at 130mph*

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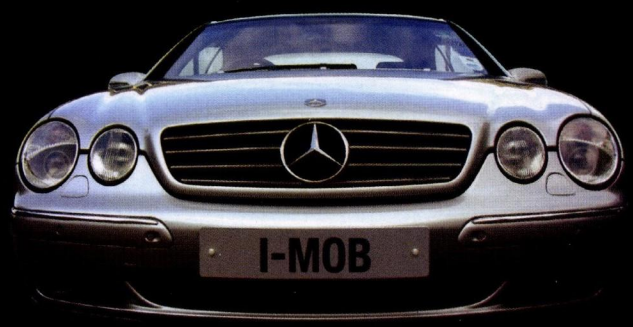
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LAT

FAMOUS MEN ARE NOT ALWAYS REMEMBERED FOR what they might consider important. Our late Lord Chancellor is recalled for his choice of wallpaper rather than his reorganisation of the judiciary, and George Washington for his veracity relating to a cherry tree rather than being commander of the army that defeated the English. So it is for Jean-Louis Schlesser, a man who has been twice champion of the world in sportscars, the French touring car champion, the German Supercup champion and four times world champion in cross-country rallies in a vehicle of his own design.

That's because Schlesser is universally remembered for one incident in Formula One. It was at Monza in 1988 when Jean-Louis, at that time the test driver of the new Renault V10 engine for the Williams team, was deputising for an unwell Nigel Mansell in its Judd-powered FW12. Near the end of the race, while running steadily towards a top-10 finish, he was about to be lapped – for the second time – by Ayrton Senna in the McLaren MP4/4-Honda. Senna was leading comfortably from the two Ferrari F187/88Cs of Gerhard Berger and Michele Alboreto. He caught the Williams under braking for the Rettifilio chicane at the end of the start/finish straight.

Jean-Louis recollects: "I saw Senna okay and I kept to the right, and he came past. But then I had to turn left as I had nowhere to go and he just caught my left-front with his right-rear."

Thanks to this mild contact Senna spun and beached the McLaren on the outside of the chicane. Berger went on to win in front of the *tifosi* and McLaren, which had won all 11 of the preceding GPs and was to win the last four, had had its 100 per cent record ruined.

In that race, only his second in a Formula One car, Schlesser finished 11th, but it was the coming-together with Senna that made the news: "I saw Ayrton after the race and he was very nice about it. Perhaps I should have braked earlier, who knows? Ayrton and I stayed friends and I saw him sometimes in Monaco. But I never got an offer of a drive from Ron Dennis…"

Jean-Louis' career in motorsport is a story of true skill and determination against that most fearsome of drawbacks: a lack of money. He was born in Nancy in 1948 and the family moved to Morocco, where his father worked as an agricultural engineer. At the age of 15, Jean-Louis returned to France to study and then undertake his military service. He trained as an engineer specialising in metallurgy, alloys and welding, but his weekends started to be taken up by bicycle racing, and then motorbikes.

*The one that got in the way: despite a fine career in sport and touring cars, Schlesser is most widely remembered for his collision with Senna when driving for Williams in his sole GP start, at Monza in 1988.*

# NOT JUST DESERTS

***FROM SUPERSPRINTS TO SAND DUNES, JEAN-LOUIS SCHLESSER'S CAREER IS PEPPERED WITH MAJOR TITLES IN A DIVERSE RANGE OF DISCIPLINES. YET STILL HIS SUCCESSES CAN SEEM FORGOTTEN. BY JOHN DAVENPORT***

A formative influence was his uncle Jo Schlesser, whose CV included a wide spectrum of motorsport from rallying to single-seaters. Jo's fiery death in an F1 Honda at Rouen in 1968 did not deter Jean-Louis from pursuing the same interests, though it is a subject that does not come up in conversation.

Jean-Louis entered for the Volant Shell, a talent competition held annually at Le Mans, and came second. He wanted to go into Formula Renault but the funds needed were beyond his means, so he raced whenever he could borrow a car and got work testing cars for Modus and Van Diemen. Many a damp day in the 1970s was spent circulating Snetterton or Croix-en-Ternois.

His first serious drive was in a Toyota-powered Chevron B38 Formula Three car. The chassis was owned by German firm KWS, for which he had been driving a Ford Escort in races and rallies. The engine belonged to Didier Pironi and it needed a rebuild. So Jean-Louis drove to Novaro, where some gentle persuasion convinced Novamotor's Pedrazzani brothers to do the work as a favour. All were rewarded for their efforts when Jean-Louis put the car on pole for the French F3 round at Paul Ricard, and led the race until a gear linkage problem intervened. At Croix, he was again on pole, but was beaten to the flag by Anders Olofsson.

Eventually some regular support was forthcoming and, in 1978, he did a complete season of F3 in France, tying with Alain Prost for the national championship. At the same time Jean-Louis was driving a KWS Escort in the French production series. It was not a winning car, but KWS was sufficiently impressed to suggest that Schlesser do the Rallye des Cévennes in its rally Escort RS. He took Bernard Giroux as co-driver, and they were giving a fair account of themselves when Jean-Louis found himself on ice: "We were climbing this mountain when the road went round the north side of it. There must have been half a dozen cars in the wall. We slid around for another seven kilometres and then I rolled it."

Despite this experience, Jean-Louis continued to drive for KWS, migrating up into the French Supertourisme championship in 1980. F3 still featured, with more European races, first in a March 793-Alfa Romeo and then a Martini alongside Alain Ferté. A move into sportscars reaped a second place at Le Mans with Rondeau in '81.

In 1982, he did a season in Formula Two with a Maurer MM82-BMW – and moved to a BMW in French touring cars. A year later he made his Formula One debut with a RAM March-Cosworth, entering three races (he started only one) before ➤

the money ran out. During this period Jean-Louis' driving ability and technical skill meant that he was frequently fast in qualifying, but his underfinanced cars often failed to deliver the goods in the race.

This changed when he was signed by Austin Rover for the 1984 French touring car championship. In the TWR Vitesse he finally had a car that would go the distance at a winning pace. He would have been champion at the first attempt in the Marlboro-sponsored car but for losing his win at Dijon. "The scrutineer objected to our rollcage that was welded to the bodyshell," he explains. "I took a welding torch to it and cut the links myself, and still won the race – but they took the points away just the same."

The following year there was no such problem and he won the championship easily. At the same time he had been inducted into the Austin Rover European Touring Car Championship team in which he proved to be one of its stalwarts, winning races ahead of the factory BMWs and Volvos.

During this time he had also maintained his links with sportscar racing, driving Group C Porsches at Le Mans for Henn, Joest and JFR, but in 1985 he also did the Paris-Dakar for the first time. It was an inauspicious start for a man who was to to win the event twice: "There were three Ladas for me, Pierre Lartigue and Jean-Pierre Jabouille. We only managed about 25km before all three broke down."

He contested it again the following year and had a character-building experience in an ARO, a car built on a Range Rover chassis and fitted with an American V8. "We broke all the forward gears so I turned it round and drove in reverse," he says. "We did about 90km before we found a Tarmac road. My neck and arms were almost finished."

Jean-Louis hit the big time in 1986 by landing a drive with TWR to race its Silk Cut Jaguar XJR6s in the Sportscar-Prototype World Championship. This he did alongside his Rover tin-top duties, but when Austin Rover stopped at the end of that year, the Jaguar drives dried up as well.

A testing contract with Williams to sort out its new Renault-engined chassis was in the pipeline, but more was needed. He had a contract with Alfa Romeo to drive its 75 Turbo touring car in 1987, but then late in the year came a call from Max Welti at Sauber. Could he race with Mike Thackwell at the Spa 1000Km in the Sauber-Mercedes C9?

The answer was affirmative. Thackwell put it on pole, but during the race the car misfired in the rain, losing 7min with two long pitstops, and the two drivers had to play catch-up. Thackwell set fastest lap and Jean-Louis was only 0.2sec slower. The car




*Always the innovator, J-L Schlesser bucked the trend with his buggies and, with Renault power, won four successive titles*

dl: DPPI

simply flew and they finished seventh, five and a half minutes behind the winning Jaguar.

This was a critical period for Sauber. It needed a firm contract with Mercedes to guarantee its future.

A week later, Thackwell and Schlesser were in two Saubers for the Nürburgring round of the ADAC Supercup in front of all the Mercedes top brass. Jean-Louis netted a front-row slot alongside Hans Stuck's Porsche 962, with Thackwell behind. The Saubers leapt into the lead, ignoring worries about fuel consumption. At about half-distance, Thackwell decided to play it safe and let Stuck through. Jean-Louis had no such intention: "My fuel gauge wasn't working so all I could do was keep ahead of Stuck and just accelerate if he got close." The resulting victory was just what Peter Sauber wanted: he got his five-year Mercedes contract – and Jean-Louis got his works drive.

J-L finished second in the 1988 World Sports-Prototype Championship – "only one failed wheel bearing stopped me winning" – but he won the ADAC Supercup outright. The following year he won the WSC outright and repeated the feat – with six wins from nine races – in '90, sharing the title with team-mate Mauro Baldi.

It was the year of his first WSC title that Jean-Louis returned to the Paris-Dakar, where at first he drove other people's cars. But his true desire was to design and build his own two-wheel-drive buggy, which he was convinced would outperform all the 4WD machinery then in vogue. Within two years he was on the startline with just such a car. And it had one very unusual feature: no passenger seat. For the first four years of his independently funded project, Jean-Louis drove *and* navigated alone. By 1992, after the Mercedes GpC programme had been canned, he was notching up outright wins and won the special trophy for cross-country rally vehicles that only had two-wheel drive. Between then and '97 he won many events outright, and was third overall in the championship three times and fourth once. His buggies had by now evolved into two-seaters with Renault power and were called Méganes. With these Jean-Louis won the world championship for four successive years and continues to pursue the title (now powered by Ford). To fill in time during the winter he does some ice racing, but the main occupation is with the Cross-Country World Championship.

Designer, constructor, tester, race driver, rally driver – Jean-Louis Schlesser is a cross between Leonardo da Vinci and Errol Flynn: a man who is well connected, larger than life, and who insists on performing his own stunts. M



*Schlesser made the Merc team his own from '88-90*




*First, brief flirtation with Formula One included failing to qualify a RAM March for the French GP in '83*

## PATRICK HEAD ON J-L

"JEAN-LOUIS WAS A PRETTY GOOD TEST DRIVER AND WORKED well with us. He was always strongly opinionated and I am sure that, if we had left it to him, he would have engineered the car himself. Which might not have been all that bad as he had a pretty good idea of what he was doing.

"He was certainly capable in the work that he did for us – and fairly quick too, which is why we asked him to do that race at Monza when Nigel was ill.

"When you look at it, he has had a remarkable career. His achievements with the Mercedes sportscar squad were outstanding in a team that included a young Michael Schumacher. And to then switch to these long-distance desert raids, with a highly individual technical approach, is amazing.

"And he is still driving them now!"




*The Frenchman's first works drive came with Austin Rover, for which he scooped the '85 French crown*

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X-RAY SPEC

# BRABHAM BT34

***DESPITE ITS DISTINCTIVE NOSE, RON TAURANAC'S LAST BRABHAM WAS HARDLY THE PICK OF THE BUNCH. BUT IT SHOULD NOT BE SNIFFED AT, WRITES KEITH HOWARD***

PERHAPS I JUST DON'T EAT ENOUGH SEAFOOD but I've never quite been able to picture how the Brabham BT34 earned the soubriquet 'lobster claw' – although it's unusual disposition of twin radiators and central front wing was sure to earn it some kind of nickname. It was the last car Ron Tauranac designed for Motor Racing Developments, the company he and Jack Brabham had set up in 1961, before his departure following the firm's sale to Bernie Ecclestone. His next stop was Ralt, where the extraordinary Tauranac success story would continue.

Raw statistics suggest that the lobster claw was not exactly the high point upon which Tauranac would have chosen to end a chapter in his career that had netted two F1 drivers' and constructors' championships in 1966 and '67 and raised him, in many people's eyes, to the same plane as Colin Chapman. In fact, the BT34 performed nothing like as well as its predecessor, the BT33, which in 1970 secured the team fourth-equal place in the constructors' championship and rekindled the heady days of the mid-1960s with a win for 'Black Jack' himself in South Africa. In 1971, running both the 33 and 34, the team could only manage ninth in the pecking order, although Graham Hill – by then being unkindly referred to as 'over the Hill' – took the lobster claw to an emotional victory in front of a home crowd at the International Trophy. Next season, following Tauranac's departure, Brabham was ninth again running the 33, 34 *and* 37.

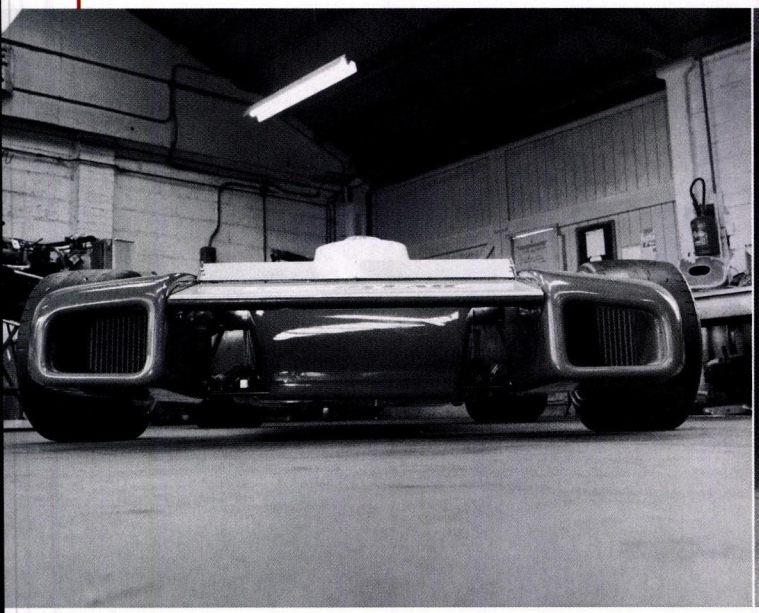
But there is some satisfaction for Tauranac in the fact that various design features of the BT34 were borrowed and deployed more successfully elsewhere. He could, in any case, be forgiven for perhaps taking his eye off the ball – not only because of his soon-obvious immiscibility with Ecclestone, but because his workload at MRD was, and had always been, prodigious. From the outset it was in at the deep end, sink or swim. MRD's first car – originally called the MRD but later renamed the BT1 – was a Formula Junior, as was the BT2. Tauranac notched up his first Formula One car with the BT3, which in the last two races of 1962 was good enough to bag Brabham successive fourth places.

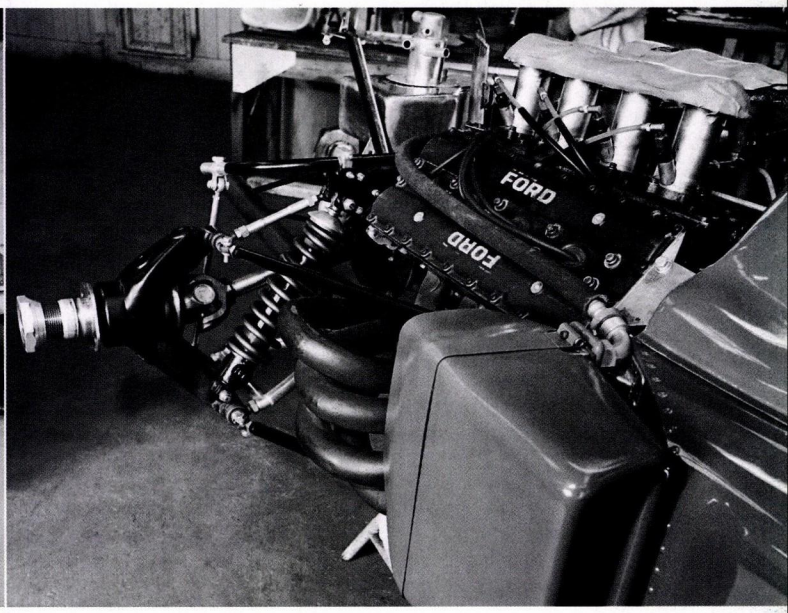
"I was responsible for designing and building cars for F1, F2, F3, Indy and more. From 1961 to 1970 we built more than 500 cars. To keep track of all that *and* go to meetings, you couldn't sit down and analyse things in meticulous detail. Other teams employed designers and they had to come up with new cars each year to justify their job. I tended to use the same parts over and over again, and just change the bits where we thought there would be a gain."

One of the gains he was looking for in the BT34 was some ground effect from its novel front wing, which had the option of a low, track-hugging mounting position and the benefit of the radiator pods at either side acting, in effect, as endplates. However, for reasons explained overleaf, the ground effect front wing was, in the event, never exploited, leaving it to others to inherit the idea and reap its benefits. But it is another intriguing aspect of a car whose principal significance was not its own race performance so much as its legacy. ➳

both: LAT

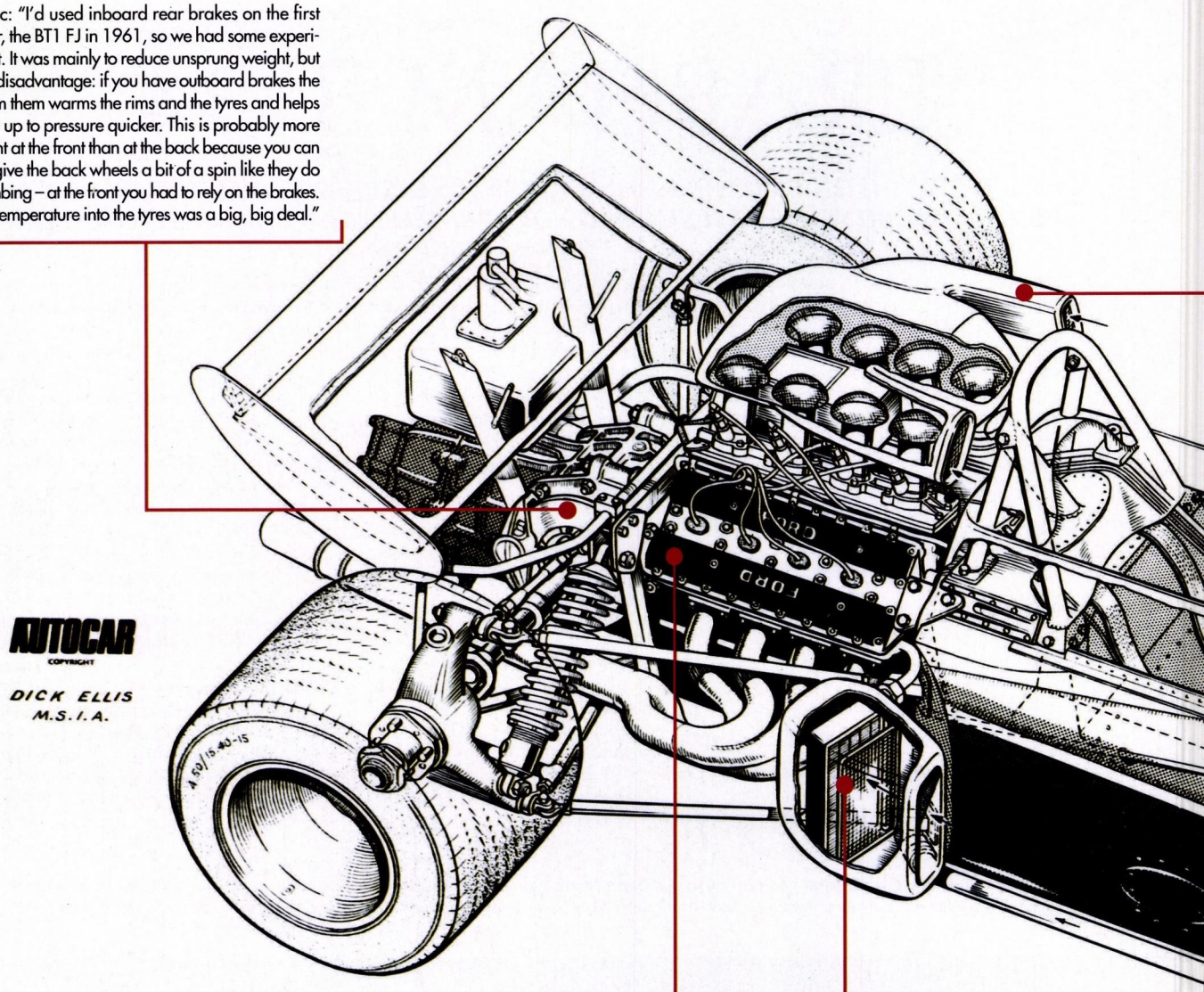
***Left: Hairy nostrils. BT34's front wing had two positions. It ran in this high one, but its designer now considers this to be a mistake. Right. Oil cooler sat in its own ducting, otherwise rear of car was standard early-1970s fare, including ubiquitous Ford-Cosworth DFV***





# X-RAY SPEC: BRABHAM BT34

Tauranac: "I'd used inboard rear brakes on the first MRD car, the BT1 FJ in 1961, so we had some experience of it. It was mainly to reduce unsprung weight, but it had a disadvantage: if you have outboard brakes the heat from them warms the rims and the tyres and helps get them up to pressure quicker. This is probably more important at the front than at the back because you can always give the back wheels a bit of a spin like they do in hillclimbing – at the front you had to rely on the brakes. Getting temperature into the tyres was a big, big deal."




Although always concerned to achieve the smoothest possible airflow to the rear wing, Tauranac did not share others' enthusiasm for the use of an engine cover: "I found that all engine covers did was increase the temperatures under them by 10 degrees. A curvy engine cover made no difference to your speed because the air didn't follow it; air will only turn six or seven degrees maximum, otherwise it just breaks away."

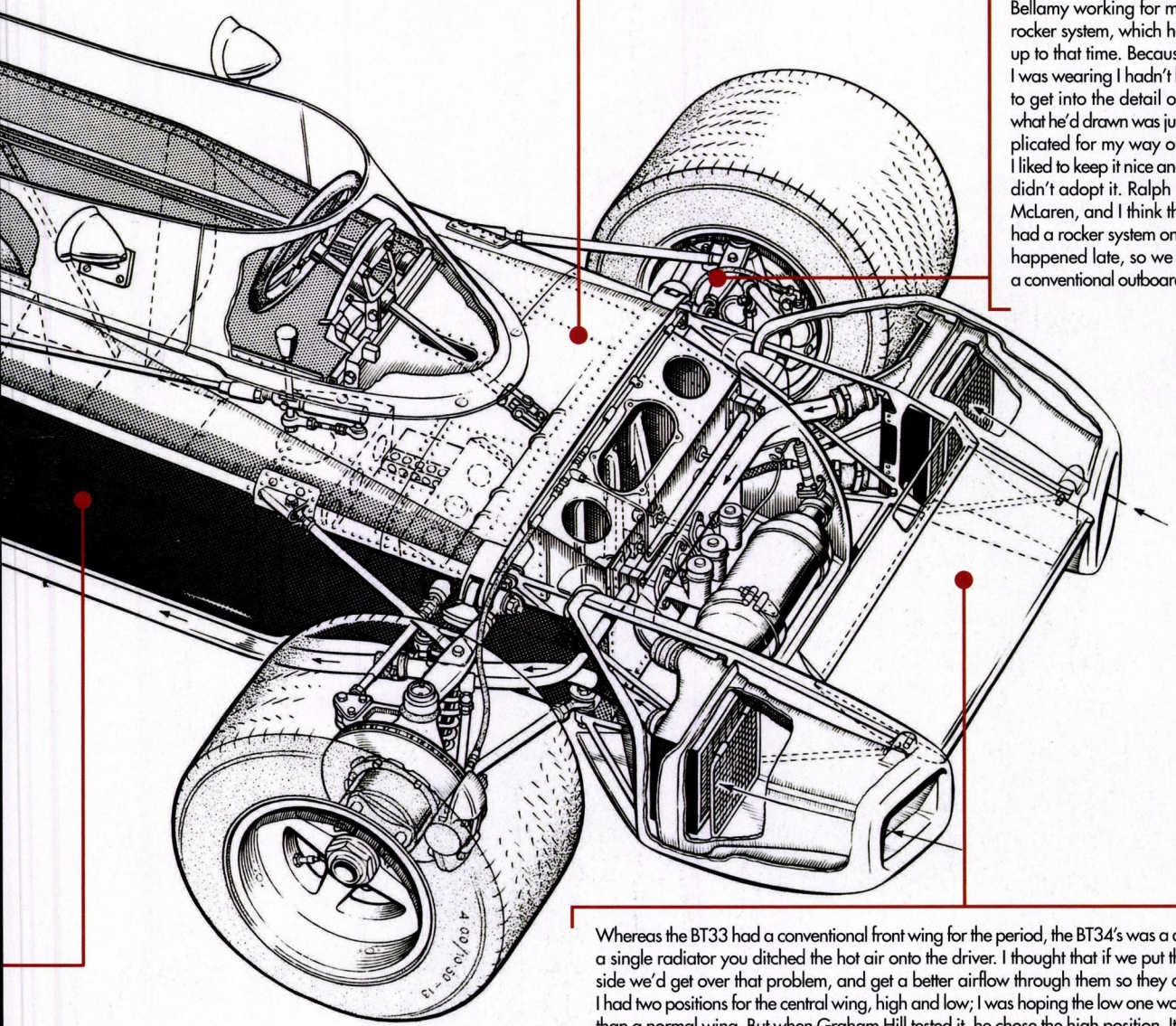
"Moving the oil cooler from under the rear wing to this little sidepod made the rear wing work better by reducing turbulence. Hot air from the front radiator outlets mixed with cold air before it reached here so we didn't have any problem with the cooling. It was a lead-in to putting the radiators back here in ducts. Enclosing and ducting the oil cooler also made it much more efficient; otherwise the air approaching a radiator sees a blockage and skips around it. So, like the front radiators, the oil cooler could be much smaller."

"Ralph Bellamy had drawn triangular fuel cells for the car, which were adopted by Gordon Murray after I'd gone. When Ralph left I squared them all up because I wanted to have the least surface area for volume of petrol, to keep the weight down, and I wanted as much as we could comfortably put in the seat tank so that the side tanks didn't have to be so big or reach so far forward. The car's low top deck reflects this."

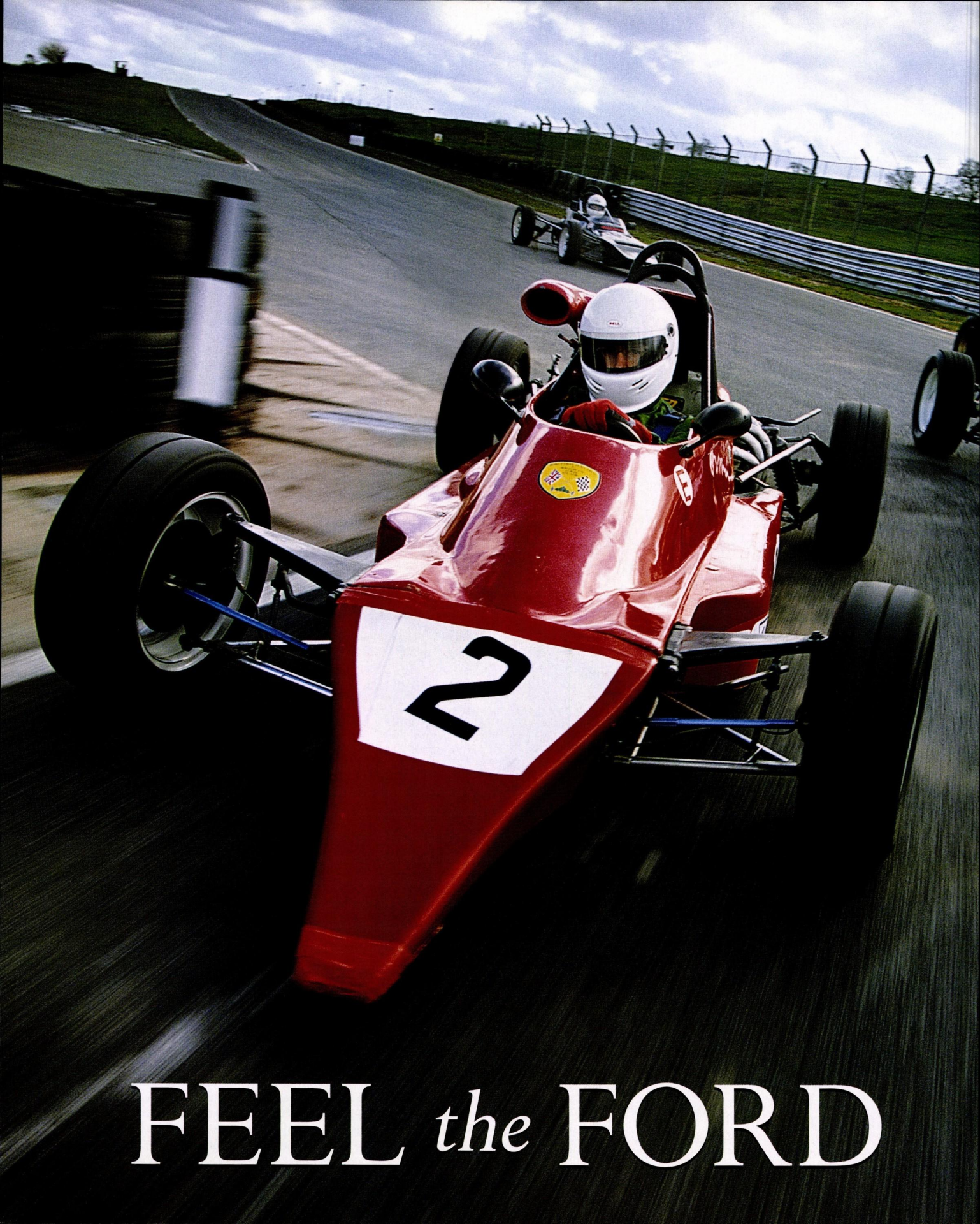
"I'm pretty sure this was the first time I'd used an airbox to feed the engine inlets. The intakes were either side of the rollbar because I reckoned you'd pick up more flow there than above the driver's head, because of deflection of the air by his helmet and the windscreen. You get two effects from the airbox: the first is some supercharging ram. Also, if you ever watch an engine on the dyno there's some fuel mist standing off the inlet trumpets by about 75mm. If you put a surface parallel to the trumpets a short distance away, it returns that mist and you can control a bit where in the rev range you get your power by adjusting how close it is. Without the airbox that mist just blows away into atmosphere, so you also save petrol. We didn't have a dyno facility to play with that spacing, but since then there's been a lot of development on this, particularly in F1."

"I'd always measured torsional stiffness – not religiously, like it is now, but I'd done it in Australia with my home-built cars and I also had a little rig for it at Surbiton. In fact Vanwall sent me its mid-engine chassis to twist there – I still have a copy of the report I wrote on it; it was very weak. I found that if you bounced on the beam used to twist the car you could see where the chassis moved and so identify where to put the diagonals. I'd use pieces of cotton, run them diagonally across various areas and see whether they snapped or hung loose. It was my method of doing finite element analysis before it was invented! With a tubular chassis, if you got 600lb ft per degree you weren't doing too bad, and with monocoques you were lucky if you doubled it. With honeycomb you could get up to 2000-2500. Compared to modern cars these figures are laughable, but they were enough. All you need is sufficient stiffness so that if you adjust the front rollbar it affects weight transfer on the rear wheels as well as the fronts. As long as we had that, we could adjust the cars no problem."

Whereas the BT33 had used inboard front spring/damper units, the BT34 reverted to an outboard configuration – something which looks like a retrograde step: "Quite possibly it was. I'd had Ralph Bellamy working for me on a pushrod rocker system, which hadn't been used up to that time. Because of all the hats I was wearing I hadn't had a lot of time to get into the detail of its design and what he'd drawn was just a little too complicated for my way of doing things – I liked to keep it nice and simple – so we didn't adopt it. Ralph left and went to McLaren, and I think the next McLaren had a rocker system on it! This decision happened late, so we had to revert to a conventional outboard arrangement."



Whereas the BT33 had a conventional front wing for the period, the BT34's was a departure: "With a single radiator you ditched the hot air onto the driver. I thought that if we put the rads out each side we'd get over that problem, and get a better airflow through them so they could be smaller. I had two positions for the central wing, high and low; I was hoping the low one would give us more than a normal wing. But when Graham Hill tested it, he chose the high position. It's significant that McLaren's Can-Am car picked up on putting the wing low across the front. Teddy Mayer told me he adopted it after seeing it on the Brabham. It really worked for them; we made the wrong choice."




# FEEL *the* FORD




photography by Malcolm Griffiths/LAT

***WANT TO RACE AN HISTORIC SINGLE-SEATER BUT CAN'T AFFORD A LOTUS 72? A CLASSIC FORMULA FORD MIGHT BE THE ANSWER. PAUL FEARNLEY SAMPLES FOUR OF THEM***

MOMENTUM IS THE THING. I'M ABOARD a tiny single-seater that weighs little more than a Volvo's passenger door and yet I'm clinging grimly to every last ounce of speed like the psycho-trucker in *Duel*. But unlike the loon in the mirror shades, I'm determined not to hold anyone up. Thankfully, it's not too busy today at Oulton Park, but once every two laps or so a car looms and I give it room. And each time it sweeps past, no matter what it is, I naively determine to keep up in a bid to pick up some tips – and speed.

No way. They're gone. Five mph shy out of a reprofiled Knickerbrook chicane (it's still too tight) equals six up Clay Hill, equates to seven by the apices of Druids, etc. This bugs me to hell. Yes, I'm in somebody else's car. Yes, I've only done a couple of laps in it. But in my heart I know that the difference between 'enthusiastic' road driving and track 'commitment' is being rammed home. Three or four seconds off the pace isn't bad – it's rubbish! Especially in Formula Ford.

This everyman form of racing is the greatest success story of the sport's modern era: spaceframe chassis, 1600 Cortina engine, Hewland internals in unburstable four-speed VW 'box, all on road tyres... yours for a grand. That was the initial premise – and reality. As always in motor racing, though, nothing stays the same and a championship that began with two makes in 1967 – Lotus and Russell-Alexis – was soon flooded with a welter of new constructors, and their intense rivalries ensured that the professionalism and costs spiralled at a national level.

The widespread availability of chassis, however, meant that the formula flourished at club level. This is the blue-collar end of the sport: cheap but intense, full of determined dicers who used to get their kicks (for not quite free) by going wheel-to-wheel with the latest South American whizz-kids at the famous end-of-season Brands Hatch Festival.

That changed when the figurehead series switched to more modern Zetec motivation: costs increased even more and the Festival became a shadow of its former self. But the trusty 'Kent' motor simply would not die, and this humble 105bhp power plant is still going strong in thousands of FF cars 36 years after Ray Allen's Lotus 51 won that first-ever race at Brands Hatch.

Yes, you see FFord *is* historic – or Classic in this case. Competing in old racing cars does not have to involve a six-figure outlay: a good late-1970s Formula Ford might only set you back £3000; a professional end-of-season rebuild should be no more than £1500 (or you could do it yourself); and you might be able to eke out a season on six Avons at £60 each (two new ones down the left side) and two sets of pads at £40 each. As long as you don't rip any corners off (reckon on £1000 each), you could probably do a 12-round series for £3-4000. And if you're quick you'll be doing times that would put you up at the sharper end of grids for ostensibly much faster historic racing cars.

Created in 1979 to cater for what were then just-out-of-date cars, the pre-74 championship was joined five years later by a series for '74-78 FFs and, one year after that, by Formula E, which was for cars with outboard dampers – a pre-80 category, basically. All three were then amalgamated in '94 under the Classic Formula Ford banner, a championship that today has two classes: pre-74 and pre-82.

So, what are they like?

## HAWKE DL19

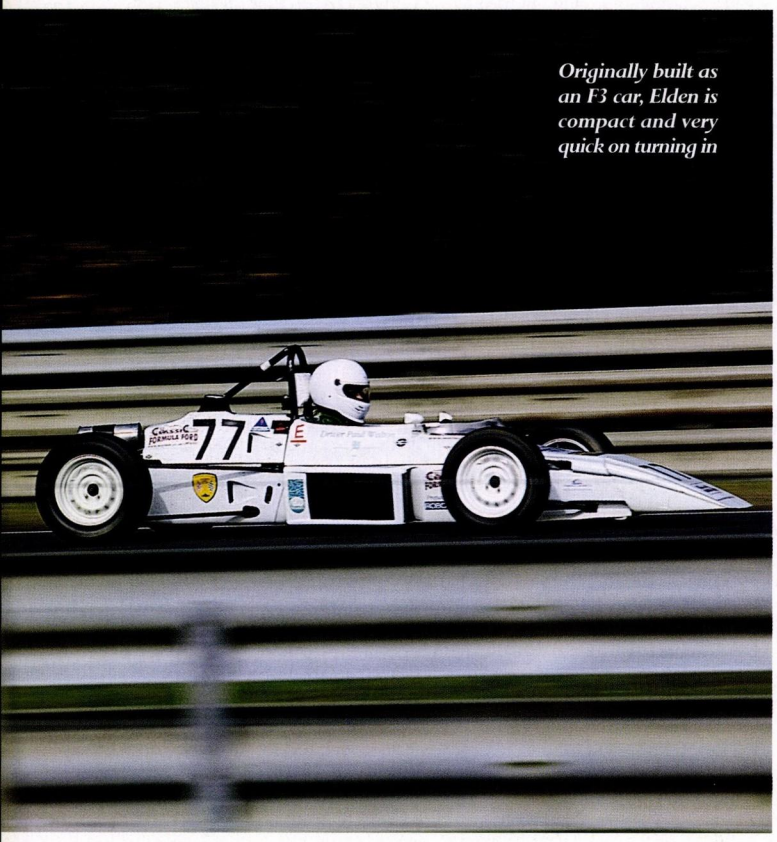
MY DAY KICKS OFF WITH THE MOST modern car on offer: Peter Hackett's needle-nosed 1977/78 machine. To be honest, the first sight of it doesn't fill me with confidence. Sorry Peter, but it looks a bit of a shed. In defence of the maniacally enthusiastic Hackett, though, he's only just bought it – for £1500! – so it can hardly be expected to be top of the range. And when it comes down to it, I'm a bit ropey in the cockpit area, too.

The battery's flat and a quick push sends me off on a systems check, i.e. a chunter around the paddock. The throttle sticks and the car surges forward as I brake. Hmm.

I'm swayed, however, by Hackett's brio – "You won't recognise it when I've spent £500 on it" – and I venture out onto the track. The throttle's still notchy (a rust patch in the middle of the cable's length is later found), the brake pedal is not to my liking, the gearchange graunchy from third to second, the seating position far from comfortable – and it's brilliant. It's such a blast to be in a single-seater that all the gripes fade as you attempt to go deeper and deeper into Old Hall.

With its rocker-arm front end (worked on by a young Adrian ➤

*Hawke has higher grip levels than the other cars thanks to better suspension*



*Originally built as an F3 car, Elden is compact and very quick on turning in*

Reynard) and more-modern pattern Avon ACB 10s (rather than the ACB 9 championship alternative, a copy of the period Dunlop), I perhaps should have driven this car last because it demands higher entry speeds than I can muster to get things warmed up, even with its rear rollbar disconnected to make it more friendly. The rear brakes do smell pretty warm, though. Er, it would appear that they have rather too much bias wound to them. Good job I didn't push too hard…

## ELDEN MK10

IN TRUTH, THE SECOND CAR ON THE LIST had been the PRS RH01 of John Nash, but sadly the centre of its clutch pulled out early on my run and stranded me up at Island hairpin.

I had been lost in the commodious cockpit of the PRS, and so the Elden's cramped compartment comes as a shock. Apart from that, though, Paul Walton's 1974 car – he has owned it since '93 – is a little jewel: taut, torquey, darty and possessed of the day's best gearbox. It is a credit to his mechanic Robin O'Connor and no surprise that it's regularly voted the best-prepared car in the series.

It looks slightly odd to my eye, with its swept-back front suspension, long nose and side rads (a later edition, along with its rear anti-roll bar), but there is nothing wrong with its track manners. Indeed, my only problem is that my knees are knocking against the back of the dash-hoop.

## MERLYN MK20

CLIMBING ABOARD PAUL HUBBARD'S beautiful black Merlyn – it features the prettier Mk17 nose-cone – reminds me of an early Lotus single-seater, with its full-width metallic dashboard and reclined seating position. Its cockpit is not as cramped as the Elden's, and given a bit more space in which to work, it's in this car that I start to feel the 'float' Formula Ford is famed for: barrelling into a corner, balancing what little grip there is on brakes and then throttle. I am perhaps helped in this by the car's long-ish wheelbase and Paul's preference for a soft-ish set-up and very torquey engine: it pulls from less than 3000rpm right through to its 7000 limit. I have some personal niggles – the steering is surprisingly heavy, the brake pedal surprisingly light – but otherwise, this is a delight.

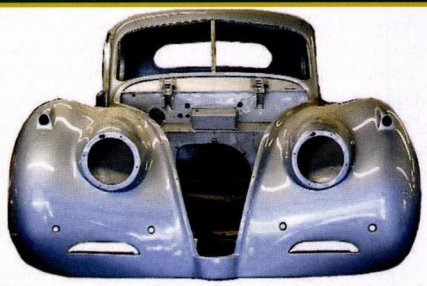
Paul has been racing in the series ➳

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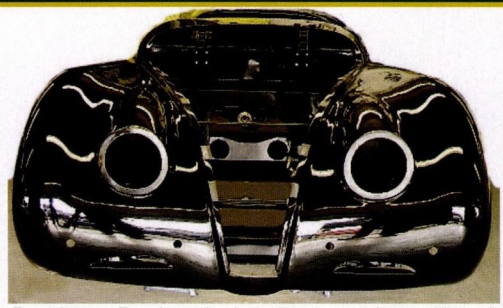
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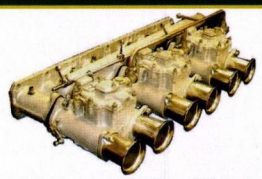
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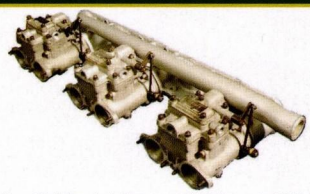
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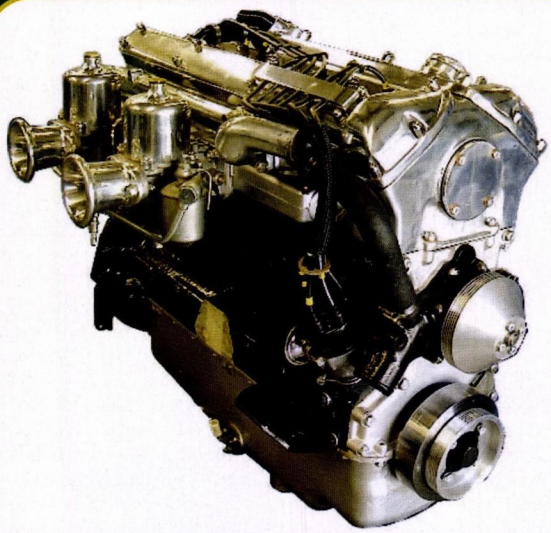
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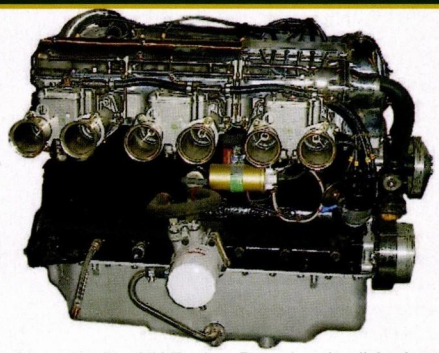
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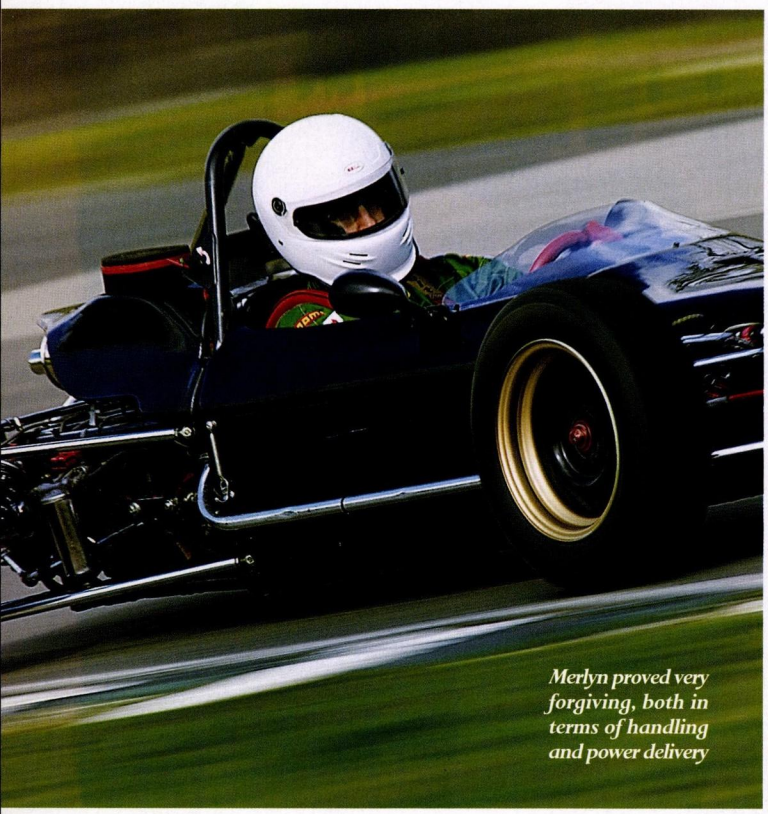


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*Merlyn proved very forgiving, both in terms of handling and power delivery*

since 1989, although business often prevents him from doing every round. He began in a Lola T204, but its rarity and his lack of experience soon saw him swap it for the Merlyn: "The best thing about this car is that you can get all the bits from the people who built it in the first place [Colchester Racing Developments], even though they're no longer doing complete cars.

"The racing is cheap, although you soon discover that second-hand tyres and self-built engines are probably not the way to go if you want to be anywhere other than at the back." That said, his engine has not had a total strip-down for four seasons, and a recent strong performance at Spa means this will probably soon become five. There certainly appears to be nothing wrong with it today (touch wood). Mind you, they all still keep zapping past me...

## CROSSLE 25F

AND FINALLY, THE 1974 MACHINE OF novice champion Richard Shelton. This, though, is not his title-winner. No, this is his latest acquisition. And I mean latest: he's just picked it up from Liverpool docks this morning. It feels remarkably sorted for all that.

The 25F, with its low engine and gearbox position, is renowned as being a fine-handling car, and it's proving to be the best of this bunch in that respect. Despite an annoying flat spot accelerating uphill out of the hairpin, this is the car for me: I'm comfortable – seat, steering and pedals are spot-on – and the car possesses some of the Elden's swervability and some of the Merlyn's stability. It's so good, in fact, that I'm catching someone. And, by jingo, I'm passing him. I suppose he's hoping to follow me to pick some tips – and speed. No way. I'm gone. Hey, this is addictive.

If, like me, you find your endowment mortgage is not performing the way they promised, my advice to you is do not, under any circumstances, visit www.classicformulaford.com, or telephone co-ordinator Andy Hodson on 00 44 (0)1494 673921, or attend the Formula Ford Festival on October 18/19, when the BARC/BRSCC Classic FFs will be a support race to the main event. If you weaken and do any of the above, however, at least you can console yourself with the thought that this is one racing habit that is not too expensive to fuel. M

## MORE EXPENSIVE, BUT A-FORD-ABLE

THE HSCC'S HISTORIC FORMULA FORD Championship positions itself at the more 'expensive' end of the market. It caters for pre-1971 machinery, and these cars' relative rarity means that a good one could cost you £10,000 or (substantially) more. However, the earlier FFs tend to hold on to their value better than the later cars, and once the initial purchase has been made, running costs are said to be similar to those of the Classic FF series.

And because it's an intrinsic part of the HSCC's well-organised package of races, this particular FF championship tends to be invited to the higher-profile historic events; the Classics regularly compete at race meetings that feature modern machinery, but they have also appeared on the BARC's Classic package, which is aimed at lower-budget racers.

For more information on the HSCC's Formula Ford series visit www.historicff.org.uk or contact the HSCC on 00 44 (0)1327 858400.



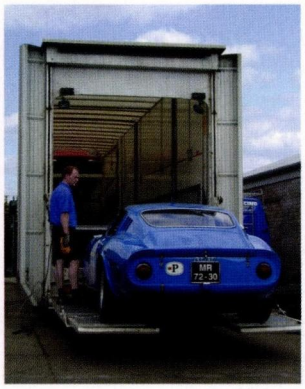

*Irish Crosslé was Ed's favourite on the day, being both nimble and stable*

# Cambridge Motorsport
## the total solution

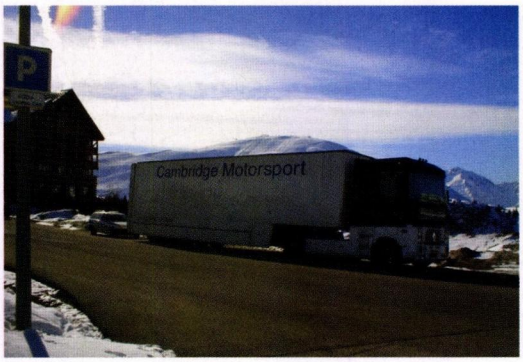
Cambridge Motorsport is truly a one-stop shop for owners of classic sports and competition cars. Based in Bedfordshire, the team has established a world-wide reputation for building, restoring, preparing and running race and rally cars.

For the team at Cambridge, classic motorsport is a passion and just about every member of the team has extensive experience in the field. Some of them, including technical director Chris Conoley, have a fine track record in competition. All of them share a passion for the sport and classic cars.



As well as a comprehensive parts service, Cambridge Motorsport, and their engine building division Mass Racing Engines, offer engine building, dyno testing, race and rally preparation, rolling road, on-event back up and much more. In fact, it is a total service for classic and historic cars. But that is far from the full story.







One of the company's major growth areas in recent times has been in the specialist transportation of classic cars, historic rally and racing cars. This side of the business takes several different forms, and the range of events supported covers classic and historic rallies, vintage tours and race meetings.

For individual customers, the team at Cambridge can provide a total event service including vehicle transport to and from the event and on-event service back up.



On some classic events, the team will provide a total service for event organisers. This includes following the event route each day and working with sweeper crews to recover any cars no longer running. These are then either returned to base or taken to the event's overnight halt for repair and restart the following day.

This is done for some of the most important classic and historic rallies in Europe, including the Liege-Rome event. Over 100 cars were covered during the 2003 event and at the end of the rally, seven articulated transporters moved into the centre of Rome to collect 42 cars for delivery home to destinations all over Europe.

In October, 50 cars – mainly Bentleys and Rolls Royces – will be collected from all over Europe and shipped via container to Jordan for the 'Jewel that is Jordan' rally, quoted by the Daily Telegraph as "the world's most expensive rally". At the end of the tour, the cars will be returned to Europe by container and taken back to their respective owners.

Aside from its own fleet of vehicles, Cambridge Motorsport has access to a fleet of 150 specialised trucks. All of them are closed double-decker transporters, capable of carrying six cars.

On the race transportation side, customers include many race organisers as well as individuals. In fact, there are few major events these days at which Cambridge Motorsport is not involved. This extensive network of vehicle movements also allows customer cars to be collected from across Europe for service, repair, rebuild or restoration work.

So, if you want to get involved in classic motorsport or enjoy our high levels of support, Cambridge Motorsport really does have the skill and resources to handle the job. For more details, visit www.cambridgemotorsport.com or call 01767 677969.

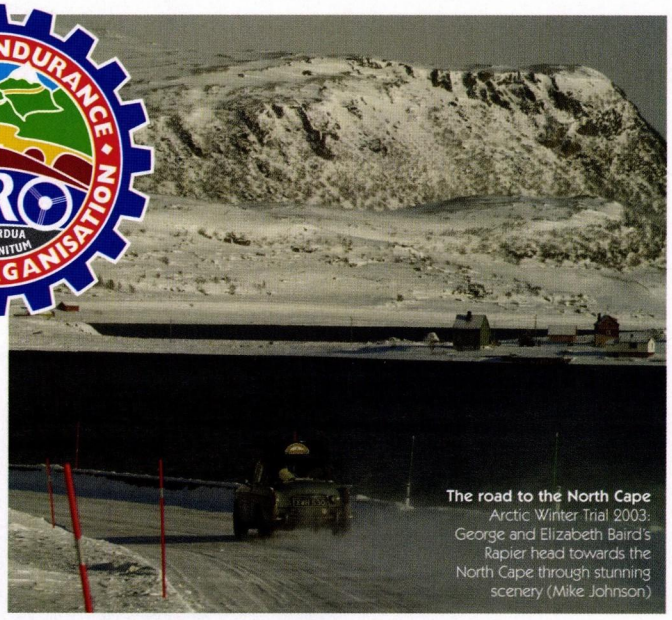
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# Putting the adventure back into driving

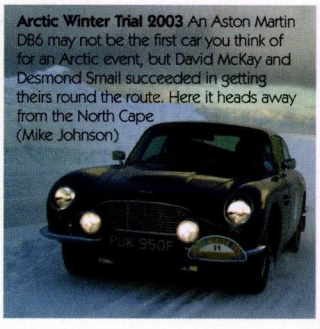
Historic endurance rallying is one of the real growth areas of motor sport. The experience of driving classic cars on some of the world's most challenging roads is unrivalled, and at the forefront of this type of event is HERO, the Historic Endurance Rally Organisation.

From challenging and competitive events in spectacular regions of the world to more social tours around some of Britain's best roads, HERO organises events to suit all tastes. With more than 2800 members, HERO is clearly the market leader in events that will capture the imagination and offer unique driving experiences.

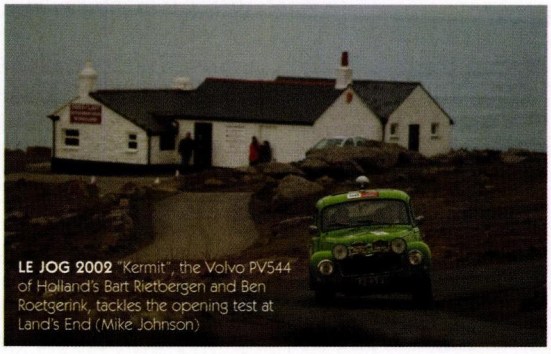
HERO was set up by John Brown, one of Britain's foremost rally organisers. Having been an internationally successful rally co-driver in the 1960s, Brown recognised the need for rallies that reflected the classic events of earlier eras.



**The road to the North Cape** Arctic Winter Trial 2003: George and Elizabeth Baird's Rapier head towards the North Cape through stunning scenery (Mike Johnson)



**Arctic Winter Trial 2003** An Aston Martin DB6 may not be the first car you think of for an Arctic event, but David McKay and Desmond Smail succeeded in getting theirs round the route. Here it heads away from the North Cape (Mike Johnson)



**LE JOG 2002** "Kermit", the Volvo PV544 of Holland's Bart Rietbergen and Ben Roetgerink, tackles the opening test at Land's End (Mike Johnson)

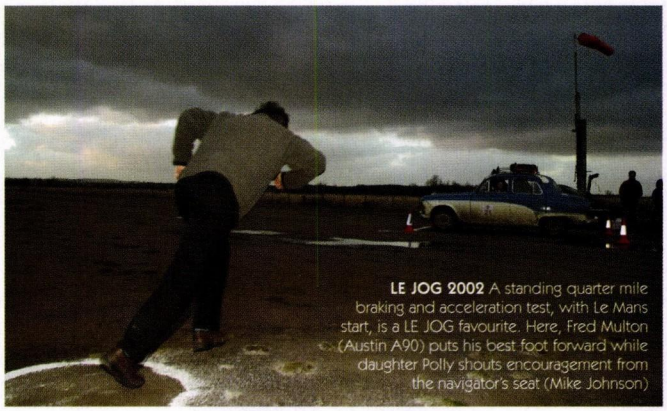


**LE JOG 2002** A stunning wild Cornish backdrop as Kenneth MacEwan and Malcolm White press their Volvo Amazon towards Scotland (Mike Johnson)

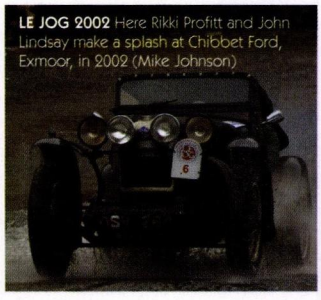
Typical of this is LE JOG, the three-day challenge from Land's End to John o'Groats in early December. It is a real test of man and machine, with challenging navigational sections on some of Britain's most remote roads. This year's event will mark the tenth anniversary of LE JOG, and a maximum 120-car entry is almost assured. The cut-off date for this, and most events of this type, is 1974 and cars must remain true to period specification.

Although LE JOG is probably the toughest event on the HERO calendar, it is still accessible to novices and the organisation is able to offer lots of help and practical assistance to potential newcomers to this branch of the sport.

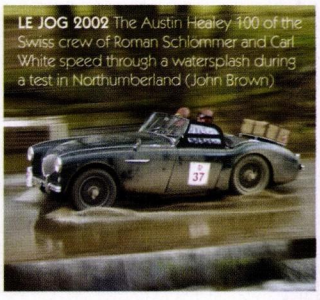
New in March 2003, and already in planning for a repeat in 2005, was the Arctic Winter Trial. This incredible adventure will again take crews on snow covered roads



**LE JOG 2002** A standing quarter mile braking and acceleration test, with Le Mans start, is a LE JOG favourite. Here, Fred Multon (Austin A90) puts his best foot forward while daughter Polly shouts encouragement from the navigator's seat (Mike Johnson)



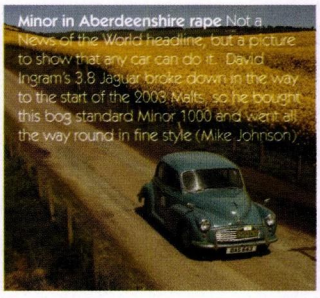
**LE JOG 2002** Here Rikki Profitt and John Lindsay make a splash at Chibbet Ford, Exmoor, in 2002 (Mike Johnson)



**LE JOG 2002** The Austin Healey 100 of the Swiss crew of Roman Schlömmer and Carl White speed through a watersplash during a test in Northumberland (John Brown)



**Aston Martin at Kenknock** Scottish Malts 2003: Philip Haslam's 1933 Aston Martin Le Mans climbs a misty mountain test at Kenknoch, near Loch Tay (Mike Johnson)



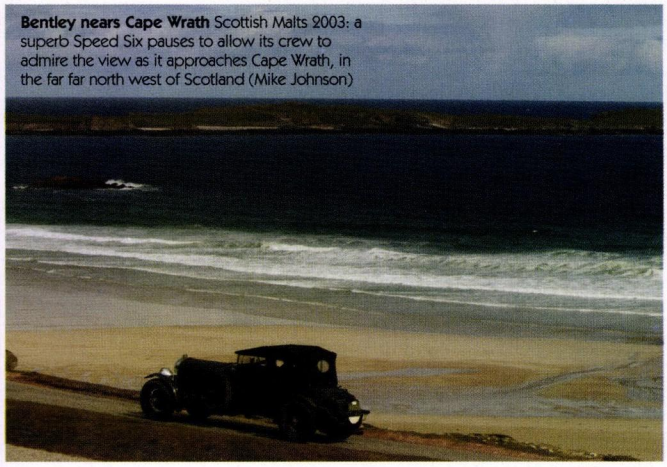
**Minor in Aberdeenshire rape** Not a News of the World headline, but a picture to show that any car can do it. David Ingram's 3.8 Jaguar broke down in the way to the start of the 2003 Malts, so he bought this bog standard Minor 1000 and went all the way round in fine style (Mike Johnson)

across Scandinavia, visiting the Northern Cape during a 12-day, 3500-mile route that finishes in Murmansk!

In September 2004 HERO will be running the hugely popular Scottish Malts Reliability Trial and Classic Car Tour for the seventh time. This event offers two options, depending on the level of competition preferred. Taking in some of Scotland's quietest roads and best scenery, the event finishes in style at the Gleneagles Hotel. Last year, 115 crews representing 23 countries made the Scottish Malts another success.

Brand new for April 2004, and likely to appeal to those starting out in Classic Rallying, will be the HERO Irish Trial. This six-day, 1500-mile trip around Ireland's magnificent coastline will take in many classic rally stages with regularity sections and special tests each day. The parallel Tour will offer a relaxed way to see the superb landscapes and enjoy the craic.

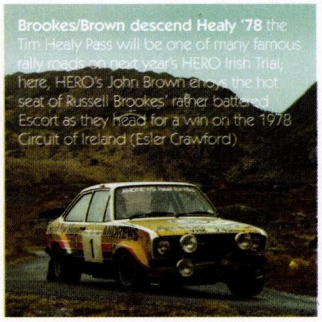
Other HERO events include the Great Tour of China, a four-week trek for modern 4x4s across the roof on the world in a 9000km route. Or how about the Great Silk Road Rally? This 20,000-mile overland journey from London to Sydney will be held in the autumn of 2004.



**Bentley nears Cape Wrath** Scottish Malts 2003: a superb Speed Six pauses to allow its crew to admire the view as it approaches Cape Wrath, in the far far north west of Scotland (Mike Johnson)




**Swiss Rolls, Lochindorb Castle** Scottish Malts 2003: the Silver Cloud of Rudolph and Waltraud Henle passes Lochindorb Castle, near Grantown-on-Spey (Mike Johnson)



**Brookes/Brown descend Healy '78** the Tim Healy Pass will be one of many famous rally roads on next year's HERO Irish Trial; here, HERO's John Brown enjoys the hot seat of Russell Brookes' rather battered Escort as they head for a win on the 1978 Circuit of Ireland (Esler Crawford)

Eligible cars can date from as early as the 1920s right through to the mid-70s, provided that they remain true to period specification. HERO has a team of scrutineers and is always happy to offer advice and information about cars eligibility.

So, for classic cars, wonderful roads, competition, excellent social life and the chance to really get away from it all, HERO is the solution. For more details about HERO, visit the excellent website at www.hero.org.uk or call 01886 833505.

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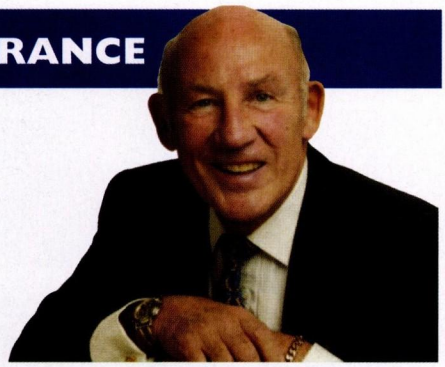
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FIFTEEN MINUTES OF FAME

# THAT SINKING FELINE

**PUMA MK1: CRYSTAL PALACE F3 – JUNE 18, 1971**

***DESIGNED FOR ONE FORMULA BUT RUN IN ANOTHER, THIS IS A STORY OF HOW A FAST CAT ALMOST KILLED AN F1 WANNABE BECAUSE HE WAS CURIOUS TO SEE HOW IT WOULD GO. BY PAUL FEARNLEY***

FORMULA THREE UNDERWENT A SEA CHANGE IN 1971: out went the 1-litre 'screamers', in came the wheezy 1600s. The doom-and-gloom merchants were predicting that the formula would be choked to death by its new air restrictor, and it's true that the cars now sounded tame. By the season's end, however, it was in rude health: 97 entries were received for the final race of the season.

Aussie Dave Walker dominated the year in his semi-works Lotus, but he was pushed hard by a phalanx of Marches. And by Brabham, Ensign, Chevron, Alexis, Palliser, GRD, Royale, Merlyn, Alpine – and Puma.

The Puma was the fruit of Alan McKechnie's ambitious Newent-based team and, unlike some, it was in right from the start of the new formula – well, its build *had* begun two years earlier. Designed by Tony Hilder – son of renowned landscape artist Rowland Hilder – the car had been intended for the 1-litre scene, but the sizeable diversion that was F5000 (McKechnie ran Alan Rollinson and Mike Walker in that) meant the Puma was put on hold – holed up in a Peckham lock-up. But when impecunious FFord racer Bob Evans saw it, he knew it represented his best chance of moving to F3...

Hilder, who had a first-class degree in art and design, got his mechanical bent from building Austin 7 Specials. This led him to freelance for Cooper, Brabham and McLaren – and he also penned the stunning Piper GT road car. "I was mainly involved with bodywork and structural stuff," he says. "But I took an interest in the overall design. I'd often think, 'That looks a bit ropey...'" He was itching to have a go, and a chance meeting with McKechnie gave him the design freedom he desired. "Alan wanted to build his own car; I said I'd like to build one. It just sort of happened."

What "just sort of happened" was perhaps the lightest, stiffest, most advanced F3 of its time. Hilder plumped for a very narrow bathtub monocoque that stretched right to the tail of the car, and built it from Mallite, an aluminium-balsawood sandwich prevalent in the aerospace industry. "The monocoque only weighed about 10lbs," he enthuses.

The ambition didn't stop there: the car was suspended on rising-rate torsion bars (ground-down Morris Minor jobs) front and back, and Hilder proudly possesses a photograph of Colin Chapman taking a long, hard look at the car.

Evans: "It was a lovely little thing: well-balanced and brilliant on the brakes. If only it had had a decent engine..." Whereas most F3s that year ran the twin-cam Ford tweaked by Novamotor, Holbay or Vegantune, Puma's was fettled by BRM. "It wasn't good," continues Evans. "The mechanics used to say it had 'more pipes than the house at Beaulieu'."

Very few cars turned up for the first big race of the season at Brands Hatch – and half of these were being built in the paddock when practice began. Evans made the most of the opportunity – and the rain – to qualify fourth. He wasn't happy with the engine, however, and altered its cam timing overnight in a bid to widen its powerband. He made a slow start and pulled in at the end of the first lap!

By June, the BRM motor had bigger valves and a new camshaft. It was an improvement, but Evans still needed rain to be competitive. He got plenty of it at Crystal Palace. This non-championship meet was a ground-breaking Friday-evening bash that was supported by a pop concert, a fashion show and a fair – a bid by the BARC to inject new life into the under-threat venue. Sadly, its innovation was washed away by the weather.

The racing went ahead, though, and James Hunt's March sat on pole position for the shortened F3 race. Alongside him was the sister car of rookie sensation Roger Williamson. And next to the pair of them, having matched Williamson's time, was Evans. His team was hopeful of a win – if only their man could make a clean getaway. "He started in second gear!" remembers Hilder. Hunt jumped ahead and led to the end, while Evans harried Williamson throughout, but to no avail. Even so, third was surely a sign of better things to come...

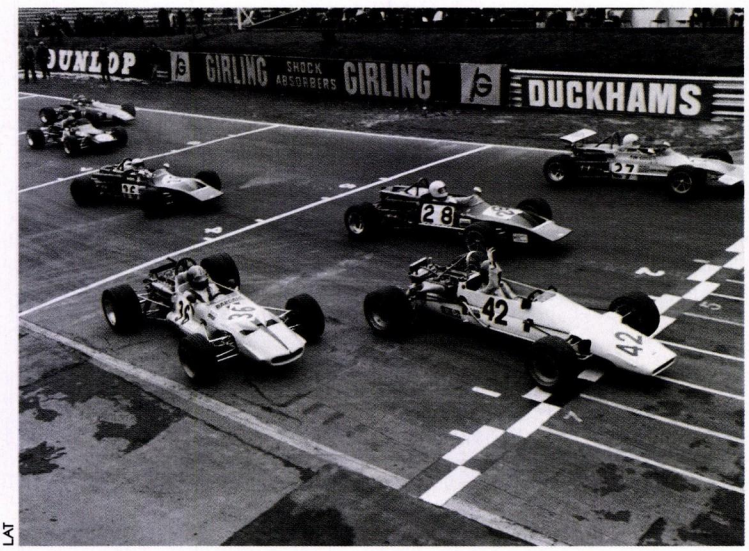
With a Vegantune now amidships, and its handling sharper than ever thanks to a shimmed suspension, Evans and the Puma were under the Castle Combe record in testing in late July. It was coming together. And then Bob crashed – breaking his neck against a cam cover. The season was over for driver *and* car.

"Alan was there and I wanted to show him what a good job we were doing, how good a driver I was," says Evans. "It had started to rain. Tony waved me in, but I decided to stay on it for one more lap... The irony is that Alan had been called away."

Hilder's enthusiasm for the sport had been waning even before the crash. Although he designed Puma Mk2 – an overly complex car which, after lots of chops and changes, would eventually carry Nigel Mansell in a 1977 British F3 race – he'd soon swap the draughtsman's board for the artist's easel.

"The initial design was what excited me, not the development of it. Plus, if you designed anything innovative, it was either banned or copied. Nor did we have the resources to compete in terms of customer cars..."

This Puma had bitten off more than it could chew. M




LAT

***Evans puts his hand up to warn the rest that his Puma career has begun with a phut!***

# BREEZED IN, BLOWN OUT

***WITH ITS YOUNG MILLIONAIRE BACKER, SCIROCCO LOOKED SET TO WHIP UP A STORM IN F1. GORDON CRUICKSHANK EXPLAINS WHY IT DIDN'T***

photography by LAT




Next time you drive down the Goldhawk Road in West London, stop at the Seven Stars pub and lift a glass to the old truism that if you want to make a small fortune out of motor racing, start with a large one. For it was behind this establishment that large amounts of money disappeared into one of those optimistic dreams: a private Formula One team.

Scirocco-Powell fielded two good-looking cars with decent engines through 1963 and, barring one lucky result, achieved precisely nothing but debts and heartache. This is how it managed it.

The story starts with Tony Settember, a Californian who ran a tuning shop near San Francisco, raced a Mercedes 300SL and a Corvette, and earned cash by flying lobsters in overnight from Mexico.

Travelling to Europe in 1959, he devised the sleek Maserati-engined WRE sportscar which had some success in '60, then returned to the USA to find some backing. Here he hooked up with Hugh Powell, who became his patron. Described at the time as "a pale-faced, short-haired schoolboy", Powell was the son of a millionaire American mortician and, though only a teenager, backed Settember in a European Formula Junior foray with a Lotus and a Cooper and an abortive run at the '62 Le Mans with a Corvette, racing as Scuderia Scirocco.

But Settember also had F1 dreams, and at the end of 1961 he persuaded Powell to invest in Emeryson. Paul Emery's outfit was just moving into Formula One and this money injection enabled him to build two Climax-powered spaceframe F1 cars, for Settember and John Campbell-Jones to drive.

Though hardly a revelation (Settember was 11th in the 1962 British GP, four laps down), someone thought the cars had enough promise to push on with. But not Emery. Uncomfortable with the new partners – the previous board of directors, which included Cooper driver Alan Brown, had already resigned – Emery had baled out by late '62. That left a team backed by a boy millionaire, fronted by a tough-talking Italian-American, with two brand-new racecars and a breezy new name: Scirocco. Settember brought in Ian Burgess, who had been running the Cooper racing school at Brands Hatch, organised a set of V8s from BRM, and filled out the entry forms for the '63 season.

There was a new home, too – round the back of the Seven Stars, and to honour it the Scirocco badge features seven stars. Yet these cars weren't the first to be built here; the same lock-ups had already been home to the Ausper FJ works.

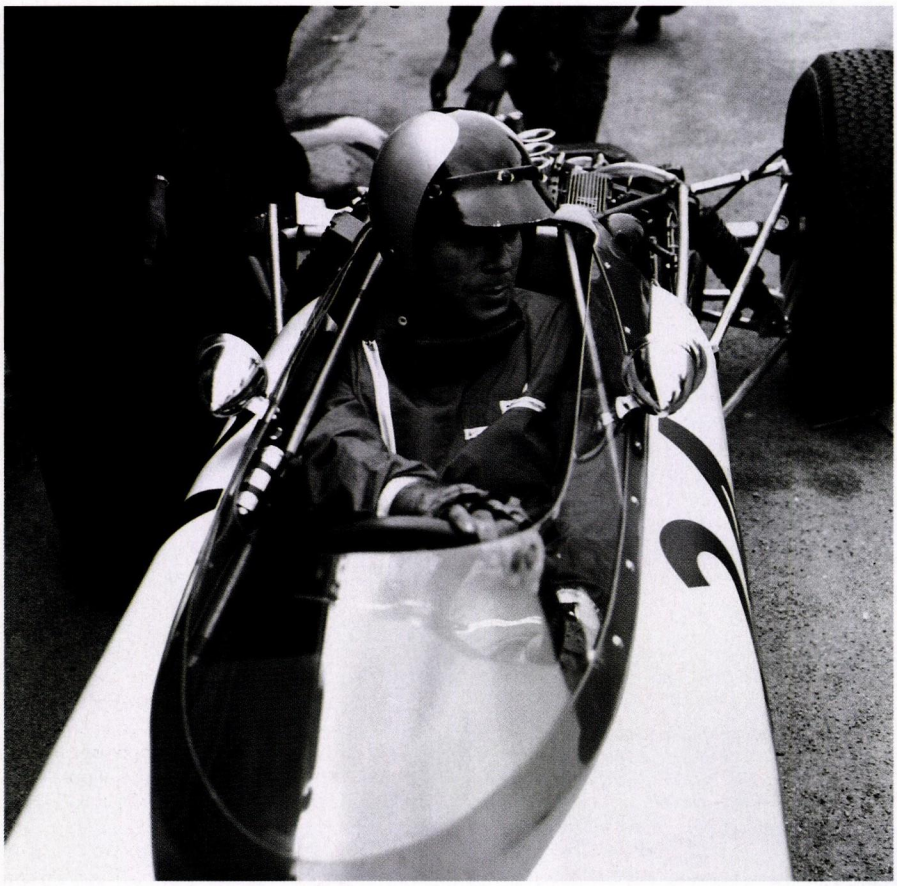
Here the tiny team assembled, consisting of the three principals, Ermanno Cuoghi (later Niki Lauda's mechanic) and Gordon Ross, who drove the ancient Commer transporter bought from Rob Walker. Three chassis were built by Roy Thomas, ace fabricator to many a team, who later recalled the project in a letter. Though often called semi-monocoque chassis, they were actually conventional tube frames with steel fuel tanks welded around and underneath the cockpit, with the tubes actually passing through the tank – "can't think why", wrote Thomas. Barrie Carter, who worked with Emery on the later, similar Shannon F1 car and briefly owned one of the Sciroccos, remembers it being "so heavy that it took two guys to lift the bare frame".

And it's not clear who designed it. Settember gets the credit in contemporary reports, but Thomas thought it was probably Emery before he left, although "they always played close to the chest, so I'm not sure". Certainly the Sciroccos are similar to the Emerysons.

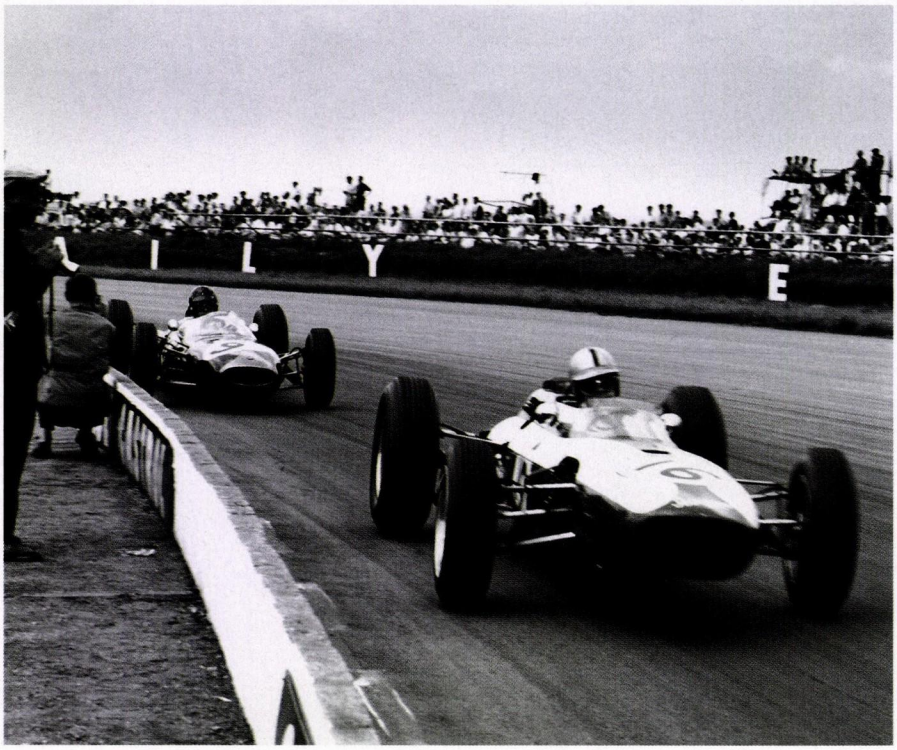
John Tojeiro did the conventional suspension (wishbones up front, parallel radius arms behind) and they splashed out on some Colotti gearboxes. Assembly took place at Goldhawk Road and build standards were high: when I interviewed him in ➳



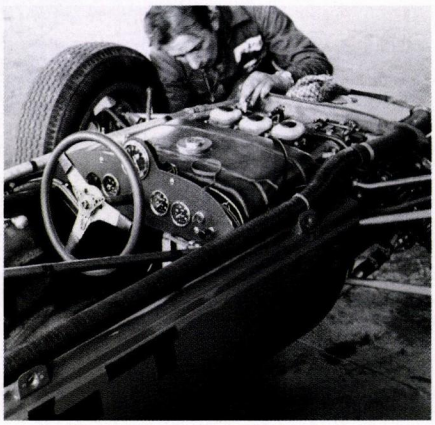

*Scirocco makes its debut amid typical Spa weather. Settember was running a very, very distant eighth when he was caught out by a heavy cloudburst and spun into retirement on his 26th lap*

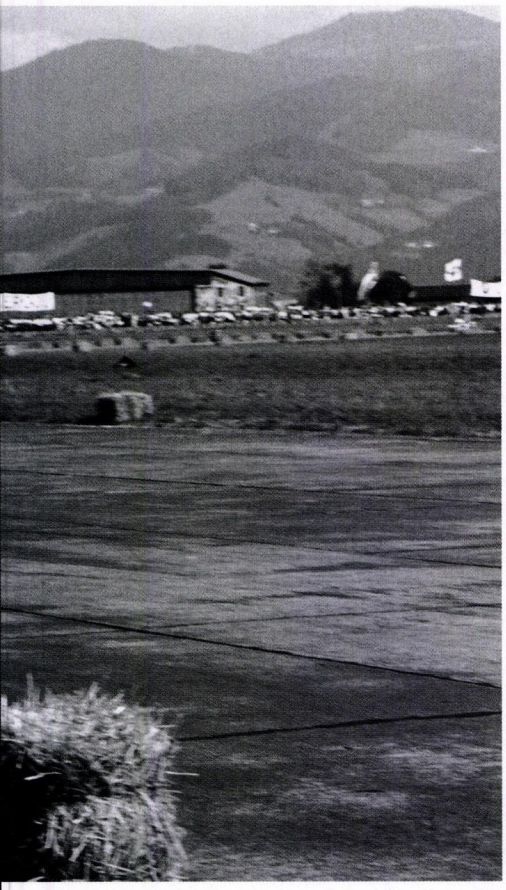


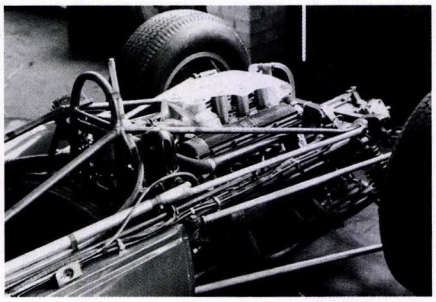


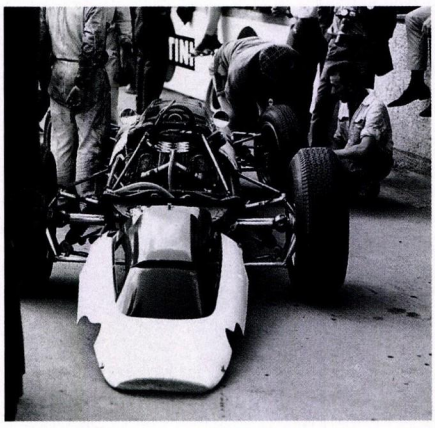


*Clockwise from top left: Settember is hemmed in by SP1's bracing tubes at Spa in 1963; scoring a second place at the featureless Zeltweg airfield – a result that flattered to deceive; team plumped for BRM power, but these customer V8s were down on power compared to the works units; future Ferrari chief mechanic Ermanno Cuoghi tends the car at Spa; Scirocco was heavily built and featured some unusual features: driver sat on moulded fuel tank, front rollbar faced forwards and master cylinders lay on their sides; the second Scirocco finally turned up for Burgess to drive at the British Grand Prix*









1995, Burgess said "they made Emery's place look like a blacksmith's shop". The finished car, with its aluminium bodywork by Williams & Pritchard, looked clean and tidy in American white with blue stripes. It even boasted unique mag-alloy wheels, designed by Thomas. However, Settember distrusted these and infuriated Roy by having one destruction-tested by a local blacksmith. Dunlop later confirmed the design was fine, but it showed the early cracks radiating from the abrasive American.

The cars weren't ready in time for the first race of 1963 at Pau, so Scirocco fielded a four-cylinder Climax car. It's not clear whether this was the new chassis or one of the '62 Emerysons; but, either way, Settember crashed.

For Silverstone's International Trophy, Scirocco planned to assess a young hopeful called Pedro Rodriguez – but neither car was complete.

Monaco was next, and Cuoghi and Ross set out for the Principality with Settember's race car behind a Cadillac newly bought from Cliff Davis. But when they reached France and rang home, Settember told them Monaco was too tough for a new car – so the Caddy turned round.

Finally, chassis SP1 trailed onto the back of the grid at Spa, where Settember spun off in torrential rain. But at Silverstone for the British GP, Scirocco-Powell at last fielded two cars. SP2, Burgess's chassis, was noticeably slimmer, with lighter tubing though of similar design, but it didn't help: he qualified 20th, Settember 15th and both retired.

It was the same sad tale at Solitude and the Nürburgring: rushed preparation, too few crew, and questionable engines. According to Burgess, BRM had overstretched itself on privateer units and the preparation was poor; whether that's true or not, customer engines certainly ran 10:1 compression instead of the works' 12:1, so were short of the official 202bhp. To complicate things, Settember's car had injection, the other ran carbs. Burgess remembered often arriving at Bourne to collect a motor only to be asked if he could wait an hour or two.

Panic began to rule: they reassembled one car in the back of the Commer on the way to a race, wages were constantly slow to arrive, and twice the team was stranded abroad without cash.

Then the flash of hope: in the Austrian GP at Zeltweg, despite being last away because of clutch trouble, Settember took second place behind Jack Brabham. Was the corner turned? Frankly, no. All the serious contenders had broken down, and the Scirocco was four laps adrift. Worse, the prize money availed them naught; Burgess had blown up his engine and the cash went straight to BRM.

As the next race at Monza was only a week away, only Settember made it, and he non-started in less than dignified circumstances. Along with three others, he took the organisers' pay-off to withdraw and allow Giancarlo Baghetti to scrape the slow ATS onto the grid.

Meantime, relations between Settember and Powell were worsening. Thomas wrote that "Powell was terrified of Tony. Hugh was nice enough, but well out of his depth."

Burgess, by now managing the outfit, had discovered that the whole affair was running on an overdraught and being pursued by creditors. Cuoghi, in his book *Racing Mechanic*, recalls that things were so bad that Settember packed the truck with their equipment and hid it in a lay-by to evade the bailiffs.

In September, Burgess had to negotiate with the bank for emergency funding to get to Oulton Park for the Gold Cup. This time Settember got the gremlins, while Burgess managed his first and only finish, a solid-enough eighth. It was the last stagger in a faltering journey.

Powell had fallen for a girl and was spending more and more time with her, holed up in a motel near Heathrow. Burgess and Settember persuaded the youth to return to the States to ask his father to release more money from the trust fund. But instead of a rapid air journey, they found that Powell had booked himself and girl into a stateroom on the *Queen Elizabeth*. Burgess and Settember rushed to Southampton to confront him, managing to extract some final cash before he sailed into the sunset. He never reappeared.

It turned out, through desperate phone calls to Powell Snr, that Hugh was under age, not 22 as he claimed, and not entitled to spend the family's fortune. Worse, he was not legally liable for his debts. It was the death blow for Scirocco. Burgess sold what he could of the hardware to Reg and Tim Parnell to pay some bills; the drivers' fees were never paid.

The team was finished, but the cars plugged on for a little. The Burgess car, SP2, reappeared in 1964 in the hands of André Pilette, now equipped with a Climax V8 and racing under the title Equipe Scirocco Belge, managed by Tim Parnell. At the *Daily Mail* Trophy at Snetterton, he trailed to a sad seventh and last, setting a pattern for a dismal season.

SP1-63 went through several owners, including Anthony Mayman, before Graham Capel restored it in the 1980s. Now it has finally reappeared on the circuits after a rebuild by Hall & Hall. Says Rick Hall: "It's a nice frame, but heavy – and dangerous as the tank is the lowest part and very vulnerable. We've put in side bag tanks." Owned by Dean Butler, it's now powered by a 2-litre BRM V8 and has put in some excellent performances in the hands of Martin Walford.

SP2-63 passed from hand to hand until Spencer Elton found it on a rough estate in Bristol, fitted with a supercharged Triumph Stag engine and a McLaren nose-cone. Also rebuilt by H&H, it now belongs to Peter Morley and has been fitted with the correct 1.5-litre BRM V8 and Colotti 'box.

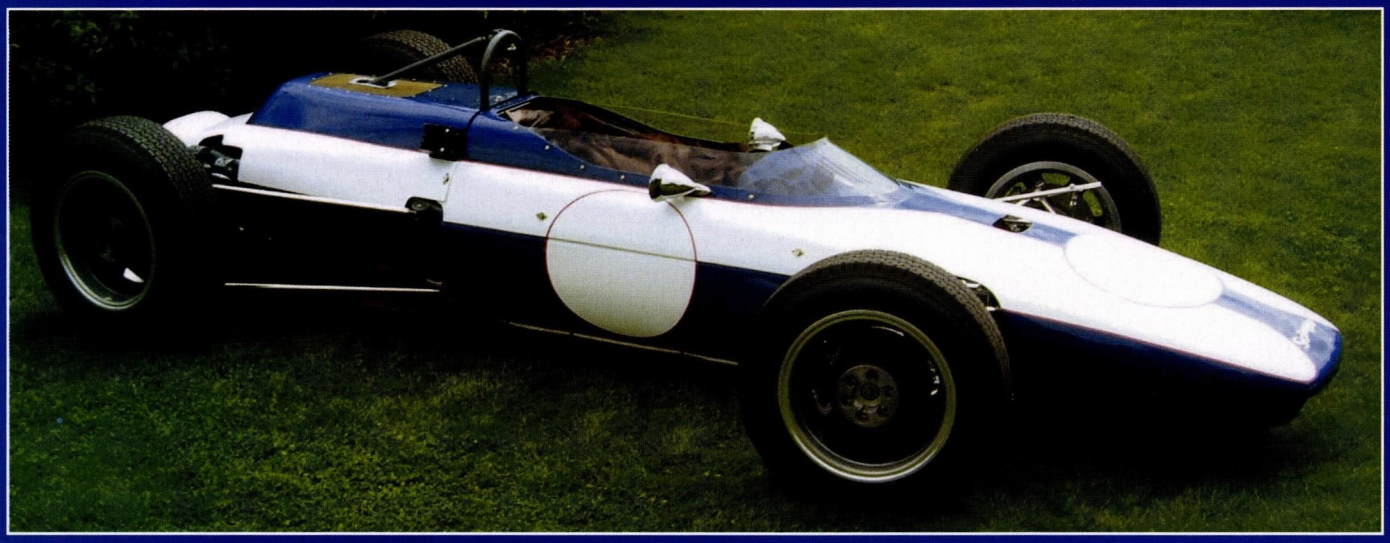
The third chassis still exists, too. In 1964, Bill Aiden Jones built it up with spare components and sold it to Canada. Despite some of the literature stating that it was converted into a sportscar, it actually gained a 3.5-litre Oldsmobile V8 with Corvair gearbox for Formula Libre events. It's still in Canada, and owner David Trueman expects it to run by spring.

When we spoke eight years ago, Burgess recalled the enterprise as a project with promise, strangled by finance. But it's more than money which brings results: organisation and talent matter, too. Among the cries of 'It could have been a contender!' it's important to remember that several little, cash-strapped teams went on to become major players. Scirocco never looked like being one of them. M

# Scirocco F1 1963

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### March 761-7

After falling out with Walter Wolf, Williams established Williams Grand Prix Engineering and ran this March 761 in 1977 with Patrick Neve driving, and backing from the Belgian Belle Vue Brewery. The most competitive March in 1977.
Rolling chassis with many spares - **£40,000**

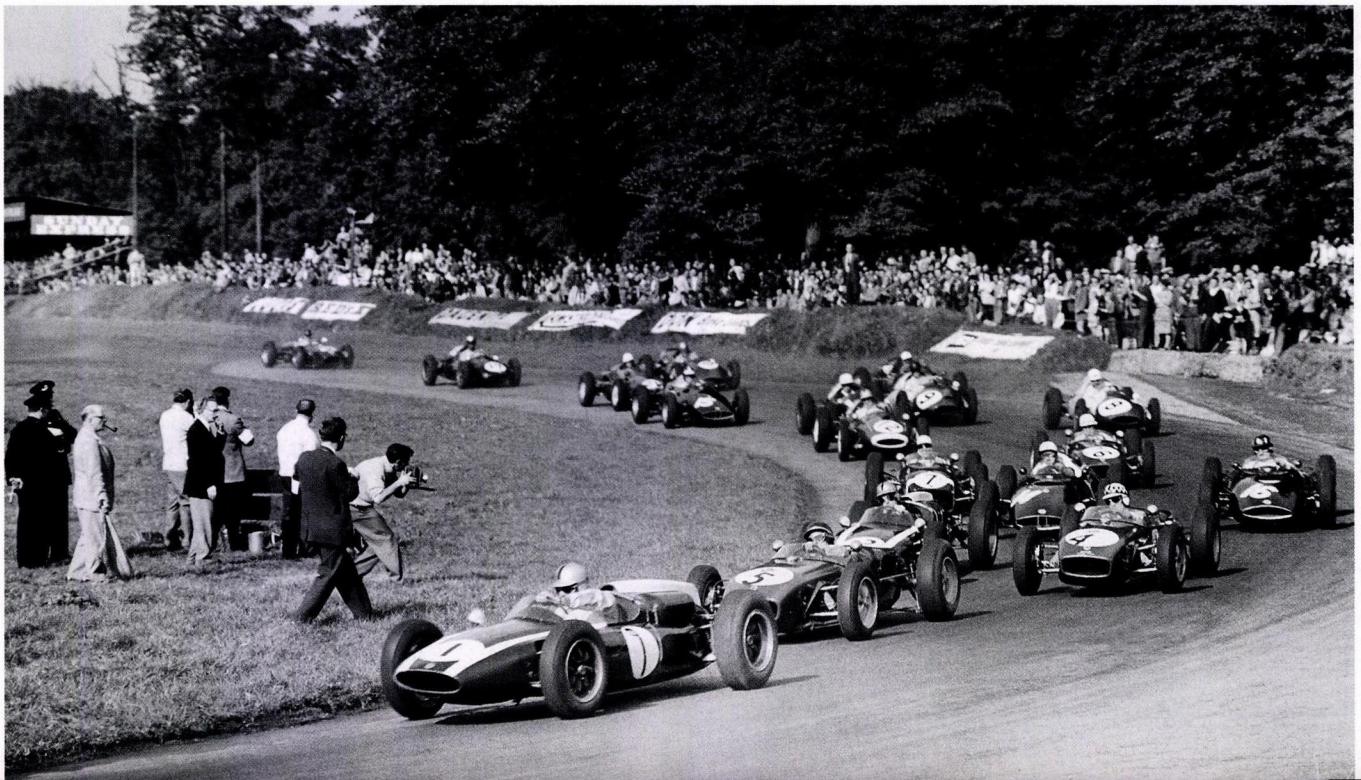


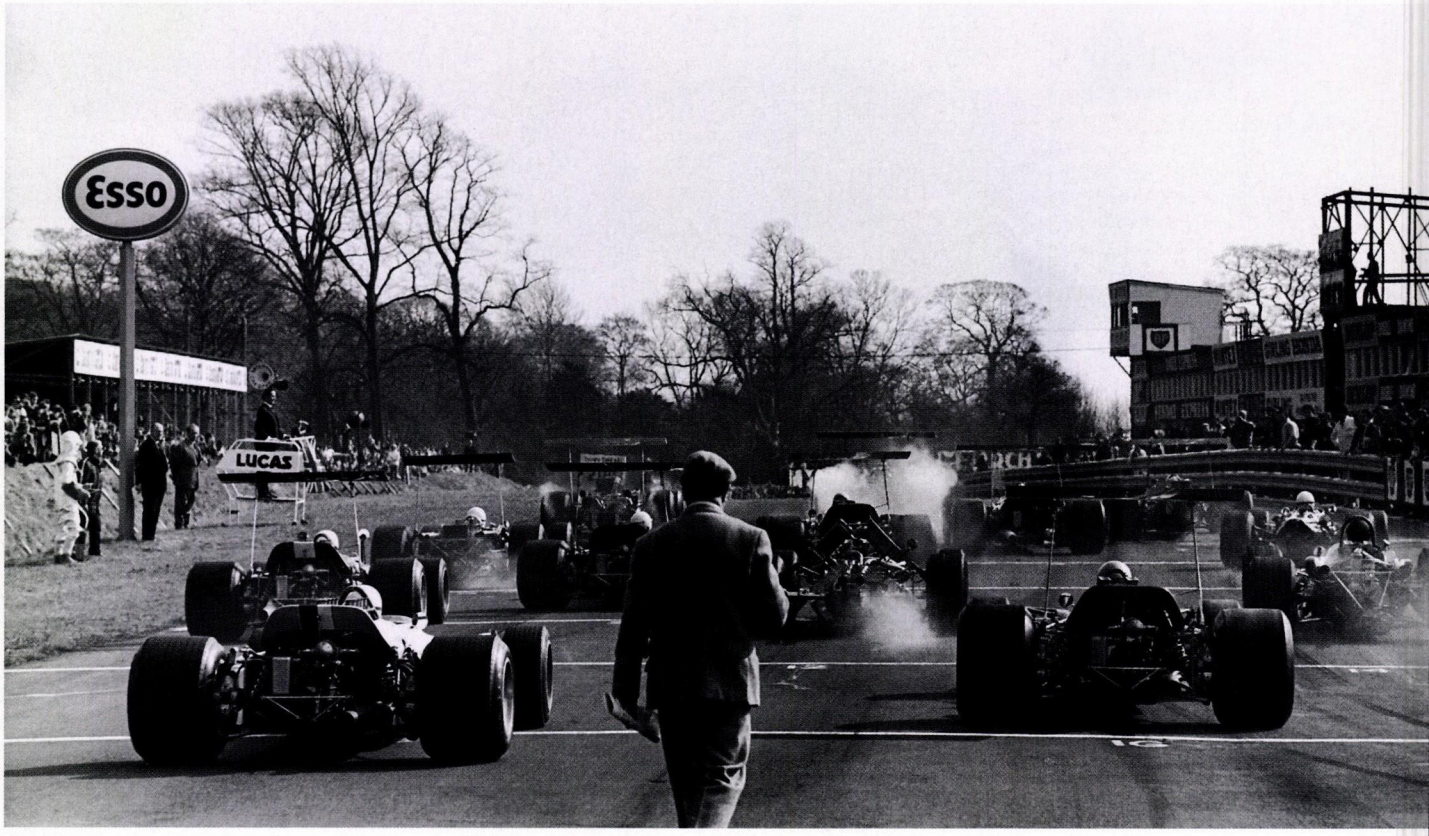
*Top: The 1967 Gold Cup was ostensibly a Formula One race, but the bulk of the field was made up of F2 cars – one of which proved a damn-fast nuisance. Jackie Stewart's 1600cc MS7 Matra harried Jack Brabham's BT24 Brabham-Repco all the way, and finished just five seconds behind the Australian. Here they plunge into Deer Leap well ahead of the pack*

*Bottom: The start of the last 2.5-litre F1 race to be run in the UK – the Gold Cup of 1960. Brabham leads the Lotuses of Jim Clark (5) and Innes Ireland (4). The race was won by the Lotus of Stirling Moss (7) – mired in the pack after a slow start from pole – but the star of the day was Ireland, who led, spun to third and led again before retiring with gearbox woes*

# CHESHIRE CHEERS

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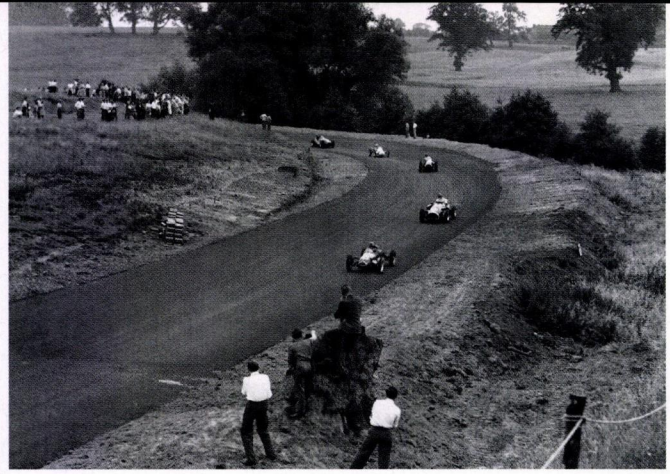




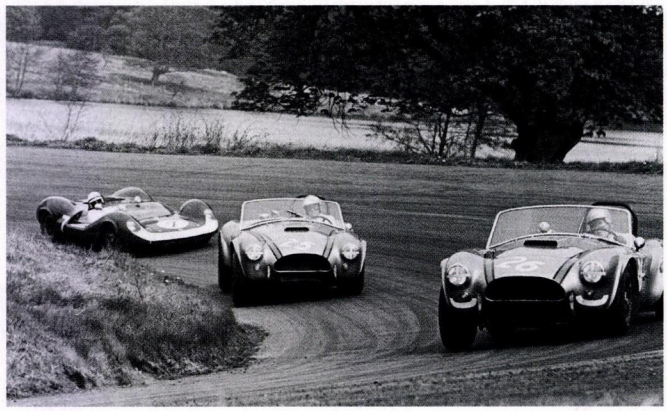
*Top: Clutches release 65,000cc of grunt as the first-ever F5000 race gets under way in April 1969. On pole position was David Hobbs in a Surtees TS5, but he had to give best in the race to the McLaren M10A of Peter Gethin, who led from start to finish. On the right of the back row is Ulf Norinder's Lola T142, which despite urgent fettling on the grid got up to third before running out of fuel*

*Middle: The 1956 Daily Herald-backed Gold Cup – labelled the British Grand Prix for F2 cars – was led from start to finish by an inspired Roy Salvadori. His great drive in a works Cooper-Climax allowed him to collect the £1000 prize and one of racing's finest trophies. Team patrons Charlie (at Salvo's left shoulder) and John Cooper (crouching) are joined by the Herald's John Rosswick*

*Bottom: Dennis Leech's Ford Falcon leads the tin-top pack through Cascades at the 1969 Gold Cup meeting. Despite the efforts of Escorteers Frank Gardner (in Alan Mann's blown TC) and Mike Crabtree, Leach held on to win by less than a second. The GM usurper in this pack is Roy Pierpoint's Chevy Camaro, which crashed heavily at the top of Clay Hill while in second place*



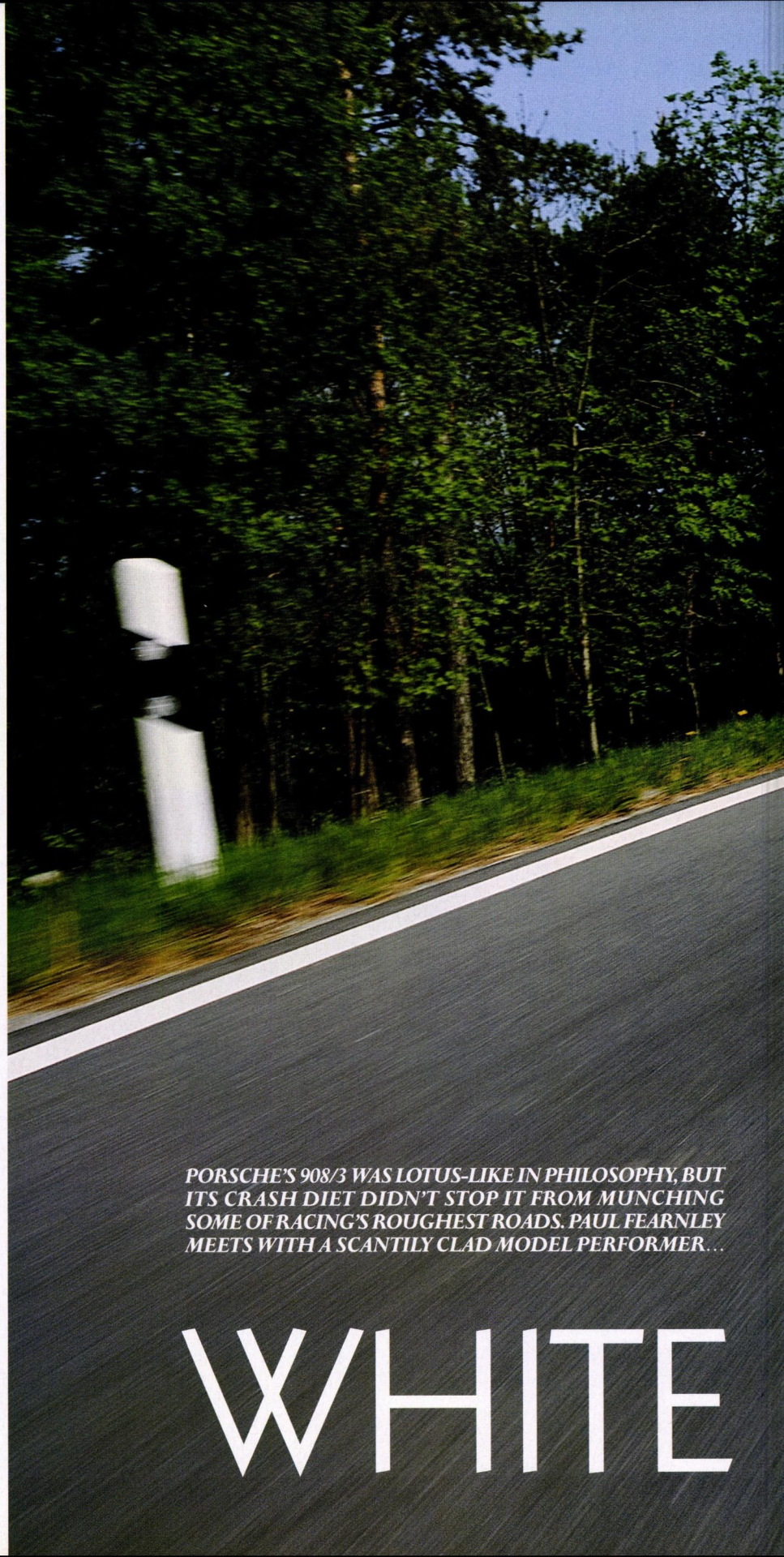
*Top: The first meeting was held in August 1953. It consisted of three 10-lap heats for F3s, followed by a 33-lap F2 race and a 17-lap F3 final. This is the opening lap of the F2 race, Les Leston's Cooper heading the Connaught of eventual winner Tony Rolt. They're seen exiting Range Corner, which emerged just below where Clay Hill's bridge is today. The circuit was extended in '54*



*Middle: The 1965 RAC TT (two heats of two hours) was won by Denny Hulme in a Brabham BT8-Climax. Here the Radford Racing Cobras lead Vic Wilson's Lotus 30-Ford at Esso Bend. The latter, who was sharing with Jim Clark, retired; Allen Grant (25) was sixth, while Neil Dangerfield/John Sparrow (26) were eighth, respectively 10 and 12 laps down on Hulme's grand total of 138*

*Bottom: Water had to be pumped off the circuit before the F3 final at the 1956 Gold Cup meeting could begin. The race provided a thrilling dice between the Coopers of Stuart Lewis-Evans and Jim Russell, the pair of them dead-heating across the line. Sadly, however, the latter had been docked 15sec for jumping the start. The Gold Cup itself saw a 1-2-3-4 for the works Aston squad*





*PORSCHE'S 908/3 WAS LOTUS-LIKE IN PHILOSOPHY, BUT ITS CRASH DIET DIDN'T STOP IT FROM MUNCHING SOME OF RACING'S ROUGHEST ROADS. PAUL FEARNLEY MEETS WITH A SCANTILY CLAD MODEL PERFORMER...*

# WHITE

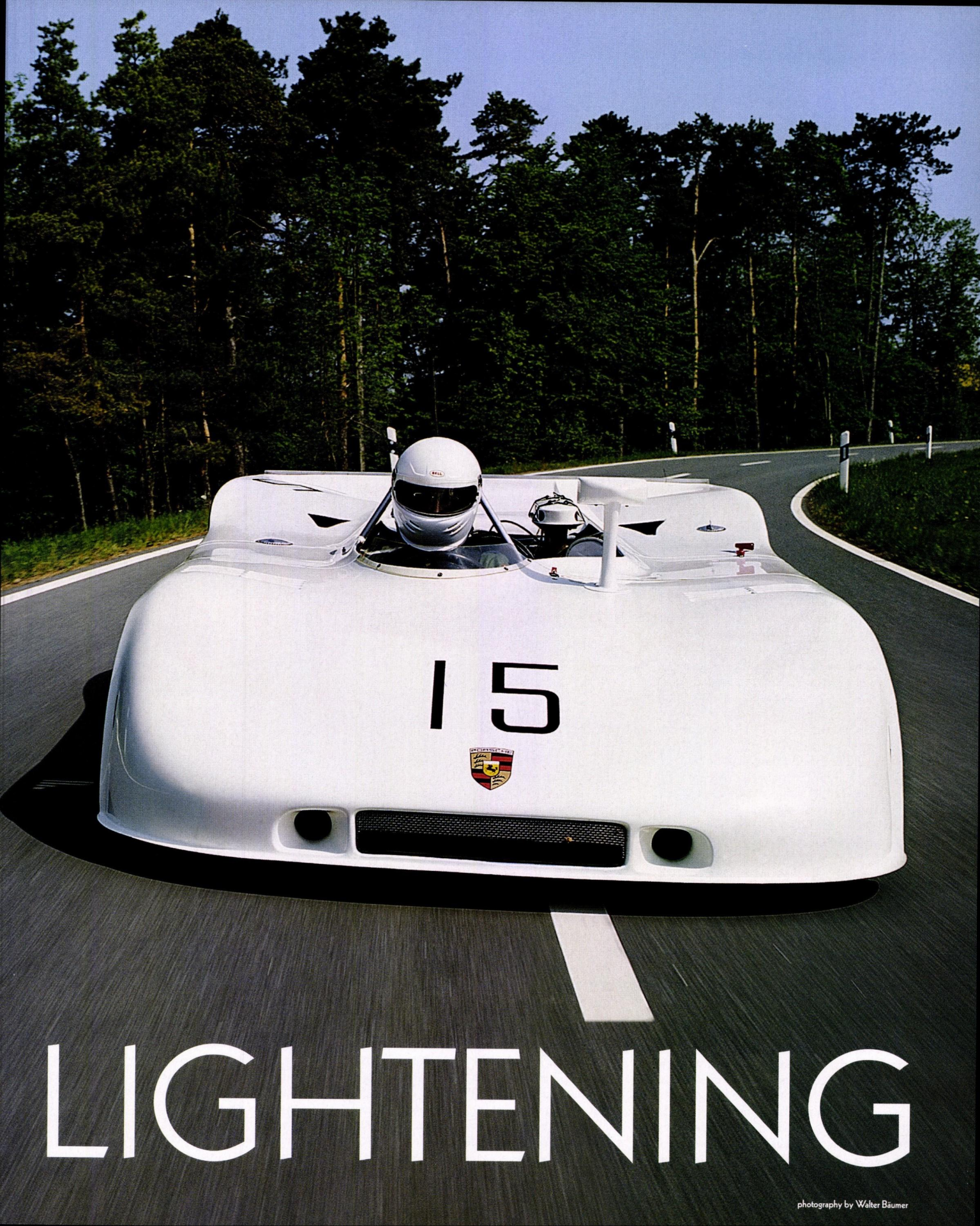
THE TWIST, BUMP AND GRIND OF THE ROCKY AND rolling Targa Florio; the launches and splashdowns of the other-worldly Nürburgring. Car-breakers both, right? Yet this gossamer machine with its translucent bodywork played one like an old fiddle and rocketed into the far distance at the other. Even more remarkably, 10 years later, admittedly in a lesser era of two-seat racing, Porsche's pared-to-the-bone 908/3 was still competitive in privateer hands.

For years Porsche's racing squad had punched above its weight, so much so that people forgot how small the Zuffenhausen concern was as sportscar racing reached its apex. But that only seemed to strengthen the resolve of Ferdinand Piech – Ferry Porsche's nephew – to deliver a knockout blow. When in early 1969, as the tech boss of the Experimental Department, he ordered that the 25 917s required by homologation be rushed through, workers were drafted in from the 911's production line: racing was suddenly the priority, not a sideline. The company was flat out. Make or break. That it was simultaneously working on a car designed purely to win two specialist races is bewildering.

Le Mans was its main aim, and the mighty 917 was *the* car. Targets B and C were the Targa Florio and the Nürburgring 1000Km, for which the mighty 917 was definitely *not* the car. Porsche had a habit of upstaging Sicily's motorsport passion play, but had found it harder to win Germany's second-biggest race: indeed, it had won the Targa seven times before it began its own 'Ring cycle in 1967. It would prevail at the Nordschleife the following year too, in the car that ended its long-accepted role as plucky underdog. For 908 was its first racer based around an engine that sat on a designated capacity limit. Until its 3-litre air-cooled flat-eight appeared, Porsche had always left itself a comfort zone: if it won, everybody marvelled at its underpowered overachievers; if it lost... well, it was expected to. But this softly-softly approach wasn't Piech's bag. He wanted to go toe-to-toe with the big hitters. And by the end of that first 908 season, he was on the ropes. A second Nürburgring Porsche win was the new car's only major success in a troubled year. The marque's famed reliability had deserted it, which was odd because 908 was meant to be the sorted 907 – which won that year at Daytona, Sebring and Targa Florio – with 26 per cent more power.

In truth, the firm had broken its rule of continuous evolution. It had complicated things by building a heavy dry-sumped six-speed gearbox and jettisoning the proven eight-cylinder firing order of the superceded Type 771. These matters were put right in the 908/2 of 1969: in came a simpler, five-speed transaxle, out went the debilitating vibes of alternate power strokes from each bank. The updated 908 was smoother and more usable, and Porsche went for the throat: four, five, even six cars per round, five straight wins (three for the Spyder, two for the *Langheck*), its first world sportscar title – and the nearest of Le Mans misses. Piech was vindicated.

One of the small concessions made by Porsche during this hectic time was the axeing of its European Mountain Championship programme. During the 1960s it had produced increasingly specialised, ultra-lightweight, wheel-at-each-corner cars for this demanding, if scenic, series. The last ➳




# LIGHTENING

photography by Walter Bäumer




***But officer, as you can clearly see, it's registered for road use. Top right: Targa testing hack missed out on wild paint job. Below right: Car carried 15 in only contemporary race run***

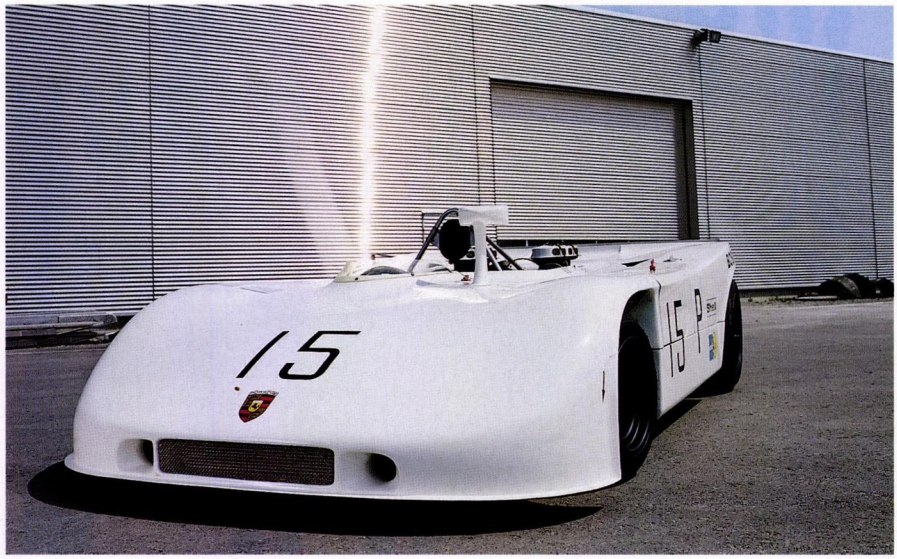
of these was the outlandish 909 Bergspyder of late 1968. The trick to this car was the placing of its gearbox between engine and final drive. This moved the driver forward, centralising mass and sharpening direction-change via improved use of the ever-fattening tyres of the period. It competed only twice, but its legacy would be a long and successful one.

PUSH THE RECESSED BUTTON AND LIFT (WITH ONE finger) the driver's door up and forward. Ahead lies the starkest of cockpits. But what's that? Slowly it dawns on you: that bar running along the bottom edge of the dashboard is the front anti-roll bar. Put it another way: with the 26.5lb epoxy bodywork removed, you can touch the right-front tyre while still strapped to your seat. Put it another way: the rack is mounted above and slightly behind your knees. You're 'cab forward' in a 908/3 because, like the Bergspyder, it's engine-gearbox-diff. Your feet are at least 8in ahead of the axle line and are 'caged' by a spindly frame that carries oil cooler and master cylinders. There is some panelling-in, but this is only thin fibreglass meant to keep small stones out of the cockpit. Let's face it, you're the crumple zone inside this 771b spaceframe.

"If Colin Chapman had known how much effort went into making the 908/3 light, and how light it was, he would've had a fit," says Vic Elford. "But I felt so secure in it that I never considered it unsafe. It was so controllable that the confidence it gave me was huge." Yeah, but you're Vic Elford; I'm just me. He's right, though, no car has ever felt so alive.

With my precious tootsies offset towards the centre, a typically big Porsche 'tiller' in my gloved mitts and that motor growling in my lug'ole (this is the smooth one?), I nurse the car out onto the... road! Very Targa. Don't worry, we've got a trade plate taped to that peekaboo tail, so it's all above board. And anyway, if I'm stopped by the *polizei* I can explain how road-car it (nearly) all is. For if a driver's safety was not atop Porsche's 'to do' list, his comfort over long distances was: the clutch's feel is long and light, the brakes are activated by a pedal soft enough to make press-on heeling-and-toeing tricky and the gearbox, as ever, is fully synchro-ed. Porsche also melded a go-kart feel with just the right amount of alleviating suspension movement, while the engine pulls hard from the needle-stop. Which





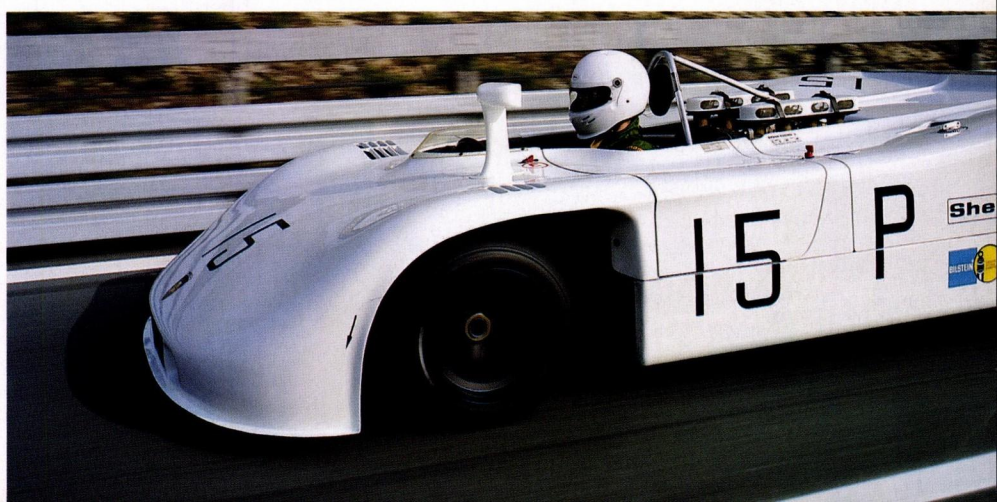

is a good job, because I've pulled away in third!

The gearbox's gate is very narrow and is fitted with an idiot-proof selector mechanism. Sadly, this is proving that I'm an idiot. Worried about dropping into second from fifth, Porsche's engineers made it so that the only option from top (out on a dog-leg for a reason explained later) is fourth. Nor is it possible to hook into second from here: it's third or fifth for you, my lad. That's fine, I've no problem with that. What I do have a problem with is that the gate itself seems canted towards the centre of the car. Instead of an H-pattern, I am faced with what is best described as a narrow W: first is selected by pushing forward and slightly in; second is back and slightly away; third is forward and slightly away, etc. Once again, this is fine – until you miss fourth from fifth. From here, it's back to fifth – or nothing. And once you get into a tizzy, the problem exacerbates. Leo Kinnunen, the Finn who set fastest lap in the 1970 Targa, talked of a stiff gearchange; Björn Waldegård, who made his racing debut with a 908/3 in the same race (see page 92) mentioned being used to nursing Porsche gearboxes because of his 911 rallying experiences. The other surviving 908/3 drivers I spoke to – Elford and Brian Redman – had nothing bad to say about the 'box. Ho hum.

Somehow sensing that there isn't an Elford or a Redman aboard, the engine does its level best for me. Sure, its 911 basis, two-valve head and wide valve-angle was hardly cutting edge at the time, but how much power do you need to hustle a 565kg car? Believe me, 360bhp is plenty. Crack those slides and 908/3 is off like a jackrabbit, nose hunting across the road, sniffing out the next apex. Photographs done, I give it a little squirt. It's not much more than a mile back to our base, but it's a narrow, tree-lined B-road with a couple of downhill sweepers, a big stop at a roundabout and a 90 right. The lady in the Opel gets a shock as this pure-white pure shape crests the rise, but otherwise it's quiet and I get a wriggle on. It's enough to wet the whistle: Targa in a 908/3 must have been mind-bending. This car changes direction like one of those bikes from that failed first 'computer movie', *Tron*. It stops on a *pfennig*, possesses synapse responses – and wows whoever gets in it: Walter Röhrl reckons it's one of the best Porsches he's ever driven....

That one of the rally greats should rave about it comes as no surprise. The motorsport codes find their node at 908/3: all-rounders Elford, Kinnunen and Gérard Larrousse excelled in the car. But then the Targa Florio today is the special stage rally it was, in hindsight, always destined to become. Thirty-three years ago, though, it was still the most challenging of all road races – and Porsche was determined to win it for a 10th time. The car in these photographs – test mule, chassis 003 – was shipped to the island a month before the May 3 event and it pounded round, in and out of everyday traffic, until four brand-new cars arrived for the race.

Porsche's change of attitude was obvious upon their arrival: American Dick Soderberg's beautiful, uncluttered shape was bedecked in the most in-your-face paint jobs yet seen on a Porsche. There was no need to be low-key white any more – they had something to shout about.



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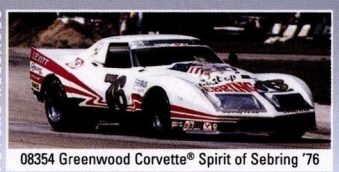
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*Top: Cooling ducts for outboard rear disc brakes. Bottom: Oil tank for flat-eight's dry-sump system*

## TECHNICAL SPECIFICATION

**ENGINE**
**Type:** air-cooled, twin-spark, DOHC flat-eight
**Construction:** two-valve aluminium cylinder heads, two-piece mag-alloy crankcase; forged-steel crankshaft; titanium connecting rods; chain-driven camshafts; sodium-cooled valves
**Capacity:** 2997cc **Bore x stroke:** 85 x 66mm
**Power:** 360bhp @ 8400rpm **Torque:** 270lb ft @ 6600rpm **Compression:** 10.4:1 **Weight:** 396lb
**Carburation:** Bosch, mechanical fuel injection
**Ignition:** Bosch **Firing order:** 1-7-2-8-5-3-6-4

**DRIVETRAIN**
**Gearbox:** Porsche, Type 910, five-speed (plus reverse) transaxle, all-synchromesh

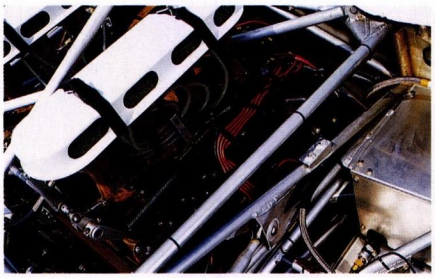
**CHASSIS**
**Type:** aluminium-alloy tubular spaceframe
**Weight:** 77lb **Wheelbase:** 2300mm **Track (f/r):** 1542/1564mm **Length:** 3850mm **Kerb weight:** 565kg **Bodywork:** fibreglass **Weight:** 26.5lb
**Frontal area:** 15.07 sq ft
**Cd:** 0.46 **Downforce (f/r):** 85/200lb at 155mph
**Suspension (f):** independent, double-wishbone, coil spring/dampers, anti-roll bar
**Suspension (r):** independent, single top link, reversed lower wishbone, twin radius arms, coil spring/dampers, anti-roll bar

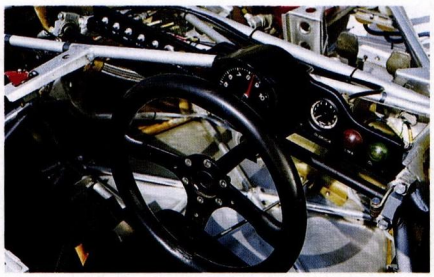
**RUNNING GEAR**
**Steering:** ZF, rack and pinion, unassisted
**Brakes (f & r):** outboard, vented and cross-drilled cast-iron discs, four-piston calipers **Dampers:** Bilstein **Wheels (f & r):** 15in (13in were used on 1970 Targa Florio) **Tyres:** Goodyear, 240.5x15, (f) 11in, (r) 15in

And how. Kinnunen was almost 1min faster in practice than Elford's best lap of the previous year. And in the race, despite a fantastic effort by Nino Vaccarella and Ignazio Giunti in the unsuited Ferrari 512S, Porsche's latest car scored a 1-2 courtesy of Jo Siffert/Redman and Kinnunen/Pedro Rodriguez.

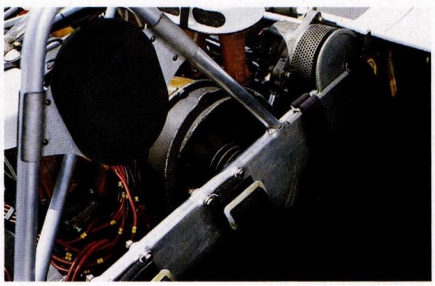
"When I first saw the car I was worried that it might be difficult to control," admits Redman. "You were so far forward that I wondered if you might not be able to feel what was happening behind you. But it proved to be a fantastic car. Manfred Bantle, the guy responsible for most of it, doesn't get the credit he deserves. He got his sums exactly right: it was nimble, compact and responsive, with fantastic mechanical grip – the perfect combination for the Targa. It had fifth gear off on a dog-leg because you only needed it once per lap on the Targa, perhaps twice on the Nordschleife, and it had lots of low-down torque. For me, it was the first true modern racing car – minus the downforce."

Elford held similar views but met with a very different fate on the car's debut. Vic was reckoned to know every pebble along the Piccolo Madonie's 44.7-mile lap, and was the pre-race favourite. But the rock in the road on lap one was something not









*Clockwise from top left: Inlet trumpets are fibreglass; front anti-roll bar runs along bottom edge of dash; bits of wire wrapped around piece of wood – a resistor; engine's cooling fan almost scalped yours truly*



even his mental pace-notes could cope with. He swerved, hit a kerb and broke a steering arm that "was about a thick as two pencils". But he and Porsche Salzburg would gain their revenge less than a month later at the 'Ring, where the 908/3 proved 20sec per lap faster than the 908/2 had been in 1969.

There had been fundamental change at Porsche towards the end of the latter year: with the title wrapped up early, Piech farmed his cars out for the later races. Porsche Salzburg – a Piech family-owned concern – was the first to enjoy his patronage, and it was joined in 1970 by Slough's JWA. The rivalry was intense: talk to Redman and Salzburg got first dibs on new bits; talk to Elford and JWA was the teacher's pet. At the 'Ring, however, it would appear that it was the Salzburg squad in the know, fitting larger oil tanks to circumvent the problems that sidelined the leading JWA car. Elford, co-driven by Kurt Ahrens Jnr, took the win, while team-mates Richard Attwood/Hans Herrmann were second in 003's only contemporary competitive run.

Porsche would win a second manufacturers' title in 1970 – breaking its Le Mans duck with the 917 – and would continue this form into '71: a second Le Mans victory, a third world title. By this time, however, 908/3's slow-circuit advantage had been whittled away. The 3-litre sportscar formula was looming for '72, and Ferrari and Alfa had joined the party a year early in preparation. Crucially, they had brought F1 engines with them; Porsche had shelved plans for a four-valve 'F1' unit after it had disappointed on the dyno. This meant that 908/3 was ➳

outgunned, although still substantially lighter.

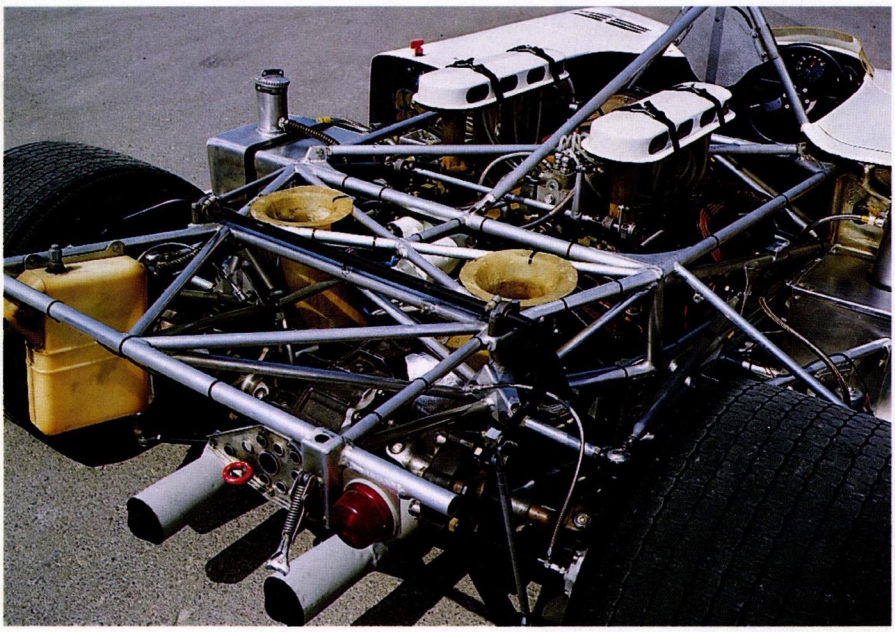
Elford/Larrousse were in contention on the Targa until they suffered two punctures on one lap, thus handing the win to the Alfa T33/3 of Vaccarella/Toine Hezemans. Redman, meanwhile, suffered a fiery first-lap crash: "All they found was a big black hole, at the bottom of which lay the crankshaft!"

At the 'Ring, Elford/Larrousse were able to keep sufficient pressure on the faster Ferrari 312PB and Alfa of Jacky Ickx and Rolf Stommelen to cause them to wilt, and this 1-2-3 result was supposed to be the final hurrah for 908/3. Except it wasn't.

One of the proposed changes for 1972 was the introduction of a 650kg minimum limit. Porsche knew it could not compete on those terms and turned its attention to Can-Am. By 1975, though, as sportscar racing lost its edge, Reinhold Joest, a driver and a team boss with a golden touch, realised that a 908/3 fitted with bodywork copied from the Can-Am 917/10 and boasting a 2.1-litre turbo six from the 911 Carrera RSR racer could be competitive. Three cars were so converted with Porsche's tacit approval – and with good reason. As the FIA vacillated between Groups 5 (roost of Porsche's dominant 935) and 6, Zuffenhausen was secretly building a two-seater, the 936, for the latter, and any prior info on its turbo would be useful.




*Top: Car unsuited to banked track – downforce is minimal. Middle: Don't be fooled by its Meccano/Tupperware build. Bottom: Periscope mirror is shape's only protuberance*



Joest gave them plenty to chew over. Although 908/3 is a spartan machine, it's strong where it needs to be – gearbox casing, engine mounts and hubs appear sturdier than required – and only a little beefing-up was needed to ensure that it could cope with the increased stresses caused by the turbo's extra 200bhp. The gearbox was marginal, but the car was reliable. And quick. Joest scored two seconds, three thirds and a fourth at Le Mans in 1975. In '76, his car won at the 'Ring.

And 908/3 didn't stop there. By 1980, a time when sportscar racing had descended to almost a run-wat-ya-brung level, Siggi Brunn, whose firm was responsible for the rebuild of 003, was running a standard 908/3 in historic *and* contemporary racing when he and Jürgen Barth came within an ace of winning the Silverstone Six Hours. True, the big guns were silent, awaiting the outbreak of Group C in '82, but even when they were loosed off, one of Brunn's now-twin turbocharged warhorses upstaged the new car at the prestigious Norisring race that year, John Paul Jnr leading briefly from pole and finishing sixth with a delaminated rear wing.

The heroic 917 hogs the limelight, but was its little cousin the better car? There is some substance to its argument, for although 908/3 was super-light, it was no lightweight. M

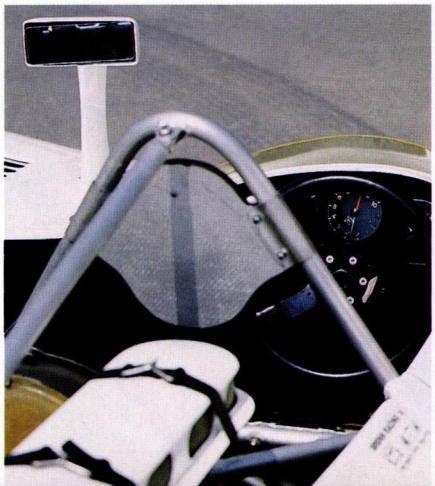
## BJORN TO RACE?

"I started my career with Porsche purely as a rally man. I was signed by Huschke von Hanstein, but not long after that he was replaced by Rico Steinemann, who asked me if I'd like to do some racing. He thought that the Targa Florio would be good for me. I didn't disagree.

"I enjoyed practice because you were allowed more of a free hand in it than you were in the race. Mind you, it was a good job I enjoyed it because, as the newcomer, I always did the first runs, which meant getting up at four in the morning; Jo and Pedro used to turn up at about lunchtime!

"I felt ready for my first lap in a 908/3. It was fantastic and I thought you could be flat everywhere. Then I went off! The big problem I had, though, was that I was too tall; I was crouching so my helmet didn't blow off.

"Those first laps were not funny because it had rained – and snowed! – overnight and there was mud and slush everywhere. But after a long day's work, Richard Attwood and I were fifth. The 908/3 was good for its time, but I'm sure it was set up too hard. You could run it better there now with what we know about suspensions."



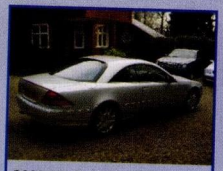
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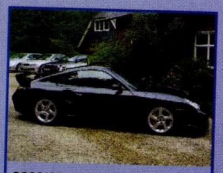
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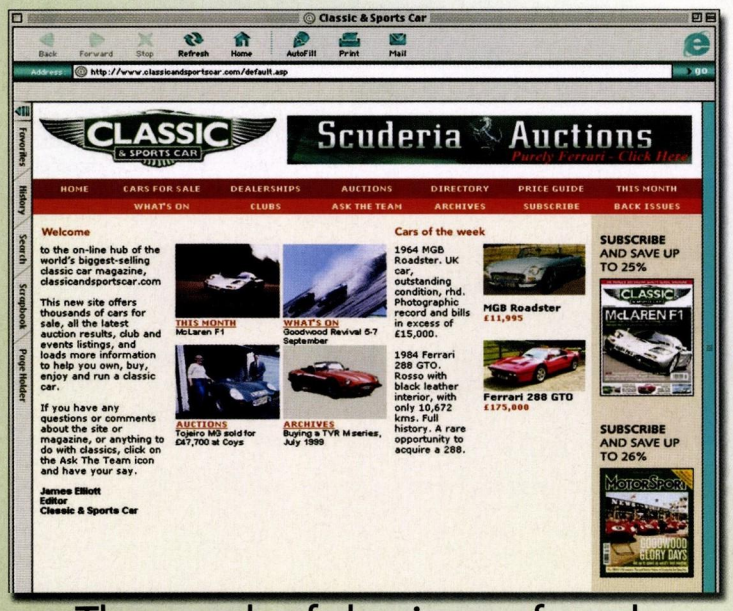
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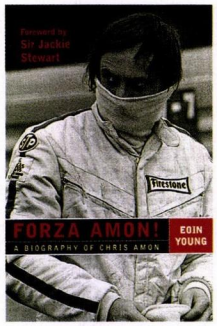




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## FORZA AMON! A BIOGRAPHY OF CHRIS AMON

*BY EOIN YOUNG*
*ISBN 1 84425 016 4*
*Published by Haynes, £17.99*

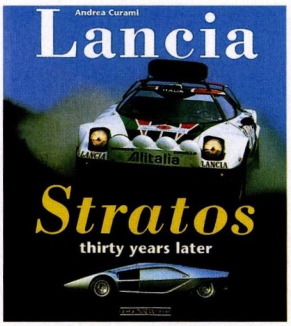



MENTION CHRIS AMON, and this definition follows like clockwork: the greatest driver never to win a grand prix. Eoin Young's new biography of the New Zealander demonstrates the sheer perversity of that stat, and persistently reminds us that the bulk of his compatriots don't even know that Amon was "the Schumacher of 30 years ago", leading the Ferrari team in F1. Yet there is much more here: detailed background of Amon's early career, tasty anecdotes and an honest appraisal of the career choices which led to his decline in F1. But above all, Young's long-time friendship with his subject has allowed him to extract revealing primary material, and to truly shed light on a wonderful man.

Many of you have been waiting a long time for an Amon biography. This won't disappoint. **TS**

## LANCIA STRATOS – THIRTY YEARS LATER

*BY ANDREA CURAMI*
*ISBN 8-87911-300-3*
*Published by Giorgio Nada Editore, £29.99*



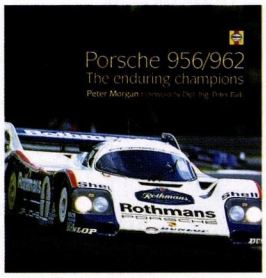

PERHAPS THE MOST unexpected thing about this highly researched book is the amount of detail on the Stratos Zero. This astonishing wedge-form prototype is confirmed here as one of the high points of the concept car.

In telling how a title-winning rally car grew out of this sensation-seeker, Curami has spoken to all the names at Lancia, illustrating internal arguments about Stratos' future and power source (a Maserati V6 was a serious proposal) and how it was Nuccio Bertone who finally bullied into production the bespoke rally winner conceived by Cesare Fiorio.

A lumpen translation doesn't diminish the value of so much new first-hand information. **GC**

## PORSCHE 956/962 – THE ENDURING CHAMPIONS

*BY PETER MORGAN*
*ISBN 1 85960 951 1*
*Published by Haynes, £30.00*

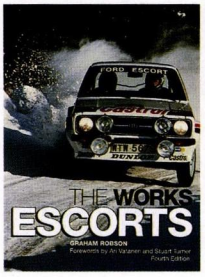



THE GREAT 956/962 dynasty is a popular subject right now. Just two months on from the re-release of Ulrich Upietz's tome on Weissach's masterpiece, established Porsche writer Peter Morgan has launched this version. They serve rather different purposes, however. Whereas the Upietz book was foremost a photographic record, this is a 200-page scholarly work. It's the story in full, using research in the Porsche archives and scores of interviews with key figures.

This is no coffee table 'dipper' (sadly, the photographs are of a mixed quality), it's a take-on-holiday-with-purpose book. If you're a dedicated fan, you'll love it. **TS**

## THE WORKS ESCORTS

*BY GRAHAM ROBSON*
*ISBN 1 84425 010 5*
*Published by Haynes, £25.00*




HEAVILY RESEARCHED BY Robson – the definitive author of all things Blue Oval – this fourth-edition book paints the entire, 30-year history of the Escort, in racing as well as rallying, from the humble but giant-killing Mk1 of the late 1960s through to the flame-belching, turbocharged WRC cars of the late '90s.

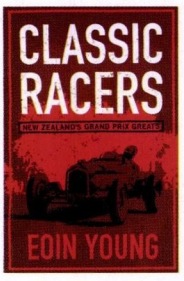
Both the text and photographs are authoritative and workmanlike – somehow the sparsity of colour adds to the historical flavour.

The most impressive feature of this book is the incredible inventory of all the cars and their results: registrations, chassis numbers, dates and the cars' current whereabouts are all there.

This is an essential addition to the library of not just the Escort fan. **HH-F**

## CLASSIC RACERS: NEW ZEALAND'S GRAND PRIX GREATS

*BY EOIN YOUNG*
*ISBN 1-86950-460-7*
*Published by HarperSports, £20*



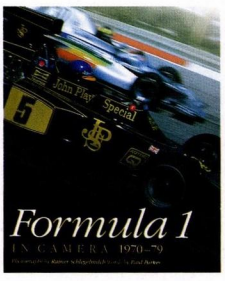

NEW ZEALAND HAS GIVEN us several grand prix stars – Bruce McLaren, Denny Hulme and Chris Amon need no introduction. But the Kiwi isles have also spawned a collection of lesser-known but equally colourful characters who helped put it on the motor-sporting map.

Eoin Young's personal anecdotes, lovingly retold in this easy-to-read paperback, include profiles of Ron Roycroft, Ross Jensen, Tom Clark, Johnny Mansel and Ernie Sprague – all men who, had they come to Europe, may well have enjoyed the publicity and success of Messrs Hulme, McLaren and Amon.

Young also details some of the obscure, home-built cars driven – and constructed – by these local heroes. His tales highlight what fun times these were. **HH-F**

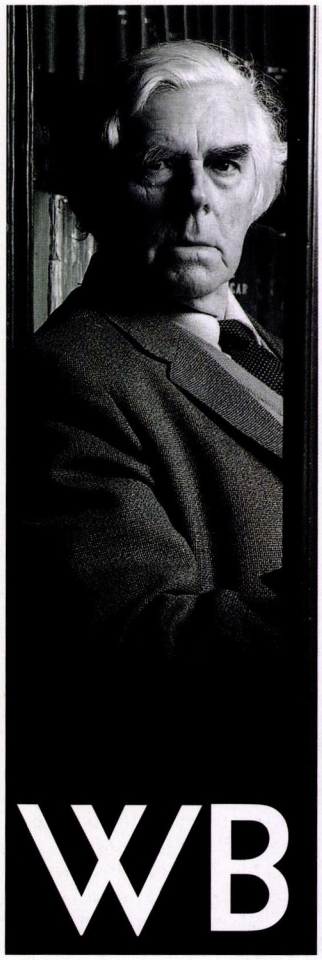
## FORMULA 1 IN CAMERA 1970-79

*BY RAINER SCHLEGELMICH AND PAUL PARKER*
*ISBN 1859609600*
*Published by Haynes Publishing, £30.00*

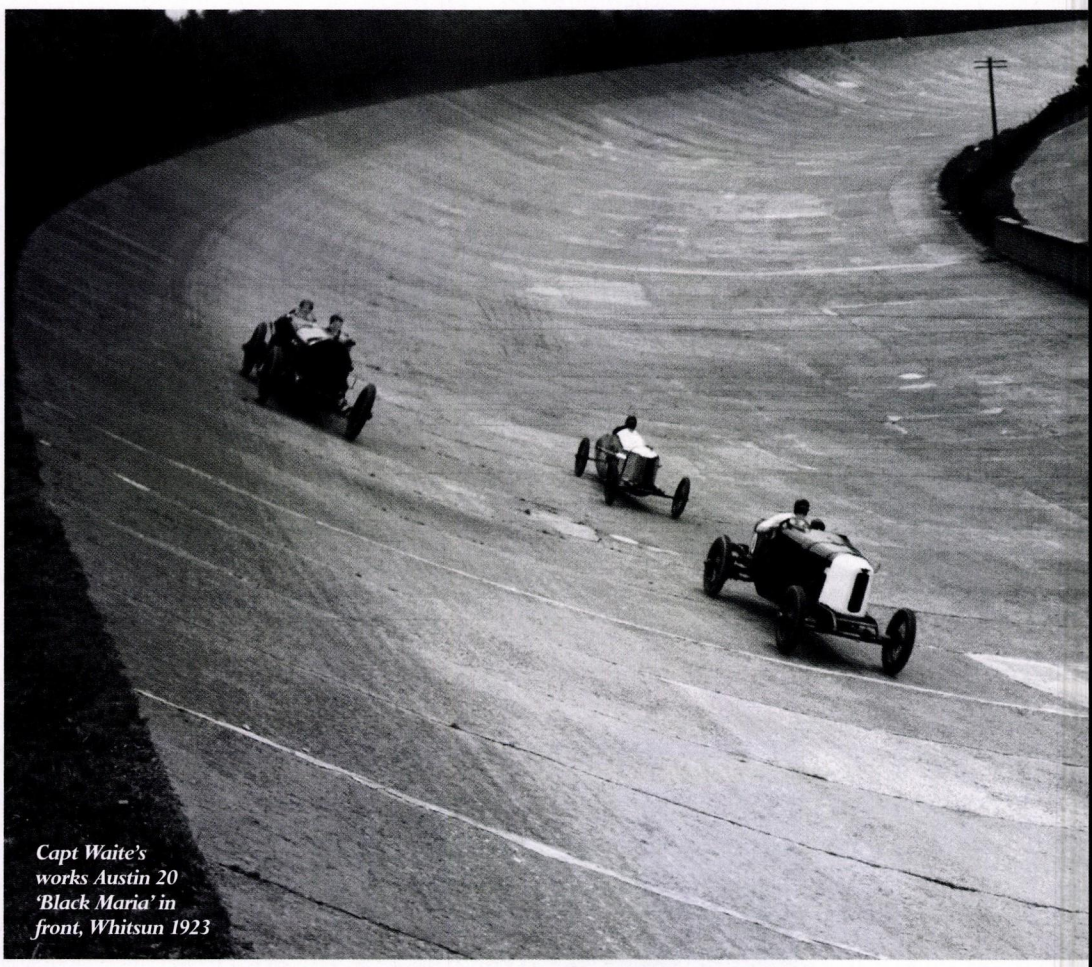



SCHLEGELMILCH'S NAME guarantees photographic excellence – and his latest book maintains that reputation. Fans of the German's work will recognise some of these pictures taken during the 1970s – a decade of glamour, danger, technological breakthrough and increasing commercialism – but there is enough unseen stuff to make this a refreshing addition to the recent portfolio of big pics-few words tomes.

That said, Parker's pithy captions and year-by-year analyses add value here, steering you through a rapidly changing decade – both inside and outside the paddock – and making the book a useful point of reference as well as a nice thing to plonk on your coffee table. **HH-F**



WB



*Capt Waite's works Austin 20 'Black Maria' in front, Whitsun 1923*

# Battle of the 20/4s

WHEN I WAS POSTED TO HARROGATE during WII, I was able to pop over to Bradford to interview Felix Scriven about his Brooklands cars.

His first was the Austin Twenty which appeared at the 1921 Easter races and won easily, and was third in another race. It had been driven down from Bradford. The Austin Motor Company had agreed to his modifications of 1/8in shaved off the cylinder head, a high-lift camshaft without altering the standard timing, careful balancing and assembly of the side-valve 3610cc engine, a lightened flywheel, a big-bore copper inlet manifold for the single Claudel-Hobson carburettor (found to be more effective than two carburettors), wire wheels with 820x120 tyres and the back axle ratio raised from 3.93 to 3.48:1. The engine was run at 3500 to 3700rpm, and at 4000 for brief periods. Oil-filled Deriton dampers helped to keep the 26cwt car on track.

One wonders how much this all prompted Austin's to bring out its sports Twenty later in 1921?

The Austin, later called 'Sergeant Murphy' after the 1923 Grand National winner, lapped at 83.31mph on its first appearance. A protest was made that the engine must be larger than Scriven had declared on his entry form. It would be invidious to wonder who did this; the disadvantaged cars were the ACs. Felix was furious and insisted that the Austin's



*Scriven's Austin 20 won first time out at Easter 1921*



LAT

cylinder head be removed for officials to measure the engine. All was in order, and one assumes Scriven then left in the late afternoon for his six-hour journey home!

Although Austin's were in financial trouble, a receiver being called in by April 1921, a rival car was built, in the form of the works two-seater Twenty 'Black Maria', driven by Lou Kings, Austin's test driver, and sometimes by Capt Waite. They not only competed against Scriven with Black Maria (black body, white radiator shell) but also with a tandem-two-seater 20/4, entered by Mrs Waite and driven by Arthur Waite, Lord Austin's son-in-law, until he was involved with the two racing A7s.

Scriven would drive the 500 miles to Weybridge and back, sending his car's back-seat fairing, its racing tail, wheels, tyres and tools by rail to his Weybridge hotel in a packing case




both: courtesy of Bill Boddy

***Above: Sgt Murphy ready for road. Below: Later body with cowled rad***




when he needed all four seats; as a two-seater, two spare wheels with racing tyres, were carried one on each side of the Austin's pointed tail.

With Black Maria challenging it, extra speed was now required from Sergeant Murphy. Capt Archie Frazer Nash of GN renown designed a new camshaft, made by Laystall's, and a high-compression head was fitted. 880 rear tyres (with wheel discs) raised the final-drive ratio still further and a lighter body was used, sometimes with a cowled radiator.

Sergeant Murphy wasn't only raced – including a second in an Essex MC Brooklands race – but also competed in sprint events, for example at Kop, Holme Moss, Tong Hill and Beacon Hill. It was also used for trials and as daily transport. Scriven stopped using it to concentrate on his Scriven Specials: 'Mother Goose' – so called because "it was stuffed with sage" (a Sage engine) – and 'No No Nanette', which was named after the popular 1920s play and was fitted with a Hooker-Thomas engine.

Alas, the famous Austin 20 was sold for £25 to a Bradford breaker.

The BARC handicap scores were:

Sergeant Murphy (1921-26): 41 races, non-started in eight, retired from six, five firsts, five seconds, one third. Best lap: 94.86mph;

Black Maria (1921-23): 22 races, non-started in one, retired from three, two firsts, three seconds, four thirds. Best lap: 98.04mph;

Tandem two-seater (1921): four races, one first. Best lap: 91.38mph.

# 1000 MILES TO THE SEASIDE BY CADDY

THIS MONTH, JULIAN BENNETT, GRANDSON OF THE famous Fred Bennett, a past president of the VCC, will endeavour to re-enact the feats of his ancestor in the very same 1903 6.5hp single-cylinder Cadillac with which Fred took part successfully in the 1903 1000-Mile Trial.

Fred had tried the curved-dash Olds but changed to the very similar, but he thought superior, Cadillac, a make for which he was the agent here ever afterwards.

Car No530 (YU 1974) competed in the 1000-Mile Trial, refuting the contemporary slur that American small cars were "useful today and fit for the scrapheap tomorrow". It had been used as a delivery van, but in 1913 Fred had the original body put back and, in this form, retraced his 1903 steps with it 10 years afterwards.

As I well remember, this was successfully repeated once again in 1953, benefiting the motor industry's BEN charity.

His grandson Julian's attempt to repeat this, beginning on September 18, is being backed by the Cadillac OC of GB and overseen by the VCC of GB, and boasts some excellent sponsorship.

The aim will be a series of eight out-and-back runs from Crystal Palace, to Margate, Eastbourne, Worthing, Folkestone, Southsea, Bexhill, Winchester and Brighton, as in 1903, with Saturday September 20 providing a day off at the Crystal Palace Cadillac Rally. The seaside towns' mayors will greet Julian.

BEN has produced a brochure with maps, obtainable for £2 (from the website www.bennettrun.org) for those who wish to see the Cadillac go by, or to greet Julian at the turn-round points.

Fiennes Restoration Ltd has done the tasks necessary to prepare the veteran, and we wish Julian good luck.




Bill Boddy

***Stirling Moss conducted the Cadillac in a 1950s London-to-Brighton run***

# miscellany

WHEN WE LOOK BACK ON 2003, one of the outstanding results will be the Bentley domination of Le Mans, the Speed Eights first and second against the Audis. It was surprising how little attention this received from the newspapers and TV, remembering how the leading papers acknowledged the Bentleys' victories in the 1920s with banner headlines. It may be that, in those days, the winning cars looked like the cars that could be bought and used on the road. I see, however, that decent coverage of the magnificent Bentley win was given in the *BRDC Bulletin*, *R-REC Bulletin* and, naturally, in the Bentley DC *Review*.

* * *

OWNERS AND SUPPORTERS OF the Rover 75-engined Marauder sportscars remain as keen and faithful as ever. The usual Dorridge meeting, where these cars were made, was held in July, one member flying in from the USA, his car having done but 7000 miles from new. Bernard Wilmot's rally car, MBP2, was present, now owned by George Hamill and on the road again after 30 years, and he is restoring a coupé. Ian Glass would like to hear of other Marauders. His own car, OUG 777, covered well over 5000 miles this year, and he now owns the ex-Frank Lockhart single-seater. His e-mail address is IGlass1949@aol.com.

* * *

THE LEA-FRANCIS OC HAS BEEN celebrating 50 years of these exclusive cars. Of the many awards at the Stanford Rally, the Directors Concours Challenge Trophy was secured by A Walliman's 2.4-litre sports and the L T Delaney Challenge Trophy for best pre-war car went to John Gill. Seventy-four Lea-Francis cars were present. The secretary is Robin Sawers, French's, Long Wittenham, Oxon, OX14 4QQ.

Estilo De Vida

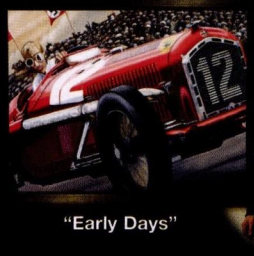
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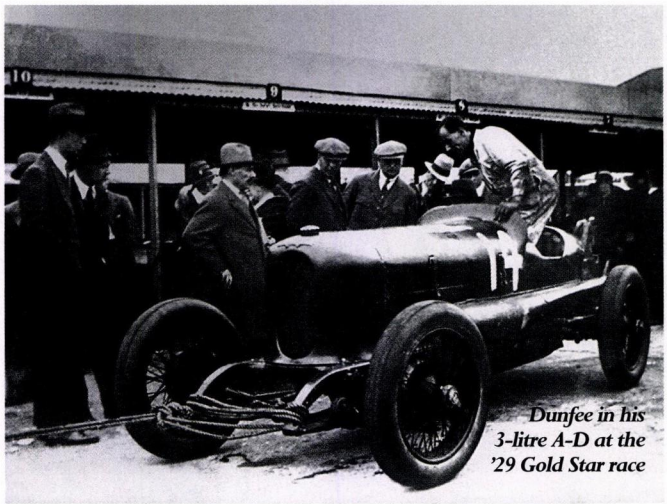
# The other 'eternal second'

NOT LEONCE GIRARDOT WHO, IN THE heroic age of motor racing, earned this title by the number of times he finished second (he won some races too!), but a crimson Austro-Daimler which, in my teens, I would very much have liked to own. It had been raced hard at Brooklands by George Newman, who also drove a Salmson. He had a well-known motor business in London's Euston Road, and incidentally went on his honeymoon in a wartime Avro 504.

Clive Dunfee, brother of 'Bentley Boy' Jack, had been competing in J P Turner's 2-litre A-D but, by 1927, he'd acquired the bigger car, which placed second eight times overall! Clive had ceased to run it by '31 and was sadly killed when the Bentley he was sharing with Jack went over the banking in the 1932 500-Mile Race.

Both Dunfee's car and Turner's orange A-D took part in other races apart from the second-placed ones, Dunfee with thirds etc, Turner securing five seconds and also a win when his A-D dead-heated with a 12/50 Alvis in 1926.

Clive's A-D looked every inch a racing car, with a six-cylinder twin-cam 2994cc (74x116mm) engine fed by twin carburettors and dual ignition from two Bosch magnetos. It was alleged to be a Targa Florio car, though I could never confirm this. In 1932, it was taken over by L F Dove and driven for him by R E O Hall. Dunfee had lapped Brooklands in it at 109.22mph. After it ceased to be raced I discovered it, an unexpected sight, in a very small showroom in a Wimbledon cul-de-sac, price tag £100; but its fate is unknown.



Brooklands Society

*Dunfee in his 3-litre A-D at the '29 Gold Star race*

After those dominant successes by the Porsche-designed Alpine A-Ds in the Prince Henry Tours and Alpine Trials before WWI, the Wiener-Neustadt Company followed up with many more successes in Continental post-war events. Herr Neubauer, for instance, won his class in one of the Porsche-engineered Sascha A-Ds with twin-cam alloy-block engine and four-wheel brakes, made in 1100cc and 1500cc forms.

These A-D racing cars (apart from the 19/100 sportscars) were available in this country because A-D aero-engines had been imported by the Scottish firm of Beardmore to Britain with a Mr F W Luther in charge, so after the Armistice he was able to supply these racing cars, too.

Thus Malcolm Campbell won two classes at the 1922 Saltburn sand-races and Luther, in the same 1.5-litre Sascha, with the Deuce of Spades emblem on its radiator cowl, was third in class at Aston hill and at Westcliffe. But Campbell failed to start in the 1922 200-Mile Race, the car probably being sold, perhaps to R B Tennant, who had used a sports Beardmore in sprints in Scotland.

Campbell and Newman may have handled sales for Luther, who had the British A-D concession. What I suspect was that one of the pre-war Alpine A-Ds got here, Woolf Barnato running it at the Track in 1921, and Lucas Scudamoor and then R Sahl drove an 1100cc Sascha for a Major Bradshaw, up to 1925.




Bill Boddy

*Side-valve Aston runs after 50 years*

# B&M Aston reborn

HAVING RECORDED HOW THE LICENSING AUTHORITIES TOLD ME THAT THE FAMOUS racing Aston-Martin 'Bunny' had been scrapped, I have been checking the VSCC membership list to see how many Bamford & Martin Astons have survived.

From a commendably large number of these desirable cars, only six B&M versions are listed, two owned by the Murray family. So it is good to learn that John Milner, who has been looking for a side-valve Aston since the 1950s, was able to buy the mechanical parts of chassis No1944 in 1997. These were in a bad state when brought over from Ireland by Mike Tietze in the 1970s; the car had been dismantled, having not been used for 50 years. It is now running again, with the Reg No XW 751 and is, says its owner, a delight to drive.

A former owner was R H Corbett, who won a gold medal with it in the 1938 JCC Brooklands' High-Speed Trial.

## miscellany

OMISSION IS LESS CULPABLE THAN error. To the recent article about the Hon Brian Lewis I would like to add what space would not allow, that at the 1935 JCC Brooklands Day, Lewis formed a team of March-bodied Lancia Augusta tourers with the Earl of March, Lord de Clifford and Viscount Curzon, and made best performance of the day. Lewis was described by *The Autocar* as "our leading road-racing driver, who gave a wonderful display of driving". He had been second in the 1934 JCC International Trophy in a two-seater Maserati, behind Whitney Straight's single-seater Maserati. In 1935, the versatile Lewis won his class in an open Alpine Trial SS in the RAC Rally, and used the Lancia in the Eastbourne Rally (below).



LAT

* * *

A PROTEST TO SAVE THE threatened Montlhéry Track (see p54) is being organised in France. Those in agreement are asked to write to La Mairie, Place E Pillon, 91310 LINAS, France, giving their full name, address and signature, and including the following text: "Je soutiens l'initiative de la ville de LINAS pour la sauvegarde de l'Autodrome de LINAS-MONTLHERY." I hope there will be a huge response.

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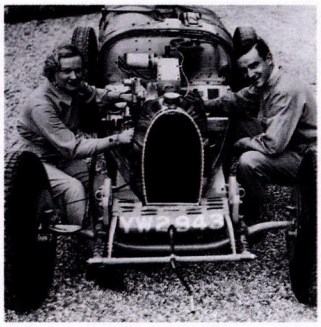
SHENSTONE & DISTRICT CC'S speed trials at Curborough marked the club's 70th anniversary and the 40th of this course. From the programme one learns that Basil Davenport and his GN 'Spider' took part there in 1963, coming sixth in the Formula Libre racing class.

# Independent confirmation

R B LAKIN POINTS OUT THAT IT WAS HE, then Sub Lt Lakin, RN, who owned the IFS Bugatti which Dick Seaman drove at Brooklands in 1936; Leslie Ballamy had entered the car and had made the IFS suspension. Seaman, who failed to complete a lap, was not impressed and immediately drove away from the Track in his Ford V8.

Lakin, who had a distinguished career in the Submarine Service, points out also that this was a T37A. In fact, it had been converted to A-specification from a T37 when T P Cholmondeley-Tapper fitted the s/c from Ken Kirton's T37A.

The car was extensively raced, here and abroad, before it was sold to Lakin, Tapper having bought Lord Howe's 3-litre Maserati.



***Cholmondeley-Tapper and Ms Eileen Ellison raced the T37 in both forms***

Lt Lakin's first motor car was a 1924 Armstrong-Siddeley bought from Rowland Smith's of Hampstead for £10, which included their getting licence and insurance for it while he waited! (This firm used to sell motorcycles from a few pounds; a friend and I once bought a Zenith Gradua for £3, which took us three evenings after work to push home to West Norwood). After a few months Lakin changed to a Model-A Ford saloon, then he had a Ford 10 which was LMB supercharged and later an LMB Ford V8, both the last-named used for sprints and trials. Then came the Bugatti, which Lakin was able to recover after the LMB business had closed down. It is now in Australia.

Later cars included a Lagonda Rapier, the ex-Yarborough-Bateson AC and the Buddy Featherstonehaugh s/c 2.3-litre Alfa Romeo Farina coupé, used on his honeymoon.

# Out of the past – a mystery

A READER HAS ASKED ME TO IDENTIFY two photographs: one is a Coupe de l'*Auto* Calthorpe with its imposing radiator. The bonnet straps and bolster fuel tank imply a racing car, rebodied later on with mudguards, headlamps and passenger's step.

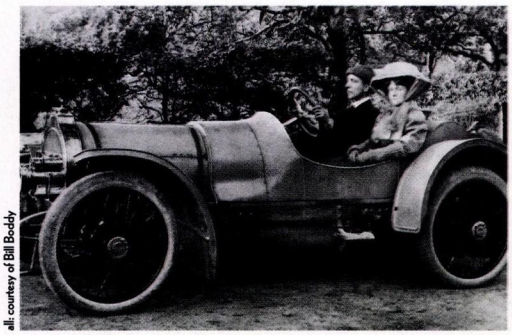
It appears that this is the car driven in the 1908 'Four-Inch' TT race in the IoM by Leslie Porter, who finished fourth. With help from the Midland AC's archives, it seems to have been this Calthorpe with which Mr Clive Bluitt competed at a 1909 Shelsley Walsh closed meeting.

As usual, however, there's a problem! The TT regulations called for a cylinder bore not exceeding 4in, but at Shelsley Mr Bluitt's car was quoted as having a 93mm bore, whereas a 4in bore equates to 101.6mm. However, in the 1908 TT the Darracq, Westinghouse and Rover cars had bores under 4in. Or was a production 16hp engine substituted when the car was converted for road use?

The identity of the car in the other photograph should be obvious from the unusual arrangement of its front spring shackles. These consist not of the normal plates but of thin, almost full circle hooks, connecting the half-elliptic front-springs to the slender dumb-irons. If these hooks look rather too slender for their task, similar frail-looking links were used on the big Mercedes and other cars of those times, and they also sufficed for Count Zborowski's Chitty-Bang-Bangs on the rough Brooklands.

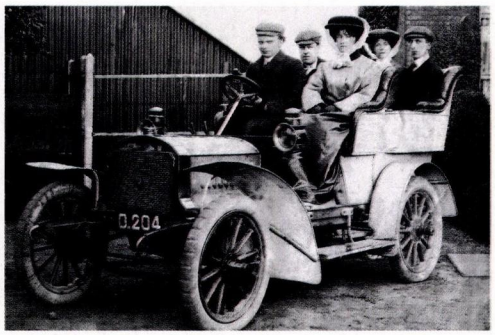
Other identification aspects are the substantial radiator feet, the mean dashboard and those protruding hub caps. It is thought that the car is being driven by the aforesaid Mr Bluitt, a founder member of the MAC, and that the passengers include Mr Arthur Cox, an original MAC member, and Mrs Baker. The car, Birmingham-registered, is said to have belonged to Mrs Baker's grandfather. Mr Cox competed with Rileys in 1909-13.

After much research, I'm defeated. Any ideas?



all: courtesy of Bill Boddy

***Coupe de l'Auto Calthorpe with later road equipment***



***Mystery tourer with distinctive rad and spring-hangers***

## miscellany

A NICELY PRODUCED BOOK, *Rebel Without Applause – The Reliant Company* by Daniel Lockton (Bookmarque, ISBN 1-870519-64-7, £39.99) is packed with every sort of Reliant product, from Regal and Bond Bug three-wheelers to the seductive Sabres and Scimitars. This is Vol 1 of this study of Reliant's "inception to zenith". MOTOR SPORT's and other journals' road-test reports are included. Those who rave over Regals or Scimitars will maybe want both these volumes describing the company history and its production methods.

* * * *

THE OWNER OF A 1924 3-LITRE Bentley, chassis No 689, would like to trace its early history and wonders if the first owner, a Mr Norman F Bayliss, was the Mr Bayliss who drove works Sunbeams at Brooklands pre-WW1. Or was he perhaps the Bayliss of the makers of Bayliss-Thomas cars?

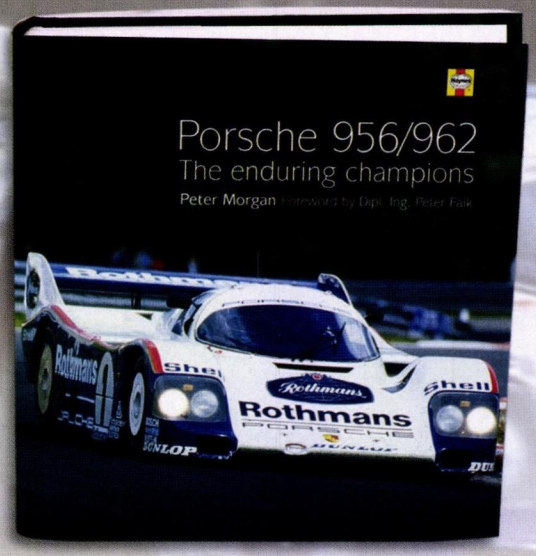
* * * *

MR M CHAPMAN SEEKS ANY information about the Special with Hudson engine built by John Bolster just pre-war. A Hudson engine, believed to be from this car with unusual special valve-gear and ultra-light pistons, has been obtained in prospect of rebuilding this car. Some other queries arise: for instance, was the radiator similar to that of an Alpine sports Brough-Superior and was it chromium plated?

* * * *

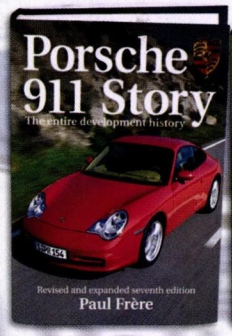
THE SINGER OC HAS RECENTLY enrolled new members, all but one Singer owners. The Club's magazine *Singer Owner* covers all Singers, even tractors, bicycles and motorcycles, and the July issue continues the story of the TT races, and recovery after the disastrous 1935 race. The Secretary is Peter Hart, 27 Ravenshill, Watton-at-Stone, Herts, SG14 3SD.

# A Passion for Porsche

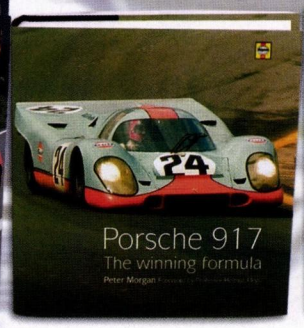



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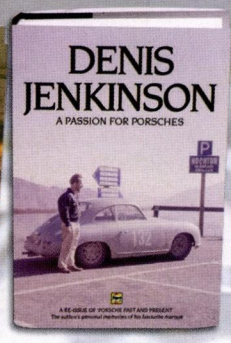
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LE MANS 24 HOURS, 1980
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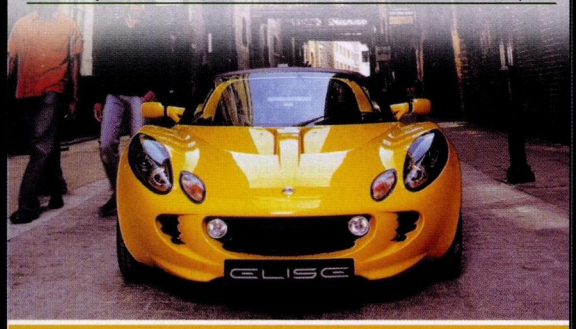


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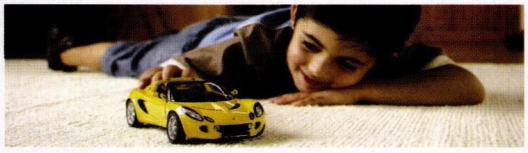
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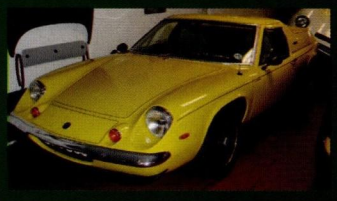
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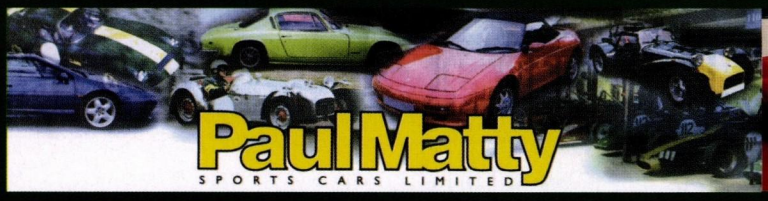


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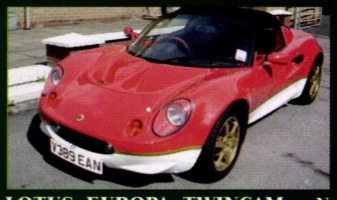
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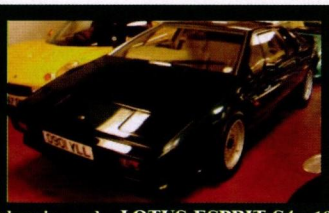




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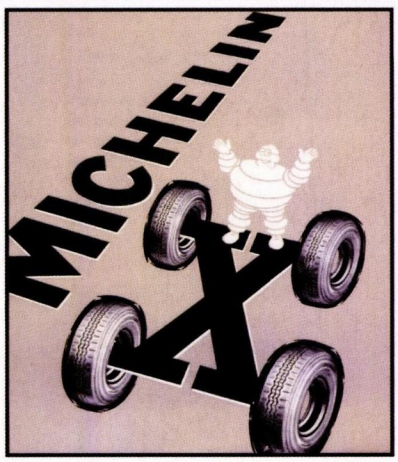
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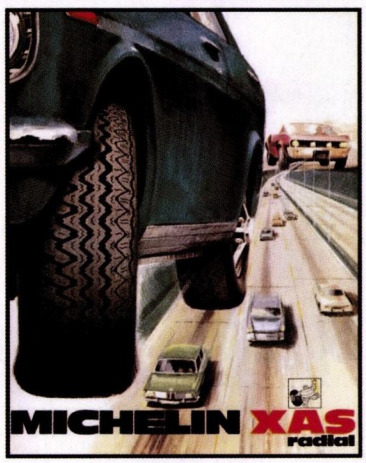
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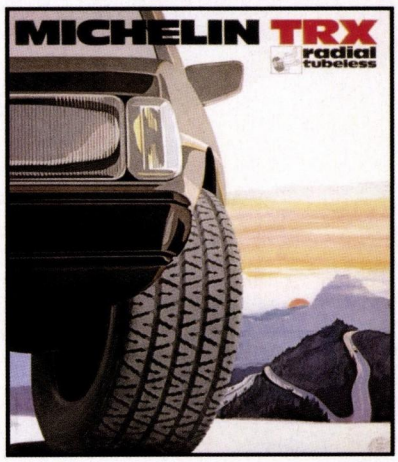
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**Books** Page 109
**Clubs** Page 116
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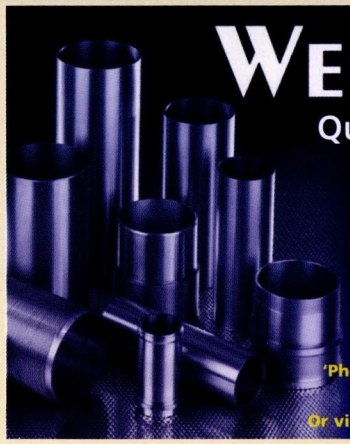
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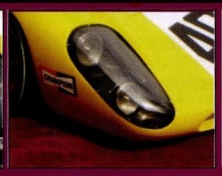


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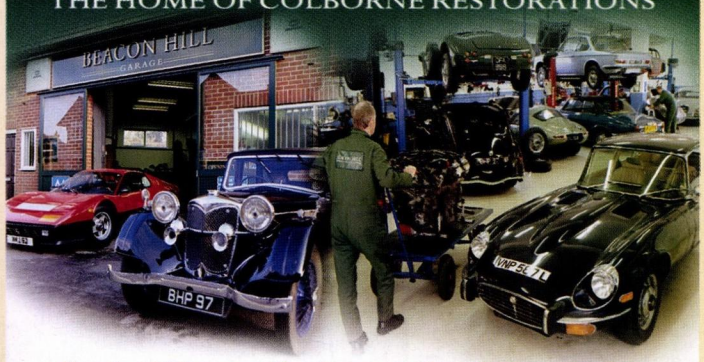
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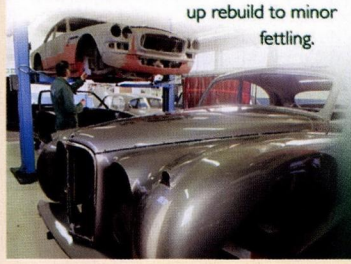



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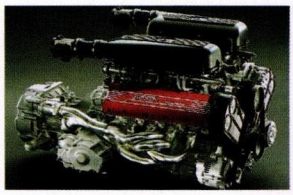
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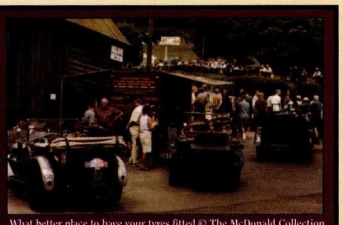
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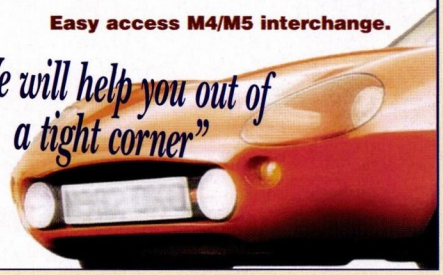
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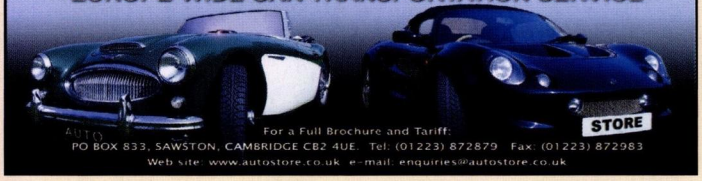
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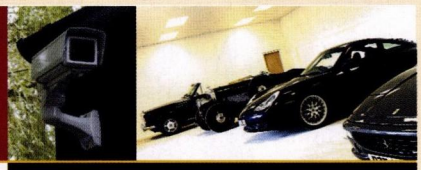
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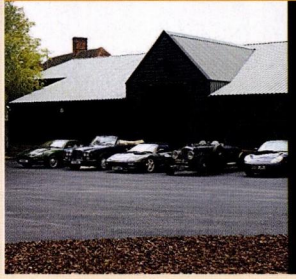
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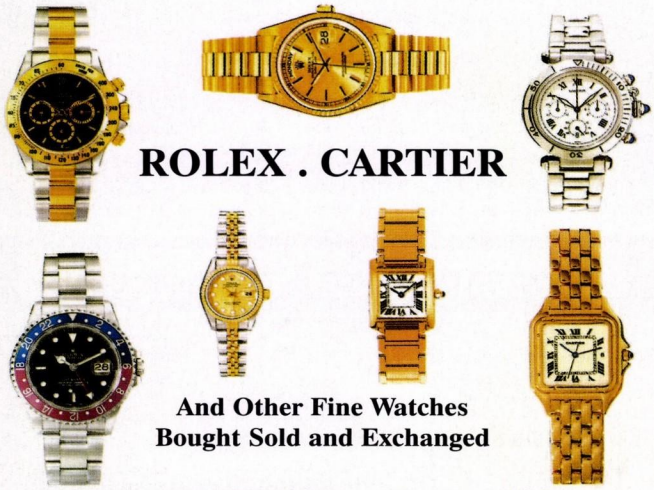
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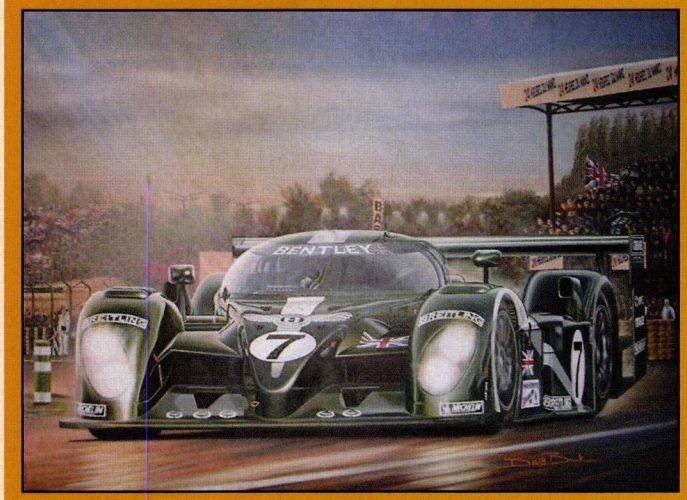
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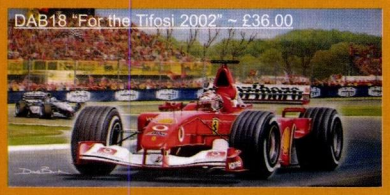
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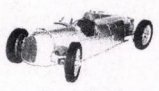
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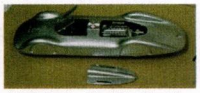


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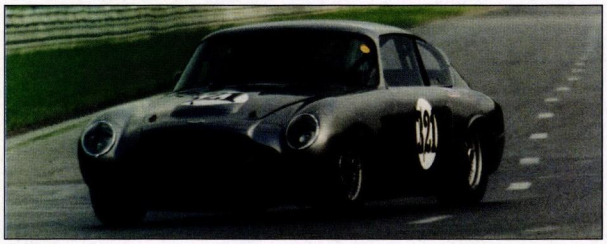
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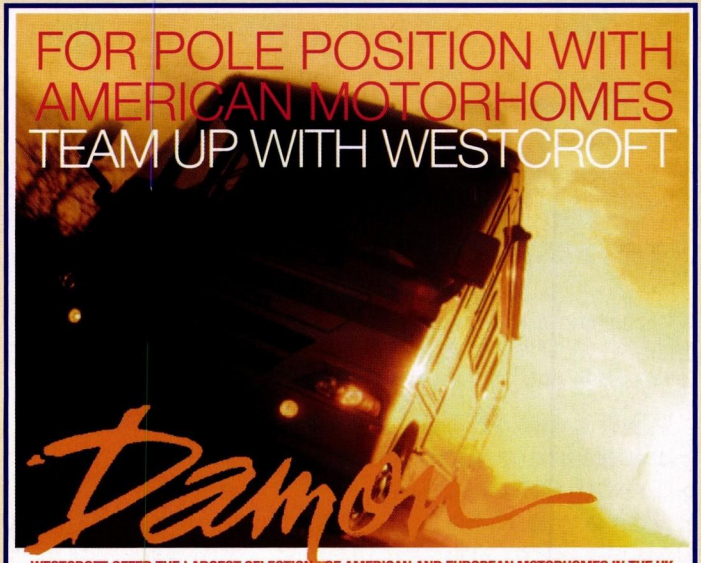
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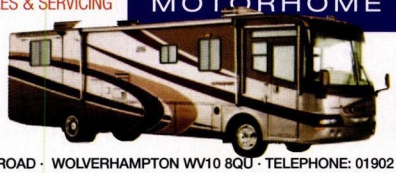
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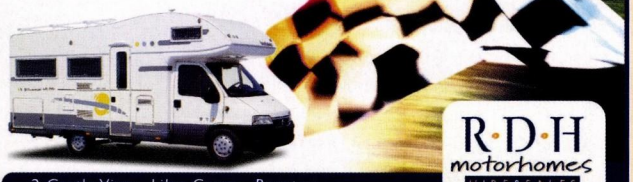
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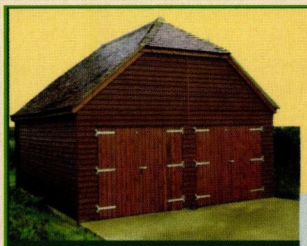
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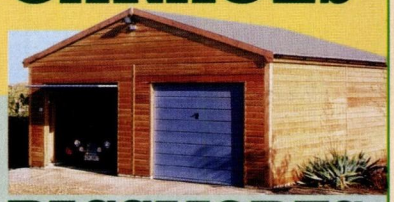



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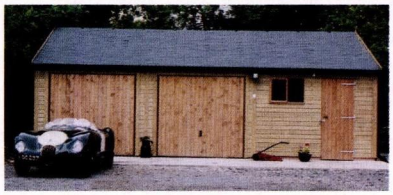


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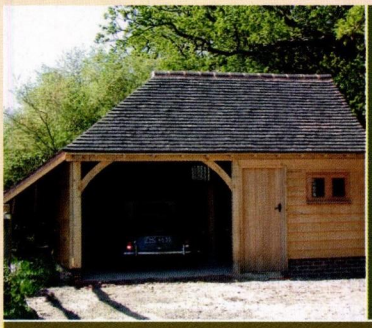




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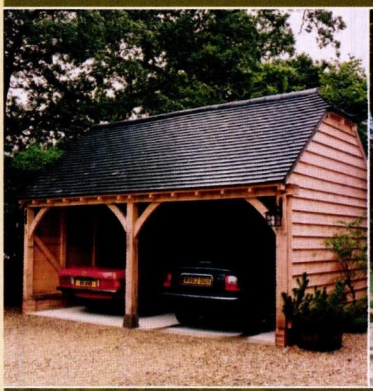
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**Please see main Richardson Hosken advert on page 22**

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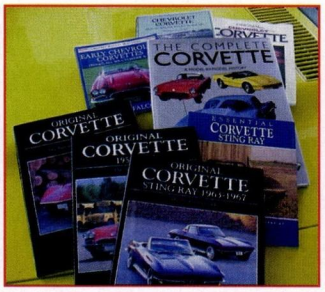
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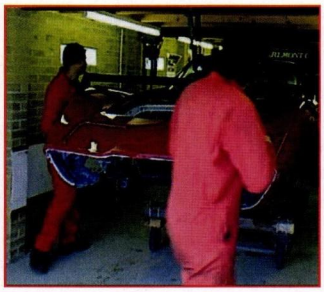
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| | CTC500 | 5 drawer cabinet | £89.95 | £105.69 |
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| | PRO RANGE | | | |
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| 5 | CTC109 | 9 drawer chest | £69.95 | £82.19 |
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| 2 | CBB206 | 6 Drawer tool chest | | £109.95 | £129.19 | |
| 3 | CBB209 | 9 Drawer tool chest | | £139.95 | £164.44 | |
| 4 | CBB203 | 3 Drawer chest-step up | £82.19 | £67.95 | £79.84 | REDUCED |
| 5 | CBB215 | 5 Drawer mobile cabinet | | £194.95 | £229.07 | |
| 6 | CBB217 | 7 Drawer mobile cabinet | | £229.95 | £270.19 | |
| | CBB212 | 3 Drawer mobile cabinet | £176.19 | £139.95 | £164.44 | |
| 7 | CBB213 | 3 Drawer mobile cabinet | | £179.95 | £211.44 | |

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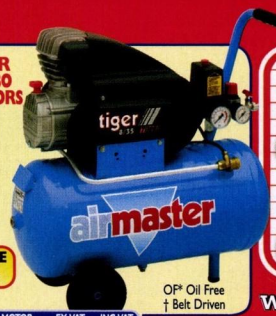
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| 105EN | 30-100 | £129.95 | £152.69 |
| 130EN | 30-130 | £179.95 | £211.44 |
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| Spot blast gun | SB2 | £23.95 | £28.14 |
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| Pro Spray Gun | - | £19.95 | £23.44 |
| ½ Sq. Drive Ratchet | CAT22B | £26.95 | £31.67 |
| 3/8" Air drill | CAT27B | £27.95 | £32.84 |
| Super Pro Spray Gun | SP14C | £29.95 | £35.19 |
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- Compound slide with 4 way tool post
- Clutch for independent mill/drill operation

FULL RANGE OF ACCESSORIES AVAILABLE!

Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head. ONLY £579.95 EX VAT £681.44 INC VAT

N.B.: The Mill/Drill head is not available separately

## Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT £257.33 INC VAT



VARIETY OF ARMS AVAILABLE - SEE CATALOGUE

#Microprocessor controlled

| MODEL | MAX ABSORBED | RATING | MAX POWER | THICKNESS | EX VAT | INC VAT |
|---|---|---|---|---|---|---|
| CSW6T | 6Kw | 1.2Kw | 1+1mm | | £219.00 | £257.33 |
| CSW13T# | 13Kw | 2.3Kw | 2+2mm | | £289.95 | £340.69 |

## Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT £29.32 INC VAT



Complete with:
- Double action trigger for accurate control
- 2 jars • 1/4" BSP adaptor • Lightweight hose
- Chromed paint cup • Precision machined nozzle

## Clarke 5 PCE AIR TOOL KIT

ONLY £19.95 EX VAT £23.44 INC VAT

KIT1000



- Paint Spray Gun • Tyre inflator • Paraffin spray gun
- Recoil hose with quick couplers • Blow gun

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

## Clarke MEASURING INSTRUMENTS



| MODEL | DESCRIPTION | EX VAT | INC VAT |
|---|---|---|---|
| CM160 | 150mm Dial Caliper | £17.95 | £21.09 |
| CM180 | 0-25mm External Micrometer | £9.95 | £11.69 |
| CM190 | 25-50mm External Micrometer | £15.95 | £18.74 |
| CM200 | 0-1" External Micrometer | £13.95 | £16.39 |
| CM220 | 0-10mm Dial Test Indicator | £16.95 | £19.92 |
| CM100 | 150mm/6" Vernier Caliper | £8.49 | £9.98 |
| CM110 | 200mm/8" Vernier Caliper | £19.95 | £23.44 |
| CM120 | 300mm/12" Vernier Caliper | £25.95 | £30.49 |
| CM130 | 150mm/6" Locking Caliper | £15.95 | £18.74 |
| CM150 | 6" Dial Caliper | £16.95 | £19.92 |
| CM145 | 150mm/6" Digital Vernier | £29.95 | £35.19 |

## STAYER SANDERS/ POLISHERS

PROFESSIONAL QUALITY



FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v • 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

## Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT



- Water and tear resistant

| SIZE | BLUE OR GREEN EX VAT | BLUE OR GREEN INC VAT | CAMOUFLAGE EX VAT | CAMOUFLAGE INC VAT |
|---|---|---|---|---|
| 6'x 8' | £3.80 | £4.47 | £4.99 | £5.86 |
| 8'x 10' | £5.95 | £6.99 | £5.99 | £7.04 |
| 10' x 12' | £7.95 | £9.34 | £8.99 | £10.56 |
| 12'x 16' | £9.95 | £11.69 | £13.95 | £16.39 |
| 16'x 20' | £16.95 | £19.92 | £22.95 | £26.97 |
| 18"x 24' | £18.95 | £22.27 | £29.95 | £35.19 |
| 20'x 40' | £34.95 | £41.07 | £49.95 | £58.69 |

## Clarke GENERATOR

G900

ONLY £299.95 EX VAT £352.44 INC VAT



700W SUPER QUIET

- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

OTHER MODELS UP TO 10,000KVA

## Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

Inc. disc & handle

| MODEL | DUTY | MOTOR | WAS INC VAT | EX VAT | INC VAT |
|---|---|---|---|---|---|
| CAG112I* | DIY | 500w | £16.39 | £12.95 | £15.22 |
| CAG120* | DIY | 550w | £19.92 | £15.95 | £18.47 |
| CAG115* | PRO | 500w | £32.84 | £25.95 | £30.49 |
| CAG115C* | PRO | 720w | £35.19 | £26.95 | £31.67 |
| CAG230* | PRO | 1700w | £41.07 | £32.95 | £38.72 |

*115mm disc #230mm disc

## Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT £30.49 INC VAT

- Complete with bolt mountings & feet anchor holes

## Clarke DRILL PRESSES

Full range of Drill Vices available

FROM ONLY £33.95 EX VAT £39.89 INC VAT



- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

* Includes wet 'T' slot table & worklight

| MODEL | CHUCK SIZE | SPD | EX VAT | INC VAT |
|---|---|---|---|---|
| CDP5DD | 13mm | 5 | £33.95 | £39.89 |
| CDP101B | 13mm | 5 | £54.95 | £64.57 |
| CDP151B | 13mm | 5 | £84.95 | £99.82 |
| CDP201B | 13mm | 12 | £115.49 | £135.70 |
| CDP251F | 13mm | 12 | £134.95 | £158.57 |
| CDP301B | 16mm | 12 | £139.95 | £164.44 |
| CDP351F | 16mm | 12 | £149.95 | £176.19 |
| CDP401B | 16mm | 16 | £159.95 | £187.94 |
| CDP451F* | 16mm | 16 | £189.95 | £223.19 |
| CDP501F* | 20mm | 12 | £379.95 | £446.44 |

## Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT £22.27 INC VAT



CBG8W features 8" wetstone & 6" drystone.

| MODEL | DUTY | WHEEL DIA. | EX VAT | INC VAT |
|---|---|---|---|---|
| CBG6RZ | PRO | 150mm | £18.95 | £22.27 |
| CBG6RSC* | HD | 150mm | £26.95 | £31.67 |
| CBG8RSC | HD | 200mm | £33.95 | £39.89 |
| CBG6SB# | 210w | 150mm | £24.95 | £29.32 |
| CBG8W* | 275w | 150/200mm | £39.95 | £46.94 |

*Heavy Duty # With sanding belt

## Clarke POWER WASHER

ONLY £54.95 EX VAT £64.57 INC VAT

FULL 100 BAR PRESSURE

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES



JET1000

- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000. HUGE 130 BAR PRESSURE

## Clarke GAS FIRED SPACE HEATERS

- Variable output (except Little Devil)
- Dual voltage (except Little Devil)
- Calor approved

FROM ONLY £84.95 EX VAT £99.82 INC VAT



STAINLESS STEEL ALSO AVAILABLE

| MODEL | BTU/HR | EX VAT | INC VAT |
|---|---|---|---|
| Little Devil | 35,000 | £84.95 | £99.82 |
| Devil 850 | 107,000 | £154.95 | £182.07 |
| Devil 1250 | 149,000 | £209.95 | £246.69 |
| Devil 1850 | 200,000 | £299.95 | £352.44 |
| Devil 3000 | 281,000 | £319.95 | £375.94 |
| Devil 3150 | 344,000 | £389.95 | £458.19 |

## Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT £46.94 INC VAT



- Jaw width 127mm
- Jaw opening 120mm
- 360° rotating vice head
- Jaw depth 75mm
- 360° double locking swivel base

## SUPERWINCH

FROM ONLY £119.95 EX VAT £140.94 INC VAT



| MODEL | CAP | VOLTS | FREEWHEEL | EX VAT | INC VAT |
|---|---|---|---|---|---|
| T1500 | 680kg | 12 | Yes | £119.95 | £140.94 |
| S2500 | 1130kg | 12 | Yes | £199.95 | £234.94 |
| S4500 | 2040kg | 12 | Yes | £329.95 | £387.69 |

## Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility
ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility
ONLY £15.99 EX VAT £18.79 INC VAT

## Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

BEST BUY CAR MECHANICS

| MODEL | EX VAT | INC VAT |
|---|---|---|
| DIY CTJ2* | £12.95 | £15.22 |
| DIY (long) CTJ2L* | £14.99 | £17.61 |
| Semi Pro CTJ2LR | £24.95 | £29.32 |
| Quick Lift CTJ2Q | £22.95 | £26.97 |
| Pro CTJ2000G | £49.95 | £58.69 |

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Ideal Air Supply for Inflating Tyres, Boats, etc.

- Portable 12v rechargeable power supply, booster starter & air compressor (240psi max)
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- Powerful and compact general purpose winches
- Quick & easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

| MODEL | POWER | X1 CABLE | X2 CABLE | EX VAT | INC VAT |
|---|---|---|---|---|---|
| CHP250 | 530 | 125kg | 250kg | £119.95 | £140.94 |
| CHP400 | 880 | 200kg | 400kg | £159.95 | £187.94 |

## Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT £140.94 INC VAT



Fully tested to proof load

| MODEL | EX VAT | INC VAT |
|---|---|---|
| 1/2 ton | £119.95 | £140.94 |
| 1/2 ton folding | £139.95 | £164.44 |
| 1 ton folding | £139.95 | £164.44 |
| 1 ton large folding | £169.95 | £199.69 |
| 1 ton long reach | £159.95 | £187.94 |
| 1 ton pro | £299.95 | £352.44 |
| 2 ton pro | £599.00 | £703.83 |

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Fixed & flexible spouts available

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- Stores fuel safely

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20 LITRE CAN ONLY £12.95 EX VAT £15.22 INC VAT

Optional Vehicle Bracket

ONLY £17.95 EX VAT £21.09 INC VAT

## Clarke TOOL CHESTS/ CABINETS

FROM ONLY £44.95 EX VAT £52.82 INC VAT




| MODEL | TYPE | EX VAT | INC VAT |
|---|---|---|---|
| 1 CTC600 | 6 dr chest | £44.95 | £52.82 |
| CTC900 | 9 dr chest | £59.95 | £70.44 |
| 2 CTC800 | 8 dr chest/cab set | £99.95 | £117.44 |
| CTC700 | 7 dr cabinet | £119.95 | £140.94 |
| **PRO RANGE** | | | |
| 3 CTC103 | 3 dr step up chest | £44.95 | £52.82 |
| 4 CTC106 | 6 dr drop front | £64.95 | £76.32 |
| 5 CTC109 | 9 dr chest | £69.95 | £82.19 |
| 6 CTC105 | 5 dr trolley | £139.95 | £164.44 |
| 7 CTC107 | 7 dr trolley | £169.95 | £199.69 |

## Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT



CB4

| MODEL | DESCRIPTION | EX VAT | INC VAT |
|---|---|---|---|
| CB2 | 2 Drawer Chest | £19.95 | £23.44 |
| CB3 | 3 Drawer Chest | £26.95 | £31.67 |
| CB4 | 2 Drawer Chest with front cover & tote tray | £24.95 | £29.32 |
| CB5 | 3 Drawer Chest with front cover & tote tray | £34.95 | £41.07 |

## Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT



- Supplied in pairs
- Ratchet action for quick height adjustment

| MODEL | MIN HT | MAX HT | EX VAT | INC VAT |
|---|---|---|---|---|
| CAX3TBC 3 Ton | 300 | 430 | £12.95 | £15.22 |
| CAX6TBC 6 Ton | 400 | 615 | £19.95 | £23.44 |

## Clarke ENGINE STANDS

FROM ONLY £29.95 EX VAT £35.19 INC VAT



CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

Fully tested to proof load

ONLY £39.95 EX VAT £46.94 INC VAT

## Clarke CAR TRANSPORTER LASHING



- 3.33M overall length
- 5000kg max strength in straight pull
- 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

## Clarke BATTERY CHARGERS ENGINE STARTERS

FROM ONLY £34.95 EX VAT £41.07 INC VAT



- Ammeter to indicate charging power
- Multi-position charge regulator
- Overload protection on charging cycle

SEE OUR NEW CATALOGUE FOR THE FULL RANGE

| MODEL | MAX CHARGE | MAX BOOST | EX VAT | INC VAT |
|---|---|---|---|---|
| BC100B | 15 amps | 100 amps | £34.95 | £41.07 |
| BC120E | 15 amps | 120 amps | £58.95 | £69.27 |
| BC130 | 15 amps | 120 amps | £42.50 | £49.94 |
| BC210E | 25 amps | 200 amps | £79.95 | £93.94 |
| BC410E | 35 amps | 400 amps | £99.95 | £117.44 |
| BC320E | 35 amps | 310 amps | £119.95 | £140.94 |
| BC520E | 50 amps | 510 amps | £154.95 | £182.07 |

## Clarke BOLTLESS SHELVING

SIMPLE, FAST ASSEMBLY

FROM ONLY £24.95 EX VAT £29.32 INC VAT



CAN BE ASSEMBLED AS A SHELVING OR BENCH UNIT

| MODEL | SHELF DIMS | CAPACITY | EX VAT | INC VAT |
|---|---|---|---|---|
| CSS150 | 800x300x1500mm | 150Kg | £24.95 | £29.32 |
| CSS350 | 900x400x1800mm | 350Kg | £39.95 | £46.94 |

## Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388



PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

## Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT



| MODEL | EX VAT | INC VAT |
|---|---|---|
| DIY Jack & Stands CTJ2ZA | £24.95 | £29.32 |
| Pro Jack & Stands CTJ2000GA | £59.95 | £70.44 |

## Clarke CHAIN BLOCKS



- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

| MODEL | CAP. | LIFT HEIGHT | EX VAT | INC VAT |
|---|---|---|---|---|
| CCH500 | 500Kg | 3.2m | £39.95 | £46.94 |
| CCH1000 | 1000Kg | 3.2m | £49.95 | £58.69 |
| CCH2000 | 2000Kg | 3.3m | £59.95 | £70.44 |
| CCH3000 | 3000Kg | 3.4m | £69.95 | £82.19 |
| CCH5000 | 5000Kg | 3.5m± | £99.95 | £117.44 |

## Clarke BATTERY CHARGERS



FROM ONLY £14.95 EX VAT £17.57 INC VAT

| MODEL | MAX CHARGE | ENGINE CAP. | EX VAT | INC VAT |
|---|---|---|---|---|
| CC40 | 2.7 Amps | 1000cc petrol | £14.95 | £17.57 |
| CC60 | 4.0 Amps | 1600cc petrol | £17.95 | £21.09 |
| CC80 | 6.0 Amps | 2000cc petrol & above | £24.95 | £29.32 |
| CC120 | 8.5 Amps | 2000cc petrol/ diesel & above | £27.95 | £32.84 |
| AC70 (Auto)# | 4.0 Amps | Any size battery & leisure batteries | £31.95 | £37.54 |

#AC70 automatically regulates charge to battery condition

## Clarke TORQUE WRENCHES

3/8" TORQUE WRENCH - CHT204

FROM ONLY £13.95 EX VAT £16.39 INC VAT



- Reversible ratchet
- 120-960 Lbs/in • 1.4 - 11.1Kg/m

ONLY £13.95 EX VAT £16.39 INC VAT

1/2" TORQUE WRENCH - CHT141

- 5" Extension bar
- 1/2" - 3/8" adaptor
- 28-210 Nm
- 20-150Ft/lbs

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## Clarke PRO SOCKET SET

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33 PCE 3/8" PRO23

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- Includes extension bar, ratchet handle & spark plug sockets • 3/8" drive
- 33 piece set, metric • Professional quality
- 18 sockets: 6-24mm & 9 deep sockets: 8-19mm

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10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case.

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4 TON KIT Spreader wedge ram & accessories in a tough moulded case.

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## Clarke CAR CREEPERS & MECHANICS SEAT

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CMC45 CMC1200

- Car creepers feature padded backs & head rests for maximum comfort

| MODEL | DESCRIPTION | EX VAT | INC VAT |
|---|---|---|---|
| CMC36 | Car Creeper | £18.95 | £22.27 |
| CMC40 | Creeper with tool tray | £24.95 | £29.32 |
| CMC45 | Creeper with adj head | £22.95 | £26.97 |
| CMS1 | Mechanics Seat | £10.99 | £12.91 |

## Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT



| MODEL | EX VAT | INC VAT | MODEL | EX VAT | INC VAT |
|---|---|---|---|---|---|
| 2 ton | £7.49 | £8.80 | 8 ton | £19.95 | £23.44 |
| 4 ton | £9.95 | £11.69 | 12 ton | £24.95 | £29.32 |
| 6 ton | £12.75 | £14.98 | 20 ton | £36.95 | £43.42 |

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BIG 3" CASTORS

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- H/D steel construction - load rating 500kg per dolly
- 350mm Wide recess to fit vehicle tyres

## Clarke IMPACT WRENCH

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12V DC 1/2" DRIVE CIR-13



BEST BUY Auto Express

- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

## Clarke WORKBENCH

HEAVY DUTY CWB1250

ONLY £49.95 EX VAT £58.69 INC VAT



- Large lockable cabinet
- Extra thick, reversible plywood faced worktop
- LWH: 1205x600x850mm
- Constructed from robust, heavy gauge steel

## Clarke TOOL CABINET

WALL MOUNTED - CWC48 Tools shown not supplied

ONLY £39.95 EX VAT £46.94 INC VAT



- 3 lockable cupboards
- 4 steel shelves • Pegs and hooks supplied

WALL MOUNTED TOOL RACK ONLY £19.95 EX VAT £23.44 INC VAT

## Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC.

ONLY £84.95 EX VAT £99.82 INC VAT



- Splash proof on/off switch
- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

| MODEL | MAX FLOW | MOTOR | EX VAT | INC VAT |
|---|---|---|---|---|
| CFT12 | 40l/min | 12v-0.25hp | £84.95 | £99.82 |
| CFT24 | 40l/min | 24v-0.25hp | £84.95 | £99.82 |
| CFT230 | 50l/min | 230v-0.3hp | £84.95 | £99.82 |

## Clarke 10 PCE GARAGE KIT

ONLY £49.95 EX VAT £58.69 INC VAT CGK10



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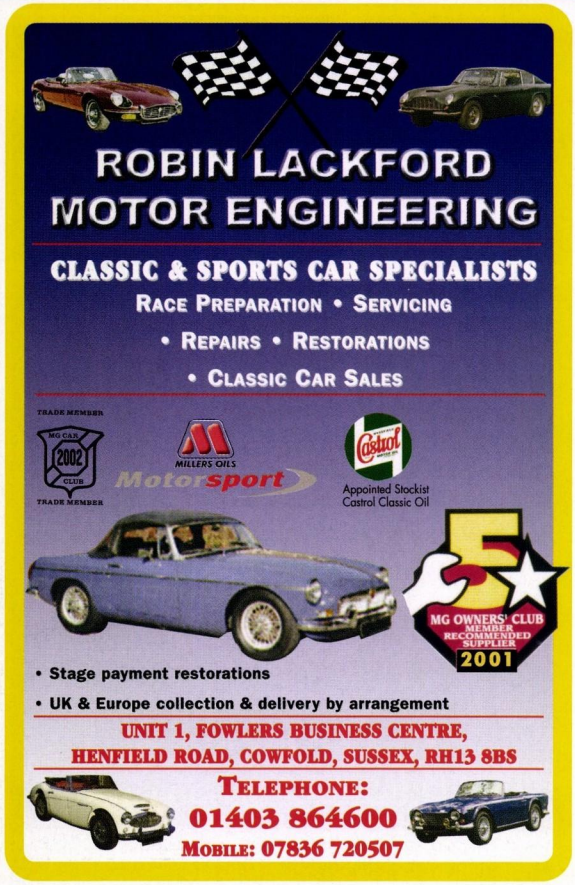
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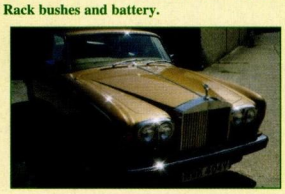
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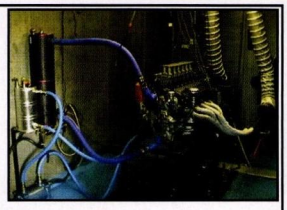


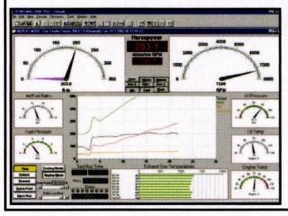
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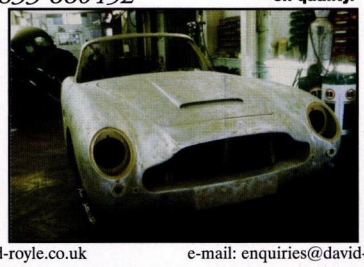


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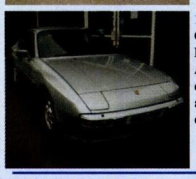
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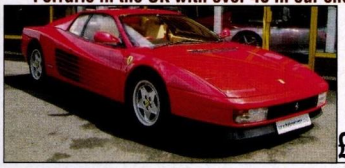
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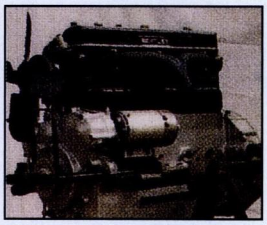
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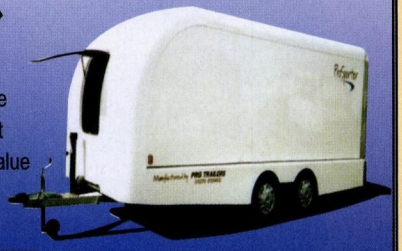
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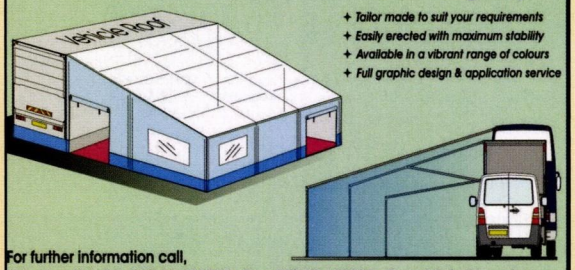
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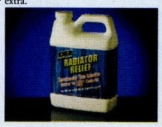
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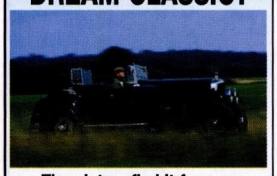


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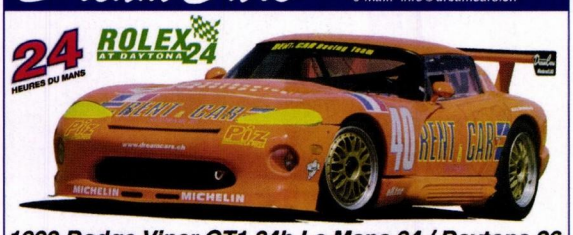
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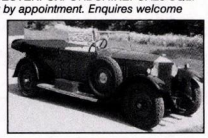
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| 1924 Standard SL04 13.9 hp 4-seat Warwick tourer (photo) | £12,500 |
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| 1927 Rolls Royce 20 h.p 2-seat drophead coupe by Cooper of Putney | £24,500 |
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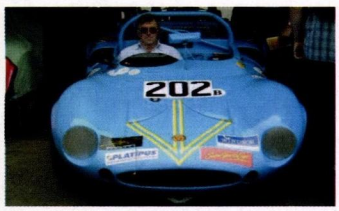
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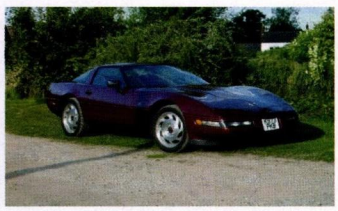
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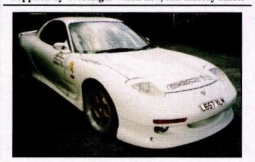


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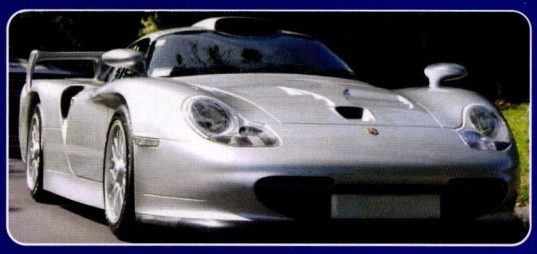
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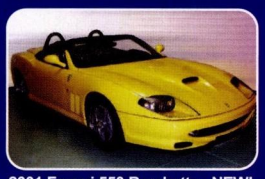
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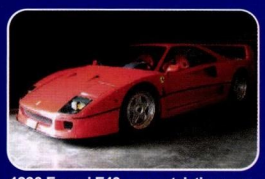
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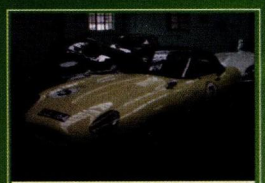
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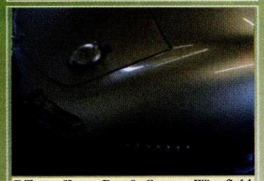
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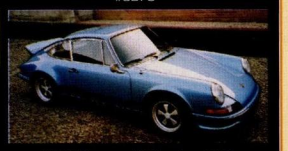
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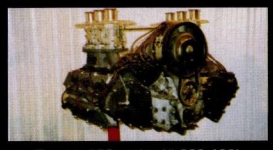
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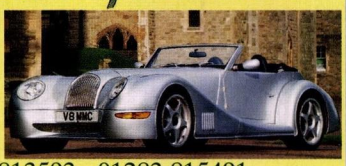
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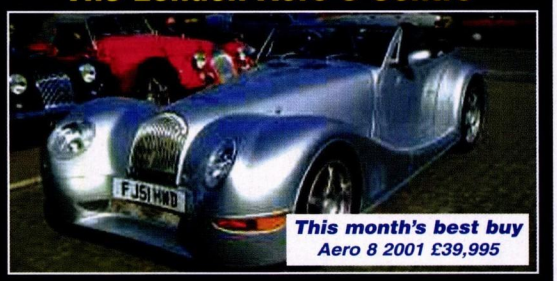
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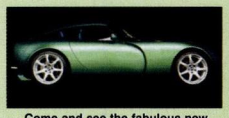
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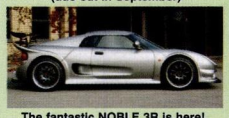


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When Dick van Dyke pipes up with "Cor blimey Guvner, strike a light" in Mary Poppins, I along with most Londoners, cringe, not due to Dicks chirpy chimney sweep lingo but because of the memory of the many of even worse imitations that we've heard from American tourists over the years. Just as jarring is their use of the words out of context, unaware of the true meanings. However, it works both ways…you know the quote "2 countries divided by a common language"? On our recent trip to the States for the Laguna Seca races, I often heard one of cars we were with referred to as "the real deal". To me, this was Yank Speak, in the same mould as "Have a nice day"; a simple platitude for when they didn't know what to say. But, over the week, I came to recognise a certain reverence with which they used the phrase. The USA is a country of immigrants, mostly leaving religious persecution or social hardship. A place just over 200 years old, where most of its institutions and culture came from the old countries. They have, therefore, become used to imitations (sometimes pale) of the "real deal". French restaurants run by Mexicans, sports cars that don't handle, canned laughter and for the sports fan, there are American touring cars, domestic road racing and even soccer. Again, this cuts both ways, think how popular our pale imitation of NASCAR, European grid-iron or baseball has been! It would seem that you need a cultural context, a shared experience, in order to produce the "real deal".

I have had more than a passing interest in America since I was a kid…Smokey Yunick is one of my all time heroes, I love NASCAR and the Indycars but especially the Outlaw Sprint cars. They are all stunning in their natural habitat. Boardtracks and the Miller story, dirt track midgets at the fairgrounds, the Chevy small block race engine… there is a romance hard to find now in the rarefied atmosphere of the "right crowd" at Brooklands. Somewhat less appealing though is their love of chrome and shiny cars, especially when this crime is perpetrated on a piece of unmolested motoring history for the dubious reason of winning Pebble Beach! With this in mind, the trip to Monterey at Pebble Beach worried me, as I didn't think the Americans would "get" the Type 35C that we took. Not only does her exposed metalwork carry the scars of every one of the 75 years she's been on the planet; she doesn't even have the benefit of newly applied makeup to hide her age! The red paint on this car was roughly applied with a brush in 1932, faded and cracked with runs inside the bonnet but you can never the less see through it to the object of beauty she still is…an automotive version of La Belle Heaulmière.

In the Sundays Feature Race, Allan Rippon built on the steady improvement he'd made all week to finish second in his methanol fuelled 35B. The 35C obviously decided that, whilst sulking due to her owners dalliances was entirely justified, a good performance was more important and despite being two litres and on petrol (opps, sorry) race gas, finished fourth! Mike Preston, in his 35B road car (wings, lights, twin screens and all!) showed the same impressive form as the previous weekend and finished fifth.

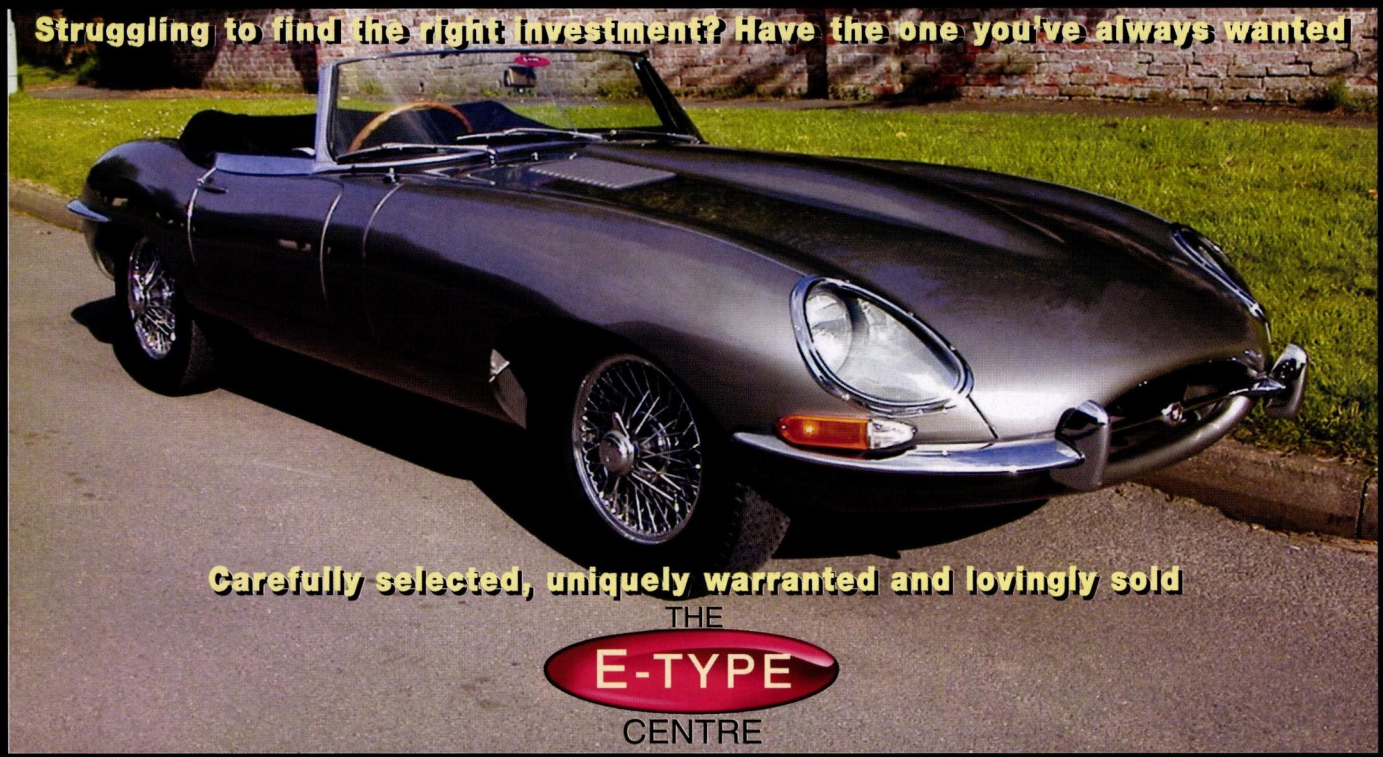
While racing was a great result, the Type 57C we also took along for the Rally gave me even more satisfaction. Just 4 months ago, a pile of bits, we pulled out all the stops and made the owner's dream of driving up Highway 1 from Los Angeles to Laguna Seca with his youngest son, a reality!

On the home front, the racing season seems to have disappeared out from underneath us! The VSCC season was over very early with the high spot being Charles Dean winning the Williams in Dean Butler's old car. Unfortunately, he pushed Julian, in the Passey Hassan, so hard that the engine shook itself to pieces which meant that I missed driving the car at the Goodwood Festival. This year our focus has been on the America races with the European scene feeling rather flat. This may be due to the BI-annual running of Monaco and the Historic Le Mans. Last year was a big year for most people and I think they're probably saving up for next years repeat. Its not all over yet though as we still have the Goodwood Revival to contend with, a marathon fancy dress party in the best automotive theme park on earth. The cars and the characters that were involved with the "real deal".

Leaving Goodwood I then fly to Boston for the International Rally where I have the great privilege of driving that fabulous 35C, at 75 years of age still as vibrant as the day she was made in Ettore Bugattis workshop in Molshiem. I don't expect any tantrums from her on the East Coast as the over-endowed new girl (are horsepower numbers the auto equivalent of silicone??) was primarily interested in the glitz of Pebble Beach! In Laguna Seca I saw a T-shirt that read "real Carreras have 4 cams". What about Bugatti? Everyone knows he was fixed in his ideas, though now they would call it corporate culture, a sort of definition of the "real deal". Perhaps "Real Bugattis have in-line engines" of other configurations, V's and W's, I don't think Le Patron would have approved.

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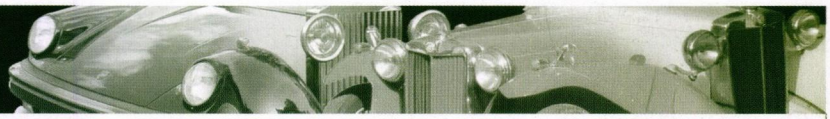



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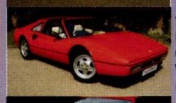
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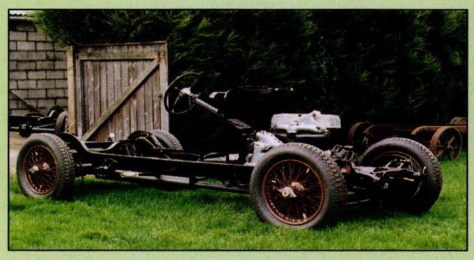
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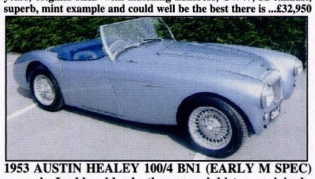



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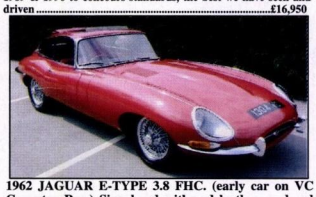
1965 (C) JAGUAR E-TYPE 4.2 SI. FHC, Old English White, with black leather trim, 58,000 miles, 2 previous owners (1st owner 31 years, original RHD with matching numbers, CWW, SS exhaust, superb, mint example and could well be the best there is ...£32,950



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) .....£26,950



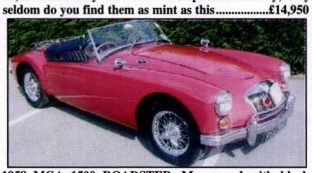
1934 SINGER 9 (4 SEAT) SPORTS (LE MANS SPEC) Burgandy over English white, restored by its last owner between 1989 & 1996 to concours standards, the best we have seen and driven .....£16,950



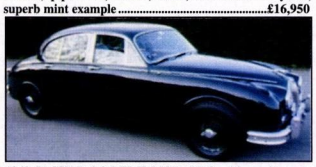
1962 JAGUAR E-TYPE 3.8 FHC. (early car on VC Coventry Reg.) Signal red with red leather, and red webasto sunroof. CWW, restored by previous owner to a very high standard, a superb and original RHD, matching numbers example .....£32,950



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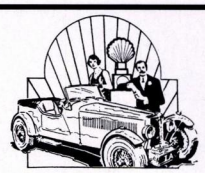
1958 MGA 1500 ROADSTER. Monza red with black leather, piped red, CWW, RHD, last owner 14 years, superb mint example .....£16,950



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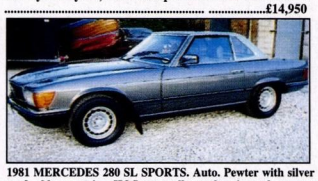
1958 JAGUAR 2.4 MK1. Black with cherry red leather (English car). Original RHD example, matching numbers, 40,000 miles only, original bill of sale, history file. The best we have seen, truly stunning.....£16,950



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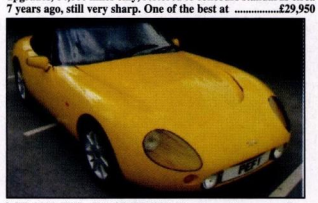
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website .....£14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file .....£12,950



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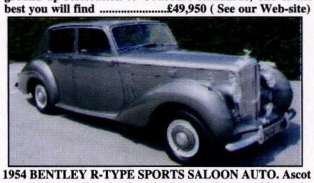
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1958 JAGUAR XK150 3.4 ROADSTER MANUAL. Pearl grey with red leather and blue mohair hood. Original LHD example with matching number. Subject of a 7 year ground-up-restoration to Concours standards, one of the best you will find .....£49,950 ( See our Web-site)



1954 BENTLEY R-TYPE SPORTS SALOON AUTO. Ascot grey with grey dove leather, steel sunroof restored by main agent in 1995 to a very high standard, superb in all respects .....£22,950

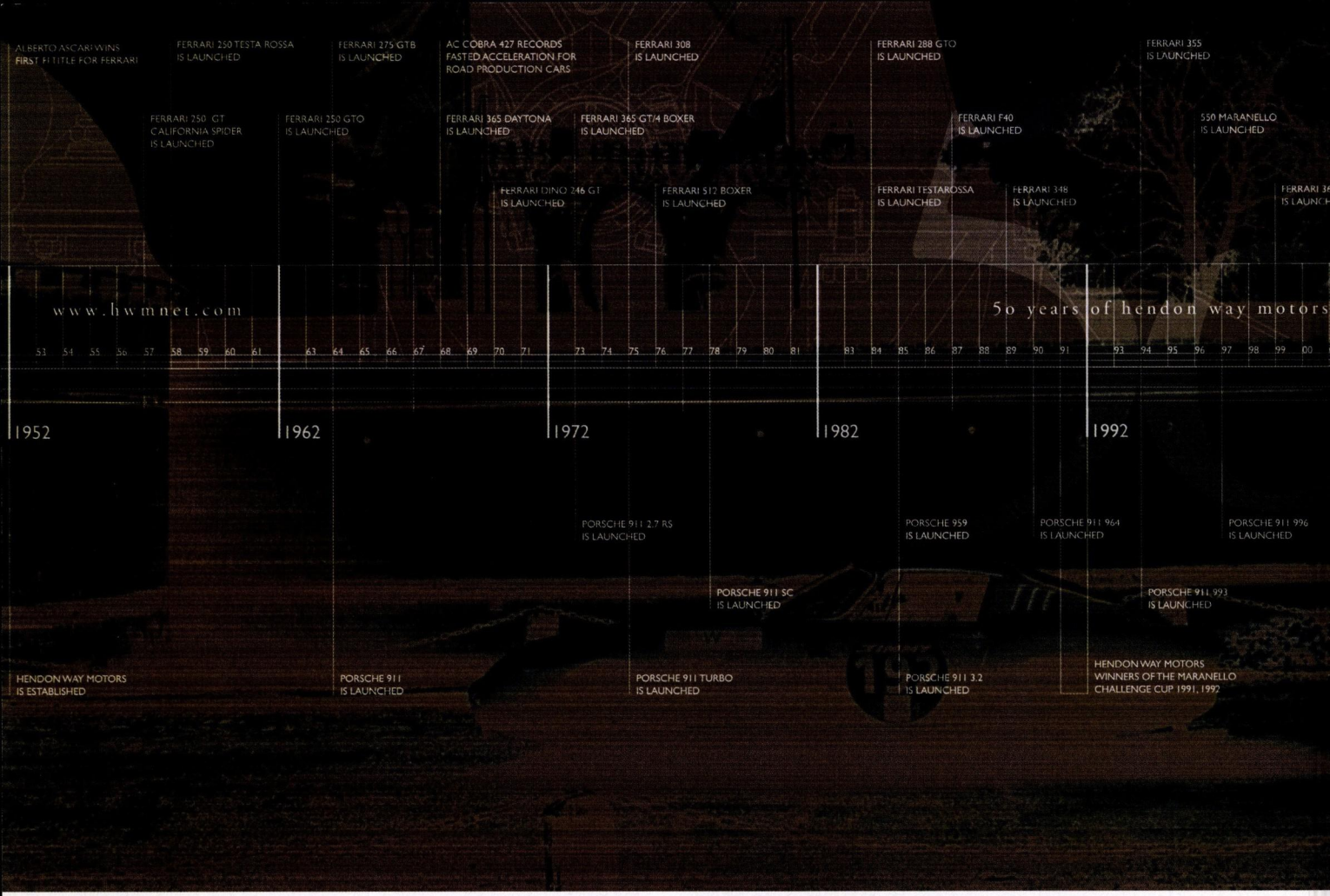
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2000/1 996 COUPE TIP METALLIC BLACK 31000 miles

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**911/964**

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1988 911 TARGA GUARDS RED 70000 miles

1985 911 3.2 CARRERA RED 110000 miles

1980 911 3.0 CARRERA WHITE 75000 miles

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1998 FERRARI 355 GTS F1 RED 4000 miles

1999 355 F1 BERLINETTA RED 11000 miles

1999355 GTB LHD BLACK (26000 km) 16000 miles

1998 355 GTB RED 15000

1997/98 355 SPIDER ROSSO RED 15000 miles

1997 456 GTA BLUE 25,000 miles

1992 348 TS BLACK 9000 miles

1990 TESTAROSSA RED 7000 miles

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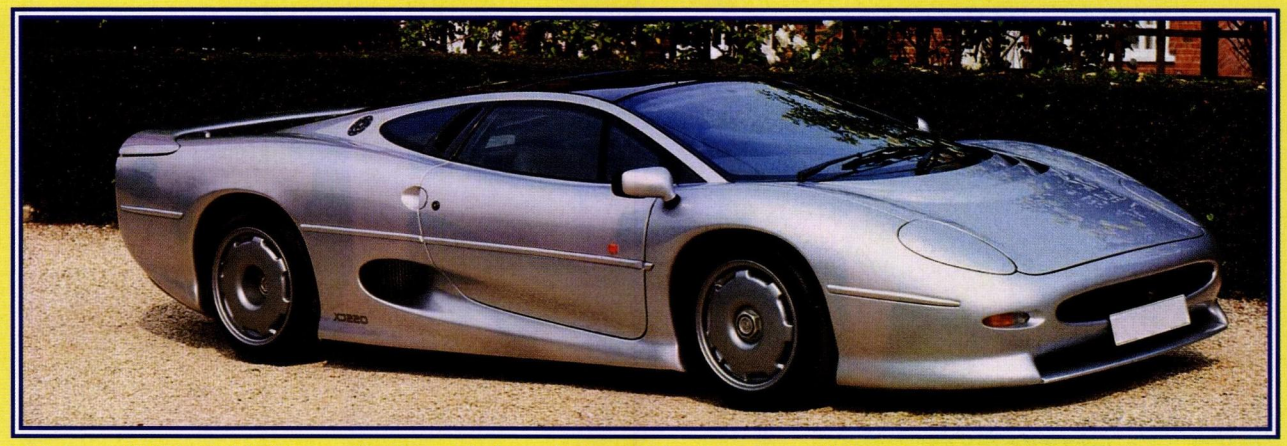
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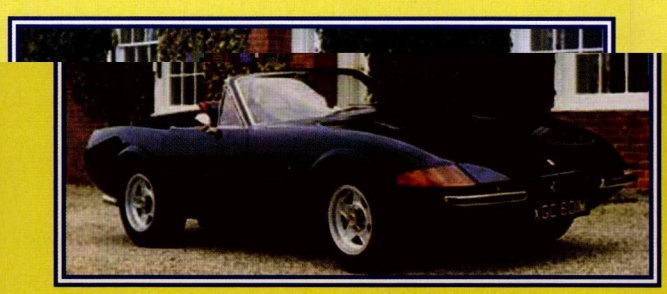
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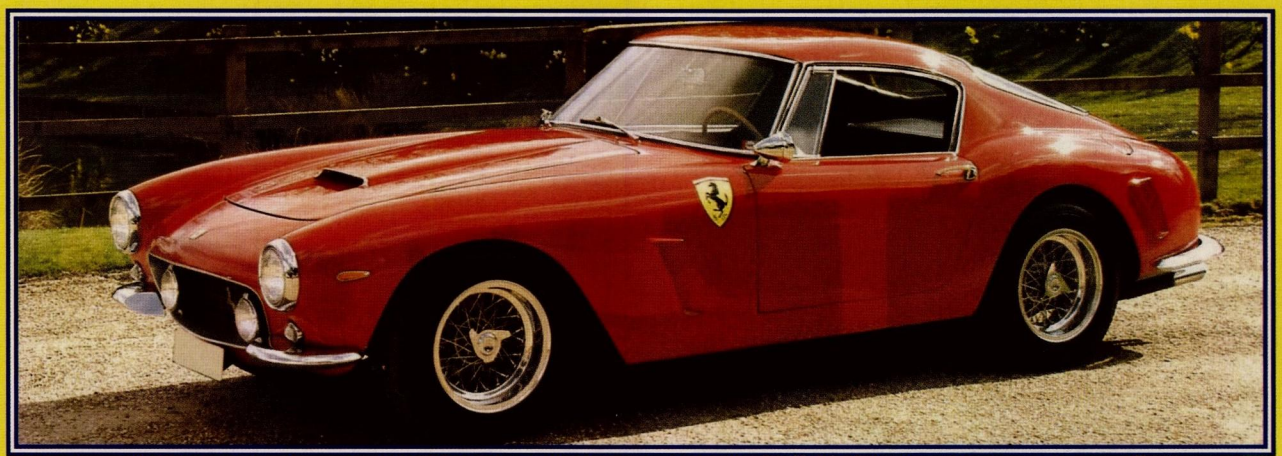
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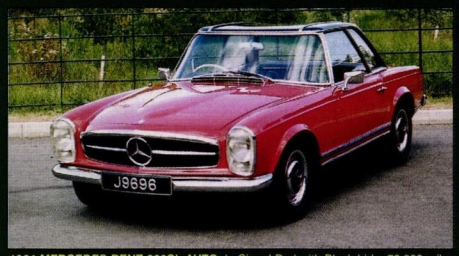
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**1964 MERCEDES BENZ 230SL AUTO.** In Signal Red with Black hide. 70,000 miles from new with FSH, ex-Jersey, equipped with PAS, factory hard top in Black, radio, tonneau cover etc. It would be hard if not impossible to find a better example, be quick! RHD ..... **£25,995**



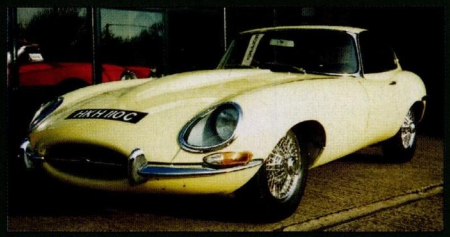

**1958 TRIUMPH TR3A.** BRG with Red hide. Overdrive, wire wheels, total ground up restoration to a standard seldom achieved. Balanced and unleaded engine, uprated overdrive, anti-roll bar etc. They don't come any better, "be quick!" RHD..... **£19,995**




**1964 DAIMLER DART SP250 C SPEC.** BRG with Red hide. 2 local owners, the last since 1968, and a mere 82K miles. Wire wheels, overiders, S/S exhaust. Total body off chassis professional restoration carried out 88/92 at enormous cost, only 2,000 miles since. One of the very last, 9 WVO must be almost unique with such low ownership. RHD..... **£21,995**




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**1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC.** Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example. RHD ..... **£28,995**




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**1986 BMW M5 E28.** In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket. RHD.....**£9,995**




**1967 AUSTIN HEALEY 3000 BJ8.** In Silver with full Grey hide. Totally restored & up-rated by J.M.E. at a cost in excess of £45,000. All alloy body, side vents, 200 BHP, tri-carb engine, competition overdrive, wire wheels, Nardi steering wheel etc. Only 1,300 miles since, absolutely sensational.RHD ..... **£34,995**




**1955 AUSTIN HEALEY 100/4 TO M SPEC.** Healey Blue with Blue trim. Totally restored and up-rated for international rallying, 4 speed with competition overdrive, Borrani wire wheels, hard top, side exhaust, plus all rally aids and upgrades, F.I.V.A. papers, has proved very successful. Cost about double our asking price to build. RHD ..... **£26,995**




**1973 MGR V8.** Flame Red. UK/home market car registered L700 MGR.5000 miles from new and in factory original condition. 1 year Tax and MOT. Surely one of today's best kept secrets. Featured in July's edition of 'Enjoying MG' magazine. Absolutely mint. RHD..... **£19,995**

**1958 TRIUMPH TR3A (WVC 288).** Works prepared rally car. Wineer Liege - Rome - Liege 1958, campaigned through '58, '59, '60 inm many international and national rallies by Col. 'Bing' Crosby, then sold through Mike Hawkins tourist trophy garage to Kenneth Pearce, used by him in national rallies until 1964. Now undergoing a sympathetic total rebuild to period rally spec..... **P.O.A.**

**1965 FRUA JAGUAR 3.8 COUPE.** 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 1990/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' LHD ..... **£59,000**

**1963 FORD LOTUS CORTINA MKI 'A BRACKET'.** Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26. F.I.A. Papers, in the right hands will be unbeatable. ..... **£50,000**

**1963 JAGUAR 3.8 MK2 MOD ALL SYNCRO.** Carmen Red with Biscuit hide. Restored and uprated by Vicarage. PAS, W/W, coil spring rear suspension, 4 pot callipers, Alpine music system, wood rimmed wheel, full handling kit etc. Sensational ..... **£29,995**

**1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX.** White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order ..... **£28,995**

**1963 TRIUMPH ZEST 2 LITRE TRI CARB.** The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning ..... WAS £24,995, NOW £21,995

**1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED.** Chiaro Blue with full Cream hide, low ownership and ultra low histoned mileage of only 40,000. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows etc. Undoubtedly one of the most useable four seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available ..... **WAS £22,995, NOW £19,995**

**1980 TRIUMPH TR8 CONVERTIBLE.** Factory experimental car, one of only 2. Silver leaf with Biscuit trim. Two owners, 48,000 miles with total history including all letters from British Leyland. PAS, stainless exhaust etc. the most outstanding example you could wish for and virtually unique ..... **£14,995**

**1964 MGB ROADSTER, PULL DOOR HANDLE.** Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition ..... **£11,995**

**1964 MGB ROADSTER, PULL DOOR HANDLE.** In O.E.W. with Red hide. Fitted overdrive, wire wheels, foldaway hood, wood rimmed steering wheel. Total restoration in 1996. An exceptional example would please the most critical ..... **£10,995**

**1970 GP PORSCHE SPYDER 1760CC ENGINE.** Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value ..... **£9,995**

**1963 MGB ROADSTER, PULL DOOR HANDLE.** A totally restored and re-shelled example in OEW with Black trim. Equipped with overdrive, wire wheels, wood rimmed steering wheel etc. A UK car, 141 KEW, good value ..... **£9,995**

**1971 MGB ROADSTER 1.8.** White with Black trim. Totally restored and re-shelled, overdrive, Rostyle wheels, head restraints, unleaded head etc to a very good standard, excellent value ..... **£7,995**

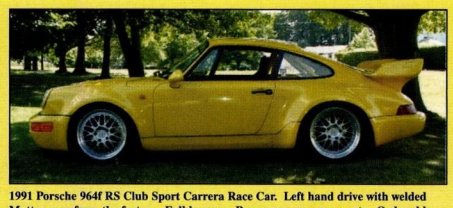
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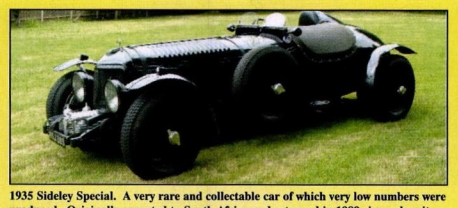
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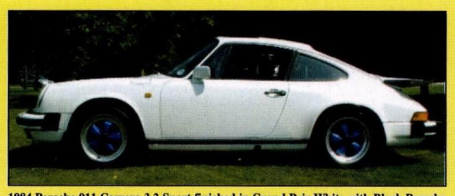
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1991 Porsche 964f RS Club Sport Carrera Race Car. Left hand drive with welded Matter cage from the factory. Full harness, Recarro nomex race seats. Ordered by the first owner with RSR spec bodywork, suspension and rear wing, Tech Art race wheels and wonderful handling. Goodwood: 1 min 26 secs. .....£34,995



1935 Sideley Special. A very rare and collectable car of which very low numbers were produced. Originally exported to South Africa and returned in 1989 since when it has been re-bodied and restored, with costs in excess of £150,000. Please enquire for more details. .....£POA



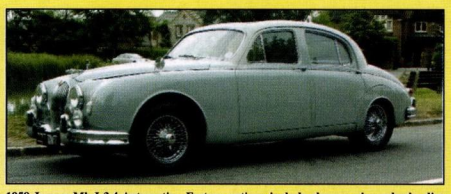
1984 Porsche 911 Carrera 3.2 Sport finished in Grand Prix White with Black Porsche cloth design seats. Fitted with electric roof and windows, rear spoiler. This car comes with a very full service history and is excellent value. .....£12,995



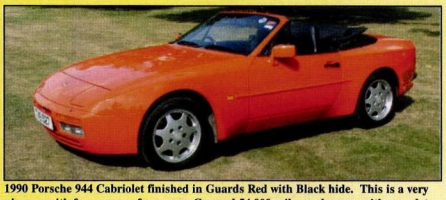
1968 Rover 3.5 Coupe finished in Silver Birch over Dubonnet with Beige leather interior. Fitted with automatic transmission, Rostyle chrome wheels, white wall tyres. Drives beautifully. .....£6,950



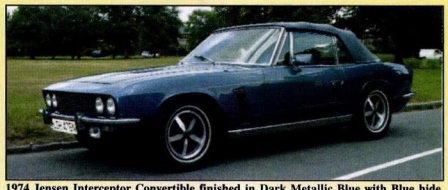
1965 Jaguar 3.8 Mk II finished in Old English White with Red interior and fitted with 4 speed Manual gearbox and overdrive, 72 spoke 6J wire wheels, Coombes arches, bonnet straps, new Spax adjustable shock absorbers all round, gas flowed cylinder head, 9:1 Hepalite power max pistons, recent complete brake and suspension overhaul and a completely rebuild high compression engine. .....£12,950



1958 Jaguar Mk I 3.4 Automatic. Factory options include chrome wirer wheels, disc brakes and sunroof. This car has spent the last 15 years of its life in various museums and its mileage of just over 5,000 is believed to be correct. .....£21,950



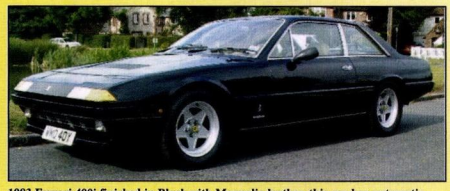
1990 Porsche 944 Cabriolet finished in Guards Red with Black hide. This is a very nice car with four owners from new. Covered 54,000 miles and comes with complete service history .....£10,495



1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. .....£19,950



1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages .....£16,950



1983 Ferrari 400i finished in Black with Magnolia leather, this car has automatic transmission, covered 34,000 miles with a comprehensive service history and has all MOTs since 1988. A fast 4 seater GT car. .....£13,950



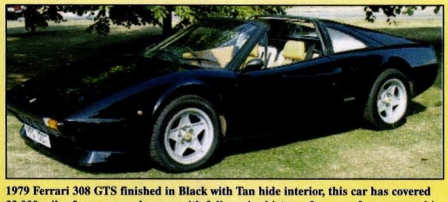
2001 Y Audi TT Cabriolet finished in Silver with Black hide. Fitted with 225bhp engine, Manual transmission, electric hood, rollover bars and Bose CD system. One owner, full service history, 37,000 miles .....£21,950



1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows and air conditioning .....£39,950



1969 MGB Roadster finished in Mineral Blue with Black interior and fitted with wire wheels and overdrive. A very nice car and superb value at .....£8,450



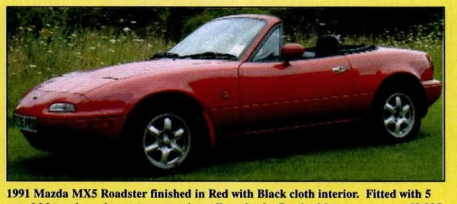
1979 Ferrari 308 GTS finished in Black with Tan hide interior, this car has covered 33,000 miles from new and comes with full service history. 3 owners from new and in excellent condition throughout. .....£22,950



1973 MGB Roadster. Finished in White with Black interior, recent restoration, Minilite wheels, o/d, tremendous value. .....£7,750



1935 MG PA finished in British Racing Green with Beige hide interior. A super 2 seater Sports that has had a recent restoration to a high standard. .....£17,750



1991 Mazda MX5 Roadster finished in Red with Black cloth interior. Fitted with 5 speed Manual gearbox, power steering, alloy wheels. Service history. .....£3,995



1967 Austin Mini Cooper Mk I in Ireland Blue with White roof and Webasto sunroof. Fitted with Cosmic alloy wheels and Period arches, twin fuel tanks, Heritage certificate. Beautifully restored throughout. An appreciating classic at only .....£5,950

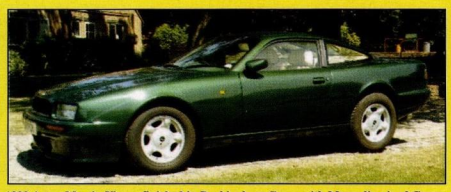
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1990 Aston Martin Virage finished in Buckingham Green with Magnolia piped Green interior. Fitted with 5 speed gearbox, air conditioning, electric seats. Full service history. Excellent condition throughout ..... £29,950



1990 Aston Martin Virage finished in Suffolk Red with Black leather trim and Onslow Grey carpets edged in Black. Covered a total of 49,000 miles and has 4 speed Automatic transmission, ABS, immobiliser, wide OZ alloys, Alpine radio/cassette and CD, VANTAGE coachwork. ..... £42,950



1993 Aston Martin Virage Volante finished in Conniston Sand with Black hide interior piped Cream. A very nice example with service history and fitted with 5 spoke alloys, wing vents and automatic transmission ..... £42,950



1988 Aston Martin V8 Vantage fitted with an X pack engine and finished in Suffolk Red with Magnolia interior piped Red. Ronal wheels, driving lamps, 5 speed Manual gearbox. 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition. ..... £45,000



1973 Aston Martin Vantage finished in Metallic Green with Tan leather interior. Automatic transmission, PAS, chrome wire wheels. Excellent condition with service history ..... £17,950



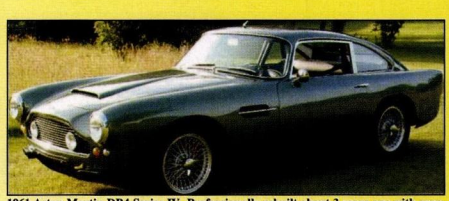
1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuild engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example ..... £44,950



1996 Aston Martin DB7 finished in Buckingham Green with Forest and Parchment hide interior. Automatic, 28,000 miles. All usual refinements, excellent car with full service history. ..... £39,995




1963 Aston Martin DB4 Series V Race/Rally Car. Finished in Fiesta Red, this car has been used over the last ten years for international rallying and comes with FIA Papers. This enables it to be used in most of the desirable international events and gives the car great credence. This is a rare opportunity and sensibly priced at ..... £49,950



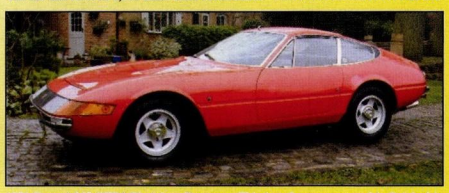
1961 Aston Martin DB4 Series IV. Professionally rebuilt about 3 years ago with specification to include 4.2 litre unleaded engine to beyond VANTAGE spec. Uprated suspension, aluminium radiator, large oil cooler, aluminium rimmed 72 spoke wirer wheels, stainless stell exhaust, leather trimmed roll cage, additional sound proofing. The car has covered 1,000 miles since restoration. ..... £POA



1964 Maserati Mistral FHC with coachwork by Frua. Finished in Maserati Racing Red with Red hide interior. The car is in very nice condition throughout and has been in the same ownership since 1967. It has an all aluminium body and is fitted with a 6 cylinder engine with twin overhead cams and a 12 plug head ..... £23,950



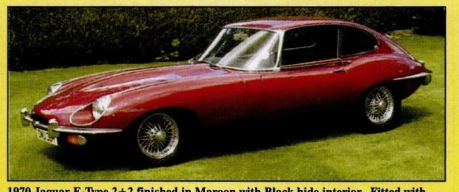
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows and air conditioning ..... £39,950



1971 Ferrari 365 GTB4 Plexiglass Daytona. This is a 5 owner car and is finished in Rosso Corsa. Superb condition with a full service history, having been serviced less than 500 miles ago. Sensibly priced at ..... £69,500



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at ..... £69,950



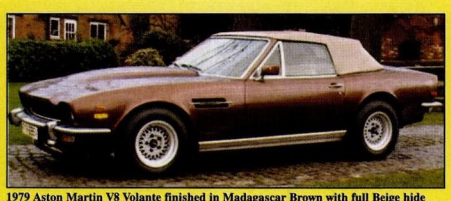
1970 Jaguar E-Type 2+2 finished in Maroon with Black hide interior. Fitted with chrome wire wheels, Manual gearbox, all new carpets, Massive service history and excellent condition throughout ..... £13,995



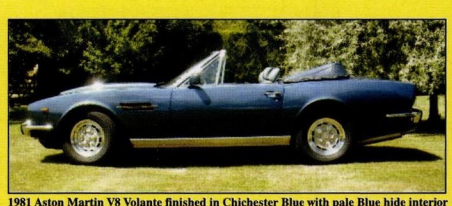
1968 Aston Martin DB6 finished in Metallic Green with Black leather interior. Fitted with chrome wire wheels, Webasto sunroof, power steering, recent Factory service. Sensibly priced at ..... £29,995



1979 Aston Martin Volante finished in Dark Blue with deep Blue hide interior and fitted with VANTAGE engine upgrade and Automatic transmission. Excellent car, masses of history. ..... £36,950



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car ..... £29,950



1981 Aston Martin V8 Volante finished in Chichester Blue with pale Blue hide interior and dark Blue mohair hood. 37,000 miles, three owners and full service history ..... £39,500

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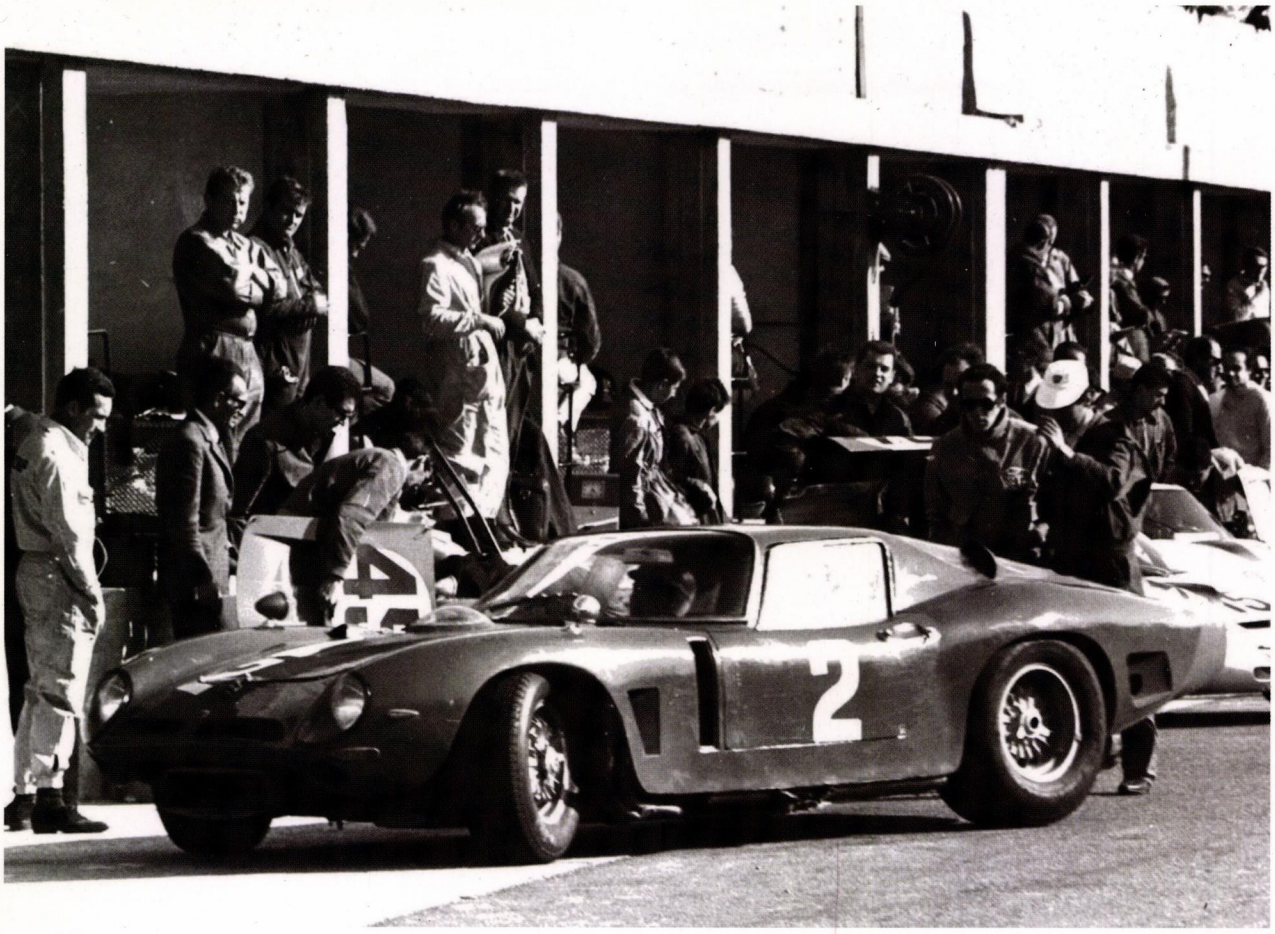
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