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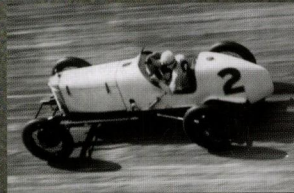
HOW I BECAME
F1'S YOUNGEST
CHAMPION



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BARRIE WILLIAMS

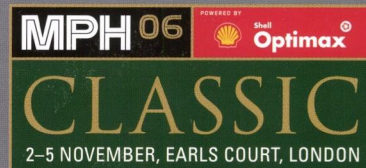


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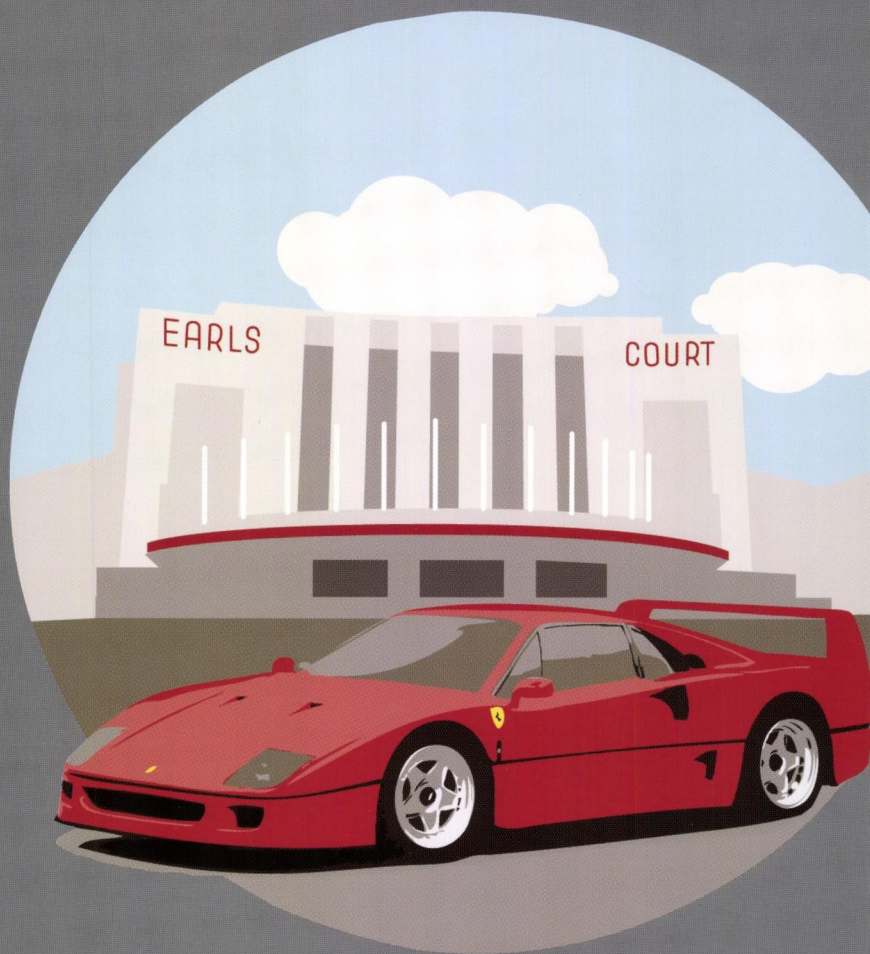
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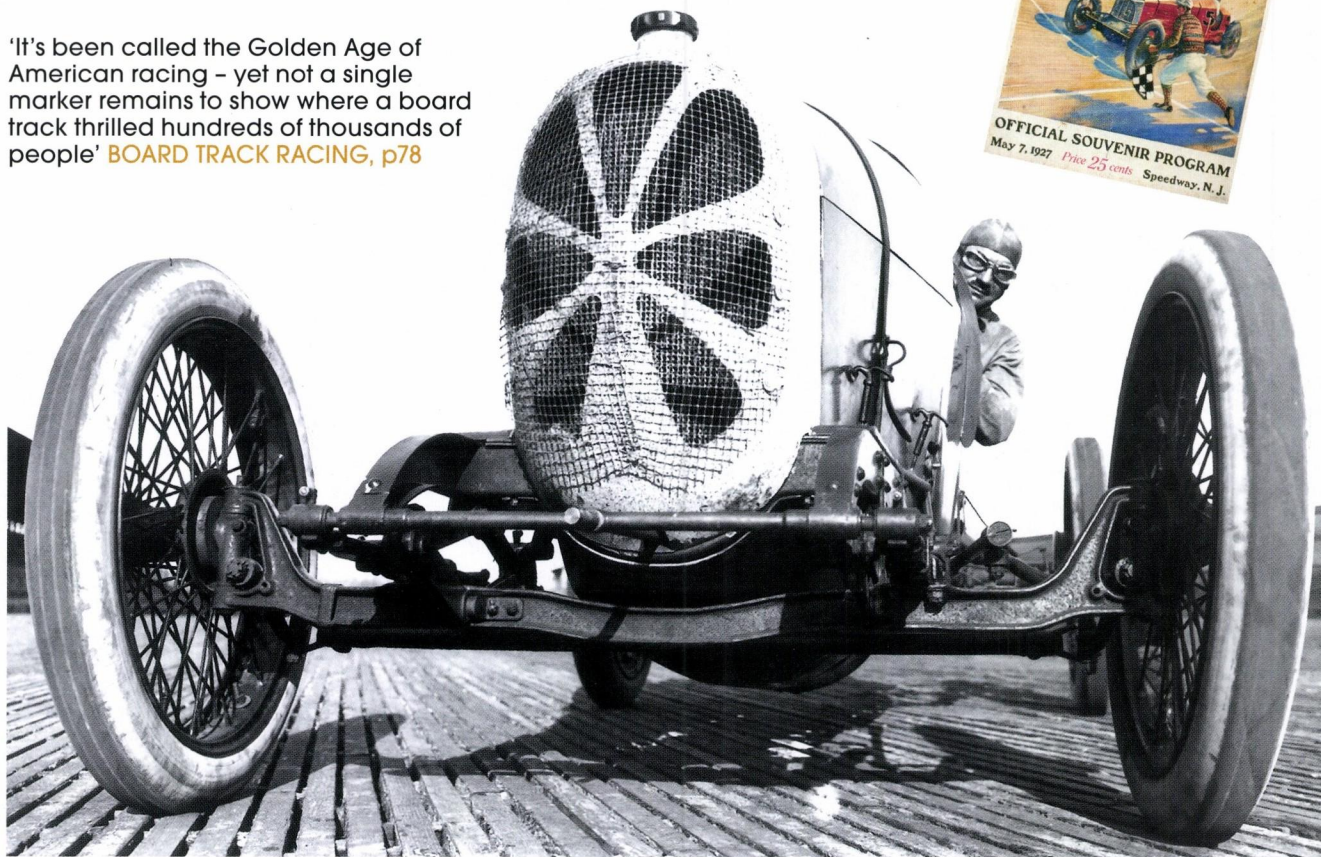
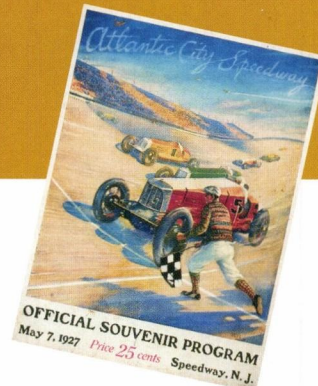
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October 2006

The Original Motor Racing Magazine

contents

'It's been called the Golden Age of American racing – yet not a single marker remains to show where a board track thrilled hundreds of thousands of people' **BOARD TRACK RACING, p78**



Features

Emerson Fittipaldi 34
He just can't give up... Face to face with the Brazilian champ



His initial rise to F1 was meteoric – as was his recent return to racing

D-type Revelation 48
We parade a team D at Le Mans, and discover a superb road car

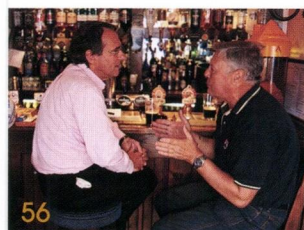
Talking to 'Whizzo' 56
Guinness and laughter with Barry Williams, a classic in his own right



Reims 1956: XKD 605 wins on its first outing. Next stop will be Le Mans...

Grand Designs 62
No-one minded McLaren's brake-steer idea – until it began to win

BRM P153 Profile 65
Close inspection of the Bourne team's 'new era' contender



All beer and cars – Simon Taylor and Barrie Williams get together for lunch

Silverstone Classic 76
How we got on in the BRDC 500 race, plus all the track action

On the Boards 78
Exciting, brash and short-lived: how banked tracks swept the US



Pedro Rodriguez brought much needed success to BRM with the striking P153

Cover photography: Schlegelich. This page: LA: James Mitchell, Dick Wallen

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Eighty-third year of publication

contents

Regulars

News 10

Grand Prix Masters,
Ford C100 runs again – almost

Desirables 16

F1 leatherware, Maserati watch

Books & Models 19

A feast for Porsche fans

Auctions 22

It's all happening at Pebble Beach

Letters, You Were There 25

Pre-war Mercedes at Oulton

Nigel Roebuck 28

Michele Alboreto – much missed

Guest Column 31

Gordon Murray identifies the five
factors which bring F1 victory

Andrew Frankel 32

Porsche Turbo

Collection 54

NMM Film and Video archive

Busman's Holiday 75

Steve McQueen off-camera

Restorer 90

Aston lovers Goldsmith & Young

Oldtimer Grand Prix 92

Interview with Klaus Ludwig

Bill Boddy 94

Recalling Bristols on test

Marcus Pye 99

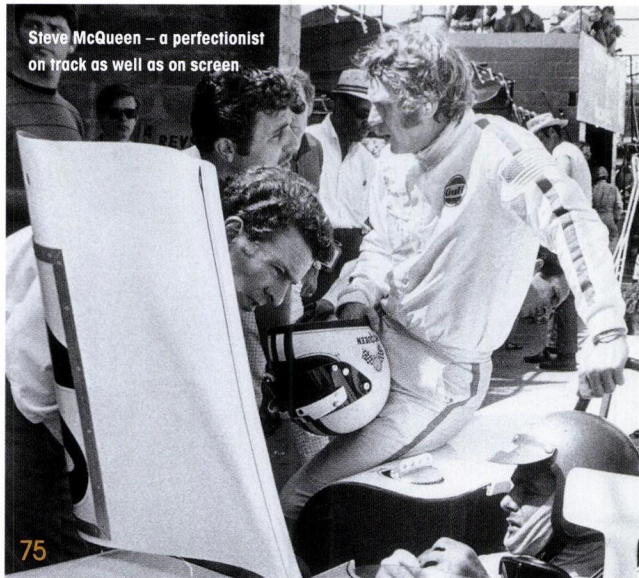
Classic action north of the border

Reports 100

Rallyday, Knockhill Speedfair

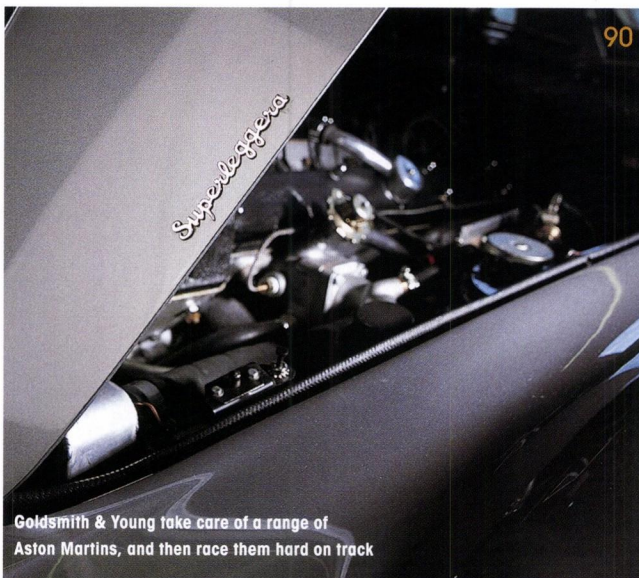
Parting Shot 104

French Grand Prix 1961



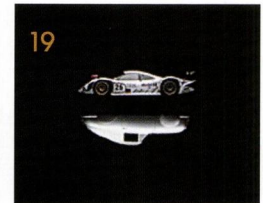
Steve McQueen – a perfectionist
on track as well as on screen

75



Goldsmith & Young take care of a range of
Aston Martins, and then race them hard on track

90



19

Porsches in profile – lavishly
illustrated in a new book



20

Models from Rob Walker Lotus
to Newcastle United Lister



92

Saloons rule – Klaus Ludwig does
what he loves best at the 'Ring



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LAT

Growing old racefully

Emerson Fittipaldi knows that with all the titanium bracing he has in his spine, he shouldn't be racing a car. He admits that when he tested the Grand Prix Masters single-seater for the first time late last year, every time he saw a barrier he was reminded of his Michigan accident. But there he is, driving hard in the GPM series, even though his next crash could possibly be his last. Proof, we think, that he's lost little of the determination that sped him through the lower formulae to F1 and two world championships. Our interview with Emerson, focusing on his rise to F1 and his winning years, starts on page 34.

This issue's profile looks at BRM's P153 (page 65), we have lunch with 'Whizzo' Williams (p56), race a 1922 Bentley at the Silverstone Classic (p76), and take a D-type for a road test (p48).

We also have an in-depth look at the incredible story of American board track racing (p78). From around 1915 to 1930 it had a short but hugely popular existence. Made from pine boards laid on edge, the circuits were highly dangerous and, with banking of up to 50 degrees, cars had to race at more than 110mph just to stay on the track. And those cars were quick: the fastest-ever board-track lap – 147.229mph, recorded in 1927 – was not beaten at Indianapolis until 1960...

Richard Robinson, Editor

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||| News, views & comment |||

Matters of Moment

NEWS



Still stars

CHEEVER MASTERS WEATHER

Eddie Cheever kept it together in the gloom and rain to win the Silverstone GPM race

Even the weather was as it so often used to be, Silverstone awakening on race day to grey skies, a chill wind and rain. The Masters huddled in their garages, reluctant to put 650bhp down onto the wet asphalt in close company with their colleagues. But race they did, and the result was not in the script.

The crowd had come to see Nigel Mansell swashbuckle his way to another victory, followed by Derek Warwick who described the race as the other British GP. It was not to be.



After a troublesome practice our Nige, running with his trademark Red 5, was bogged down at the back of the grid and Stefan Johansson led away from poleman Christian Danner. The rest, headed by Eric van de Poele, Warwick and Eddie Cheever, slid around in the spray and waited for the leaders to fall off the road. And it didn't take long, with Danner and Warwick colliding while Johansson and van de Poele spun down the field leaving Cheever to lead.

Mansell, meanwhile, had spun on the way to the grid and repeated the feat on the opening lap. A broken differential was to blame and, although he did another lap for the crowd, his race was run. Running in the middle of the pack was Emerson Fittipaldi, finding little grip between the puddles. Out front it was Cheever's day, the American driving faultlessly in difficult conditions and fending off a racy van de Poele and a recovering Danner to win.

Main pic: Johansson leads away from poleman Danner, winner Cheever and Warwick, who retired. **Top left:** retiree Lammers (9), battles Fittipaldi (7), de Cesaris (10) and Patrese, who finished sixth. **Top right:** Cheever leads runner-up van de Poele



WHIZZO BOUNCES BACK FROM ROLL

Barrie 'Whizzo' Williams emerged unscathed after rolling Burkhard von Schenk's Cooper-Maserati T51 during the Silverstone Classic, despite finishing wrong way up in the Bridge corner gravel. "I don't remember a thing until I was upside down in the car and trying to dig a hole like a rabbit to get out," joked Williams. Damage was light, and the combination raced again the next day - with 'this side up' stickers. **See our 'Lunch with...' feature on p56**



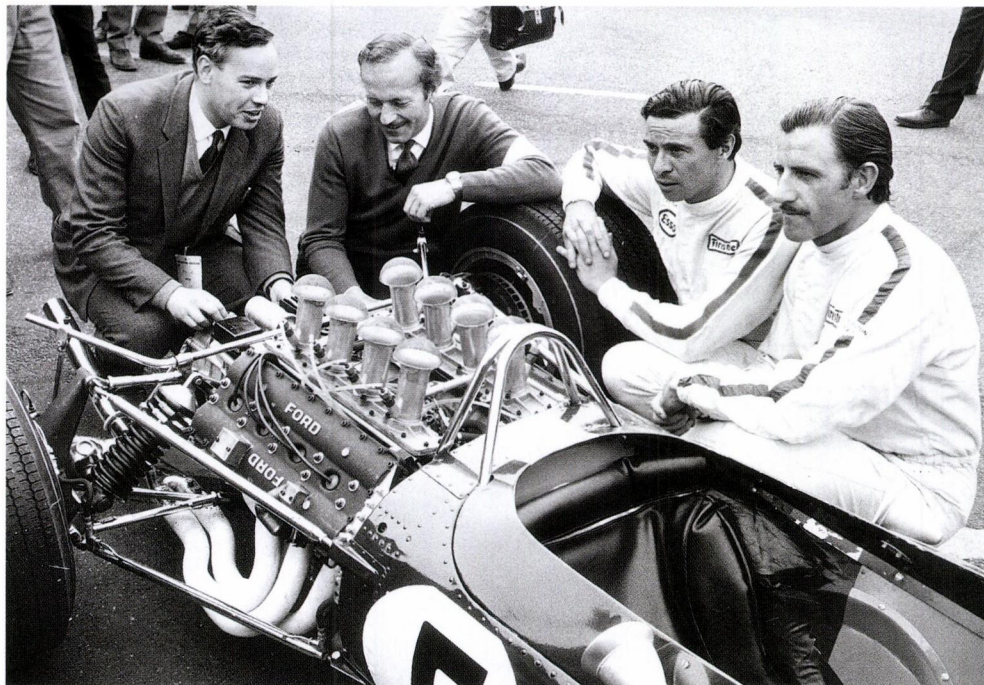
Duckworth tribute
**DFV RACE TO HONOUR
 COSWORTH FOUNDER**

The life and work of Keith Duckworth will be celebrated in a special F1 race during the Walter Hayes Trophy meeting at Silverstone on November 5.

The BRDC has inaugurated a Keith Duckworth Trophy for the winner of a race for any DFV-powered F1 car during the annual FF1600 knock-out competition.

“Keith was a strong supporter of the Walter Hayes Trophy and always attended the event to meet the Hayes family,” explained event organiser James Beckett of the BRDC.

Duckworth, the founder with Mike Costin of Cosworth, was responsible for the design of the Ford-badged DFV engine which revolutionised grand prix racing in the late 1960s.



**AMON'S FIRST
 RACER EMERGES**

Chris Amon's first racing car, known as the NZ Special, has been found in New Zealand and bought by enthusiast Roger Herrick.

The single-seater was built by Herrick's late uncle Des in 1948, and Amon's father bought it for his son to start his racing career. He drove it in a few local races and hillclimbs before moving on to a Cooper.

The Special then passed through many hands before disappearing from view.

Sun seeker

**NEW MARCH DATE FOR
 STONELEIGH IHM SHOW**



The International Historic Motorsport Show will move to a new date in 2007 for the fourth running of the event at Stoneleigh Park, near Coventry. Capitalising on its success this February, the show will move a month further into the year and run from March 23-25, 2007 in a bid to ensure better weather and longer daylight hours.

**KELLISON IS BACK
 FOR THE CLASSIC**

A very rare Kellison sports car made its European racing debut at the Silverstone Classic meeting in August when Michael Windsor-Price raced the car for its owner Albert Otten.

Thought to be one of just nine Kellisons, which were built in the USA, this Chevrolet-powered car set land speed records on the Bonneville Salt Flats in the 1950s.

It has now been fully restored at EDB Racing.



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NEWS

Ford C100 lives on **GROUP C CAR IN TRANSITION**

The sports car which became a van has been returned to its first role and will race in 2007



Although its planned return was thwarted by overheating problems, the stillborn Ford C100 Group C project of 1983 should return to racing in 2007.

After two seasons racing the original C100, Tony Southgate was commissioned to design a lighter and more aerodynamic car for 1983. However, when

Cosworth could not confirm that the intended turbocharged DFL engine would be ready in time Ford canned the project.

Instead, the chassis was fitted with a composite body in the shape of a Ford Transit van and became the second 'Supervan', which was demonstrated widely. In 1986, it retired to the Museum

of Transport in Coventry, where it was housed until 1995, when the long process of restoring it to 1983 specification began. That work was finally finished shortly before the Silverstone Classic in July and David Leslie was scheduled to race the car.

Unfortunately, overheating problems in testing forced its withdrawal, but Bryan Wingfield Racing hopes to have the car ready to race in 2007. "It's a really nice car and everything feels right on it," said Leslie. "It's just the water temperature.

Within a couple of laps we had 120 degrees water temperature. We put new radiators in, but it needs more than that."



AGG GUESTS IN B19

Charlie Agg had his first race of 2006 when he borrowed Ross Maxwell's Chevron B19 for the Orwell Supersports races at the Silverstone Classic. Lacking time to race his Group C/GTP Nissan, Agg needed to keep his International licence up to date.

"I raced this car at Daytona and Sebring before, so it's an old friend," he said as he drove the car in Europe for the first time. "It's a great little car; I just hope I can do it justice." He duly won his class in the opening race of the weekend in the series he organised through the 1990s.



HERON FLIES AGAIN AT SILVERSTONE

The rare Heron chassis of Eddie Perk made its HGPCA debut at Silverstone recently. This was the car's third race outing since Perk restored it to its original 1960 specification.

"I bought it four years ago from South Africa. I saw it race in South Africa in period and I'd always been looking for a car of that era," said Perk.

The Heron was designed for Tony Maggs and built by Jim Diggory in time for the 1960 Cape Grand Prix. The car enjoyed most of its success in the hands of Ernest Pieterse.

Since completing the restoration, Perk has raced the Alfa Romeo-engined car at both Goodwood and Pau. "People like it because it's different to Cooper and Lotus," he explained.

NEWS IN BRIEF

Too young to have gained

your 130mph badge while Brooklands was active? Don't worry, you can still add one to your badgebar. A series of replicas is now available, made by the same manufacturers as the originals, in the same materials, at \$55 each. Choose from BARC and Flying Club designs. Call 01273 622722, or visit www.brooklandsbadges.co.uk.

The two-seater racecar

fashion is spreading. You can now experience passenger rides in the back seat of a F5000 car. Based on a 1971 Lola T192, the SFC Twin-Seater uses modern composites and is built to current FIA safety standards, and packs a 700bhp Chevy V8. It is the idea of F5000 racer Nick Shrigly-Fiegl. For details see www.racecarrides.com, or call 01624 880 315.

Apologies to any who went

to Oulton Park for the Gold Cup meeting expecting to see a Connaught race and to meet Tony Brooks. The Connaught event was cancelled shortly after *Motor Sport* went to press. Tony Brooks has asked us to express his personal regrets to those who were disappointed.

The 14th Maroc Classic Rally

will run from March 17-24, 2007, over 2000km of spectacular Moroccan roads, including the Atlas Mountains. Regularity sections will feature, and a new route takes in 900km never previously used on the rally. The entry is likely to again include musical composer Michel Legrand.

Matters of Moment

NEWS

Stepping up

BESLEY GETS FORMULA 1 BREAK

Grand Prix Masters drive gives Formula Junior racer a taste of 3-litre power

Formula Junior racer Crispian Besley stepped up to race in Grand Prix Masters at Silverstone when he accepted an invitation to race Ron Maydon's Cooper-Alfa Romeo T86C.

"I started racing single-seaters when I was 17, so it has only taken me 30 years to make my F1 debut," joked Besley, who is interested in doing some more F1

racing. "I've been wanting to try Grand Prix Masters for a while and the Cooper is a lovely car. But it is very different from a front-engined Formula Junior!" Cooper experimented with the Alfa V8 in 1968, unsuccessfully.

Having successfully finished both races at Silverstone, Besley also campaigned his US championship-winning Elva 100 Formula Junior car the same weekend.



Over there...

CLUB RACERS HEAD TO DAYTONA

Five-day historic meeting in Florida expects sizeable British sportscar contingent

As many as 50 British club racers will get the chance to compete at Daytona in November 2007 during a major historic race meeting at the famous Florida track.

Organised by the Classic Sports Car Club, an emerging force for racing cars from the 1960s and 1970s, the trip will offer the chance of five races during the five-day event.

The £3000 package includes shipping, entry fees, return flights and accommodation. Competitors will only need a National B licence to take part in the Anglo-American Challenge races.



DIARY

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- Sep 5-8 Tour Britannia**
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- Sep 16/17 Angoulême (F)**
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www.circuit-des-remparts.org
- Sep 23/24 Donington Park**
VSCC See Red meeting, including TGP, HGPCA and Supersports races.
Tickets: £25
www.donington-park.co.uk
- Sep 29-Oct 1 Spa (B)**
Classic Six Hours race meeting.
www.spa-francorchamps.be
- Oct 7 Donington Park**
Aston Martin Club race meeting.
Tickets: £12
www.donington-park.co.uk
- Oct 7 Trackrod Historic Stages**
MSA British Historic Rally Championship round eight.
www.rallyyorkshire.co.uk
- Oct 7/8 Dijon (F)**
Euro F2, TGP, Formula Junior and Group C/GTP races.
www.tgpf1.com
- Oct 8 Mallory Park**
Top Hat race meeting.
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www.mallorypark.co.uk
- Oct 21 Silverstone**
HSCC race meeting.
Tickets: £10
www.silverstone-circuit.co.uk
- Oct 21 Goodwood**
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Matters of Moment

PREVIEW



Field of scarlet: VSCC's prime meeting mixes grand prix cars of all eras. Right: Pacey-Hassan defends '05 Seaman win; Spitfire among displays, 312T3 and 4 star among Ferraris

VSCC GP100 at SeeRed

DONINGTON SCORES A CENTURY

From Edwardian rumble to V10 Ferrari shriek, look forward to the sights and sounds of 100 years

Goodwood did it, Magny Cours did it and now Donington is doing it. That's to say, celebrating the centenary of grand prix racing.

The Derbyshire circuit is taking the red route and calling their event 'GP100 at SeeRed'. This, mercifully, has nothing to do with heavy metal bands but everything to do with racing cars, and features competitive racing from every significant era beginning with the Edwardians and running through to near-contemporary Formula 1.

The two-day programme, staged by the VSCC, is crammed full of racing and plenty of sideshows. On the Saturday there is a motorcycle race, demo laps by grand prix cars, a historic race for 1960s Sports and GT Prototypes and a team relay race for pre-war sportscars. Now that's variety for you.

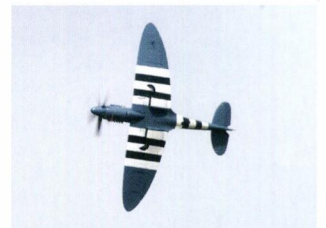
On the Sunday there are no fewer than nine races including HGPCA grand prix cars, Thoroughbred GP machines, and another eight-lapper for the motorcycles. The main feature is the VSCC Williams

Trophy race, named after the gentleman racer Grover Williams who won the Monaco Grand Prix in 1929. This is for pre-1934 grand prix cars and is the first time the Williams Trophy race has run at Donington. This means lots of Bugattis – a Type 35 won last year – and Alfa Romeos. See red, and blue in this one. And some British Racing Green.

Covering a century of racing in just two days is a tall order, but the VSCC is using maximum revs to make this a weekend to remember. Not only is there plenty of action on the circuit but there's also the added attraction of the Donington Grand Prix Collection. A special offer allows two-for-one admission to the museum with race-day tickets. This and flying displays by a Canberra, a Spitfire and an Antonov biplane, back up the VSCC's claim that this will be a fabulous weekend for all the family.

GP100 is at Donington on September 23 and 24. Tickets are available in advance for both days and there are discounts for registered clubs.

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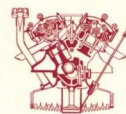
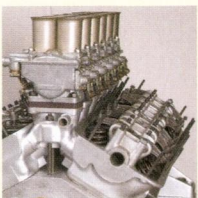


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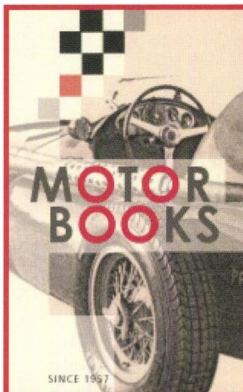


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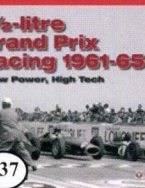
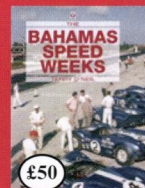
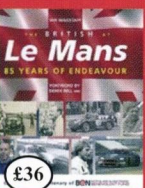
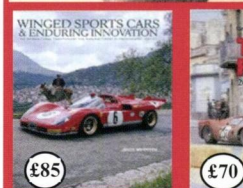
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PORSCHE MOMENTS

Jesse Alexander



This is an evocative collection of photographs by American Alexander, who based himself in Europe in the 1950s and 1960s to pursue a career in motorsport photography and wound up with a special affinity for Porsches. Split into sections concentrating on tracks or events, it includes great shots of the full gamut of Porsches from Jim Clark's 356 road car to Dan Gurney's 1962 French Grand Prix-winning 804, via the Nino Vaccarella/Jo Bonnier Targa Florio 718 – hastily painted red as silver cars were reckoned to be at risk from bandits. Detailed captions help stoke up the atmosphere and add a personal angle. **NP**

Published by David Bull, £44.99. ISBN: 1893618706

The 1½-litre GP cars which raced from 1961-65 have long been seen as something of a poor relation to the spectacular 1930s Silver Arrows or 1980s turbos. Yet in a few short years the formula produced considerable technical advances and successes for BRM, Lotus and Coventry-Climax, which fortified Britain's emerging motor racing industry. Mark Whitelock rightly believes 1½-litre F1 is due for reappraisal, and his painstakingly researched book provides a well-rounded survey. There are chapters detailing each year's racing, sections on leading drivers and circuits, and expertly written technical coverage of all the chassis and engines. Abundant photographs, cut-away diagrams and stats add to this book's usefulness. **IM**

Published by Veloce, £39.99. ISBN: 01845840016-X

1½-LITRE GRAND PRIX RACING

Mark Whitelock



FORMULA 1 IN CAMERA

Paul Parker



We should be grateful to Haynes for continuing to publish what is fast becoming a library of motorsport books that has something for everyone. This collection of photographs covers grand prix racing from 1960 to 1969 and fits neatly into the Haynes series of Formula 1 in Camera that already includes the 1970s and 1980s. Mainly taken from the LAT library, the pictures tell their own story from Jack Brabham's second title in 1960 through to Jackie Stewart in 1969. Some great memories here and a nice book to have on the shelf. **RW**

Published by Haynes, £30. ISBN: 1844252183

A real enthusiast's take on the great French race from 1923 to date – concentrating almost exclusively on British participants, with Le Mans legends such as Jacky Ickx or Tom Kristensen only getting a mention as co-drivers of Brits. It is packed with interesting and off-beat detail: sidebars on Woolf Barnato's cricket career, a couple of 'mechanic's tales', Peter Dumbreck on his scary flying Merc shunt, and even a full chapter on Steve McQueen's *Le Mans* film – from a British angle, of course. It's an entertaining read with plenty of relevant illustrations and a comprehensive array of stats. **NP**

Published by MRP, £40.00. ISBN: 1899870806

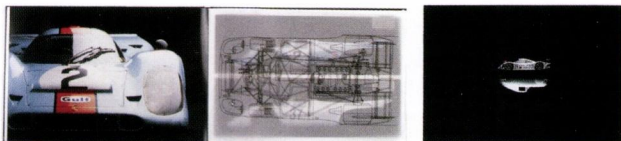
THE BRITISH AT LE MANS

Jan Wagstaff



PORSCHE RENNSPORT

Jeffrey R Zwart



Wow! That was my first reaction on opening this superb photographic record of Porsche racing sportscars from 1949 to 2004. Jeffrey Zwart's photography is simply sensational, the print quality is unusually high and the presentation of information is faultless. The perfect present for anyone who has even a passing interest in Porsche racing cars and essential for those who are passionate about the cars from Stuttgart. Even if Porsche is not your thing it's worth buying just to gawp at the wonderful pictures and to revel in the quality of this definitive record. **RW**

Published by David Bull, £89.99. ISBN: 1893618692

Matters of Moment

MODELS

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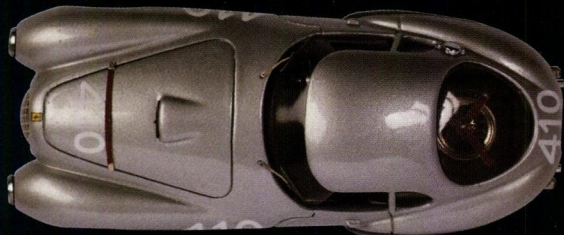
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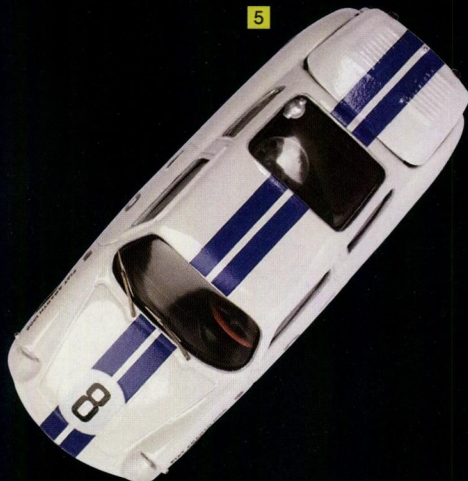
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5



6



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3 JAGUAR XJR-12
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4 FERRARI 212 'UOVO'
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Giannino Marzotti's one-off aerodynamic entry in the 1951 Mille Miglia, by BeeBop in 1:43.

5 ABARTH 1000 BIALBERO
£57.70 *hand built*
Bruce McLaren drove the car this 1:43 model by Car Pin is based on, in the 1963 Sebring 12 Hours

6 LISTER STORM
£30 *diecast*
Spark's version of the 1996 Le Mans Lister driven to 19th place by Geoff Lees, Tiff Needell and Anthony Reid in Newcastle United colours.

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AUCTIONS

This month's lots...

Californian gold rush

America's west coast was the place to be if you were buying or selling in August

As usual, the Pebble Beach/Laguna Seca weekend turned over a great deal of money as the prime collectors gathered on California's Monterey peninsula for a spread of high-profile sales. It was noticeable that many buyers were private collectors.

1 Sold: £2.74m

1 SUPERMARKET SWEEP

It didn't set RM's expected price record of £3.2m, but the stunning ex-Phil Hill 412S Ferrari fetched £2.74m.

2 AMERICAN RACING GREEN

In a packed Bonhams saleroom this Group 44 XJR-5, the model which kick-started Jaguar's race revival, reached £111,000.

3 BIG GAME HUNTER

Onlookers had a surprise when a Hillman Hunter doubled its estimate with H&H, selling at £27,500. A works-prepared rally car, it completed the 1968 London-Sydney epic. The auction price was donated to the NSPCC.

4 HISTORIC HEALEY

Price guide: £80-90,000

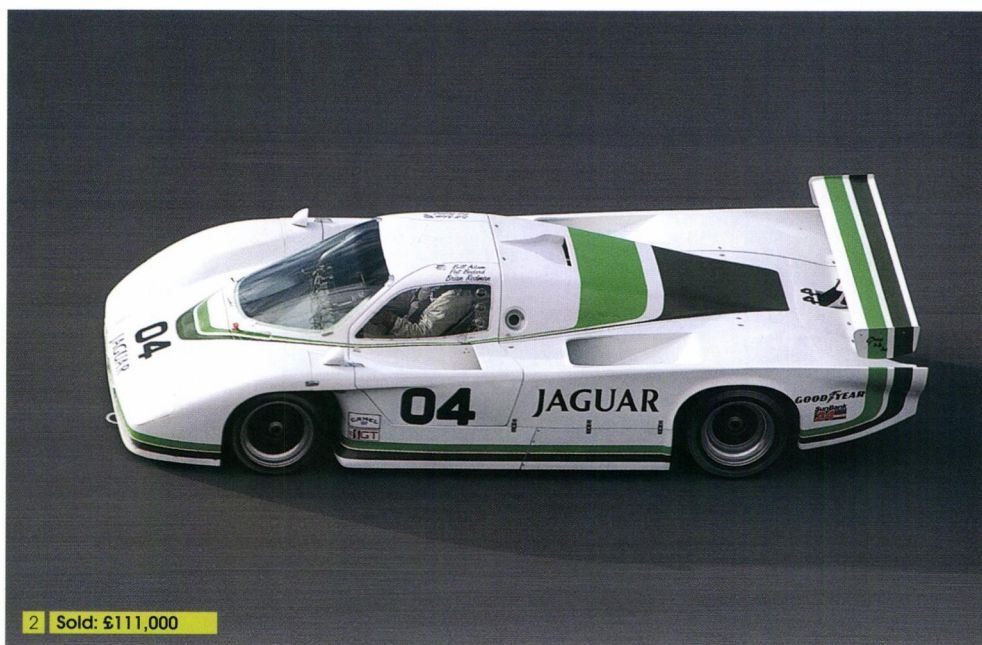
The first Healey Silverstone goes under the hammer at H&H, Buxton, in September. Louis Chiron drove chassis D1 to sixth in the 1949 BRDC International Trophy, giving the model its name.

5 SPORTING CLIMAX

H&H's July sale included this attractive Kieft-Climax sports-racer, which went for £53,750.

6 CAN-AM MONSTER

Ex-Willi Kauhsen Can-Am Porsche 917/10 (chasing a similar car in photo) hit £274,000 at Bonhams' Quail Lodge event.



2 Sold: £111,000



3 Sold: £27,500



4 Estimate: £80-90,000



5 Sold: £53,750



6 Sold: £274,000

DIARY

September 9

Beaulieu Autojumble weekend includes Bonhams' sale.

Tel: 020 7447 7447

September 9-10

Barons' classic car sale, Sandown Park, Esher, Surrey. Tel: 02380 66 413

September 12-13

H&H automobilia and cars at Pavilion Gardens, Buxton. Tel: 01925 730 630

September 15

Dorset Vintage and Classic Auction, Dorset. Tel: 01963 363 353

September 16

Charterhouse sale of classic cars and 'bikes, Sherborne, Dorset. Tel: 01935 812 277

September 23

Bonhams sells the Cooke collection, Brookfield, Mass, USA. Tel: 001 800 223 2854

September 28

Coys 'Spirit of Motoring' sale, venue TBC. Tel: 020 8614 7888

October 5

Bonhams automobilia sale at Hershey weekend. Tel: 020 7447 7447

October 5

BCA classic cars and automobilia, Brooklands Museum. Tel: 0845 600 66 44

The Cloud Nine Classics

Yearbook 2006/7 is now available, and is a useful tool for the valuation of pre-1990 cars. It has values, detailed specs and an image of each car. An insurance guide and a listing of car clubs and major collections also feature. Some wonderful period adverts and the original *Autosport* road tests of the Jaguar Mark IX and Austin Mini-Cooper 5 are included. The 286-page soft-cover book is available in WHSmiths, by calling +44 (0)1780 766787, or online at www.cloudnineclassics.com

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- 1938 Lancia Astura Pininfarina Cab.
- 1962 Lancia Flaminia Sport Zagato
- 1962 Maserati WRE
- 1965 OSCA 1600 GT Zagato Coupé
- 1974 Porsche 3.0 RSR
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1961 Ferrari 250 SWB

LETTERS

WHERE'S LOTHAR?

Sir,
Loved the Can-Am retrospective. Perfect pictures, wonderful words. But why no mention of Lothar Motschenbacher?

He was a US privateer who often troubled the front-runners in a series of customer McLarens. Back then I and my Mini-racing mate Eric Paterson elected him as our hero. There was no TV coverage, so we followed Can-Am and NASCAR via the pages of this publication and the weeklies. King Petty was, of course, our chosen sedan racing ace in his Dodge Charger Daytona.

Why did we support Lothar? Well, what a name! He could have been a super-villain in a Superman movie, but he chose to race Can-Am...

Chris John, Whitecross, Lindlithgow

MOSS WAS PHENOMENAL

Sir,
Simon Taylor's graphic account in the August issue of his lunch with Stirling Moss reminded us once again of Stirling's pre-eminence before his Goodwood crash.

Simon described him as being "quietly pleased" with the 1961 Silverstone International Trophy – a statement which grossly understates what actually happened that day, when Stirling displayed a level of driving ability which has, in my view, probably never been surpassed.

In a field which included four world champions and, as Simon records, in atrocious weather conditions, Stirling had lapped everyone except Jack Brabham by about the halfway mark.

I was in the pits grandstand and well remember the sight, every lap, of the Moss Cooper coming out of Woodcote in a peculiar slide which continued on that streaming wet track all the way up the pit straight. The first time he did it I thought 'my God, he only just got away with that', but he went on to replicate the performance on every subsequent

lap! Sir Jack's courageous efforts to compete with sheer genius came to an end when his car went into a phenomenal spin of umpteen rotations. Stirling lapped him soon after and went on to win the race by a lot more than 'a country mile'.

DG Nicholas, Rugby, Warks

AUGUST BLUMERS

Sir,
It was great to see a couple of my uncle's cars reappearing. Jimmy Blumer drove the Rolls Royce V8-powered Andrews Special featured on page 13 of the August issue, back in 1963.

Its debut was at the Easter Monday Goodwood meeting in the Lavant Cup, won by Roy Salvadori in his Cooper Monaco. I think Jimmy wished he'd stuck with his own Monaco, since the Andrews Special expired after just three laps. Next came the Aintree

200 meeting, where Jimmy and the car fared little better.

Jimmy's final outing in the car was in August's Guards Trophy meeting at Brands. This time the car retired with sagging oil pressure. Apparently, Rolls-Royce was not happy about one of its engines being used in racing, and the car was pushed aside.

Jimmy also co-drove Mike de Udy's Porsche 906 featured on page 14, in the Spa 1000Km race of 1966. They retired after the gearbox failed. This was one of Jimmy's last races, ending a career that spanned over a decade.

David Coulthard, via e-mail

TIMES ARE A-CHANGING

Sir,
I have been intrigued by your Pomeroy Index articles on virtual lap times around Spa as it theoretically allows one to compare oneself against a whole

range of exotic machinery. I would never normally presume to argue with either Laurence Pomeroy or Mark Hughes, but somewhere I think the algorithm must have gone wrong.

The fact of the matter is that with a paltry 210bhp a 1500cc ERA has done a 3.03.37 around Spa, and with very second-hand tyres, but with a more interesting 235bhp, a 3.01.87. I am therefore rather surprised that the latter in particular theoretically betters the 350bhp Alfetta 158D, a car which blew away the 1500cc ERAs away in period.

So something has happened between then and now that has produced an aberration – or the theory is wrong. I think tyres are the real aberration. All the talk in your magazine recently about technology improvements I think can be settled if the tyre manufacturers were to forego the tacky rubber currently offered and produce something so bullet-hard that we would all have to drive slower.

It is interesting to look at pictures of beautiful pre-war cars in lovely four-wheel drifts at significant slip angles. This is simply not possible with today's tyres, and believe me I have spent 15 years trying to achieve the apparent easy sliding style of our pre-war forebears. While we clearly do slide cars today it is usually at much finer slip angles. The reality is you cannot sustain the same angle of slide unless you are driving out of control on opposite lock as the tyres are outside their operating window – unless the roads are damp!

Simply give us tyres which will return us to the balanced drifting at dramatic angles that our forebears enjoyed, which will slow us all down in the corners, place further emphasis on the skill of drivers so not change the order at the front, and make for an even more delightful spectacle than we currently enjoy.

John Ure, Brettenham, Suffolk

FERRARISSIMO

Sir,
Fascinating though your 'Fordissimo!' story (*Motor Sport*, August 2006) was, perhaps it was only part of the tale. In the years immediately prior to 1966 Ferrari held off the might and millions of Ford like some latter-day David. I wonder how many of your readers remember striving to stay awake through the night to keep up with the hourly race reports on the wireless, and the tension as, one by one, cars of both sides fell by the wayside.

In 1965 the "little red car", the 250LM of Jochen Rindt and Masten Gregory, prevailed against seemingly insurmountable odds to achieve what many would class as one of motor racing's greatest-ever victories.

If anyone should not completely understand why the name Ferrari and sight of the *Cavallino Rampante* enjoys such charisma even today, an account of that race would surely explain.

John White, via e-mail



Matters of Moment

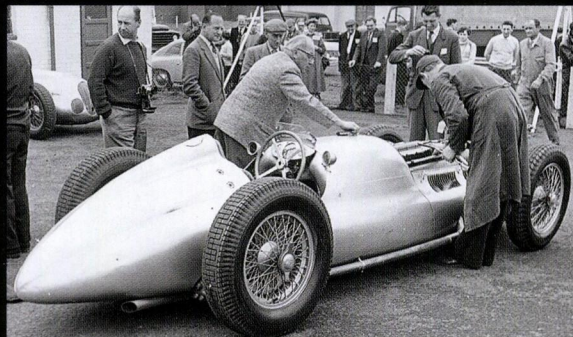
YOU WERE THERE

The sight of a current grand prix driver behind the wheel of a historic car older than they are is not unique to today's Goodwood events. On June 28, 1958, Mercedes-Benz brought from Stuttgart to Oulton Park in Cheshire two examples of their pre-war W125 and W154 GP models for some demonstration runs. Tony Brooks and Peter Collins, F1 stars of the time, were invited to do the driving.

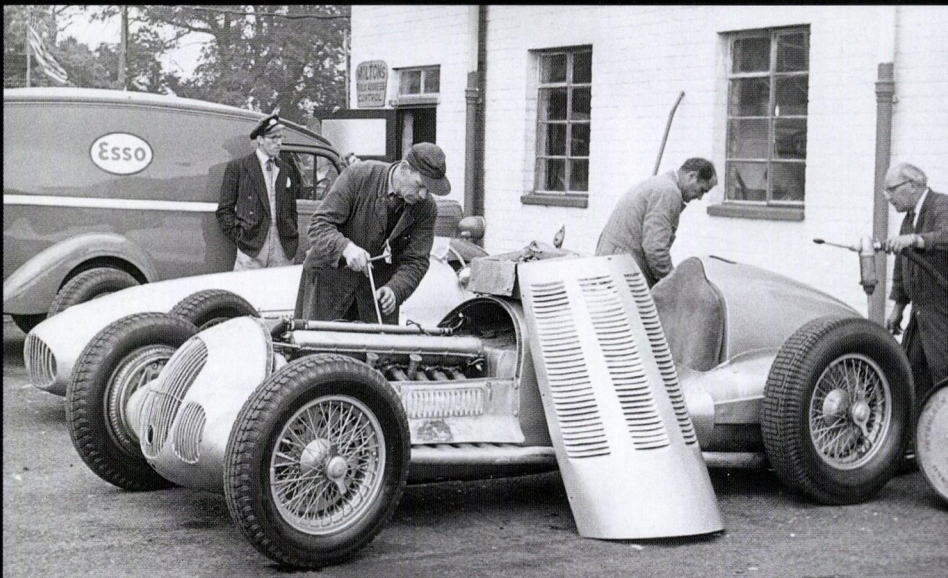
For Michael Boland, who took the photos reproduced here, witnessing these cars provided compelling memories that remain to this day: "The sight of them on the track was awesome - a deafening staccato burst followed by comparative silence on each corner.

"Wheelspin was possible in every gear, particularly with the 5.6-litre W125.

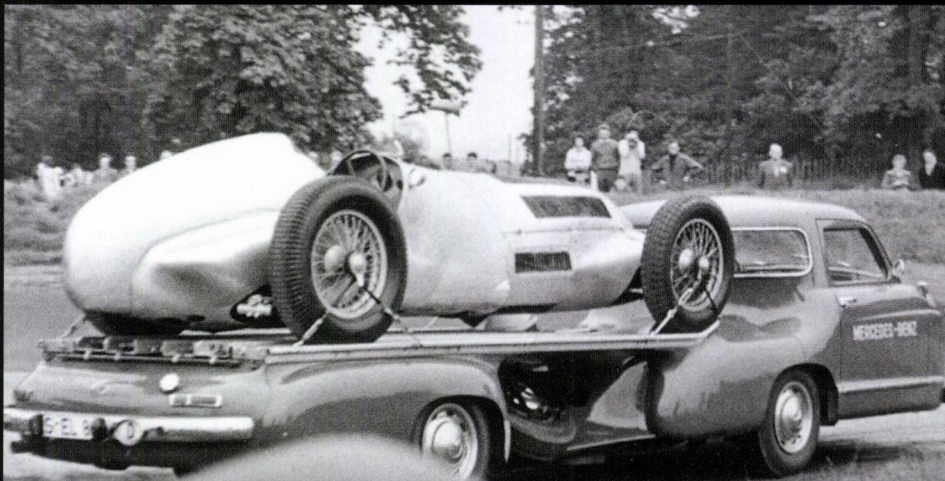
"They were aware of the priceless machinery they were handling, but Brooks and Collins were definitely not holding back. It was a day never to be forgotten."



Left: Collins and Brooks were not used to 600bhp. Right: 1938 468bhp W154 proved an unforgettable sight in Oulton paddock



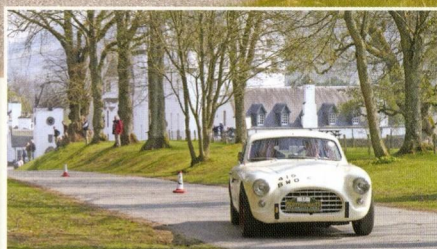
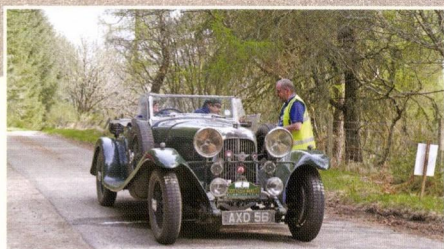
Fettling 5.6 litres of W125. Power output of 610bhp was more than twice that of Collins and Brooks's usual GP machinery



100mph Mercedes transporter, originally designed for conveying W196 and 300SLR, was used for carrying pre-war W125

WE NEED YOUR PHOTOGRAPHS

We always enjoy receiving readers' photos, from any event, whether it's from a famous grand prix, a national touring-car race at a German airfield or a long-forgotten clubby at Rufforth. If you feel you have some gems, and interesting anecdotes to share, we'd like you to send them to the address on the editorial page. We suggest that, where possible, you keep negatives and send us prints or slides. We will return your photos safely after use.



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David Stroud, competitor 2006

Starting from the esplanade at Stirling Castle on Monday 30th April 2007, the event will take crews via Loch Lomond and Blair Castle to the first of four nights at the Macdonald Highland Resort in Aviemore. The route on days two, three and four of the 2007 event

will be in the form of a clover leaf as the crews travel north east, north west and to Speyside, with each day taking in different aspects of Scotland. Friday 4th May, day five, will take the event from Aviemore to the finish at the world famous Falkirk Wheel, a spectacular feat of modern engineering which lifts boats vertically between two canals and replaces a flight of 17 locks. Following the final driving test crews can relax in the visitors centre or take a trip

on the wheel, before returning to Stirling for a banquet and awards presentation inside Stirling Castle itself.

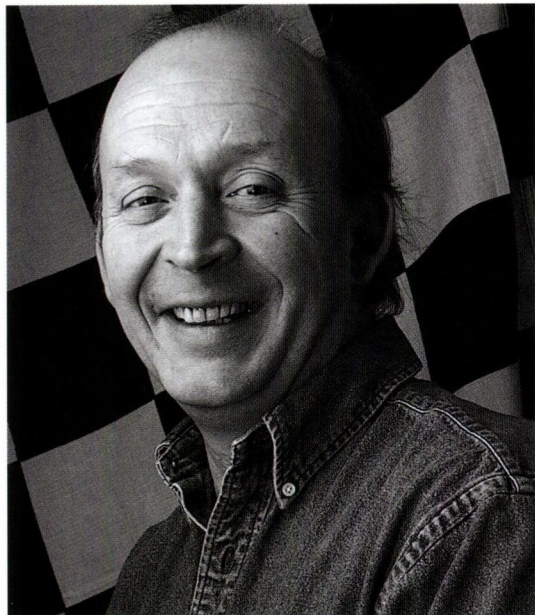
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Photos: Mike Johnson/Malcolm McKay.



NIGEL ROEBUCK'S

Legends

ALBORETO LIKED TO WIN, OF COURSE, BUT HIS PASSION WAS FOR DRIVING – FOR PLEASURE AND SUCCESS, NOT MONEY

The circumstances of Michele Alboreto's death, like those of Bernd Rosemeyer's, angered Roebuck, but driving was an addiction for the Italian and at 44 his passion was still too strong to let him stop



As I drive, each July, from Frankfurt airport to Hockenheim, it is my invariable practice to pull off into the rest area by the Langen-Morfelden crossing on the *autobahn* towards Darmstadt. At the far end is a tasteful memorial to Bernd Rosemeyer, marking the spot where the great Auto Union driver died, in January 1938, while trying to beat the Class C speed record just set by Rudolf Caracciola's Mercedes. When the car went out of control, disturbed by crosswinds, it was travelling at around 270mph.

As a kid I read about Rosemeyer, and he became a hero to me. The Gilles Villeneuve of his era, he was ferociously fast in the risky rear-engined cars, and did it with high good humour. "Rosemeyer," Raymond Mays once said to me, "was the most dashing racing driver there has ever been."

The more I read, the angrier I became that he had died in such a futile way. Such as Rosemeyer and Caracciola were *grand prix* drivers, who strutted their magnificent stuff at circuits like Berne and the Nürburgring. Who cared about driving in a straight line on a two-lane *autobahn*?

Well, Adolf Hitler, for one. The Nazi Party, which helped fund both Mercedes and Auto Union, was preoccupied with prestige, and in the addled minds of some these Class C records were important. Therefore the two companies bent the knee. Less clear was why they had to risk the lives of their finest drivers in such a meaningless endeavour.

I'll admit to having similar thoughts in April 2001 when I learned of the death of Michele Alboreto. After a long and very distinguished career, Alboreto died at the Lausitzring when his Audi R8 sports car suffered a tyre failure and vaulted a barrier. Alboreto, 44 years old, was killed instantly. At the time of the accident he had simply been conducting straightline tests, in preparation for Le Mans, a few weeks away.

There was tremendous grief at Alboreto's passing. A day or two later the Formula 1 community gathered at Barcelona for the Spanish GP, and in the paddock a great many folk were deeply saddened. Alboreto had been out

of F1 for some years by then, but everyone remembered what a lovely fellow he had been. "Outside of the guys I actually worked with," said Keke Rosberg, "there were two guys I thought exceptional, in every sense of the word. One was Elio (de Angelis) and the other was Michele. When I heard about his accident, it was like ripping open an old wound."

Riccardo Patrese many times tried to persuade Alboreto to retire: "He had a thousand other things in his life, and he certainly didn't need the money. But racing was something Michele just couldn't do without..."

"He had a complete *passion* for driving," said Gerhard Berger, his team mate for two seasons. "When I arrived at Ferrari, in 1987, he was the superstar, and I'm sure I didn't make his life easy. But Michele was always a gentleman and we never had any problems. When we separated as teammates, we remained good friends. Maybe he should have stopped racing years ago, but he just couldn't leave it. He died doing what he loved."

Everyone said, and thought, the same thing. For Alboreto motor racing amounted to an addiction: unlike some of his generation, he was far removed from the make-your-money-and-get-out mentality.

While you wouldn't quite put Michele in the category of 'great', on a given day he was capable of greatness, of that there's no doubt. One such was the 1985 Monaco GP: after 18 laps he took a trip into the escape road at Ste Devote, which handed the lead to Alain Prost. Within seven laps he had caught – and passed! – the McLaren, but not long afterwards



Alboreto was happy to drive for Minardi (above), and his Audi Le Mans deal gave him great pleasure (below left)

LAT

was into the pits with a deflating rear tyre. Rejoining fifth, Alboreto then drove on the limit to the flag, setting new lap records, and in the end he was second to Prost, after a quite sensational drive.

Through that season, in fact, Alboreto was Prost's only real challenger for the World Championship. In the end he had to settle for runner-up, because the Ferrari wasn't as good as the McLaren – and also, truth be told, because neither was Michele as good as Alain. No disgrace in that.

Once Alboreto was out of Ferrari, it was obvious that in F1 terms his career could only go downhill, and in those circumstances many drivers would have called it a day, or raced in some other category, pride intact.

Although a proud man, Michele would never have bought into that. He still loved driving, and he really wasn't that concerned about what people thought. In 1994, his final season in F1, for example, he drove for Minardi, and if some thought that sad, well, that was their problem.

For a while Alboreto tried a bit of this and a bit of that – he competed in the first season of the IRL, for example. But then came what seemed like a whole new career, driving for Audi at Le Mans and elsewhere.

At the Goodwood Festival of Speed he drove an Auto Union, and really entered into the spirit of the thing, right down to wearing 'period' overalls and cloth helmet. "Look at me," he said. "Like Nuvolari!"

One of the reasons I liked Michele so much was that he was the kind of racing driver who would know all about Nuvolari. He may have won

five grands prix for Ferrari, but he was still a man who had heroes, and didn't mind admitting it. In his young years he worshipped Ronnie Peterson, and adopted Peterson's helmet colours of blue and yellow.

Alboreto also idolised Mario Andretti, whom he recognised as a kindred soul – a man who would race anything, anywhere, any time, and a man who retired, well into his 50s, only with the greatest reluctance.

"For me, Mario was the perfect racing driver," he said. "I understand completely why he was the way he was. For some drivers, it's F1 or nothing, but he wasn't like that, and neither am I. In F1 I drove for Ferrari – and not long after I was driving for Minardi! I don't look just for the glamour, or to be at the top. I like to win, of course, but I have a passion for *driving* – I drive for pleasure and success, not for money."

And was the pleasure in driving as much as ever? "Unfortunately, yes!"

But were there gaps that once he would have gone through, and now backed off? "Unfortunately...no!" Alboreto was smiling as he answered, as if aware that, into his 40s, he should be a little more circumspect. "I have less passion for women now than for cars! Old age, you see..."

He couldn't help himself. Retirement was not even in his mind.

"That will come," he said, "when I wake up in the morning and have to force myself to go to the track, when I feel I'm not as good as the other guys in the team. Under those circumstances, I wouldn't want to be there." Sadly, that day never came. **M**



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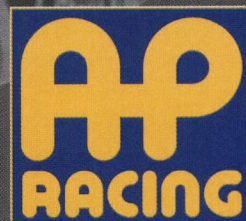
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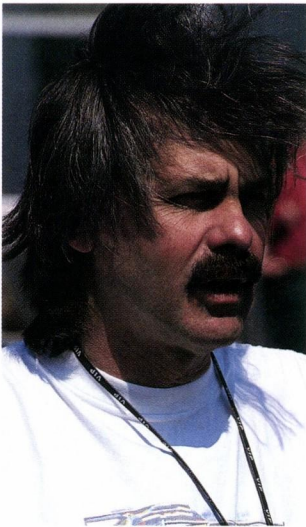


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GUEST COLUMN



A champion in the car is only part of the package: Gordon Murray (top) talks to Nelson Piquet during their seven-year partnership

Gordon Murray

A great driver is not enough to win races. There are other factors – and they're all crucial

Many people say the battle between Ferrari and Renault is all about the tyres. It is not, it is about many other things.

You need five factors in place to have any chance of winning a grand prix, let alone a world championship. If one is missing you cannot win even a lucky race.

These factors are the team, the driver, the engine, the chassis and the tyres. Bridgestone and Michelin have different approaches to construction, and as happened at Hungary, Michelin had the better wet tyre on that day.

Renault started the season with all five elements in place, whereas Ferrari had one, or more, missing. And you can assume that Schumacher was not one of those.

Now, if you have a crap car then it's never going to be right whatever you do, but little bits you can fix and that's what Ferrari has done to bring them level with Renault. Gradually all five factors have come together and there's little to choose between the two.

I believe it was grossly unfair to ban the mass damper technology and was a real blow to Renault

which had this sorted better than any of their rivals. Alonso had got used to it and a modern F1 car is so very critical everywhere on the lap, tiny discomforts to the set-up mean big losses in performance and it may take three races to recover fully from this. The damper was a very clever way of improving performance and should have been left alone.

An area of interest from here on in may be in the teams themselves as much as the cars. The team is one of those five crucial factors and world champion drivers tend to have very special relationships with team principals. Piquet was with us at Brabham for seven years and we won titles. There's a magic formula here if you can find it with a top driver. Schumacher has built relationships at Ferrari and he has a team-mate in Massa who is consistently supportive.

This is not so much the case at Renault where Fisichella is sometimes there, sometimes not.

It's rare to have two potential champions in the same team. We had it with Pace and Reutemann

at Brabham, and of course at McLaren. And there's the hidden factor – the driver feedback. At McLaren with Prost and Senna we insisted that all information was shared, no secrets. That way the engineers receive the best possible feedback and, despite today's computer technology, it still counts. McLaren and Raikkonen have not found this formula. Kimi perceives that the team is not delivering in some areas. Once words have been exchanged there's no going back.

It's not easy to call the 2006 championship. It will be a very close-run thing and it may well come down to the tyres. But I think Alonso will take it, he's the fastest driver in the fastest car, the most complete package. The constructors title could go to Ferrari, though, they're scoring consistently with two cars whereas Renault has been more of a one-car team in terms of points.

I'm pleased that Alonso is moving to McLaren for next year. I think F1 would have become boring during the next few years had he decided to stay in a Renault. **M**

Schumacher has built relationships at Ferrari and has a supportive team mate. This is not the case at Renault

Matters of Moment

ANDREW FRANKEL



Autocar

Name and famous test car number may be the same as 30 years back, but today's Turbo is both more fearsome and more civilised

Porsche Turbo

A day at the race track with flat-six power brings back fond memories

Many of you will remember David Heynes, who died three years ago racing his Lotus 15 at Silverstone. There was a little comfort derived from knowing he was doing what he loved and, it would appear, crashed because he died rather than the other way around, but not much. For a man as young (56), fit and fun as David, everyone lucky enough to know him had every right to feel appallingly robbed. Happily most will remember him for driving an Aston DB4 very quickly and usually at lurid angles, with almost other-worldly car control.

But I remember him for a different reason: he was the man who introduced me to the Porsche 911 Turbo. I was about 12 at the time, and he was in business with my father. Quite how I wound up next to him in a Turbo or why he decided to enter a motorway slip road on full opposite lock has long since fled my mind, I just remember being awfully glad that he had. That Turbo – a 3-litre, four-speed original – could have been made for him. It was brutally fast and required an iron will and a

sublime talent before it would give its best; but driven by the right man, it was unapproachably exciting. And that was just from the passenger seat.

It's been more than 30 years since that first-generation Turbo, and while its engine has grown by barely half a litre, its output has risen by 200bhp to 479bhp. And while it now has four-wheel drive and electronic stability control, it is no blunt instrument.

I know this because I spent a day last week driving one around Oulton Park. Race tracks have an uncanny ability to make almost any road car appear impotent and unwieldy – but not this one. First time out, as I accelerated out of Cascades, I was sufficiently shocked by the available thrust to realise it was time to reprogramme my brain, sharpen my focus and get serious. This was not a car you could simply climb aboard and drive quickly, this was a car that needed learning.

And, despite my day job being to test every important new car, I was still astonished by how quick

it was (it hits 60mph from rest in 3.6sec) and, once you'd turned the stability systems off, how much commitment it still needed. Grip levels were predictably prodigious but, with 457lb ft of torque, surprisingly easy to overwhelm as it accelerated away from the apex. It would then, and despite its all-wheel-drive hardware, powerslide all the way to the exit.

I was so busy feeling the bite of its brakes, the response of its steering and, above all, its comical ability to accrue speed, that I almost forgot that this was also a civilised road car that will spend much more time on clogged city streets than empty race tracks. It's not faultless: the ABS was often fooled by Oulton's bumps and undulations and the rev-limiter cuts in savagely and rather early, but what 911 ever was? All that mattered to me is that the spirit born the day Porsche decided to stick one of those newfangled turbo things on its flat-six motor is as alive and strong today as it was more than 30 years ago. David, you'd have loved it. **M**

Grip was prodigious, but surprisingly easy to overwhelm; it would then powerslide all the way to the exit

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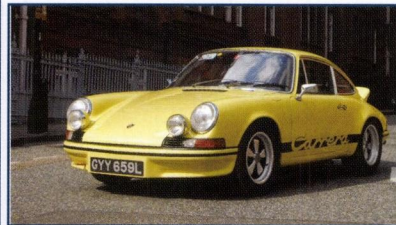
1973 Porsche 911RS
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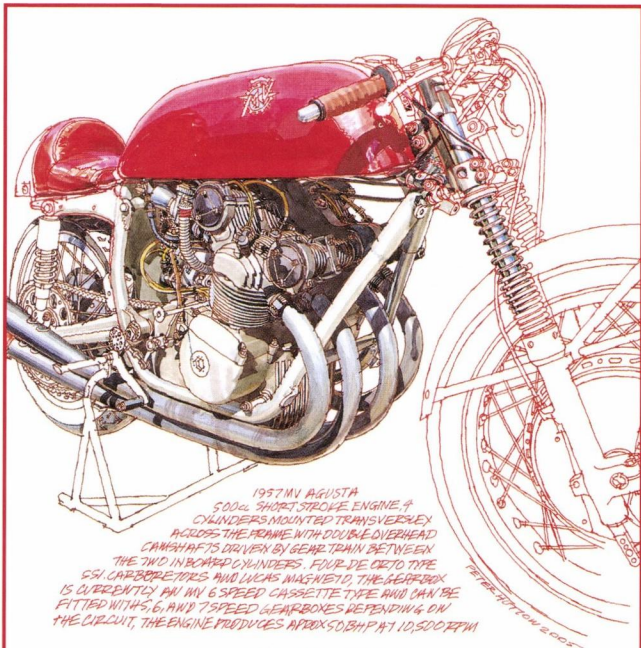
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Emerson Fittipaldi
**BORN-AGAIN
RACER**

Having retired twice, his faith helped him decide to start a third racing career

Words: Alan Henry

He looked leaner, fitter and more youthful than ever. Forget the fact that 31 years had passed since he won the British Grand Prix at Silverstone at the wheel of a McLaren M23, the final win in his tally of 14 career Formula 1 championship victories.

Forget the fact that most of his spine is now braced with titanium, the legacy of both a microlight aeroplane crash in 1997 and a 220mph smash into an unyielding concrete wall at Michigan at the wheel of a Penske Champ Car the previous year, after which he became a born-again Christian.

Emerson Fittipaldi was back at Silverstone in August contesting the Grand Prix Masters with the relish, focus and wolfish grin which was such an indelible part of his persona back in 1972, as he beat a path to becoming the sport's then-youngest world champion, at the age of 25. And, by the way, you can also put aside the fact that Brazil's first F1 hero will reach his 60th birthday on December 12. But remarkably little changes in this business. To put it all into perspective, Emerson's 10-year-old grandson Pietro was at Silverstone watching Grandad strutting his stuff. ▶





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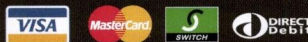
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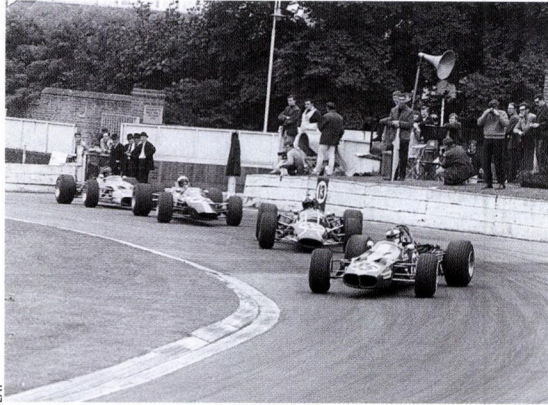
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LAT

Both your mother Juzy and your father Wilson Snr – who are both happily still alive, I'm delighted to hear – raced cars themselves in Brazil when you were just a kid. What can you remember about their racing exploits, and how much did they inspire you to want to compete yourself?

My first memory is of my mother racing a Mercedes 180 diesel in the 24-hour touring car race at Interlagos in 1956, I think it must have been. My parents also raced a front-wheel-drive Citroën Light 15, but my most vivid recollection is arriving at the track in the evening and seeing my mother in the pits getting out of this Mercedes, which she was sharing with another lady. I stayed at the race all night and remember absolutely thinking at the time that this was really a lot of fun. But the real event which sparked my imagination was a sportscar race, also at Interlagos, where I saw a 2-litre Ferrari Monza, a Maserati and a Frazer Nash. They really sparked my interest.

Of course you raced karts a lot in Brazil long before you made your first trip to England in 1969. What are your most vivid memories of your karting career?

Before I was really old enough to race I was already driving my brother Wilson's kart. He was three years older than me

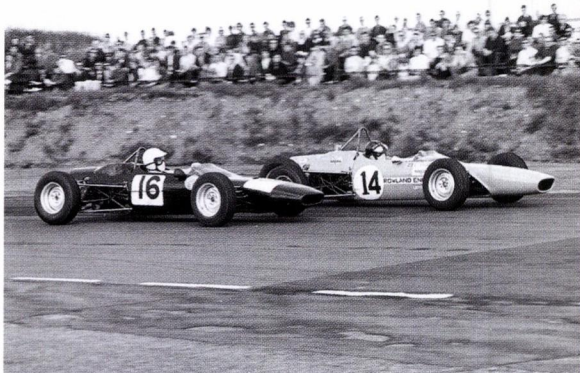
and already competing. But I can remember that the first time I drove was on a makeshift road circuit at a place called Marajoara Gardens, a new development on the way out of Sao Paulo towards Interlagos where the houses had not yet been built but the roadways put into place. It had brand-new asphalt and was specially closed off by the police. In Brazil you weren't really allowed to start kart racing until you were 18, but I managed to squeeze in a year younger than was strictly allowed. For my first race I borrowed a kart from my friend Carlos Pace after a couple of years working as a mechanic for both 'Moco' and my brother Wilson. Before that I raced motorcycles and hydroplanes, finally moving on to racing and Formule Vee single-seaters built by the company set up with my brother. In my second season in single-seaters I won the Brazilian Formula Vee title when I was just 21 years old. [Carlos Pace – nicknamed 'Moco' – was a hugely talented young contemporary of Emerson who followed him to Europe in 1970 to contest the British F3 championship. Driving Bernie Ecclestone's Brabham BT44B he beat Emerson's McLaren M23 to win the 1975 Brazilian GP at Interlagos. Tragically he died in a light aircraft accident in early 1977. The Interlagos track is now officially named the 'Autodromo Jose Carlos Pace' and this fine driver's memory is perpetuated by a bust of him at the entrance to the circuit. AH]

I remember that when we first met at Chimay in the summer of 1969 you had just been racing in Europe for a couple months in your Formula Ford Merlyn. Just how big was that decision to leave Brazil and come over to Europe to pursue a racing career? And what was your parents' reaction? Were they supportive of your ambitions?

They were very supportive indeed, I must say, but at the time I have to say I was more pursuing a dream than a career. My sole goal at the time was to one day to start a single grand prix race. At the time I thought that if I could start just one grand prix and if I was killed afterwards, then at least I could die happy. But I'm happy to say that things turned out rather differently! ▶

“At the time my sole goal was to start a single grand prix. I thought that if I could start just one grand prix, and if I was killed afterwards, then at least I could die happy. But I'm happy to say things turned out rather differently”

Top: tweaked up on the way to victory at Crystal Palace in the F3 Jim Russell Lotus 59. Charles Lucas, Howden Ganley and Roy Pike chase. Right: in the Rowland Engineering Formula Ford Merlyn Mk11A (No14) at Snetterton; he eventually won from John Wilson's similar car (No16)



FITTIPALDI CVs

EMERSON FITTIPALDI Born 12-12-46. Contested 144 grands prix, six pole positions, 14 wins, 16 front-row starts, six race fastest laps. World Champion 1972 (Lotus), 1974 (McLaren). Twice winner Indianapolis 500. Children: Juliana, Jayson, Tatiana, Joana and Luca.

WILSON FITTIPALDI (brother). Born 25-12-43. Contested 36 grands prix. Best placing: fifth, Germany, 1973 (Brabham).

CHRISTIAN FITTIPALDI (nephew). Born 18-1-71. Contested 40 grands prix. Best placings: fourth, South Africa, 1993 (Minardi) and Pacific and German GPs, 1994 (Arrows).



Schlegelmilch



“Some of the top F1 drivers were also racing in F2. This was an opportunity for a new driver to measure himself against them”

Once you were in Europe it didn't take you long to progress beyond that Merlyn, did it?

That's right. I was invited to drive a Lotus 59 Formula 3 car under the Jim Russell banner, but with support from the [Lotus] factory. Everything seemed to be rushing past in a blur, it seemed impossible that I'd moved up into F3 almost within weeks of arriving in the country. The 1-litre F3 was a terrific schooling, very close and extremely competitive. Amazingly, I got my first offer to race in F1 from Frank Williams at the end of 1969. He hired a small Cessna and flew up to Norwich to buy me lunch. It was hugely flattering, but I didn't think I could accept. By then I was also signed up to drive in F2 for Lotus for the following year and Colin Chapman was keen that I should race in F1. He tried to persuade me that I should drive in the 1970 Dutch GP, but I didn't think I was ready, so eventually I raced F1 for the first time in the British race at Brands Hatch in the Lotus 49C, where I finished seventh.

Of course, through 1970 and all the way to the end of your first World Championship season with Lotus in 1972 you were dovetailing F1 and F2 races pretty well on alternate weekends. Today's generation of F1 stars might be tempted to think that such a schedule was simply too intense and that it might be difficult to sustain your focus. How do you remember it?

Really, it was the best thing to do. I was getting more experience all the time, and it's also important to remember that some of the top F1 drivers were also competing in F2 – remember Jochen Rindt, for example – and this was an opportunity for a new driver to measure himself against them in pretty much equal equipment. I have a photograph taken by Colin Bennett – who worked on my 1970 Lotus 69 – at the Crystal Palace F2 international with Bernie Ecclestone hanging out my pit signals. Obviously Bernie was there with Jochen [Rindt and Ecclestone were great friends and the works F2 Lotuses were later run by Bernie under the Jochen Rindt Racing banner. AH] and I think once Jochen had retired from the lead Bernie came and gave us a helping hand. Doing both categories wasn't pressure, it was really helpful. F2 experience ▶

Left: Mirror shot of Emerson in the turbine-powered Lotus 56B used at Monza in 1971 because of ongoing problems stemming from Jochen Rindt's fatal 1970 crash in the 72. **Above:** Pressing on at Crystal Palace in the Formula 2 Lotus 69 in 1970 – he came third behind Stewart and Regazzoni

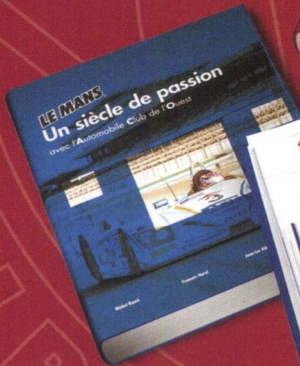
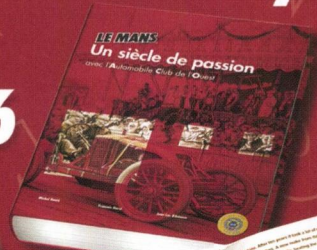


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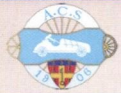
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helped you with F1 and, equally, F1 experience helped you with F2. But I quite realise that things were different in those days. With the intensity involved in racing today I don't really think it would be possible to race like that every weekend.

In both 1971 and 1972 you also competed in the F2 Torneo series back in Brazil at the end of each season. As this was something of a triumphant homecoming after you had won the 1972 world championship, how much special pressure did you feel returning to your homeland on those occasions?

It seemed as though there was always huge pressure from the fans, which was a little bit difficult as it came at the end of a long season and you always wanted to perform competitively in front of them. Tiring, but enormously satisfying to experience their enthusiasm and support, of course.

You were just 25 years and 10 months old when you sped to victory in the 1972 Italian Grand Prix, to become the youngest competitor to take the title crown. It was a distinction you would hold for 33 years until Fernando Alonso won in 2005. You had very much a building year in 1971 and then you were able to return home to Brazil as world champion the following year. What do you most remember about your time with Lotus?

As I said, everything went by so quickly. Suddenly here was that kid whose dream had been to start in a single grand prix going home to Brazil as the reigning World Champion. But of course winning with Colin Chapman and Lotus was very special. Following on from the traditions of Jim Clark and Graham Hill was a great privilege, but then I would have to say, looking at my career as a whole, I was always fortunate enough to be in the right places with the right people. Of course, Colin was also the best guy I could have had as a teacher. I had wonderful years driving for Lotus because Colin was a genius and I learned so much from him.

Eventually, though, you decided that you would leave Lotus at the end of 1973 after that confusion over team orders in the 1973 Italian GP where your team-mate Ronnie Peterson took the chequered flag just ahead of you. How difficult was that? The team orders which we were both expecting, but which never came, you mean! Ronnie and I were expecting a sign to change positions with 15 laps to go, which would have kept my chances open of retaining the World Championship. So the signal didn't come and for the last 10 laps we were both driving faster and faster, both right on the limit, but with Ronnie unable to get away and me unable to pass him. And that's how we finished. After the race I told Colin I was very disappointed, but he just said nothing to me. I think that's when I decided that I would go to McLaren.

Did that have any effect on your relationship with Ronnie? No, not at all, we were always very close and remained so. If I had been Ronnie I would have done exactly the same.

Then you traded the Lotus 72 for the McLaren M23. What was that transition like?

McLaren under Teddy Mayer and Alistair Caldwell was a terrific, well integrated team. I loved my time at Lotus with Peter Warr as team manager, but I think McLaren operated a better team structure. Having said all that, the M23 wasn't as good a car as the Lotus 72 which was easily the best car I drove in my career. It was sensitive and versatile on every ▶

“The Lotus 72 was easily the best car I drove in my career. The McLaren M23 wasn't as reponsive. And, of course, Lotus benefited especially from Colin Chapman. He had brilliant intuition when it came to car set-up”

Top: behind Ronnie Peterson at Monza in 1973 – a consequent team orders row led to Emerson leaving Lotus. Right: Emerson (left) and family – his mother and father are in the car, brother Wilson on far right.



EMERSON'S CLAN

Emerson's father Wilson Fittipaldi senior was one of Brazil's foremost motorsporting journalists and broadcasters, stretching back to Fangio's years racing in Europe in the early 1950s. He and his wife Juzy encouraged the racing interests of both their sons, Emerson contesting no fewer than 144 grands prix and winning 14 races on his way to two world championships in 1972 (Lotus) and 1974 (McLaren) and later twice winning the Indy 500. Emerson has homes in Sao Paulo and Key Biscayne, Florida. His grandson Pietro, son of his daughter Juliane, is now 10 and racing karts, while another daughter, Tatiana, is married to one-time Arrows F1 driver Max Papis. Their son Mario Fittipaldi Papis was born in July 2006

||| EMERSON FITTIPALDI



“I even telephoned my mother. She agreed racing had been so much part of my life, and that life was too short for regrets”

circuit, but the M23 wasn't as responsive. And of course Lotus benefited especially from Colin as its driving force. He had brilliant intuition when it came to car set-up.


Leaping forward a few years, what do you think about the complex technology involved in F1 today? Has it taken too much away from the drivers?

The talent that is present today may be slightly masked by the level of technology involved – it may be more difficult to determine who is at what talent level – but the genius of Alonso and Schumacher stands comparison with people like Ayrton Senna, of course.

How did you become involved in the Grand Prix Masters Series?

About 18 months ago Scott Poulter, the GP Masters organiser, got in touch with me and asked if we could have lunch together the following day. Trouble was, he was in London and I was in Sao Paolo, but Scott flew to Brazil overnight to see me. So I thought to myself 'this guy is serious' but I insisted 'look, Scott, I'll help you with promotional work, but I'm not going to drive'. So I did some PR in Durban, then exactly a year ago Scott said 'why don't you drive in the Silverstone test?' So I rang my doctor, Steve Olvey – who's now the doctor for the GP Masters series – and he said that was OK, but it was my decision.

When you got into the GPM car for the first time, what did you think?

Well, the car was very nice, but I still had very mixed feelings. I was scheduled to test for two days, but then I told Scott I was stopping after the one. So then he suggested that I came down to Kyalami for the first race last autumn and tested on the Thursday prior to the race. But each time I saw a barrier I was reminded about my Michigan accident. I think my religious faith helped me a lot in determining what I should do. I thought it all through, and even telephoned my mother once I'd made the final decision that I race. She agreed that it had been so much part of my life and that life was too short to have any regrets anyway. So I did it. 

Top: Emerson with McLaren lynchpins Teddy Mayer and Alistair Caldwell (in glasses). Right: Emmo in the 1974 world title-winning McLaren M23





Schlegelmich

Emerson Fittipaldi STATESIDE

Four years after he'd retired from F1 Emerson started afresh in the USA

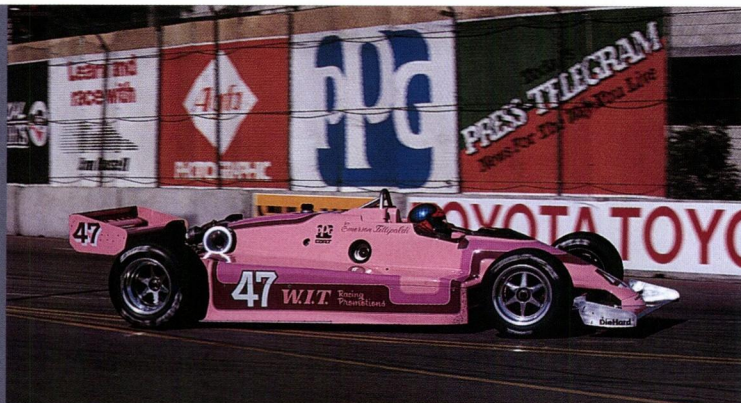
Words: Gordon Kirby

It began in a rather embarrassing way with a shabbily presented pink car and Emerson wearing an equally pink driving suit. "What do you think?" he inquired, grinning broadly. "Pink car, pink suit! What a way to start!"

After the wear and tear of running a failing Formula 1 team pushed Fittipaldi into early retirement at 33 in 1980, he soon began to feel the itch to race again. For a few years he entertained himself in karts, then in February of 1984 Miami GP promoter Ralph Sanchez convinced Emerson to race a March IMSA GTP car in the Miami street race. The experience whetted his appetite and he made his Indy car debut in CART's Long Beach season-opener that year aboard Pepe Romero's shocking pink March, finishing a dogged fifth.

Romero's team ran aground after a few months, but Fittipaldi plugged on, intent on re-starting his career. Later in the year, after Chip Ganassi was injured in an accident with Al Unser Jr during the Michigan 500, Emerson filled in for Ganassi in a few races with Pat Patrick's team. He earned himself a full-time ride with Patrick for 1985 and soon scored his first CART win – in that year's Michigan 500.

In 1986 Marlboro moved into Indy car racing, and who better to sponsor than Fittipaldi? Emerson had won the world championship with Marlboro and McLaren in 1975, and he scored Marlboro's first Indy car win at Elkhart Lake in 1986. In 1989, he won both the Indy 500 and the CART title for Patrick.



Fittipaldi and his sponsor made a big move to Roger Penske's team in 1990 where Emerson was part of a three-car superteam with Rick Mears and Danny Sullivan. Emerson would drive for Penske for eight years to the end of his career in 1996. He was a close second to Nigel Mansell in the '93 CART championship and was second again to team-mate Unser Jr in '94. He scored a superb second Indy 500 victory in '93, beating Arie Luyendyk and Mansell in the race's final shoot-out, and should have won again in '94. Powered by Penske's rule-baiting, single-cam 209 cubic-inch Ilmor/Mercedes engine, Fittipaldi lapped the field, only to crash in the closing stages while trying to keep Al Jr from unlapping himself. Emerson's mistake handed victory to Unser.

Famously, Fittipaldi and Unser failed to qualify at Indianapolis in 1995, with Penske waving off a run by Emerson that would have put him in the field. He never raced again at Indy, thanks to the CART/IRL split in '96 and his career-ending crash in July that year.

"Those were great days," Emerson reflects. "That was a great time for racing with guys like Mario and Michael, Rick Mears, Al Unser Sr and Al Jr, Bobby Rahal and Danny Sullivan. And of course, Nigel came in and pushed the worldwide interest to a new level. For many years, CART was a fantastic racing series."

When Fittipaldi arrived in CART in 1984 it was an almost all-American enclave. Today, Champ Car and IRL have been taken over by drivers from outside the USA, including a long list of Brazilians, most of them inspired no doubt by Emerson. **M**

Above: Emerson's US single-seater career began in Pepe Romero's pink March. **Below:** Emerson pits Pat Patrick's March against Danny Sullivan's Penske version



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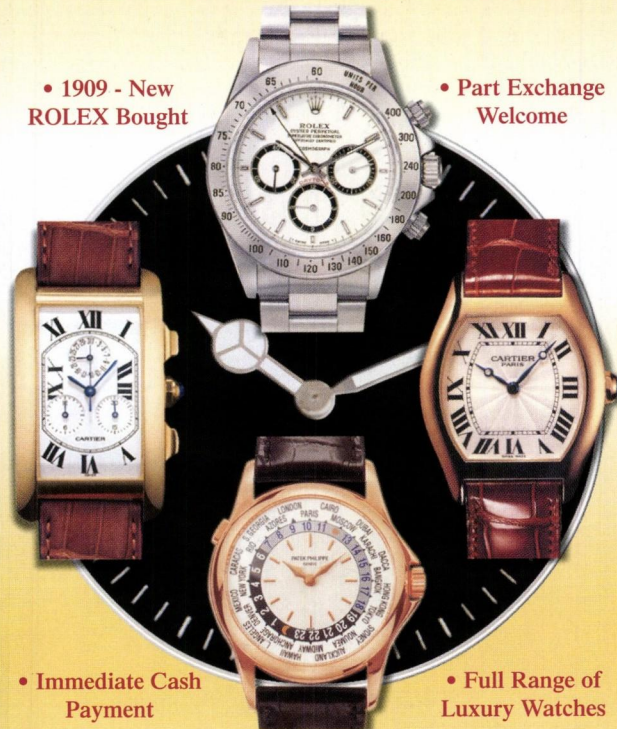
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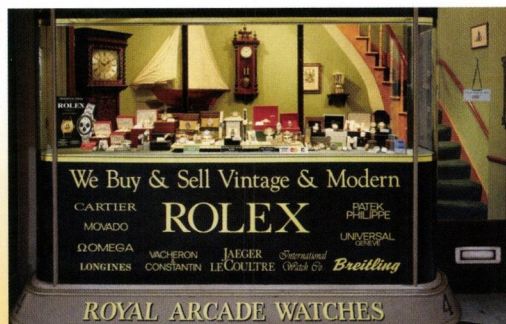
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The future *starts here*

Here's Part 4 of our theoretical look at the comparative speeds of leading GP cars: mid-engines, monocoques and wings arrive

Words: Mark Hughes. Photography: LAT

1959 COOPER T51

Index figure: 172.9

Virtual lap time of the current Spa circuit: 2m 48.1s

The car that made the mid-engined format stick permanently. The pre-war Auto-Unions had thwarted one of the key advantages of the layout by adopting very long engines. Not so the four-cylinder Climax-powered Cooper. The format enabled the car to be lighter and lower, centralised its mass for better direction change and gave it better traction. Its chassis and suspension were not geometrically great; the car was often on three wheels, with the outer front tyre supporting 100 per cent of the front cornering load.

1960 LOTUS 18

Index figure: 177

Virtual lap time of the current Spa circuit: 2m 43.9s

Colin Chapman was forced to follow Cooper's mid-engined lead. But he applied more science to the job, with a better triangulated arrangement of chassis tubes and a suspension geometry that minimised lateral weight transfer during cornering, thus keeping more of the front rubber on the road for more of the time and taking some of the load away from the more stressed outer tyre. It was

extremely light – at 390kg it's the lightest GP-winning car – and its apparent frailty was a cause of some concern to the governing body. A 450kg minimum weight was imposed the following season.

1961 FERRARI 156

Index figure: 170.5

Virtual lap time of the current Spa circuit: 2m 50.6s

A drastic reduction in engine size – 1.5 litres normally aspirated – took lap times back to 1958. It also did Ferrari a great big favour; its British rivals didn't have a readily available competitive motor whereas Enzo had been building F2 1.5-litre V6s for some years. For his first serious attempt at a mid-engined car, he installed Carlo Chiti's latest V6 in a chassis that was more Cooper technology than Lotus, then clothed it with a beautiful Fantuzzi body. So was borne the 'sharknose', the last frontline GP car with wire wheels.

1962 LOTUS 25

Index figure: 175.5

Virtual lap time of the current Spa circuit: 2m 45.4s

With the 25, Chapman applied the Jaguar D-type's monocoque technology to an F1 car. The 25's tub was three times as stiff and half the weight of the 24's tubular chassis. With a drag-reducing 'lie-down' driving position, it was as low-drag as an open wheeler could conceivably be.

1963 LOTUS 25

Index figure: 178.4

Virtual lap time of the current Spa circuit: 2m 42.4s

The first of the 1.5-litre cars to better the lap-time performance of the best of the 2.5s from just three years before. It was only lightly modified from '62 and most of the lap time improvement came from Dunlop.

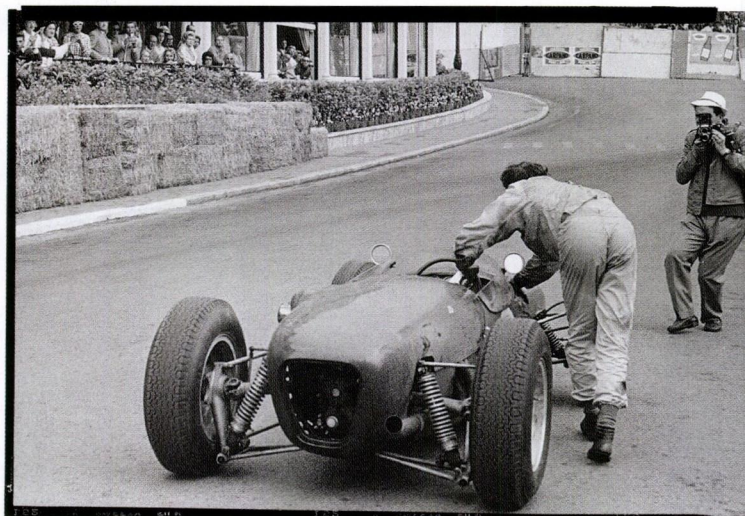
1964 LOTUS 25

Index figure: 179.7

Virtual lap time of the current Spa circuit: 2m 41.1s

Modified to accept the change from 15-inch to 13-inch diameter Dunlops and with another 12bhp through the season from Climax. Otherwise much as in '62.

From L to R: 1959 Cooper T51 made mid-engined format work; advanced Lotus 18 was light but fragile; Ferrari 156 'sharknose' dominated in 1961; Lotus 49 introduced Cosworth DFV to F1



1965 LOTUS 33

Index figure: 183.1

Virtual lap time of the current Spa circuit: 2m 37.6s

Essentially a 25 with a lighter, simpler monocoque. Dunlop and Goodyear rivalry produced big lap time improvements.

1966 FERRARI 312

Index figure 188.9

Virtual lap time of the current Spa circuit: 2m 31.5s

This was marginally the fastest of the cobbled-together 3-litre cars. It made do with an updated version of the old Colombo sportscar V12, defining the car as big and heavy.

1967 LOTUS 49

Index figure 196.6

Virtual lap time of the current Spa circuit: 2m 23.6s

The staggering leap in technology this car represented can be gauged by the fact that it achieved a greater lap time reduction than did the previous year's doubling of engine capacity. Using the engine as a stressed, structural part of the chassis wasn't new – it had been a feature of the '54 Lancia D50 as well as the '66 BRM and Lotus 43. But the 49's Cosworth DFV engine was designed by Keith Duckworth with the feature in mind. The Ford-funded 90-deg V8 was at the heart of the technology leap, its compact dimensions making everything else look prehistoric.

1968 FERRARI 312/68

Index figure: 199.5

Virtual lap time of the current Spa circuit: 2m 20.5s

Its chassis and suspension endowed it with a near-perfect balance, allowing Chris Amon to express his considerable talent. In pre-wing form, it was definitely a better-handling car than the Lotus 49. During Friday practice at Spa it became the first F1 car to feature a full rear wing.

1969 LOTUS 49B

Index figure: 202.9

Virtual lap time of the current Spa circuit: 2m 17.0s

The B version of the 49 had been introduced at Monaco '68. Distinguished by new, wedgier bodywork, a longer wheelbase

and Hewland transmission, it responded well to the huge suspension-mounted wings. The double failure of these wings at Montjuich ensured they were clipped thereafter.

1970 FERRARI 312B

Index figure: 208.1

Virtual lap time of the current Spa circuit: 2m 11.6s

A Forghieri masterpiece, the heart of which was his new 180deg flat-12 which brought the centre of gravity to five centimetres lower than a DFV installation and gave it an initial 25bhp advantage. The beautiful body hid a monocoque/spaceframe mix and the chassis had a great balance.

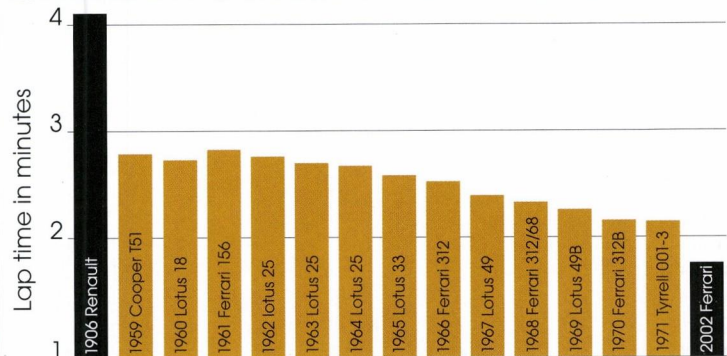
1971 TYRRELL 001-3

Index figure: 209.4

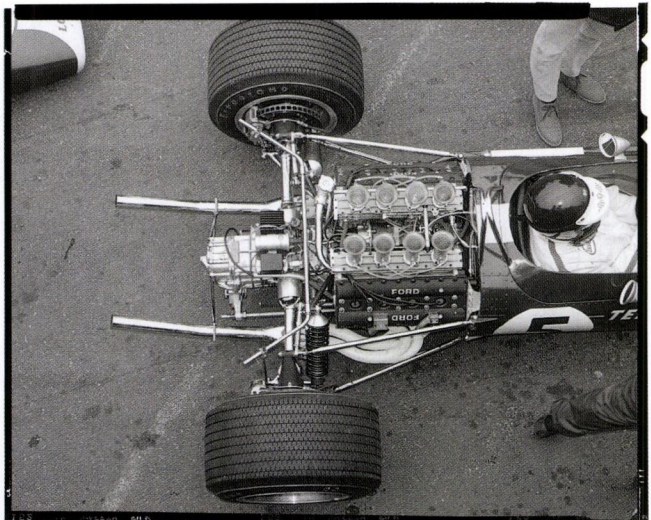
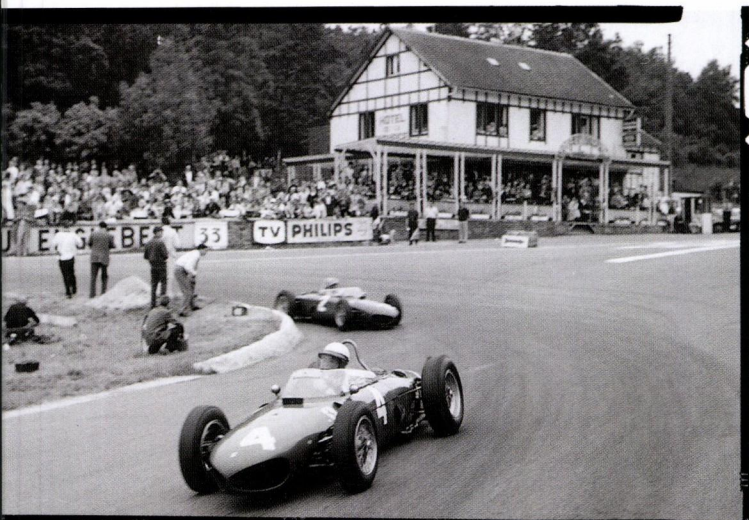
Virtual lap time of the current Spa circuit: 2m 10.3s

Derek Gardner's first attempt at an F1 car was for Ken Tyrrell's new marque and showed a distinct Matra influence; similar suspension and side fuel tanks that ballooned out near the bottom to keep the c of g low. A full-width nose scooped as much airflow as possible over the front wheels. **M**

ESTIMATED SPA-FRANCORCHAMPS LAP TIME 1959-1971



Laurence Pomeroy's performance index is a device for comparing the lap-time potential of grand prix cars from different eras. He made comparisons at tracks where GP cars ran on consecutive years and repeated the process for each year





D-type *approval*

Andrew Frankel drove the most original factory D-type of all in the Le Mans Classic parade, then opened it up on William Lyons's favourite testing ground - the English country road

Photography: Andrew Frankel. Photography: Ian Fraser

For a moment, it was real. This was race day at Le Mans and I was in XKD605, the last but one of the works D-types. If I looked ahead, all I could see was Mulsanne straight stretching to the horizon, but to my sides I was flanked by two other D-types, XKDs 501 and 573 which, by freakish coincidence, happened to be respectively the first and last the private D-types offered for sale by the factory. In arrow formation, racing twin-cam straight sixes howling, we split the air asunder as we hammered towards the kink.

But while 'my' D-type had set fastest lap at Le Mans in 1956, it was Ecurie Ecosse's 501 that went and won it, with Equipe Nationale Belge's 573 coming home fourth. Looking at the dials, I noted the rev-counter registering 5500rpm in top gear – at this very place during that race 50 years ago, it would have pulled no more than 5800rpm. I don't know how fast we were going, nor even if it retained its Le Mans gearing, but it didn't matter. In that brief instant somewhere on the far side of 140mph, I caught the slightest flavour, the merest, most fleeting taste of what Mike Hawthorn would have seen, heard and felt as he sat in the same seat half a century before. Within minutes we were back in the paddock, demonstration over, faces grinning, throttles blipping as we returned to the pits and reality. It was race day, but for a different generation of racing car. Even so, it is not something you forget.

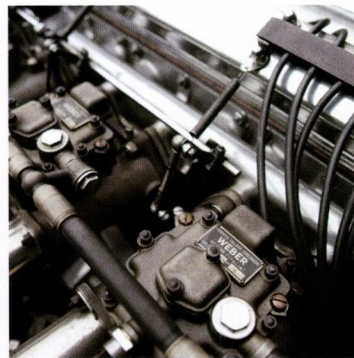
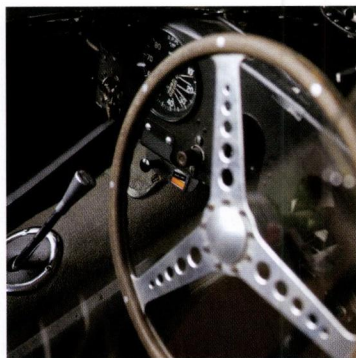
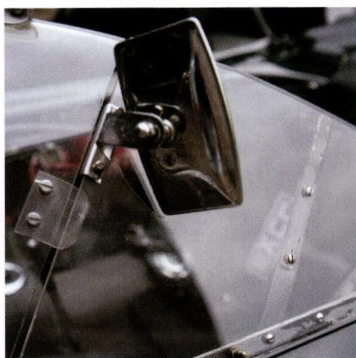
Spool back a week or two, leave the hubbub of the Le Mans Classic parade and join me and XKD605 as we're parked at the side of a quiet lane in rural Oxfordshire. This is not only



It went to Le Mans as Jaguar's brightest hope, but it was soon to become the factory's only hope

Hawthorn's '56 Le Mans car but also the most original of all the factory Ds. It started life with a fuel-injected 3.4-litre engine and won its first competitive outing, the Reims 12Hrs with Ivor Bueb and Duncan Hamilton at the wheel. Hamilton claimed he was fired by Lofty England for winning, rather than slowing and gifting victory to the Paul Frère/Hawthorn Jaguar. It then went to Le Mans as Jaguar's brightest hope, soon to become the factory's only hope when the two other works cars took each other out on the

first lap. Hawthorn established a 200-yard lead on that lap alone and it seemed fairly clear that only bad luck would deny it victory. That luck arrived on lap four when a split injector pipe brought a stuttering D-type in for the first of several stops, costing the car the race. It was sixth by the flag with the lap record to its credit, but Jaguar's blushes were saved by Ninian Sanderson and Ron Flockhart in David Murray's XKD501 who took the flag 10 miles ahead of Stirling Moss and Peter Collins's Aston. ▶



Main and left: XKD605 is the most original of all the factory D-types. Above: Le Mans '56. Mike Hawthorn steps in for a stint



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It then became the first D-type to be fitted with a 3.8-litre engine (which it retains to this day) before being shipped to the US to be used by Briggs Cunningham. Hawthorn and Ivor Bueb drove it to third place in the 1957 Sebring 12 Hours, its last major competition outing before becoming a display item. It ended up in the Biscaretti museum in Turin in the early 1960s, where it stayed for years, some even claiming that the 1970s Leyland-run Jaguar was unaware of its existence. When Jaguar did try to recover it in the mid-70s, it was suggested that under local law ownership had passed to the Italians, so it was arranged to be swapped with an XJS. Returned to the UK, it has been the flagship of the JaguarDaimler Heritage Trust collection ever since. Every important part is original, the car having been simply maintained in peak working order, without being restored: to this day every tiny dent, scratch, split and nick survives to help tell the story of this extraordinary car.

My plan was to experience a side of the D-type all too rarely seen. When we think of the Ds, we think of racing in general and Le Mans in particular: we hardly ever consider what a fabulous road car it made as well.

The idea came from Norman Dewis, Jaguar's chief test driver for more than 30 years and the man whose first proper job upon arriving at Jaguar in the early 1950s was to turn the D-type into a competitive proposition. And while the likes of Hawthorn and Hamilton, Bueb and England have long since gone to the great race-track in the sky, Dewis is an absurdly sprightly 85 year old who needs no excuse to drive D-types, even today. He competed at the ill-fated 1955 Le Mans in a works



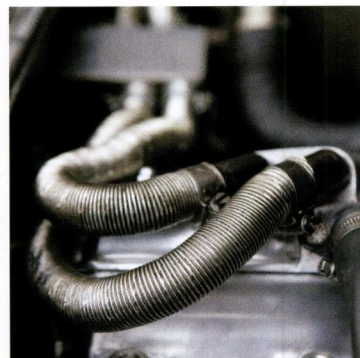
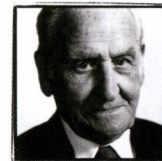
“We drove them from Coventry to Le Mans, won the race, and then drove them back again” *Norman Dewis*

D-type but today he talks at least as fondly of driving the cars to and from the circuit on the public road.

“Sir William always wanted to reinforce the link between our road cars and the racers,” he says today. “While the D-type was developed at Silverstone and MIRA, it was thought important to show that it could be used as road car. And what better way could there be of doing that: we drove them from Coventry down to Le Mans, won the race, and drove them back again. The crowds were amazing.”

I'd once driven a C-type on the road but Dewis suggested that today would be rather different. “I know that knocking the C-type is not the thing to do these days but I never thought it was a very impressive car. It had a 40-gallon fuel tank slung out the back so you can imagine how much its handling changed from full to empty. But the D... now that was proper.”

Surprisingly, my 6ft 3in frame fits the D's cabin rather well. It looks more like the cockpit of an aircraft than a car, but it's all fairly straightforward: ▶



Main: this D won the Reims 12 Hours in 1956, with Duncan Hamilton and Ivor Bueb



It is set up to perfection for the road. Turn into a corner on a trailing throttle and the nose sniffs the apex

turn the key, thumb the button and wait for the bang. It arrives instantly as the 3.8-litre motor is woken. The engine is tuned for fast road use as sensibly JDHT does not allow it to be raced, but it still puts out around 300bhp, which in a car weighing less than a tonne is more than enough to warrant your undivided attention. It'll also dispatch any modern road car you're likely to chance across.

And yet it is surprisingly easy to drive. The clutch is sharp but not savage, the engine as tractable as you

could wish. The Moss gearbox has synchromesh on all four ratios to make it easy for even very tired racing drivers to get the right gear and the steering is light enough even at parking speeds.

The roads are empty and, despite the car's seven-figure value, I see no reason at all not to enjoy it to the full. JDHT has imposed no restrictions on how I drive so I simply straighten my right foot and go to work.

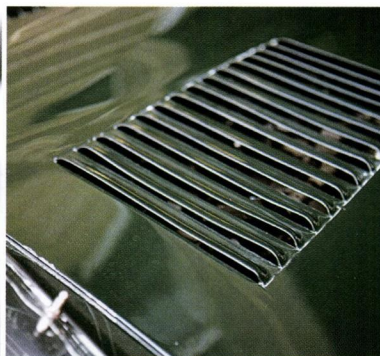
What strikes first is how comfortable it is. Though it has a live rear axle – and this was its undoing on tighter

circuits – its ride quality is actually pretty impressive, even on unyielding Dunlop race rubber. It seems born for undulating lanes, rolling just enough to feel supple without ever pitching or heaving disconcertingly. The engine has a vast spread of power – it's alive at 2000rpm, interested at 3000rpm, exhilarating at 4000rpm and positively feral above 5000rpm, so you can drive it how you like. You can work the slow and steady 'box hard, keep the straight six screaming and really motor, but I found it just as pleasurable to leave it in third, ease off a tenth or two and savour the occasion.

It is also set up to perfection for the road. The correct approach is to turn into a corner on a trailing throttle, which gets the nose sniffing the apex, before then using the engine's immense torque and progressive power delivery to place the tail precisely where you'd like. This does not result in lurid oversteer, but merely coaxes the car into that delicious neutrality whereupon its direction of travel can be determined as much by foot as hand. Just to feel a D-type drifting gently beneath you is one of the rarest privileges I have been afforded.

But soon it's time to give the D-type back and amid the sorrow at its departure, so also there is relief. Relief that I did not place this priceless piece of history in the smallest mechanical or bodily peril; but also the relief that comes from discovering that the D-type really is as good as its reputation suggests. Jaguar might have thought that driving these cars from Coventry to Le Mans was a publicity stunt, but I suspect those like Dewis who actually did it had another motive: there is no other machine that would look, sound and feel better than this. **M**

Above: 'our' D-type powers past a privateer Jaguar in '56 Le Mans



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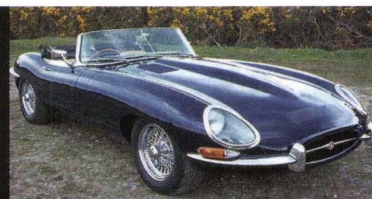


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The National Motor Museum Film and Video Department ensures our motor racing history will never fade. Stephen Vokins is the man charged with looking after both classics and oddities

Words: Rob Widdows. Photography: Phil Starling

The National Motor Museum at Beaulieu has a fine collection of cars and, if you ignore the more touristy aspects, is a worthwhile day out for the enthusiast. But hidden behind the museum, over a bridge and through the trees, is something of even greater importance and fascination.

From outside, among the coaches disgorging the day trippers to the museum, the John Montagu Building doesn't look too promising. And once inside the excitement is well under control. Until you step into the snappily titled National Motor Museum Film and Video Department.

This is where history lives. Stacked on shelves, in files, in cabinets, on film, on tape, and piled on the floor or spread around the walls is the history of motoring and motorsport. If it's worth keeping, it's here.

Manager Stephen Vokins, clutching a dented film can containing a rare interview with Graham Hill, shows me into his lair. The radio is playing oldies from a long-forgotten hit parade, the wall calendar is open at May 2006 and the clock on the window ledge reads 06.50. It is in fact 11.05 on a hot August morning. We are going back in time. The Film and Video Department is a repository for the stewardship and safekeeping of the complete history of motorsport, and Stephen Vokins is the man challenged with keeping it up to date. It looks like a mammoth task.

"It is," he says. "And we are running out of space. We are constantly rushing off to save another piece of history from the receivers or the auction room. Our budget is small, but we've saved a lot of important stuff during the years."

A good, and recent, example is the library of film maker Patrick Uden, the expert director who made some memorable documentaries for Channel 4 about the Williams team when it was called Williams Grand Prix Engineering. Recent history yes, but motor racing moves so fast.

"Archive sounds so dusty, but our business is all about saving the past, and the present, for future generations to enjoy," says Vokins. "I am a bloodhound, paid to sniff out important material, preserve it and then make sure it gets shown. There's no point in saving all this stuff if nobody ever sees it. So we have film shows, we make programmes and DVDs and we are working on a website."

Lord Montagu established the Department in 1979 with the sole purpose of rescuing films and documents that were in danger of being thrown away or buried under piles of office clutter, never to be seen again.

Valuable footage has been brought to Beaulieu for safekeeping. The jewels in the collection are the films that Ford made in the 60s and 70s such as *Nine Days In Summer*, the story of the 1967 grand prix season, *Target 200* and *This Time Tomorrow*, telling the story of the Ford GT40 at Le Mans. Then there's the film about the 1907 French Grand Prix, or *Reach for the Skies*, an extremely rare colour film from the early '40s about Howard Hughes and his Spruce Goose aircraft project. There are films from Castrol, Shell and BP, the entire *Top Gear* series, thousands of other video tapes and the original cut of *The Power and the Glory*. And there are more than one million stills in the picture library along the road.


"People despair of me as I never throw anything away, I never erase anything. But it's a huge responsibility to be the guardian of the history of motorsport," says Vokins.

The Department means that the legends of our sport will be kept alive. Vokins feels that it's been a privilege to have lived through the Michael Schumacher era. "To me, he's the greatest of all time," he says. "It's vital that we capture this era and then in decades to come people can watch the way he drove, the way he raced. Just as we can delve into the archive right now and bring out films about Stirling Moss, watch his style and listen to him talk. We are simply safeguarding the sport, then passing it on for future generations to decide who was, or wasn't, the greatest."

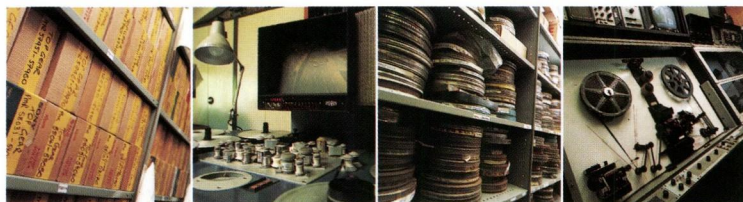
Favourites of mine are a lap of Monaco with Graham Hill talking us round, a rally film featuring Michelle Mouton's first win in the Audi Quattro – every slip, slide, yump, bang and pop of the turbo recorded in glorious technicolour, and of course that famous battle between René Arnoux and Gilles Villeneuve at Dijon in 1979 when they raced side by side, passing and re-passing all the way to the flag.

"If you are truly passionate about the sport you'll need to be aware of the history, and that's why we allow visitors here by appointment," says Vokins. "The people who come are passionate, even if it's the Swedish Vauxhall Owners Club just wanting to soak up the A to Z of the Vauxhall Cresta."

The Department has a rare piece of cinematic technology, too: a telicine machine that enables the transfer of old film onto digital tape or DVD. Using this, collections of movies and stills can be saved onto a format that can be preserved and easily viewed without degradation of the original film stock.

The museum's reference library also has a complete set of this magazine, and *Motor Sport* readers can step inside this time warp by prior appointment. Call 01590 614664 for more information. 

Main image:
Department manager
Stephen Vokins.
**Below: old film is
given new life after
transferral to digital
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Main: Barrie Williams. Far right: Barrie lays down rubber in predictably sideways style at the Goodwood Revival



Barrie Williams

The most prolific driver in British motor sport can't remember how many races he's done. But Simon Taylor finds Barrie can tell a story about almost every one

Photography: James Mitchell

Forty years ago a struggling young F3 driver came to kip on the floor of the dingy North London flat I shared with journalist Andrew Marriott and fellow F3 racer Chris Lambert. Whenever Barrie Williams came through the door he was laughing. He never had any money, the cars he drove always belonged to someone else, but every race, whether it turned out well or badly, became a hilarious story. Yet behind his humour was serious dedication to his craft, a deceptively smooth driving style, and remarkable car control which fed on his early success as a rally driver.

At 67, he hasn't changed. Decades of laughter have etched lines on his face: yet he could pass for 20 years younger. And the enthusiasm that bubbles out as he tells his stories belongs to someone 50 years younger, consumed by the excitement of his first race. In fact he fits in more than 40 races a year, and in historic racing his talents are still eagerly sought. Motorsport has been his entire life. Now that Gerry Marshall and Tony Lanfranchi are

supping at another paddock bar, 'Whizzo' Williams is the last of British racing's Three Musketeers.

We meet in the White Horse, an unspoilt pub in Silverstone village. Barrie orders his food and a pint of Guinness. He has a cut lip, having rolled a Cooper-Maserati at Bridge Corner the previous Saturday when a back-marker put him into the gravel. The car was barely scratched, and Barrie raced it next day to third place and fastest lap. He has a reputation for not having accidents.

"Last time I rolled a car was 34 years ago. Snetterton 1972. Old Zak Redjep bounced off the bank and came into us. Gerry, Zak and I ended up in an upside-down pile on top of one another. I was lying in the medical centre having a fag – I used to smoke in those days – and the nurse came in, gave me a bollocking and took it away. Lanfranchi was just outside and he lit up another one for me and passed it in through the window."

After half a century in motorsport, no-one knows how many races Barrie has done. But name any race and he

has a story. "At the 1985 European GP there was a supporting race for Alpine GTAs with pretty useful drivers – Massimo Sigala, Heinz Becker, Oscar Larrauri. Jan Lammers dropped out at the last minute, and they put me in his car. I qualified back on the fourth row, but I was leading by Lap 13, and I won it. Stood on the podium with the anthem playing and everybody putting different sponsors' caps on my head."

Barrie's father was an Isle of Man works rider for Sunbeam, and ran a garage in Bromyard. "At school my hero was Reg Parnell. So, aged 14, I wrote to David Brown saying I wanted to be a works driver for Aston Martin. I had a lovely letter back saying if you want to be a racing driver you've got to do an engineering apprenticeship first and understand cars properly, which was a very good answer to give a young lad. So as soon as I was old enough to leave school I was off to Huddersfield on my little motorbike to do an apprenticeship at David Brown. Another of the apprentices, a lad named Peter Lanfranchi, introduced me to his older brother Tony, who taught ▶



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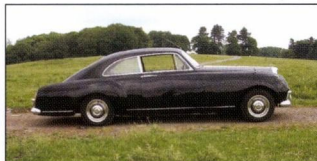
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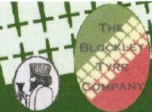


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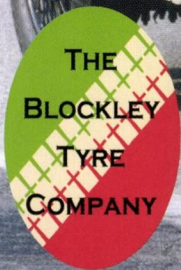
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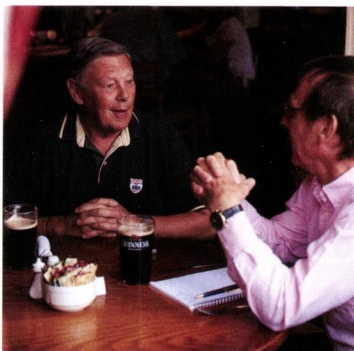


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“Our service crew were at a wedding all day Saturday, and turned up in the middle of the night in darkest Wales to service us in tail coats and top hats”

me all about drinking and sex. I managed to buy a dilapidated Singer Le Mans to pull the birds, and Dad and I took it to Prescott for my first event in 1957. I broke a halfshaft on the line – I was in tears.

“Going to evening classes at the local college, the apprentices vied with each other to turn up in the best car. Peter Sutcliffe borrowed his mum’s Lagonda, but we ate our fish and chips in it and she complained of the smell. Then he turned up in a D-type, so I think he won that one.”

“Peter Kaye – James Kaye’s father – had a Downton-tuned Morris Minor, and I got him to sell it to me for a knock-down price. First car I raced. By now Dad was involved in karting, building the Fastakart. We sold one to a young lad called Brian Redman, and I think Nigel Mansell had one too. But I couldn’t work with Dad. Our ideas about engineering clashed, there’d be a row in the house and then a row in the workshop. So I drove coal lorries, and went club rallying with my friend John Griffiths in a Cooper-Mini.

“We had a few wins, and I rashly put my name down for one of the new Cooper Ss. When it arrived I couldn’t pay for it, but I got it on HP, and it was much better than the Cooper because it had brakes. Some mates said you ought to do an International. I said, don’t be silly, we’re only club boys. Anyway we ended up doing the Welsh against the works teams. Our service crew were at a wedding all day Saturday, and turned up in the middle of the night in darkest Wales to service us in tail coats and top hats. It was very wet, very foggy, very nasty, and at the finish we got very drunk, and then somebody said, you’ve won it. We’d passed all the works teams in the fog and we’d won our first International. Worst thing that could have happened, because everybody expected us to win everything else!

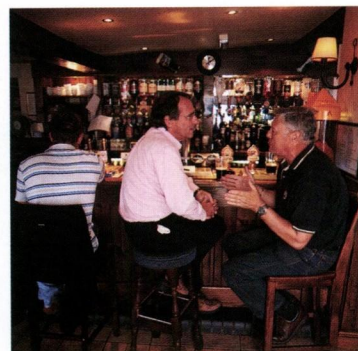
“There was tremendous camaraderie in the rally scene then. I did the Swedish with John Davenport when it first became a winter rally. I didn’t think it was possible for human beings to be so cold, and not die. We spent hours digging ourselves out of snowdrifts, but we finished – the first

English crew to finish a Scandinavian winter rally. By now it was costing money, of course. We won our class on the Geneva Rally, came back with cups and things, and got a £5 bonus from BMC and a £5 bonus from Castrol.

“Then Alan McKechnie, a friend from Herefordshire, offered me a race at Rufforth in a Lotus Cortina. I was leading, and the top radiator hose burst. I went off on my own water, and so did everybody else, scattering the oil drums. Alan said let’s do something better: how much does F3 cost? John Cooper was about to pack up then. He had one F3 car that had never raced. It was a good deal, but we had to pay cash because it was the end of the week and John wanted to pay the wages.

“It wasn’t competitive with the Brabhams, but I won at Silverstone in the wet. It was Cooper’s last single-seater victory in period. Then my mate Chris Lambert was killed at Zandvoort. We were all talking about it over a pint, and Tony Lanfranchi said to me, Barrie, get out of those single-seaters. Too bloody dangerous. Tony was the godfather, he was the ►

Barrie, seen here at a Mazda launch, has always got fun out of his racing. He netted this drive by finding out what retainer the other drivers on the team’s short list were asking for, and then pitching his price a bit lower



“Racing a valuable car is like getting onto a crowded bus with a Rembrandt rolled up under your arm. You want to get to your stop without crushing it”

Barrie's trademark orange crash helmet appears in many fine historic racing cars, including the fleet owned by Ecurie Ecosse collector Dick Skipworth. This is the Tojeiro-Jaguar at the Goodwood Revival

guru you went to for advice. So I stopped F3. I found other people who would let me sort out and race their cars, and I raced anything and everything, from Minis to Rob Beck's 7-litre E-type, the Egal.

“As I got more results I got more offers, and I did things during the week to keep body and soul together. I worked in a lock-up with David Piper's old mechanic, Fax Dunn: he serviced Ferraris and I serviced BMWs. We took it in turns to sleep in my Transit van, my old generator gave us electricity, and we wired into somebody's phone line – we could make calls but we couldn't receive them. I got an old trailer and delivered cars for a while – somebody even sent me to Moscow. And I started instructing, at Silverstone and elsewhere. I still love doing that.

“If somebody asks me to race their car, the first thing I do is see what it feels like, put some ideas into it. If I'm out there I want to be happy in it. I don't like twitchy, singing-and-dancing cars. David Wenman's little Connaught, it's so easy to drive now. We spent hours setting up Nigel

Corner's lightweight E-type so he had total confidence in it. When he sold it to America, I was flown over to show the new owner how to drive it.”

Of the countless cars Barrie has sorted and raced, what are the favourites? “That Porsche in long-distance races with Max Beaverbrook and Geoff Lister. We had a wonderful time: we won a four-hour race at Paul Ricard. Winning at Goodwood from pole in Dick Skipworth's ERA was special: Dick's a second dad to me. The most perfect car I ever drove was that Ferrari GTO that made all that money at auction. I drove the new owner around Silverstone. Quite rapidly.

“A lot of historic racing's safety worries arise from old codgers trying to relive their past. Some have been brilliant racers in their youth, achieved things the rest of us haven't done, but they still have arrogance. Then there are some owner-drivers who are extraordinarily rich, they think they have to win because they've won at business. But if you put sensible people in cars they will look after them. Racing a valuable car is like getting

onto a crowded bus with a Rembrandt rolled up under your arm. You want to get to your stop without crushing it. Last weekend I was in Chris Phillips' Cobra, Gary Pearson was in Bill Shepherd's Cobra, both of them worth large sums of money, and we were racing side by side two or three feet apart. We trusted each other, we trusted our cars, we knew what we were up to. If he won, terrific; if I won, terrific. It didn't matter.

“I'll stop when I can't run at the front any more. At the Silverstone Classic I did four races, did fastest lap in my class or overall in every one, so I feel I'm still there. I have to be around cars, racing, testing, listening, learning, passing on knowledge. I like to feel I'm helping. What gear d'you take that corner in? Try third. Don't whip it. Stroke it, like a lady, she'll go better.

“I've been fortunate, I've made a lot of friends. I've never made any money, but I don't owe anybody anything. I've cracked along.” Once again that laugh. Whizzo Williams, the oldest teenager on the grid, isn't going to stop racing, or laughing, for a while yet. **M**

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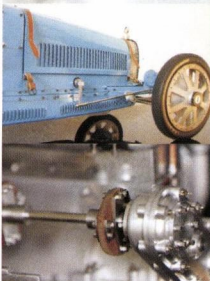
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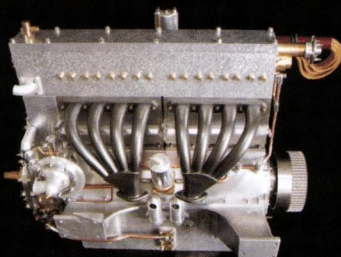


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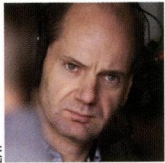
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Brake-steer McLaren

It's hard to keep a secret at a GP, especially when there are quick-witted photographers around. When the MP4/12's unusual pedal-box was photographed, a legality storm brewed

Words: Keith Howard. Photography: Darren Heath



LAT

Adrian Newey
Neil Oatley



LAT

In the course of the 1997 Formula 1 season, it emerged that McLaren's MP4/12 was equipped with a novel brake-steer system. Via an extra pedal, the driver could quell understeer by braking the inside rear wheel to turn the car into the corner. In effect it was a non-automatic version of the stability control systems which by then were being fitted to road cars.

So long as McLaren's race fortunes were modest (it came fourth in the constructors' championship that year), the other teams seemed not to care too much. But when McLaren appeared with the much improved MP4/13 in 1998 and romped to victory at the first race, ordure hit the fan. After a vigorous campaign led by Ferrari to get the brake-steer system banned, it was declared illegal by the stewards at the second race in Brazil, and never appeared on the car again.

As a tactic to stem the McLaren tide, it was Canute-like. Mika Hakkinen won the championship, David Coulthard was third, and McLaren easily took the constructors' title. Instead, the episode raised unwelcome questions about how F1 decides technical matters, and those concerns have re-emerged since.

Neil Oatley, designer of the MP4/12, and Adrian Newey, designer of the MP4/13, talk here of the system and its benefits, and the issues surrounding its ban.

ORIGINS

NO: "It was Steve Nichols' idea. He suggested it during the winter of '96/97, we tested it in the spring and introduced it for Canada. There was a worry initially that the drivers might be confused by having that extra pedal, but from the first run they did with it, it came very naturally to them. Mika was already left-foot braking whereas David was dabbling with it but normally using right-foot braking, so they had very different driving styles. But they both adapted to it easily."

DETAILS

AN: "It was a simple piece of plumbing. All we did was split the rear brake line into two – the T-piece was at the master cylinder rather than at the gearbox – and in one of them, to the inside rear brake, we put an extra master cylinder. If this was inoperative then the rear brakes pumped straight through it, whereas if you operated the extra master cylinder it allowed you to brake the one rear wheel and so steer the car. It may be that others missed that simplicity and made their plumbing more complicated. That's possibly one reason they didn't get it to work. The other may be that they were running different brake materials. You need a very progressive brake material that has a flat friction/temperature curve, so that it doesn't grab. Some other teams used material with higher peak friction but more temperature sensitivity. A driver would have more trouble regulating the brake-steer on that material."

BENEFIT

AN: "The system was remarkably powerful. Its worth was circuit-dependent, obviously, but on average I would say it was worth 0.3sec per lap – that's probably conservative, actually. The biggest effect on set-up was that you could run the car more 'understeery', more stable, so that you were less likely to have entry oversteer problems. And you could have better traction because you'd set the car up more towards understeer [less roll stiffness at the rear]."

DEVELOPMENT

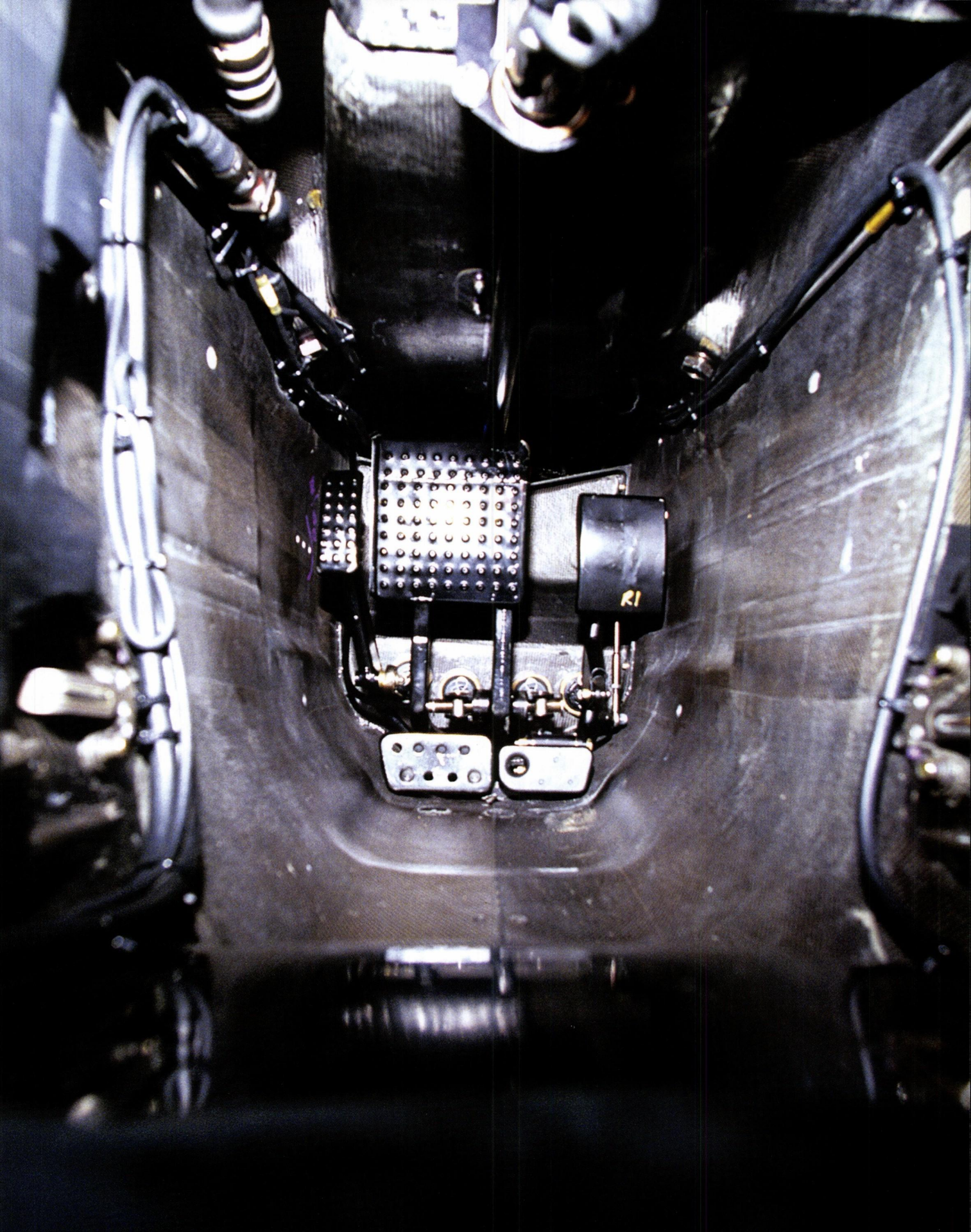
NO: "Most circuits are inherently biased towards left or right corners, so on the '97 car we chose before each meeting which rear wheel the system should operate on. Because there were always some corners going the other way, the car's understeer could never be too extreme otherwise it would be hopeless. The switchable system [developed for the MP4/13] gave us a little more freedom in that respect."

LEGALITY

NO: "We didn't check the system's legality with the FIA before racing it because we never thought there was any question about it. It came to light at the Austrian GP, I think, when some pictures of the car showed the inside rear disc glowing and not the front disc. That alerted people. Then at the Nürburgring both our cars had failures and stopped just past the pits. A photographer took a picture inside the cockpit of our pedal arrangement. The FIA looked at the system and couldn't see any reason for us not to use it, so we continued to for the rest of that year. Subsequently Paddy Lowe, our Director of Engineering, successfully corresponded with the FIA to explain how our switching-system development would work for future races. Ultimately it was decreed in 1998 that the system constituted three-wheel steering, which was viewed as being the same as four-wheel steering. There was never any doubt in our mind that the rule on four-wheel steering was there to ban the type of system Benetton had run in '93. But it's a fact of F1 life that rules made for one reason sometimes interfere with other developments."

AN: "The issue of who decides the legality of technical innovations in F1 was never settled; if anything the opposite. It was the first of a whole host of examples where the FIA has said that in its opinion something is legal, so you build it and race it, then someone else says that in their opinion it isn't, and you have to take it off again. Which is quite a frustrating business, as you can imagine. I have sympathy with the FIA because it is possible for a team to try to hoodwink it. But the net result is that teams sometimes spend a load of money in the belief that something is OK, only to find that it is subsequently banned." **M**

Exposure: when Hakkinen stopped his McLaren near the Nürburgring pits in 1997, Darren Heath grabbed this interior shot, clearly showing the extra brake pedal to the left of the main brake pedal



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Profile

BRM P153

With a new crew, a new chassis and a new livery, BRM began 1970 with higher hopes than for several seasons. This is the car that carried those dreams into battle

Words: Gordon Cruickshank. Photography: Alex P



||| PROFILE: BRM P153

Pedro Rodriguez readies himself for the Dutch race. With a win behind him hopes are high – but two BRMs will break, and the Mexican will only finish tenth. Note external water pipe – a sign of marginal cooling





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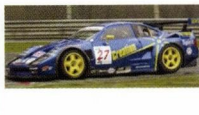
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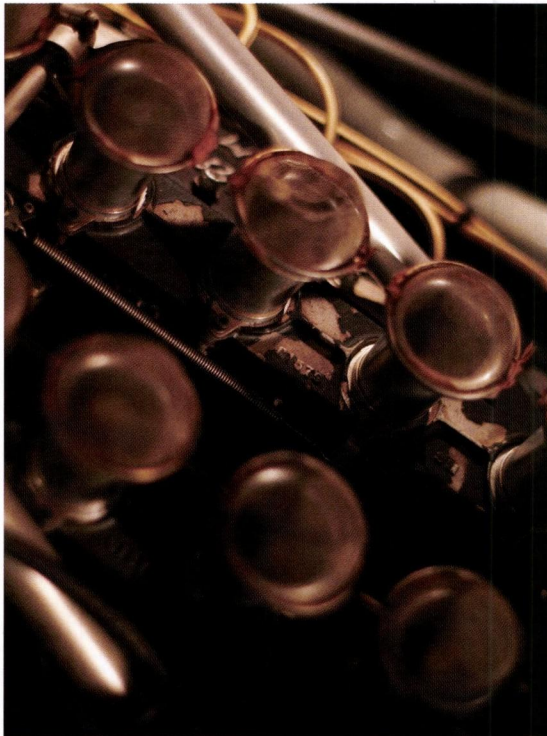
What happened? With a string of grand prix wins and the 1962 championship to its credit, BRM should have been building on success when 3-litre power was unleashed in 1966. But the H-16 disaster put the team in a spin, and the P126/133 barely got it back into level flight, let alone onto the podium. As a sorry 1969 season unfolded, the situation was clear: only a major shake-up could rescue BRM. With team driver John Surtees exerting strong leadership, engineer Tony Rudd left the team and in came designer Tony Southgate, from AAR Eagle, and engine man Aubrey Woods. This is the car they built, the car which broke the team's drought.

Given that Southgate and Woods only arrived in mid-1969, it's remarkable that for 1970 they had ready a fresh chassis and a much revised engine. Gone was the torpedo profile of Tony Rudd's cars, replaced by a pugnacious, squat shape which looked anchored to the road. It was simple, light, powerful, and it handled. With 153, BRM suddenly looked as if it might have a front-runner. And it came with striking livery: Louis Stanley had made one of the first major sponsorship deals – £25,000 from Yardley cosmetics.

Jackie Oliver, who took over this chassis mid-season, was in the middle of a two-year stint with BRM, and experienced the revolution. "Everything changed when Southgate came. The new car was so easy to drive compared to the old 'green monster'. It was well-balanced, and fast. It meant the



“Everything changed when Tony Southgate came. The new car was so easy to drive compared to the old ‘green monster’. It made the difference between being on the back of the grid and making the front row at the British Grand Prix”



Top: mid-grid position was no help when Rodriguez's gearbox broke in France. Right: compact 60deg V12 was intended for sportscar use by designer Geoff Johnson. As revised with narrow-angle four-valve heads and centre intakes, power matched DFV, but reliability didn't

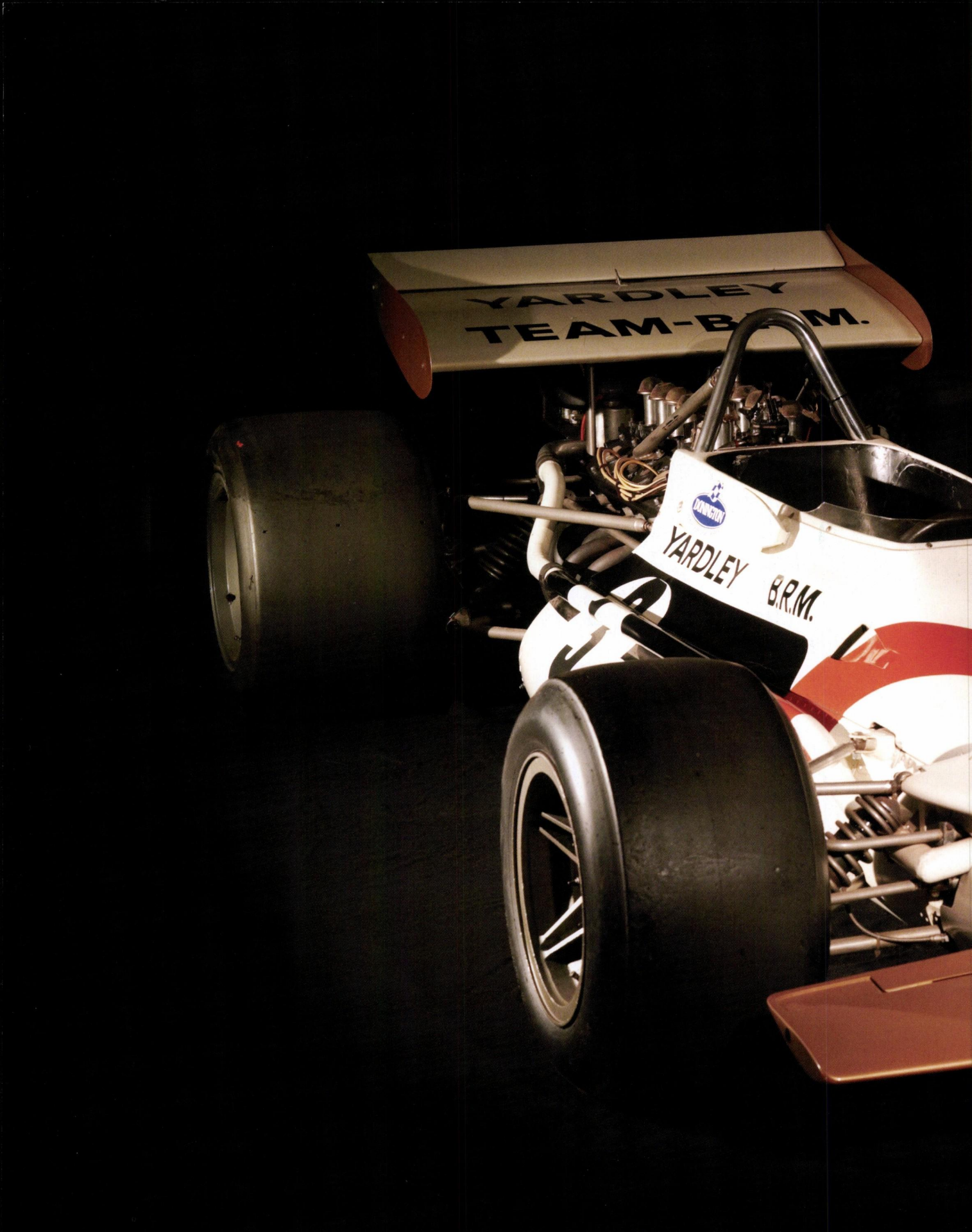
difference between being on the back of the grid in the old one and making the front row at the British Grand Prix [with Pedro Rodriguez]. It just wasn't too reliable.”

One of the advantages of working for BRM, says Southgate today, was the huge range of engineering skills available within the parent Owen group. “I had a budget of £25,000 for the 153, but that was purely for things I had to buy in. Anything that could be made in-house was effectively free. If I could have had everything down to the tyres made in-house, the car would have cost nothing.”

Despite the fluid form, Southgate's light monocoque – weighing 57lb bare – is a straight-sided ‘bathtub’ ending behind the driver. But the V12 was not designed to be a stressed member, so the 153 uses a triangular tubular frame to take some of the suspension loads off the block. This allows the rear suspension to hang off the transmission, with wheel location by a single top arm and a reversed lower wishbone, plus radius arms forward to the monocoque. The front uses a conventional double-wishbone layout, and as if to reinforce BRM's reputation for the highest engineering quality on the grid, the steering rack and some of the suspension was machined from super-light titanium.

A top outlet to the front-mounted radiator was claimed at the time to provide some measure of downforce on the front axle. “No,” says Southgate. “That car relied on its wings. The top exit was just convenient.”

For 153, Woods had to improve the 48-valve V12's erratic output. Better-breathing heads and improved cooling made ▶



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**CHASSIS**

Front suspension unequal length transverse wishbones with outboard dampers

Rear suspension top link, reversed lower wishbones, twin radius rods

Wheel diameter 13in front and rear

Wheel-rim width 11.5in front, 17in rear

Tyres Dunlop

Brakes Girling, discs front and rear

Steering BRM, rack and pinion

ENGINE

Configuration V12, 60-degree

Bore x stroke 74.5mm x 57.2mm

Capacity 2998cc

Compression ratio 11.25:1

Maximum power 425bhp

Maximum revs 11,500

TRANSMISSION

Gearbox BRM Type 151, 5-speed

Clutch Borg and Beck

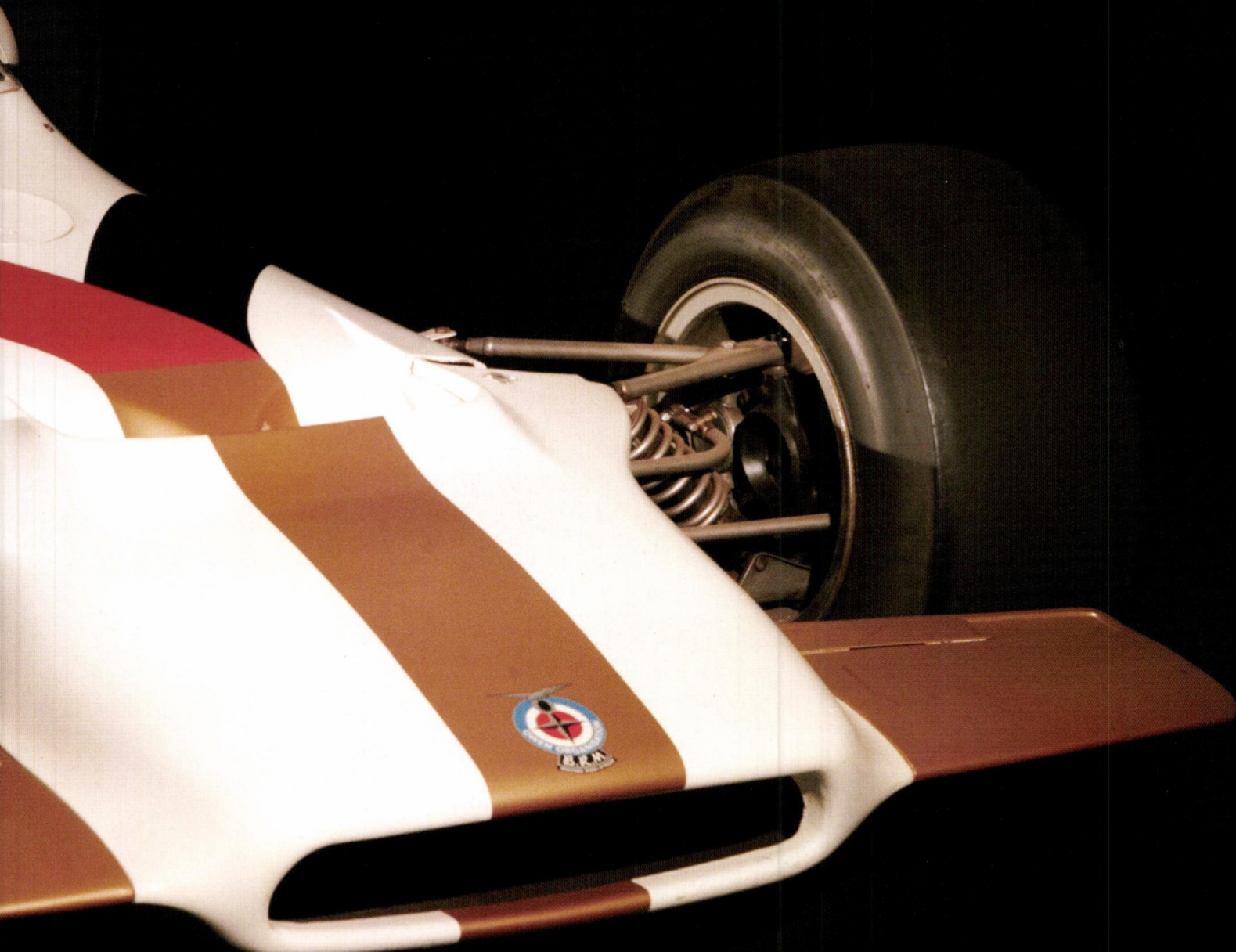
DIMENSIONS

Wheelbase 2440mm

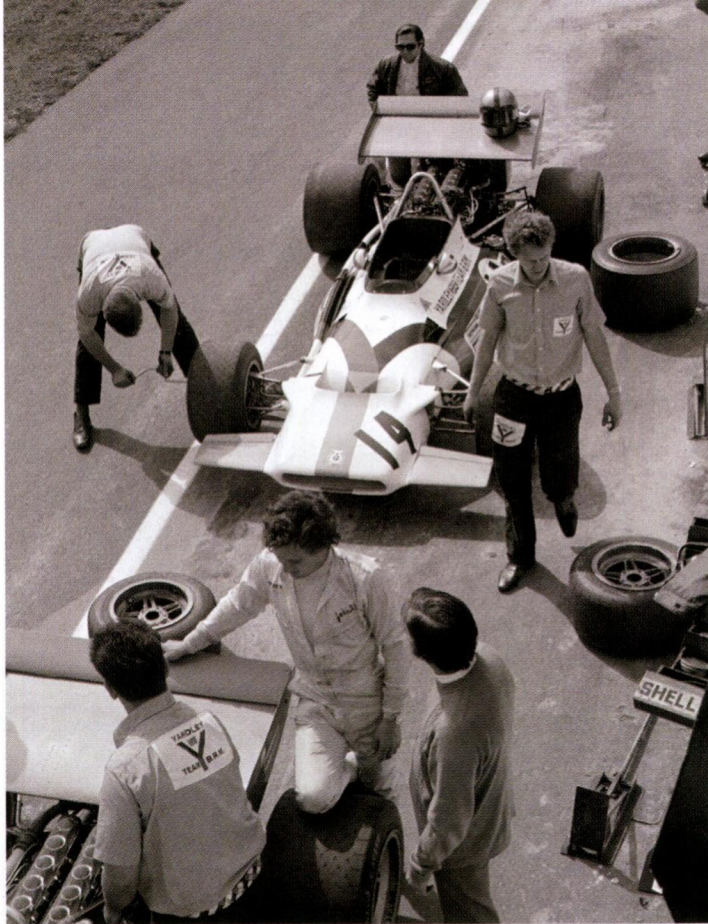
Front track 1520mm

Rear track 1499mm

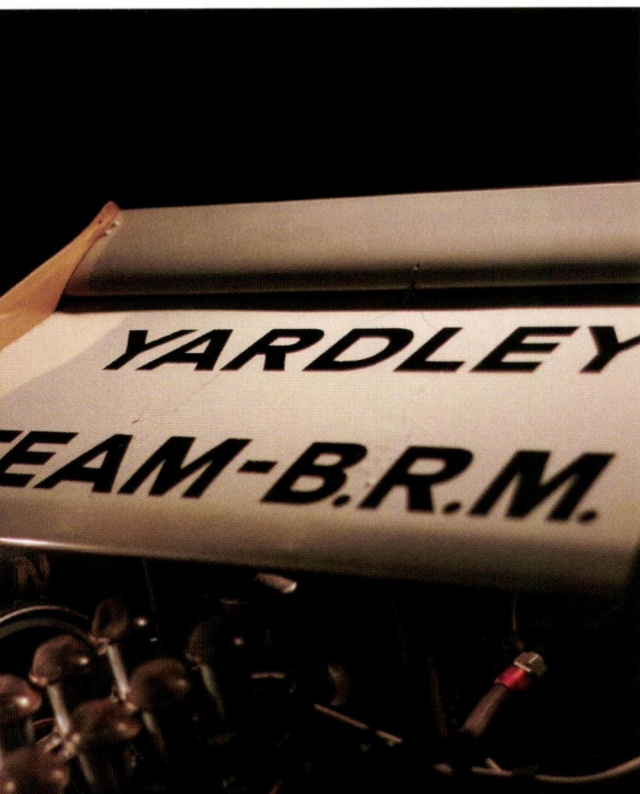
Length 3579mm



ures healthier, while reversing the heads allowed the
 st to exit outside with the induction nestling in the
 . Now the pipes could poke discreetly through the rear
 asion, cleaning up airflow to the rear wing. The only
 nt which is less than tidy is the twin oil radiator and
 ed oil tank above the gearbox. These were forced on
 signer. “To keep the V12 so compact – it was only two
 longer than a DFV – they used narrow bearings which
 ntly failed, putting a rod through the block. We had
 12 engines, and at one race there was only one
 ut a patched crankcase. The only way we could
 me that was to pump huge quantities of oil round,
 meant a large oil tank. We got to 4.4 gallons in the
 nd we just knocked up a flat-sided job for speed. I
 a much neater one for the P160 when I had more time.”
 h these mods the BRM V12 matched a DFV on power,
 vved higher, at 11,500rpm. “Which meant we used
 fuel,” says Tony. “We’d start with 10 more gallons than
 – 48 in total. But it was great for qualifying.”
 t slightly melted shape is down to the two bag tanks,
 ch side, outside the chassis, to lower the centre of gravity
 minimise weight shift with fuel usage. It was as much an
 tic decision as anything else, says Southgate. “My
 us car was the ’69 Indy Eagle which had flat-sided
 because no-one in the States would do compound
 in metal, and it wasn’t very glamorous. In Britain we
 knee-deep in men who could bash out curved panels.



the '69 Indy Eagle had flat-sided tanks because no-one in the States
 would do compound curves in metal, and it wasn't very glamorous.
 In Britain we were knee-deep in men who could bash out curved panels”



But if BRM now had a serious contender, it also had serious
 opposition. Ferrari's 312B and Matra's MS120 both matched it
 for rev-happy V12s, Lotus was fielding the advanced 72, and
 everyone else had that field-sweeping wonder, Cosworth's V8.
 Still, with Rodriguez and Oliver aboard, and sometimes a third
 car for George Eaton, its qualifying positions improved race by
 race, until round four – Spa. From the third row, the Mexican
 pushed through to take the lead on lap five – and took it to the
 flag. The drought seemed to be over, but it was a one-off.
 Often rapid in qualifying, sometimes challenging for points, the
 153 repeatedly broke its engine, gearbox or axle, as Oliver
 recalls. “In the quest to reduce friction they used needle-roller
 bearings in the hubs, which raised a stress point at the axle
 neck. So the front wheel kept falling off.” Which caused Oliver
 to collide with Jacky Ickx at Jarama; both cars burned out.

“I guess we built around five of them,” says Southgate,
 which makes this one, Chassis 05, about the last. It can't claim
 any wins, but it is extremely original. Its debut was the Dutch
 GP in June 1970, where Pedro Rodriguez placed tenth, but it
 followed with three DNFs before Pedro scored fourth in
 Austria. Oliver then took it over, but suffered three more
 failures before Mexico brought a struggling seventh. With the
 improved P160 quickly on stream the 153s were retired, and in

Top: Canada 1970.
Pedro stands behind
No14, while nearer
camera Oliver talks
to Tony Southgate.

THE LEGACY CONTINUES



Chevron's first production road car – the B1 Mk2

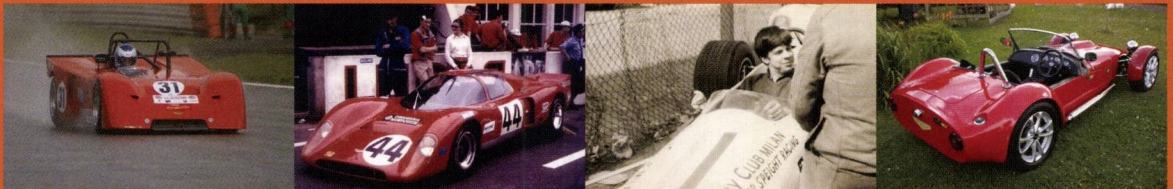
This long-awaited addition to the Chevron stable means you can not only win on the track but have a great time getting there too. The original Chevron B1 built in 1965 was designed and built by Derek Bennett to beat the Lotus 7 and it did so comprehensively because of his innovative independent rear suspension set-up. Now Chevron have styled a superb fun two-seater sports car, suitable for track-day use too. On the road price is £20,000 +VAT for the base model which includes leather upholstery as standard, small boot, proper stand-up bonnet and Ford Rocam 1600cc engine. Stuart Turner says: "It's the prettiest car I've seen this year, even my wife will get in it." We hope you'll feel the same. Become part of the Chevron family, visit the factory, discuss your requirements in a friendly atmosphere and receive full service and backup provided by a proven winning team. Special insurance and finance packages are available.

The Chevron B16

Since the announcement of our intention to make a short run of Continuation Model Chevron B16s we have been working hard to finish the first complete cars. These beautiful cars will bring a great deal of pleasure to both owners and spectators. Enquiries have come from all over the world. The price is £70,000 for the rolling chassis, but includes fitting the customer's own engine and gearbox, and a shake-down test session, to ensure everything is 100%.

The Chevron racing year

We were very pleased to road register John Grant's original Chevron B16 for Tour Britannia. It should be an interesting spectacle for Ferrari and Porsche drivers on the English roads during September and fantastic fun for John and his co-driver, Chevron Racing Car's chief engineer Nick Reynolds. John Burton's talent still shines as brightly as it did in the 1970s. His partnership with the supremely quick Chevron B26 continues to impress. Oskar Christen and his own Chevron B25 Formula 2 car, christened 'Bumble Bee', are the stalwarts of the Euro F2 series and showing good improvement at every race. Amanda Whitaker drove John's Chevron B34 Atlantic car in the same series. She hasn't let him or the team down either, with first or second at every event. We let John Grant drive our own Chevron B19 at Silverstone and the Nürburgring and he got the newly painted car moving very quickly to record wins at both events. This car is now for sale; please see the contact details below. And with winter coming up, don't forget you can get all you original Chevron parts direct from us. And our Chevron Works Team drivers have both been superb. Richard Piper in his and Patric Capon's McLaren M8F makes driving these monsters look like a walk in the park. Don Bell's absolutely gorgeous and distinctive Lola T163s have been going great guns, too. After restoration, chassis 15 – the well known 'Old Flexible' – has returned successfully to the track for the first time in four decades.



Main image: new Chevron B1 Mk2. Above from left to right: Chevron B19; Chevron B16; Vin Malkie in Chevron B9; the new Chevron B1 Mk2

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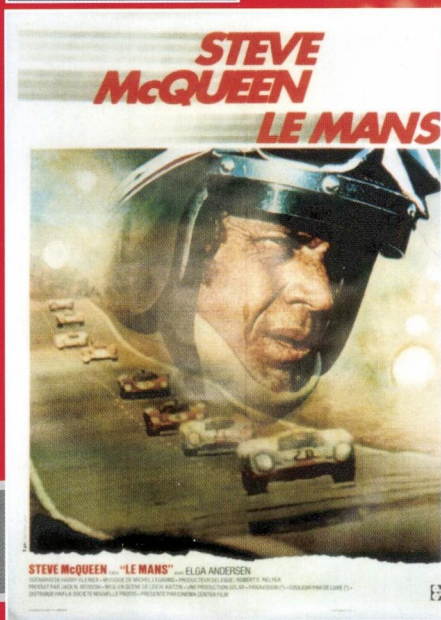


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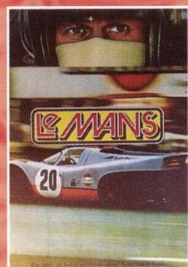
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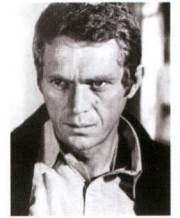
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Steve McQueen

Few had heard of the American film actor driving a borrowed car at Brands Hatch, but with one sparkling drive he gave notice of his other passion

Words: Gordon Cruickshank



Film star, racing driver – it could have gone either way. Steve McQueen had talent in both arenas. But before he smouldered into the British consciousness on screen, he shouldered himself into the racing press with a blistering race in a borrowed Mini.

If you went to the BRSCC Brands Hatch October meet in 1961 you could be pretty sure one of the 3.8 Jaguars would run off with the touring car race. But reading that soon-to-be saloon car champion Sir John Whitmore, now uncatchable for the title, had loaned his Mini to a US film actor might have puzzled you. What could some Yank have to prove?


In fact McQueen was already racing motorcycles on dirt in the USA and had raced an Austin A40 at Oulton Park. "He was no chicken in a car," says Sir John. "He'd had coaching at Brands Hatch and had driven a Formula Junior Cooper."

McQueen, in Britain to film *The Great Escape*, often stayed with Whitmore, who got to know him well. "As a guest he was fine and fun; as a person, he was his own man and was not impressed by traditional habits or the expectations of others." Whitmore's loan of his title-winning car would be a perfect chance to compare himself against drivers in similar mounts.

Inevitably the Jaguars sprinted away, but it was the laggard of the big class which sparked a fracas among the one-litres by bottling them up. Vic Elford was part of the Mini gang. "We were all being held up by Alan Fraser in a Sunbeam Rapier; he was the slowest of the big-engined cars and we couldn't

get round him." For lap after lap the five Minis of Elford, McQueen, Christabel Carlisle, Mick Clare and Kenny Lall practically fell over each other to get past, the lead changing corner by corner. Carlisle led, harried by McQueen, but Elford gradually disposed of Clare, Lall, McQueen and finally the lady. But while the Minis were all over him on the bends, the Rapier's bigger engine kept him ahead. The commentator was going wild over what was, let's face it, the battle for fifth place, but Elford was getting wound up. "Eventually I went balls-out right round the outside of him at Surtees and then became a mobile chicane up Hawthorn's Hill. Once on the twisty stuff I could leave him, and Christabel and Steve got round him too."

Elford's strategy kept him ahead of the one-litre gang, but the American wasn't giving up. He made one final lunge to pass Carlisle – unsuccessful. But with the crowd on its feet for most of the race, the frantic commentator called the Mini battlers to the podium alongside puzzled winner Mike Parkes, who hadn't seen the drama behind. There can't have been many occasion when drivers who placed fifth, sixth and seventh were invited to do a lap of honour and enjoy the horn-tooting applause.

Whitmore handed over the cup, and applauded his protégé. "He was very pleased – at least as pleased as a perfectionist could be." It confirmed the actor's innate talent. Elford, who got to know McQueen well when both later raced Porsches, has no doubts. "He was quick – he could have chosen to be a racing driver. Mind you, he made a bit more money in films." 

L to R: Elford, Whitmore, Carlisle and McQueen take a bow after the best race of the day



||| "As a guest Steve McQueen was fine and fun; as a person he was his own man and was not impressed by traditional habits or the expectations of others"

Old *but bold*

There were cars from eight decades racing at Silverstone, but Andrew Frankel hit the track in the oldest one of all

I don't usually hyperventilate before a race, but then I'm not usually seated atop a car built before the Queen was born, with no front brakes, beaded edge tyres, crash gearbox, centre throttle and a belt-less perch as precarious as the crow's nest of galleon in a hurricane.

I'd enjoyed driving this 1922 Bentley – an ex-Brooklands racer and an identical replica to the cars that placed 2, 3 and 4 in the TT of which none survives – to the circuit from its home near Peterborough. But qualifying for the BRDC 500 race was an unedifying experience. In the oldest car not just in

Bentley is quite light and its 3-litre four-cylinder engine strong on torque – but even that was dashed when I was reminded it had a cone clutch and would not tolerate a racing getaway. I still managed to slip past a few on the way down to Copse and focused on my target for the day: a supercharged 1750 Alfa 6C – tricky but, I felt, not impossible.

As so often when fired by a challenge, what had once seemed near impossible became surprisingly easy. I found myself no longer thinking about the fuel, the brakes and the throttle but managing them automatically. I'd even have forgotten about the beaded edge tyres if I couldn't see huge chunks of rubber being thrown off them. When the Bentley slid, I merely did what you'd do in any other racing car and it responded. I didn't even realise how aching and exhausted I was until our pitstop (a fraction ahead of the Alfa). And as the owner finished the job, coming home three laps down on the winning Alfa, but crucially 2.5sec ahead of the Alfa, I stood on the pitwall and gawped at the astonishing turn out for the Blue Riband event of what was one of the best race meetings I've attended. And after it was all over, I jumped back behind the wheel of the Bentley, roared back to Peterborough and promptly got plastered. Where I come from, weekends don't get much better.

My thanks to Duncan Wiltshire and the brilliant Motor Racing Legends team for their help and hospitality

“After it was all over, I jumped back into the Bentley and roared back to Peterborough”

the race but at the entire Silverstone Classic, I'd fumbled my way around the track, forgot that the fuel pump was my left arm until I saw the fuel pressure gauge on zero and would have qualified dead last had I not been sharing it with its owner who put on a rather better show. Even so, we were only three cars from the back and it looked like rain.

Still, it was a grid to behold, from the Alfa-Romeo Tipo B at its front, past the Roesch Talbots, Astons, MGs and Bugattis to us at the back. And in a one-hour race, with me down to do the first 40min, I'd have time to get used to it.

My hope was for a fast start – the



Jakob Ebrey



Charlie Wooding

CLASSIC RACING FROM PACKED FIELDS

Silverstone's rejuvenated historic weekend continued its strong progress back towards being a must-do event on the racing calendar with three full days, over 600 entries and a mammoth race programme.

Among many star performances, the Cooper Monaco contest between Simon Hadfield and Graeme Dodd in the BRDC Historic Sports Car race was a real highlight. The pair of aces took their Monacos to the absolute limit of adhesion as they battled for the entire race.

Though winning the title was his major aim, Dodd gave relentless chase and less than a fifth of a second separated them at the flag as Hadfield clinched the Duncan Hamilton Trophy at the wheel of Frank Sytner's car.



Charlie Wooding



Jim Hougrave x2

Main picture: Frankel battles with younger rivals. From left: advice at driver changeover; relief at finishing; ready to drive home. Bottom left: FJuniors fight for Colin Chapman Trophy. Below: Manfredi Rossi in the family colours

Peter Wuensch (Wolf WR1) and Manfredi Rossi (Brabham BT42) shared the Formula 1 race wins in the Grand Prix Masters events, with the Italian winning under great pressure on Sunday.

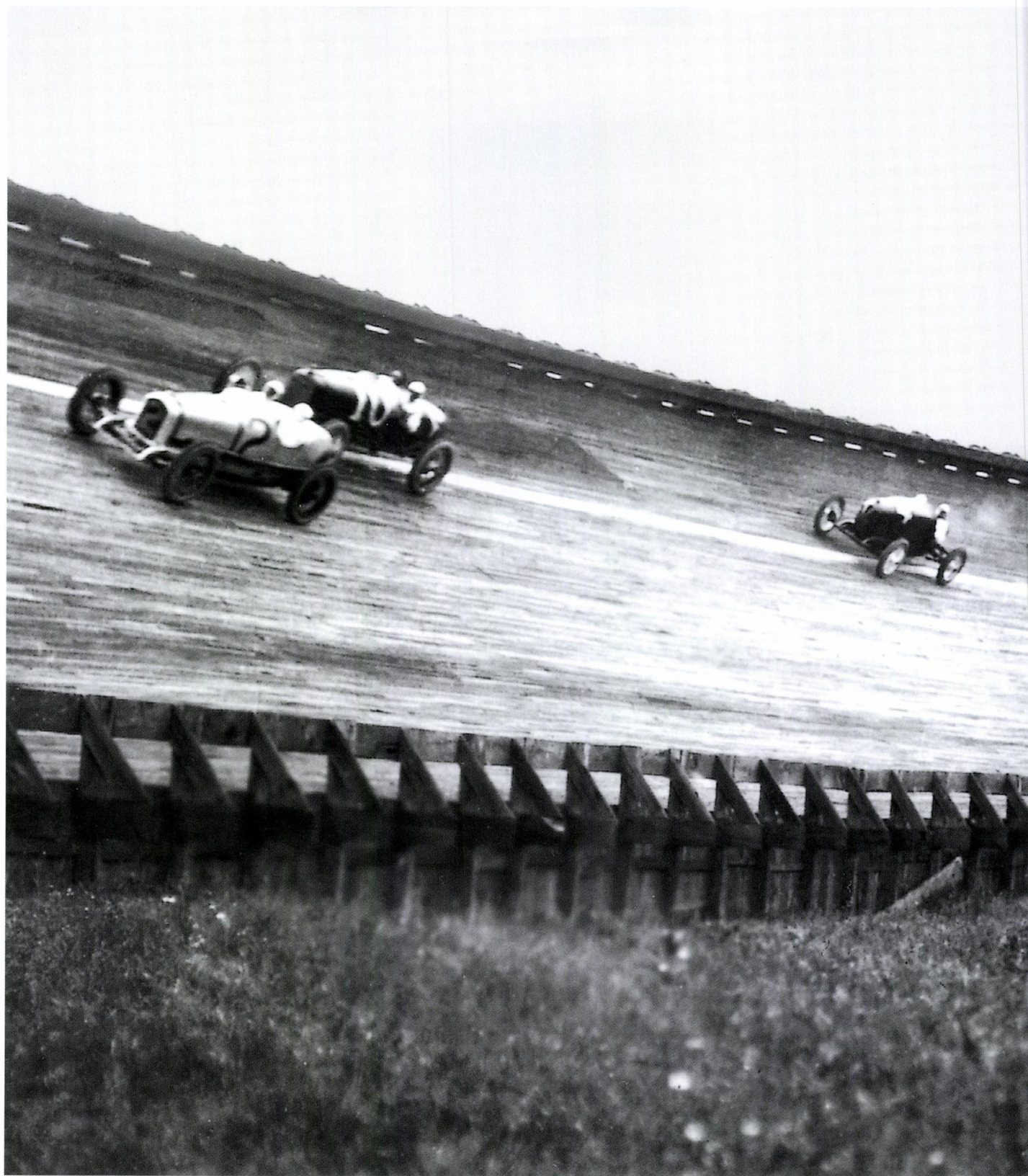
The BRDC 500 for pre-war sports fell to the Alfa of Gareth Burnett and James Diffey, but that might have been different had the Roger Saul/Calum Lockie Alfa Romeo Tipo B not suffered a stuck throttle. Lockie nursed the car home by driving it on the magneto switch!

Other notable wins fell to David Mercer (Group C/GTP), Richard Piper (Orwell Supersports) and John Clark/James Diffey who took Gentleman Drivers spoils in Clark's E-type after a dogged chase of the Barrie Williams/Chris Phillips AC Cobra.

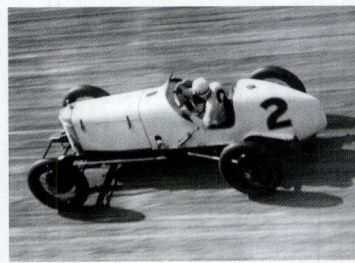


Jakob Ebrey

||| BOARD TRACK RACING



Main picture: popular, dramatic, and very dangerous, board tracks swept the US. Middle: opening day at Beverly Hills – on Wilshire Boulevard. Right: Frank Lockhart sets an 144mph lap record at Culver City



Dick Waller

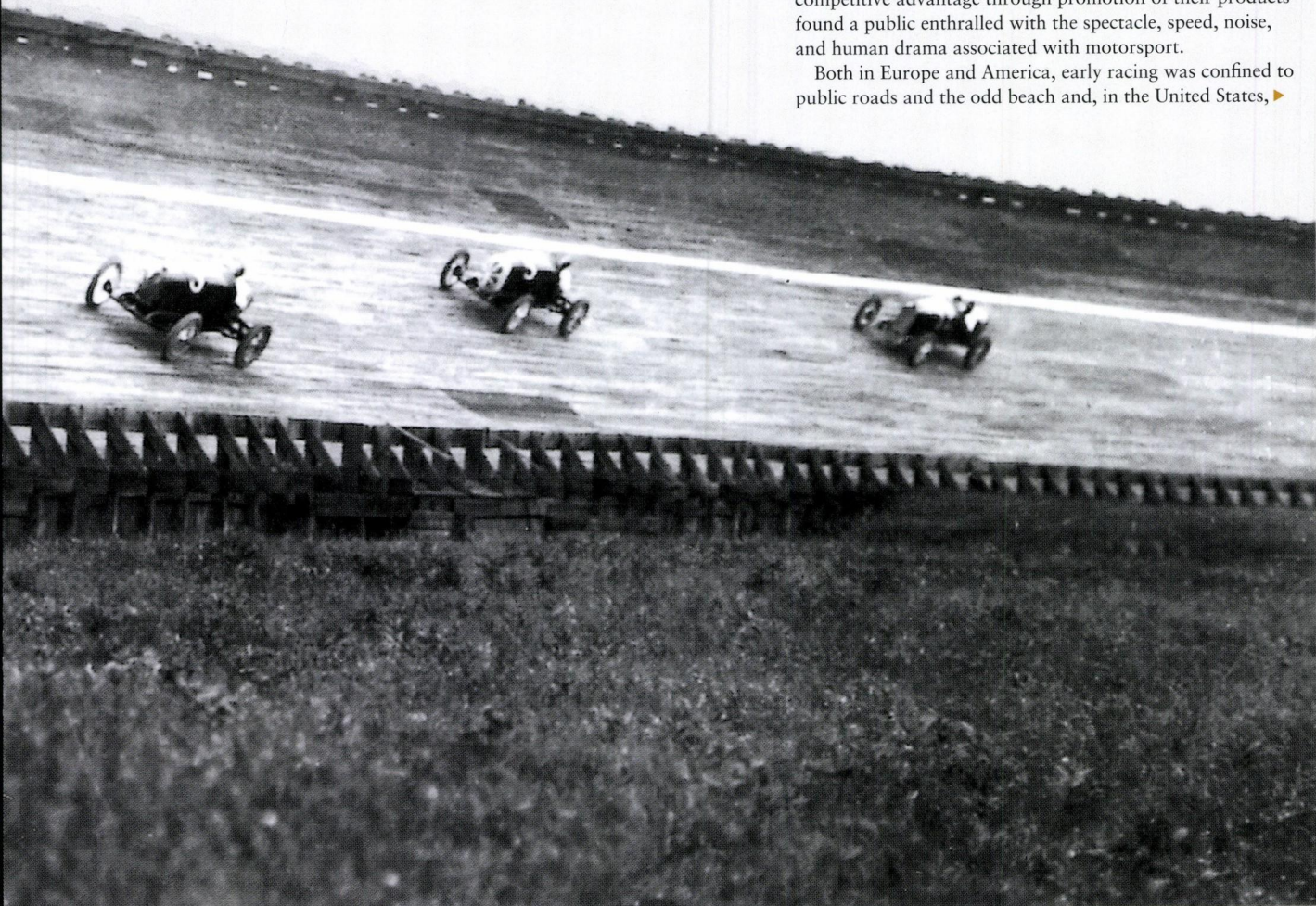
Timber Land

Cheap to build, hard to maintain and risky to drive, USA board tracks had a brief but glorious existence

Words: Gary Doyle

The rapid development of the world-wide automobile industry in the first three decades of the Twentieth Century brought with it a new and enormously popular spectator sport – motor racing. Auto manufacturers seeking competitive advantage through promotion of their products found a public enthralled with the spectacle, speed, noise, and human drama associated with motorsport.

Both in Europe and America, early racing was confined to public roads and the odd beach and, in the United States, ▶



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county fair horse-racing ovals. American racers and promoters quickly realised the challenges of racing on narrow, dusty surfaces. The roads were inadequate, and closing down major cities for a week to 10 days became untenable. The businessmen who funded racing quickly realised most road events could not be sustained economically. They were promotional nightmares attended by hordes of uncontrolled, enthusiastic spectators who were there free of charge, creating danger for themselves and the drivers. The only alternatives were the brick-surfaced Indianapolis Speedway and the dirt tracks which had their own set of problems and dangers.

Then the perfect solution presented itself: board ovals. These huge structures made of wood, steel and concrete dominated American championship racing from 1915 to 1930. From 1916 to the end of the period the American Automobile Association (AAA) driving title gradually focused on the 'wooden wonders'. The growth of this type of automobile racing was unique to the United States.

John 'Jack' Prince was almost single-handedly responsible for their creation. He was a professional bicycle racer from Great Britain who came to America to compete, and never left. His company built all three forms of board track; bicycle, motorcycle and automobile. Prince's race-car ovals were usually a mile and a quarter long, and were a logical outgrowth of the hugely popular spectator sports of bicycle and motorcycle racing. The motorbike demons thrilled crowds with speeds of 90mph on short 60-degree banked

Fact: Frank Lockhart won 36.3 per cent of his races, but **Jimmy Murphy achieved the highest total of wins**, 18 out of 50 starts

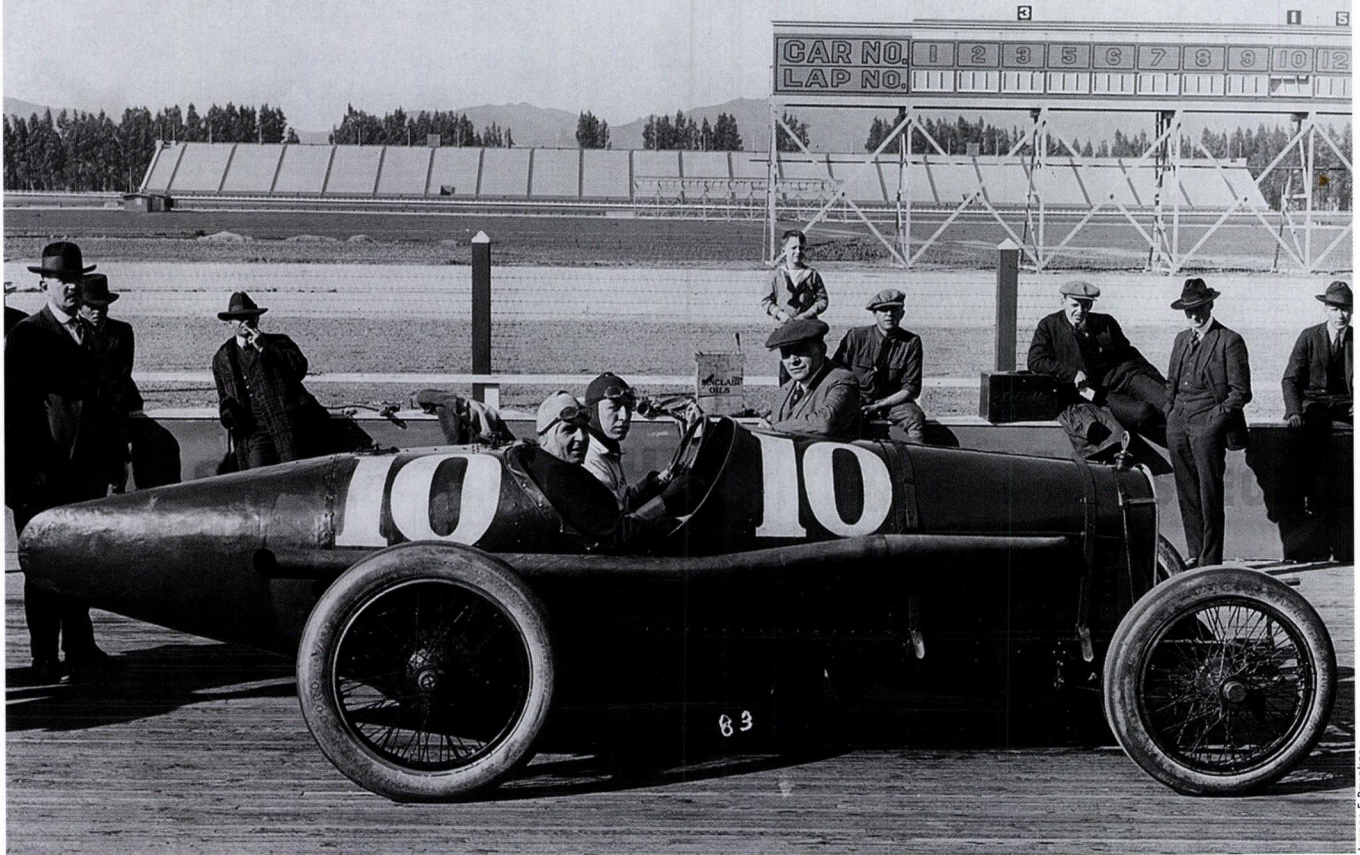
ovals, mostly built by Prince between 1909 and 1914 as he moved from place to place satisfying the demand for speed and thrills. He would repeat the process with automobiles.

Other contributory factors included huge pine forests which provided relatively cheap raw materials, and a highly developed rail system to transport the lumber, race cars and people to the site of the track. This allowed any reasonably sized community to consider building one if it was close to major population centres and accessible by car or train. The board tracks quickly became viable alternatives to the road and horse venues, fostering high speed, dust-free competition in a controlled environment and generating welcome income.

The majority of the tracks were built in 45 to 120 days by an army of skilled and semi-skilled workers, something that would take the better part of a year to build today.

The era began with the opening of Maywood Speedway in Chicago on June 26, 1915 with a crowd estimated at 80,000 people, 20,000 more than Indianapolis held just a few weeks before. At two miles in length, the size of the facility, and 500-mile distance of the first race, were intended to offer direct competition to Indianapolis. The race, won by Dario Resta in a 1914 grand prix-type Peugeot, was the only ▶

Jimmy Murphy and Lyall Jolls won at Beverly Hills in March 1920 in their Duesenberg. Fred Duesenberg rests his arm on the bonnet



James F. Bruckner

||| BOARD TRACK RACING

Fact: Harry Miller's cars were the most successful. His front- and rear-wheel-drive models **won 71 board-track races**

500-mile race ever run on any board track: the distance proved monotonous for spectators and was replaced with races ranging from 10 to 300 miles which made for tighter competition. Probably the single most exciting board track race was in June 1916 at Chicago where Resta and Ralph De Palma were within a few seconds of each other for almost the entire contest exchanging the lead on almost every lap. Both were in European cars, Peugeot and Mercedes, originally designed for the 1914 French Grand Prix, but equally fast on the slick wood surface.

The early period, from 1915 to the end of 1919, was characterised by the two-mile template on which drivers used a diversity of European and American machines. Besides Peugeot and Mercedes, Stutz, Packard, Hudson, Frontenac, Delage, Mercer, Maxwell and Duesenberg all won races on board tracks. The European cars campaigned by wealthy sportsmen and professional drivers were in the States because of the war, and their sophistication and speed stimulated US manufacturers to develop competitive equipment.

Sheepshead Bay near Coney Island in New York opened on October 9, 1915. The 'Colossus of Brooklyn', as it was known, was, along with Los Angeles, the best of the board

tracks. It was two miles in length, banked at a modest 17 degrees in the turns and built on concrete piers with structural steel, the same as Chicago. In its heyday the venue attracted crowds of more than 100,000 people because of its proximity to Manhattan, the tradition of automobile racing on Long Island and the quality of the competition. Initially the developers were thinking very big. As well as car racing, press reports talked of football contests, World Series baseball games and all manner of sporting events on the huge 400-acre grounds. There was even an airport on site.

Although Arthur Pillsbury, Jack Prince's engineering partner, said that with proper maintenance Sheepshead Bay could have lasted to the 1950s, board tracks had an average life of three years. They posed a maintenance problem because of the exposed wood and the pounding they took from the fast cars, particularly in the banked sections, and they were very dangerous. The boards were not planed but left natural to provide traction, and were chewed up by the tyres. Many developed holes which drivers had to avoid. They also splintered, throwing up sizeable chunks of wood at significant velocities. Adding to the experience, many contemporary spectators commented on the pungent odours of fresh pine, castor oil and burnt rubber. But there was no way to preserve the wood, and the businessmen-owners lost interest as the costs for maintenance escalated. Sheepshead Bay was also subjected to the economic trials and tribulations of the principal owner and was eventually compromised by organised crime. ▶

Chicago's Maywood Speedway under construction in 1915. It was first of a rash of board tracks, quickly assembled wherever there was a rail connection



NATIONAL HEROES

The board track pilots were national sports celebrities through their daring exploits on the wood. They were revered by race fans and treated as athletic royalty. Because of the sport's popularity many of the drivers leveraged their skills to reap fame and fortune. Jimmy Murphy in particular became iconic.

In his brief career of five years he won more board-track races than anyone (18 of 50 starts), starred in a movie called *Racing Hearts* with Agnes Ayers who played opposite Rudolph Valentino in *The Sheik*, had a foxtrot named after him in an era crazed with dance, and won a fortune. While the pilots usually had no contracts to drive for particular teams or car manufacturers, they made comparable money to today's drivers, and much more than the average professional athlete of their day. Murphy's prize money for the five years just on the board tracks was \$123,170, which equates to some \$4.9 million today.

Public exposure of the drivers was aided by coverage in national newspapers by sports correspondents who were followed by millions of readers. The racing careers, private lives and news of the drivers that the journalists described captivated fans. They were important sports celebrities and were treated as such. The drivers enhanced their image by wearing fine clothes and allowing direct access to themselves in hotel lobbies while competing, and at pre-race parties hosted by wealthy fans where the drivers were honoured guests. It was an extraordinary era defined by risk, reward, opulence, fame and tragedy.

In a career of five years, Murphy starred in a movie, had a foxtrot named after him in an era crazed with dance, and won a fortune



Jimmy Murphy, seen here with film star Agnes Ayers on the set of *Racing Hearts*, became a film star as well as an American sporting hero, and earned a fortune from racing



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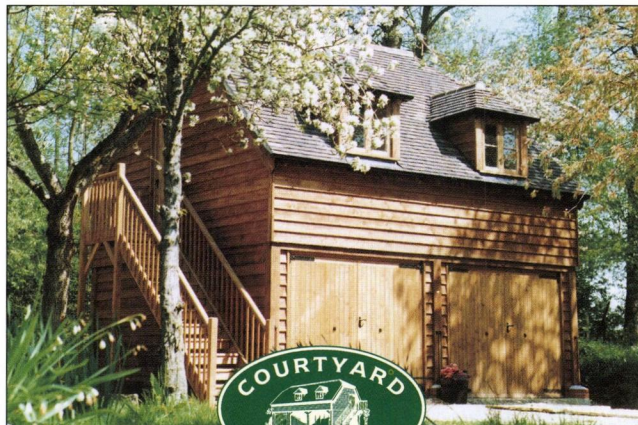
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Cincinnati and Tacoma were the two other two-mile tracks. Cincinnati lasted from 1916 to 1919; Tacoma started as a dirt track in 1912 and was converted to boards in 1915, with its last race in July of 1922. Cincinnati was a duplicate of Chicago and banked at 17 degrees, yet even with the success of the tracks other considerations won out.

In later years The Depression was a factor in the economics of race promotion and car ownership. But most of the 'wooden wonders' were consumed by poor management and ultimately by the lure of real-estate development. Chicago became a veteran's hospital to handle the human dislocations of the war, while Sheepshead Bay became a housing project. Others accommodated shopping centres, hotels, schools or various commercial uses.

From 1911 to 1928 there were 24 board tracks built coast to coast, 15 of them after 1920. Perhaps the best model was the Los Angeles Speedway in Beverly Hills, California, which opened on February 28, 1920, the first project of the Prince-Pillsbury partnership. The Los Angeles Speedway Association had the good fortune to be properly funded, and the board of directors included a high-powered mix of business leaders and Hollywood movie executives.

The main entrance to the 100-acre facility was on Wilshire Boulevard at about Rodeo Drive, today one of the most coveted retail locations in the world. The plush infrastructure included a covered grandstand with box enclosures decorated with flowers, and individual grandstand seats with unobstructed views. Even the accent decorations

Fact: Fulford and Atlantic City had the steepest banking – 50 degrees. Cars had to travel at 110mph just to stay on the track

made a statement, being mixtures of orange and blue elements. There was plenty of parking, downtown Los Angeles was 10 miles away on Wilshire, and light rail was nearby. The construction cost was \$500,000. The 1.25-mile race track was built in 100 days with Oregon pine 2x4s laid on edge, and banked at 35 degrees in the turns. There were 26 races held between February 1920 and March 1924.

The factor that gave Los Angeles Speedway its lustre was the way Hollywood turned out to support racing. The biggest movie stars were fans: Charlie Chaplin, Tom Mix, Wallace Reed, Mary Pickford and Wallace Beery were some of the more notable. Douglas Fairbanks was a judge at the opening race in February 1920, as were Henry Firestone, Alexander Winton, and Earle C Anthony. During the 1920s Hollywood made 30 feature films based on automobile racing, and some of the drivers became stars.

Jimmy Murphy won the opening race on February 28, 1920, his first board-track victory. A gauge of the popularity of this form of racing was that opening day drew 75,000 people, eight per cent of the entire population of Los Angeles County. A similar percentage today would result in an attendance of 762,000. Murphy was the most successful ▶

The Duesenberg team celebrates after finishing 1,2,3,4 in June 1920 at Uniontown. Tommy Milton is seated centre, Jimmy Murphy is crouching at right



Phil Harms

There is more space with a Brotherwood conversion



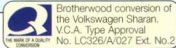
Peugeot Partner
1450mm (57") interior headroom
Converted floor length 1550mm (61")



Brotherwood conversion of the Peugeot Partner, 5 Door, V.C.A. Type Approval No. LC334/A/035; Ext. No.2



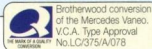
Volkswagen Sharan
1498mm (59") interior headroom
Converted floor length 1320 (52")



Brotherwood conversion of the Volkswagen Sharan, V.C.A. Type Approval No. LC326/A/027; Ext. No.2



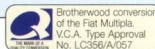
Mercedes Vaneo Klastar®
interior headroom 1525mm (60")
Two flat floor lengths 1270mm (50") and 1725mm (68")



Brotherwood conversion of the Mercedes Vaneo, V.C.A. Type Approval No. LC375/A/078



Fiat Multipla
1420mm (56") interior headroom
Converted floor length 1270mm (50")



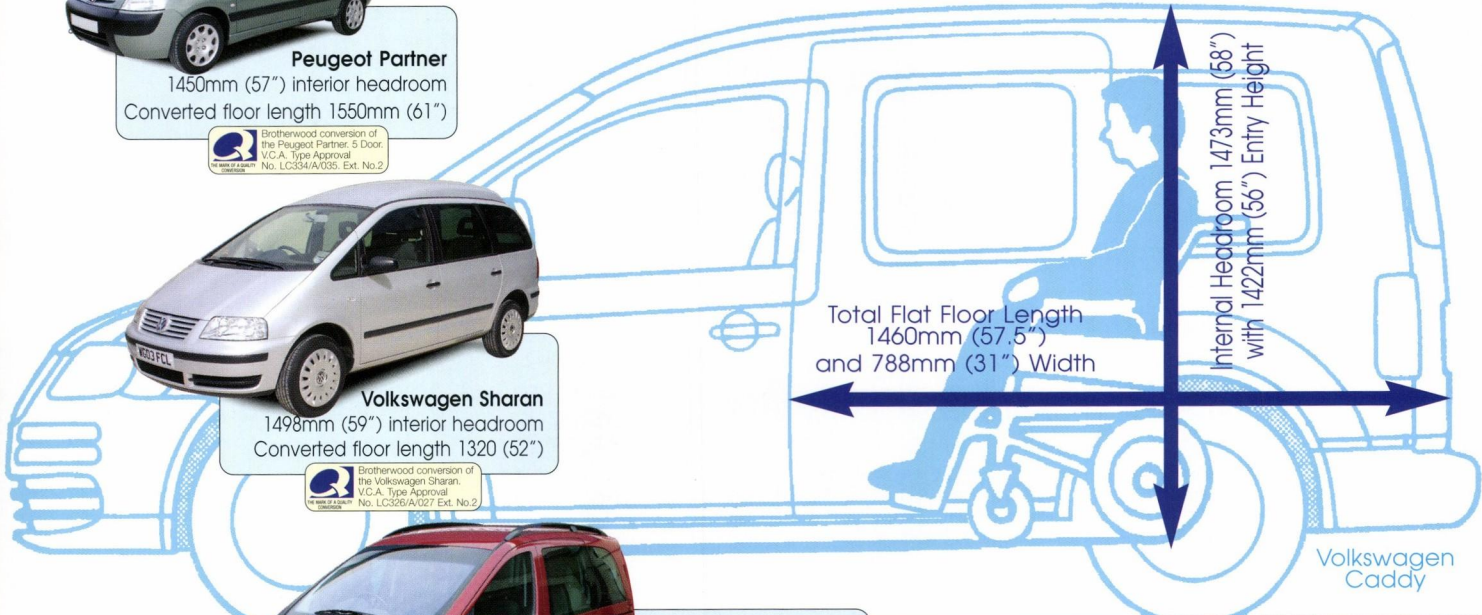
Brotherwood conversion of the Fiat Multipla, V.C.A. Type Approval No. LC356/A/057



Volkswagen Caddy Life
1475mm (58") interior headroom
1450mm (57") lower floor length (50" flat)



Brotherwood conversion of the VW Caddy Life conforming to V.C.A. Type Approval of all variants expected completion 2006



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driver at Beverly Hills winning eight times in the 24 contests he was in. Three of them were 250-mile events, and in one of these, in February 1923, Murphy beat Bennett Hill by 0.06 of a second. Most of the drivers at Beverly Hills and the rest of the board tracks were Americans, though Pietro Bordino and Dario Resta both raced in Los Angeles.

Due to the unique requirements of racing on wood the machines, previously capable of running in road as well as track events, were focused and turned into specialised rockets that were inappropriate for the road. The competition led to the Duesenberg brothers and Harry Miller dominating American racing through sophisticated engine development. Their cars were not competitive on European road races, and foreign race cars did not do well in America. Out of this came the application of supercharging, fuel development, and advances in metallurgy that resulted in the thoroughbred small cars of the late 1920s being capable of speeds of 170 miles per hour from 1½-litre engines.

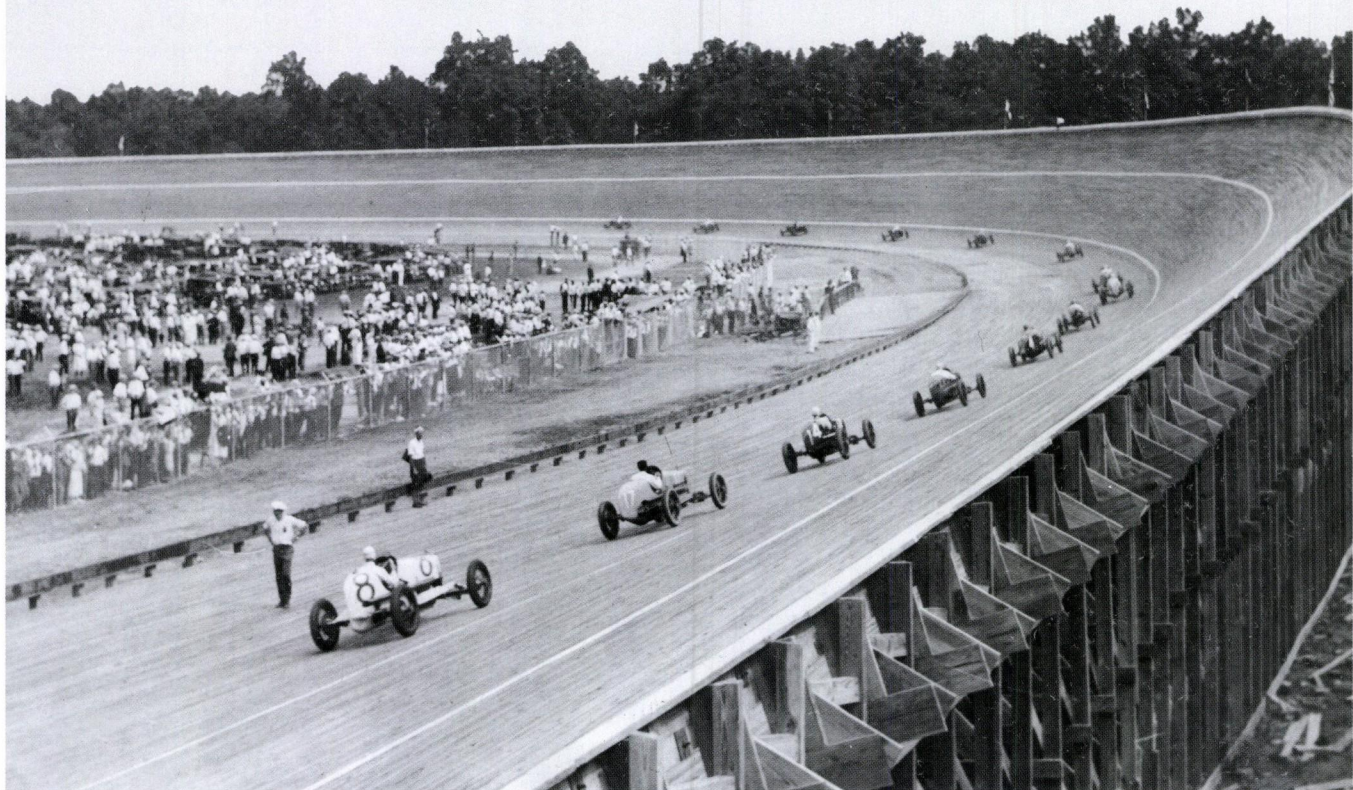
It took courage and skill to drive a race car on the boards. Because of the high speed, the close quarters, and unforgiving surfaces, success required patience and strategy. Due to pit stops the lead was always changing. Many drivers attempted to go the entire distance without a stop, which was possible only if the tyres held up. Draughting was a technique all had to learn, particularly for the slower cars if they were to have a chance. A driver had to know when to sit in and when to take a chance. Jimmy Murphy and Tommy Milton were the most consistent and proficient

Fact: Frank Lockhart achieved the fastest-ever lap – 147.229mph at Atlantic City in 1927, not beaten at Indy until 1960

drivers, winning 18 and 17 contests respectively. Frank Lockhart was supremely skilled, achieving eight victories in 22 starts in a very brief career.

Accidents were frequent: 24 drivers and mechanics lost their lives, usually in spectacular fashion. Adding to the peril was the total lack of modern safety restraints, helmets, rollover bars, or fire-retardant clothing. The drivers and riding mechanics were in great danger if one of their cars, with its high centre of gravity, blew a tyre, lost its steering gear or struck another car. The men were the only deformable structure. One of the worst accidents occurred on November 20, 1920 at Los Angeles, when Gaston Chevrolet, the recent winner at Indianapolis, Eddie O'Donnell and Lyall Jolls, O'Donnell's riding mechanic, were all killed in a stunning crash late in the race. Popular Roscoe Sarles sailed through the outside guardrail at Kansas City in 1922, falling 60 feet to the ground and burning to death trapped in his car. Again at Los Angeles, Harry Hartz killed two non-drivers as he barrelled through the start-finish area prior to the start of a race in February 1923. Ray Keech, fresh from a win at Indianapolis, was killed in 1929 at Altoona. There were many other fatalities. ▶

Opening race at Laurel speedway in 1925. This was the hardest board track to drive due to its awkward transitions from the straights onto the banking



Gary Doyle

Fact: The closest ever finish was at Beverly Hills Speedway in February 1923 – Jimmy Murphy beat Bennett Hill by 0.06 sec

The end of the Beverly Hills Speedway was a conscious decision: it was torn down after February 1924 because of its intrinsic value. The land was sold for commercial and residential developments in what is today one of the most exclusive areas of Los Angeles. The Regent Beverly Wilshire Hotel sits at the old entrance to the track. It was the template for all other board tracks developed by Prince and Pillsbury, and none was more successful. It was replaced by one at Culver City, opened in November 1924, and although the same ownership and management group were involved, the track was never as successful. It lacked the amenities of Beverly Hills and did not draw such large crowds.

Most of the others failed for lack of money, support or track deterioration. Laurel in Maryland, Charlotte, Atlantic City, Rockingham in New Hampshire, San Carlos and Fulford in Miami all had their own histories, some so short they only lasted for one race. Fulford's demise may be the most spectacular. After its initial 300-mile race won by Peter De Paolo in February 1926, a hurricane in September completely destroyed the facility. Known as the 'Big Blow', the storm brought sustained winds of 150mph, made a direct hit on Miami and caused more than \$159 million in property

damage, which equates to around two billion in today's dollars. Afterwards, Fulford looked like a 'pick-up-sticks' game. The track was built by Jack Prince under supervision of Ray Harroun for Carl Fisher, owner of the Indianapolis Speedway and developer of Miami Beach.

Laurel was the most difficult to drive because of the banking transitions, and Atlantic City (Amatol) was considered the fastest with Lockhart setting the absolute one-lap speed record of 147.229mph there in May 1927, a speed not surpassed at Indy until 1960.

The era of the board tracks has been called the Golden Age of American racing. If it was, its facilities and drivers are little remembered today, unlike other sports personalities from the same time period. Jack Dempsey, Bobby Jones, George 'Red' Grange, Walter Hagen, and, of course, Babe Ruth are all firmly ensconced in the Pantheon of American sports heroes. At the time, this style of racing was one of, if not the, most popular spectator sports in America and the speed-king drivers were national celebrities. Today there is not one historical marker in existence to note where a board track thrilled hundreds of thousands of spectators. Certainly Fred and Augie Duesenberg, along with Miller are given huge credit and remembered for their beautiful machines. Some of the drivers have been promoted to various sports halls of fame. But by and large the board tracks and the brave men who competed on them have passed from memory. Their reign over American racing was brief, but breathtaking. **M**

Culver City track replaced the Beverly Hills one, but it suffered from being further out of town. Note the MGM film studio street scene beyond Turn 4



Phil Harms

For Aston, with love

Somewhere in Wiltshire, Aston Martins are congregating for special attention; whether it's repair, restoration or race-preparation, the enthusiasm is the same

Words: Rob Widdows. Photography: Phil Starling

Aston Martin – so very British. How right then to find Astons nesting in a perfect English village in a far corner of the Wiltshire cornfields. Anyone born between 'Love Me Do' and 'Let It Be' will know that Aston Martin was the automobile of choice for secret agent James Bond. Only the best of British for our man in the firing line.

Goldsmith & Young discreetly gets on with the restoration and race preparation of these iconic cars at Mere, just south of Warminster, and unleashes them on the race tracks of Europe, often driven to their limit by the founder's wife Gillian Goldsmith. At last month's Silverstone Classic the handicappers got it wrong and Gillian embarrassed them with her speed in her beloved DB4GT while being chased by a DBR9 and a DBR1 for an Aston publicity shoot.

A quarter of a century ago John Goldsmith, a retired nuclear submarine navigator, set up shop to provide Aston owners with a professional service. At the time he was

restoring, and then racing, his own Series Five DB4 Vantage, one of only six DB4 cars to be fitted with the GT engine from the factory. He'd learnt his trade as an apprentice with Vic Bass, under a railway arch in Battersea. "Vic was a technician at a nearby hospital and used to machine the odd cylinder head in the hospital workshop" remembers John.

David Brown bought Aston Martin for one pound in 1947, intending to revive the racing team and then sell the cars on the back of circuit success, in the same way as Enzo Ferrari built an empire on his motor racing team. In their different ways both marques have survived time and corporate mergers, with Aston now part of Ford and Ferrari owned by Fiat.

Goldsmith & Young, however, is not only about racing cars. The company searches for, and inspects, cars for new owners as well as restoring, repairing and servicing road cars. But you get the impression that, like Aston Martin's original creators back in the '30s, the passion lies in the competition department.

Post-war six-cylinder Astons are G&Y's core business, but the firm also restores and upgrades V8 cars, deals with accident repairs, and sources cars for customers





“Some of our owners are rich, but they are all perfectionists. We don’t tend to get the pop stars and the footballers but we do get real Aston enthusiasts who have a passion for the machinery and the history”

“We love Aston Martins,” says John Goldsmith. “And yes, we love to go racing. But we lavish the same amount of care on the road cars because that’s what the owner expects. Most people who own Austons wouldn’t have any other car and they know what they want. We’re often asked to inspect a car before purchase because buying the wrong car is an expensive mistake and we know what we’re looking at.”

In the workshop are various Austons in various states of repair, and disrepair. There’s something slightly odd about one DB5 perched on a ramp. “The owner wanted straight headlights, not the normal DB5 faired-in headlamp arrangement,” explains John. “Some of our owners are rich but they are all perfectionists. We don’t tend to get the pop stars and the footballers but we do get real Aston enthusiasts with a passion for the machinery and the history.”

There are two cars in for a full restoration. One, a DB6 Mk1, arrived as a wreck while the other, a DB5, had been languishing in a barn for 20 years before being admitted as a patient at Goldsmith & Young.

In another workshop, just along the way, John is building a replica Zagato, the Italian body style which became such a famous shape on the racetracks of Europe. “We are building this to FIA regulations and we will take it to the very last letter of the rule book,” says John with a glint in his eye. “Many people frown on racing replicas but I don’t see the problem,

unless they ruin the true sport of historic racing. True historics are one thing, replicas another, so we have to ensure that the sport knows where it’s going with two different approaches.”

The boss doesn’t get his hands dirty as often as he would like. The success of the business keeps him in his office, and he’s also on the board of the Aston Martin Owners Club. “You do lose ‘spanner sense’ if you’re not doing the job every day,” he explains, “but I can do all the work that I demand of my staff, and we have some very good people here. We are not, perhaps, as good at the marketing and PR as some of our rivals, but we love the work and we make friends with the people who bring us their precious cars.”

So what happened to the Young of Goldsmith & Young? There’s a pause and another glint in the eye. “He’s not here today. In fact he never was. When I started I’d bought a DB5 with the registration 73 GYL so I thought, I know, I’ll call the company Goldsmith & Young Ltd. And ever since, if someone’s unhappy, I blame Mr Young who is not here today.”

Not much has gone wrong these past 25 years. Gillian, a former Ford works driver and National Hunt champion jockey, races on with undiminished vigour while John keeps a watchful eye on the workshop and the club. Goldsmith & Young remains one of those very English companies which make up the huge motorsport and restoration industry of which the UK is so justifiably proud. **M**



Road-going DB5 on ramp; G&Y also race-prepare straight-six cars for the race track using experience gained by Gillian Goldsmith (above with John) in her racing

Saloon *meister*

Tin-tops were a feature at the Oldtimer, where saloon champion and Le Mans winner Klaus Ludwig talked about his love of racing

Words: Paul Parker. Photography: Charlie Wooding

Sitting in the Derkum Racing transporter at the Nürburgring Oldtimer meeting Klaus Ludwig is speaking about his career.

A three-time Le Mans winner (1979, 1984, '85), five times a German saloon champion (DRM 1979, 1981, DTM 1988, 1992, 1994) and FIA GT World Champion in 1998, he retired briefly before returning in 1999. He then won the 1999 Nürburgring 24 Hours in a Zakspeed Viper and a round of the DTM at the Sachsenring in 2000, aged 50, before retiring again.

I don't want to prove anything. I like to drive and keep myself in shape; *as soon as I stop, I drink.*

"I never expected to be a race driver as we did not have the money," Ludwig said. "My father helped me buy an NSU TTS in 1970 and I drove some slaloms but that was not my kind of racing. I got a BMW that was good enough to do the Nordschleife. Later I was spotted by [Ford Germany race chief] Mike Kranefuss and he offered me a test drive at Zandvoort. I was the fastest and got the drive."

Ludwig compared the DRM saloon series favourably with the later DTM. "The DRM did a great job," he said.

The [Ford Motorsport/Eggenberger] Cosworth RS500 gave me a nice time, a lot of fun, and the car won a championship, but not the driver!"

I asked Klaus who he thought was the best driver at the time. "Me!" he replied. "I did so many races in the 962 in America and Europe; some said Stefan Bellof was quicker, but I know what tyres he was using, what he got from the factory and what we got. It's better to ask Mr Reinhold Joest.

"I stopped sportscar racing for safety reasons. Mercedes asked me to come in 1989. Mr Jochen Neerpasch was in charge of Sauber and Mercedes, and asked me to do Le Mans but I said, my goodness, I stopped this GT racing. I was so lucky to escape and I don't want to kill myself. Why should I, what can I prove? I said 'forget it, I want to race saloons'. Mr Neerpasch was really pissed off! He would have liked to fire me.

"Today I do television commentary for the DTM and I race for fun. I don't want to prove anything. I won't do any more Nürburgring 24 Hours, they're too dangerous, too many cars.

"I like to drive and keep myself in good shape; as soon as I stop I drink. I don't want to end up like James Hunt. I think I can drive until I am 65, and I'm doing more now than I was 10 years ago."

Main pic: Ludwig still enjoys racing for fun. Right: He raced a 911 (322) at the Nürburgring, retiring with clutch failure in one race, then placing second to a 935. Far right: 400Km Marathon on the Nordschleife





AUGUST 11-13, 2006

Lowering clouds, driving rain and the dark arboreal splendour of the Eifel hills invoked a brooding Wagnerian atmosphere at the AvD Oldtimer meet.

Those brave enough to compete in the two Marathon races diced all around the daunting Nordschleife in the wet and dry in a variety of cars from GT40 to MG Midget. Both races were won by Jaguars: the Minshaws' familiar 'low drag' E-type won the shorter race and Marcus von Oeynhausen's E the longer marathon.

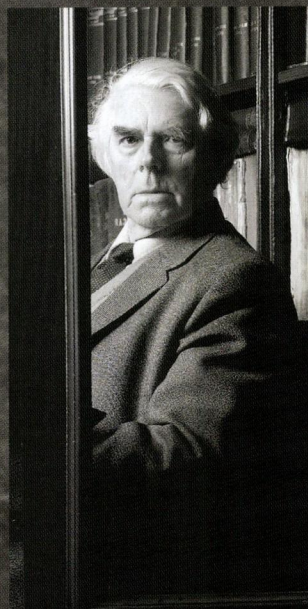
Over on the 'modern' track, racing offered a more catholic choice of machinery. What other gathering offers ISO Rivolta, TVR Griffith 200, Porsche 906, 908 and 356s, the Aston Martin DB3 coupé, Mistral Jaguar, two 300SLs (one gullwing, one roadster), Lynx 3 FJ, a Lotus 24 running in the pre-61 GP races, Stuart Caroline's 1957 Kurtis Indy roadster and much more.

The GP Masters events featured the unique T86C Cooper-Alfa Romeo, impressively driven by James Wood. Gareth Burnside amazed onlookers by shadowing Tony Smith's winning GP Alfa Romeo P3 with his famous Talbot 105 BGH 23 in the pre-1940 race.

Elsewhere, the DRM 1972-1981 race featured Klaus Ludwig. FJs, pre-1961 sportscars and GTs, pre-1965 GTs, prototypes, Orwell SuperSports Cup, Mini Challenge and pre-1965 Touring cars completed the card.

Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR



HAND-BUILT BRITISH EXCLUSIVITY

It is 60 years since Bristol began making cars, and in that time WB has tested many of them

For decades the Rolls-Royce, Mercedes-Benz and Cadillac were regarded as exclusive possessions. Another truly exclusive motor car was and is the Bristol. After WWII the Bristol Aircraft Company at Filton, near Bristol, opened its motor car division under the auspices of Tony Crook, who was no mean racing driver, and built its productions to aircraft standards, using BMW engines.

I had my first experience of these fine cars in 1952 with a road-test 402. Picking up Jenks at Hartley Wintney, I drove to Land's End, reached in 4hr 51min, and

back, by different routes, in a total time of 11 hours, much of it in the dark on icy roads. The 1971cc 85bhp engine gave almost 100mph and 20mpg, driven hard. Much of the fun was in keeping up the pace with the frequent use of the excellent gearbox. Eighty mph was a lazy cruising speed for this handsome aerodynamic two-door saloon. Even DSJ was impressed. You could buy a Bristol 401 for £2000 54 years ago, plus £1112 12/3d in purchase tax.

Next it was a test of a triple-carburettor Bristol 404. We decided to see if *Motor Sport's* photographer Michael Tee, a better driver than me, could

improve on my 1938 time from London to John O'Groats in a 4¼-litre Bentley. My running time was 13hr 53min for 702 miles. The Bristol did 716.2 miles in 12hr 22½min. Its Michelin tyres were scarcely worn, whereas the Bentley completely demolished two of its India tyres. But here was another highly impressive and likeable fast 2-litre saloon from the Filton factory.

My favourable opinion of those earlier Bristols was firmly endorsed in 1956 when Michael and I took a 405 for a tour of the English Lake District. We did it the hard way, arriving at Windermere in the January night



WB restarts on a 3-in-1 slope during his Lake District tour in the Bristol 405. The car climbed all the tough local passes

and finding the Old English Hotel still open to provide sustenance and beds. It goes almost without saying that next day this desirable car climbed Kirkstone, Honister, Hard Knott, Wrynose and Whinlatter passes faultlessly; we published an unfaked photograph of it restarting on the steepest part of a 1-in-three gradient. This 25cwt saloon had the 2-litre engine with its ingenious valve gear and was able to do an effortless 100mph. A flick-switch engaged overdrive in the pleasant-to-use gearbox.

In 1975 I had a weekend with a Bristol 411 Series IV, now a normally styled two-door saloon with a 6556cc Chrysler 90-degree V8 engine and notably smooth Torqueflite three-speed transmission, battery and

spare wheel stored within the front wings. I missed rowing the 2-litre cars along with the manual gearbox, but the effortless performance was enjoyable in old-fashioned luxury, at the price of 15.4mpg in petrol.

I was also invited to the rare journalistic privilege of a factory visit. The engines were shipped to Avonmouth and brought to Filton in Bristol's own trucks. The fuel feed was tested to make sure it could cope with high-speed running, the gearbox was adjusted to Bristol's requirements, and the full-throttle kickdown adjusted for the car's weight. The power units came in batches of 100, with seven kept by the assembly line. Bristol made its own very rigid separate chassis frame, and the body was of aluminium panels. A pump for the

rear suspension provided a self-levelling function. In the body area tests with paraffin smoke ensured that no exhaust fumes entered, and the silencers had stainless steel baffles against corrosion.

Before the bodies were welded to the chassis, two test drivers did 100-mile runs, and there was a further test after delivery to the London headquarters. Bristol's service depot was once the Hudson Motors place, on London's Great West Road.

In 1975 the 411 saloon sold for £2875 less than a Rolls-Royce Silver Shadow, and the 411 coupé cost £14,584 against £22,792 for the R-R Camargue.

The company became private in 1959, with Sir George White as Chairman and MD, and Tony Crook as director. He

demonstrated his allegiance in 1950 by driving from Surrey to Montlhéry, crossing the Channel in a Silver City Bristol Freighter aeroplane, where he did a timed 104.7 in an hour in his Bristol 400, and home again all in a day.

These exclusive cars are still produced, to top standards in small numbers, the Blenheim 150mph two-door saloon for £149,813, and the 210mph Bristol Fighter V10S costing £266,150. Tony Crook, now MD and Life President, still has the very first car built, a 400, and his own 404. Toby Silverton is Company Chairman, and his influence has led to the Fighter, 27 of which have already been produced.

The HQ of Bristol Cars remains at 368 Kensington High Street, London, as it has for 50 years.





1983 MERCEDES 280SE (W126) AUTO. Silver, with blue velour trim, aircond, PAS, alarm, FSR. One owner 80000 miles with FMSH. This car is AS new, amazing, and just out of its box.....**£8,950**



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The School Garage
(MARTIN J DALY) Est 1979



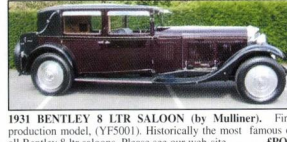
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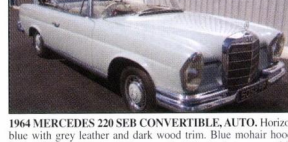
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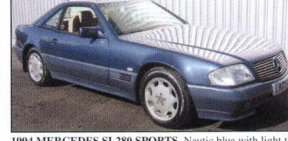
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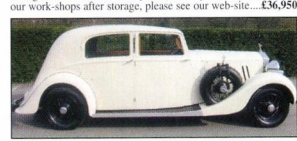
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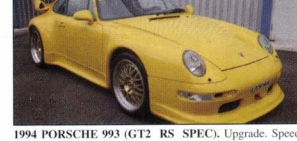
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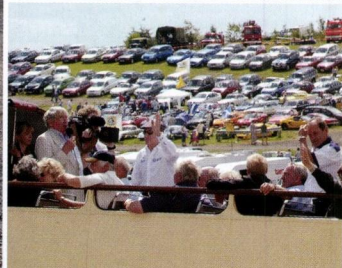
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My Month in Racing

MARCUS PYE



Jim Clark F2 Lotus leads Princes Street parade. Top right: D-type honours 50 years of Ecurie Ecosse. Above: JYS heads champions tour

Diary

Any early flight to Edinburgh is rewarded at Knockhill, while the Silverstone Classic offered on-track action and even excitement in the trade stands

TO KNOCKHILL, 800 feet above the Firth of Forth, for the inaugural Classic Speedfair, themed on 50 years of the Scottish Motor Racing Club. I wasn't sure what to expect, but the super little circuit – scratched into hills above Dunfermline by Tom Kinnaid in the mid-1970s – is run by enthusiasts, so I'd long resolved to make the effort.

My 04.15 start was rewarded. Within two hours of take-off from Gatwick I was at the track's gate, in a line of burbling classic cars. These days, when most queues at circuits are for adjacent Sunday markets, that was most encouraging. I'd followed a couple of pinging two-stroke Saabs in, and members of many car clubs were already filling the green bank behind the hairpin.

Local publicity was strong. A parade through Edinburgh's Princes Street on the Friday included Tyrrell 001, Larry Kinch's ex-Jim Clark F2 Lotus 32 with its one-litre SCA engine and a raft of Ecurie Ecosse cars, some atop the iconic transporter.

Demonstrations of cars and motorcycles, a rally stage and a parade of Scottish champions including Sir Jackie Stewart

ensured non-stop action and a real buzz in the paddock. Ten thousand spectators turned out.

Apart from the BRDC Historic Sportscar championship round and the first Tin-Top enduro for saloons of the '60s, the racing was distinctly clubbie, with a smattering of famous cars.

For me, the sight of Michael Schryver duffing-up FF1600s in his ex-Clark Lotus 18 and Sandy Watson's Chevron B19 lapping Renault 8 Gordinis added to the event's charm. Indeed, the latter was a flashback to South Africa's Springbok Series. Backdrop notwithstanding, it could have been the 1971 Kyalami Nine Hours...


Next year, the Classic Speedfair will be promoted to the wider historic community, which will surely pitch up in droves now that reports of a weekend's sport "like it used to be" have spread like wildfire. Count me in!

The Silverstone Classic was more formal, but no less enjoyable. The event is on the up

once more. It's a credible successor to the BRDC's Historic Festivals of 1990-2003.

Banning transporters from behind the pits gave greater car access to fans, but the atmosphere in the outer paddocks, particularly the rapport between enthusiasts and teams, was outstanding.

With a big Aston Martin feature, dozens of marque clubs exhibiting, air displays and motorcycle races for the first time, there was no shortage of interest. Meanwhile, out in the trade stands, somewhat divorced from the punters on the runway from Cope towards Becketts, there were prizes to be had.

A prominent marque historian identified a 1100cc Coventry-Climax engine for sale as one that powered Dick Steed's Mk9 sports car in the 1950s. The very machine, which Malcolm Ricketts owns and races, was sitting just 50 yards away. Suitably primed, Malcolm rushed up brandishing his cheque book; thus car and engine are reunited... 

It was a flashback to the Springbok Series. It could have been the 1971 Kyalami Nine Hours

Reports

CASTLE COMBE RALLYDAY



Mark Simms

July 22 Vatanen and Escort wow the Combe crowds

The annual Castle Combe rallyday drew the fans to see rally cars and stars from past and present with Ari Vatanen at centre stage

Around 10,000 fans flocked to the annual Castle Combe Rallyday where the presence of Ari Vatanen made it a truly memorable occasion. In celebration of the 25th anniversary of his World Rally Championship win, the Finn was re-united with co-driver Dave Richards, team boss David Sutton and a Rothmans-livered Mk2 Ford Escort (above) for the event.

Vatanen won the hearts of many fans with his charm and patience. The Member of the European Parliament signed countless autographs and never stopped smiling as the crowd mobbed him.

On track, a demonstration stage was set up for a gaggle of classic rally cars, including a special tribute of around 10 Rothmans-livered Escorts. A fine selection of Group B rally cars as well as examples of

state of the art WRC machinery also impressed the fans. But it was Vatanen everyone wanted to get close to. "The UK was the country where my professional career took off, so this is like a big family reunion. It's fantastic to meet all these people," he said.

Despite a thunderstorm, Vatanen then tackled the short rally stage in a period Mk2 Escort. "I must have been a really good driver 25 years ago; this car is a real handful," he joked.

Also stirring the fans' memories was the Mk1 Ford Escort 'LVX 942J', now back in the ownership of Roy Cathcart, who previously owned this ex-Roger Clark car in the mid-70s. The car that Clark used to win the 1972 RAC Rally is now in immaculate condition after a lengthy period of restoration.

EURO F2 SPA-FRANCORCHAMPS August 5/6

Amanda Whitaker clinched the Formula Atlantic class of the Historic European F2 Championship with a win and a second place in class in rounds nine and 10 at Spa.

On her first experience of the track, Whitaker put her Chevron B34 on class pole in typically wet and changing Spa weather conditions.

In the opening race, she ran second to German racer Herman Unold (Lotus 69). "My set-up



Jacques Lefflon

wasn't ideal for the conditions and I was struggling with understeer, so after a couple of moments on the opening lap it was best for me to play it safe and collect the points," she said.

In the dry second race, she dominated the class to win by over 30 seconds, and a tally of seven class wins and three seconds was enough to secure the title with two rounds still to run.

Chris Alford took his March 762 (left) to two Class C podiums.

HISTORIC SPORTS CAR CLUB CASTLE COMBE *August 5*

Yet another driver recorded a victory in the HSCC's Historic Racing Saloon Register Championship as the remarkably open season continued at Castle Combe.

This time it was Ford Anglia pilot Bob Bullen who took the spoils from a packed grid, but it was a close-run contest: Roger Cope had his best result to date in his BMW 1800 to finish half a second adrift in second.

Even local knowledge couldn't keep Nelson Rowe ahead of Neil



Charlita Wooding

Fowler in yet another mighty Historic FF1600 contest. It was as close as ever between the two grandees of the category, but Fowler's Lola T200 finally got the better of Rowe's Crosslé 20F.

Another local racer blitzed the Classic Racing Car race – Matthew Watts won at a canter in his ex-John Watson Brabham BT16 (left). Richard Trott and his Chevron B43 just failed to overcome a 10-second false start penalty in Classic F3, leaving victory to Keith White's Ralt RT1.

VINTAGE SPORTS CAR CLUB MALLORY PARK *July 23*

A magnificent grid of Edwardian cars took centre stage at the VSCC's annual Mallory Park meeting. With drivers hunched over the wheel of their giant racing machines – some of them a century old – it was a marvellous spectacle. David Biggins won the handicap race in his Vauxhall Viper (right), while Julian Majzub won the Edwardian Racing Trophy in the Indianapolis Sunbeam (below).

Mac Hulbert, at the wheel of ERA R4D, blitzed the Bob Gerard Memorial Trophy race. Out for the first time since its accident at



Don Edge



Don Edge

Goodwood, Duncan Ricketts' E-type ERA led the chase, but a persistent throttle problem stopped Ricketts rivalling Hulbert as Graham Burrows topped the post-war cars in his Cooper-Bristol.

Simon Armer was a convincing winner of the John Taylor Memorial Trophy race for Formula Juniors, the first time that a Cooper had won the race run in memory of the former Cooper racer. Stuart Roach hurled his Alexis around in style, but could not keep in touch with the rear-engined Cooper T59.

VINTAGE SPORTS CAR CLUB PRESCOTT *August 5/6*

For the second time in seven weeks, James Baxter pipped Mac Hulbert to win a VSCC hillclimb.

It was the final run of the weekend that proved the fastest as Baxter hurled his Frazer Nash single-seater to fastest time of the day with a superb climb in 42.01sec. Hulbert ended the weekend half a second away in ERA R4D as Baxter repeated his victory from Loton Park in June. Also in the hunt for FTD was



Don Edge

Robert Cobden, who continued his excellent season in his Riley Falcon Special to get beneath the 43sec mark, while Martin Davenport was as intrepid as ever in the Davenport Spider, with a best climb in just over 43sec.

David Baker claimed a new class record in his immaculate aero-engined Piccard-Pictet (left) and Brian White had to press on in his Frazer Nash-BMW to beat Guy Spollon's Riley Blue Streak to class spoils.

Reports

CLASSIC SPEEDFAIR KNOCKHILL *July 23*

The first move to create an annual historic racing festival in Scotland came with the inaugural Classic SpeedFair at Knockhill, where a new Tin Tops race for pre-66 racing saloons headlined.

Father and son team Chris Chiles senior and Chris Chiles junior claimed victory over 50 laps in their Ford Mustang.

Nigel Vaulkhard and John Smirthwaite finished 15 seconds down in Vaulkhard's Mustang, after the similar car of local racer Jim Prentice (right) went out mid-race with overheating.

An unfortunate early tangle between the Jackie Oliver/Richard Shaw BMW and the Mini Cooper of Graham Churchill/Peter Baldwin robbed the race of some interest, although the BMW battled back to sixth after a stop to replace a punctured tyre.



Jim Moir

TGP SILVERSTONE *August 12/13*



TGP

Steve Hartley claimed his first outright Thoroughbred Grand Prix victory when the championship supported the contemporary Grand Prix Masters event at Silverstone. His win on the Silverstone Grand Prix circuit gave the home fans reason to cheer after Nigel Mansell failed to start the feature event, and gave Hartley an increased overall lead in the TGP points table after five rounds.

The Lancastrian's ex-Surer Arrows A6 (left) survived an assault from the A4 of Hubertus Bahlsen, with the Swiss racer brushing the back of Hartley's car before spinning.

Another spin for Bahlsen later in the race ensured that Joaquin Folch (Brabham BT49C) took second, while James Hanson started with a charge to third. Racing the ex-Derek Daly March 811 of Nick May for the first time, Hanson started from the pit lane after a late change to slicks and rushed through to claim the final place on the podium.

HERITAGE GT CAR CHALLENGE SNETTERTON *August 12/13*

Before the opening race of the weekend at Snetterton, Chris Scragg pointed out the fact that a race win still eluded him in the Heritage GT series. A couple of hours later his wish came true as he guided his Aston Martin V8 to victory in horrible conditions.

Partnered by John Bussell for the first time, he took the V8 to the flag on a wet track and under darkening skies. An early halt due to a beached Mustang played into their hands while they were being hunted down by the DB4 of young Charlie Kemp.

In the dry the following day, Roy McCarthy and his son Spencer drove a great race to keep their MGB GTV8 ahead of all the American muscle cars, although the Chevrolet Camaro of Arthur Thurtle and his son Boysie was leading when its engine blew. Scragg and Bussell (right) took second behind the flying McCarthy.



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Air jacks Wet and dry tyres full race history

2005 /06 Porsche 997 C2 S Atlas Grey 4,000 miles
Blk Lthr Heated/Mem Seats Bose Sport Chrono Pack Park assist xenon lights

2004/05 Porsche 997 C2 S Atlas Grey 7,000 miles
Blk Lthr Heated/Mem Seats Bose Sport Chrono Pack Park assist xenon lights

2004 Porsche 996 Turbo Cabriolet Basalt Black 5,000 miles
Black Leather Ally Pack Park Assist Performance kit

2004 Porsche 996 Turbo Manual Arctic Silver 19,000 miles
Black leather, mem seats, al pack, BOSE, SAT, NAV, PSM, CD

2001 Porsche 996 Turbo Manual Seal Grey 24,000 miles
Grey Lthr Sunroof Ally Pack Cruise Up-rated Radio CD

2003 Porsche 996 GT3 Club Sport Arctic Silver 11,000 miles
Black Leather Climate CD Red seat belts Full Cage Xenon Lights

2003 Porsche 996 GT2 midnight Blue 7,000 miles
Black Leather Sports seats Ally Pack Yellow Calipers Tronic lights

2002/03 Porsche 996 GT2 Basalt Black 11,000 miles
Black Leather Sports seats ally Pack Yellow Calipers Tronic lights

2004 Porsche 996 C4 S Cabriolet Tip Seal Grey 4,000 miles
Savannah Leather PSM PCM2 Computer Ally Pack Bose Heated Seats Park Sensors

2004 Porsche 996 C4S Cabriolet Basalt Black 20,000 miles
Black Leather PCM 2 Bose PSM Telephone Mod Computer Ally Pack

2004 Porsche 996 C4S Cabriolet Basalt Black Tip 25,000 miles
Black Leather PCM 2 Bose PSM Telephone Mod Computer Ally Pack

2005 Porsche 996 C4S Basalt black 21,000miles.
Black Leather, crested seats, aluminium kit, PCM2, w/di phone, Bose, Tronic.

2003/04 Porsche 996 C4S Coupe Seal Grey 13,000 miles
Black Leather Computer PSM Climate Ally Pack Bose Sports Seats Xenon Lights

2003 Porsche 996 C4S Midnight Blue 24,000 miles
Black Leather Sports Exhaust 1 Owner Full history up-rated radio CD

2002 Porsche 996 Cabriolet Lapis Blue 37,000 miles
Grey Leather PSM Tracker Bose 18" Alloys

2000/01 Porsche 996 Cabriolet Tip Ocean Blue 30,000 miles
Blue Lthr, 1 lady owner, mem seats, al pack, litronic lights, PSM, SAT, NAV, 6CD

1996 Porsche 993 Turbo 4 Arctic Silver 82,000 miles
Black Leather Sports Seats Ally Pack Tracker

1995 Porsche 993 Turbo 4 Midnight Blue 35,000 miles
Grey Lthr Sunroof 18" Alloys Computer Sport Seats

1996 Porsche 993 C2 S Arctic Silver 71,000 miles
Dark blue lthr sports seats up-rated CD excellent Service History

1996/97 Porsche 993 C2S Midnight Blue 20,000 miles
Blue/Black Leather 18" alloys Triple Concois Winner

1996 Porsche 993 C2S Zenith Blue 37,000 miles
Grey Leather 18" alloys PSH Sunroof Climate control

1997 Porsche 993 Targa Tip Silver 38,000 miles
Blue leather, 17" split rim alloys, alarm/immobiliser, remote locking, CD

1997 Porsche 993 Coupe Tip Midnight Blue 37,000 miles
Leather trim Air Con 17" Alloys recent Service 2 Owners

1995/96 Porsche 993 RS 3.8 Light Weight Midnight Blue 25,000 miles
Black Lthr Sports Seats one of only 48 RHD examples Full Report Octane Mag

1995 Porsche 993 Coupe Tip Basalt Black 61,000 miles
Grey Leather 17" alloys Climate control Computer Full Porsche History

1994 Porsche 993 Coupe Polar silver 59,000 miles
Blue Leather air bags sunroof up-rated stereo Main dealer History

1998 Porsche 993 Cab Arctic Silver 19,000 miles
Leather Interior Climate Full Porsche History CD

1998 Porsche 993 Cab Midnight Blue 36,000 miles
Grey Leather Climate Control Xenon Lights 17" Alloys

1997 Porsche 993 Cab Metallic Black 29,000 mi
Stone Leather Climate CD radio Full Porsche History

1995 Porsche 993 Cab Midnight Blue 55,000 miles
Grey leather, sports seats, wind deflector, 17" alloys, 6CD tracker

1994/5 Porsche 993 Cabriolet Adventura 60,000 miles
Black leather, sports seats, air bags, alarm/immobiliser, CD

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Model Types 2S / 2T / 132

2003 Porsche Boxster S Seal Grey 21,000 miles
Black Leather PSM Sat/Nav Phone Ally Pack Climate Hard Top

2003 Porsche Boxster S Tip Seal Grey 25,000 miles
Black Leather Climate Ally Pack Full History

2001 Porsche Boxster S Arctic Silver 14,000 miles
Metropole leather, climate, air bags, wind def, CD, 2 owners, stunning example

2001 Porsche Boxster 2.7 Ocean Blue 28,000 miles
Savannah leather, climate control, on-board computer, air bags, 17" alloys

OTHER MODELS

2004 LAMBORGHINI GALLARDO 6,000 miles
Black leather, full Lamborghini history, 1 owner

2002 LAMBORGHINI MURCIEAGO YELLOW, 13,000 miles
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1990 AC COBRA LIGHTWEIGHT SPEED YELLOW 9,000 miles
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FERRARI

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Beige Leather blue piping front challenge grill, one owner split rims shields

2003 FERRARI 360 MODENA FI ROSSO RED 11,000 miles
Crema hide, red carpets, hi-fi upgrade, shields

2000 360 MODENA MANUAL TDF BLUE 15,000 miles
Black Leather full Ferrari history, hi-fi upgrade, shields

2000 MARANELLO 550 ARGANTO 21,000 miles
Black Leather full Ferrari history, hi-fi upgrade, shields

1999 FERRARI 355 GTB RED 19,000 miles
Black interior, climate, suspension mode switch

1992 FERRARI 348 TS BLACK 9,000 miles
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/92 FERRARI 348 TS ROSSO RED 23,000 miles
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1991 FERRARI TESTAROSSA ROSSO RED 17,000 miles
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1991 FERRARI TESTAROSSA RED 5,500 miles
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1985 FERRARI MONDIAL COUPE QV ROSSO RED 36,000 miles
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Red leather, excellent history documented

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AC COBRA

1991 AC COBRA LIGHTWEIGHT SPEED YELLOW 8,000 miles
Black leather, rollbar, AC history

BENTLEY

1936 BENTLEY 4.25 PILLARLESS COUPE BLUE 150,000 miles
Mid-grey leather interior, sunroof, coachwork by Gurney Nutting, chassis number 25H1M, engine number FBBA, very original throughout, exhibited in 2003 at Louis Vuitton Concours D'Elegance in Paris

JAGUAR

1968 JAGUAR E-TYPE 4.2 ROADSTER SILVER 5,500 miles
Black leather interior, black carpets, wood Moto Lita steering wheel, wire wheels with two eared spinners, twin door mirrors, factory hardtop, photographic documentation of full restoration

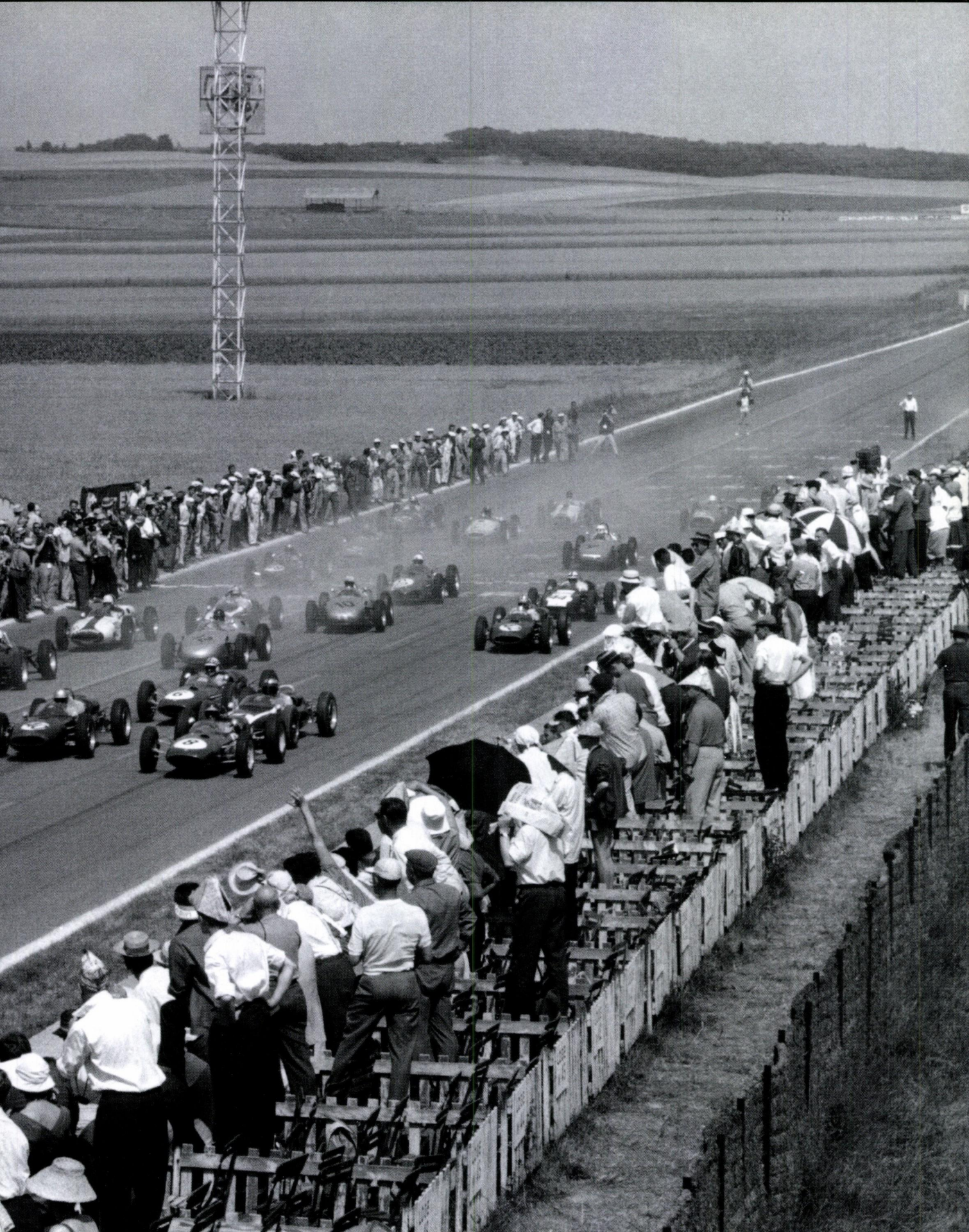


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The Ferraris of Wolfgang von Trips (20), Phil Hill (16) and Richie Ginther (18) at the start. Their team-mate, Giancarlo Baghetti (17th in picture), will win on his grand prix debut.

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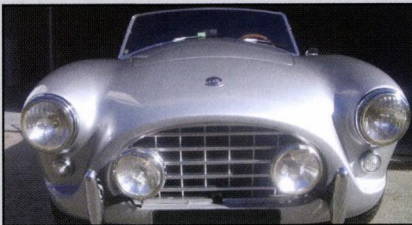
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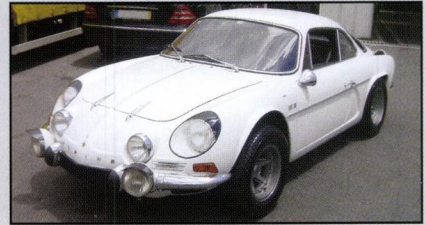
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AC Bristol, 1957. Period racer.



FIAT 124 Abarth Rally, 1974.



Alpine A110 1600S.



Bristol Frazer Nash Rep Rep.

Austin Cooper S racing, 1964.
ANCO Monoposto, 1962.
Bandini 1000 Barchetta, 1964.
Bentley 4 1/4 Derby Special, 1937.



FORD RS200, 1986.

Jaguar MK2 3.8, 1961.
Lamborghini Diablo GT, 2000
Lancia Delta S4 rally, 1986.
Lister Knobbly Chevy, 1959.

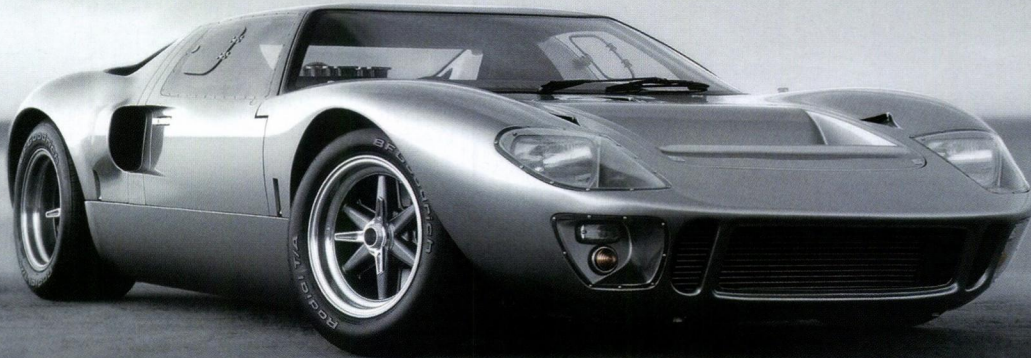


Ford Escort MK1 RS1600 Rally.

Maserati 3500 GTI S3, 1964.
Maserati Sebring S1, 1964
MG C GTS Sebring replica. 1968
Porsche 914/6 Group-4, 1970.

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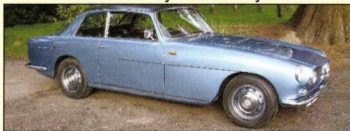


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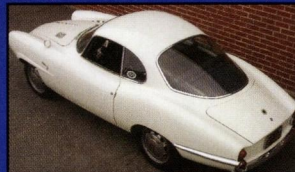
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It is not often that you see an old film and it's better than you remember it. Technology moves on and the special effects that were ground breaking now look lame. I didn't do Saturday morning pictures, but Saturday morning TV was full of 50s American series, science fiction and super heroes, in particular Flash Gordon. After seeing Star Wars how could that ever look convincing, and now we've got CGI and can finally make convincing super hero films. I was never a DC fan so it's not surprising Dare Devil is my favourite of the current crop. There are films that are old friends, the cinematographic equivalent of a pair of well worn slippers It's a Wonderful Life, High Society and anything with Danny Kaye. There are films that say something about your youth so you will forgive them anything, like Bullet made great not just by a car chase but how Steve McQueen drove the car chase. The Blues Brothers makes me feel like I should be wearing dark glasses all the time. One of the best things about satellite TV is that, with so many channels to fill up, they have to put on a wide range of films and just occasionally you are surprised at how good a film was, certainly not as you remembered it. I have recently rediscovered the Hustler with Paul Newman, then the other night at 'dark' o'clock I saw those Magnificent Men in their Flying Machines which reminded me of something

As we do occasionally, we are planning a party which will be something along the lines of the Benjafield Bash that we put on here some eight years ago now. Champagne, grass track racing in the Ford Escort, a little clay shooting, black tie dinner, a little entertainment followed by fireworks (of the light blue touch paper and stand back variety, not like last time). Why a party? 2006 has turned out to be a landmark year and I thought I shouldn't let it go without some kind of celebration.

What's special about 2006? Well it's 25 years since I drove my first Bugatti. If you like it's 25 years since Ivan Dutton Limited began its journey from the back street motor trade in West London to being the premier restoration company for Bugattis in the world, with an idyllic Oxfordshire farm location.

It is 25 years since my Nan died and it was her foresight in buying the houses in Greenford, and taking on the unimaginable mortgage of four bob

a week, that laid the foundations of our family's prosperity.

It is 25 years since I began driving (legally), which means it's 25 years since I bought my MG Midget, which is still parked here in a corner. I could go on. 1981 was quite a year.

This year looks like the year when one 25-year relationship is coming to an end. We started banking with Barclays in 1981, after moving from Lloyds, and I think it's fair to say that as a bank they helped us through some of the worst economic conditions and kept the business afloat, but it seems to me that now they no longer function as a bank. "The computer says no!" might seem funny on the Kathy Tate show, but dealing with that in real life is just frustrating in the extreme. So if there is anyone out there reading this who is a bank manager and who understands that banking is about personal relationships I am looking to place my business elsewhere!

Over the years there have been some significant figures who have contributed to our success and growth, some of whom we are still in contact with, and they will obviously be at the party. There are other people, that we have lost contact with over the years, who I would like to invite and, working on the idea of five degrees of separation, this seems like as good a place as any to start. Given what I have just said about Barclays there are two bank managers, one was Bob Hamilton, the other Tom Fuller. I can't imagine that Ed Hubbard is still going but if he is it would be nice to see or hear from him and, going back to those days, Tony Castleton then there's Kathy Burke - actress and comedienne (not that she's got anything to do with this, I would just love to meet her).

There was one truly pivotal moment in 1981, where my Father went out for lunch in the Kings Road after heavy persuasion from an old friend. After lunch they went to Coys where Chris Renwick was struggling with a Type 43 Bugatti that had just been sold. Fixing that car, and the association with the owner, completely changed our lives. So if I can find Jeremy Lloyd, he would be the Guest of Honour... but those Magnificent Men in their Flying Machines, was just as I remembered it.

Tim.

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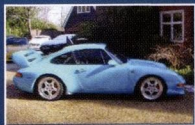
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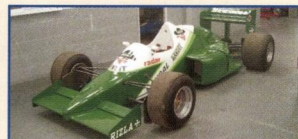
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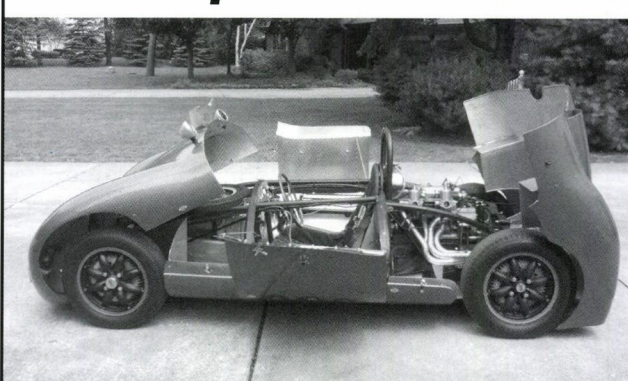


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The cooling system is by large capacity aluminium radiator and heavy duty electric fan and is ducted to exit through the top of the bonnet. The gearbox is a Hewland STA type gearbox with spare ratios. The rear axle is by Harrop and has the ability to run negative camber on the rear wheels and is capable of accepting up to 600 b.h.p.

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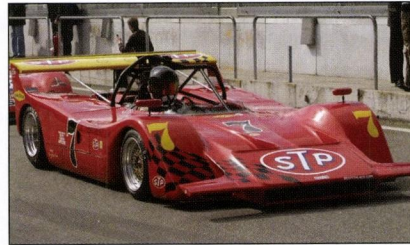
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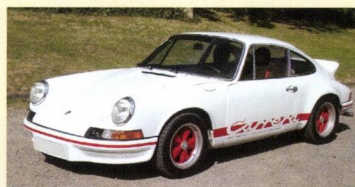
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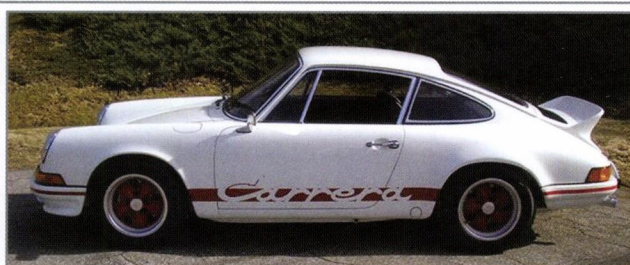
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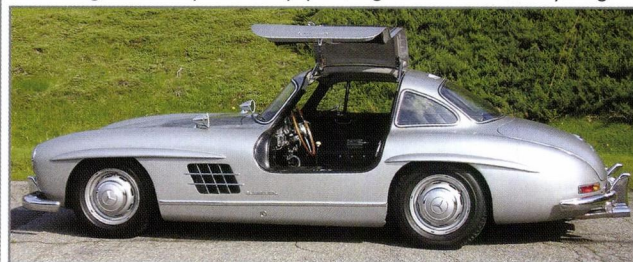
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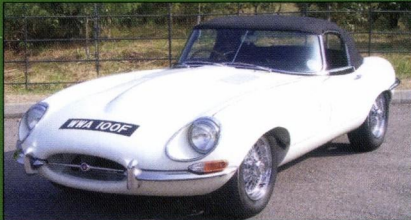
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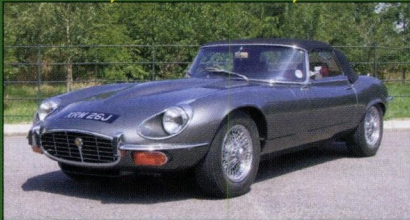
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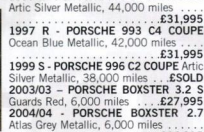
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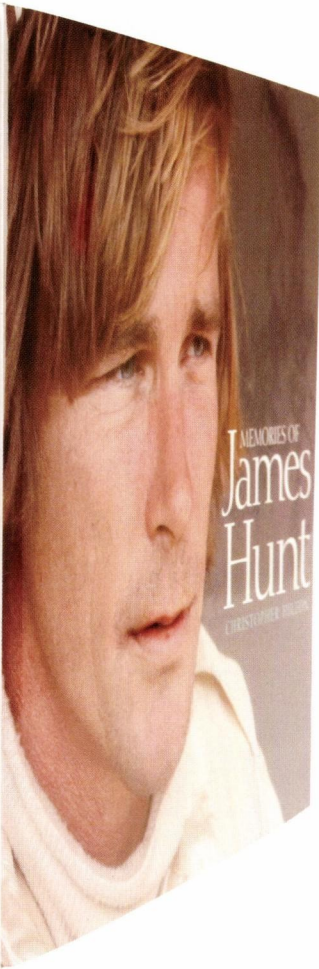


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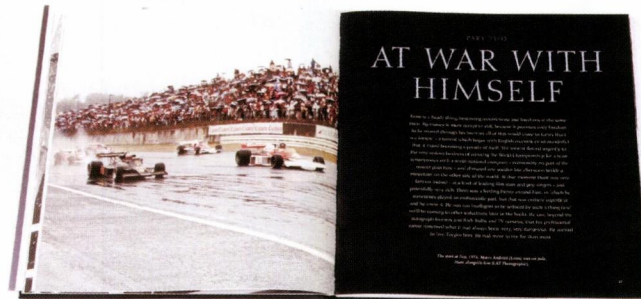


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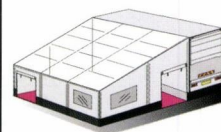


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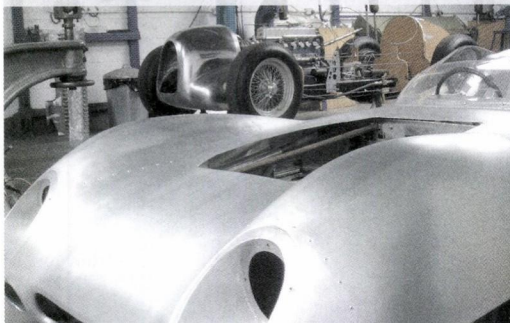


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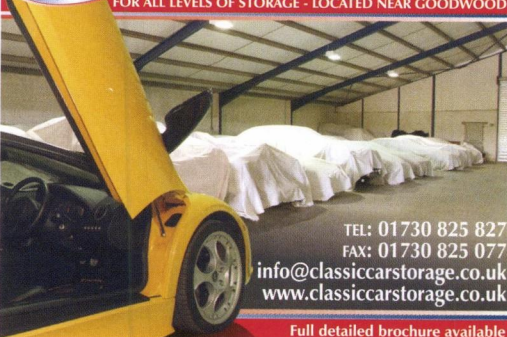
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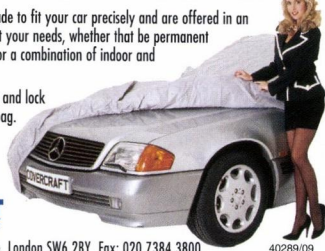
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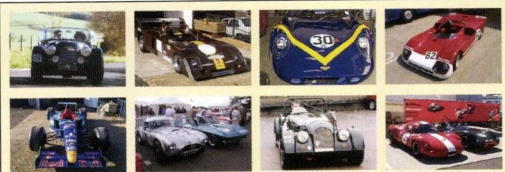
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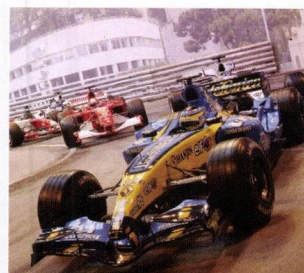
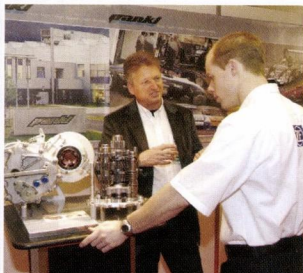
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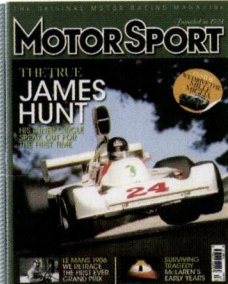
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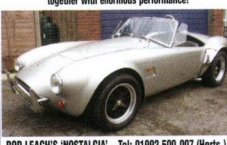
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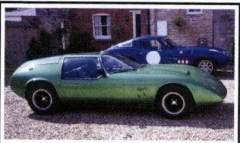
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1973 Triumph TR6 in Signal Red. Genuine 26,500 miles. Professional restoration, to show condition completed in 99. All documented with photo's and invoices. This car has everything you would expect, and is in superb condition. Please contact me for a full list of the work carried out. \$11,500. Tel: **07734 110940** or howarth.mark@gmail.com

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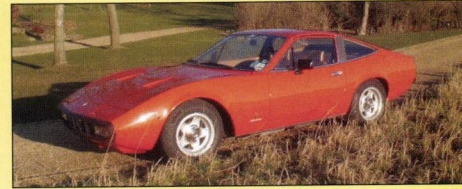
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1964 Ferrari 330 GT Series I in Rosso with Nero hide. This is a truly stunning example of the marquee which has been in the same ownership for the last 12 years. During this period it has had a full engine, axle and brake re-build at DK Engineering, a back to metal re-spray by Francis Tuffill, re-bull Borrani wheels by Motor Wheel Services and general servicing including a completely new exhaust system by marquee specialist, Terry Hoyle. This is probably the best example currently on the market and has recently taken part in various MSA organised events such as the Norwich Union and AXA events. Must be seen and sensibly priced at£49,950



2006 Aston Martin V8 Vantage in Meteorite Grey with Charcoal hide. 4,000 miles and fitted with Sat Nav, integrated telephone, electric heated seats and 19" alloy wheels. Please telephone for full specification. £84,950



1971 Ferrari 365 GTC/4 (LEFT HAND DRIVE) in Ferrari Racing Red with Tan hide. This is a very nice example of this appreciating classic. It has had only 2 owners in the last 20 years and has a history file with recent works including wheel refurbishment this month. It now represents extremely good value at£35,950



1979 Aston Martin V8 Volante in Buckingham Green with Magnolia and Fern hide. This car is a magnificent example which has been in storage since 1990 and hence has only covered 45,000 miles from new. Fitted with original GKN alloy wheels, automatic transmission, Avon turbo-spaced radials and air conditioning. Superb to drive.£49,500



1989 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with cream electric hood and red carpets, 5 speed Manual transmission, 16" Ronal wheels. One of the last V8 Vantages registered. Beautiful example, excellent service history.£59,950



1989 Aston Martin V8 Vantage Volante in Balmoral Green with Magnolia hide piped Green. Stunning example with Fern Green carpets and fitted with all usual refinements including 5 speed Manual transmission, Nardi steering wheel, air conditioning and Ronal 16" wheels. Complete service history with the Aston Martin factory. Perfect.£73,000



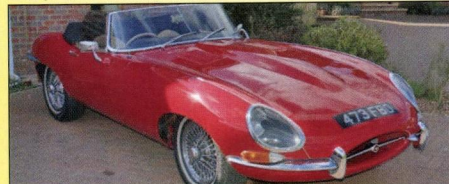
1995 Aston Martin DB7 in Mendip Blue with Magnolia hide piped Blue. Fitted with automatic transmission, alarm, central locking, alloy wheels, cruise control, air conditioning, power steering, ABS, electric windows, CD player and factory fitted phone. Two owners with full franchise service history.£29,950



1995 Aston Martin DB7 in Chiltern Green with Forest and Parchment hide. This is an excellent example fitted with automatic transmission, air conditioning, electric mirrors, alloy wheels and new tyres. Comes with full service history and has covered 71,000 miles. It is faultless.£27,950



2000 Aston Martin DB7 Vantage in Forest Green with Forest and Parchment hide. Fitted with Manual 6 speed transmission, electric heated seats, 18" alloy wheels, hi fi cassette with 6 stack CD player. 41,000 miles with full Aston Martin service history.£42,950



1963 Jaguar E Type Series I 3.8 Roadster in Carmen Red with Tan hide. A truly stunning example with chrome wire wheels, a very useful upgrade to 5 speed Getrag gearbox and also upgraded Koni shock absorbers, electric Kenlow cooling fan, battery isolator and Motolita steering wheel. The car was restored by Nigel Davies back in 1989 and has remained in stunning condition ever since.£34,950



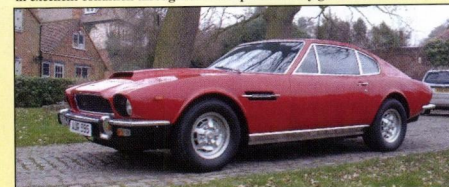
1983 Ferrari Mondial QV in Blue Sera with Crema Hide. This car has had only 4 owners from new and has been the subject of a considerable restoration by marquee specialists. Only 39,000 miles from new with previous MOTs dating back to 1990 to substantiate mileage and complete with driver's handbook. The car is in excellent condition throughout and represents very good value at ...£15,950



1969 Aston Martin DB6 Mk I in Fiesta Red with Beige hide interior. This is a fine example having been the subject of a full rebuild back in the early 1990s and is the last derivative of the DB series. It can comfortably accommodate 4 people and is fitted with chrome wire wheels, power steering, 5 speed manual gearbox and is superb to drive. Sensibly priced at£39,950



1984 Aston Martin V8 Series IV in Ice Blue with Magnolia hide and Blue piping and Blue carpets. This car comes with a comprehensive service history including bills from R S Williams and Ian Mason, as well as the factory. Fitted with automatic transmission, electric windows, air conditioning and BBS cross spoke alloy wheels. Walnut veneer. £34,950



1977 Aston Martin V8 Series III in Suffolk Red with Black hide. Fitted with rare manual transmission and Pirelli P7 tyres. This car is a fine example of the marquee with a full service history file. A bargain at£24,950



1974 Aston Martin V8 in Agavean Blue with Tan hide. Fitted with automatic transmission, power steering, air conditioning, electric windows, radio/cassette. Vantage front spoiler and GKN alloy wheels. Nice history file.£23,950



1996 Aston Martin Virage Volante in Lichfield Black with pale Grey hide piped Black. Fitted with Black mohair hood, automatic transmission, 5 spoke alloy wheels, front wing vents, air conditioning, electric windows, electric heated seats, adjustable steering column and Tracker. A beautiful example with full Aston Martin service history and represents very good value at£39,995



1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new. 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence£29,950



2002 Aston Martin DB7 Vantage in Ballantine Blue with light Grey hide. Fitted with automatic transmission, leather sports seats, alloy pedals, 19" alloy wheels, Carbon Pack, big bore exhaust, mesh grille and 6 stack CD player. Sat Nav. 23,000 miles. Stunning£49,950

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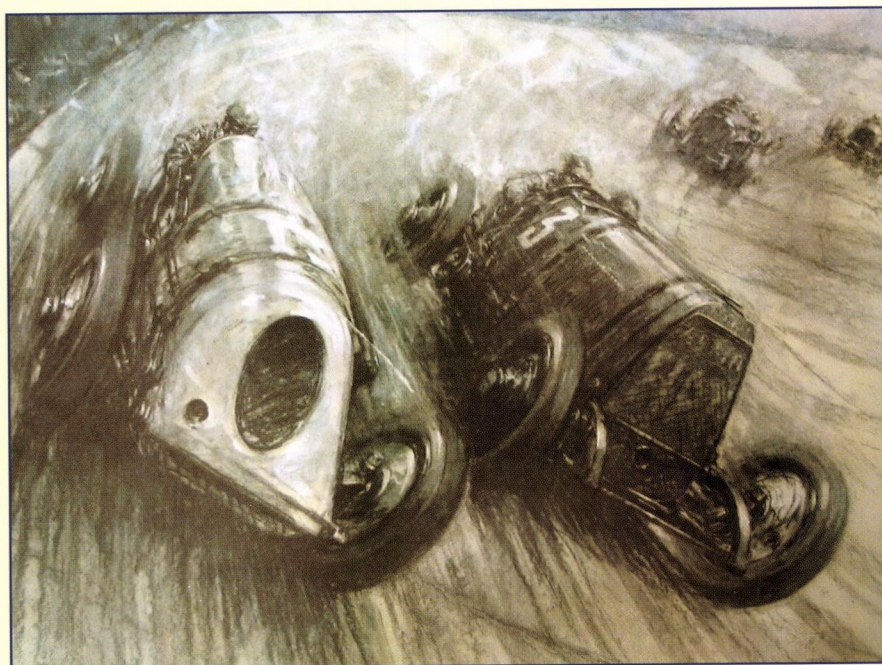
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