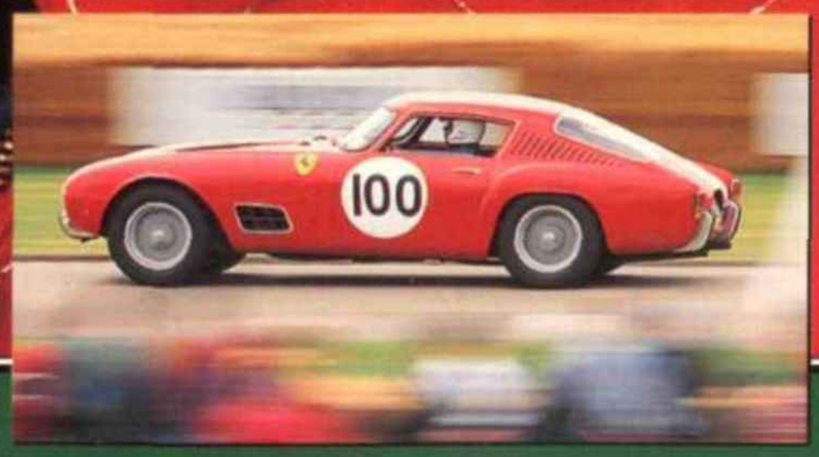
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Nigel Mansell

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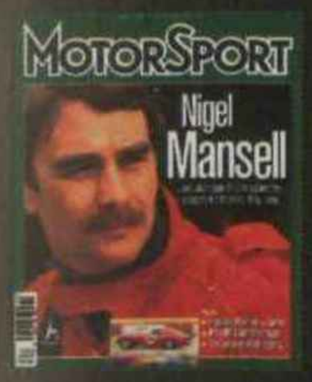
1956 Fraser-Nash V8 Continental Le Mans. This rare and unusual Fraser-Nash was one of only two produced incorporating the ultra lightweight B.M.W. V8 with the famed Le Mans replica chassis. The car was displayed at the 1956 London Motor Show and was also entered for the 24 Hours of Le Mans in 1957. From the early 1960s the car saw very little use until it was restored in recent years to its current superb condition. The car is offered with a comprehensive file documenting and confirming the history and F.I.A. papers. An exceptional entrant for the numerous historic races and rallies available to the enthusiastic driver today.

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1960 Ferrari 250SWB Competition
1961 Ferrari 161 'Sharknose' Grand Prix recreation as featured in motion picture 'La Passione'
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1955 Jaguar D-Type, XKD 527, exceptional car
1955 Jaguar D-Type
1937 Lagonda LG45 Rapide Type Tourer
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1965 Lola T70 Spyder, F.I.A. papers, ready to race
1955 Mercedes-Benz 300 SL Gullwing, silver, blue plaid
1958 Mercedes-Benz 300 SL Roadster, silver, red leather
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1926 Rolls Royce 20 HP, Open Tourer by Park Ward, rare original coachwork
1927 Rolls Royce Phantom I Sedanca de Ville by Hooper
1961 Rolls Royce Silver Cloud II, LWB w/division

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MOTOR SPORT
is published by Haymarket Motoring Publications Ltd, a wholly owned subsidiary of Haymarket Magazines Ltd
EDITORIAL DIRECTOR Mel Nichols
MANAGING DIRECTOR Eric Verdon-Roe
CHAIRMAN Simon Taylor

SUBSCRIPTION RATES – 12 ISSUES
UK £37.20; Europe & Eire £40; Airmail: Middle East, Africa, India £65; Rest of the world £75. Postage is free. Payment may be made by VISA, Mastercard or Amex to: Motor Sport Subscriptions, PO Box 280, Sittingbourne, Kent ME9 8FB. Tel: 01795 414819, Fax: 01795 414555
USA (airfreight) per annum $59.40. Second class postage paid at Berkeley Heights, NJ, and additional mailing offices. USPS 698570 POSTMASTER: Send address corrections to EWA, 205 Highway 22 East, Green Brook, NJ 08812. Tel 732 424 7811. Fax 732 424 7814

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From £3.60 plus p&p – subject to availability – from Haymarket Reprints, PO Box 200 Abingdon, Oxon OX14 3FG Telephone: (01235) 534323

DISTRIBUTION
UK Frontline Ltd., Park House, 117 Park Road, Peterborough, Cambridgeshire PE1 2TR Telephone: (01733) 555161

Colour Origination by: Colour Systems Limited. Printed by St Ives plc
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Vol LXXIV No 8 AUGUST 1998

CONTENTS

SEVENTY-FOURTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Carlos Pace *The man Frank and Bernie thought would be one of the greats. Page 58*



Dudley Benjafield *Esteemed Bentley Boy, bacteriologist and co-founder of the BRDC. Page 76*



Goodwood Festival of Speed *Our unique photographic appreciation. Page 70*



Nigel Mansell *He was one of the top three drivers in the world but F1 turned its back on him. We ask why. Page 28*

MATTERS OF MOMENT 4
EVENTS OF NOTE 11
SIMON TAYLOR: Modern Times 12
LETTERS FROM READERS 16
FROM OUR ARCHIVES 19
NIGEL ROEBUCK: Legends 20
SUBSCRIPTIONS 23

Nigel Mansell/*Mark Hughes* 28
The diesel-powered Indycar/*Matthew Franey* ... 38
Zandvoort Track Test/*Andrew Frankel* 42
The '68 London-Sydney marathon/*Gordon Cruickshank* 54
Carlos Pace, the nearly man/*Adam Cooper* ... 58
Silverstone competition 65
The worst car I ever drove/*Shekhar Mehta*... ... 66
Goodwood Festival of Speed in pictures/*Andrew Yeadon* 70
Dr Dudley Benjafield/*Bill Boddy* 76
How to get started in historic racing/*Andrew Frankel* 84

MY GREATEST RACE: Trevor Taylor 92
BILL BODDY 94
PARTING SHOT 98

Zandvoort *We revisit the once great circuit in the sand dunes. Page 42*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

IT IS HARD FOR ANY EDITOR TO EXPLAIN TO THE satisfaction of his readers why a magazine's price needs to rise. You have no interest in the costs of producing a publication like this; you simply see it and, if you like and can afford what you see, you buy it. So as I tell you this month's rise to £3.10 reflects no more than what's required to support our on-going investment into providing more pages and better features, so I know also your faith will stand or fall simply on whether you regard MOTOR SPORT as worth the extra money. There is, however, a way not only to beat the rise but also have the magazine delivered to you for just £2.32, and that's to join our ever-growing band of subscribers. When MOTOR SPORT was relaunched last year just over a thousand readers subscribed; since then that number has increased ten times and continues to climb. If you want to be part of this and save a lot of money in the process, all you need to know is on page 23. You should be aware, however, this offer will not last for long.

◆ ◆ ◆

THIS IS YOUR LAST CHANCE TO WIN A VIP TRIP TO THE NEXT BRITISH GRAND Prix by nominating the greatest ever Formula One car from the list of ten candidates on page 65. Please don't choose more than one car or ignore the lot and put forward a choice of your own; by doing so, you will be ruling yourself out of contention before your entry even reaches the postbox.

◆ ◆ ◆

THE PARTY IN GOODWOOD HOUSE ON THE SATURDAY NIGHT OF THE FESTIVAL of Speed is a glittering occasion. At dinner I sat next to Rick Mears who confided that he'd left Florida for Goodwood with a heavy heart. Exhausted after weeks on the Indy trail with Penske and Mercedes-Benz, the last thing he needed was a transatlantic flight and another weekend away from home. Seeing the Festival and Goodwood, however, changed his outlook entirely and he and his wife, Chris, were having a ball. Where, I politely enquired, were they staying during their short visit to Goodwood? He paused enough to shoot me a quizzical look before replying. "Upstairs. How about you?"

◆ ◆ ◆

I'VE ALWAYS REGARDED PETITIONS AS A PRETTY MONUMENTAL WASTE OF TIME so it seems odd to be asking you to sign up to one. That said, I have been asked by one Chris Balfe to mention his campaign to rescue the Monza banking from the environmentalists and couldn't leave his plea unanswered. Stirling Moss, Phil Hill, Jody Scheckter and Lord March feel likewise. If you want to sign up, therefore, you can send a fax to Balfe on 0131 467 4857, or an E-mail to CMBalfe@aol.com. For those net-surfers among you, his home page is: http://wkweb5.cableinet.co.uk/ferrari/monza_camp.htm

◆ ◆ ◆

KEITH SCHELLENBERG'S EXPLANATION FOR FAILING TO COMPLETE THE 1968 London-Sydney marathon was, and I quote, "We missed the boat because we stopped to see the Taj Mahal by moonlight. Somehow that seemed so much more important than getting to Australia." All this and more on page 54.



Tyrrell 001, first raced by Jackie Stewart, will now remain in the family

TYRRELL 001 STAYS IN THE FAMILY

Ken Tyrrell was at Goodwood's Festival of Speed, thoroughly enjoying his retirement from motorsport, and happy to be on the other side of the fence after a career spanning 45 years, 30 of them in Grand Prix racing.

His was to be a clean break from the team he founded, but although Ken's collection of Formula One cars was auctioned at Goodwood, the first Tyrrell chassis will stay in his family.

To Tyrrell's amazement, for their intentions were unknown to him, two of his grandchildren stumped up £155,500 to buy the Derek Gardner-designed 001, which Jackie Stewart raced in 1970. Jonathan Palmer paid £41,650 for 018/3 which he drove in 1989, 019/7 got £44,400 and Brooks's hammer fell at £51,000 for 012/7. **MP**



Jeff Bloxham

Ken Tyrrell received a BARC Gold Medal for services to motorsport in July along with the congratulations of the equally long-lasting Murray Walker.

REPLICA EVENT DEVELOPS ITS OWN HISTORY

In *Historic Motor Racing News*, the rather rarified monthly which circulates to owners of the more glamorous old racing cars, editor and historic racer Carol Spagg makes an interesting point about the Mille Miglia. The retro run now has a history which is two-thirds as long as the real thing. There have been 16 retros in 20 years, compared with 24 originals in 30 years.

But even if the re-runs soon outnumber the real race, it won't alter Jenks's view, wherever he is. When I once announced I was off to Brescia for the revived run and suggested he go too, he snorted, "Why? I won it when it was a real race. I don't like fake events any more than I like fake cars".

The same magazine includes the following Lonely Hearts advertisement: 'Slim, blonde ex-model would like to meet fun, single 250F (or similar) owner with view to racy relationship. Please enclose photo of car.' **GC**



917/10 Porsche not as well-known as big brother 917/30, but inspired graphic opinions from Jody Scheckter, who raced it in Can-Am in 1973

SCHECKTER'S CAN-AM PORSCHE FOR SALE

THE LATE VASEK POLAK'S PORSCHE 917/10 turbocar, which 23-year-old Jody Scheckter raced in the 1973 Can-Am Championship and famously described as "like riding a bicycle with an afterburner on the back," is a star of Brooks USA's inaugural sale at Quail Lodge, California, on August 15.

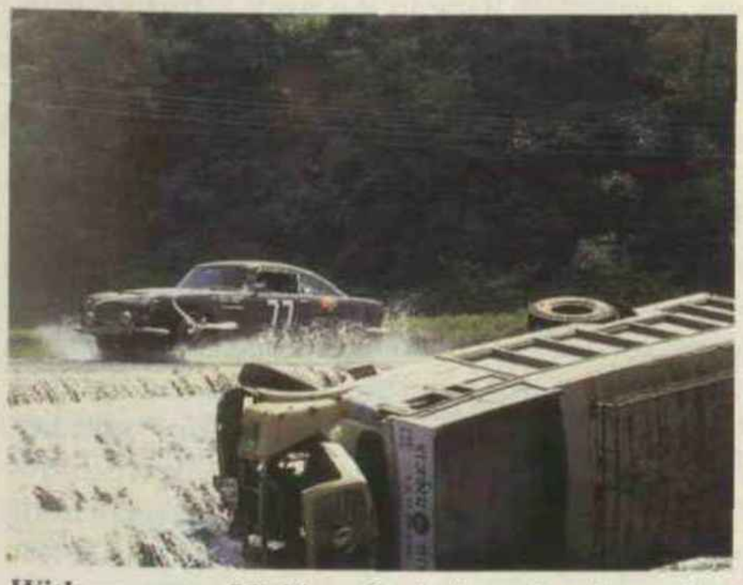
Future World Champion Scheckter, combining Can-Am with his fledgling Formula One career and an F5000 programme in the USA, piloted the 900bhp tubeframe machine to sixth place in the series, his best results in chassis 018 being second to runaway champion Mark Donohue in Roger Penske's more efficient and more powerful (1100bhp) 917/30 at Elkhart Lake and Edmonton.

Polak, a gifted mechanic who made his fortune with the German marque, amassed a sensational collection of Porsche racers. Also under the hammer in the Monterey race week auction is the 917K which won the 1971 Sebring 12 hours in the hands of Vic Elford and Gerard Larrousse. **MP**

COYS ANCIENS PILOTES

Maria Teresa de Filippis, the first woman to race in World Championship Grands Prix – she raced a Maserati 250F three times in 1958 – is in the line-up of 30 stars for the annual reunion of the Club des Anciens Pilotes at this month's Coys Historic Festival.

Baron de Graffenried, who contested the 1948 RAC Grand Prix at Silverstone, will be back for its Golden Jubilee, with Bob Bondurant, Sir Jack Brabham, Tony Brooks, Hans Herrmann, Stirling Moss, Clay Regazzoni, Roy Salvadori and 'Mano' Ramos. The £5 souvenir programme for the BRDC event includes a superb reproduction of the 1948 Grand Prix programme. **MP**

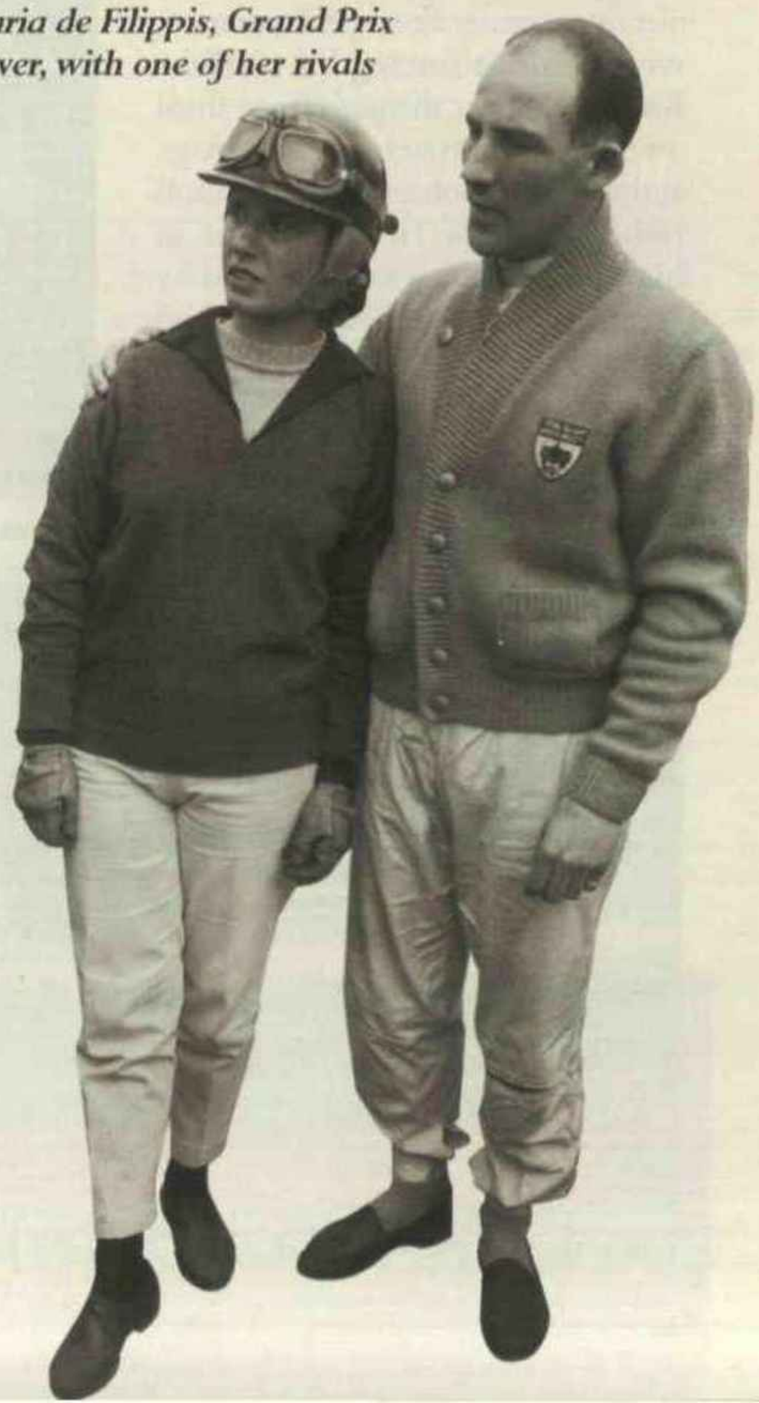


With success of Peking-Paris, long-hauls are in

GROWING FIELDS FOR RETRO RALLIES

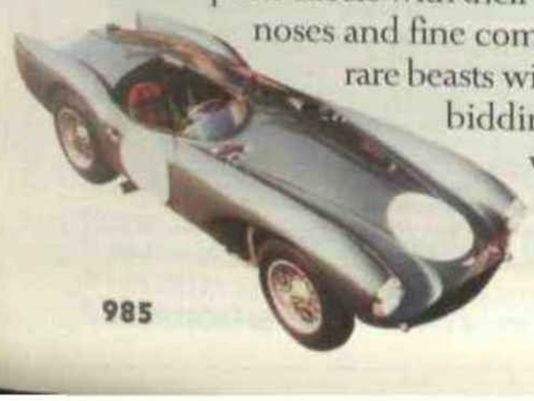
In this issue we discuss historic racing on a budget, but many people are discovering low-cost historic rallying. Easy runs like the RAC Classic attract hundreds of runners, and even long-distance events have waiting lists. Philip Young's 10th Anniversary Classic Marathon, leaving for Morocco in September, was full before the regs were even published, and his next bash, Around the World in 80 Days, starting in April 2000, has brought 26,000 enquiries, despite a cost of £47,000 (Tel: 01235 851291). As an economy option, you can spend a week touring Rajasthan, staying in the palaces of Maharajas. The Lotus Arts de Vivre rally in February 2000 offers real luxury at a hearty $18,000. Fax: 01793 849021. **GC**

Maria de Filippis, Grand Prix driver, with one of her rivals



COLLINS ASTON SEEKS NEW HOME

A £1m estimate has been set on a prime Aston Martin when it goes to auction at Christie's sale at Pebble Beach, California, in August. Owned and driven by Peter Collins, the DB3S won the 1953 Goodwood Nine-Hour race and contested Le Mans the same year. These 3-litre twin-plug six-cylinder cars, amongst the most evocative of Fifties sports-racers with their distinctive scalloped noses and fine competition history, are rare beasts with only 10 built, and bidding for this example with such a famous provenance should be strong. **GC**





XK 50th Anniversary at Donington was one of the biggest gatherings of XK Jaguars ever. Amongst events for Jaguars old and new, this race had 32 XK-engined starters. **Paul Parker**



Reigning champion Bob Berridge slides his Williams at Dingle Dell

Ben Redgrove

BERRIDGE TAKES BRANDS HATCH WIN FOR GRAND PRIX DOUBLE

WILLIAMS FW08 RACER BOB BERRIDGE scored his second successive victory in the MOTOR SPORT-supported FIA Thoroughbred Grand Prix Championship as the series came to the Brands Hatch Grand Prix circuit for round four on June 6.

In front of the BBC's *Top Gear* cameras, the record field of 25 Grand Prix cars from the 1970-84 era put on a tremendous performance, with Berridge forcing his ex-Keke Rosberg '82 car through from third on the grid to snatch the advantage at the start, as poleman John Wilson (who posted a 1m19.19s best in his '83 FW08C) was hampered by excessive wheelspin, then grabbed fourth gear.

Points leader Steve Hitchins pressured Berridge initially, but with his more powerful short-stroke DFV engine not due to be delivered until the race at the Nürburgring the following week, his ex-Nigel Mansell Lotus 91-10 was always going to come off second best. Berridge underlined his superiority round the flowing 2.6-mile circuit by jumping the Dingle Dell kerbs spectacularly.



Ex-champ Schryver in Lotus 72/3

The race began with an incident at the startline after Mike Whatley stalled while attempting to check his creeping Ensign N175 and was clouted by Helen Bashford's fast-starting Shadow. Both cars hit the guardrail, their drivers unhurt, and mechanical damage was thankfully light.

The driver on a charge early on was Paul Ingram, whose colourful Shadow demoted Wilson's "gripless" Williams, which had Geoff Farmer's Tyrrell 012-5 in its mirrors. Farmer, suffering a slow puncture in a rear tyre, eventually ceded his position to Mike Littlewood, who had nosed John Fenning's ex-Gilles Villeneuve Ferrari 312T5 briefly into third off the line.

Littlewood's prowess in the corners compensated for his Ferrari's lack of straightline speed, and once past the ailing ex-Stefan Bellof Tyrrell, he was able to close rapidly on Wilson. Steve Pontin-Warltier's Arrows A5 then moved up to challenge, having shaken off Ian Giles's clutchless Brabham BT49 after a committed dice.

Back in the pack, a furious sort-out involved Dave Mercer's RAM (Berridge's 1997 title winner), and team-mates Dave Abbott (March 761) and Steve Hartley (Arrows A6). But Tony Smith threaded his Williams FW06-4 through the trio to win his class for the second race running.

"I made it difficult for myself, by making a terrible start, but fighting back was enormous fun," said the bearded Genesis manager, who now leads the points table by a point from Hitchins in the chassis which MOTOR SPORT tested in the June 1998 issue. **MP**



Glorious ex-Villeneuve Ferrari 312 T5 in the hands of Mike Littlewood



Junro Nishida made his season debut in Mario Andretti's Lotus 77/1







london

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To enter a car for sale by auction or for further information please contact Malcolm Barber, James Knight, Nick Lumby, Stewart Skilbeck (motor cars), Peter Card or Jonathan Vickers (automobilia) on 0171 228 8000.

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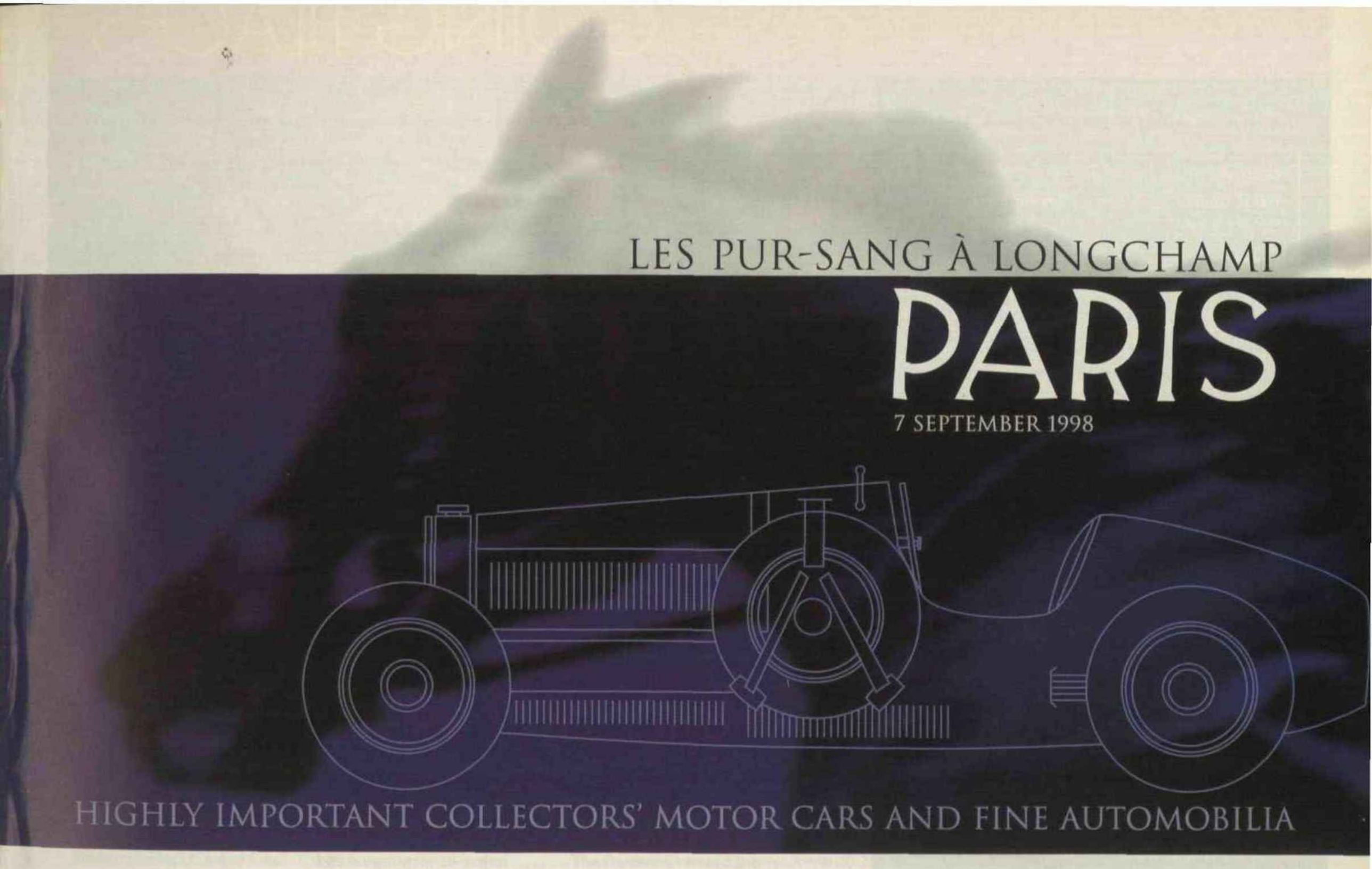
Ben Redgrove





VSCC UNDAMPENED AT HENRY SEGRAVE MEET, OULTON PARK

The Vintage Sports Car Club travelled to Oulton Park, Cheshire, at the end of June for its annual Sir Henry Segrave memorial Meeting, where showers allowed Julian Bronson's familiar vivid style to flourish on the wet track (above). Bronson's supercharged Riley slithered home nearly 14 seconds clear of Stuart Harper's three-wheeler Morgan in the final four-lap scratch race. Left: Post-war racing cars raising roostertails at the start of the Rothschild Trophy race. Rick Hall crossed the line first in Cedric Brierley's Connaught, while Colin Cowdery (Cooper-Bristol no52) won on handicap.



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7 SEPTEMBER 1998

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Last year saw exceptional prices achieved, including the highest price paid in many years for a post-war Rolls-Royce Silver Ghost which more than doubled its pre-sale estimate; other notable sales ranged from a magnificently original Bugatti Type 57C Stelvio to a low mileage Jaguar XJ220. Truly a Sale for thoroughbreds...

For further information or to enter a car for sale, please telephone Simon Kidston on +41-22-300-3160 or our French representative François Degand on +33-494 8301 48.

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1982 512 BB/LM	Competition Berlinetta
1973 Daytona Coupe	4,000 Miles
1973 Dino Spyder	Fly Yellow
1972 365 GTC/4	Very Original
1971 365 GTS Daytona Spyder	2 Available
1971 512M	Red/Red
1967 275 GTB/4	Choice of Three
1967 330 P4	Red/Blue
1966 Dino 206 SP	Sport Prototype
1962 400 SuperAmerica	Aerodynamica Coupé
1961 250 SWB	In Restoration
1961 250 SWB Competition	Lightweight Comp Car
1958 250 GT PF Series 1 Spyder	Geneva Showcar
1958 250 GT	"Tour de France"
1957 410 SuperAmerica	Burg/Burg
1953 342 America	PF Cabriolet
1953 Mille Miglia Vignale	Red/Tan

CHRYSLER

1953 Ghia Coupe	Factory Show Car

CADILLAC

1931 V16 Sedan	Over Restored

ALFA ROMEO

1938 8C 2.9B Spyder Touring	Very Expensive
1933 8C 2.3 Spyder Touring	Red/Black
1929 1750 Zagato	$395,000

PORSCHE

1969 908/2	White/Black

JAGUAR

1973 E-Type Series III Roadster	White/Red
1955 D-Type	Ex-Works Race Car

INDY

1955 Streamliner Special	Own Something Unusual

MERCEDES BENZ

1971 280 SE 3.5 Cabriolet	Burgundy/Cognac
1971 600 Pullman	Restored
1961 300SL Roadster	Disc Brakes
1956 300SL Gullwing	Older Restoration

SIATA

1953 208CS Mexico Coupé	Rare Race Car

CONTEMPORARY

BENTLEY

1999 Arnage	Available Now
1998 Azure T Symbolic Edition	420 Bhp–The Ultimate!
1998 Azure	500 Miles
1998 Continental RT Symbolic Edition	420 Bhp–1 of 1
1998 Turbo RT Mulliner	Black/Black
1998 Azure California	Wide Body Cabriolet
1998 Continental R	Black/Grey
1997 Brooklands	Turbo Charged

BENTLEY CONT.

1996 Continental R	5,000 Miles
1996 Turbo SE	Factory Special
1996 Brooklands	8,000 Miles
1994 Continental R	Red/Parchment
1993 Continental R	Black/Tan
1991 Turbo R	24,000 Miles
1988 Mulsanne S	45,000 miles

ROLLS ROYCE

1999 Silver Seraph	Early Delivery
1998 Silver Spur	3,000 Miles
1992 Corniche	Triple Black
1991 Silver Spur Limousine	42" Stretch
1989 Corniche	8,800 Miles
1988 Silver Spur	Black/Tan
1990 Silver Cloud	Restored

FERRARI

1998 550 Maranello	Black/Black
1997 456 GTA	Choice of Two
1997 355 Spyder	Red/Tan
1997 355 Spyder	Black/Tan
1994 348 Spyder	Red or Yellow
1992 512 TR	$105,000
1991 348 TS	Red/Tan

FERRARI CONT.

1991 F40	In Stock
1985 400i	5 Speed
1984 512 BBi	Black/Black
1980 512 BB	$65,000

PORSCHE

1997 Twin Turbo	Choice
1997 C4S	Silver/Black
1997 993 Cabriolet	Tiptronic

MERCEDES BENZ

1992 500E	33,000 Miles
1991 560 SEL Limousine	100" Stretch

DODGE

1996 Viper Roadster	Black/Black

ASTON MARTIN

1997 DB7 Convertible	BRG/1,900 Miles
1993 Virage Volante	Wide Body

LAMBORGHINI

1991 Diablo	12,900 Klms
1990 LM002	Red/Champagne

BOATS

1991 32' Riva Ferrari	Unused & Magnificent
1989 46' Cougar	With Tractor/Trailer

It's not how much business we do, but how we do business.

EVENTS OF NOTE

JULY

18-19 DONINGTON (GB)
Can-Am monsters from the International Supersports Cup support the emerging International Sports Racing Series.
☎ 01332 810048

18-19 CROIX-EN-TERNOIS (F)
HSCC awaydays in France feature wild Thundersports, Classic Sports and Classic Racing Cars. Twisty circuit at Arras, just an hour from Calais. Great gastronomy nearby! ☎ 01327 858400

18-19 GOODYEAR (LUX)
Historic single-seaters and sportscars take to the Goodyear Test Track in the popular German Open series. ☎ 00 41 22 348 3286

19 MALLORY PARK (GB)
VSCC racers compete in memory of local Grand Prix hero 'Mr Bob' Gerard. Morgan 3-wheeler racers also star. ☎ 01608 644777

24-26 AUSTRIAN GP (AUT)
FIA Formula One World Championship, round 10, A1-Ring. ☎ 00 33 1 4265 9951

24-26 SILVERSTONE (GB)
Britain's top Historic race meeting, the seventh BRDC Coys International Festival showcases 50 years of the circuit. ☎ 01327 857271

25-26 RALLY OF NEW ZEALAND (NZ)
FIA World Rally Championship, round nine.
☎ 00 64 9276 0882

AUGUST

30-2 GERMAN GP (F)
FIA Formula One World Championship, round 11, Hockenheim.
☎ 00 33 1 4265 9951

30-2 POCONO (USA)
SVRA Pennsylvania Vintage Grand Prix meeting.
☎ 00 1 603 643 6161

1 OULTON PARK (AMOC)
Jaguar E-types howl after TVR Griffiths, with MGs in pursuit in the Flemings Thoroughbred Sportscar series.
☎ 01926 419464

1-2 ZOLDER (B)
European F2 Trophy round promises frantic dicing between Brabham, Lola, Lotus and March. ☎ 00 32 11 42 39 43

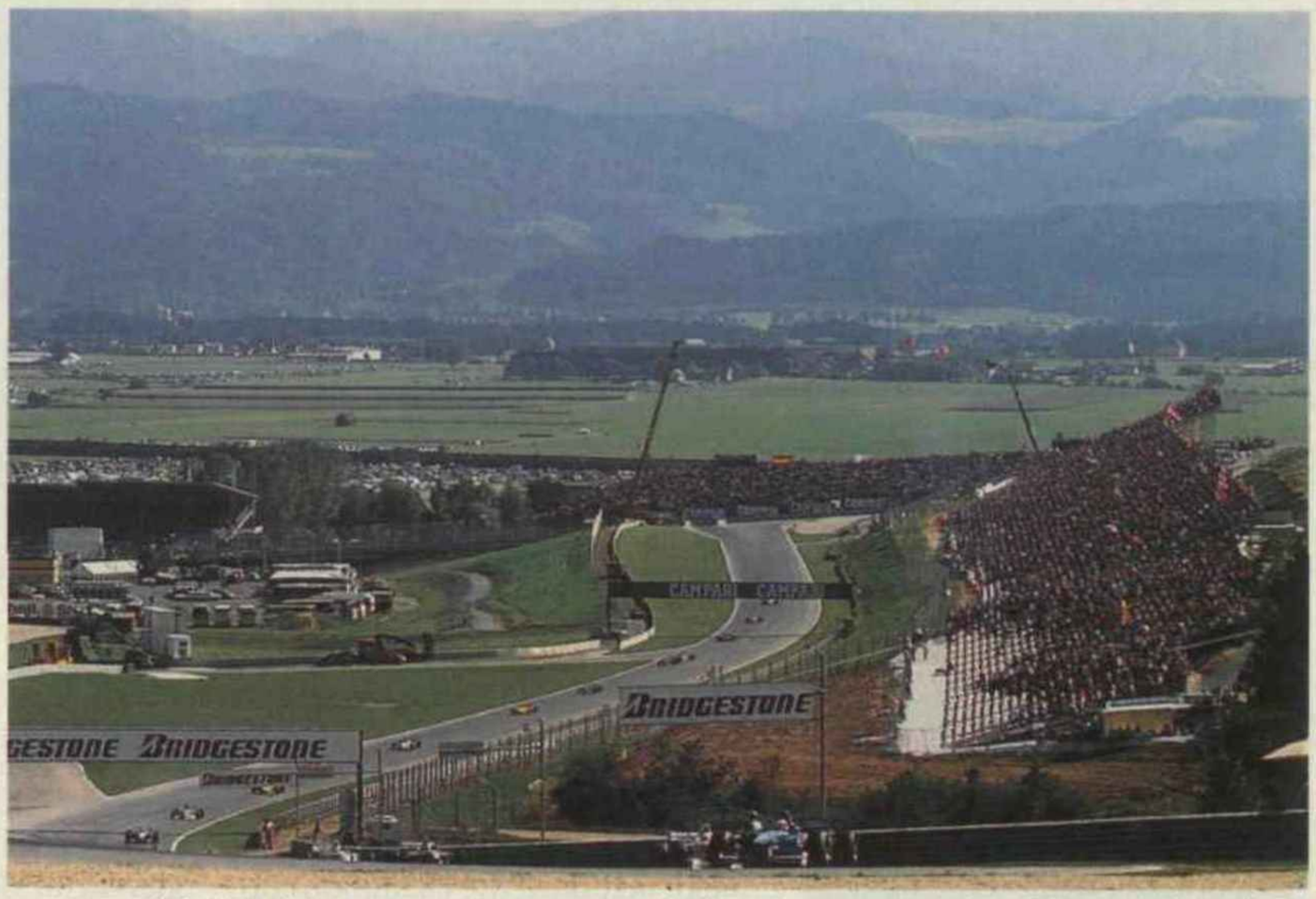
1-2 DONINGTON PARK (GB)
Goodyear Maranello Ferrari Challenge takes on the great Midlands track.
☎ 01757 702053

1-2 PRESCOTT (GB)
This brilliant VSCC hillclimb is back with all the atmosphere and thrills which has made it rightly famous. ☎ 01242 673136

2 CADWELL PARK (GB)
Jaguar enthusiasts descend on Lincolnshire's scenic mini-Nürburgring for all-action raceday. ☎ 0161 980 3413.

7-9 NURBURGRING (D)
26th ADAC Oldtimer Grand Prix is the highlight of the European Historic racing season. FIA Thoroughbred Grand Prix series and Saturday evening sportscar endurance race star.
☎ 00 49 2691 3020

8 CASTLE COMBE (GB)
Annual Historic-themed event at the super high-speed Wiltshire venue features Thundersports, rorty Classic Sports and top FF1600 action.
☎ 01249 782417



Austrian GP, 26th July. The A1-ring may be dull but the race promises to be anything but

8 SILVERSTONE (GB)
The Bentley Drivers Club unleashes WO's finest machinery on the National circuit. ☎ 01279 813189

8-9 SHELSLEY WALSH (GB)
Unchanged since 1905, and still challenging for Hillclimb Championship contenders and strong Historic classes to tackle. ☎ 01886 853411

8-9 CIRCUIT DE BRETAGNE (F)
Inexpensive opportunity to run road or race cars on super circuit, near Nantes, under Wheeltorque's guidance. ☎ 01429 881812



Nürburgring Oldtimer Grand Prix starts again on 7 August

14-16 HUNGARIAN GP (H)
FIA Formula One World Championship, round 12, Budapest.
☎ 00 33 1 4265 9951

14-16 MONTEREY (USA)
HMSA Monterey Historic Automobile Races are biggest of the West Coast season, with the lead feature being a major Porsche celebration.
☎ 00 1 805 686 9292



24-26 July: Coys is set to thrill again

14-16 GRATTAN (USA)
VSCDA Vintage Grand Prix Au Grattan takes Historic racers to the Michigan circuit.
☎ 00 1 616 949 0191

15 CARMEL (USA)
Inaugural Brooks USA sale at Quail Lodge centres on gold chip Porsche racing cars from the Vasek Polak collection.
☎ (London) 0171 228 8000 or (USA) 00 1 415 391 4000

15-16 PHOENIX PARK (IRL)
A stone's throw from the centre of Dublin, real road racing staged annually in Europe's largest public park, venue of Irish GPs in the 1930s. ☎ 00 353 88 598833

15-16 ZURICH (CH)
Retro hillclimb event on 3km course over the Albispass.
☎ 00 41 1267 4745

16 DONINGTON PARK (GB)
Inter-Marque rivalry, and Anglo-American Challenge are highlights of AMOC raceday.
☎ 01353 777353

22-23 SALZBURGRING (A)
CGE Energie German Open series visits the high-speed Austrian circuit.
☎ 00 41 22 348 3286

22-23 SILVERSTONE (GB)
Ferraris from 308 to F50 joust in the Goodyear Maranello Ferrari Challenge.
☎ 01757 702053

22-23 1000 LAKES RALLY (SF)
The FIA's Trophy Rally for Historic cars
☎ 00 358 4162 8660

SIMON TAYLOR



MODERN TIMES

PUBLISHING SCHEDULES MEAN YOU'VE got the better of me again. As I write this, the Formula One teams are turning their transporters towards the high-speed sweeps of Silverstone. As you read it the British Grand Prix is history, and we're all on our way to the scenic but emasculated hillside track that was once the awesome Osterreichring. But it's a fair bet that, whatever happened at Silverstone, the continuing progress of Ferrari will still be a major topic of conversation.

Ferrari one-twos used to be fairly unexceptional. In the early days of the World Championship there were six on the trot. In 1979, the last time a Ferrari driver won the title, Jody Scheckter and Gilles Villeneuve did it three times. But, until this year's French Grand Prix, it hadn't happened since the championship was being fought out between those old enemies, Senna and Prost. In 1990 Ayrton and McLaren beat Alain and Ferrari to the championship; but Alain won five races, and in Mexico and Spain team-mate Nigel Mansell followed him home to put two sets of red overalls on the podium.

That was to be Ferrari's last season as a winning team for quite a while. It became a truism to decry the fall of the once dominant Prancing Horse, to wonder whether it would ever recover its past glory. In 1993 the experienced French team manager Jean Todt, a former rally navigator tall enough to look Bernie Ecclestone in the eye, was brought in on a five-year contract. The richest and most famous team in Formula One didn't seem to be able to win races any more, and Todt's brief was to put it back on top.

He set about his task at once, and firings, hirings and reorganisations followed rapidly. But, apart from singleton victories for Berger and Alesi in '94 and '95, there was no more winning – until the blessed St Michael came on the scene in 1976. The German super-star was seen by Todt as an essential part of the package needed to make Ferrari winners again, and it wasn't long before his very substantial investment of Fiat *lire* and Philip Morris Swiss *francs* began to pay off. Schumacher won his seventh Ferrari race, helped by his genius in the torrential conditions of a Barcelona cloudburst, and three months later, amid scenes of hysterical rejoicing, he carried off the Italian Grand Prix at Monza. The following year he was able to fight Jacques Villeneuve for the championship, and almost beat him: but still you felt it was Schumacher's towering talent at work overcoming a car that was not truly worthy of him.

It has been much the same in this McLaren-dominated season. His wins in Argentina and Canada seemed to owe more to his consummate talent and McLaren misfortunes than to a true Ferrari rebirth. Until Magny-Cours. There, for the first time for eight years, Ferrari really looked like champions.

There was Schumacher firmly on pole and Irvine on row two, split by the two McLarens. At the start Hakkinen led away from Schumacher, Coulthard and Irvine – McLaren, Ferrari, McLaren, Ferrari – and the stage was set for a great Woking vs Maranello battle: but this was to remain one of F1's might-have-beens. Jos Verstappen had stalled his Stewart on the grid and the race was red-flagged. In the second start Hakkinen faltered, Coulthard was fractionally delayed, and suddenly the Ferraris were 1-2 – where they stayed. Irvine was fast enough to be able to drive defensively and slow the McLarens down, allowing Schumacher to build his lead at more than a second a lap. Hakkinen's only serious lunge at getting by the Irishman into the ludicrously tight final corner ended in a spin: poor Coulthard's race was ruined by a refuelling problem which meant his second routine stop needed three visits to the pits. It was a Ferrari clean sweep.

Ask Michael, or Jean Todt, or technical director Ross Brawn, what suddenly changed and they will talk of ceaseless detail development finally bringing its rewards, of various ingredients in a constantly revised package starting to come together at last. But ask Perry Bell, operations manager of Goodyear's F1 effort, and he will tell you about the new construction of rear tyre that was introduced at Magny-Cours. This, it seems, was the missing bit of the puzzle which finally completed Ferrari's picture. The importance of Bridgestone tyres in McLaren's recent success cannot be over-rated: now, in what still seems to be their last year in Formula One, Goodyear are meeting them head-on.

It is, of course, not as simple as that. There was more to Ferrari's speed in France than a new Goodyear rear construction, just as there is much, much more to McLaren's 1998 form than a good Bridgestone: also crucial to that victorious package are the developmental genius of Adrian Newey, Mika Hakkinen at the peak of his powers, and probably the most powerful engine on the grid.

But Jacques Villeneuve, chatting to a group of us British scratchers in the Magny-Cours paddock, put it into perspective. All front-running F1 chassis may look superficially similar, but at the sharp edge of a quick lap, when you are dealing with hundredths and thousandths of a second, they end up behaving pretty differently. And each may require subtly different rubber compounds and constructions to work at their best. As Jacques pointed out, both



Todt goes face-to-face with Mr E...

Goodyear and Bridgestone want to win: and not surprisingly they design their tyres to suit best the car that's most likely to win races for them. Bridgestones work pretty well for Benetton and Prost, but they are designed to be perfect for McLaren. The latest Goodyear helped Williams and Jordan to be well up the grid at Magny-Cours, but it has been primarily developed to suit Ferrari's requirements as closely as possible. It is at its best on a car which has good traction: the Ferrari does, the Williams doesn't.

Jacques is philosophical about this. Last year, when Williams were top dog, the Goodyears were pretty much to Williams' ideal spec to give Wolverhampton the best chance of beating off the Japanese threat. You can't blame them for that. Bridgestone's top team in 1997



Results may be poor, but Villeneuve feels he is driving as fast as he did in '97



A perfect start at Magny-Cours brought Ferrari its first 1-2 in eight years

was Prost, and both Panis and Trulli were very impressive from time to time. This year Prost comes further down the Bridgestone pecking order – and, for various reasons, it's having an arid season.

An unusual World Champion, Mr Villeneuve. In terms of results, he's having the worst season of any reigning champ for many moons – if you forget Damon's disasters with Arrows last year. Yet you search in vain for any despondency in the man. That broad, mischievous grin, like a man laughing inwardly at some private joke, still surfaces a lot. And the love for his work, for the pure business of driving a racing car as fast as it is able to go, remains undimmed.

Every driver loves to win, but in reply to the direct question – how does he feel to be fighting for two or three points each fortnight, instead of for the top step of the podium – Villeneuve confesses without hesitation that he's having more fun this year than last. The pressure to pile up consistent points and take the title has been replaced by the pressure to drive flat out everywhere. This year's Williams is short of grip, so he has to run more wing; that makes him slower in a straight line, so every opportunity has to be snatched, every corner has to be taken on the edgy limit, on every lap, to stand any chance of featuring anywhere. When you see No 1 arguing over seventh place with a Sauber, and wonder whether Villeneuve, dogged with a less competitive car this year, has lost motivation, forget it. He's driving as hard as he's ever driven in his life. And he's having a ball.

Villeneuve has never been the most politically correct of drivers. He speaks his mind, which has sometimes got him into trouble with the establishment. So I wanted to know what he really felt about the pitiful lack of overtaking in modern F1. This, to the man who had flown off his home track with a wild move on Fisichella into Turn One in Montreal which didn't come off...

Jacques has little sympathy with other drivers' constant complaint that overtaking is impossible with modern cars on modern tracks. He believes it's the driver's well-paid job to move up the field, however difficult the task. And he believes the overtaking opportunities are there: they just involve more risk. In his view there is too much pressure on drivers not to take risks, and for this he blames the teams, the sponsors and the governing body, for producing a racing environment which punishes rather than applauds a driver who takes a risk, and fails. Your team, or your sponsor, would rather see you get the points and the kudos for second than risk it all with a brave move for the lead which has a better than even chance of ending up in the barriers. And the rule-makers take a dim view of moves that fail – like fining Fisichella for trying to pass Irvine in Spain and "causing an avoidable accident". Villeneuve finds that hard to understand. "Remember I come from Indycar. Risks are more accepted there, drivers crash more often. If you go for it and it doesn't come off, you don't get so much blame."

So, what about Schumacher's controversial move on Frentzen coming out of the pits in Canada, which put Frentzen off the road? Villeneuve's reply is curt: "Taking risks for yourself is okay. Putting someone else at risk is different. If you can sleep with that at night, fine. But I always reckon, don't do something you wouldn't want someone else to do to you."

Whether or not Jacques felt he had fun in the French Grand Prix, he drove his heart out almost unnoticed to take fifth place and two points. McLaren salvaged a frustrated third for Hakkinen and an angry sixth for Coulthard – DC set fastest lap of the race, once they'd got the fuel into the car. While Ron Dennis pondered over a disappointing weekend, Schumacher and Irvine sprayed their champagne. Eddie told the journalists that the championship was over already and Schumacher had it won. More quietly, Jean Todt let it be known that he'd extended his contract with Ferrari for another three years. The Horse is Prancing once more. M



Mansell and Prost took the top two steps in 1990, but the Prancing Horse was not fit enough to take the world title



New Brazilian link for



This is the sharp end of Petrobras and Williams' partnership

BR

PETROBRAS

www.petrobras.com.br

Winfield

Williams

Specialist fuel and oil giant Petrobras, the largest company in Brazil, has signed a two-year deal as official fuel supplier to Williams, nine-times winner of the Formula 1 Constructors' championship. A major step in Petrobras' history of pioneering sponsorship in motorsport, the contract places the company among the top suppliers in the world capable of excelling in the challenging field of F1, where technical excellence is taken for granted.



The formulation of fuel for the Williams team will be carried out at Petrobras' state-of-the-art Research Centre in Rio de Janeiro. It was here, and through its pursuit of advanced deep-water exploration for oil, that Frank Williams saw the potential for the fruitful working relationship that is required for Formula 1 success, and decided to establish a new technical partnership with the Brazilian company.

"The history of Williams is full of such examples," says Williams. "I like to put faith in young companies that invest heavily in research, and which develop their own technology."



Petrobras sponsorship reaches desert-deep

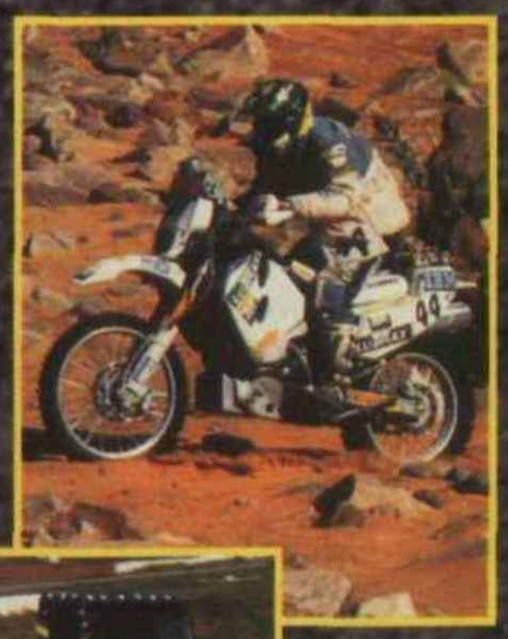
BR
PETROBRAS

www.petrobras.com.br

It started here...

Brazil and motorsport. Inextricably linked. Ever since Emerson Fittipaldi set the trend almost 30 years ago, the Brazilian nation has followed the track action with a fervour to rival their love of football. Between them, national heroes Fittipaldi, Piquet and Senna took eight Formula 1 world championships home to Brazil.

Petrobras began its involvement in motorsport as long ago as 1956 when, as a sponsor of the first 1000-mile race in Brazil, it established its name as a driving force. One of the drivers was one 'Baron' Fittipaldi, father of the to-be-great Emerson. That day, Petrobras vowed to support motorsport at all levels to encourage young drivers in specialist formulae.





Petrobras is involved throughout motorsport

As a result, the Petrobras Motor Sports Commission was formed in 1993, and today the oil giant's support extends to more than 20 Brazilian drivers, including Williams test driver Max Wilson and 1997 South American Formula 3 Champion Bruno Junqueira, who is starting his European racing career in the Draco F3000 team.

Bruno Junqueira has graduated to F3000 with Petrobras' help





LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

JOIN THE CLUB

SIR,

The British Racing Mechanics Club, founded in 1936 at Brooklands, by that late, great Wally Hassan had withered and nearly died but it has now been resuscitated in association with the VSCC. Would any mechanic, engine, chassis, transmission or accessory specialist, designer or draughtsman which has been involved, for a minimum of two years, in the building or preparation of cars, old and new, for International or National road or circuit racing, hill-climbing, rallying of record attempts and is interested in joining this prestigious club (Stirling Moss and Stuart Turner are two of our patrons) please contact the Secretary, Chris Stratton, at 36, Lodge Crescent, Warwick, CV34 6BB.

I AM, YOURS, ETC.

C S A DOUGLAS, HON. TREASURER,
BRITISH RACING MECHANICS CLUB

* * * *

DON'T BANK ON IT

SIR,

I opened my May 1998 copy of MOTOR SPORT to be disappointed by the tone of your note regarding the demise of the Monza banking. The caption below the photo was unreasonable in tone and content.

If you perceive what it is to feel for the heritage of something, anything, in your case quite understandably motorsport, then you must understand those who value something else, in this case, trees. I might go on and on about what kind of a world we would have without trees, I might see your eyes glaze over... I hope not.

I have been a very keen enthusiast since my first visit to a wet and miserable club meeting at Silverstone aged probably 12 or 13, followed up by years of cycling there from my home in Aylesbury, through to the heady heights of being with, and assisting, Adrian Reynard when he first put a car to bear his name through its paces. I know what it is to love everything about this subject. The noise, the smells, the places, the heroes of the day and the races they drove, the corners, each corner with its own individual character. God how Silverstone has been butchered, never mind. These things don't remain as they were, of course they move on, they must, and we must move on too.

The days of laying waste to the natural world are gone.

I AM, YOURS, ETC.

D S REID, STRATHDON, ABERDEENSHIRE

* * * *

WHO OWNS WHO?

SIR,

I was very interested to read the latest issue of *Business Age*, June 1998, and in particular the article about Mr Ecclestone and the alleged "illegal secret contract". This article prompted me to consider the 50th anniversary of Silverstone and the forthcoming events.

The governing body of motor racing within England is surely the Royal Automobile Club. The RAC licenses certain circuits for national events. Presumably the circuit owners pay a licence fee, but after the deduction of that fee all the revenue belongs to the circuit owners, who may employ consultants or others to help promote the events and maximise their income.

The National Motoring Organisations, i.e. RAC or ADAC and others, sought co-ordination for international events from the Federation Internationale Automobile (FIA). The FIA then became the licensing body for those international series. However, the FIA presumably is accountable to the National Motoring Organisations, whom I imagine are the beneficial owners of any licensing rights for the events taking place within their national jurisdictions. At what stage did the FIA deem itself to be the legal and beneficial owner of all licensing rights to international events and therefore able to assign those rights to Mr Ecclestone or his companies?

I note that, according to the article in *Business Age*, the total revenue attributed to the British Grand Prix may be in excess of £30m and yet the circuit owners will only receive approximately £5m. Having recently been to Silverstone, I note that Silverstone is undertaking tremendous building works to provide extra paddock facilities for the Grand Prix and the financial return may be marginal.

I have no doubt that Mr Ecclestone may wish to challenge the accuracy of the article in *Business Age*, but I believe it is in the public interest that the history of the legal and beneficial ownership of the rights to Grand Prix and other international series, as well as the rights of the circuit owners should be investigated.

I AM, YOURS, ETC.

ANDREW Q S GREEN, JERSEY

* * * *

IN FAVOUR OF FORMULA ONE

SIR,

As an avid follower of Formula One and motorsport in general, I was rather dismayed by the comments of Simon Taylor in the June issue regarding the greatest competition in the sport. Just in case you didn't know I'm referring to F1. Perhaps his column should be titled *Thoroughly Disinterested in Modern Times*.

As a subscriber to your magazine I would hope that any publication connected with motorsport would have decent objective commentary on the events which justify their existence. Do we have to wait 30 years before we can read about the Canadian Grand Prix in your publication, rather than half a page of personal drivel. I thought that the Canadian race was one of the most exciting and rivetting of recent times. Thank God the other teams are at last beginning to close the gap on the rather 'undynamic duo' in their once vastly superior cars. Marvellous for Ferrari, marvellous for F1.

I also think Michael Schumacher deserves victory. Maybe it is jealousy or envy or some other personal failing, but people and journalists seem to find it very difficult to admit that he is without any doubt the best Grand Prix driver of the decade and will surely be remembered as one of the all time greats. What happened to the old saying "May the best man win"?

I AM, YOURS, ETC.

MR M MILLWOOD, LONDON

* * * *

ROLLS-ROYCE REST IN PEACE

SIR,

I refer to Bill Boddy's article *Deep Regret* in the July issue. Unlike our William, I have not been lost for words and have been bloody furious about selling Rolls-Royce especially to the Germans. I have stated this to anyone that will listen.

I find it astonishing. Can you imagine the Germans selling Mercedes, or the French selling Renault to foreigners, of course you can't.

To rub it in, VW was Hitler's 'people's car' and R-R had a big hand in stopping that ambitious little man – or have we all forgot what his ambitions were.

R-R was, to me, the epitome of England and what it stood for. I have always been proud of being English, not British you understand, as I understood the fallacy of that years ago when I went to live in Scotland and have since listened to the Welsh and the Irish. At least that's on its way out as the government presides over the demise of the UK. The problem is will there be anything recognisable as English left by the time it happens?

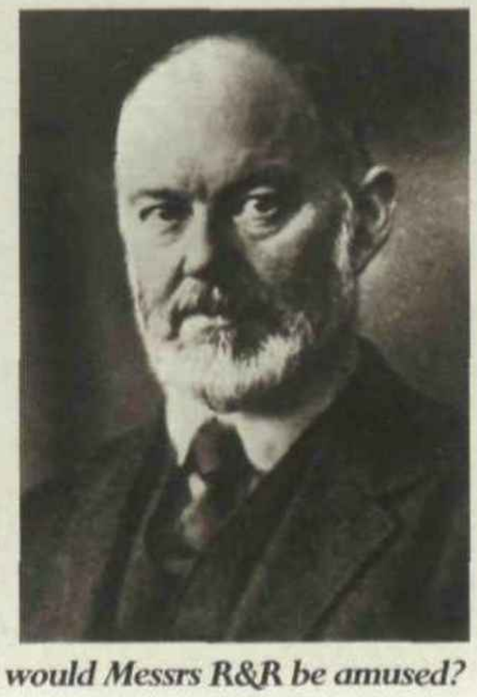
I recognise the requirement to have a viable economic unit but am I to understand that there was nobody in this now godforsaken country who was prepared to save a little piece of our illustrious history.

Patriotism, I am told, is the last refuge of the scoundrel. If this is true, we are, in this country, in no danger of being branded as scoundrels. It is okay to shout loud if you are a Scot, Irish or Welsh, but it is apparently 'politically incorrect' to love England.

I AM, YOURS, ETC.

B. WYLIE, OXFORDSHIRE





Rolls-Royce plc is still British, but would Messrs R&R be amused?

LETTERS FROM READERS



Monaco '70 and Brabham spears into the wall…



… Jochen Rindt rounds the hairpin for victory…



… and the broken Australian limps to the finish

ROLLS-ROYCE PLC

SIR,

I must take up Bill Boddy on his article entitled *Deep Regret* in your July issue.

He is quite wrong to say that the magic name behind achievements such as the Schneider Trophy R engine and the Merlins during the Battle of Britain, has been sold to Volkswagen.

The company which succeeded Rolls-Royce Limited, Rolls-Royce plc, is a British owned, international, high technology engineering company and has not been sold to anyone.

Rolls-Royce plc is more than 15 times larger than Rolls-Royce Motors and supplies aero engines to almost every airline in the world and more than 100 Armed Forces, including incidentally, the Luftwaffe. In addition, it is a major manufacturer of industrial and marine gas turbines and powers 25 of the world's navies, along with supplying nuclear propulsion systems for the Royal Navy's submarines.

Its engines have also been used for most world speed record attempts, including the recent successful supersonic record achieved by Thrust SSC.

Rolls-Royce plc owns the marque and licenses it to Rolls-Royce Motors and has rights to remove the marque, should the the company be sold to an overseas owner.

I AM, YOURS, ETC.

SIR RALPH ROBINS, CHAIRMAN, ROLLS-ROYCE PLC

(I am glad to be corrected. I was immersed in nostalgia and have always associated the pre-war Rolls-Royce aero engines with the cars made at Derby. –WB)

* * * *

MONACO MAGIC

SIR,

I thoroughly enjoyed reading Nigel Roebuck's article on the 1970 Monaco Grand Prix (May, 1998) as it vividly brought back memories of my first visit to a continental motor race.

To the amazement of my friends I had decided to spend £25 on a one-day Page & Moy trip to that GP and on arrival was totally awe-struck by the glamour and atmosphere of Monaco and the event.

For the start I stood at the descent from Loews hotel but then I naively thought I would be able to move around to some other points on the circuit, only to find myself forced to walk way up into the town away from the circuit. With difficulty I was able to arrive back by the Gasworks hairpin some 10 laps from the end and I managed to find a spot with a good view just above the straw bales. From there – as described in graphic detail in Nigel Roebuck's piece – I watched the final drama unfold fight in front of my eyes.

However, I did manage to record the successive laps on camera and I thought you might like to see the sequence I took by way of a fitting sequel to his description of what must surely be one of the most dramatic finishes to a Grand Prix ever. Although I went back to many more, nothing ever matched it for excitement.

I AM, YOURS, ETC.

DAVID BOUCH OBE, LONDON

* * * *

THE CORNHILL HOTEL

SIR,

With regard to your article on Baron Emmanuel de Graffenried (July 1998), I last stayed in the Cornhill Hotel for a Bentley Drivers Club meeting in the early 1970s. It was on the east side of the A5 about a mile north of Towcester. I well remember having a great dice with a Ferrari Dino in my Morgan Plus 4 on the way back from the race meeting and enjoying myself so much that I overshot the hotel by a couple of miles. Oh happy days!

The last I heard of the Cornhill it had been sold to some religious sect of the Maharishi Yogi Bear variety. I intend to be at Coys; perhaps we should organise a expedition to find it. I too had some memorable parties there.

I AM, YOURS, ETC.

SIR AUBREY BROCKLEBANK BT, LONDON

* * * *

THE OTHER BIG SWISS CHEESE

SIR,

I much enjoyed Simon Taylor's article on Emmanuel de Graffenried. Surely though, he was one of four, not three, Swiss drivers to have won a post-war Grand Prix, or does the erstwhile Mercedes-Benz and Auto Union works driver Christian Kautz count as an honourary German, in the same way that, in football World Cup tournaments, Irish players, if they are doing well, seem to be accorded honourary English status?

Kautz, like de Graffenried, was closely associated with Enrico Platé. It was driving one of Platé's Maserati 4CLs that Kautz won the 1947 Grand Prix de la Marne from a strong field on July 6th, 1947. And it was driving another just over a year later that he was tragically killed at Bremgarten in a crash which also involved his team-mate de Graffenried.

On another point, the glorious Mercedes-Benz W154 did not, as Andrew Frankel maintains, enjoy its maiden victory at Rheims. The W154's maiden victory came at Tripoli in May 1938, with a clean sweep in the order Lang, von Brauchitsch and Caracciola. The French Grand Prix at Rheims marked the car's third appearance.

I AM, YOURS, ETC.

GORDON MAITLAND, BRISTOL

* * * *

PICTURE IMPERFECT?

SIR,

I am appalled to note that of the 138 pages in the above only about one third have any textual content which is not advertising or promotional.

While some of the photographs are interesting, if one also ignores those pages where the text represents less than 25% of the surface area the figure descends to a truly horrific one quarter level.

Your much-trumpeted new format has therefore, not unsurprisingly, already reverted to the 'close examination before purchase' category.

I AM, YOURS, ETC.

DAVID BRIDGES, LONDON

* * * *

IN OUR DEFENCE…

SIR,

I cannot let pass without comment the letter from Mr Michael Mendoza (July 1998) concerning the substance of MOTOR SPORT. The 70 years of motorsport history he refers to is itself a hotch potch, and any magazine not reflecting the variety of the past would not do justice to itself or its readers. Please do not change the style, just improve where possible.

Now a complaint! I was surprised at a glaring omission from the list of greatest F1 cars from which you expect us to nominate the best. I refer of course to the Lotus 72, whose record surpasses most of the 10 cars listed. I therefore enclose my entry form, suitably amended.

I AM, YOURS, ETC.

STUART BELL, CUMBRIA

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Vol XXVIII No 2 February 1952

MONTE CARLO RALLY IMPRESSIONS



Sydney Allard and the victorious car on the Monte

BY SYDNEY ALLARD

My crew consisted of Guy Warburton and Tom Lush, and our arrangements were that Guy and I should share the driving and Tom be responsible for navigating and time-keeping. The same crew had done the Rally previously and this arrangement had proved satisfactory.

We selected Glasgow as our starting point, as the alternative starting places in Europe meant too much time spent away from the office. We found we were the last but one to leave, there being 72 cars in front of us. Mrs Allard and her sisters, in an Allard, were 15 numbers ahead of us, and this order was kept until their unfortunate retirement some 300 miles from Monte Carlo.

The weather conditions between Glasgow and Carlisle were fairly bad, the roads being covered in snow with patches of ice, and these conditions were again met some 50 miles from Llandrindod. From Wales we headed for Folkestone. The channel crossing was accomplished without trouble and we were soon on our way to the first foreign control at Lille.

From Lille we turned northwards towards Liège and from there northwards again into the flat lands of Holland. We crossed the new Arnhem Bridge early in the morning and were in Amsterdam in time for a very early breakfast. Here we joined competitors from other starting controls and began to see foreign makes of cars bearing the registration plates of most European countries.

An amusing incident occurred at this control. When we returned to our car, we were horrified to find someone had painted an enormous greyhound on the side. We were rather annoyed and it was not until we attempted to unlock the car and found our key would not fit that we discovered it was not our car but another Allard of identical colour; it had started from Norway! We had a lot of fun over this coincidence during the rest of the Rally when we watched others making the same mistake. The weather so far had been dry and cold but nothing had occurred which could affect our timekeeping.

From Amsterdam we turned southward through Antwerp, Brussels and Rheims to Paris. We were escorted through Paris by motor-cycle police who led the cars in convoy to the outskirts of the city. The police entered thoroughly into the spirit of things and our average speed for the distance through the Paris traffic was very high indeed. Just south of Paris we turned off the main road, which until now had been used for the entire route, and for the first time made our way over secondary roads towards the mountains which lay ahead.

At Bourges, which lay in the valley, we were told that the roads ahead were deeply snow-bound and that heavy snow was falling in the mountains. We pressed on, travelling as fast as possible, because we knew that the critical part of the rally now lay ahead. The snow was being blown horizontally against the windscreen and thick patches of fog made visibility extremely poor. The road width was considerably reduced by the high snow backs on either side and this made passing a matter of waiting one's chance at a wider section, or perhaps a bend, and then and there pressing on without hesitation. This was a very interesting procedure as one never quite knew what lay ahead!

We covered all sections without loss of time, although the last one from Le Puy down through the Rhone Valley to Valence, a distance of some 80 miles, was completed with only a minute in hand. This was where most of the other competitors lost marks and we were the only Glasgow starter to get through on time. The rest of the run was uneventful although the roads were snowbound.

We spent the whole of Saturday, in company with many others, going round the course of the Regularity Test, and at the end of the day thought we had memorised all the most difficult parts.

We were horrified to find on Sunday morning that it had been snowing hard all night, which meant most of our landmarks were obliterated; however, we started the test, with 50 others, and by lunchtime we had all finished. I spent the afternoon waiting for the results. We were having tea when the news came through that we had won the rally.



Moss enjoyed his fast, reliable Sunbeam-Talbot

BY STIRLING MOSS

The car – a Sunbeam-Talbot 90 – was magnificent.

Its performance is a great tribute both to the designers and to all of those who were engaged in its construction.

With my co-drivers I have done now well over 3000 miles in it. No mechanical work of any sort has been carried out during that time. The only incident has been a nail embedded in a tyre. The car has sustained neither dents nor scratches.

In the Monte Carlo Rally, we finished with the same shock-absorbers and the same brakes with which we set out, which is more than you can say for some of the other competitors.

Illustrative of its performance I would mention the fact that on many of the downhill sections the speedometer was touching 80mph and this was over a surface of ice and snow. For miles the roads were rutted with ice and such strain on the back axle that it took a really well-constructed car to stand up to what we gave it.

Again underlining its performance. I would like to mention that we consider it really astounding that the car was capable of passing on the roads of the continent more expensive cars from the European manufacturers.

Another point of interest – we put no water in the Sunbeam-Talbot 90 during the whole Rally and really very little oil.

It is also worth noting that the Sunbeam-Talbot always returned at least 26 miles to the gallon except over the very worst surfaces, when the average dropped to 22mpg.

NIGEL ROEBUCK



LEGENDS

LOTUS 79

IF EVER YOU WERE A LOTUS FAN, Goodwood brought it all back. In the paddock, for example, were a pair of Lotus 25s, both ex-Clark, and at the Brooks auction were several items from Jimmy's career, including a letter to Andrew Ferguson, written shortly before the 1963 British Grand Prix. He won the race, of course, en route to his first World Championship, and the car in the question – chassis 'R4' – was one of those at the Festival of Speed.

There, too, was a Lotus 49B, complete with the flimsy high rear wing introduced in mid-1968, and run until Monaco the following year. In 'stilt wing' configuration, the 49B will be forever synonymous with Hill and Rindt, and in the auction many of the lots – trophies and other memorabilia – were from the personal collections of Graham and Jochen.

Over the weekend Mario Andretti more than once looked wistfully at the red and gold car, for it was in just such a 49B that he made his Formula One debut at Watkins Glen in 1968, shaking the establishment more than somewhat by beating Jackie Stewart and the rest to pole position.

Andretti was still more emotional, though, at being reunited with the same 79 in which he won the World Championship 20 years ago: "I loved that car; I could really talk to it." And now? "Well, now it's like being back with an old girlfriend..."

Mario will always regard the winning of the title as the high point of an extraordinary career, but the great tragedy was that at Monza, where he clinched it, Ronnie Peterson died. I was writing a book with Andretti, and spent a lot of time in the Lotus motorhome over the weekend.

The sense of poignancy that infamous Sunday evening was overwhelming. So far as anyone knew, Ronnie had severe leg injuries, but was in no danger, and would race again. While part of Mario wanted to celebrate the achievement of his life's ambition, so also his thoughts were with his friend. We drank champagne, but without much relish.

Hours later, Peterson, in the course of an operation to reset his legs, developed blood clots in his lungs, and when next morning Mario went to the Niguarda Hospital in Milan they told him that Ronnie was dead. In the Goodwood auction, Lot 483 was his spare kit – a Bell hold-all, containing



Andretti and Lotus at Goodwood... "Like being back with an old girlfriend"

helmet, overalls, boots, and so on – from that 1978 season.

A Lotus driver from 1973-75, Peterson returned to the team for 1978, and at first Andretti didn't go for the idea at all. "It wasn't that I had anything against Ronnie – I'd always liked him, and thought he was a fantastic race driver – but I had my doubts that the arrangement would work out. The man was a number one driver, nothing else, and it seemed ridiculous to me that a guy with his ability and experience should have to accept the restrictions of a number two. At the same time, though, I'd made my position clear to Colin Chapman.

"When I signed my contract for 1978, it was as number one driver, and I felt it was my due. I felt I'd played my part in bringing Lotus back to the front, and I also thought that 1978 would give me my best shot at the title. I didn't want anything to screw that up.

"Ronnie signed as number two, and I think in a way it didn't bother him too much. I guess we were looking for different things from the 1978 season. I'd come close in '77, won more races than anyone else, but Ronnie had just been through two or three bad years, and a lot of people thought he was through as one of the leading lights. He really wanted to prove he still had it. There never was any doubt about that, of course."

Everyone gasped at the elegant beauty of the Lotus 79 when Andretti began testing it at Paul Ricard late in 1977, but it was not to make its Grand Prix debut until the sixth round of the '78 World Championship, at Zolder. "Just build me a 78 that's quick in a straight line," was how Mario had put it to Chapman, but initially the 79 was unable even to match its predecessor.

"It wasn't," Andretti said, "that it didn't have any downforce as much as the downforce not being in the right place. The car needed a redesign, and until that happened we had to run too much rear wing – hence it was slow in the straightaways."

There was another problem with the early 79, too. Chapman, ever seeking lightness, was keen to have a new gearbox in the 79. Designed in-house, and built by Getrag in Germany, it was indeed smaller and lighter than the customary Hewland, and also permitted faster changes – until it began to stiffen up, which it always did.

"I fell in love with the 79. 'Colin,' I says, 'this car is something else again'"

"I actually raced the car for the first time in the International Trophy at Silverstone," Mario recalled. "By now the redesign work had been done, and the grip was unbelievable. That was when I fell in love with the 79. 'Colin,' I says, 'this car is something else again – but we can't compromise it with that gearbox: we have to use a Hewland.'"

Reluctantly Chapman acquiesced, and by the time of the Belgian Grand Prix the car, in more or less definitive form, was ready to race. Andretti put it on pole position, by almost a second, and led all the way, with Peterson following him home in the old 78.

A fortnight later, at Jarama, it was the same story, save that now Ronnie, too, was in a 79. The two black cars



Beautiful 'ground effect' Lotus 79s were streets ahead of their closest rivals

made up the front row, and finished 1-2, Andretti ahead by 20 seconds. At Anderstorp Mario retired, but at Paul Ricard normality returned: Andretti first, Peterson second. In their wake the rest looked rather breathless.

The Lotus 79 was one of Colin Chapman's quantum leaps; as the 78 had been the first 'wing' car, so it was the 79 which introduced 'ground effect' to Grands Prix. "The Cosworth never had the horsepower Ferrari did," Mario said, "but it didn't matter. We were pretty good on top speed, and whenever the road turned, Ronnie and I were just off on our own..."

Neither 79 finished at Brands Hatch, but Andretti won again at Hockenheim, and Peterson was never better than at the Osterreichring, where he triumphed in appalling conditions after his team-mate had crashed. At Zandvoort they finished nose to tail, Mario ahead. With three races to go, he led Ronnie in the World Championship by 12 points, 63 to 51.

At Brands Hatch, Peterson had out-qualified Andretti for the first time, and it was here that Mario chose to reveal a clause in Peterson's contract. "It said that if we were running at the front, with no problems, then I was to win. Like I said, I felt that I'd earned that from the work I'd done in previous seasons, and Ronnie accepted that. More important, he gave his word.

"Colin was furious with me for letting that out, but I did it in fairness to Ronnie: I didn't want people thinking I was passing him because he couldn't keep me back. We had made this agreement, and it wasn't something Ronnie or I felt bad about."

It truly wasn't. By now Peterson had achieved his objective, re-established himself – and signed to drive for McLaren in 1978. That being so, another driver suggested at Zandvoort, he should forget about the Lotus agreement, and go all out for the championship.

Ronnie was appalled at that. "I gave my word, and I'll stand by it," he said. "Apart from anything else, Mario deserves the title this year because he was so far ahead of me in the first half of the season." Peterson also acknowledged that, without Andretti's skills as a test driver, the 79 would not have been the car it was.

Thus they went to Monza. "I had no worries about Ronnie," said Mario. "Even when I knew he would be leaving the team, I trusted him absolutely. In spite of what people had forecast, the friendship between us just got stronger and stronger as time went along. The day after Monza, I had no feelings about being World Champion; Ronnie's death just put everything else out of my mind..."

At Goodwood, Andretti was back in his 79 for the first time in 20 years, and hammered up the hill, delighting the crowds. "Lot of memories come back with this car," he murmured. "Probably more than any other from my career. The most beautiful race car of all time? I think so, don't you?" M

Gentleman's agreement guaranteed Mario Andretti (right) 1979 world title. But victory was marred by Peterson's death

FROM F1 TO TOURING CARS AND SPORTSCARS TO RALLY

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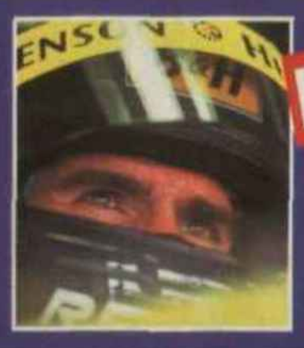
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British GP, 1958... Stirling Moss slides his Vanwall to pole position

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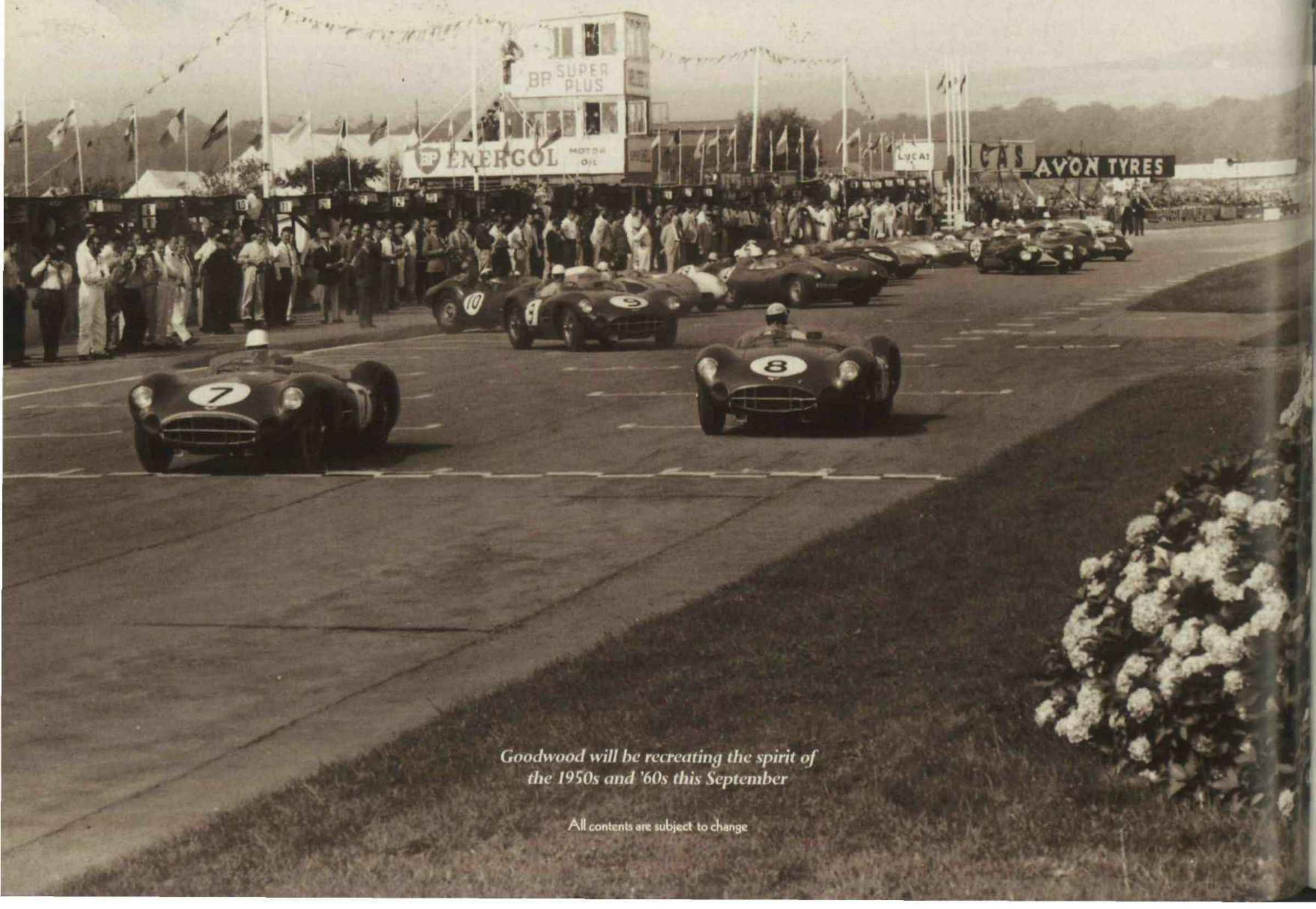
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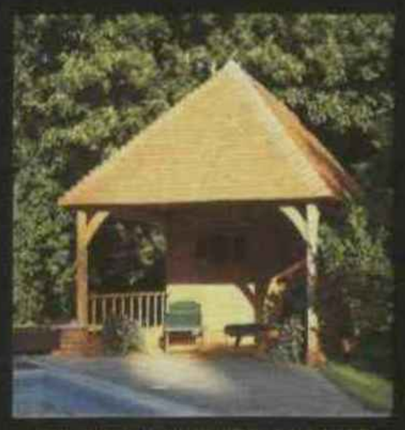
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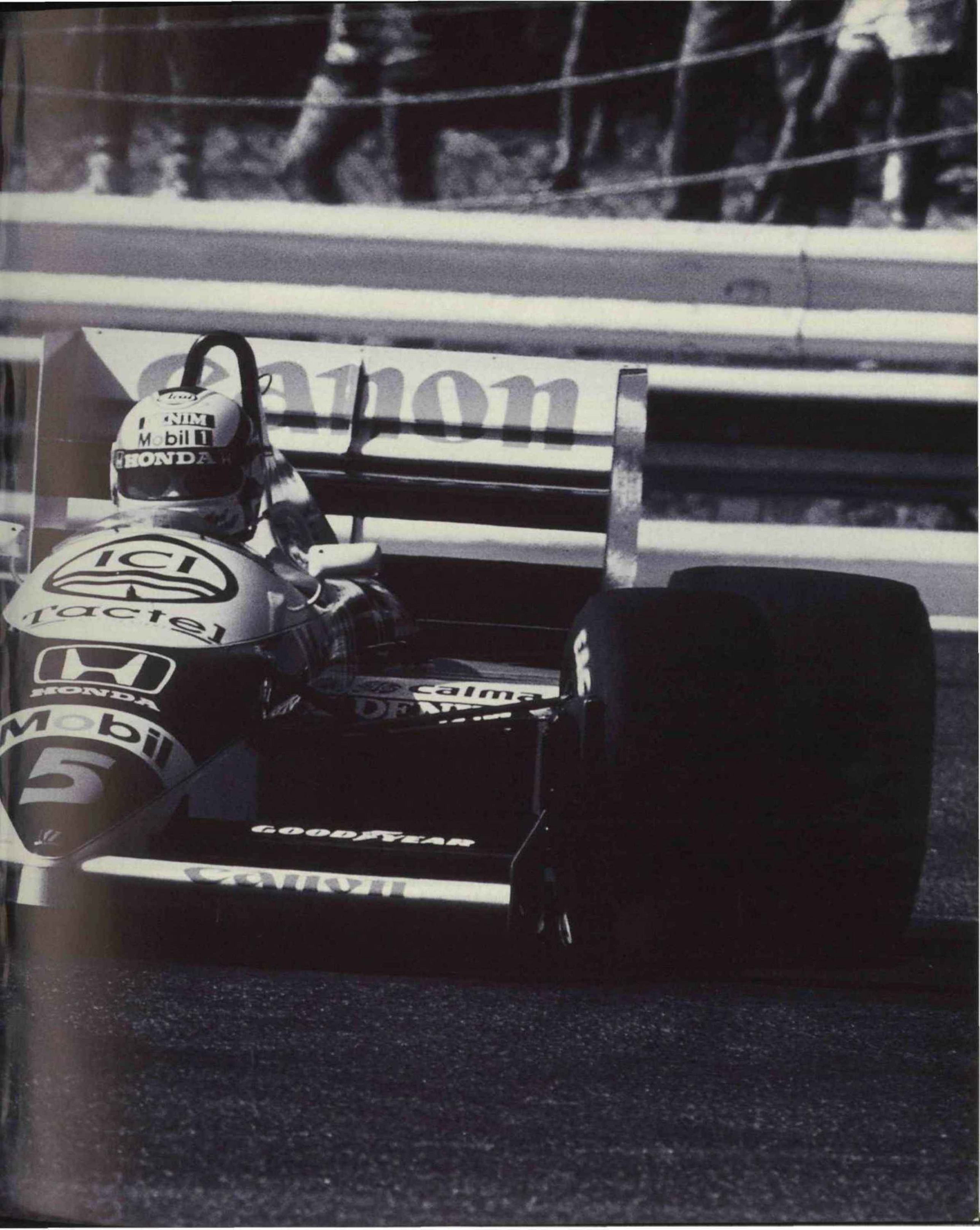
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THE MOST MISUNDERSTOOD MAN IN THE HISTORY OF MOTOR RACING OR SIMPLY AN INSUFFERABLY ARROGANT PAIN IN THE NECK? MARK HUGHES EXAMINES THE ENIGMA THAT IS NIGEL MANSELL

MANSELL


Mobil 1
HONDA
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HONDA
Mobil
5
GOODYEAR



Mansell worked well at Williams (above) and gained respect if not the love of the team. Monaco in '84 (right) he showed both sides of Mansell. Leading the race in the wet and pulling away, he buried the Lotus in the barrier. He'd been trying too hard to demonstrate his ability and not hard enough to win

RIGHT FROM THE START, IN HIS OWN MIND HE'S A GIANT. A good giant. And he does things that back up that belief. Regularly. And each time, he turns around to accept the plaudits, because these are important to him. And each time, he finds, instead, indifference or ridicule. Which, each time, makes him a little more resentful, and a little more difficult.

Eventually he starts winning and the adulation comes then – not from the experts, but from the people. He accepts it with relish, takes great delight in his fan worship, even takes part in a Touring Car race at Donington, perhaps because the idea of pulling in more people than had gone there for the Formula One world that shunned him, is irresistible.

Who does Nigel Mansell play to? The fans of course. He becomes a showman, which means that beyond giving often sublime performances in any car – be it F1, Indy or Touring – he has to get across to them how hard he's been trying when he gets out if it. Each minor ailment becomes a drama, each effortless victory a fight against all odds. Which, as much as his prickly personality, makes him even less popular with the insiders.

He becomes one of the most viscerally exciting drivers of all time. But, to the racing establishment, the struggle for recognition inevitably leaves its scars on the man. These scars, too many, are unsightly.

But who can blame him? Can you? After all, the establishment has let him down badly right from the start. The enthusiasts either don't see or don't care about the quirks of character that alienate many of those who have worked with him. Against the odds the fans, unencumbered by insider knowledge, get Mansell's talent spot-on.

Somewhere in the Mansell DNA are strands that bequeath awesome hand to eye co-ordination, balance, feel, reflexes, timing and, most of all, a hugely competitive instinct. He was born, in other words, with all the physical prerequisites of a truly great racing driver. But he was also born on the wrong side of the tracks. The cyclonic fallout of that conflict has whirled around motor racing for 20 years.

It seemed the more indifference he received from the pundits, the more he was driven to ever-more outrageous feats of accomplishment. He welded God-given ability to the outer extremes of self-belief to produce surreal performances. This is the man who sold Piquet a 180mph dummy into Stowe in 1987, who ran right around the outside of Berger in Peralta in '90, who duelled at 200mph side-by-side and millimetres away from Senna, for the whole of the Barcelona pit straight and claimed the corner.

But sometimes these heroics did not seem the product of a fully balanced mind. If the line between genius and madness is grassblade-thin, then so was that between Mansell's in-car commitment and his off-beam need to prove the doubters wrong.

Depending on your perspective, the very best of Mansell could either be his unstinting devotion to his wife and family, or the Hungarian Grand Prix 1989. At 150mph he coolly boxed-in Senna behind Johansson's lapped Onyx and without lifting, jinked to the right, millimetres from catastrophe, passed the McLaren and won the race. No-one else alive could have done that to Ayrton Senna. The nadir could be any one of a series of unpleasantly heavy-handed dealings with both press and team insiders throughout his career.

The need to win is strong in all top racing drivers but in Mansell it is all-consuming and extends for some considerable distance beyond the cockpit. Peter Windsor, the first journalist truly to champion Mansell's talent and later team manager at Williams during the Mansell days, comments, "He's incredibly competitive in whatever he does, whether playing snooker, karate or fun soccer. He always wants the best; if he's in a plane he wants the best seat, he wants to be first in the queue for the hire car and get the one with the lowest mileage. It's constant and ingrained."

Mix such a quality with his massive and entirely justified self-belief, a craving for recognition, then deny him that recognition for much of his career and the turmoils within him become rather easier to understand. For that is the essential story of Nigel Mansell: Searing performances surrounded by a vicious circle of conflict.

First the talent. There is a school of thought that Mansell made himself into the driver he is; that there was little innate ability. That's pure nonsense, as even the briefest look at his early career confirms.

John Thorburn was team manager at McKechnie Racing in the mid-'70s: "I was sitting at the desk and the door opened and this lad walked in and said, 'Hello, my name is Nigel Mansell, you don't know me, but before you throw me out, I don't want money, I want help.' He said he had this Hawke Formula Ford car and it didn't seem to work properly. I told him that he'd better bring it down sometime and we'd have a look at it, and he said, 'Oh, I've got it here,' and he rushed out the door and suddenly appeared pulling a two-wheel trailer in his hands with a Formula Ford on it. We took it from him and the mechanic ran a line round it and after about an hour said, 'Well, I can get three wheels pointing in the right direction but the other one's an inch and a half out because the chassis is bent.'

"Nigel rang me on Monday morning and said, 'Hello, I just want to thank you ever so much.' He'd won from pole in what was just a heap of shit. From that point on really, I took an interest in him and helped as much as I could." ➤



Early days: Mansell's star shone in Formula Ford



Rosanne Mansell provided unceasing support

Phipps Photographic





Mansell wins first time out for Ferrari at Brazil in '89. He was adored by team and fans alike but left after being out-driven by Prost in '90. Williams provided him with the superb FW14B (right), and Mansell cruised all but unopposed to the title in it, yet he never gave the car the credit it deserved

In 1977 he won a national Formula Ford 1600 championship, winning 33 times from 42 races – despite breaking his neck in a practice accident at Brands Hatch. It's well documented that he and wife Rosanne then sold their house to fund a few races with the March F3 team in '78. Rosanne is the solid foundation upon which the legend Mansell is built. It's difficult to imagine anyone of his extreme disposition being able to sustain his momentum without such a guiding and calming influence. His form in F3 in '78 was sensational. On his debut he set pole against the more experienced Nelson Piquet and Derek Warwick at Silverstone and was again quicker than either to grab the front row at Thruxton too. But after three more races the money ran out.

Windsor believes that even after all he's achieved, Mansell's talent is still underrated. "If Ferrari rang him tomorrow and said, 'We want you to race with Schumacher next year and we're prepared to pay you 10 per cent more than him and we'll audit the books to show you that is the case, and we want you to spend the next four months in the gym and we want to make you world champion in 1999,' there's no doubt in my mind that Nigel would do that and he'd probably blow off Schumacher – even now. I think he is that good. Of course, that's never going to happen."

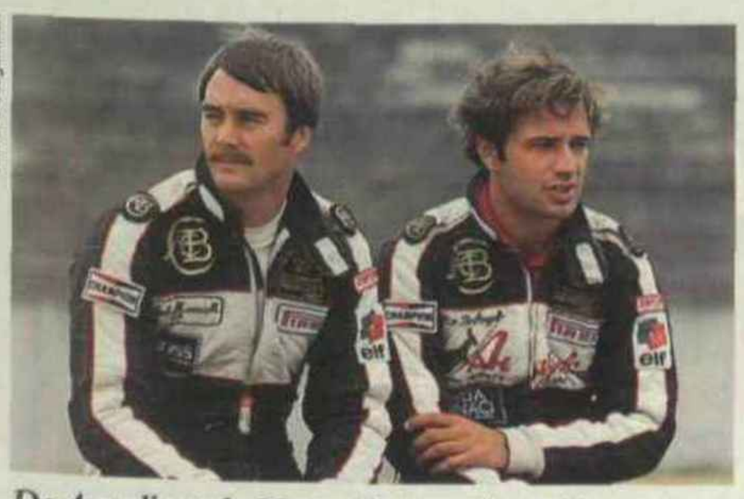
Being dumped by March was just one of many rejections and it ensured that Mansell was never going to float effortlessly up the racing ladder on a sea of hype, finance and the best equipment in the way of Piquet or, later on, Senna. "I think," says Windsor, "that not being touted as a great driver early on in his career left him with a very large chip on his shoulder. It was never going to happen; he came from Birmingham, had the wrong accent and the Marlboro people didn't like him."

The break, of course, came with Lotus. Colin Chapman signed him as a test driver for 1980 – after some cajoling from Windsor and his friend Peter Collins, then team manager at Lotus – which led to a couple of late-season Grands Prix and subsequently a full season in '81. Chapman evidently had enormous belief in him, something which touches Mansell deeply to this day. In his autobiography he says: "In Colin I knew a very warm and very loving human being who was at times kinder and even more understanding than my own father."

Mansell's father Eric had played a key role in his son's karting career, which began when Nigel was 10 years old. They were close, but karting colleague Chris Hodgetts avows that: "He was much closer to his mother than to Eric, no doubt about that whatsoever." There is, in fact, the hint of a feeling of betrayal from Mansell when he tells how his father refused to support his move into cars. Maybe that was the first real knockback after which all the subsequent ones paled by comparison. But each still hurt, for someone of Mansell's fragile ego. "He's totally insecure," says Thorburn, who has remained a close friend ever since the Formula Ford days. "Even now and after all he's achieved. He's come back to Touring Cars because he doesn't want people to remember him going out on the McLaren deal. I love him dearly but he needs someone with him the whole time, supporting him. Sit him down by himself and within half an hour he'd be tearing his hair out. He can't do anything for himself, he needs back-up."

Rainer Schlegelmilch

With Chapman's death at the end of '82, that support dried up at Team Lotus. Peter Warr took over the running of the team and he was not a fan of Mansell. "Bearing in mind what he achieved later in his career," says Warr, "it's easy to forget how immature and incomplete a driver he was at Team Lotus. And my first impressions of him weren't very favourable either. After he'd finished third at Zolder, he decided that that made him a superstar and he demanded a five-fold increase in his retainer.



Rainer Schlegelmilch

De Angelis stole Mansell's thunder at Team Lotus

"Then he was third on the grid at Monaco and did nothing to prevent the unfounded reputation being put around that he was a brilliant street racer. In fact, that qualifying position came out of a blatant cheat we were doing with skirts that wore away to the regulation 6cm clearance after you'd done three qualifying laps. Because he was prepared to accept that reputation, which was undeserved as everyone in the team knew, it sort of got us off on the wrong foot. If he couldn't be honest with himself, how could he be honest with the team and how could we therefore progress?"



Victim of the press or just a case of fair comment?

But there was still the social stigma of Mansell's humble background too, especially as his team-mate was Italian aristocrat Elio de Angelis. As Warr reveals: "Oh, Elio was so effortless. Nigel could not handle the personal style, elegance and chic of Elio." But in fairness, Elio was usually faster too. In their four years together in the same cars, the qualifying score read: de Angelis 38, Mansell 15.

Though Mansell's performances can hardly have been helped by the pro-Elio feel within the camp, it is something he himself helped to nurture, as attested to by Lotus mechanic Chris Dinnage: "We all liked how Nigel would drive the car absolutely flat-out but whenever there was a problem it was always the fault of somebody else, never his. Which grated a bit. Elio, on the other hand, took great care to involve us all and there was always a pleasant atmosphere around him."

The vicious circle is easy to picture and it was given more momentum when Warr tried to replace Mansell for '84 with Senna, only for sponsor ➤➤

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Mansell and touring cars was unfinished business after he crashed heavily at Donington Park in 1993. In typical fashion, he returned five years later and set the field alight with his aggressive driving

Imperial Tobacco to insist it keep a British driver on the payroll. Warr insisted in turn that the sponsor pay Mansell's salary because he simply didn't want him in the team.

"I think," says Mansell's aide and former Williams man Sheridan Thynne, "that Peter Warr didn't share my view about how to get the best out of drivers."

The race that perfectly encapsulated the failure of either warring party to properly harness Mansell's burgeoning ability at Lotus was Monaco '84. In appallingly wet conditions, on Goodyears that were no match for the wet weather performance of the Michelins on the other front runners, Mansell was pulling away from Prost at the front by two seconds a lap. It was mesmerising, but it was madness too. Eventually he put a tyre over a white line and creamed into the barrier. Mansell would probably not have pushed so hard had he had a more balanced view of what was required. Earlier he had walked in on Warr regaling the sponsors with just how wonderfully de Angelis had driven in the wet in a Ricard test two days earlier. "I think," says Windsor, "that Nigel was more concerned with showing Warr who was quick in the wet than with what was needed to win the Grand Prix."

This was the time of Sir Robert Mark's infamous Goodyear Grand Prix S television advertisement, a bastardisation of which was on the Lotus workshop wallchart the following week. It read "Nigel Mansell says: 'I firmly believe Sir Robert Mark is a liar.'"

It might have been funny, but it was also cruel and indicative of the flow of feelings. When he was eventually replaced by Senna at the season's end, it was perhaps the very best thing that could have happened for both parties.

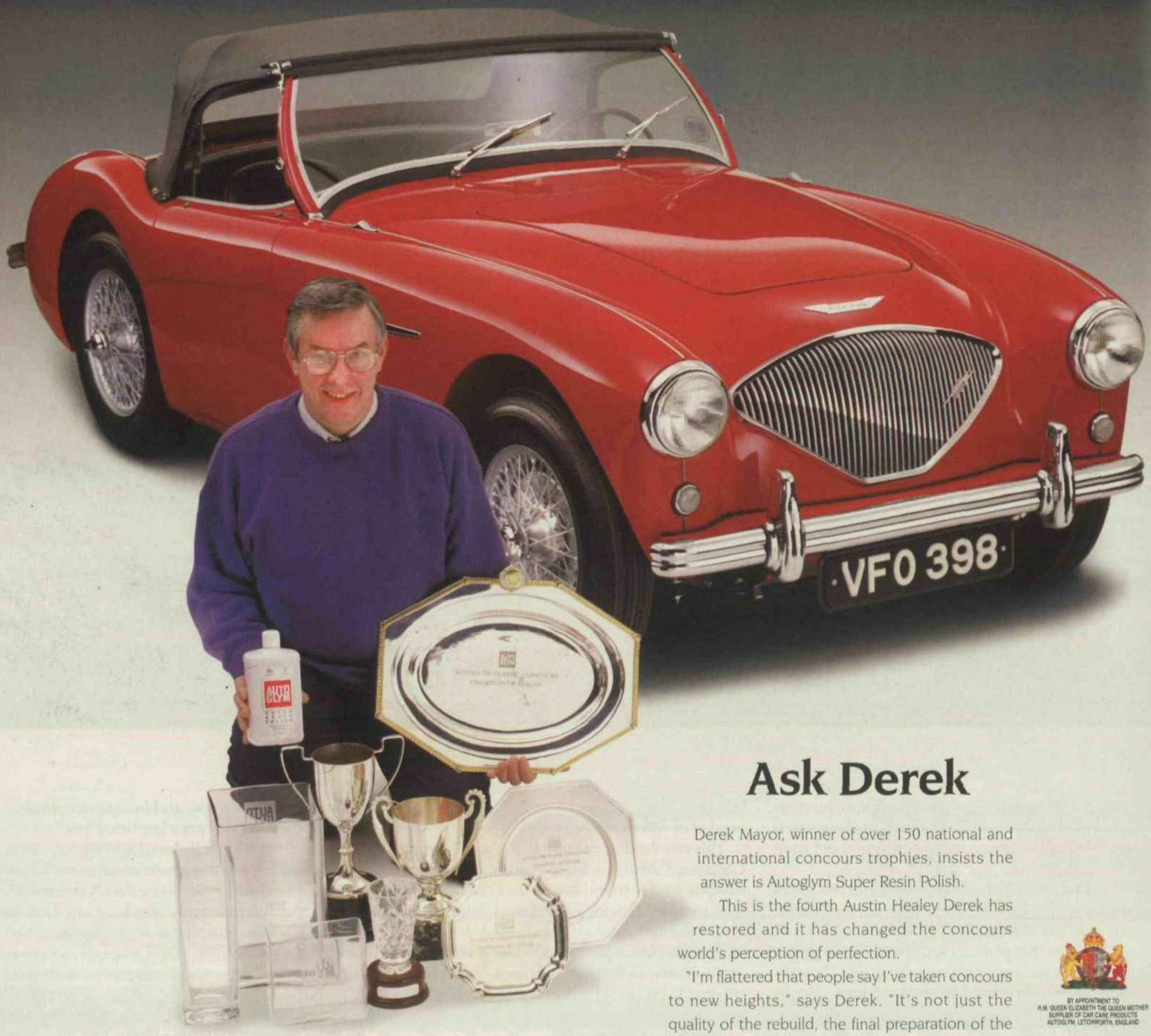
He was picked up by Williams and the rest is history. His first Grand Prix win came at Brands in '85, he immediately followed it with another and was in contention for the world title in both '86 and '87, blowing off team-mate Piquet more often than not. Warr now acknowledges Mansell blossomed in his new environment: "I think he came to us with a major chip on his shoulder and we got the arse end of his difficult apprenticeship. He came good in a very positive way at Williams and once he did he then got the inner confidence that the other top drivers had anyway and became a complete driver. I think he was just a late developer."

Mansell wasn't exactly loved at Williams, either, but he was respected. Thynne comments: "Frank Williams liked drivers who were deeply committed. He felt that intermittently Nigel did give him an immensely hard time, but being competitive isn't about being easy. After Nigel went off to Ferrari, Williams ran Patrese and Boutsen who were great guys but didn't have Nigel's ability to arrive, do an out lap, have the car checked, do a sighting lap and then be top of the pile after the second flying lap. Frank loved that. I don't think he came to fully appreciate it until after Nigel had gone."

Meanwhile Mansell's winning form with Williams sparked the public's imagination in a way that thrilled him, especially as he felt he was still receiving less than full recognition from the press. It was at around this time that any problems became magnified and very public. It was also when his driving became infused with awe-inspiring daring and resolve in battle.

It intensified further at Ferrari in '89, in an environment where the team and the fans adored ➤

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Mansell stunned the Indycar community by taking the championship in his rookie year, but by the end of 1993, bridges with his team had been burnt and he prepared to return to Formula One

him. This was as good as it could get. But, Mansell being Mansell, it couldn't last. In 1990 Prost joined the team and the honeymoon was over, exposing perhaps Mansell's only remaining flaw as a driver.

"I think at that stage," says Windsor, who by now was working for Ferrari, "Nigel had started to believe he could walk on water and forgot the principle that you need to have good people around you. He had that when Prost arrived. But Prost saw that and built his own team around him. Nigel did nothing to protect his patch in the team or prevent Scalabroni, who was the technical core, from leaving. Then Nigel did his usual thing and said he was being screwed by the team, a trait which has been his undoing on several occasions." A trait which was responsible for ill-feeling toward him from various camps.



Who needs the press with supporters like this?

After the dramatic throwing of the gloves to the adoring crowds at Silverstone, he announced his retirement, only for Thynne to convince him to 'unretire' for '91 and return to Williams. It would lead, of course, to his world crown of 1992 when he did a stunning job in a car vastly superior to the opposition. The latter was a point Mansell would refuse to concede, something not calculated to endear him to the design team which had produced that fabulous piece of equipment for him.

If anything, his Indycar title of '93 was more remarkable, the final seal of greatness as a driver. That he won from pole in his brief comeback with Williams at the end of '94 and showed stunning form in the Mondeo Touring Car at Donington a few weeks ago was, somehow, entirely predictable.

But Windsor views these late-career moves as evidence of Mansell's still-poor judgement off-track. "Because of all he's achieved he has an enormous ego, much bigger than any human should ever have, and this affects his decisions. I think to blow apart the Newman-Haas deal and come back to F1 was sheer lunacy. He could have stayed in America and had a great career out there for six or seven years."

But he'd been asked to come back, apparently to get Williams out of its perceived problems and there were, as always, his ever-worshipping fans willing him to say yes. Wasn't that the sort of plea he'd been waiting to hear all his career, the sort that he had expected to hear over 20 years before, when he first started displaying his startling talent?

"Bearing in mind how good we now know that he is and was," says Windsor, "it is absurd that the motor racing fraternity managed somehow not to take any notice of him until he was over 50 per cent of the way through his career. I think that fraternity should look at itself and ask just how the hell they allowed that to happen. In the end, it was just luck he wasn't left by the wayside." M

IF A DIESEL RACING CAR SOUNDS SILLY, YOU'LL BE AS SURPRISED AS ITS RIVALS WERE TO LEARN THAT ONE CLAIMED POLE FOR THE INDY 500. MATTHEW FRANEY REPORTS

PUB QUIZ QUESTION 4,642: NAME THE ONLY DIESEL-engined car to take pole position in a Formula One World Championship event. It's a bit of a trick question really, for the car that clinched that pole never raced on the Grand Prix tracks of Europe nor saw the hand of an Ascari or Fangio. Nevertheless, there is no denying that the Cummins Diesel Special won pole position at the 1952 Indianapolis 500, then a points scoring round of the F1 championship. And that it happened at all is testimony to one man's vision and the efficiency of a big oil-burning motor among the methanol and gasoline-powered four-cylinder engines that had come before.

That man was Don Cummins, vice-president of engineering at the large American manufacturer and a died-in-the-wool race fan. As far back as the 1930s, company founder Clessie Cummins had been intrigued by the visits of Kaye Don and his Land Speed Record crew to Daytona Beach in Florida. Mindful of the publicity such attempts generated, Cummins issued the order to build a car that would set a series of diesel-engined speed records and also compete at the 1931 Indianapolis 500.

For this Cummins pulled strings, for while diesels now had more than mere novelty value, no thought had been given to entering one in America's greatest race. Consequently, the Speedway's rulebook gave no indication as to the eligibility of the car and Cummins turned to his friend Eddie Rickenbacker, owner of the circuit, for some 'guidance'. The over-capacity car was soon entered to run and with driver Dave Evans did just that. The '31 Cummins ran to the end of the race without one pitstop for fuel – a first in Indy history – claiming 13th place on the way.

The company returned fleetingly to Indianapolis in 1934, before the war put a halt to all racing in the States, and it wasn't until the 1950s, and increasing demands from the public for reliable, economical engines that thoughts, Cummins' in particular, returned once more to the 2.5-mile oval in Indiana.

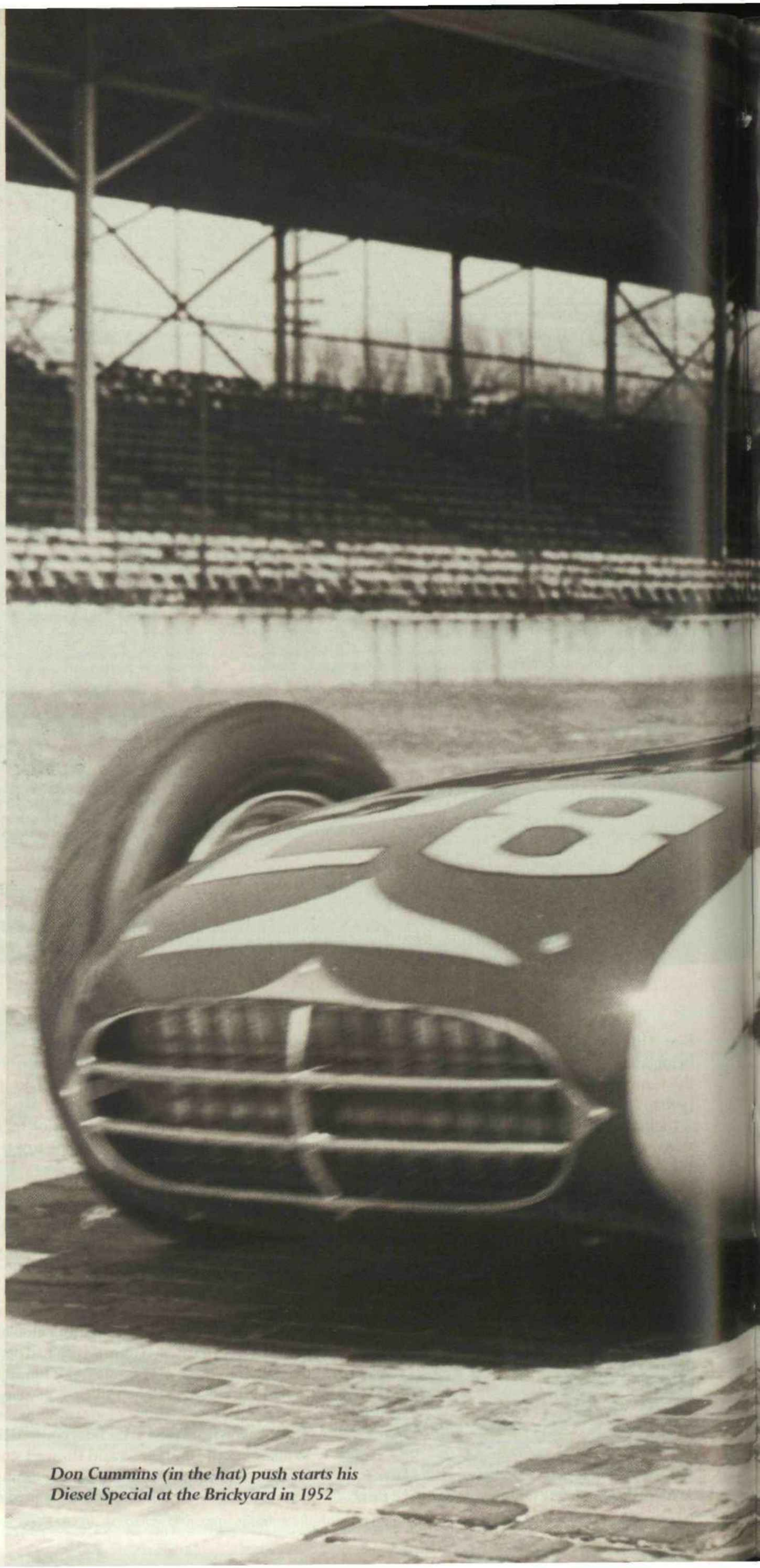
Superchargers, though used for many years in the 500, were still new technology for diesel-powered vehicles, and Cummins saw Indianapolis as the ideal proving ground for their latest efforts.

At the end of '49, Cummins summoned his chief engineer Neville Reiners to his office. The possibility of running on a par with gasoline-powered cars intrigued him, and Reiners was sent away to study the feasibility of such a project. The result was the first of the post-war Diesel Specials – the Green Hornet.

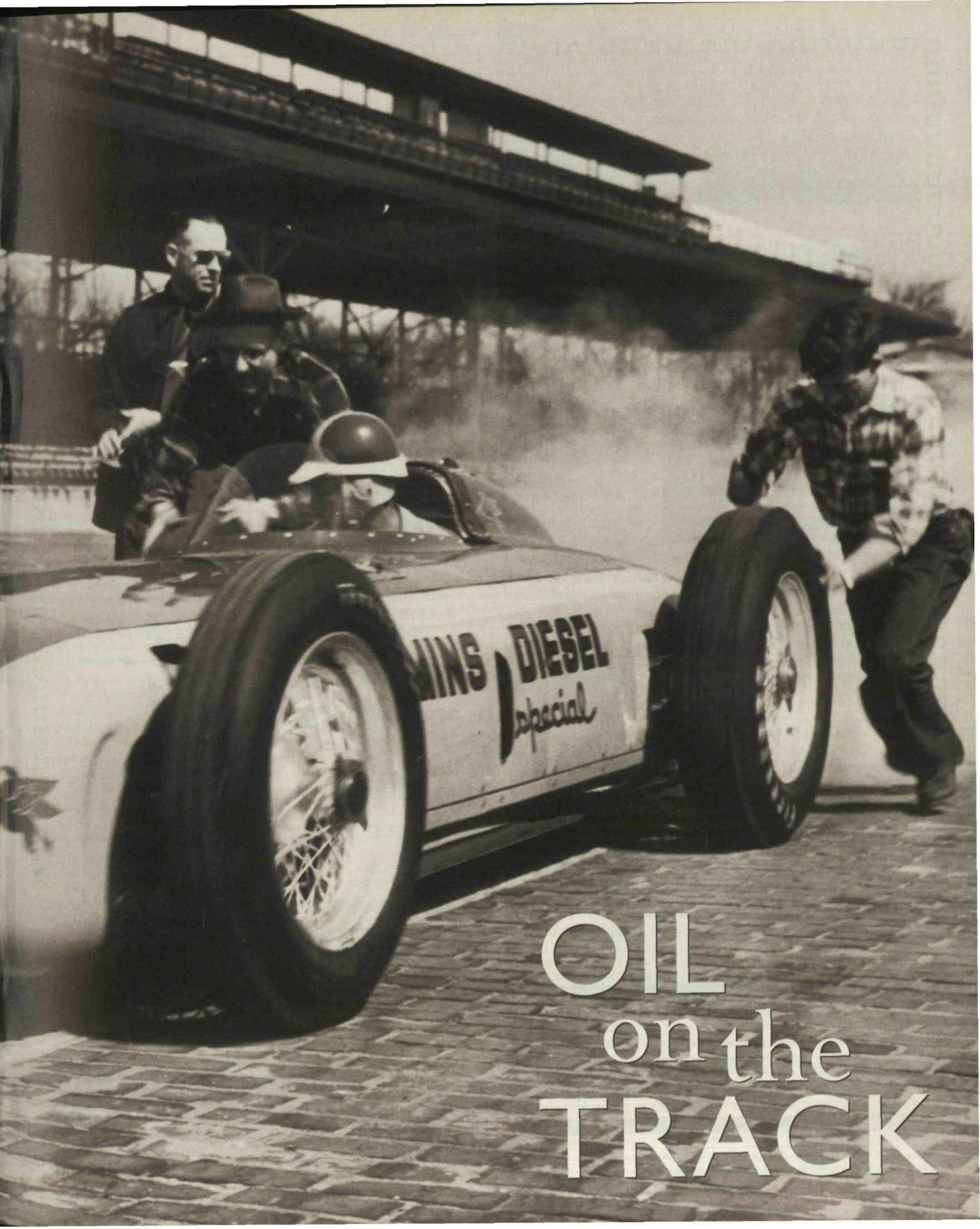
The modified supercharged 6.6-litre six-cylinder engine was shoe-horned into its chassis by renowned race car constructor Frank Kurtis. His Offenhauser-powered Kurtis Kraft cars had dominated Indycar racing after World War II and Cummins looked to him to build a car simple enough to go the distance but still prove competitive in the tough race.

The diesel produced over 300bhp at around 4,000rpm, but it was only enough for driver ➤

photographs from the Indianapolis Motor Speedway



Don Cummins (in the hat) push starts his Diesel Special at the Brickyard in 1952



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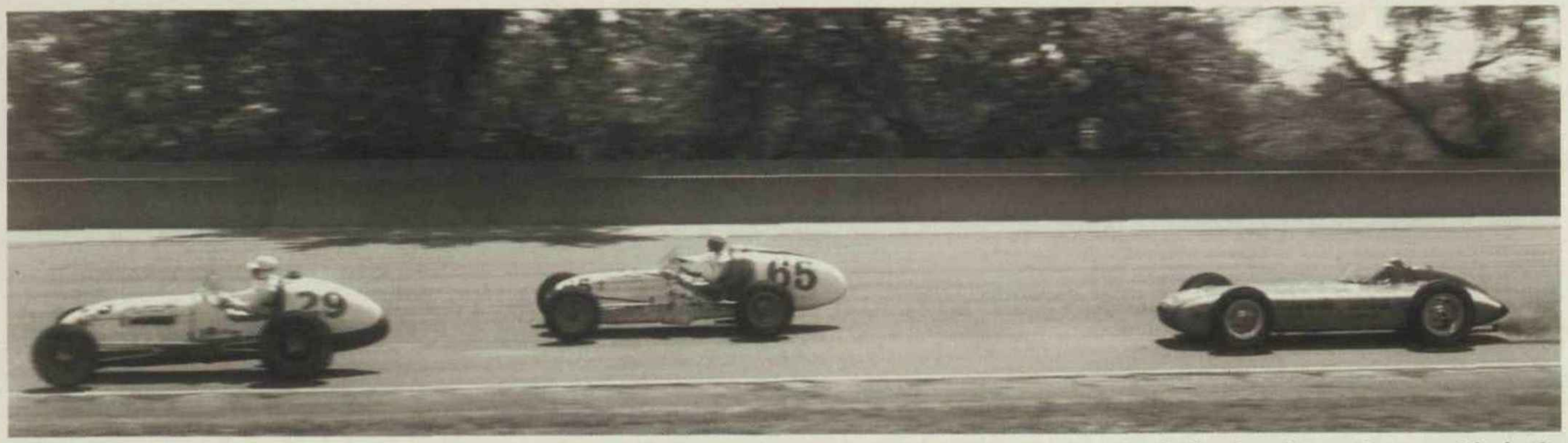
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It's not difficult to see why the Cummins made conventional Indy racers of the day look like trucks. Note the tell-tale diesel smoke pouring out of the back

Jimmy Johnson to snatch 33rd and last place on the grid at a pip over 129mph. The pole-sitter was some five miles an hour faster. Johnson never made it to the end of the 1950 race, a broken damper forcing him out at quarter distance, but he had made his way up to 16th in that short time and for Cummins the racing bug had returned.

The Hornet was later whisked off to the Bonneville Salt Flats, where it set six diesel world speed records, while Cummins and Reiners turned their attention to a car that would not just make the grid of the Indy 500, but win it. Accomplished Speedway racer 'Flying' Freddy Agabashian was approached to drive for Cummins in the 1952 race. The concept for the new car was revolutionary and they wasted no time in demonstrating to Agabashian just how futuristic the Diesel Special would be.

"I remember we went out onto the backstretch of the track," he recalled some years later. "They laid out the plans of the car on the ground and put a four-inch Coke can on top. That was how far I would be sitting off the track."

The secret to the exceptionally low centre of gravity of the new car came after Cummins and Kurtis realised the latest six-cylinder diesel could be laid on its side in front of the driver. Kurtis then ran the driveshaft back past Agabashian's left hip rather than under the seat, allowing the designer to drop the entire body of the car below wheel level. The sleek 'roadster' was nearly five feet wide, but its 18 inch wire wheels came level with the driver's head.

For the first time in an Indy racer, aerodynamics had played a major part in design and packaging.



Cummins comes in to retire, its mark truly made

Use of a wind tunnel meant that the windshield and body panels were constantly tweaked and vital power was gained when Reiners discovered that by manually closing radiator shutters on the straights, the diesel would produce 18 extra horsepower. Cockpit adjustable shock absorbers also maintained the car's ride height as fuel loads decreased.

Development had also seen its way into the new engine, which produced 430bhp at 4,500rpm thanks in part to the first use of a turbocharger in the race. The stock Cummins truck engine weighed in at 1600lbs – three times that of an Offenhauser – but extensive use of magnesium and aluminium allowed the engineers to pare off nearly a thousand of these, making the Diesel Special merely heavy rather than obese.



'Flying' Freddy Agabashian after claiming pole

The stunning red and yellow machine made its debut at Indianapolis in March 1952, completing countless laps in testing under the watchful eye of Cummins and Reiners, as Agabashian sought to perfect the balance and rid the car of crippling tyre wear. 'Flying' Freddy pounded the oval throughout the Spring, studied intently by Cummins' rivals. But the team was intent on not giving them a clue as to the potential speed of the mysterious car.

Not once did he complete a flying lap, choosing to charge round one half of the track, before backing off for the second portion, giving the impression that the car was not yet on the pace. Then he would reverse the procedure, building up speed gently, before roaring through the last mile flat out. It was classic sandbagging. Only Agabashian and his team knew the Cummins Diesel Special's potential. The others would have to wait for the first day of qualifying to find out.

Conditions on that opening day were perfect, with rival Andy Linden one of several drivers to break the lap record – raising the mark to an average of 137.002mph over four laps. The Cummins was next, Agabashian at last able to run his car wide open for the 10-mile measured run. After a couple of laps, he took the green flag. His very first lap was a new record – 139.104mph. Over the next three, despite rubber being ripped from the right rear tyre he held his nerve to post an average of 138.010mph. The Cummins Diesel Special was on pole.

After qualifying the Speedway's president Wilbur Shaw, himself a three-time winner and not a man to miss a soundbite, declared the accomplishment "a feat in the automotive experimental field never before equalled in the history of the Indianapolis 500."

Sadly for Cummins and his crew, the race did not match the expectations set in practice. Agabashian was unable to make pole position count, suffering chronic turbo lag as they took the start. After dropping to 12th place, he worked his way steadily up to fourth before a preventable failure ended his race.

"The turbo intake was underneath the radiator grill," recalled Agabashian, "and rubber dust from the tyres of the cars ahead entered the inlet like sawdust, packed in the turbo and cut off the air. We pitted on lap 72 and pulled the car from the race."

That the car had literally vacuumed up the rubber marbles was unfortunate, but it was avoidable. Frank Kurtis maintained that Cummins failed to heed his warning about the intake and relocate the turbo, while Reiners retorted that a turbocharger that would have allowed the rubber to pass through had been ordered but never delivered.

Regardless of the final outcome, Cummins had proved the worth of its engine and, unwittingly, changed the future of Indycar racing forever. For while the diesel engine was not to make a lasting impact on the series, the low-slung roadster Frank Kurtis had created for it did.

The superb aerodynamics and uneven weight distribution (the car was balanced mid-corner) of the Cummins was replicated by Kurtis in his next creation: the Offenhauser-powered KK500A. That wasn't a bad car either... It won the next three Indy 500s. But that's pub quiz question 4 643.

Additional research by David Moore M

ZANDVOORT



UP UNTIL 1985, ZANDVOORT PRODUCED SOME OF THE GREATEST GRANDS PRIX OF ALL TIME. NOW, HOWEVER, IT ALL SEEMS LIKE A VERY LONG TIME AGO. ANDREW FRANKEL REPORTS

photography by Andrew Yeadon

You'll need a full day at the wheel to drive from London to Zandvoort even with the tunnel and the continuous thread of motorway that now lies between Calais and the Belgian border.

It's not, to be honest, one of the great drives. The Belgian police have no sense of humour at all while their Dutch colleagues, while happy to sympathise with the predicament that brought you to their attention, are happier still to relieve you of large quantities of Guilders or any other currency you may have to hand. Besides, as you work your way past Ostend, Bruges, Ghent, Antwerp, over the border and up to Breda and Rotterdam, there are few stretches quiet or straight enough to make much more than a quick squirt worthwhile.

It is, however, all worth it. After Rotterdam you duck to the left of Utrecht, skirt south of Amsterdam and head west for the coast, leaving the European motorway network for the first time just short of Haarlem, itself no more than a half-hour's drive from the North Sea resort of Zandvoort. When you arrive, you'll find a pretty enough town in a bucket and spade kind of way but that is not really what we're here for.

Of all the circuits the Jaguar has visited over the last months, Zandvoort was the one with the most question marks hanging over it. We knew what we'd find at Spa and that little bar the scant outline of Rouen remained and while I hadn't actually been



Stewart's March 701 on its way to second in the 1970 Dutch GP

to Reims before, I knew enough people who had seen its blasted remains to have a good idea of what to expect. Yet Zandvoort, somehow, was different.

There has not been a Grand Prix there since 1985 and while I knew that club racing still took place at the new version of the legendary circuit I knew too of the outraged outpouring that followed it opening. Zandvoort, it was said, had been destroyed by the changes wrought after the 1988 season. I knew the new circuit still incorporated the legendary Tarzan corner and a sizeable chunk of the straight before but what, if any of the old circuit still lay out there under the sand dunes, I would only discover upon arrival.

Above all, the old Zandvoort was a driver's circuit. Of the 30 world championship Grands Prix held here between 1952 and 1985, all bar six were won by drivers who had been or would become world champion. At a power circuit like Monza, 12 ➤

Motor Sport's Jaguar XJR stands where the old circuit still survives


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8







Left: Ickx's Ferrari and Rodriguez's BRM blitzing the opposition during their epic battle in the '71 GP. Here the Stewart Tyrrell and Amon's Matra are the one's going backwards. Right: Graham Hill scored his first GP win at Zandvoort in the 1962 Dutch Grand Prix, his BRM P57 leading home Trevor Taylor's Lotus 24 by 27 seconds

drivers destined never to claim the championship nevertheless topped the podium in the same period.

There is scarcely a track in the world with a rich, international history which has not paid for at least a proportion of its fame in human currency and this circuit is no different. But while certain circuits, in particular the old Spa, seem almost haunted by those who died there, no such grave feelings accompanied me as I took my first tentative look around the track. The memory of Piers Courage and Roger Williamson is unavoidable and nor should it ever be forgotten, but you do not feel weighed down by it.

I guess it was because Zandvoort has always been a happy place. Read the Grand Prix reports and you'll be left in no doubt how valued was its place on the calendar to drivers, spectators and journalists alike. There was always a good atmosphere in among the dunes of the North Sea resort and, rather more importantly, it produced more than its fair share of great racing.

Racing started here in 1949 though it would be 1952 before an international Grand Prix was held at the track. Ascari won, as he had all bar one other race that season and repeated the feat the following year, his unbroken string of victories continuing unabated. BRM claimed its first *Grande Epreuve* here in 1959, Jo Bonnier fighting a titanic battle with Masten Gregory, Jack Brabham and Stirling Moss, all of whom led the race, to win the one and only Grand Prix victory of a Formula One career that started in 1956 and did not conclude until 1971.

The 1960s saw more great racing at Zandvoort and more significant events too, like the debut of the Lotus 25 and Porsche's first and only purpose built Grand Prix car, both of which were first seen in the Zandvoort paddock in 1962. It was the same race that gave Graham Hill his first Grand Prix victory and set him on the road to the championship. Five years later, the Lotus 49 would win on its debut here, in the hands of Jim Clark.

Zandvoort, to me, however was and always will be a ➤➤





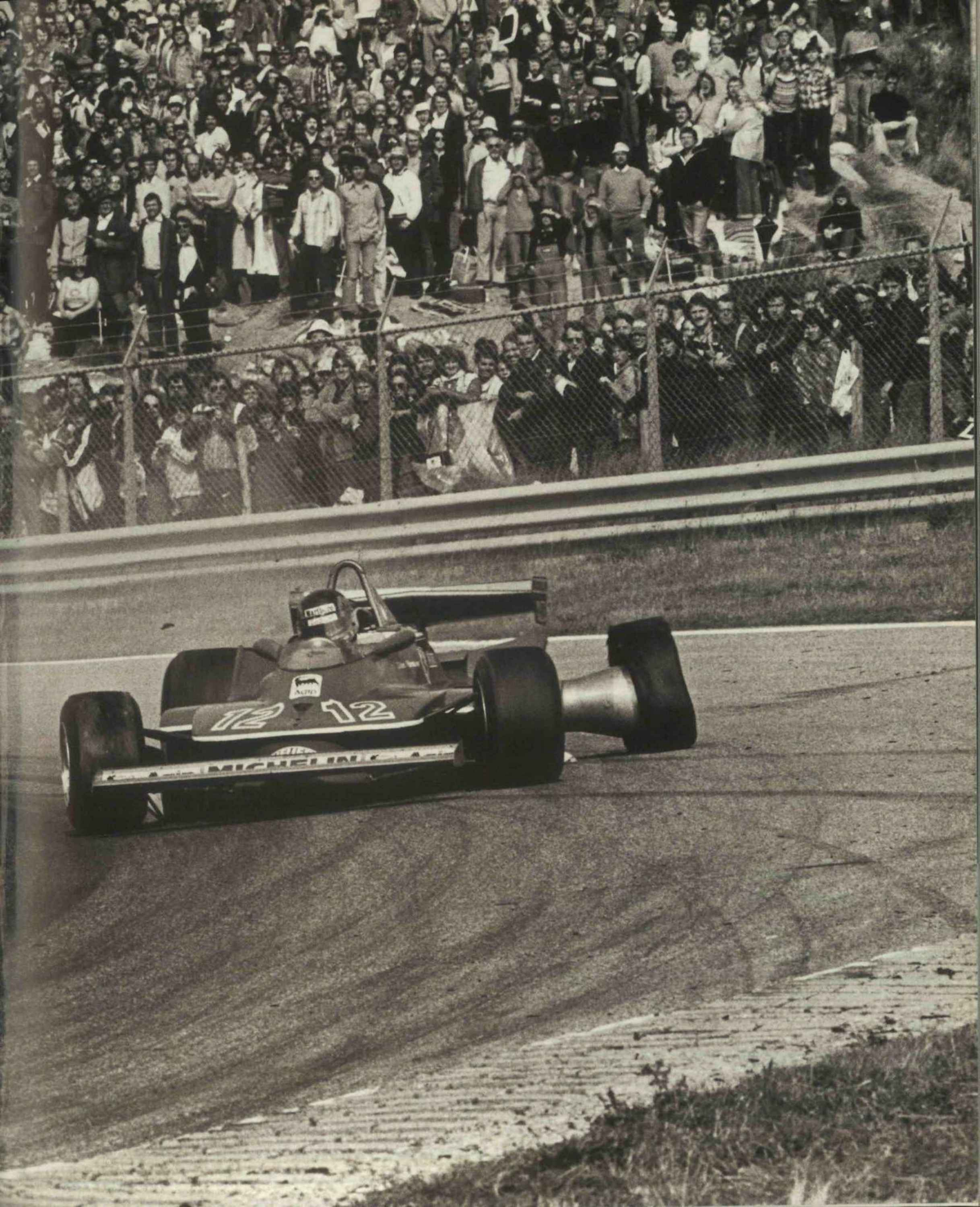
Above: You can circulate Zandvoort today in your own car. New circuit is good fun but lacks the mighty challenge of the old track. Right: One of the most evocative Grand Prix images ever: Gilles Villeneuve battles his wrecked Ferrari 312T4 back to the pits during the 1979 Dutch GP

child of the '70s. Those who were there in 1971 saw one of the greatest races ever to appear on the Grand Prix stage. It involved just two people, Jacky Ickx and Pedro Rodriguez, both of whom could be relied upon entirely to perform miracles at the first sign of rain. That year it poured at Zandvoort and these two, famed more for their exploits in sports cars than Grand Prix machinery, put on a show no-one present would ever forget.

From the start, the Ickx Ferrari 312B2 and Rodriguez BRM P160 simply drove out of sight of the rest of the field despite the fact that the duel between them was unceasing; such exploits always result in slower lap times. Before long they were lapping solid mid-field performers as if they were no-hope amateurs, while each, at the same time, never lost the opportunity to dive inside his opponent at Tarzan, the infamous corner at the end of Zandvoort's tumultuous straight. They were the two greatest wet-weather drivers of their era and, that day, they lapped every other car on the track. Sadly, it was the weather that settled the race as surely as it created it. The rain eased off, allowing a line that was merely damp to emerge and that was all Ickx needed to allow the torque and traction of his Ferrari to tell over the BRM.

Four years later, Zandvoort was back in the history books as a man presumed by many to be a public school idiot with a death wish drove to victory for a team run seemingly by upper-class twits. Yet victory was won not simply by James Hunt's virtuoso driving but also thanks to Hesketh's outstanding tactics. And once Hunt had appeared on the podium, flanked by two vanquished works Ferrari drivers, the critics fell silent. It had been the first Grand Prix victory scored by an Englishman for four years.

But this is not my overriding memory of Zandvoort. That came a further four years later when Gilles Villeneuve's Ferrari 312T4, after an unsatisfactory performance in practice, lined up sixth on the grid. That day, Gilles was in one of those moods. It was clear from the moment the lights turned green that he would either ➳


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The end of the road for Zandvoort? Maybe not. Plans exist to re-use the surviving track and recreate the circuit with the old magic

win the race or destroy the car in the attempt. At the exit of the first corner he was second.

To be fair, it took Gilles 10 more laps to find a way past Alan Jones's fleet-footed Williams FW07. As ever at Zandvoort, the only conventional way to pass was to dive up the inside at Tarzan and this tactic was getting Villeneuve nowhere against the doughty Australian. Bored with this approach he elected, on lap 11, to drive right around the outside of the Williams instead. It was a jaw-felling manoeuvre, one which left crowd, journalists and Jones gasping. More was to follow.

Gilles led for 35 laps, Jones never far away but quite unable to reclaim his lead. Then, the Ferrari picked up a slow puncture in a rear tyre. In the cockpit, Villeneuve sensed increasing oversteer but put it down to the pounding he'd been giving his slicks. Once, however, it stepped out too far, clouting a kerb and pitching the Ferrari into a spin at over 140mph. It spun on the track, it spun on the grass and, as it did so, so Villeneuve was looking around, figuring out when he would be able to catch it and downchanging through the box all the while. At the appropriate moment he popped the clutch and rocketted up the road after the Williams. The tyre, however, was having none of it and exploded at over 170mph as the Ferrari passed the pits. The rest, Villeneuve hanging onto the three-wheeled car, spinning it deliberately off the track at Tarzan and then hammering the remains around another entire lap to bring it back as wreckage to the pits, is the stuff of motor-sport legend. Jones droned on to an unchallenged victory.

At the time, no-one knew the 1985 race would be Zandvoort's last Grand Prix, but our man Jenks, on typically prescient form in his final race report from Holland, saw the writing all too clearly scrawled on the wall:

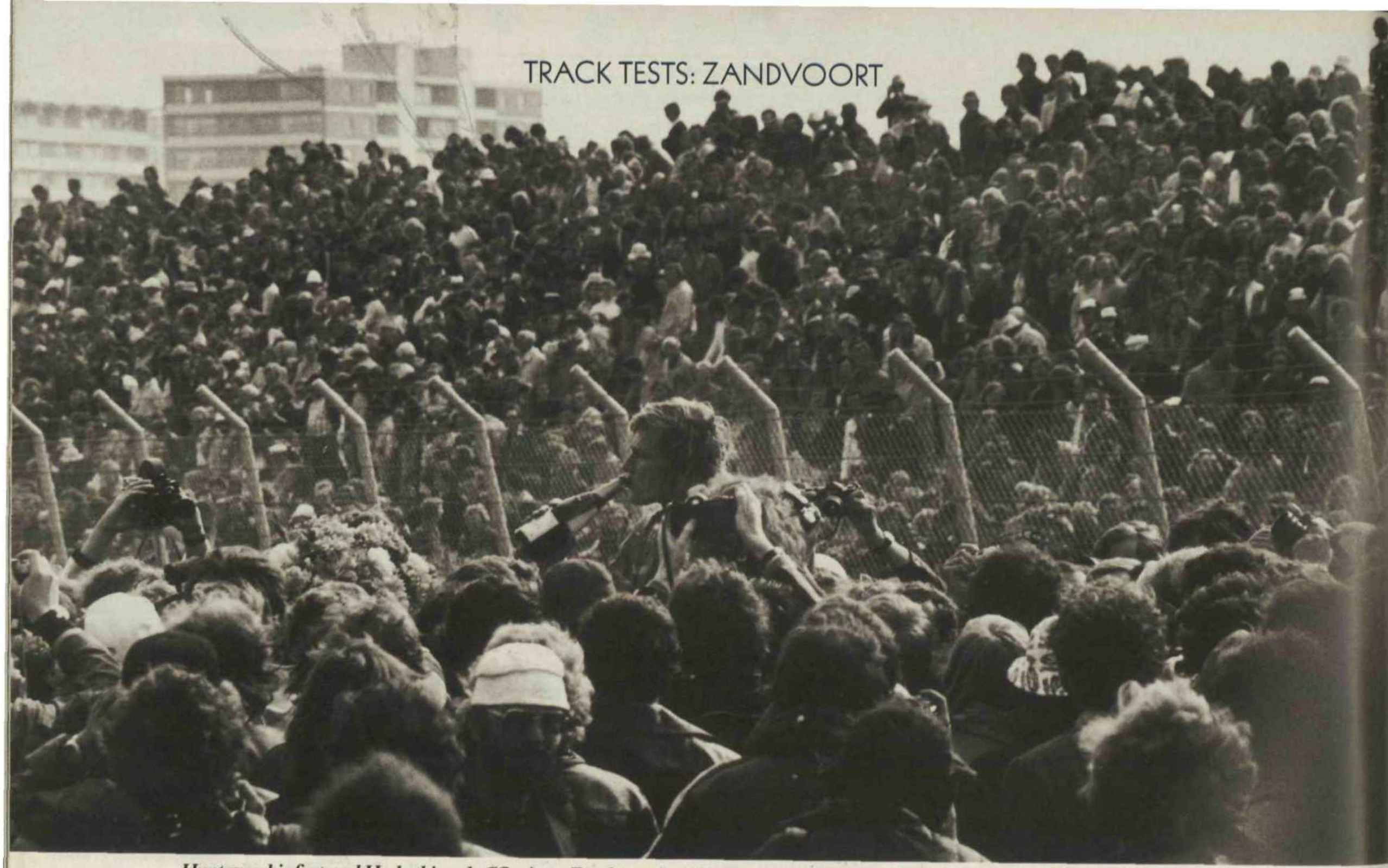
"Looking around Zandvoort, the amenities are woefully lacking while much of it could do with a coat of paint but it all costs money. The circuit is about 10 years behind the accepted standards and the owners do not have the money to rebuild things. It will be a pity if it slips away into disuse as it is a nice, friendly place that invariably produces some exciting racing..."

It was, peculiarly, another journalist who decided the fate of that final Zandvoort GP. His name was Herbert Volker and his great friend was a disillusioned Niki Lauda who had announced his retirement a fortnight earlier at his home Grand Prix in Austria. Outqualified and outraced all season by his team-mate Alain Prost and without a hope of defending his championship, the Austrian was going through the motions but not much more. Volker was appalled by the news and made his feelings clear. Niki decided, much as Villeneuve had back in '79, that he was going to win the race, or blow his engine to bits in the attempt. His lowly 10th place on the grid did nothing to deter him for he was not doing it for himself. He *couldn't care less; he would do it for Herbert.*

And so he did, driving with all the indomitable authority ➳



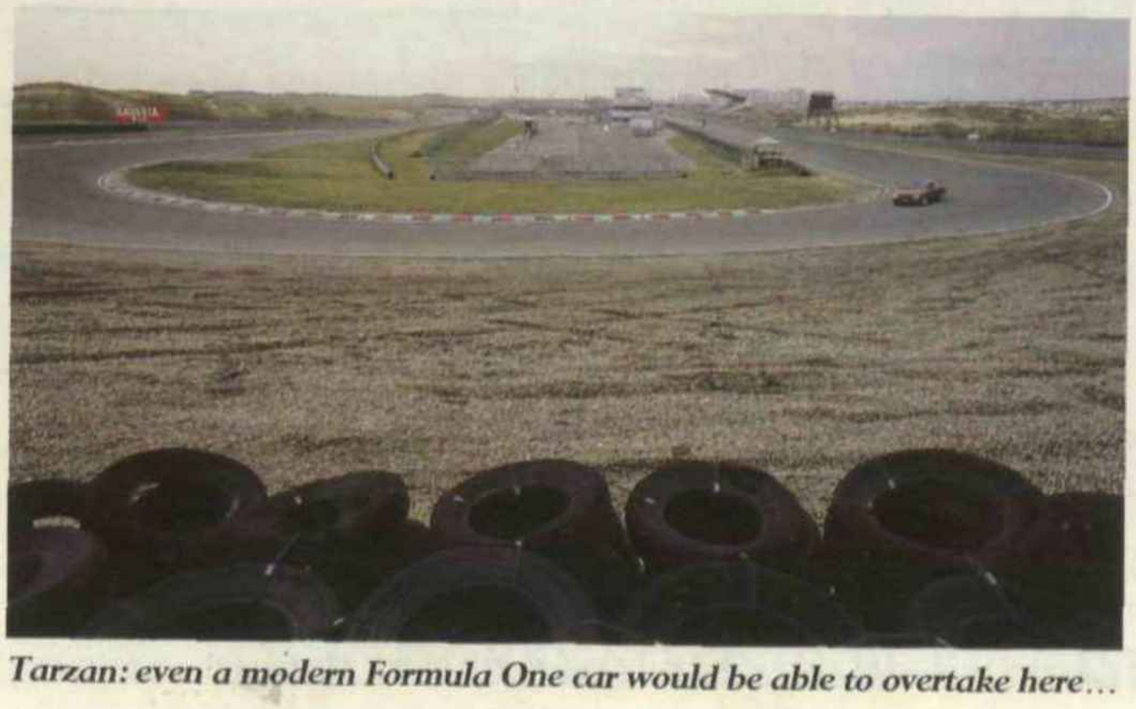
Lauda's last win came in the final Dutch GP in '85. He beat Prost by 0.2sec



Hunt won his first and Hesketh's only GP win at Zandvoort in 1975. Those who had ridiculed the team were forced to think again

that only a combination of his rare talent and some 15 years experience in Formula One could bring. And for once he had the measure of his team-mate, rarely if ever driving significantly more quickly but timing his pitstop to perfection, making the most of the traffic and exploiting the advantage to the full when Prost was delayed for just a few seconds by a misthreaded wheel nut. In the closing stages, Prost hounded Lauda's McLaren but the positions of these two, who had together won more Grands Prix than all the other drivers on the track put together, remained unchanged. As the flag came down on Zandvoort's Grand Prix career, just 0.2sec split the McLarens.

Most of the circuit still survives, with Tarzan and the delightful Hugenholtzbocht remaining in their original form and used to this day. But where the old track twisted away up to the legendary Scheivlak, now it spears right into a series of amusing but hardly challenging tight corners. We were able to persuade the circuit staff to unlock the gate between the new and the old and drove the Jaguar up through the high speed swerves that so defined this circuit until, without warning, the track simply stopped, as if a celestial cleaver had sliced it in two. Beyond now stands a holiday village of doubtful architectural merit.



Tarzan: even a modern Formula One car would be able to overtake here...

Zandvoort is, without doubt, worth a visit. The staff at the track are helpful and friendly to a fault and eager to make clear that plans exist to return the circuit to something approaching its former glory by incorporating almost all the surviving track and creating a loop back to the start of the main straight. And you only have to look at the unmarked, brand new tyres that make up the wall at Tarzan to know that money is probably no longer a problem. I was allowed to spend the entire day blasting around the new track on my own for no particular purpose other than because I wanted to and when they learned that we were merely taking photographs rather than testing, they insisted on waiving the ridiculously modest £120 track fee.

There have been other circuits on this tour which have been more challenging to drive, more thought provoking to visit. Zandvoort's appeal lies no longer in the thrill of a lap, nor of the thought of those who made their names immortal here. Zandvoort is about the simple joy of motor racing, a place where raw talent always counted for more than mere horsepower, where the stars of the days were allowed to shine ceaselessly. It was almost always a happy place and the feel-good factor remains. If you go, don't spend too much time hacking around the new track; it's fun but it's now just another circuit. Borrow the key to the gate instead and go out towards Scheivlak. Climb the tallest dune you can find and look down at the old track and let the imagination fill in the gaps. Then, and only then, will you have even an inkling of what made this place so special to so many of the Grand Prix community and what a bitter blow it must have been when it all came to so sudden an end. M

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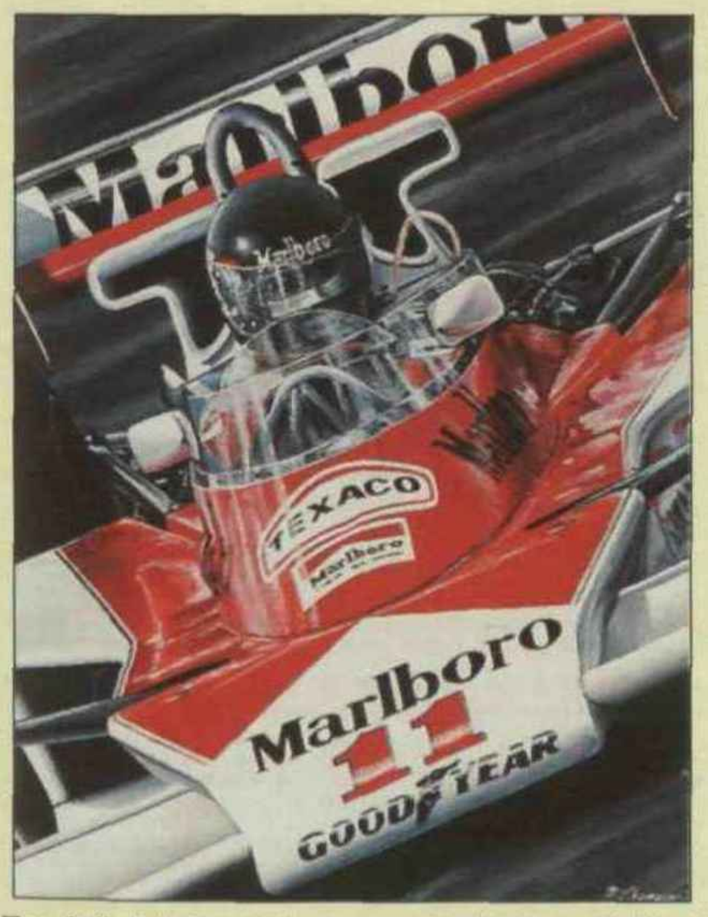
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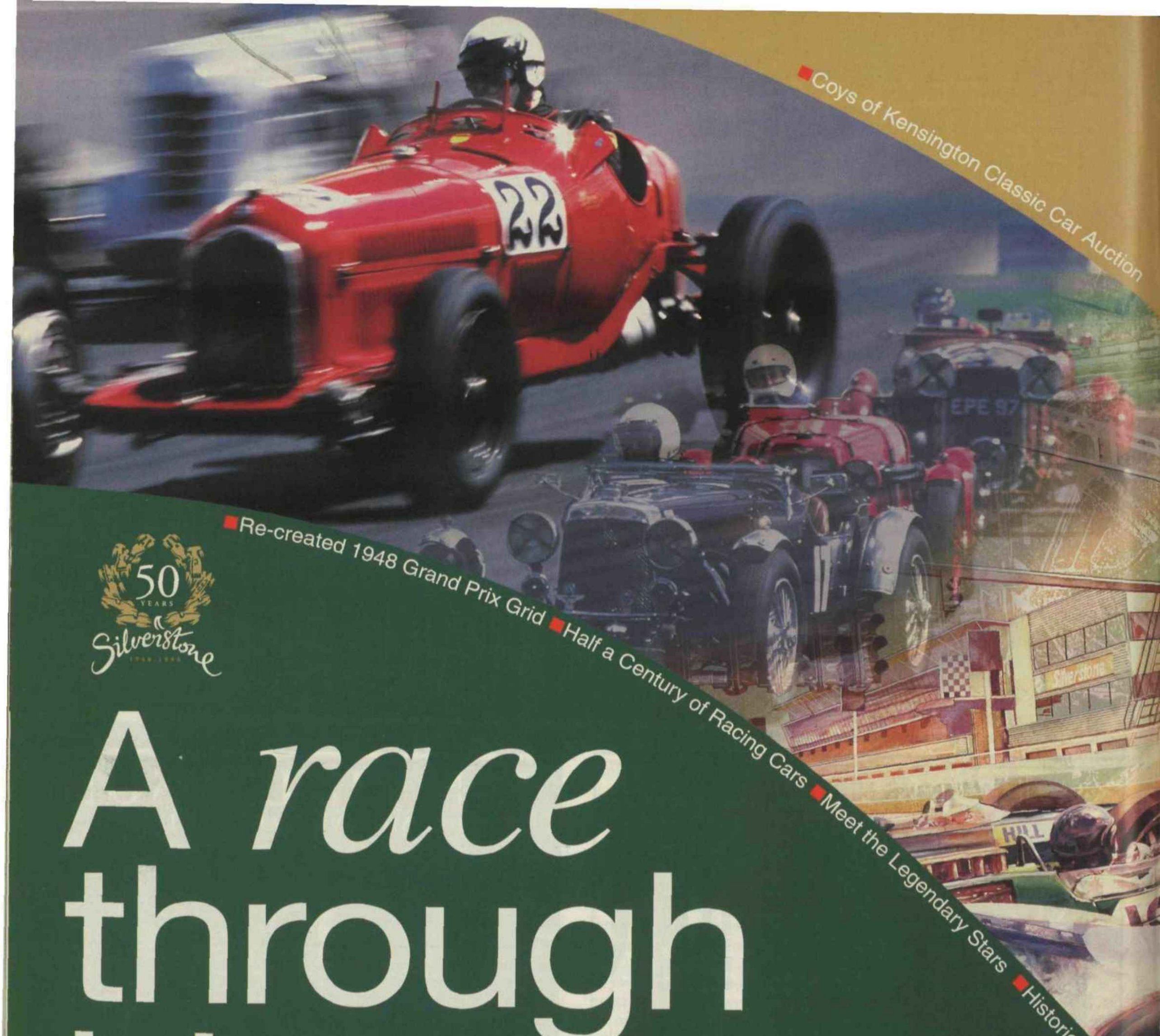


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Grand Prix cars, GT machines, 50s sports cars and pre-war racers will all be in action on the track on Saturday 25th and Sunday 26th. While for Grand Prix fans, each day of the festival will see an incredible re-creation of the 1948 British GP grid, with this truly priceless machinery in full racing action on both Saturday and Sunday.

Coys of Kensington will be holding a major auction of collectable road and racing cars on Saturday evening. While on Sunday, the RAF Red Arrows will bring their breathtaking aerobatic display to the skies above Silverstone.

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The promoters/ organisers reserve the right to alter this information, or cancel any of the events without notice and accept no responsibility for any loss or inconvenience howsoever caused.

AS PLANS ARE MADE FOR THE FORTHCOMING LONDON TO SYDNEY MARATHON, GORDON CRUICKSHANK LOOKS BACK 30 YEARS TO THE FIRST TIME CARS TRIED TO DRIVE TO THE OTHER SIDE OF THE WORLD

"The first 7000 miles we

THE WORDS ARE JOHN SPRINZEL'S; THE JOURNEY AN epic motoring adventure across the world. The destination was Sydney, the starting point London, with 10,000 arduous miles in between. It happened 30 years ago, and was hailed as "the greatest motoring adventure since the Peking-Paris of 1907". True, there had been impressive journeys across Africa and Asia, but this was different – it was a true competition, a race for scores of cars and hundreds of competitors, run in the floodlights of all the publicity a newspaper could muster. The 1968 London to Sydney Marathon was headline news.

If the London-Sydney recreation planned for June 2000 doesn't make the same headlines, it doesn't mean it's an easy jog. But with a raft of cross-continental rallies in the last decade or so, the impact has gone. And the original London-Sydney and its successors were contested by the latest rally cars, driven by famous names. Nowadays manufacturers spend their millions on what are virtually gravel road-races, while the endurance stuff is in the hands of unknowns (plus a smattering of past heroes) driving historic cars. And while Ford can actually make some present-day capital out of a Cortina winning an historic event, Lancia, or for that matter Lanchester, are not particularly interested.

So come June 2000, the cameras will be trained on the technological rocketships of the World Rally Championship, rather than on the Rovers and Rileys departing for Asia, Indonesia and Australia. Their daunting trials will be reported in the specialist press, but back in 1968 it was front-page news all the way. Main sponsor was the *Daily Express*, a frequent patron of motor racing events under the chairmanship of ex-racer Sir Max Aitken, and the paper used its muscle to promote this as the greatest motoring



Andrew Cowan's Marathon-winning Hunter pounds across the Australian outback in 1968

re surprisingly simple...”

escapade ever, with a first prize of £10,000. In a time of economic gloom, this was a glimpse of blue sky.

With the might of the Express behind it, this journey was breakfast-table conversation across the land – possibly the first to be so since Count Borghese set out from Pekin 61 years before. After months of boosting, the crowd which turned out at Crystal Palace to speed the rally on its way was estimated at 20,000 – bigger than came to the race meetings at the south London track. Graham Hill thrust his Lotus 49B around the narrow circuit, and a carnival atmosphere reigned.

Paddy Hopkirk, whose BMC Austin 1800 finished the rally in second place, remembers the build-up to the event. “There was a great air about it because of Sir Max Aitken and Tommy Sopwith, a whiff of money, a posh tone that rallies normally didn't have. At Crystal Palace there were pretty girls, picnic baskets, champagne... And there were police all along the route out of London.

“It had a bit of class about it, superb organisation, and it brought in a lot of interesting people, not just the usual beady-eyed coke-drinking Swedes.” Sponsors queued to reap this PR harvest, with cars being entered by newspapers here and in Australia, and by works teams, the Forces, and oil companies. There was even a trio of works Moskvitches, and two Grand Prix drivers signed up – Giancarlo Baghetti and Innes Ireland, reporting for *The Motor*.

Naturally the fancied teams were the works outfits: Lotus-Cortinas from Ford of Britain, Falcons from Ford Australia, gangly Austin 1800s from British Leyland, a single Hillman Hunter from Rootes, and the tough Citroën DS21s. Anything with two-wheel drive was eligible; alongside big saloons with chunky roo-bars, Sprinzel's ➤

Popperfoto

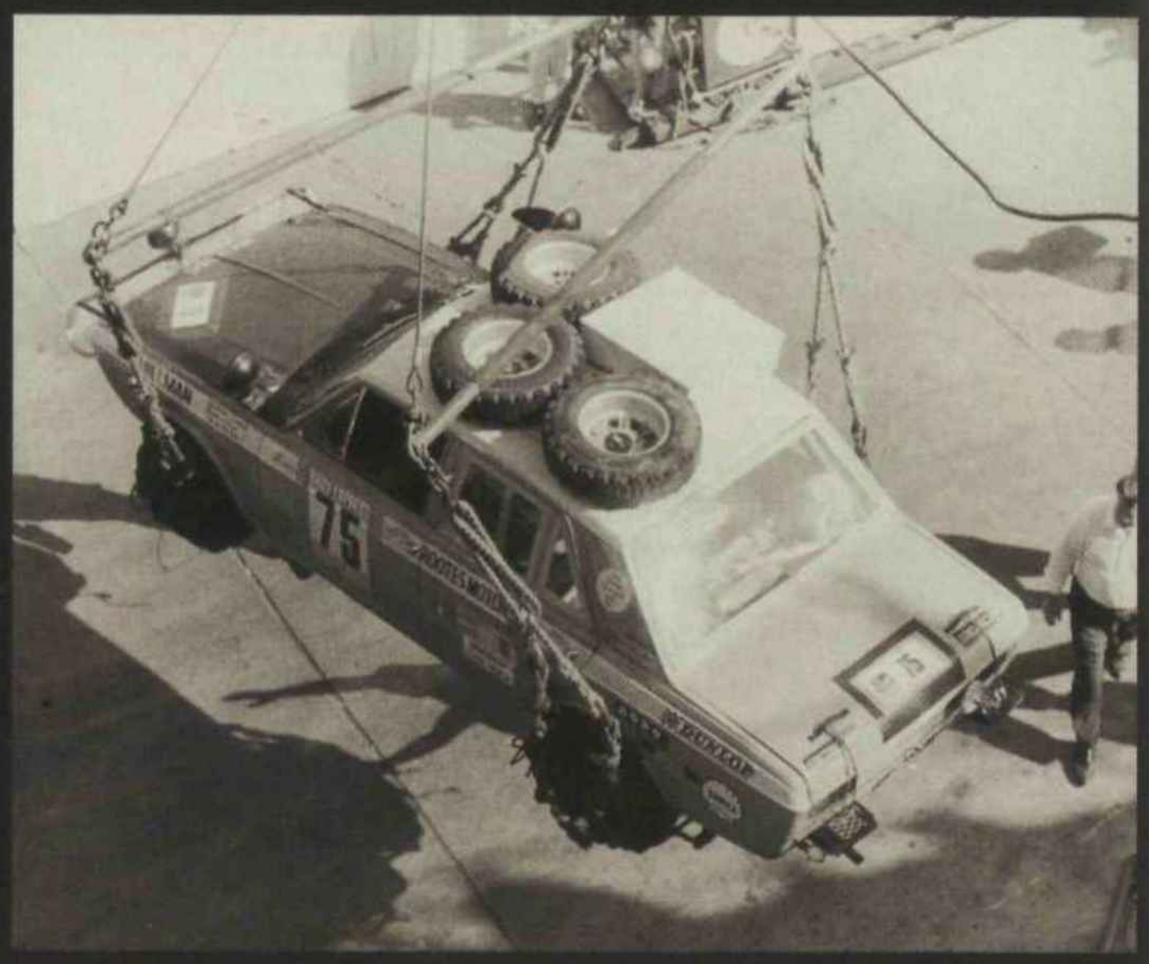


Rootes' sturdy Hillman Hunter rolls off the start ramp at Crystal Palace. Just 10,000 miles to go…



Vintage Bentley carried Schellenberg and crew safely to Asia, but a trip into a river bed posed a few problems

Journey's end? Not quite, for Cowan still faces 4,000 miles of Aussie roads as car arrives in Perth



Midget looked delicate, though quite conventional compared to Rob Slotemaker's DAF 55.

Some went in pairs, some three-up, some even with four to a car, like the quartet of women in a Volvo estate. Few were experienced: perhaps 20 crews had serious international experience, but many were novices attracted by the adventure. Generating more attention than most was the larger-than-life Keith Schellenberg, who had entered a Bentley – a vintage 8-litre. Those who thought he was daft didn't realise that he was one of the sparks for the whole mad undertaking.

"I told Jamie Scott-Douglas (a founding Ecurie Ecosse driver) who was working for the *Express* that the tone was set – an air of glamour and style many miles from the bobble-hat image of rallying. Yet contestants still recall its fine organisation. Sopwith again: "We spent 18 months planning it – it was no last-minute wonder. We went for the longest possible mileage overland, with a sea passage from Bombay to Fremantle in Australia." In those days of the Cold War and limited tourism, crossing Bulgaria, Turkey, Iran, Afghanistan and Pakistan smacked of pre-war adventuring; and even then the Australian section meant another 4000 miles, and promised to be even tougher.

John Davenport, then Rallies Editor of *Autosport*, was one of the recce crew charged with easing

"We missed the boat at Bombay because we stopped to see the Taj Mahal by moonlight..."

I wanted to drive from Lisbon to Vladivostok – from the westmost point of Europe to the eastmost point of Asia. He discussed it with Aitken, and he said 'Why not Australia'?" Tommy Sopwith, on the other hand, (then working at the *Express* and racing power-boats with Schellenberg) remembers it stemming from an evening with Jack Sears to celebrate a publishing success. "By the third brandy we had decided to run an event around the world, though later things got more sensible." By the time Aitken involved *Sydney Telegraph* owner Frank Packer (father of Kerry), Sydney had become the target.

As Sopwith, a rally driver himself, was a society figure and Sears was known as 'Gentleman Jack', border crossings, and he recalls being scoffed at when he told the Roads Minister in Islamabad that the rally would run at a 30mph average – "But our buses do more than that. Better make it 50." There was also a hold up entering Afghanistan from Iran. "This immaculate Afghan officer wanted us to drive two days back to Tehran for a new visa," says Davenport, "but I showed him my picture in *Autosport*, which impressed him. So we did a deal: he fudged my papers, and I fixed a subscription for him. Must be the only man in Afghanistan ever to get *Autosport* regularly."

Davenport's advance knowledge was little help on the rally when his works-backed Porsche 911 consumed its rings in Afghanistan and began gulping more oil than they could beg from rifle-toting tribesmen. "Luckily our practical sponsor had given us an open-ended plane ticket home."

Sopwith had tried to dissuade Schellenberg from the Bentley, "but I told him it had all the speed and power of the modern stuff and was far stronger. I do believe an 8-litre in 1931 guise is the most indestructible car of all. It never occurred to me that it couldn't cope. And we hadn't lost any marks until we went off the road in Turkey." Schellenberg's companions, Norman Barclay and the Hon Patrick Lindsay, were equally cavalier. "The whole thing was as amateur as possible," says Schellenberg today. "We only took a magneto and half-shafts, though I did have a steel frame bolted to the chassis to carry two spare tyres on each side."

But Turkey brought a setback. While Schellenberg was driving, a wheel went over the edge. "I always say the road collapsed. The others were asleep, and they woke up flying through the air. We finished in a river bed having rolled twice." (Paddy Hopkirk claims that as debris cascaded to earth, Norman Barclay looked at the pools of liquid around the wreck and was heard to mutter "Thank Christ, it's only blood, not the whisky.")

Schellenberg's tale of rescue involves bandits, the Turkish army and an opportunist human chain



Poppenfoto

Ford Falcon GT was first of 70 cars to reach Bombay after surprisingly ungruelling first leg of rally



Third place was on cards as Cowan closed in on Sydney, but accidents pushed him into top spot



Poppenfoto

Crowd of over 10,000 lined route to cheer home winning British car. Success made BBC news



Poppenfoto

Hunter/Davenport 911 made it as far as Afghan border before engine failure forced early bath

recovering parts from the river.

"But the chain stopped in the bush – they were stashing the pieces. Still, we only lost rubbishy bits like mudguards and screen." With Lindsay in hospital, the others went on. "We had to drive standing up for hours after that, to see over the mud spray. Then we lost a wheel at speed; spent three hours searching a paddy field for it. Oh, and we had some Kurds chasing us too." The Bentley never got to Sydney: "We missed the boat at Bombay because we stopped to see the Taj Mahal by moonlight. Somehow that seemed so much more important than getting to Australia."

Had they reached the Bombay docks, they might not have got aboard. Only 50 or so cars were expected to make it to Bombay, but Sprinzel's remarks above were justified. Navigation was far from hard, with crowds lining much of the route, and a trail of discarded self-heating soup cans marking the front-runners' passage. Only one section through Iran was unsurfaced; even the road to Kabul was a fine smooth highway, and an impressive 72 made it, leading to some rapid negotiation with P&O. Roger Clark and Ove Andersson were £2000 richer for leading in a Cortina, with a German Ford Taunus next, pursued by Bianchi's Citroën and a pair of 'landcrab' 1800s. Hopkirk views the hydraulically-suspended cars as ideal for rough endurance runs. "Roomy and tough – fantastic cars. No power uphill, but great road-holding. Coming down from the Khyber Pass I drove probably the best stage of my life." Behind him lay the little-developed and unsophisticated Hunter of Andrew Cowan.

The boat carrying the survivors to Fremantle was the liner SS Chusan, and apart from offering nine refreshing days of seaborne relaxation for competitors, it cemented the growing social element of the event. "It was a bit like a classic event today, where the nicest people are down the back, helping each other," says Paddy Hopkirk, who still competes enthusiastically in historic rallies. On the other hand, Hopkirk, the professional driver impatient to get driving again, earned himself a black mark from P&O: when asked about the voyage in Fremantle, he called it "a good advert for air travel."

Four thousand miles along Australia's southern coast was going to be tough, with 100-degree heat and choking dust. The DAF team were ahead of their time in boasting a servicing aircraft, but according to John Davenport, it didn't work out as planned. "Their manager told me that they'd hired a DC3, but it was so full of DC3 spares they could hardly carry any rally stuff. Then they met a head-wind over the Nullabor and had to watch the rally cars streaking ahead of them."

Iron-hard ruts, sand holes, and tyre-slashing stones took their toll. Clark holed a piston, leaving Bianchi's Citroën and the Staepalaere/Lampinen Taunus in charge, on hearing which Max Aitken is reported to have said, "I'm not giving my prize to a kraut or a bloody frog!" But Ford sacrificed a lower runner, and with a new piston fitted, Clark laid into the winding gravel roads of the Flinders Ranges – RAC country, where he clawed back enough time to split the French and German machines, until a diff swap delayed him. Australia's hopes crashed when a hub failed on the works 1800 of Evan Green and 'Gelignite Jack' Murray while lying sixth, and Britain's rose when the Taunus rolled out. Bianchi seemed destined to lift the laurels, Cowan now second, until only 160km from Sydney co-driver Ogier collided with an oncoming Mini.

Hopkirk was next along. "It was terrible; I knew Lucien well. The car had folded, and he was trapped and bleeding. Alec (Poole) tried to get him out, then the Mini began to burn. We only had a little extinguisher which could barely put out a cigarette, but it did the job." Once help arrived, the BMC crew pursued the lone Hunter, but it was Rootes' day. Cowan, Coyle and Malkin even made it onto the BBC TV news. Hopkirk, Nash and Poole made it one-two for a cheering Britain, while Australian Ford Falcons collared the team prize. And against expectation, the four ladies in their loaded Volvo estate took the Ladies Prize, 41st overall.

For Rootes, despite a small budget and a rush development job on a car with no competition past, it was a PR coup. Most of the world applauded, though MOTOR SPORT took a haughty line: "Just a stretched rally with bags of glamour and some seasoning," sniffed Gerry Phillips. Yet its success sparked a series of successors, plus a wave of historic recreations in later years.

Anyone finishing the 2000 London-Sydney (run by Nick Brittan who competed on the first one) will deserve his award, but won't make it onto the BBC. For that you had to be around in 1968, when glamour and seasoning were just what Britain wanted. M

CARLOS PACE

The nearly man

A FAVOURITE OF BERNIE ECCLESTONE, PACE WAS ON THE VERGE OF GREATNESS WHEN TRAGEDY STRUCK. ADAM COOPER ASKS WHAT MIGHT HAVE BEEN

A FEW DAYS AFTER QUALIFYING SECOND FOR THE 1977 South African Grand Prix, Carlos Pace returned to his beloved Brazil. The plan was to fit in a couple of weeks of sun and relaxation with his family before Long Beach, after which the Formula One schedule committed him to the usual busy summer in Europe.

The break from the racing scene also gave him a chance to come to terms with the tragic death of Tom Pryce at Kyalami – tragedies like that always hit him hard, and unlike some of his colleagues, Pace couldn't bury his emotions.

"I remember he was very upset," recalls Elda Pace, Carlos' wife. "Most drivers were cool, they needed to be cool, but I saw him crying after accidents four or five times."

"He was touched and moved by these things," says friend Carlo Gancia, "because everybody liked him and he made friends around the pitlane."

After a pit stop at his apartment in Sao Paulo, Carlos and his family flew out of the city to spend a few days at a farm belonging to close pal and sometime racer Marivaldo Fernandes. Friday March 18 was just another quiet day by the swimming pool until Fernandes revealed that his pilot had another job to do, and thus had to fly back to Sao Paulo. A fresh pilot would take over the twin-engined plane, and fly back to the farm. Fernandes, a pilot himself, would do the round trip to keep an eye on things. Would Carlos also like to come along for the ride?

A larger-than-life character who had recently escaped from a crash in one of his other planes, Fernandes did not have to try very hard to convince Carlos that a quick trip back to the city would be more fun than the pool. Fascinated by flying, and learning himself when he had the time, Pace agreed. Shortly after 2pm he waved goodbye to Elda and his two kids, Rodrigo and Patricia, and headed to the waiting aircraft with Fernandes and the pilot. Elda never saw her husband again.

On the return leg of the journey the plane crashed into trees on a hillside just a few minutes outside Sao Paulo, and Pace, Fernandes and relief pilot Carlos Roberto de Oliveira were killed instantly. It's thought that they'd ignored warnings of a typical localised summer afternoon storm, got into trouble, and come down low to get visual bearings. The 32-year-old Pace, sitting in a rear seat, was an innocent victim.

"He didn't want to fly," Gancia believes. "He was so nice that he couldn't hurt his friend's feelings by saying I'm not going to fly."

"It was like, why are you nervous?," says Elda. "You drive at 300kph, why you don't go in my aeroplane? Fifty minutes and we're there. Come on!"

For a month Elda couldn't bring herself to return to their home in the city, partly because of the obvious emotional turmoil, and partly because of the intense pressure from the local media; Carlos Pace was a huge star. When she did go back, she found an aviation text book on his desk.

"My fights with him were not about racing, they were about aeroplanes. When he didn't have a race he was flying on Saturdays and Sundays!"

Twenty-one years on, Elda still lives in the same fourth floor apartment on Rua Peixoto Gomide, an upmarket residential street in the centre of the city. She shares it with her son Rodrigo, who was just a toddler when his father made that fateful flight (amazingly enough mother, son and daughter all share May 6 as a birthday). He's trying to forge a career in racing, competing in Formula Opel in Brazil.

Inevitably his helmet design is derived from the famous yellow arrow once sported by Carlos. If the youngster needs any inspiration, he just has to look at the trophy cabinet in the apartment; pride of place goes to an original Pace Sr helmet, alongside a little copy he had made for the baby Rodrigo. To the bottom right there's a large trophy bearing the legend '1o lugar, Grande Premio Brazil.'

That piece of silverware is the family's priceless memento of what was undoubtedly the greatest day in Pace's career. On January 26, 1975 he won the Brazilian GP on his home track of Interlagos, finally taking himself out of the shadow cast by friend and rival Emerson Fittipaldi. There were to be no more victories and just one pole in a career which was so tragically cut short, but despite the dearth of statistics the man made an impression on all who knew him.

"He was beautiful guy," says Bernie Ecclestone, "a really, really wonderful guy, and really underrated. He was serious as a racing driver, but I don't know whether he was quite serious enough – he wasn't Senna serious. He tried hard and he had a lot of talent, but he was a natural playboy as well. He was a Brazilian, and he loved life..."

Born in Sao Paulo on October 6, 1944, Jose Carlos Pace had a very European background. His father, who ran a textiles business, was Italian, and while his mother was Brazilian, she too had Italian roots. When Carlos was a child the family moved back to the old country for a couple of years, and when they returned to Brazil the chubby kid spoke only Italian, and had picked up the nickname 'Moco'.

"It's a conjunction of two things," says Gancia. "It was like one of the seven dwarfs, the quiet one. When he was young he didn't speak, and he had his own world. In Italian dialect 'moco' meant that he didn't talk, he was quite aloof, he minded his own business. But 'moco' in Portuguese means the stuff you take from your nose! So his friends made fun of him..."

Carlos had older brothers who were happy to help his dad in the family business, so there was less pressure for the younger Pace to follow suit. He dutifully studied accounting, but as a teenager was able to devote most of his time to karting, a passion fostered by childhood friend Wilson Fittipaldi and his kid brother Emerson.

Carlos first raced a kart in 1960, and soon became part of a close-knit Brazilian motor racing 'family' which encompassed the country's current F1 stars. Central to the scene were of course the Fittipaldis, while also in action in the '60s were the father and uncle of Pedro Diniz, and the Giaffone family, who can count Rubens Barrichello as an in-law.

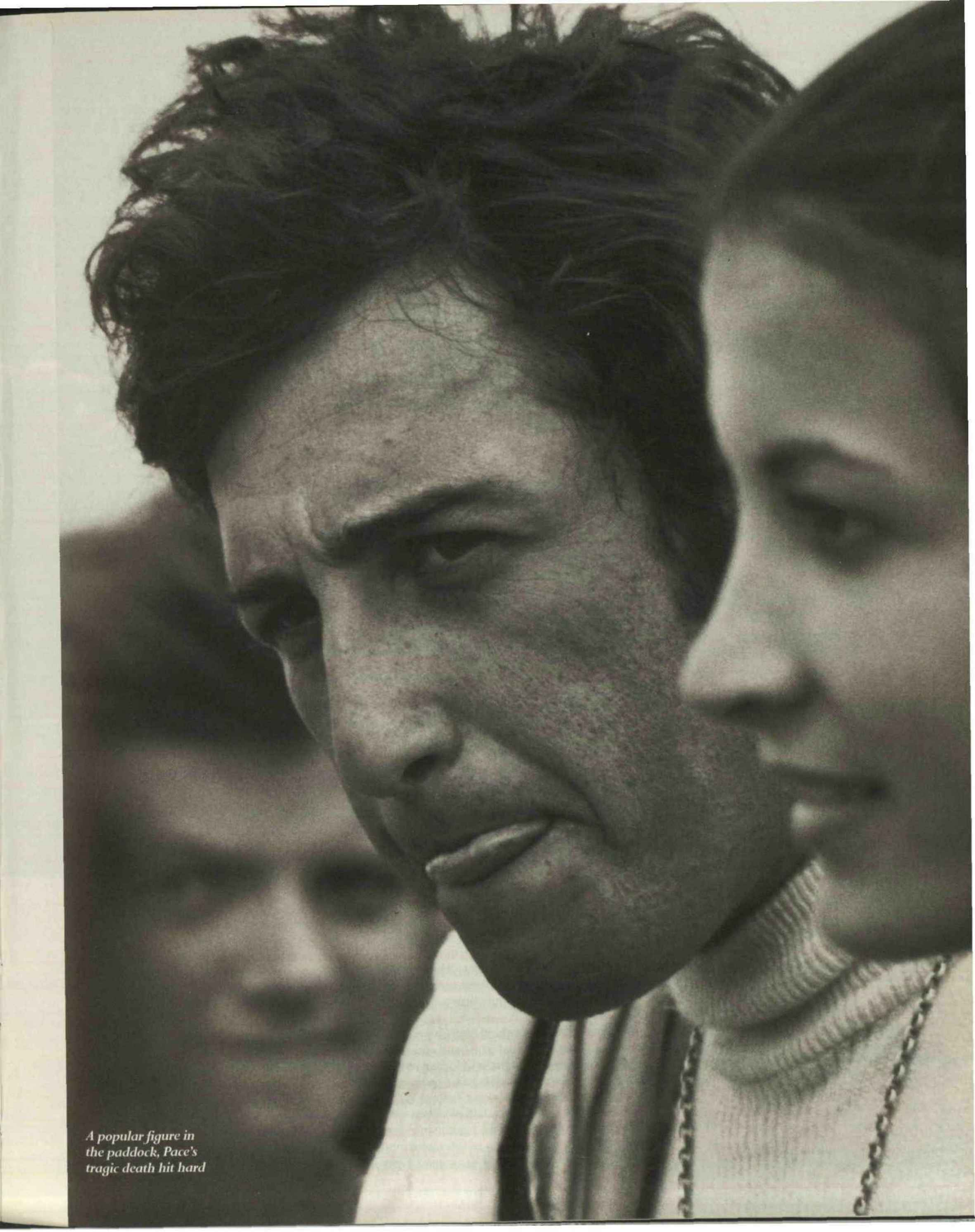
With Wilson's encouragement, Carlos made the move to cars in 1963. Over the next few years Pace raced DKWs, Alpines, BMWs and Alfas, and gained some early single-seater experience when Formula Vee came to Brazil. The fastest car he drove was an ex-works Alfa T33/3 2-litre prototype. Three times a national champion, Carlos had only one way to progress – by going to Europe.

Wilson tasted the water without success in 1966, but the first driver to really make the move overseas was Emerson, in 1969. Pace followed a year later, and soon made his name in the cut-and-thrust of British F3, winning races and eventually taking the Forward Trust title. That year he also married Elda, his girlfriend of 10 years.

"He came back to Brazil and his father was having problems with the business," says Gancia, "and he wasn't sure he could return to Europe. That's why he had a very late start in 1971. We had some sponsorship from a bank and showed up at Thruxton and talked to Max Mosley, Ron Dennis and Frank Williams. We decided to go for Frank – Carlos liked him. But by the time Crystal Palace came up, Frank still didn't have a car, so we had to con him..."

A friend of Carlos pretended to be an irate representative of the bank, and a ruffled Williams soon found a chassis. Pace duly made quite an impact on his debut, and later he would win at Imola.

Frank has always rated Pace as one of his favourite drivers: "He was a very pleasant person, but ➤➤



A popular figure in the paddock, Pace's tragic death hit hard



tough minded. He was physically very strong, with an Alan Jones sort of build. He played a lot of tennis and swam and so on, but I tried to get him to go running in Hyde Park, and he turned up a few times. But a bit like Jonesie, he just wasn't built for it."

In 1972 Carlos moved straight into F1 with Williams, driving a March 711 for what Gancia claims was just £11,200 of sponsorship for the season. Quicker than team-mate Henri Pescarolo, he finished 10th on his debut at Kyalami, and delighted Frank by finishing sixth next time out at Jarama. But there were no celebrations.

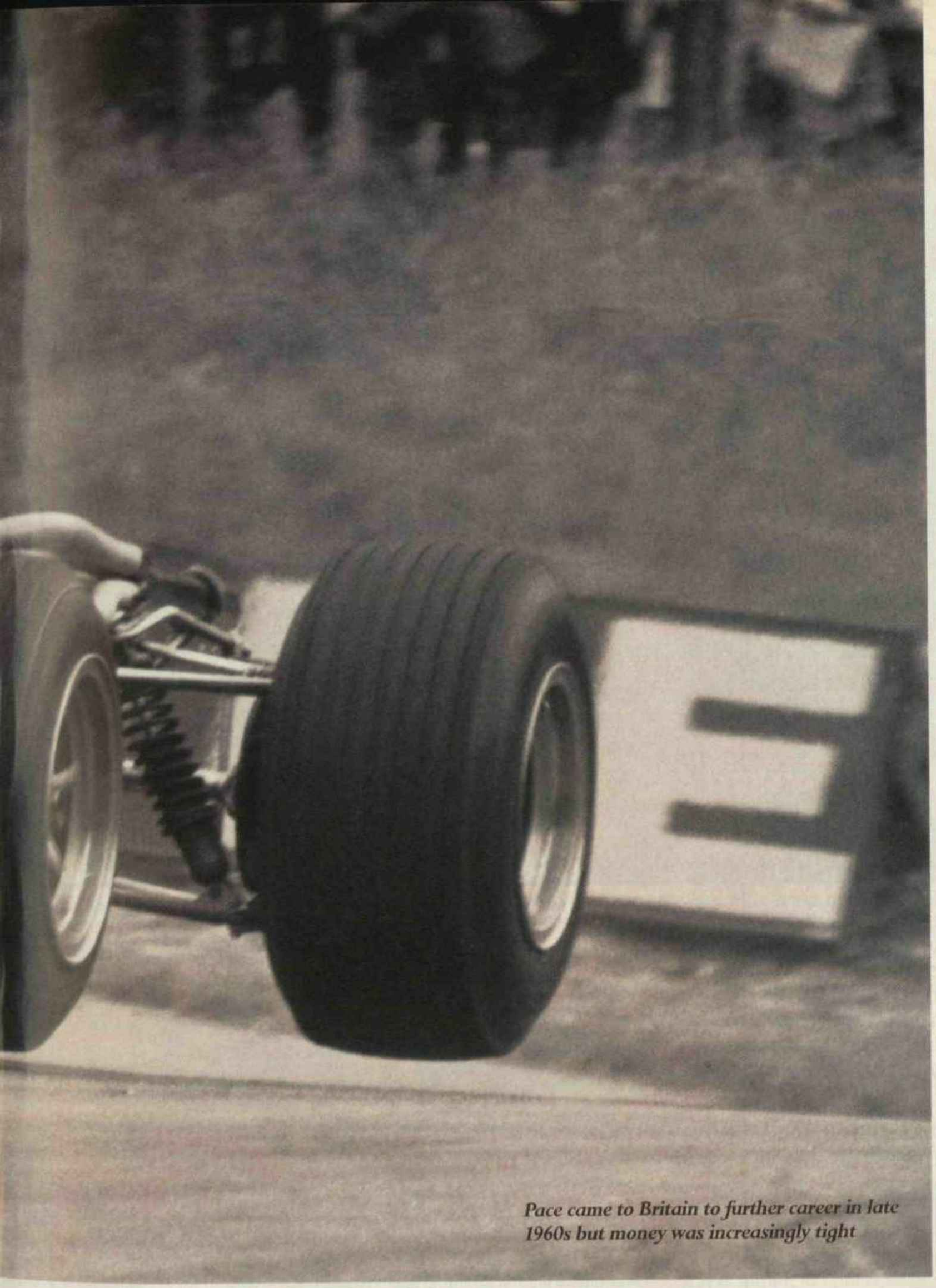
"On Friday they called us and said that Carlos' father had committed suicide," says Gancia. "It was linked to business and a very unfortunate brother that Carlos had. We decided to say nothing to him, and after the race Wilson Fittipaldi Sr, Emerson's father, was the person to convey the news to him. We had already organised a flight for him to go back to Brazil. Carlos was the dearest son of his father, and he loved his father more than anything. They were very close."

Putting the tragedy behind him, Carlos regularly qualified just outside the top 10, and added a fifth place in Belgium, although the 711 was past its best.

"Remember he was driving for a team with no technical knowledge whatsoever," admits Williams, "and even less money than technical knowledge. We got from one crisis to the next. I wouldn't say his career was well served by us apart from putting him in F1, but he did some very good races in mediocre equipment. He was a very smooth driver and very quick in fast corners."

Before the end of the year he switched camps to Surtees, making his debut in the Victory Race at Brands in October, where he finished a fine second. The '73 season began with a series of unfortunate retirements and endless pit stops to replace worn out Firestones, but in August he finished fourth at the Nürburgring and third at the Osterreichring – setting fastest lap on both occasions. Carlos excelled on the most challenging circuits, and a sportscar contract with Ferrari enabled him to sample Spa, where he stunned Jacky Ickx with his instant speed.

Taking over as Surtees team leader in '74, he began the year with a fourth place at Interlagos



Pace came to Britain to further career in late 1960s but money was increasingly tight



Above: The Paces seek some 'R&R'.
Below: Carlos celebrates 1970 Formula Three victory at Thruxton; spends time with Brabham boss Bernie Ecclestone







Above: Pace made F1 debut in 1972 with Frank Williams' under-developed March.
Below: Austria 1973 and Carlos makes the podium with Stewart and Peterson



before realising that, as at Williams, he wasn't getting anywhere. In the middle of the season he accepted an offer from Bernie Ecclestone and joined namesake Carlos Reutemann at Brabham. Reutemann held the advantage at first, but Pace nearly won in Austria. At Monza he qualified third and set fastest lap, although a pit stop left him down in fifth. His luck improved at the US GP, where he finished second to Reutemann, again with a fastest lap. That may or may not have had something to do with a redesign of his famous helmet.

"Carlos had the arrow pointing down," says Gancia, "I'm not superstitious, but a lady told me an arrow pointing down does not indicate good vibes, and when I went to the US GP with him we changed it around..."

In 1975 Pace was on great form with Gordon Murray's Brabham BT44B, immediately scoring that memorable debut win on home ground at Interlagos after Jean-Pierre Jarier's Shadow expired. He followed that with pole (and yet another fastest lap) at Kyalami, but while he often qualified well, decent finishes were rarer.

He then struggled through 1976 with the unwieldy and woefully unreliable Brabham-Alfa, making the points on just three occasions. Reutemann jumped shipped to Ferrari even before the season ended, but Pace had kept the faith.

"The thing I really remember is the Alfa engine, which was a disaster," says Bernie today. "When the car stopped early – we always had an early flight booked – he ➤

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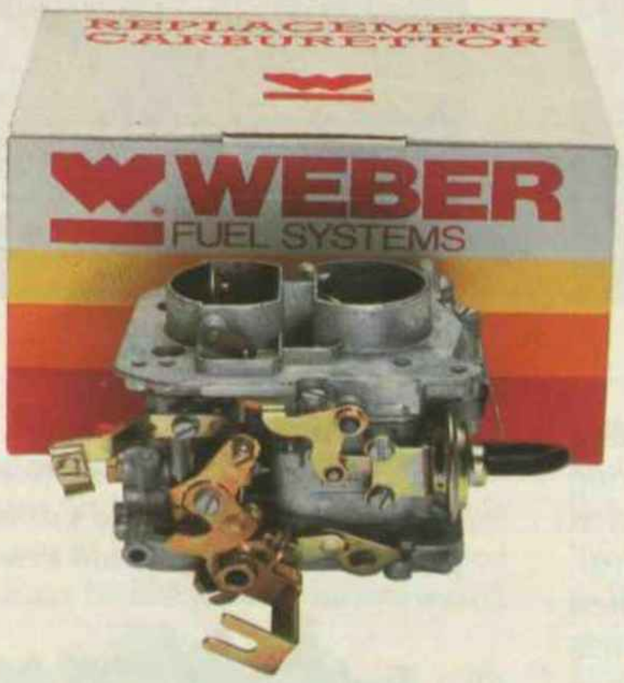
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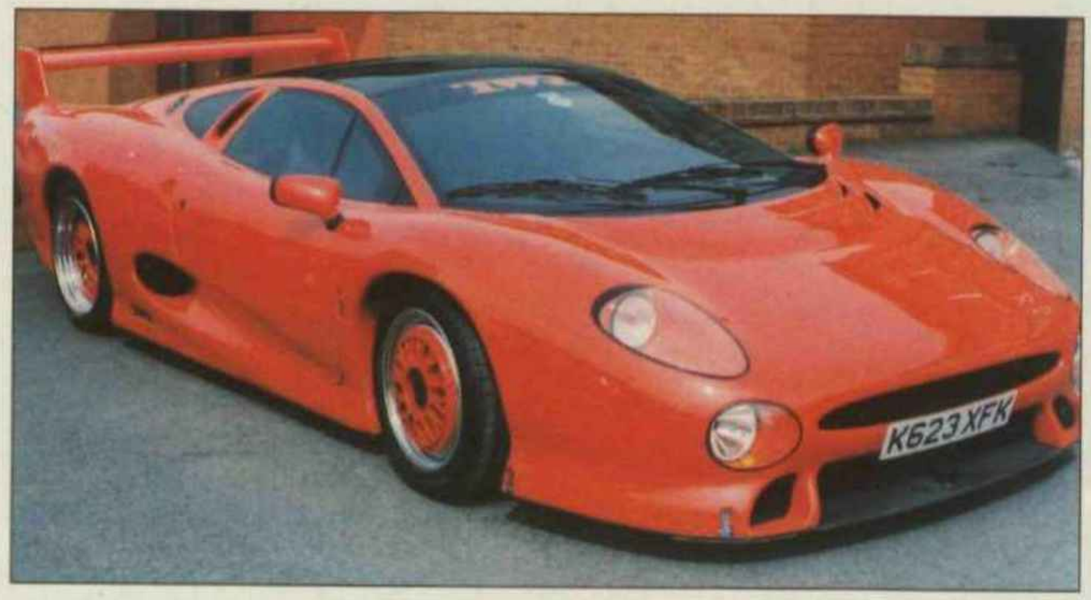
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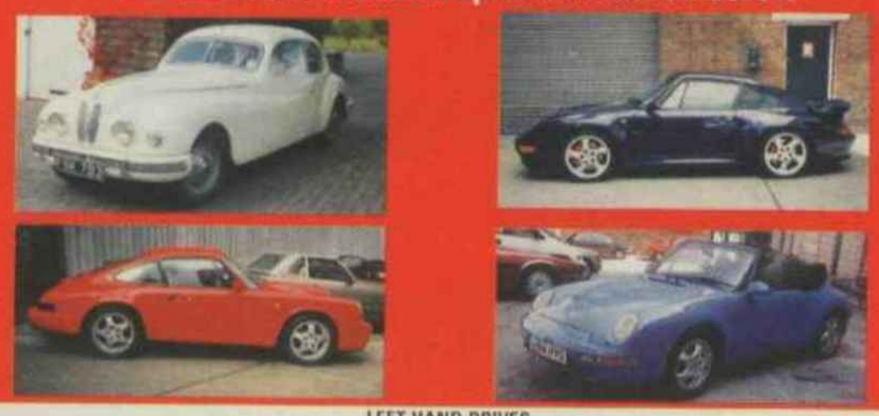
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CARLOS PACE–THE NEARLY MAN



The Brazilian Grand Prix in 1975 was the highlight of Pace's career. He out-drove team-mate Reutemann and held off Fittipaldi to score his only win

used to hop over the wall and say, 'That's it, it's the last race, I'm going back to Brazil, I'm finished with F1, I don't want to have anything to do with it.' By the time we got in the hire car he'd start discussing what he thought the problem was, and then when we got in the plane it was, 'We must go to Alfa and check what's going on'. By the time I dropped him at his house he was looking forward to the next race. Typical Carlos. He was a very positive person."

The 1977 car was a far better proposition, and after winter testing Pace even hinted that the title was a possibility. He led the opening race in Argentina, but dropped back to second when intense heat in the cockpit left him dehydrated. He led again at his home race in Brazil, before tangling with James Hunt, and then qualified a promising second in South Africa, although in the race he made a bad start and slipped down the field after a tyre stop. The new car was clearly very competitive, and when Pace headed home to Brazil, he was convinced that a win wasn't far away.

The F1 teams were gathered at Brands Hatch for the Race of Champions when first reports of the plane crash spread round the pits during Saturday practice. Team-mate John Watson gave the shattered Brabham team some comfort by qualifying on the front row.

"It was unbelievable," says Ecclestone. "When these things happen the information you get is not always exactly right, and then we found out what really happened... it was stupid, so unnecessary. We were quite close, so it was a big blow."

"The funeral clashed with the race in Long Beach," recalls Williams, "but there was a well attended memorial service in London. Bernie got me to make an address, which I wasn't prepared for, but it was OK."

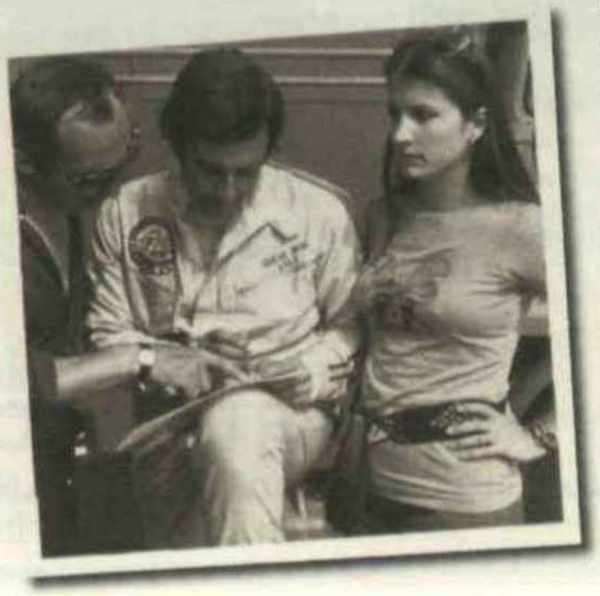
Elda recalls that Ecclestone was an enormous help, sorting out Carlos' finances, taking care of his London flat, and generally making sure that she and the family were looked after. "Bernie was fantastic for me," she says. "He helped me so much. I'll never forget this." They remain friends to this day.

So what could Pace have achieved had he lived? He was never going to be one of the greats, but at the time there was no Prost, Senna, or Schumacher around, and on his day he was certainly as good as Mario Andretti, Jody Scheckter and Alan Jones, all champions in the next few years. Don't forget, Watson was a consistent frontrunner with the Alfa car through the rest of '77, although he didn't actually win a race, and after Brabham returned to DFV power three years later, Nelson Piquet earned a World Championship. But perhaps by then Carlos might even have found his way back to the reborn Williams team.

"He was as good as Carlos Reutemann," says Frank. "When Pace wanted to be, he was very, very quick. He was a real racer with it." M



Left: Pace struggled with woeful Alfa-powered Brabham in '76. Below: with Williams and Elda



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SHEKHAR MEHTA PEUGEOT 204 & LANCIA FULVIA COUPE

THE TERRIBLE TWO

SHEKHAR MEHTA, FIVE TIMES WINNER OF THE EAST AFRICAN SAFARI RALLY POURS HIS HEART OUT TO JOHN DAVENPORT ABOUT A COUPLE OF MUTTS

AFTER A LONG AND SUCCESSFUL CAREER IN MOTOR sport, it is often hard to choose just one car to feel really bad about, so we allowed Shekhar Mehta to deliver his spleen in a double-whammy.

Shekhar started his rally career when living in Uganda in the mid-'60s. Among many business interests, his family imported BMWs and so it was that he did his first events in a BMW 1800. He drove it for a full year in 1966 and followed it up with a year in a Renault 16. Today he recalls "the BMW was one of the quickest cars around but there was no local experience on preparing it for the rallies that we did in Africa. And its speed was no help for its reliability. I decided that I needed a slower car that I would have to drive flat out if I was to learn."

The Renault was a step in the right direction, but again there was little local experience with it. The choice then fell on a Peugeot. These, you will remember, were the great Peugeot years in East Africa when the likes of Bert Shankland and Nick Nowicki reigned supreme in their 404s. Peugeot and their importers were keen to promote their new front wheel drive car, the 204. It had been launched in 1965 to acclaim in Europe but had not achieved the same respect in Africa. The factory prepared some 'special' cars at the works and offered them at equally special prices through their dealers.

The little 204 with its 1100cc engine seemed to fit the bill as far as young Shekhar was concerned. "It suited the rallies in Uganda where there weren't any big hills and sharp bends so I was quite pleased with it. Then we did the 1968 Safari, which was quite wet. We had to use chains to get up the first section at Mau Narok. We had done about 25 per cent of the route and then got stuck coming up out of the Kerio Valley at Tambach. A friend in a Saab stopped to see if he could help. I told him he would have to back down and rush at the hill again but he just took first gear and drove off. I had learned one thing: if it rained I was in trouble with the 204."

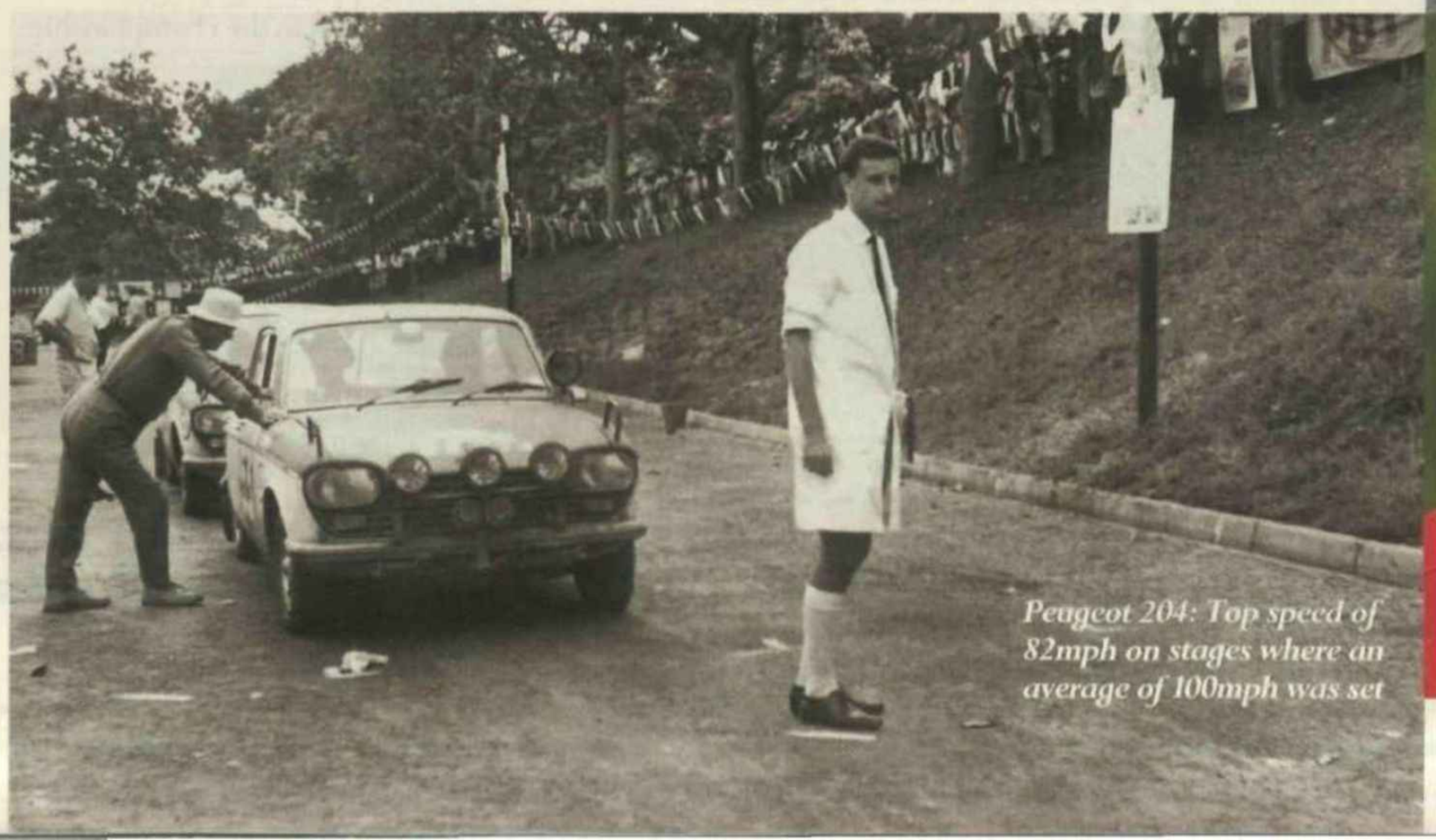
The 1969 Safari promised to be dry and so it was. A brand new Peugeot 204 was ordered and, accompanied by Rob Combes, Shekhar was sure that a good result was in the offing.

"The major problem was that we had 27 punctures during the rally. It wasn't a tyre problem but a wheel problem. The wheels were made of papier-mâché or something similar. You only had to look at a rock and the rim bent back letting all the air out. It became a nightmare of wheel changing and finding sufficient rims to continue.

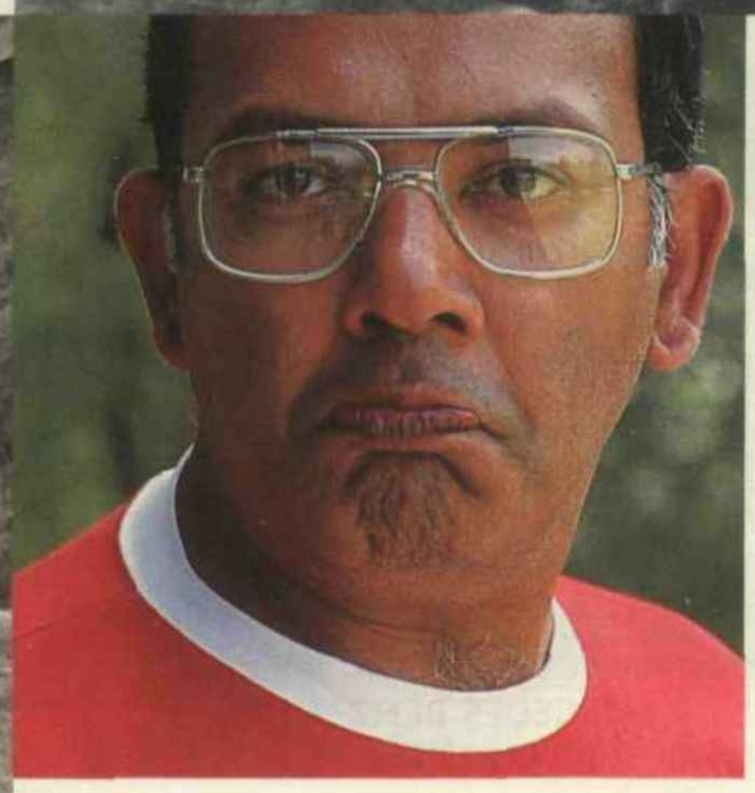
"But the worst thing was that the car was so painfully slow. It was the first year that Derek Gates had run the rally. He had put in 100-mph average speeds down the main Nairobi to Mombasa road. In fact every time we hit a tarmac road he had set the average at 100 mph or more. Going on one long liaison section towards Mombasa, we lost forty minutes and without stopping for anything. We had no trouble, went flat out the whole way and dropped forty minutes. The car would only do 82 mph.

"The problem with losing so much time was we got no rest since the time lost had to be made up at the halts. At a four-hour halt, the leaders would get three and three-quarter hours between the sheets. We'd arrive and be told 'You're off in ten minutes'. With the heat in the car, we were so dehydrated that I couldn't eat solids for a week after finishing.

"Mechanically the Peugeot was sound but its destiny was as a shopping car. All I can say is it taught you patience, which was evidently something I didn't have at that time because when we got to the



Peugeot 204: Top speed of 82mph on stages where an average of 100mph was set





Lancia Fulvia: devastating in Europe and quite useless for Mehta on the big African rallies

end of the rally, I wanted to give up rallying."

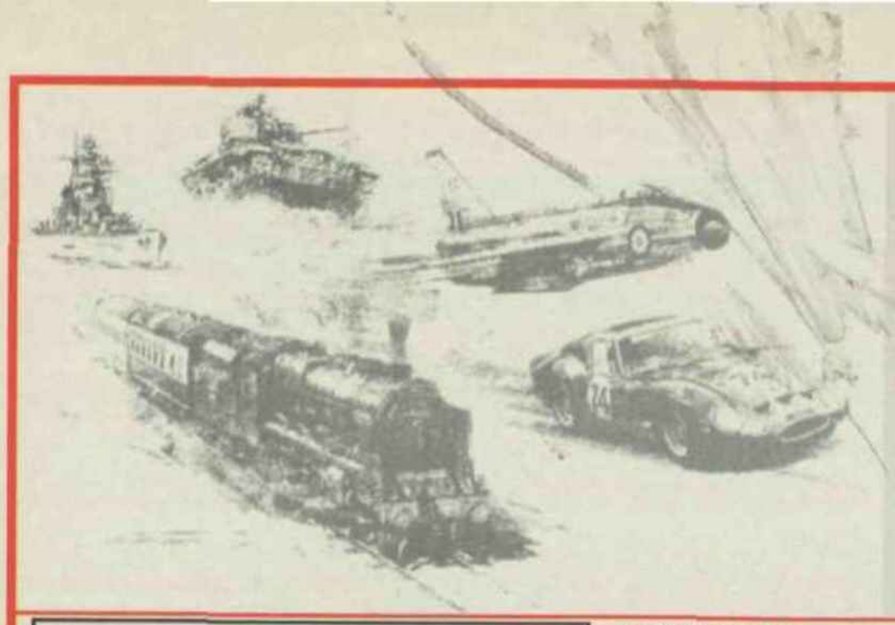
Shekhar's time with the 204 had come to a close but he had not given up the sport. He discovered Datsun and in 1971 finished second overall on the Safari with a 240Z and won with a similar car two years later. What then to drive for the 1974 event? There were several offers on the table.

"I got a call from Cesare Fiorio asking me to drive one of his works Lancia Fulvias. I went to see him and said that I would let him know. Then I rang Tony Fall who had driven Lancias and asked what he thought. He said that it would be no problem, that when you drive a Lancia you drive the best car. The only thing was that the money was not very good and you had to be careful about how you get paid. After I drove the Lancia on the Safari, I called Tony and said that it was the worst car that I'd ever driven, but that I got paid more than I expected!

"The problem with the Fulvia was that it was a serious rally car for Europe but it just did not have enough suspension movement for Africa where it also had to carry more fuel and two spare wheels. It was quick and strong, but it was terribly difficult to drive on the rough without handing out unbelievable amounts of punishment to the poor thing. It was hard work all the time. You were fighting the feedback through the steering wheel while at the same time trying to miss the big rocks. Fortunately, most of the 1974 rally was wet and a lot of sections had to be cancelled so that the Fulvia lasted and we came home eleventh.

"But there were other problems too. The Fulvia lost its clutch and the starter packed up. There was nothing for it but to drive round in circles at the controls. Getting the co-driver back in the car was only achieved with some difficulty.

"I did drive a Fulvia again in Africa on the London-Munich World Cup Rally. A front spring broke in Morocco and as the Fulvia only has a single transverse leaf spring, this was rather serious. At the service at the border Lancia's mechanic Gino Fraboni took one look under the bonnet and burst into tears at which point we realised that the problem was probably worse than we had thought. They had no replacement and the next service was 72 hours away in Nigeria, the other side of something called the Sahara Desert. So we drove on with no suspension. Not an experience I ever wish to repeat." M



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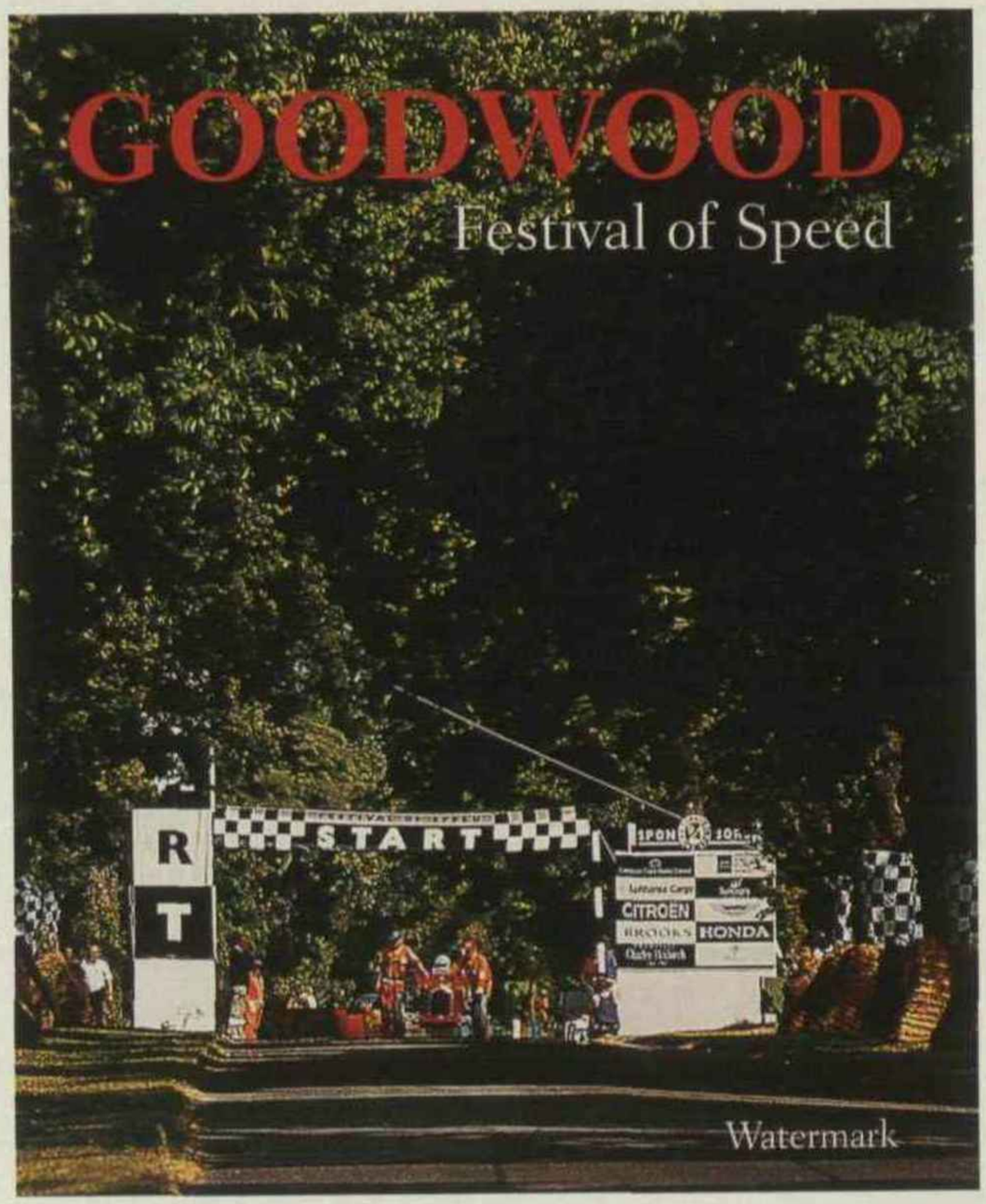
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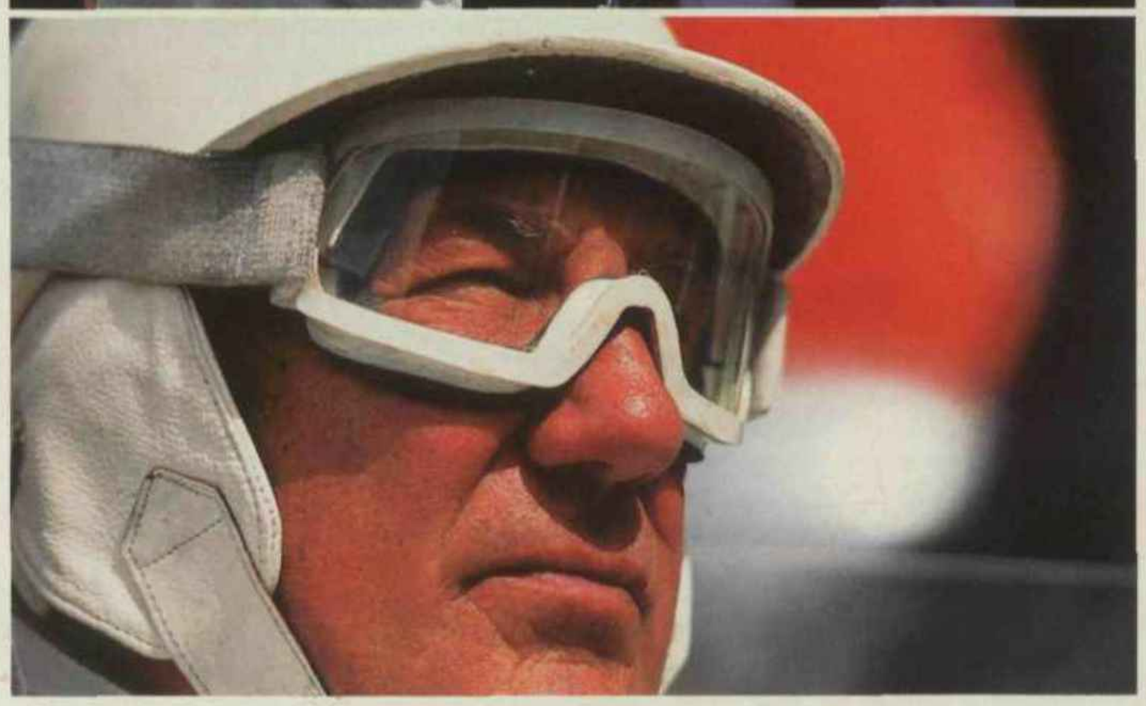
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Predictably, the fastest man up the hill was McLaren's test driver Nick Heidfeld in last year's MP4/12 with a time of 48.3sec, though perhaps the moral victory lay with Martin Stretton and the 26-year old Tyrrell-Ford 005 which gave away just 2.6sec to the state of the art F1 car. Neither car, however, approached the 45sec dead clocked by Jonathan Palmer in the Williams FW08B during the 1996 Festival.

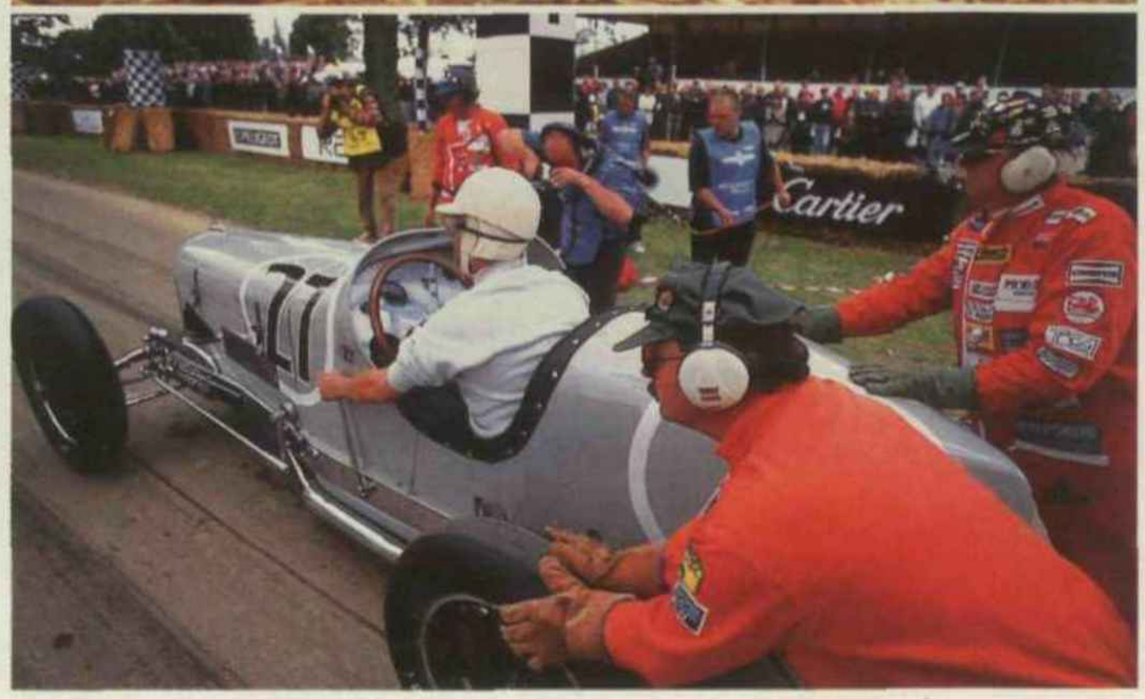




TOP: **McLAREN'S STEVE HALLAM AND KEN TYRRELL**
ABOVE: **STIRLING MOSS**
BELOW: **TYRRELL-FORD 005 DRIVEN BY MARTIN STRETTON**
BOTTOM: **UNIQUE 1931 MILLER V16, DRIVEN BY DAVID HENTSCHEL**



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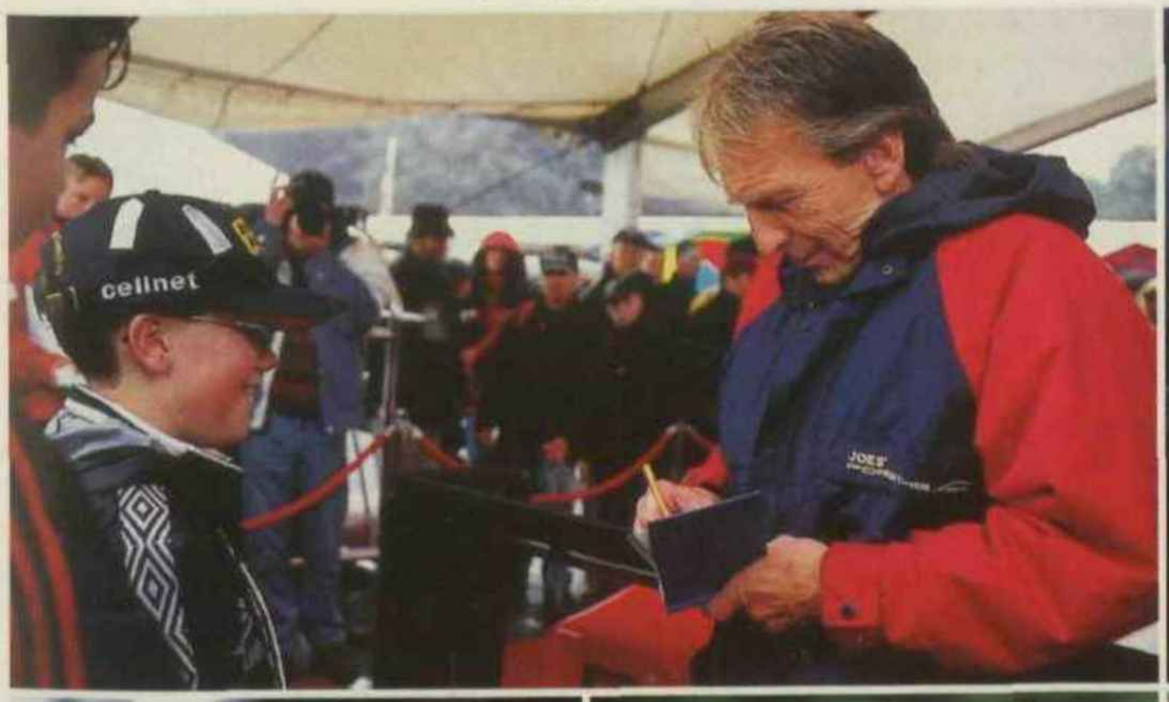


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TOP: **1904 MERCEDES 28/32 DRIVEN BY TUDOR ROBERTS**

BELOW: **DEREK BELL HARD AT WORK**
BOTTOM: **MICHELLE MOUTON (LEFT), JOHN SURTEES (RIGHT)**

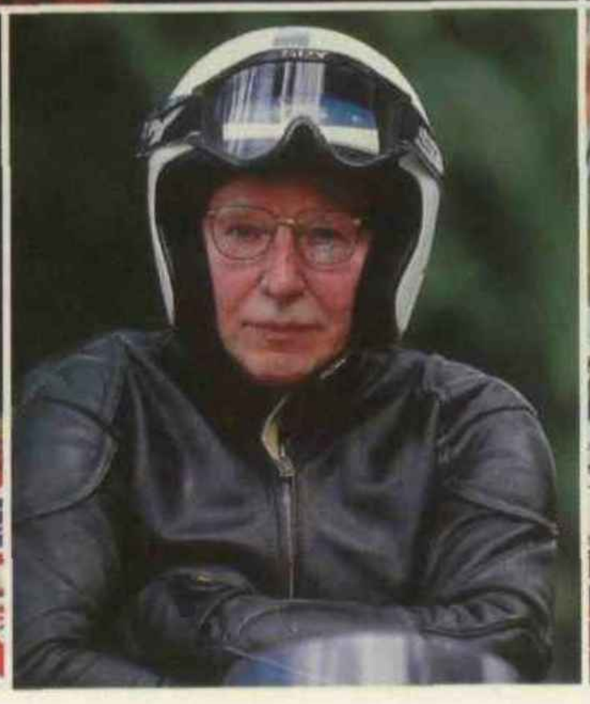


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BELOW: **MARIO ANDRETTI**
BOTTOM: **LORD MARCH & EVA HERZIGOVA**





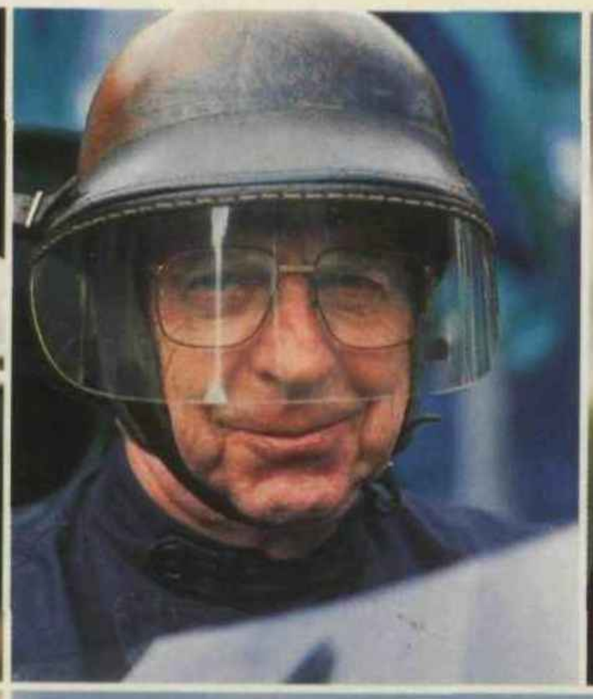


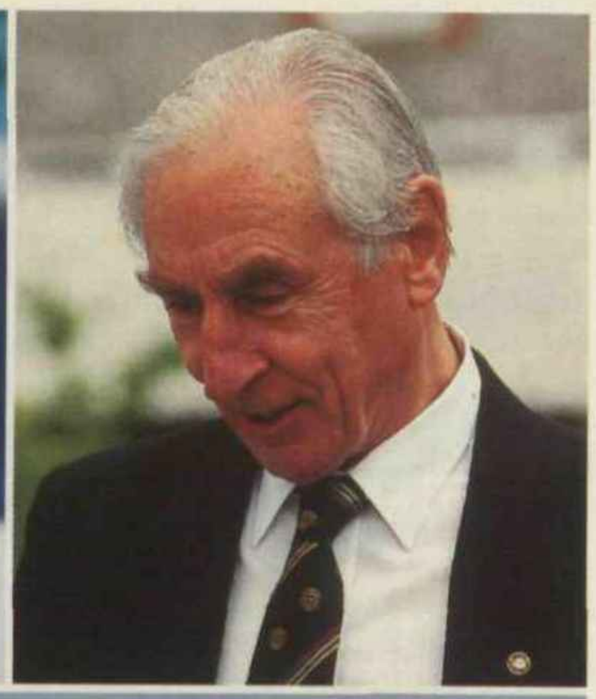
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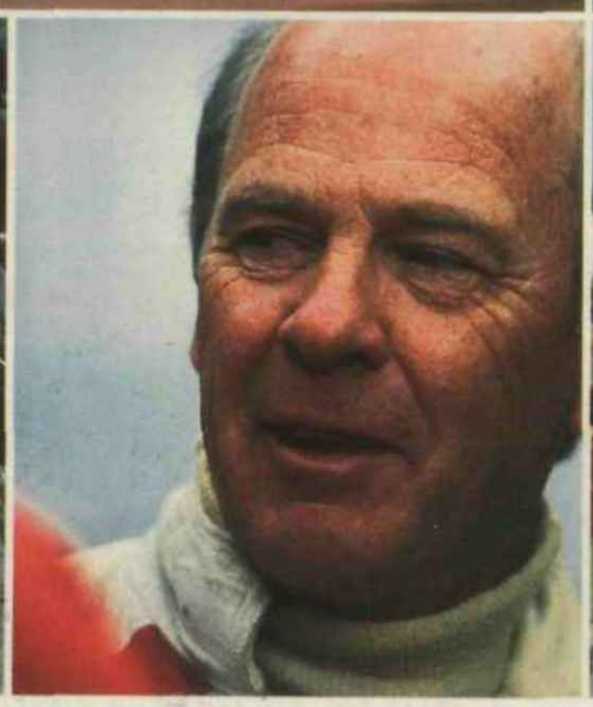


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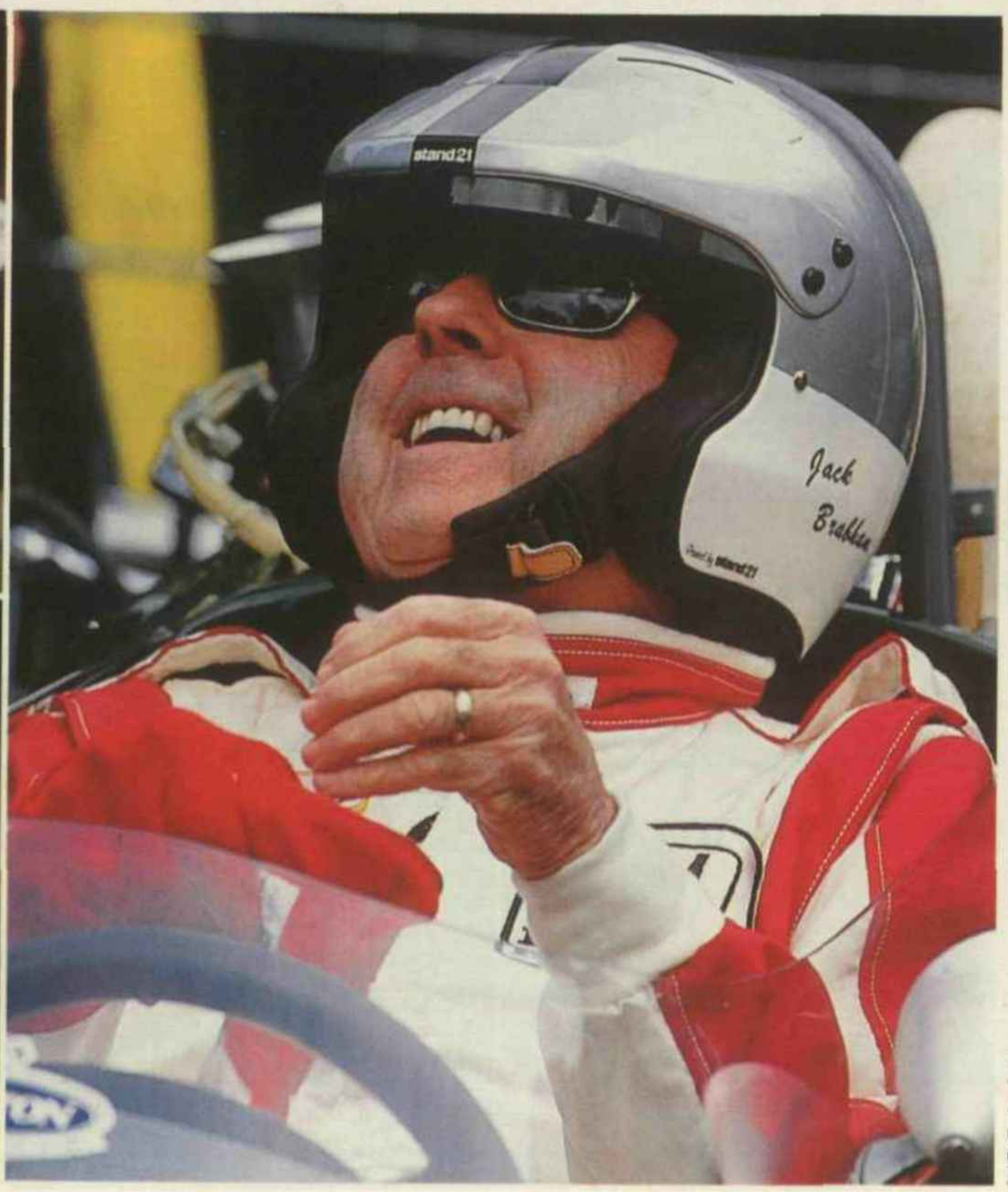
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TOP: **1926 NSU 6/60 DRIVEN BY WOLFGANG SCHNEIDER**
ABOVE: **MURRAY WALKER (LEFT), PETER GETHIN (RIGHT)**
BELOW: **1938 AUTO UNION D-TYPE AS DRIVEN BY FRANK BIELA**
BOTTOM: **McLAREN-MERCEDES MP4/12 DRIVEN BY NICK HEIDFELD**

TOP: **TONY BROOKS (LEFT), ROY SALVADORI (RIGHT)**
ABOVE: **1936 VOISIN C28 AEROSPORT DRIVEN BY NICOLAUS SPRINGER**
BELOW: **JACK BRABHAM**



Ben Redgrove





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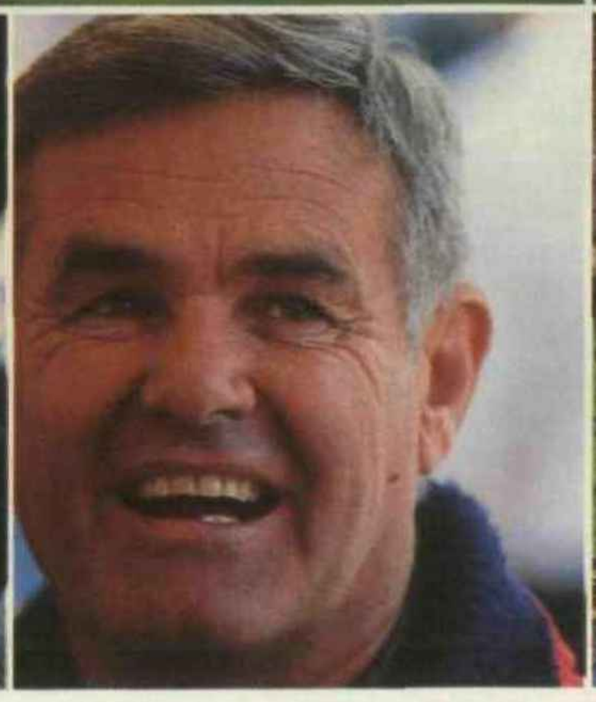
ABOVE: **1955 MERCEDES-BENZ 300SLR DRIVEN BY STIRLING MOSS**

BELOW: **1960 ASTON MARTIN DB4GTZ DRIVEN BY GILLIAN GOLDSMITH**
BOTTOM: **DUKE NALON (LEFT), AL UNSER SR (RIGHT)**

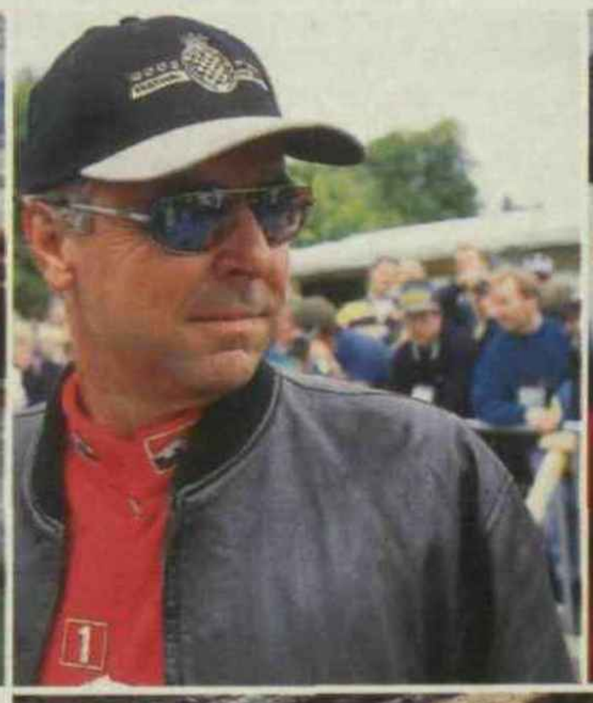


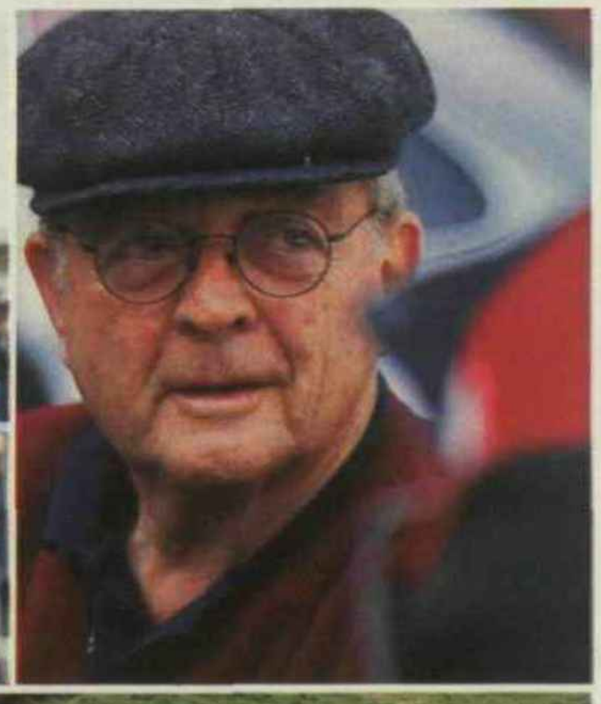
Ben Redgrave





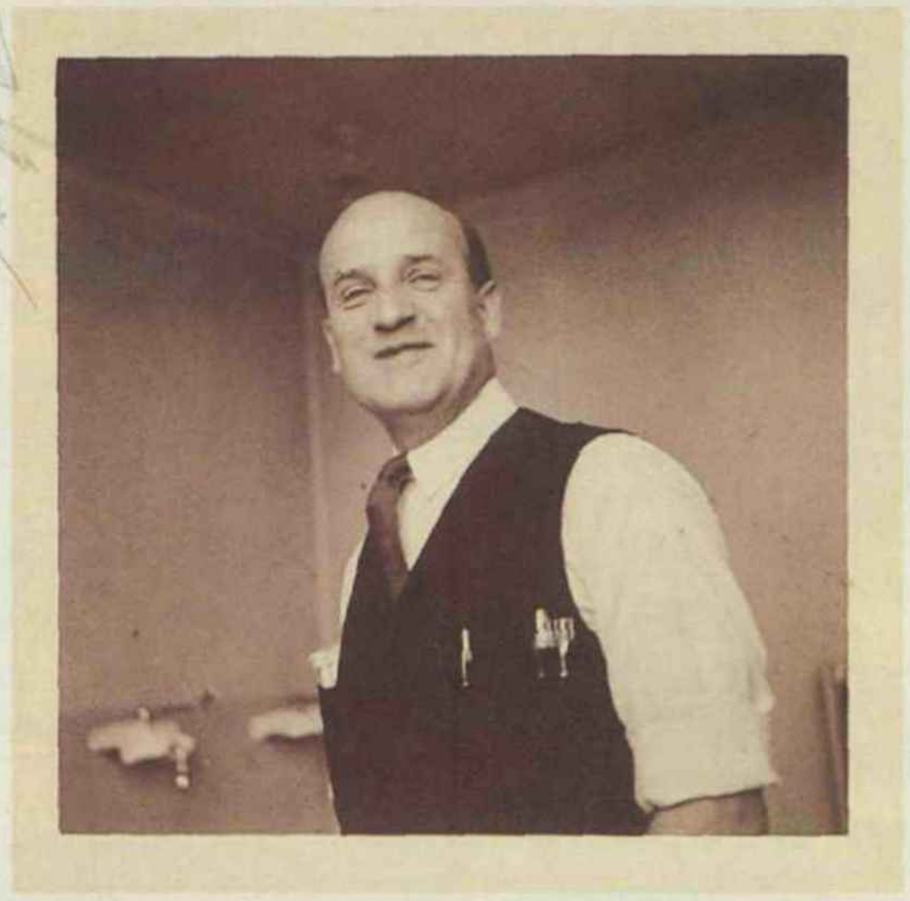
BELOW: **RICK MEARS (LEFT), PHIL HILL (RIGHT)**
BOTTOM: **PEUGEOT 106 MAXI, GOODWOOD RALLY SPECIAL STAGE**







LAT/Jeff Bloxham



DR J. D. BENJAFIELD
Bacteriologist and Bentley Boy

DUDLEY BENJAFIELD WAS MORE THAN AN EMINENT BACTERIOLOGIST AND BON VIVEUR. HE WAS ALSO ONE OF THE FINEST AMATEUR DRIVERS OF HIS AGE. BILL BODDY REMEMBERS HIM

DR JOSEPH DUDLEY BENJAFIELD MD COULD BE EASILY CLASSED AS A typical amateur participant in motor-racing who nevertheless achieved an entirely deserved place among the celebrated 'Bentley Boys' who drove for WO at Le Mans. This popular, cheerful, balding doctor was born in 1887 and educated at Marlborough, University College Hospital and London University, becoming a doctor of medicine by 1912.

He made his racing debut at Brooklands in 1924, having acquired, the autumn before from Bentley Motors, their No2 ex-Frank Clement 9ft-wheelbase racing 3-litre. According to his grandson Bob Benjafield, this came about by chance, when he was looking for something to do after his 30hp Daimler-engined speedboat 'Lumière' was wrecked. At the Bentley showroom he met Bertie Kensington-Moir, and for devilment criticised the 3-litre's performance. Moir led him to a corner where four mechanics were working on a red car. "You like to go fast?" Benjafield noted in his diary that "rather fearfully," he agreed. "I'm taking it to Brooklands tomorrow," said Moir. "Come down and I'll give you a run." By the end of the session Moir had sold him the car.

'Benjy', as he was soon known, got Kensington Moir to further increase this effective Bentley's performance by raising its compression ratio and reducing its weight to around 17cwt. It was now a 112mph car with which the novice driver, competing appropriately in the Private Competitors' Handicap at the 1924 BARC Whitsun meeting, was able to hold off Howey's 7-litre Leyland Eight, to win his first race at 90mph and then win another, from a 30/98 Vauxhall, at the Summer Meeting. He also took a third place, with a best lap of 98.23mph. The red Bentley was indeed a fast car, requiring a new set of racing tyres every 60 miles, but it was off-form at the Autumn races.

Bentley Motors probably needed private owners to gain results for them in those early days, and Benjy, who was a leading bacteriologist and so had more time for racing than a General Practitioner, was seen as just the man; they lent their mechanic Browning to help Moir in preparing the Bentley and, in 1926, reacquired it to rebody as a single-seater for the unsuccessful attempt to put the 24-hour record to over 100mph. So although 'Benjy' won with the Bentley at a 1925 Surbiton MC meeting, he had purchased a Grand Sport Special twin-cam 1087cc Salmson for this season, getting a third place with it at Easter, while the engine was still not fully run-in.

As was usual at this time Benjy went in for sprints: the Salmson was less than effective at Shelsley Walsh, though he won the Test Hill contest at a minor Brooklands meeting in 1928 with his fine sports 4.8-litre Panhard-Levassor. At Whitsun in 1925 there was a rather hollow win, as two drivers who were ahead failed to turn into the Finishing-straight on the final lap, allowing the blue Salmson another victory, although with a good lap for a stripped sportscar of 85.72mph. The Bentley, in spite of a lap at 102.69mph, was unplaced in both its races. Thereafter it proved slower, the Salmson unreliable, and Dr Benjafield was persuaded to enter a highly improbable Type IW De Dion Bouton with a light-blue racing body. The 1827cc ohv engine refused to go above 2300rpm and it continually burnt out its exhaust valves, and after patient perseverance it was abandoned, after one lap at 73.24mph. But by now the doctor had cast off amateur status and was becoming rather interested in Le Mans.

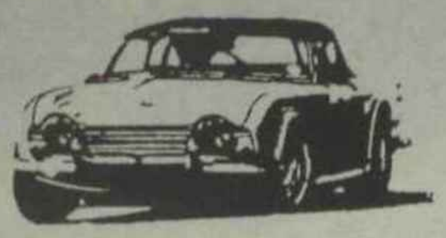
WO paired him with Bertie Moir for the '25 race. He was the new boy. "But I felt quietly confident that I would produce what was expected of me," said Benjafield, "having made up my mind to play myself in carefully". The battle was between the Bentleys and two twin-cam 3-litre Sunbeams. But before 'Benjy' had even had his first stint Moir ran the car out of fuel, and Duff's sister car caught fire. ➡

The Brooklands Society

Quadrant

Facing page: A hitherto unpublished shot of Benjafield in his surgery. Above: An early victory at Brooklands with the beloved 3-litre Bentley. Below: Bentley Boy family portrait at '27 Le Mans. Front row from left to right – Clement, Callingham, d'Erlanger, Duller, Davis and Benjafield

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LUDVIGSEN





Left, Benjy congratulates a young Stirling Moss during an early '50s BRDC dinner while wife Vera sips the victory champagne. Above, Benjy and Old No 7 before Le Mans at a hotel owned by Mrs B's family

WO stalked about the pit with a face like thunder but Benjafield had not yet dared to intervene, which later he found to be the best ploy. Neither Bentley finished the race; Duller's Sunbeam burst its clutch while SCH Davis and Jean Chassagne nursed the other Sunbeam to second place. W O's luck was just as bad the following year, when all three 3-litres retired, Benjy and Davis being the last to stop when Sammy got No7 stuck in a sandbank 20 minutes from the finish. The Doctor had been paired with Davis because Moir's family had banned him from racing.

By the close of 1926, Benjafield had proved his versatility, in short races, at Le Mans, and with three-hour stints at Montlhéry in 1925 in the Duff Bentley and the single-seater.

He had also endorsed the saying "Physician heal thyself" by driving at Brooklands with a temperature of 103 degrees. Perhaps one of the microbes he examined to help find cures for obscure diseases (he was a consultant at St George's Hospital in London) had escaped! Either way, it came after working for two nights and a day with the mechanics at Cricklewood when the Bentley had shed some con-rods, then driving to the track for a bank holiday race...

Bentley's had recalled the No2 car but Benjafield continued to run at Brooklands, regarding racing as relaxation from his exacting hospital duties. He drove a 2-litre Bugatti and a Frazer Nash at the first two 1926 BARC Meetings but respective laps of 94.83 and 86.62mph were of no avail. However, Benjafield then bought from Henley's the Bentley he had driven at Le Mans (MK5206) using it on the road and running it in the Georges Boillot Cup race with Moir in September. Meanwhile, at Boulogne Benjy had crashed when lying third with zero brakes, breaking three ribs and four teeth, and splitting his lower lip; in spite of this he tried to continue, but had to give best to a Chenard et Walcker.

After the disastrous results in the two previous Le Mans 24-hour races W O decided to give up. Apparently Benjafield reversed that decision, by pleading with Moir and W O and offering his 3-litre. WO relented, deciding to run another 3-litre and the new 4½-litre Bentley in the 1927 race. The Essex MC's six-hour Brooklands race was to be a try-out. Alas, during the preparation of the team cars new lightweight Dural valve-rockers had been fitted and in the race two broke on Barnato's old No7, three on Clement's, and Callingham also retired with this problem. So Sunbeam again beat Bentley. I have never understood why on earth lighter rocker-arms were needed on these low-revving engines...

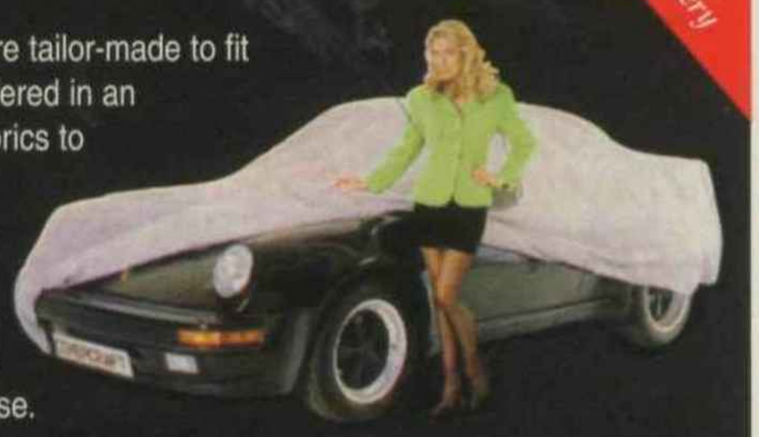
Le Mans in 1927 turned out to be the now-legendary race of the White House crash, which eliminated the Bentleys except for the Davis/Benjafield car, which after being patched up as well as possible at the pits, continued the long run with a single headlamp, dodgy brakes, the front axle knocked back and other damage. It was nursed to the finish by its two drivers to a dramatic win from a sick Aries. Davis had been allocated to share the 4½-litre Bentley with number one works driver Clement, but after some argument Benjafield had this reversed and now, after that wonderful long haul, he let Sammy ➤➤

BENJAFIELDS RACING CLUB

Dr Benjafield's reputation for *bonhomie* as well as racing is commemorated by the Benjafields Racing Club, founded some 10 years ago. Prince Michael is the club's President, and membership is by invitation only. The 75 members naturally have a Bentley bias, but the late Vaughan Davis, one of the founding figures, opined that "being the right sort of chap was more important than having the right sort of car – but if you are the right sort of chap, you'll probably have the right sort of car." As well as VSCC and HGPCA races, members enter such Continental classics as Angôulème and the Mille Miglia, run their annual sprint at Cornbury Park, and have 'dining-in nights' amongst the Bentleys at the showrooms of club stalwart Stanley Mann or Neil Davies. **GC**

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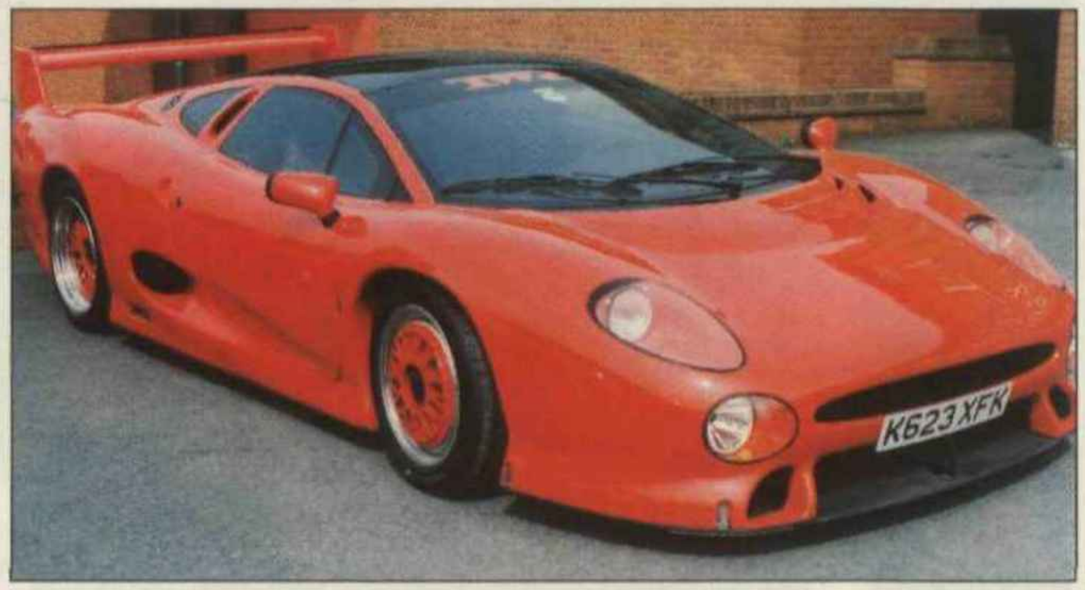
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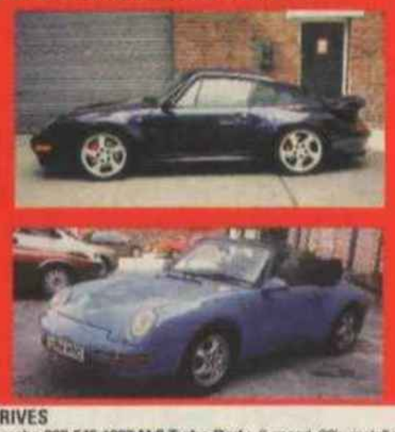
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Quadrant

Benjafield's Bentley saloon pounds its way up Brookland's test hill

have the honour of doing the final race laps. At a celebration dinner at the Savoy, Old No7 (carrying the number 3 in this race) was with difficulty squeezed through the hotel doors by removing its wheels and wings, to make a tear-jerking entry, lone headlamp blazing, the engine breaking into life, to tumultuous applause from the diners and excusable emotion fromSammy and Benjy. Wonderful! Objections from the hotel management were unlikely; Mrs B's family owned the Savoy, as well as Claridges and the Cadogan.

He was now a fully-established Bentley Boy at the incomparable Sarthe circuit. W O said of him "he was tough, thickset, totally bald and wonderful fun at all times, except perhaps during the hours before a race. He worried, a useful asset in a racing driver: he was a grand driver once he got going." Indeed, WO put 'Benjy' as first of his 'Bentley Boys', describing him as "one of our steadiest and most reliable drivers and an equally strong supporter of off-duty fun and games, even if he did not appear to know which way to do up a nut or a hub-cap."

He did, however, broadcast about Le Mans for the BBC. Incidentally, it was from informal meetings of fellow drivers at his house, as further relaxation from his busy life as a Harley Street specialist, that the BRDC was formed, and he was elected its Vice-President.

Rightly, the good doctor's racing is associated with Le Mans. The publicity afforded by that remarkable 1927 victory had no doubt strengthened WO's resolve to continue and a team of three 4½s won the Team prize in the 1928 six-hours race, Dr B sharing a car with Bernard Rubin. At Le Mans he was co-driver to Clement but a cracked chassis forced them to retire. For the 1929 JCC Double-12 race Benjy had the honour to be paired with Woolf Barnato in the Speed Six, but when they were leading a sheared dynamo-drive put them out, as engines had to be re-started on the starter after pit pauses. At Le Mans that year he went with Baron Harry d'Erlanger, the banker, in a 4½, and they were third in the very satisfactory 1,2,3 Bentley finish. In the 1929 JCC Double-Twelve the same pair drove a blown 4½ Bentley from the Hon Dorothy Paget/Tim Birkin team, but into the second day the back-axle gave up.

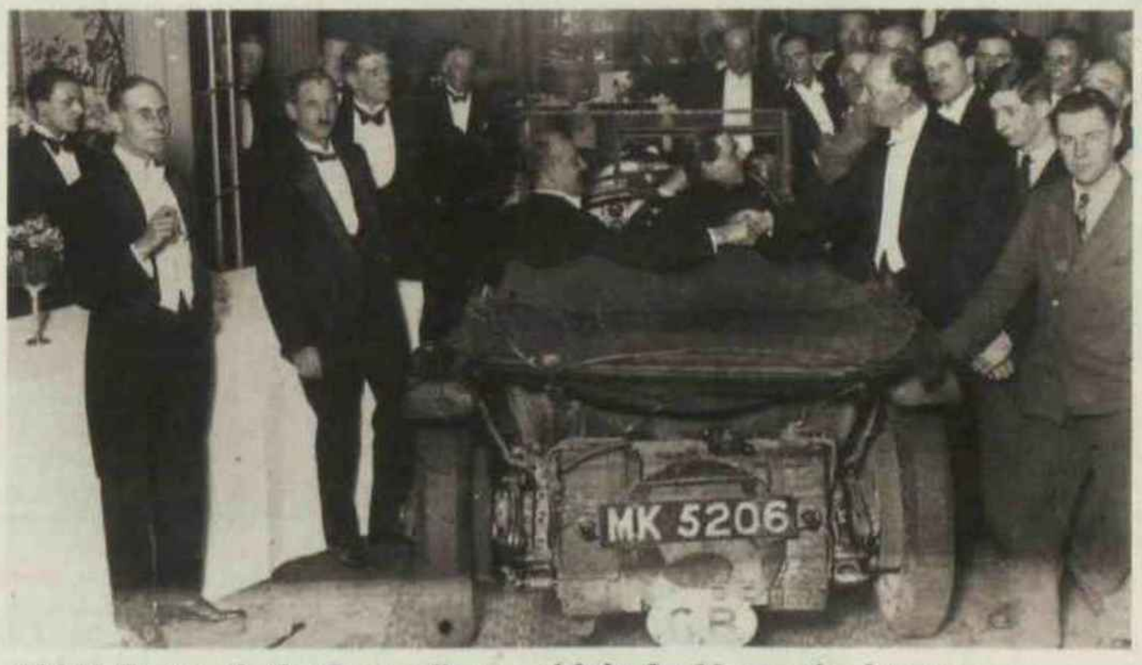
In a further drive for the Paget/Birkin venture at Le Mans in 1930, Benjy drove with Guilio Ramponi, but with little more than three hours to go a piston broke when they were third. His blown 4½ was flagged off in the Ulster TT, but in the 1930 BRDC '500', with Eddie Hall, the racing doctor put up one of his best performances ever, bringing a tread-throwing stripped supercharged 4½ four-seater home second at 112.12mph. (Benjy used to say that 80mph around Brooklands was easy enough but that anything over 100mph was a very different matter.)

Encouraged, Benjafield then took the famous Birkin single-seater Blower in for the 1931 '500', driving alone, but retired with a broken valve. Before that, lapping for two hours at some 120mph, he was signalled to reduce speed and found that he needed five laps to get down to the required 110mph, which then felt like a crawl.

Apart from the big events, Benjy continued to drive at Brooklands. At the 1928 Easter meeting he was third in Victor Riley's Riley Nine, and he then took out the s/c T37A Bugatti which Malcolm Campbell had driven at Boulogne, but it went onto three cylinders. But in the next race the Bugatti, after nearly colliding with Newman's Salmson when it was blown up the Members' banking, won with a lap at 108.03mph. The Bugatti was then third again in the JCC 'Junior GP', tame after Le Mans, but fun, as there were artificial corners.

Benjafield had intended to have a stab at the 'Gold Star' race at Whitsun with a four-cylinder sleeve-valve Panhard-Levassor but it was too heavily handicapped so he scratched, being content to drive the Bugatti to a good win. In 1929 he had shared an Alfa Romeo with Ivanowski in the Essex MC's six-hour race, and went to the TT with a s/c 1750 Alfa Romeo which proved too slow. In the 1930 TT he drove a blower Bentley but it was outclassed by Hall's normal 4½.

After Bentley Motors' final retirement from racing in 1930 he had to turn to other makes. In the 1931 JCC Double-12 Benjy drove a works Aston-Martin but retired with valve trouble. He used a Speed


Quadrant

Old No7 attends the Savoy dinner with its Le Mans-winning crew

20 Alvis for the 1933 JCC IT race but a gudgeon pin broke. He remained staunch to the Alfa Romeo marque, acquiring the ex-Penn Hughes 2.6 Monza which Miss Fay Taylour had sometimes raced, before the 1935 JCC International Trophy race, in which it holed a piston. In 1936 Ian Connell bought the Monza and Benjy decided on some proper racing, acquiring a new 1½ litre ERA (R6B), which at first he shared with Earl Howe, who was awaiting his ERA. They were eighth in the 1936 British Empire Trophy race at Donington but gearbox trouble retired the doctor in the JCC International Trophy event, and he disposed of the car to W G Everitt.

Though that was the end of his racing, his car interest continued after the war, when he ran an FWD Citroën Big Six, and he continued to practice medicine until his death in 1957, by which time his son Patrick had become a motor racing photographer for *Autosport*.

Others of the medical profession have enjoyed their motor-racing but none for so long or so enthusiastically as Dr Benjafield. M

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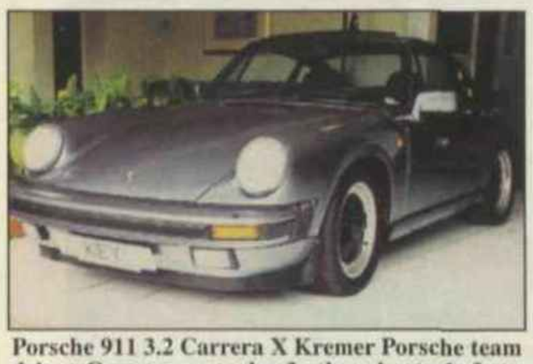
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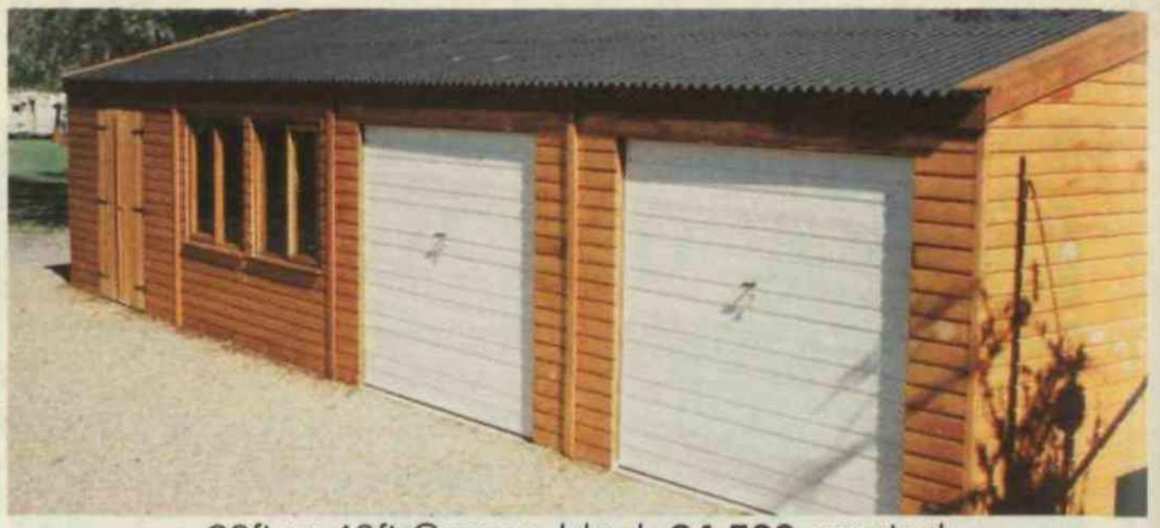
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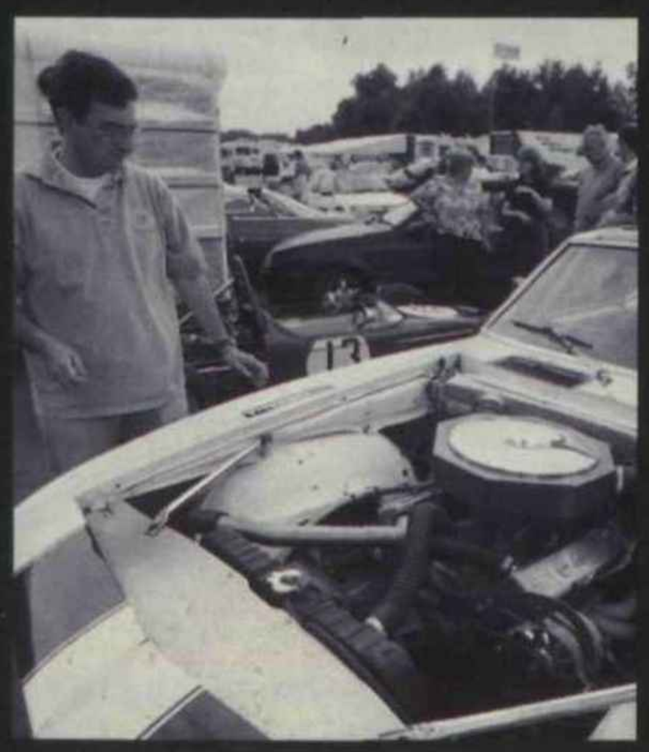
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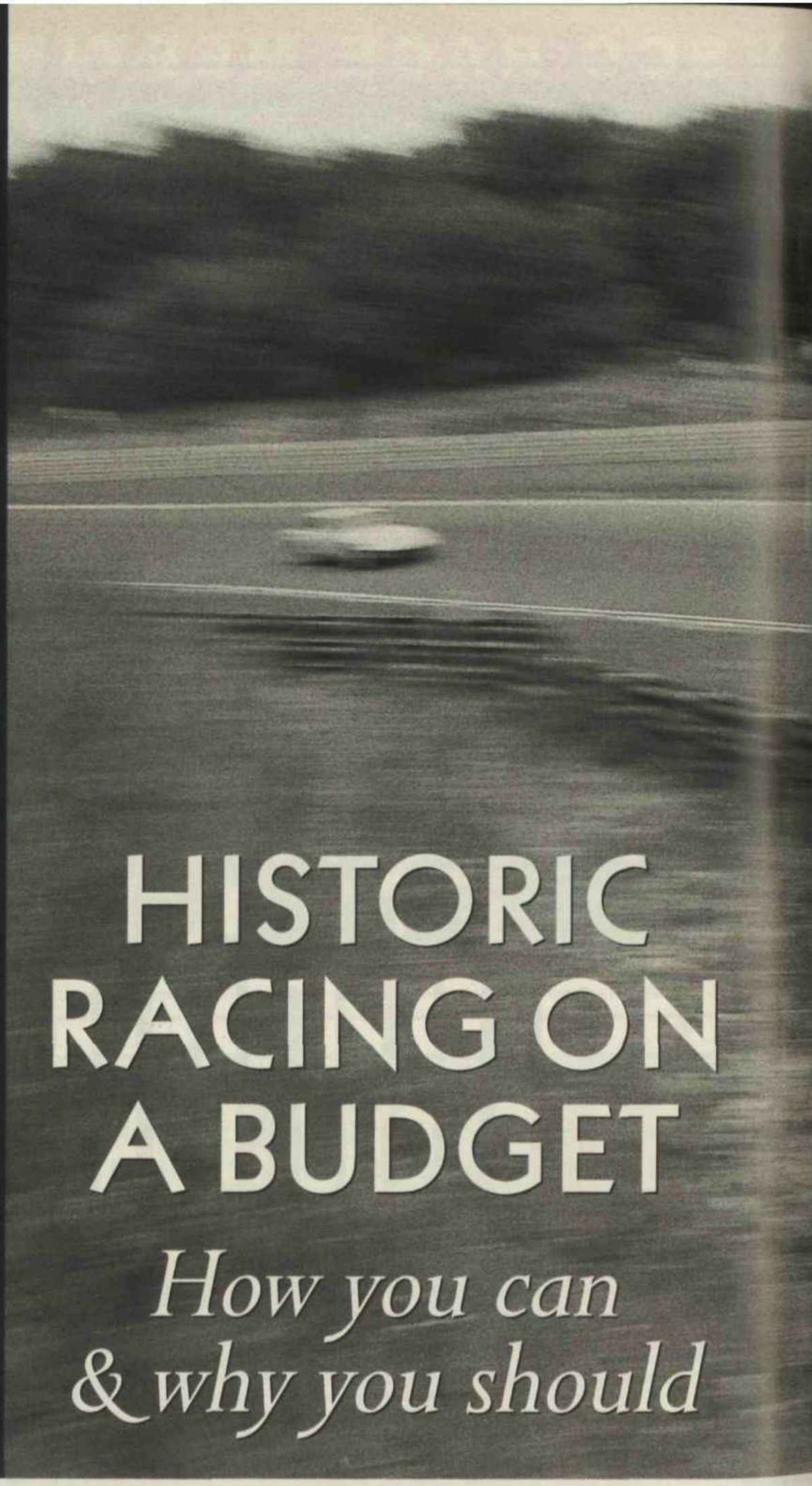
Below: Changing brake shoes in the paddock while Big Brother looks on





Below: Ready to go… there is no feeling like that just minutes before the start





HISTORIC RACING ON A BUDGET

How you can & why you should

CLUB MOTOR-RACING IS THE FUTURE OF AUTOMOTIVE enjoyment and you need look no further than the nearest great road to have been blighted with speed cameras to know it. And while there's joy to be killed, revenue to be raised and a nanny state to be built it will only get worse. Besides, there has been, for some time now, a nagging doubt in the office that we were, to some extent at least, failing to practise what we have preached in the magazine since early last year. We all loved historic motor racing but were we getting stuck in ourselves?

The answer, at last, is yes thanks to the rather engaging beast you see on these pages. It is a 1967 Chevrolet Camaro and, for the rest of the season at least, will be seen rumbling around competing in the Historic Sports Car Club's Historic Road Sports Championship, the hands either of your editor or his brother (who paid for half the car) wrapped grimly around its wheel.

The plan is as follows: We want to prove that, for an entirely affordable sum of money, it is possible to buy, race and maintain a decent historic racing car. Moreover, we are seeking to show that a modest budget need not force you into buying an uncompetitive car and that recreational racing remains the most enjoyable way to pass a weekend you can discuss in a family magazine like this.

But before all of this, and if you are truly to enjoy historic racing to the full, you have to order your priorities. The first thing to accept is that historic racing is not one of the accepted routes to the top of the sport, so if you are hoping to get spotted and think yours is a talent to earn you a living, then you're looking in the wrong place.

The second truth which needs to be taken on board holds true for any motor racing series of any description anywhere in the world: if all other things are equal, then the bloke with the most money will win the race. Happily, however, driving talent, careful preparation and, above all, finding the right car to enter into the right championship can go some considerable distance and quite often even overcome this broad rule of thumb.

The next decision, to be taken even before deciding which car your budget will stretch to, is which series to race it in. Unless you really don't mind at all running around at the back of the field, there is no mileage at all in falling for a car

Hammering around Brands Hatch GP circuit, perhaps the best track in the UK

black & white photography by Ben Redgrove, colour by Andrew Yeadon

without knowing where or how to go racing with it.

It was a small but significant detail which sold the Historic Road Sports Championship to me: if you drive the car to the circuit for every round of the championship, you are awarded three extra points per race. To us, sharing a car and joining only half-way through the season, such points are meaningless but to encourage historic racing cars to be used as they once would have been is an admirable initiative. In addition to this, those involved with the series are friendly, helpful and refuse stoically to take themselves too seriously, all of which are vital qualifications in my book.

To qualify for the series, your car needs to have been produced between 1947-1970 and be of a type that had ceased production by 1974. Modifications are allowed but within tight guidelines. Your bodywork, block, heads, gearbox and brakes, for instance, must all be to original production specification.

And so to the car. Having decided on the series, we laid down a few critical criteria and set about finding a car to match them. Whatever it was, it would have to cost myself and my brother no more than £8000 each to buy. It would have to be cheap to maintain, sufficiently strong to look after our interests in an accident and sufficiently simple to repair to do likewise for the bank manager thereafter. Once these tedious but essential hard points were covered, there were just two more requirements: rear-wheel drive and as much horsepower as our budgets would allow.

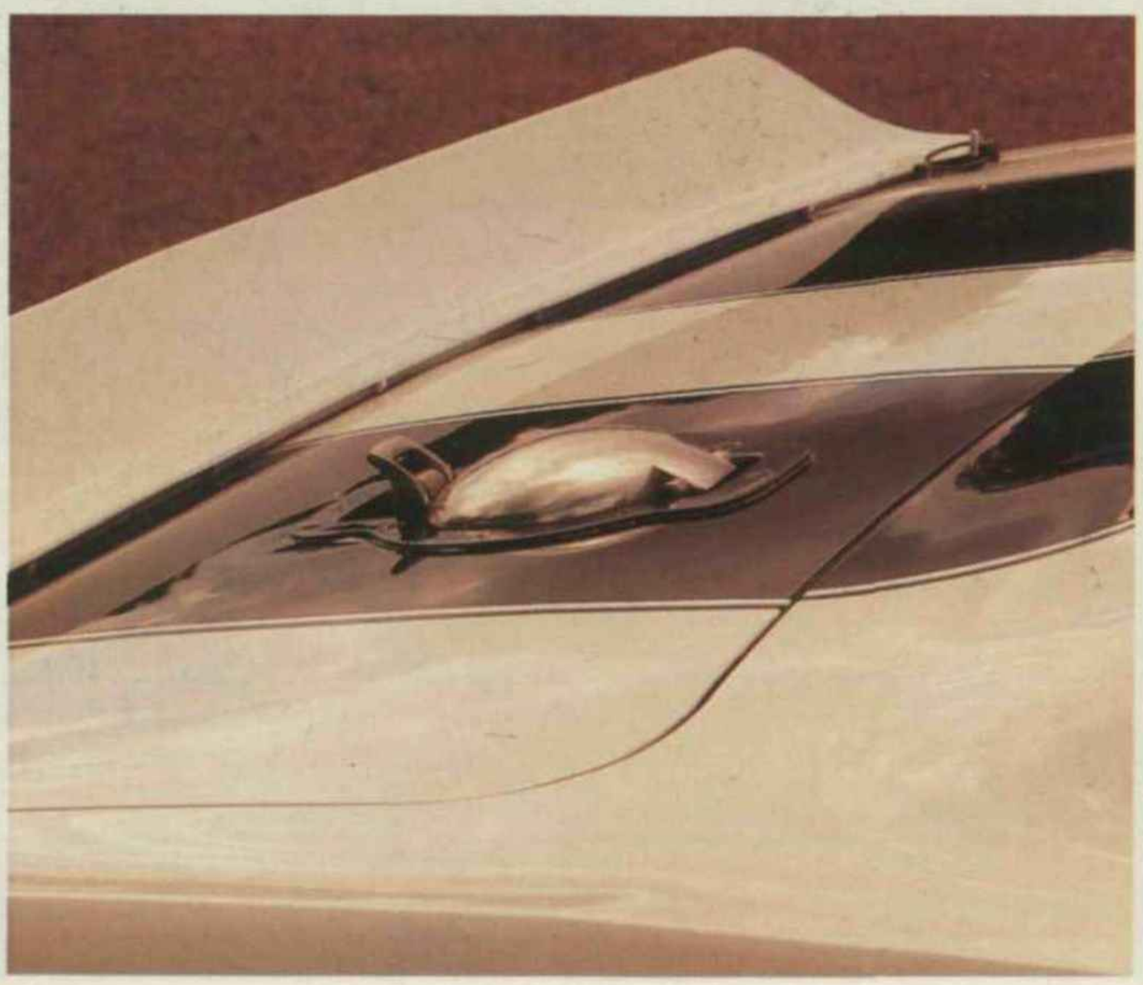
I'd like to say we took weeks poring over the options but, in truth, it probably didn't even add up to a significant amount of minutes. A Camaro was far and away the most likely candidate. Though a few MOTOR SPORT readers may baulk at the sight of such brute on these pages, the racing history of the Camaro is noble: In the US, Camaros like this one dominated TransAm racing in the late '60s, none more so than the cars entered by Roger Penske for Mark Donohue to race.

Finding one took time, simply because there are few race-prepared examples in the country at the best of times and fewer still going begging in the height of the season. To help with the search I put a call in to Rare Performance Motors. RPM is an Aldershot-based garage that deals exclusively with classic American muscle cars. Over the years ➤

HISTORIC RACING ON A BUDGET

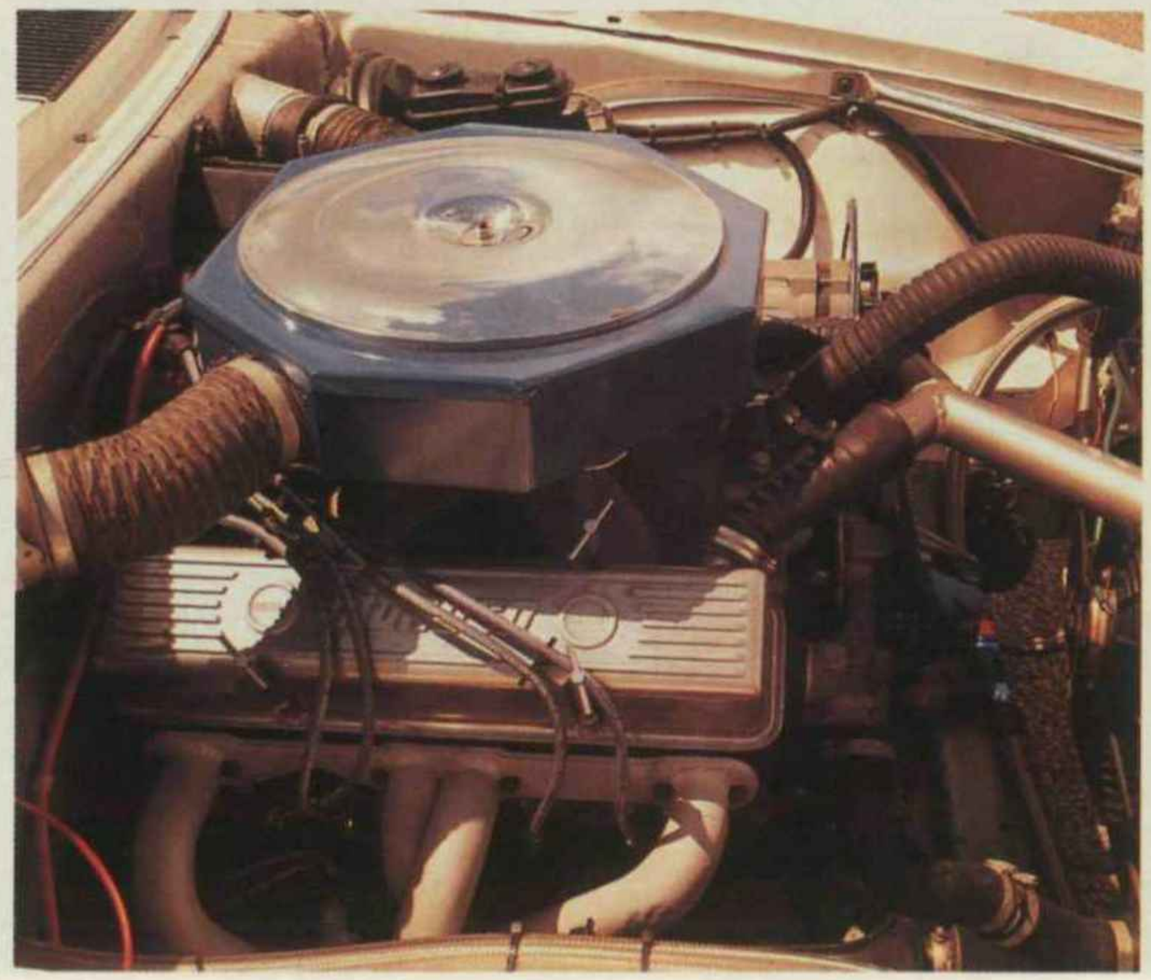


Above: Chevy interior is not exactly pretty but well laid out for racing
Below: Race filler leads to tiny fuel tank, too small for long races





Above: Camaro races with 60psi oil pressure and 180deg F temperature
Below: The heart of the matter… Here lives 420bhp and 400lb ft of torque



they have lent many tons of classic Detroit iron to the motoring magazines in our stable and know what is worth knowing about the breed.

Although better known for their work on road cars, RPM has built and maintained racers for many moons and, weeks after I made the initial call, one of the cars they had looked after for years became available. It was, to the last rivet, what we had been looking for. Most importantly, it was a racing car, not a road car in need of conversion. If money and time are not significant issues and winning races is, the best thing to do is buy a road car, strip it down to its components and rebuild it, part by part, into the ultimate racing car. For us and many others though, this was a prohibitively expensive and time consuming approach.

We wanted quite the reverse, a proven, reliable race veteran with all the right bits already resident in the car and that is precisely what this car contains. It has been a racing car for at least a decade and has lined up on the grid on hundreds of occasions. The great thing about Camaros is that once they're right, they tend to stay right. The small block, 350 cu in engine, for instance, has a minimum of 20 races under its sump and still runs cool, with perfect oil pressure and almost zero oil consumption. There is one small block racing out there which has seen six seasons come and go without needing a rebuild. So long as you don't over-rev them and they're built properly to start with, they'll hang together for ever. RPM says ours will develop maximum power at 5800-6000rpm, will run happily at 6400rpm and probably tolerate a brief excursion to 7000rpm. Beyond that, it will break.

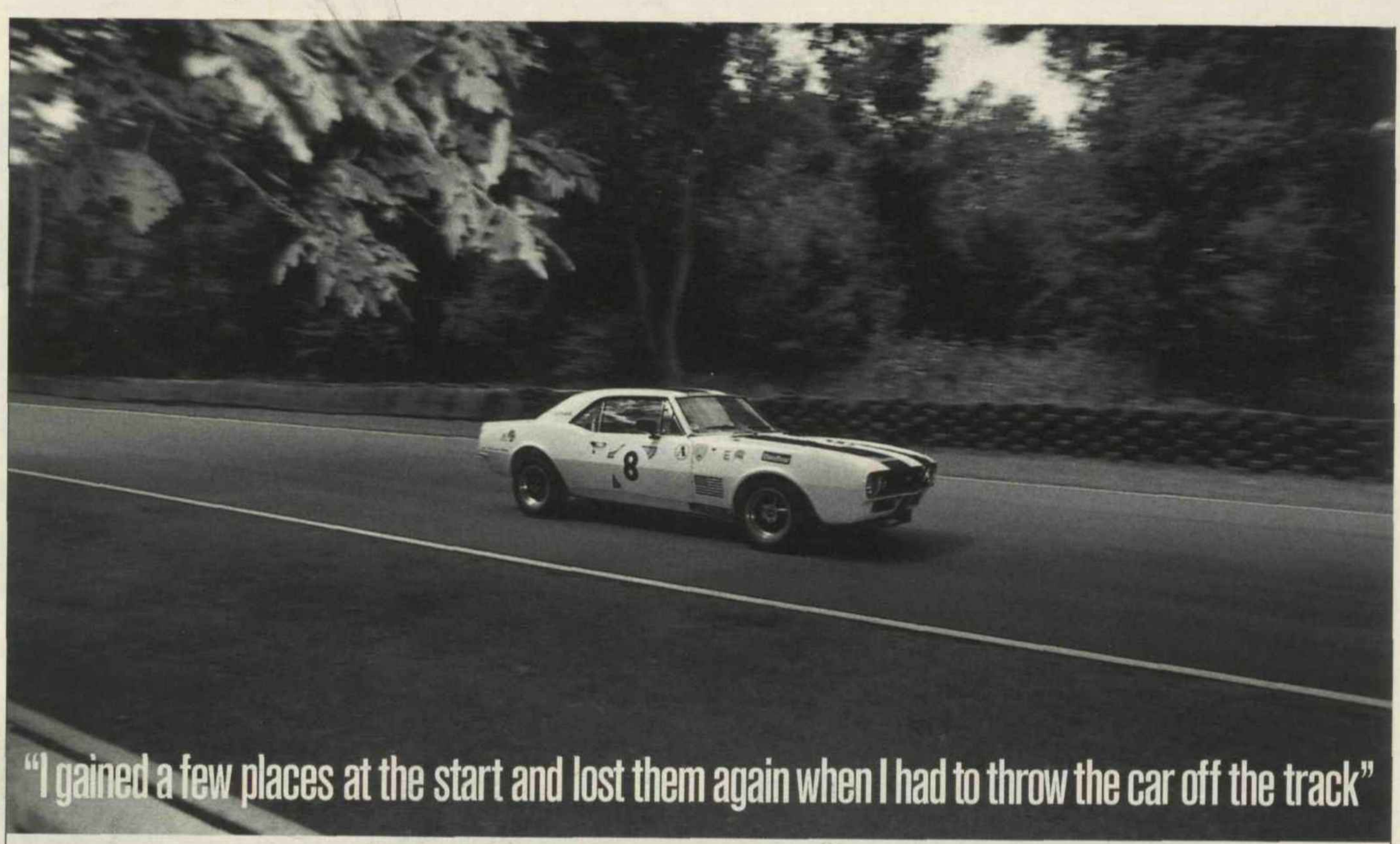
No-one has put this engine on a dynamometer but enough are in existence in similar tune to know it puts out around 420bhp. More is possible but, with the wet sump and iron heads the regulations require, every extra bhp compromises reliability further. In any case, the car proved competitive in the hands of its previous owner so if more speed is required it will be more profitably achieved by looking at its drivers before its mechanicals.

All that remained was to drive the car. American automobiles, even those that race, feel different to any other breed you can name and not everyone takes to them. Having only ever raced a Caterham in the past, I too wondered how the Camaro ➳



THE ESSENTIAL GUIDE TO FINDING AND RACING AN HISTORIC

1 Decide how much you can afford to spend on and run a car and stick to the resulting budget. This, more than anything, will determine what you race.
2 Decide which series you want to contest before choosing the car. Your budget will push you towards certain series and away from others and there's little point discovering your car is uncompetitive in one championship and ineligible for others. Do your research and talk to the organising clubs and people who know and have raced in the series.
3 Once you have decided the series, look at the list of eligible cars and choose. Bear in mind that certain cars can be raced in more than one championship and if you don't mind not running at the front such a car will mean more time and fun behind the wheel as well as showing where you might want to race next.
4 If you are looking at a production car series, buy a thoroughly sorted racing car. Don't even think about converting a road car unless you know exactly what you're doing and have the time and money to do it.
5 If you're not a demon mechanic, find the right people to do major work on your car and stay with them. A decent engineer who knows your car and the series in which it competes will make you quicker and, ultimately, save you time and money. That said, learn how to do routine maintenance yourself.
6 Enjoy yourself. Ron and Frank do not, as a rule, go to historic races so you're unlikely to be asked to show Mika and Jacques how to drive properly. The less winning matters, the more you'll enjoy those times when a waved chequered remains a distant dream. Don't take yourself or your car too seriously.
7 That said, once the lights turn green, drive as fast as you possibly can. Some drivers can get a buzz from merely circulating but not many. For all the laughs, great company and camaraderie in historic motor racing, you're still driving a racing car and if you're not flat-out from the start, you're not enjoying yourself as much as you could.



"I gained a few places at the start and lost them again when I had to throw the car off the track"

IN AT THE DEEP END

If racing a beast like the Camaro on a circuit upon which I had never laid eyes until practice was not enough, such was the demand to race on the Grand Prix track the organisers were forced to amalgamate three different race series on the same grid. So I sat on the grid with 37 cars around me, 27 of which were in front of me. Most of these, had nothing to do with the HRS series in theory but we would all still be fighting for the same slice of track.

I gained a few places at the start simply thanks to the Camaro's massive power advantage over the Elans and Marcoses that surrounded me and then lost them all again when I had throw the car off the track to avoid a Corvette that had rotated on the way out of Paddock Hill Bend. At Clearways on the next lap I witnessed a Mustang clout a Marcos so hard the latter split in two, each half flying off the track in different directions. Its driver was unharmed. Minutes later, at Dingle Dell, I managed to launch the Camaro into the gravel trap and, thanks to its huge momentum, simply drive straight out the other side.

I took things rather more seriously after that and managed to make up a few places, knock a couple of seconds off my qualifying time eventually finishing in nineteenth place overall with only one other HRS car ahead of me, albeit some 23sec down the road.

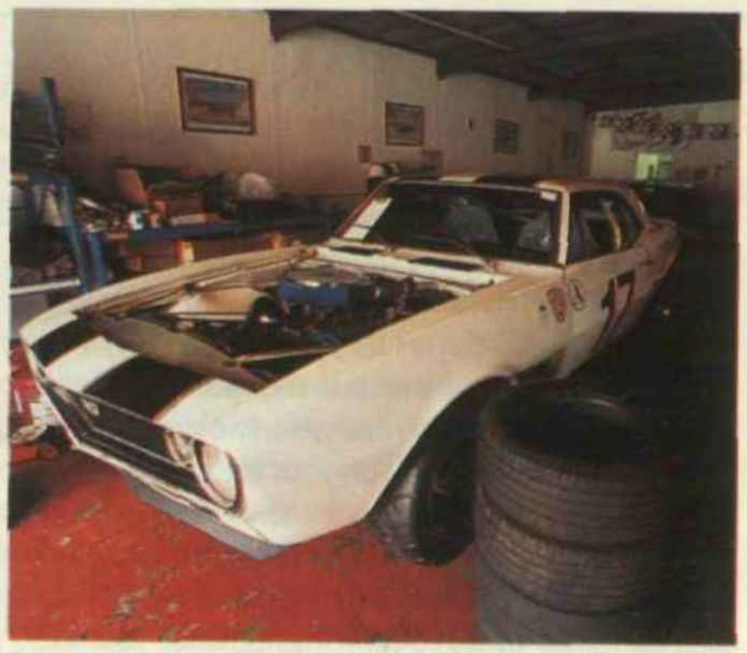
My next race is at Castle Combe on August 8th where the HRS should have a race to itself. It's a circuit I have at least driven around and it should, all other things being equal, suit the Camaro's talents. After that I should have an altogether clearer idea of the prospects of both it and its driver.



would feel. Before finally taking the plunge, I drove it on the short circuit at a Brands Hatch test day.

Though I was loathe tell the owner, I was pretty much sold on the car when I saw its condition and heard its engine. It's not immaculate but it's as good as you'd want a car that's going to be raced to be. The small block, even running through lashed-on silencers, sounds wonderfully potent and, on the track backs this up by shoving the Camaro between the corners with unlikely conviction.

I'd worried about the 1967 brakes but, with rock hard pads, they worked sufficiently well not to cause alarm while the handling, once the car has been persuaded to turn in, is not at all bad. Yokohama rubber (its recently introduced 032R, road-legal but decidedly sticky) provides unlikely grip in corners while the Positraction limited slip differential means the power can be applied early and cleanly. The steering needs acclimatisation but once its slightly vague ways are learned, it performs adequately.



Camaro sourced by Rare Performance Motors

So we did the deal and bought a car inside our budget with enough spares to rebuild the engine when it finally gives up on us. We will see where we go from here. There is still some development work to be done. A rear-exit exhaust is needed but we will wait for the winter before seeing what else, if anything, we should do before next season.

Meanwhile I have raced on the Brands Hatch Grand Prix circuit, on the same bill as the MOTOR SPORT-sponsored Thoroughbred Grand Prix series and, not before time, my career as a racer of historic motor cars has begun. **AF**

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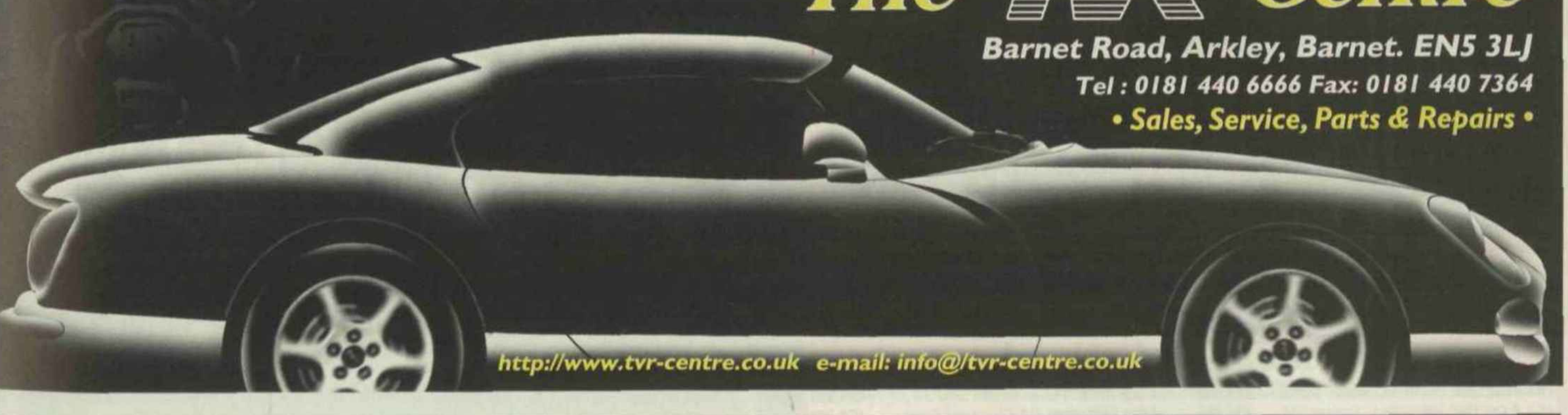
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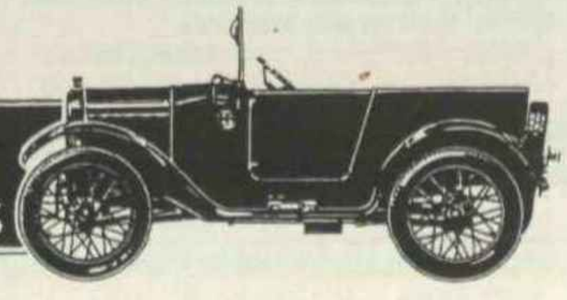
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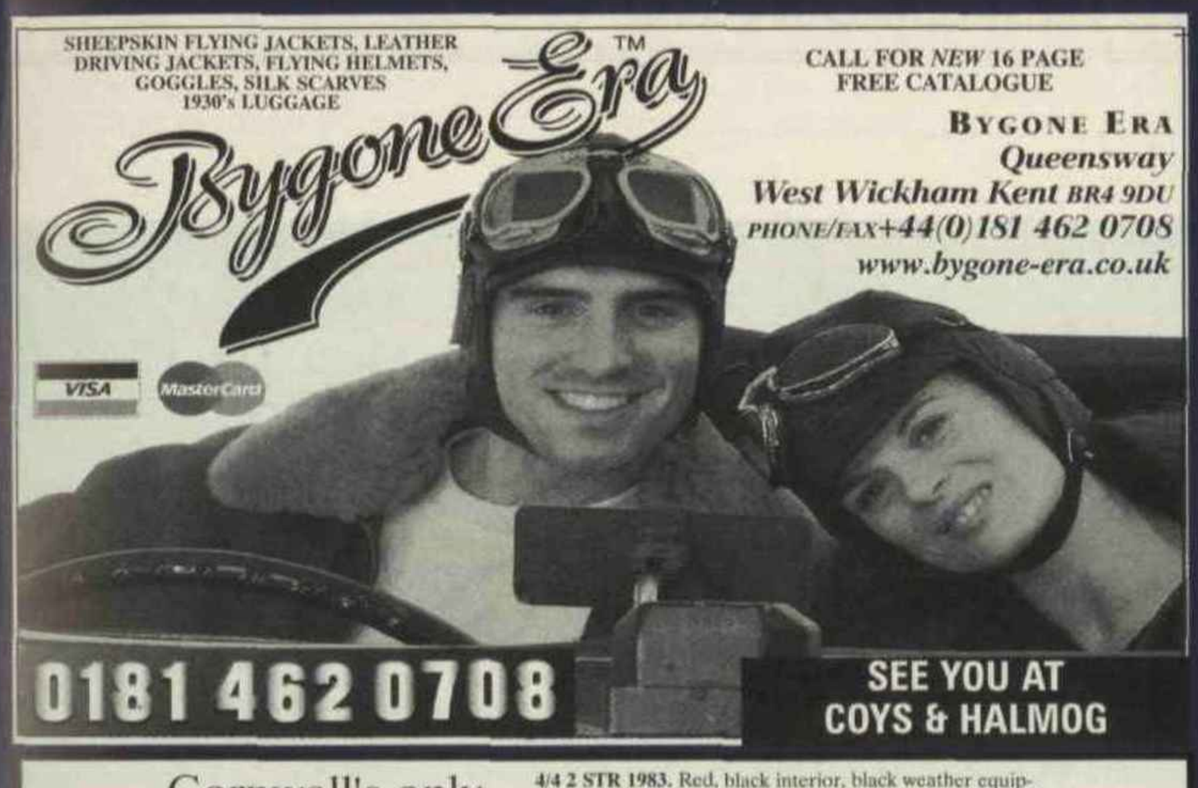
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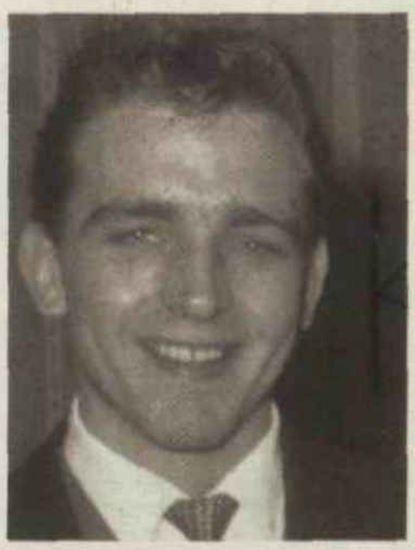
Mallory Park Formula Three race, July 7 1957

A BORROWED SPROCKET AND SOME STRANGE ADVICE FROM AN UNLIKELY SOURCE WAS ENOUGH TO TURN TREVOR TAYLOR FROM FORMULA THREE RANK OUTSIDER TO OUTRIGHT RACE WINNER

I HAD A BIT OF A DISASTROUS FORMULA ONE CAREER. PEOPLE ALWAYS said there's only one way to make a name for yourself, and that's to loop-the-loop in front of the grandstand. I had a bloody good try! A lot of people say I was unlucky. I wasn't – I'm still here. I've got a photograph on my wall of a start at Monaco, and there's seven drivers in it. And I'm the only one still alive.

But the race I remember best is well before my F1 days. It was my first big win in F3 at Mallory Park in 1957, in the old 'double-knocker' Norton engine days. I had an old Cooper we'd bought from Stuart Lewis-Evans, when he got a new car. My father pumped a lot of money into my racing; he nearly went bankrupt supporting me. We had two garages, good businesses, but even then motor racing was costing money. If we wanted spare wheels, a gearbox, or another engine, it was there. I didn't really know where the money was coming from, even when we had an F2 car later on. He was motor racing mad, and he'd raced bikes in his younger days. My mum wouldn't even watch it on television later on – she used to go to church every time I raced.

I was getting a bit desperate to win a race to show my appreciation. I'd actually won at Mallory a few weeks earlier, but it was only a small club meet. But this was a big national event, with guys like Jim Russell, Don Parker and David Boshier-Jones, all potential winners in F3. The big names were all going for the championship, and they were all top drivers.



Taylor helped to major F3 win by young lad's advice

In those days everyone was friendly. After the race we'd all be in the beer tent having pints. Even on the track, if you were an eighth of an inch in front going into a corner, it was your corner. There was none of this banging wheels. Look at touring car racing today – it's daft isn't it? Those things cost a quarter of a million pounds and they just write them off like nobody's business.

Mallory Park was a bit primitive. There weren't many corners, and it was really down to who had the best engine. The big tuners at that time were Steve Lansfield, who did Russell and Parker, and Francis Bierd, who did Boshier-Jones and Lewis-Evans. The tuner we had was called Bill Stewart, a very old chap he was, one of the old school.

Practice started, and I think we on about the second row. But the problem was that we were overrevving down the straight. To change the ratios on these motorbike engines you had to change the rear sprocket. The next sprocket up made 500rpm difference. So we were overrevving in the practice, and when we went to the bigger sprocket, we couldn't get enough revs down the straight.

With my brother Mike, who was my mechanic, I went up to Boshier-Jones who, like I said, was a potential winner. We were discussing the revs down the straight, and he suddenly said, "What you want is a half tooth sprocket." Mike said, "We haven't got one," and Boshier-Jones gave us his spare half sprocket. Instead of the difference being 500rpm, it was only 250rpm – so it was just right.

About this time a young lad turned up who'd come over the bridge into the pits. He was talking to me and he said, "Oh by the way Mr Taylor, you're taking the hairpin wrong." You know what it's like being a racing driver - nobody tells you you're taking a corner wrong. Being a bit big-headed I almost told him to bugger off, but I was intrigued, and said "How do you mean?"

The hairpin at Mallory was slightly banked, and apparently I was coming into it and dropping down onto the apex and then climbing the hill out of the corner for the run to the left hander just before the pits. He said that Russell and Parker weren't doing that, they were using the bank like a wall of death. They were going up the bank, and then had a ramp to come out. I thought, "He might be right here."

So I tried it in the final, with the half sprocket, and won the race! I had a fight with Boshier-Jones for most of the way, and finished just ahead of him. To beat him and Jim Russell with a Bill Stewart engine was quite impressive.

Bill was on the fence by the pits, and Mike went up to him and said, "What do you think Bill?" He said, "Well, it was inevitable he was going to win sometime. I think I've done myself out of a job, either Lansfield or Bierd will be after him now. Plus his first win will be worth 10bhp...

And believe me, it was. It is surprising, but you look around at the grid and it is worth 10bhp if you've got a win under your belt. Anyway, we went back to Boshier-Jones and handed his half-sprocket back to him, and said thanks very much. He didn't look very happy...

On the way home we were still laughing. I always used to ring my father after the race and tell him how I'd done. This time we thought we'd get home and surprise him. As we pulled into the garage at Rotherham, I jumped out as the old Austin transporter was still rolling along the forecourt and ran to the back door to tell my dad. We got there and there was a big '1st' chalked on the door! He'd rung Mallory to see who'd won the F3 race.

The next year I won the F3 championship, and a year later Colin Chapman asked me if I was interested in driving the Junior. I did a test with Jimmy Clark at Goodwood, and I got signed up.

Anyway, I've always remembered that lad coming up, it's always stuck in my mind. If I could find him today I'd give him a million pounds if I had it. I know it sounds silly, because everybody goes round a hairpin at one speed, but it did make a difference. I'll never forget his face and him saying you're taking that corner wrong... M

"This young lad turned up and said, 'By the way Mr Taylor, you're taking the hairpin wrong.' I almost told him to bugger off"



Taylor (in 2nd) adopts the right line through the Mallory hairpin on his way to victory in a career that would reach Formula One



The cars that

VICKERS, WHO HAVE SOLD ROLLS-Royce to VW, used to make cars. It began in 1901, when Vickers Sons & Maxim Ltd formed a subsidiary company, The Wolseley Tool & Motor Car Co Ltd, with offices in Westminster and a factory at Adderley Park, Birmingham. This 3½-acre site had been empty since 1899 when the Lifu steam-wagon people had failed to take it over. The Wolseley Sheep-Shearing Co, Herbert Austin, and the new company amalgamated with a capital of £40,000, to make Wolseley cars under Austin patents.

At first the range of cars made at Adderley Park ran from a £570 5hp phaeton (£10 less if on solid tyres), to a 10hp tonneau-bodied Wolseley, and a so-called 20hp racing car. Improvements were made, and Vickers' special steels were used, but Austin's influence was apparent in the horizontal engines. Losses were incurred, but not withstanding this racing was undertaken from 1902, with the Wolseley Beetles etc.

Seeing the vertical engine as the way to go, Vickers registered the Siddeley Autocar Co in 1902, its cars now built at Vickers' Crayford works. After Austin resigned in 1905, JD Siddeley became General Manager. Orders came from Buckingham Palace and a London HQ was established in York Street, Westminster.

From then until the war this great organisation made a wide variety of cars, from a 7hp twin to a 60hp six, and to meet the new demand for small cars the popular if ugly ioe 9hp Stellite was introduced, hampered at first by a two-speed gearbox. After the war was over the Stellite was faded out in favour of the new Wolseley Ten. This had a water-cooled 1261cc overhead-camshaft engine, this valve arrangement presumably suggested because the newly-named Wolseley company had made V8 200hp Hispano-Suiza aero-engines during hostilities, with Mark Birkigt's classic direct prodding of vertical valves by the camshafts. But for some reason this simple system became complicated in the new light-car, a duplex chain driving the lower bevel of the vertical shaft-drive to the camshaft and the valves being very slightly inclined, necessitating rockers to actuate them.

This complex valve gear was no doubt meant to give a snappy performance but the top pace was only about 40mph, rather less than that of the ageing Singer Ten, which sold in 1920 for £365 against £545 for the Wolseley. Both cars had back-axle gearboxes, raising unsprung weight and involving long gear linkages.

The poor performance of the production Wolseley Ten was odd, because after Alastair Miller (later Sir Alastair Miller, Bt) has persuaded Wolseley's MD, Arthur Cormack, to let him run a racing department at Brooklands. Quite remarkable results were obtained, one of the Moth single-seaters lapping at 88.15mph.

In fact these amazing little cars clocked up six firsts, six seconds and eight third places at Brooklands from

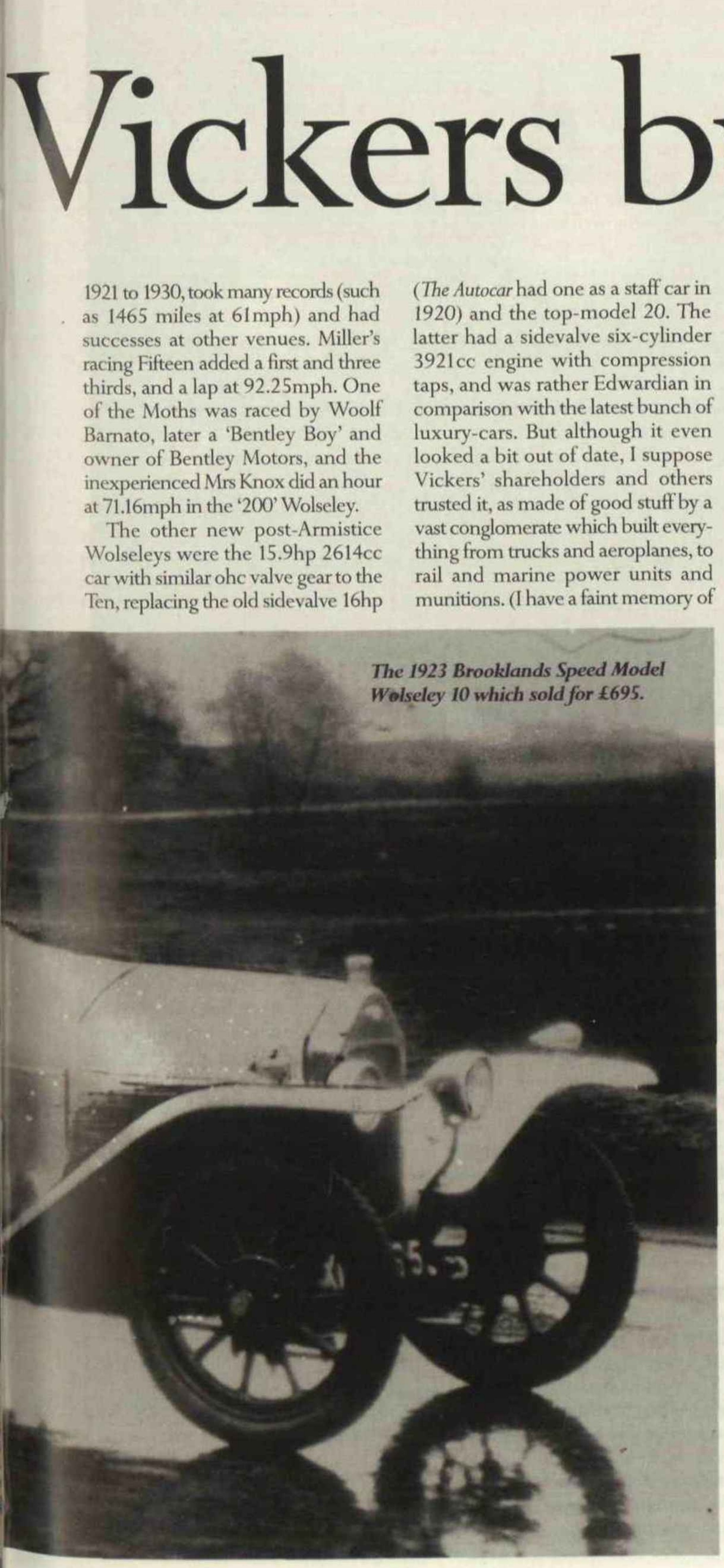


Quadrant

Vickers built

1921 to 1930, took many records (such as 1465 miles at 61mph) and had successes at other venues. Miller's racing Fifteen added a first and three thirds, and a lap at 92.25mph. One of the Moths was raced by Woolf Barnato, later a 'Bentley Boy' and owner of Bentley Motors, and the inexperienced Mrs Knox did an hour at 71.16mph in the '200' Wolseley.

The other new post-Armistice Wolseleys were the 15.9hp 2614cc car with similar ohc valve gear to the Ten, replacing the old sidevalve 16hp (*The Autocar* had one as a staff car in 1920) and the top-model 20. The latter had a sidevalve six-cylinder 3921cc engine with compression taps, and was rather Edwardian in comparison with the latest bunch of luxury-cars. But although it even looked a bit out of date, I suppose Vickers' shareholders and others trusted it, as made of good stuff by a vast conglomerate which built everything from trucks and aeroplanes, to rail and marine power units and munitions. (I have a faint memory of my mother hiring such a landaulet Wolseley for an afternoon drive, from a Mr Epps. He ran a garage off Streatham Place in SW London and I wanted to ask him about the car he had raced at Brooklands in 1928, but was too shy. Just as well, as I had confused him with a Mr RD Apps, and his mysterious Avrolett.) A jot above the also new but cheaper Austin 20, this Wolseley 20 (chassis price £1050) was not quite a match for other new luxury offerings.



The 1923 Brooklands Speed Model Wolseley 10 which sold for £695.

Conscious perhaps of the high price of the Ten, Wolseley's came up with a 36mph water-cooled 7hp 972cc flat-twin in 1922, selling at £225. It seemed like a nice little car, but could the market carry both Wolseleys? It was in production for only three years, whereas the Ten persisted until 1928; from 1925 it was called an 11-22hp although the engine remained at 65x95mm.

Sports Wolseleys ? Yes and no. As an off-shoot of Miller's dedication, a 65mph sports Ten was announced in May 1923, with vee-screen, disc or artillery wheels and pointed tail for £610, and a 'Brooklands Speed Model' with wire wheels, outside exhaust and oil-filler, a racing tail and a guaranteed speed of 70mph, priced at £695, was made in limited quantities. The phenomenal showing of the Moths at the track made these cars desirable; they must however, be compared with the sports Singer Ten, which Lionel Martin made before the war, still available in 1920 for £500.

Indecision, or the safety-in-numbers outlook prevailed, and Wolseley's sidevalve 14hp model joined the ohc Sixteen for 1923, and there were so-called sports versions of 15 and 20hp cars; but the 'sports' aspect was only lightly applied!

The scene changed drastically in 1935 with the Morris take-over. But I believe Birkigt's classic ohc valve operation was imitated for the 6-80 Wolseley of 1949, not altogether successfully. Better perhaps to think on Wolseley Hornet Special lines...

miscellany

A NICE GESTURE: WHEN THE NEW by-pass at Paddock Wood was completed, it was opened by the 1896 Arnold, which was built nearby at East Peckham, Kent, with Virginia Arnold, grand-daughter of the car's designer, as passenger. After the road had been declared open, VIPs were driven along it in a 1930s Rolls-Royce owned by the husband of an East Peckham Clerk, Mrs Blackmore. The Arnold was made a quarter of a mile from the site of the by-pass.

* * *



Air-cooled twin seeks single-cylinder stablemate...

KENT ROBINSON, OF THE ROVER 8 register, is seeking a single-cylinder Rover as a companion for his vintage Rover 8. This has unearthed some interesting history of 'Boanerges' which was once driven in Brighton Runs by students of Imperial College in London as their mascot, until it was re-dated as 1905 and became ineligible. Before that it took part in the first re-run of the Emancipation Run, in 1927. It seems that in 1924 it had been used as a platform for an effigy of Ramsey MacDonald which was pushed to No10 Downing Street and then pushed by the police to Scotland Yard, its owner unknown. It was last heard of at Crystal Palace circuit in the 1930s, driving round to advertise the next race meeting. After which KN 1443, as the Rover was registered in 1918 (originally it was presumably given an earlier mark) vanished. Can anyone tell us more?



Hulton Getty

Filming 'Genevieve', the movie which put veteran cars on the map in the 1950s. Is it time for another cinema production centred on old cars?

Film producers, forward

Genevieve, that film of a fictitious Brighton Run first shown in 1953, was a box office sell-out and put veteran cars on the map for ordinary folk. There have been other dramas of a similar kind since, such as *The Yellow Rolls-Royce*, etc, but nothing has matched Genevieve for entertainment and putting the public on our side in the old-car movement.

Surely it is time for another such cinema or TV film? In my opinion a suitable storyline exists in that remarkable book *The Lightning Conductor*, the first edition of which was published in 1902. Written by Mr and Mrs C N and A M Williamson, it is astonishing that at the beginning of the motor age it went to at least 18 editions and by 1925 had sold over a million copies. The motor-minded couple wrote nine more titles in a similar style, and STD Register members may like to know that their last novel was about a tour of England, circa 1932, in a Sunbeam saloon.

The plot of *The Lightning Conductor* is made for filming. It lacks the sex and violence expected of modern drama but it offers ample opportunity for a producer to expand the text slightly to include material for depraved tastes. It is about an American girl embarking on a European tour with an aunt as a chaperone, after buying a dubious Orient Express car and hiring a rogue chauffeur. They start from the White Hart at Cobham, still there for the cameras, but in France the machine begins to break belts and chains and generally prove a problem.

On one such occasion the wealthy Hon Jack Winston, on his way to the Riviera on his new Napier, offers to help but is refused. However, it is love-at-first-sight and he is determined not to lose contact (not literally, of course) with the girl. His opportunity comes when the Orient Express breaks down in Paris, the chauffeur having starved it of oil. The latter, given money to get spares to repair it, sets off but never returns. The Etonian aristocrat then poses as a substitute chauffeur and the tour continues. His own chauffeur is instructed to follow in the Napier, out of sight, but ready to take him, now adopting the humble name 'Brown', to his hotel each night.

Brown's luck is in. A Frenchman with a little Pieper automobile whom Molly, the beautiful American girl, has rejected, sets fire to the Orient Express (an opportunity here for a fight scene between him and Brown!). This enables Brown to tell the ladies that his master is not averse to hiring-out the Napier, which he can arrange. They accept and the lucky Brown takes them on to Nice and Sicily in his own car. If the producer's budget allows some fine Continental backgrounds are available: otherwise I suppose Clapham Common and Wales would have to suffice.

The story embraces situations which any film company should relish. Brown drives the Napier up the corkscrew ramp inside the tower of the Chateau de Amboise "where no auto has gone before". (I leave it to Napier historian David Venables to tell us whether this is fiction or an actual S F Edge stunt). They see an enormous racing-car rushing towards them in a cloud of dust at 70mph on the road to Salon ("perhaps driven by the great Fournier himself"), Brown is in trouble for playing golf in his master's name at a famous course, peasants turn nasty when the Napier overturns their cart, and after the arson episode Molly finds herself stranded overnight with Brown but *sans* her aunt. Brown's cover is nearly broken when the lady expresses surprise at his good table manners and knowledge of history after inviting him to join her for dinner. In a modern film they would of course go to bed together...

Surely this must be filmed? VCC members would no doubt be able to hire out appropriate cars, if not exactly those in the book, and of course the story ends happily when Brown's mother and his friend Lord Lane reveal his identity and he proposes to Molly. Who would you pick for the leading parts? The book was based on the authors' actual tour in their Orient Express and is often available from specialist booksellers for about £12.

A Passion for Twins

FROM TIME TO TIME I HAVE A FEELING THAT I want to have twins. I mean, a car with this paucity of 'pots', and perhaps a crackling exhaust-pipe on each side. I have had an ABC and a Jowett, but that was a long time ago... The ABC poked a con-rod out after three days, and the chunky little 1923 Jowett did not last much longer, developing an unsolved ignition disease after a week's wartime ownership. I had gone to a party in London, became bored, went for a walk, saw the thing in a breaker's yard and bought it for £3. I went back, collected my suitcase, and drove back to Farnborough, Hants.

Since then my twinly desires have been unrequited. I once thought of acquiring a sports Jowett as raced at Brooklands, but the price was that of two A7s. I can't explain this occasional fetish, which manifests itself faintly when I see a 2CV. It may have been induced by the articles I read as a boy in the excellent 3d weekly *The Light Car & Cyclecar*, with its splendid photographic front cover, about the merits of twins against the more costly fours. There were more twins then than you might imagine – the sturdy Jowett, the jolly Rover 8, the quaint Trojan pretending to be a four, and the sporting GNs. I dreamt of 'Kim' and the obsession grew.

But I must have grown out of this passion, because for years a Family Morgan has occupied the barn, being run only occasionally, round the fields. That apart, this twin thing was occasionally revived by road-test cars like the Bradford, BMW 700, DAF, Dyna Panhard, Citroën, NSU, Steyr-Puch and Fiat, but these failed to seriously re awaken the bogey. But what *is* it about twins?



GN 'Spider': one of the truly sporting twins

Light cars in the Golden Valley

THE LIGHTER BUT BY NO MEANS LESSER vintage cars and a few Edwardians had an nav-cum-clue-hunt day in the Golden Valley west of Hereford on June 7, after an evening/night of barbecue and dancing – let's avoid the awful new 'partying' – at the home of Roger and Judy Collings.

Let's just ask where else could one see, as at the Peterchurch lunch pause, two Calthorpes side-by-side or wonder at the pristine cleanliness, for instance, of Ody's Amilcar? The Edwardians were seven litres of Knox, the Zust, a Stutz Bearcat, Lancia Theta, Overland, Humber and a contrastingly small Chater-Lea which failed to appear. The modest hills defeated the Benjamin, and the otherwise reliable 1924 New Carden. Four Morris Minors challenged 15 A7s, and more modern cars than vintage ones turned up, whose occupants got out to puzzle, laugh at, admire or disbelieve the Trojan, Rover 8 and the GNs etc. Especially did they gather and snap Collings' mighty Mercedes-Maybach, which made a fleeting appearance and an even more fleeting departure.Two A7s, a 7hp Jowett and the 1922 Talbot-Darracq retired, the latter with a worn-out Delco distributor rotor-arm – where do you now get one of those? A Fun Day...



Ben and Lady Louisa Collings with Zust

RESULTS:

First Class Awards: I Rendall (1918 Stutz), G Thomas (A7), J Stammers (Riley 9), R Barnett (GN). **Second Class:** C Hancock (Humber), D Marsh (A&), L Wheeler (Morris Cowley), P Diffey (Humber). **Third Class:** Jenny John (Humber), R Marsh (A7), Lady Louisa Collings (Zust), Charmian Skinner (GN), G Rankin (A7), M Jones (Morris Minor). **Lady Rachel Trophy:** Becky Parkin. **Merit Award:** A Pickering (1904 De Dion)

miscellany

MOTOR CLUB PUBLICATIONS are of an increasingly high standard. The Alvis OC produced a truly fine souvenir book for its Brooklands Rally in June to commemorate the Alvis win there in the 1923 200 mile race and other Alvis successes there. Copies of this cost £1 and some may still be available; contact Charles MacKonchie on 01892 832118. It's well worth having!

* * *

HANTS & BERKS MC ARE having a ceremony to recall the Great Auclum hill climb course, then in the grounds of Neil Gardner's house (he used to drive Delage II at Brooklands before having it converted into a coupé). The course, with one banked corner, was used prior to World War II and again afterwards. The club invites all those with any association with the venue to join in; contact Stephen Longrove on 01344 77012.

* * *

COLLECTING HISTORIC motoring items is a popular pursuit. Which reminds me of how frustrated I felt when I went as a schoolboy, in my school cap, to the Brooklands ARC office in Pall Mall, to obtain their Yearbook. Proffering my shilling to the secretary, Kenneth Skinner, he informed me that this was not available to young boys. Only by posting a postal order was the hallowed yellow-cover record of the season's racing secured... On another occasion when I craved a Rolls-Royce Phantom III catalogue I went to the R-R showrooms in Conduit Street, wearing my school cap, only to be told by the commissionaire that it had to be paid for. Knowing this was not so, I found a 'phone box and rang R-R to say I was considering buying a new car, so had sent my boy to obtain catalogues, which Daimler, Napier, and Hispano Suiza had willingly provided, so that I was surprised that R-R made a charge for theirs. This produced an apology, and the next morning the magnificent publication arrived. I still have it! Wrong of me, I know, but I was very enthusiastic. Perhaps I should now refund the postage to VW?

* * *

A READER IN QUEENSLAND has found a T-head Austin engine and close to it a cruciform chassis. This appears to be what was once an Austin truck of 1910/14 vintage made in the Austin factory.

* * *

THE ACCOMPANYING photograph received from a reader is of a Salmson with an experimental rubber front suspension system; can anyone enlarge on this?



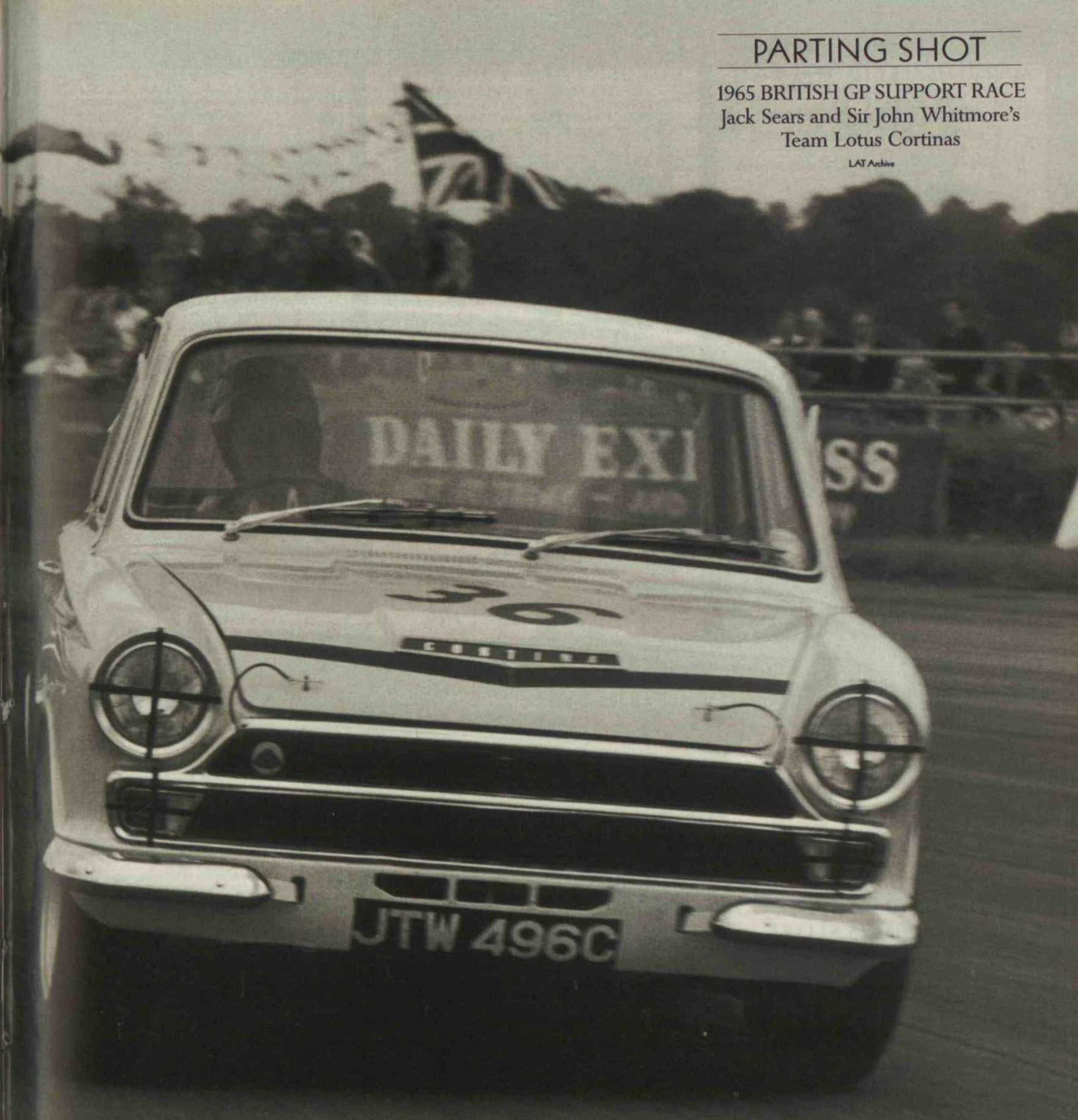
Clues sought on Salmson rubber suspension


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Jack Sears and Sir John Whitmore's Team Lotus Cortinas

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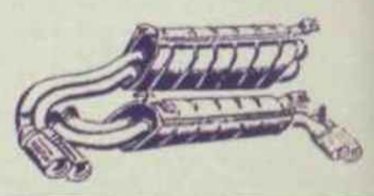


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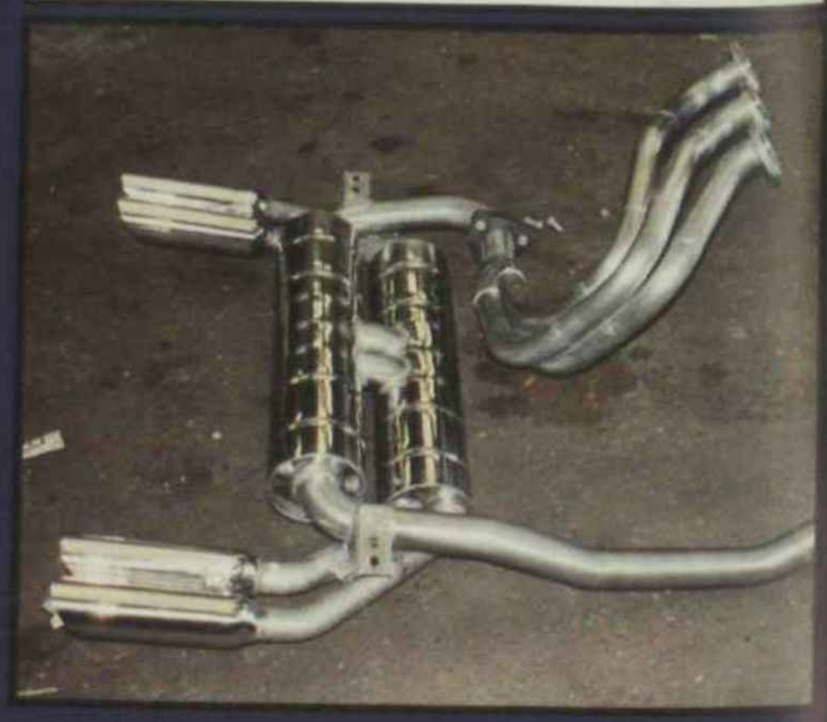


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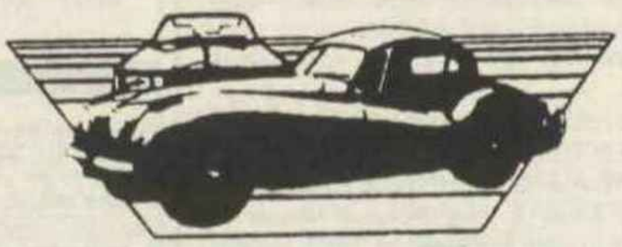
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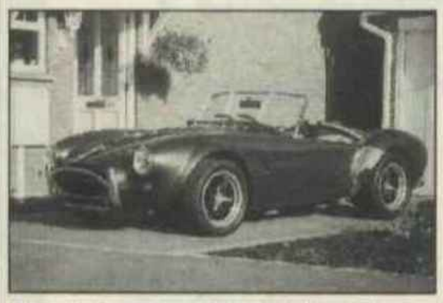
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MERCEDES C220 ELEGANCE DIESEL, 1994, pearl blue, 5 speed manual, 64,000 miles with full Mercedes dealer service history, excellent condition, £13,750. The E-Type Centre. Tel: 01827 373247 (Midlands).

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MERCEDES 450 SEL 6.9 AUTO, 1978, recent bare metal respray, stainless exhaust, full service

MERCEDES 450 SLC AUTO, 1978 T, 89,000 miles, full Mercedes history, e/sr, e/w, all original spec, Blaupunkt, alloys, drives beautifully, new MoT paintwork, needs detailing hence £4,850. Tel: Oxford 01865 438161.

MERCEDES 230 SL, 1966, Oxford blue, 77,000 miles, full history, MoT, new soft top, hard top, extremely good condition, £20,000. Tel: Colchester 01206 512233.

MERCEDES 280SE 3.5 COUPE, 1970, LHD. White with fabulous green leather interior, Waxoil body treatment. Service history, new MoT, outstanding condition, £11,950. Tel: 0171 603 7913.

MERCEDES 250 SL COUPE, LHD, white/red interior, 1967, superb condition throughout, full service history, OIRO £18,000. Tel: 0181 672 8427. Private sale.

MERCEDES-BENZ, 1938, 540k, cabriolet, Vanden Plas four passenger coachwork, original owner William Randolph Hearst, asking $375,000. Bryon York, Tel/fax: 203-431-0368, CT; or Norm Hathaway, Tel/fax: 914-669-8953, NY.

MERCEDES 250 SL, 1967, soft and hard top, auto power, all current MoT's, club member and vehicles, £17,500. Tel: 01753 682195 Berks.

MERCEDES BENZ 170V CABRIOLET, 1938, a beautifully styled, rare, pre war classic, award winning total restoration, meticulous attention to fit and finish throughout. Probably the finest example anywhere. Feature car in "The Star" (MB club of America) June 1997, $140,000. Macno Restorations 978 887 8809 day, 781 861 1394 eve/fax.

MERCEDES C220 ELEGANCE DIESEL, 1994, Pearl blue, 5 speed manual, 64,000 miles with full Mercedes dealer service history. Excellent condition, £13,750. The E-Type Centre. Tel: 01827 373247 (Midlands).

MERCEDES 190SL ROADSTER RHD, 1962, red with black leather trim with soft and hardtops, complete 'no expense spared' £43,000 restoration undertaken. Engine, gearbox, brakes, instruments - everything rebuilt, re-chromed, re-trimmed and all panels replaced with new original MB parts. Bills and photographic record of professional rebuild available. A truly fabulous example of this beautiful model. Probably the best example in this country. Unused since rebuild. Must be seen! £40,000. Tel: 0181 467 5234 (Kent).

MERCEDES 250SL COUPE, 1968, red, 87,000 miles, tan interior, original RHD, immaculate condition, service history, £19,000 ono. Tel: 0181 570 6156 day, 01252 877500 eves. Private sale.

MERCEDES 280 SE, 1969, Pilarless Coupe, golden beige, good history, very good condition, taxed and MoT, £9,000 ono. Tel: 0181 365 3822. Private sale.

MERCEDES 500 SL, 1985, auto, PAS, cruise, petrol blue metallic with tan interior, hard/soft tops, 80,000 miles, 15 hole alloy wheels, history, 10 months MoT and tax, excellent example, £11,995. Tel: 01932 770383 or 0831 858303.

MERCEDES 280SE 3.5 COUPE, 1970, LHD, white with fabulous green leather interior, Waxoil body treatment, service history, new MoT, outstanding condition, £11,950. Tel: 0171 603 7913.

MERCEDES 280 CE, 1973, maroon with beige interior, original condition, two owners, 97,000 miles, full history, MoT and tax exempt, original factory alloys and Blaupunkt 8 track stereo, excellent condition, £5,000 ovno. Ask for Terry. Tel: 01208 816444.

MERCEDES 280SL, 1970, in silver, classic shape, hard/soft tops, only 84,000 miles with history, in beautiful condition, £18,995. Alexandra Motors. Tel: 01705 667132, Hants.

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MGB GT, 1970, o/d, Bermuda blue/black leather seats, new engine, clutch and tyres, MoT, tax exempt, good condition, history last 15 years, £2,950. Tel: 0171 3274457 days, 01252 628637 eves.

MGB GT V8, 1975, chrome/Damask red, 54,000 miles. Everything done, every extra, £7,950. Tel: Sheffield 2758573.

MGB GT, 1967, mineral blue, superb condition, full restoration including complete mechanical rebuilt, MoT until June 1999, road taxed exempt, must be seen, £7,500 ono. Tel: 01963 363466 daytime or evening, Dorset.

MG TC, 1947, re-imported 1991, new interior trim fitted, California car, has wonderful pattner of rear original condition, complete with tatty hood, £13,750 ono. Tel: Tony Whitehead 0161 428 4686.

MGB - Revival Oldtimer MGB Clubman (as supplied to TWR boss Mr Tom Walkinshaw) also ROI spares, see our website at http://www.oldtimer.co.uk or call for brochure on 01623 863 863. Visist 9-16 Beacon Court, New Ollerton, Notts.

MGB V8 AUTOMATIC, 1976, needs light renovation, £1,750. For full details contact Willpower Garage, Lapworth, West Midlands, tel: 01564 782374.

MG MAGNETTE ZA SALOON, 1956, Birch grey with maroon leather, original tools, handbook and manual, very carefully maintained. Excellent condition, £3,650. The E-Type Centre. Tel: 01827 373247 (Midlands).

MGA TWIN CAM ROADSTER, 1959, original UK RHD, late engine and braking system completely rebuilt, rare aluminium works hard top, complete and runs very well but requires further restoration, £9,750. Tel: 0181 948 7163.

MGB GT, 1972, chrome bumber in blue, good works order, one years MoT, £2,750 or best offer, must sell, owner moving abroad. Tel: 01202 604716.

MGB GT, Blaze red, 2,400 miles, as new, £10,000. Tel: 01624 835000 or 824155, fax: 833838. Trade.

MGB GT 80, in the family from new, great throughout, yellow, £5,500. Tel: 01386 792431.

MGB V8 GT, maroon, 1975, o/d, very nice condition throughout, sunroof, early rubber bumper with chrome bumper model interior, not nasty deck chair seats, quick, reliable and extremely presentable, £6,250. Tel: 01308 868884 during daylight hours, 01460 77323 as I get in the bath. Carter Racing Services, Dorset.

MGC ROADSTER, 1968, mineral blue, o/d, wires, alpine stereo, Moto-Lita wheel, wood dash, MoT, history, £8,500. Tel/answerphone 0976 974777. No canvassers, private sale.

MG MAGNETTE ZA SALOON, 1956 Birch grey with maroon leather. Original tools, handbook and manual. Very carefully maintained. Excellent condition, £3,950. The E-Type Centre. Tel: 01827 373247 (Midlands).

MG MIDGET 1275cc, 1973, dark blue, fully restored, new Heritage shell, Rostyle wheels, over £10k spent. Fully restored, excellent condition, £5,250. Tel: Anthony 0115 9286805 or 0973 317972.

MG NA, 1934, 4 seater, reg. BPG 7. Same owner for 33 years, BRG, tan leather, full photo record of rebuild. Superb car in excellent condition, £25,000. Tel: Daytona Cars International UK on 01425 476477. Fax: 01425 476629.

MG TD, 1953, fully professional restoration just completed, fully documented and photographed. All receipts available, condition 1, new MoT, finished in MG red with beige upholstery, fitted Volvo engine, LHD, sacrifice at £10,995. Tel: 01244 661472.

MG TF 1500, 1955, original right hand drive, 75,000 miles from new, red, tan leather, trim, chrome wire wheels, superb condition, £17,950. Tel: day/eves 01244 570492.

MORGAN +4, 1968, 4 seaterm 2 kutre ebgubem wire wheels etc, owned for last twenty years, bare chassis renovation, finished in Old English white with black leather interior, needs caretaker who will use it, £15,000. Tel: 01923 284893 or 0802 882302.

MORGAN +8, 1987, dark metallic grey, aero screens, s/s exhaust, tonneau, walnut dash, new mohair hood, sets the car off, 46,000 miles. I've owned her for 6 years, a truly stunning car, £19,350. Private number plate 572 NOE, £450. Tel: 01886 880788.

MORGAN +8, 1996 (August), Corsa red, stone leather piped red, alloy body, steel wings, scuttle roll bar, walnut dash, 1,500 miles, cherised number P1US B, undersilled, £30,995, cherised number plate £995. Tel: 01245 362784.

MORGAN 4/4, 1956, BRG, beige leather, w/w, Fiat TC engine, 5 speed, total restoration, new body/chassis, £12,500 BRA. Tel: 01332 810 862.

MORGAN 4/4 DHC SERIES 1, 1950, excellent example of a very rare car. All documents and registration details original, £12,000. Tel: 0161 747 9566.

MORGAN 4/4 2 SEATER, 1990, rosso red, tan leather, alloy body and wings, s/s exhaust, reclining seats, luggage rack, undersealed, spots, alarmed. One owner, service history, 43,000 miles, accident free. Sale due to new Morgan just arrived, £14,950. Tel: Richard West 01473 737440.

MORGAN 4/4 1600cc, 1981, Ford Mexico engine, indigo red, black beading and black interior, fog lamps, wires, walnut dash and steering wheel, door handles, resprayed 1991, new windscreen and exhaust (1995), new zip on tonneau, MoT April 1999. A lovely runner in good condition, £12,500. Tel: Irene Ince 01786 841864.

MORGAN 4/4 2 SEATER, 1980, black, red interior. Much loved and pampered in warm garage, used regularly all year, £4,000 + spent making most enjoyable charismatic car but without sacrificing the models integrity. New steel wings, folding screen and aeros, shocks, Gemma box and much more. Phone/fax for full details, very reluctant sale, £12,300. 0151 625 7632.

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N

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P

PORSCHE 911 2.7 CARRERA, 1974, LHD, lemon yellow, fully restored, new wings etc. Bob Watson suspension and engine set up, 7" & 8" original FUCHS, many bills, full original interior but currently with sports recaro seats, just serviced, any inspection welcome, chassis number 9114600199, £14,950. Tel/fax: 01483 425237.

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PORSCHE 911 TURBO 4, 1995 (N), midnight blue, grey leather, 7,000 miles, just serviced, all refinements, 408 bhp, superb throughout, £81,950. Tel: 01932 874960 or 0421 607502 mobile.

PORSCHE 911T COUPE, 1969, Minerva blue/black, excellent California car, £7,950. See our website: http:www.oldtimer.co.uk or call Revival Oldtime International on 01623 863 863.

PORSCHE 924 CARRERA GT, 1980, lightweight, finished in showroom condition, silver, having covered 20,000 miles only. This car comes with documented history from new, offers. Contact Peter Colbourne on 01789 414866 or 0973 942142.

PORSCHE 912, 1966, vgc, lots of history, red, 65,000 miles, £6,500 ono. Tel: 01926 614330.

PORSCHE 356A CABRIOLET 1600cc, 70HP, super 1958 black with tan leather interior, LHD, superb visually and to drive, total restoration, £38,000. Tel: 01629 55766, fax: 01629 584073. Private sale, no canvassers please.

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PORSCHE 910 REPLICA, 3.6 twin spark engine (320 bhp), 915 gearbox on hydraulics, 9+11x15 Fuchs, Carrera 2 brakes, totally as new and unrepeatable, serious enquiries only please. POA. Tel: Steve Worrad at SC Intrnational, 01869 343911 or 0498 685911(Trade).

PORSCHE 911 TURBO 2, 3.6, 1993, 360 bhp. Speed yellow, 66,000 miles, FSH, two owners from new, £29,995. Also, Folger 993, jet black with magenta interior, 29,000 miles, FSH, one off car built for the Essen Motor Show, unmarked, £27,995. Also, 3.2 and C2/C4 cars available all LHD. Tel: Steve Worrad, 01869 343911 (Oxfordshire), SC International (Trade).

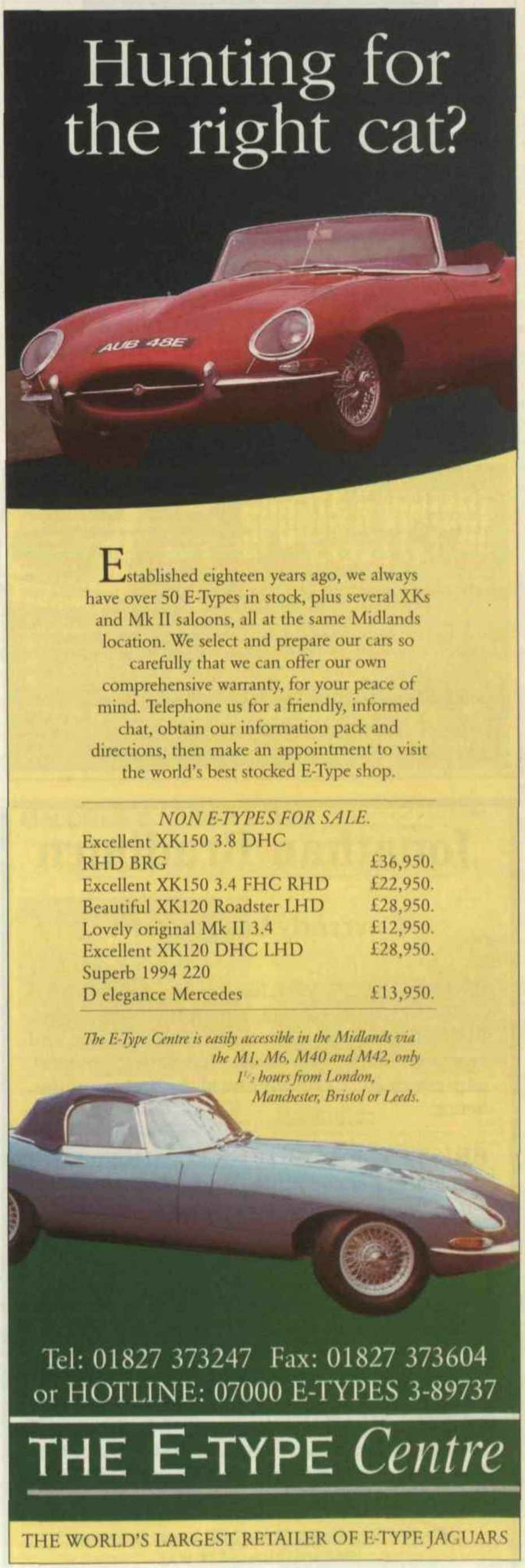
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PORSCHE 911 TURBO CABRIOLET, 1989, slate green/grey full leather, electric seats/hood, 37k miles, ex HK car, service history, new tyres, stereo/CD, perfect condition, £29,950. Tel: 0171 485 6658.

TWO DESIGN PORSCHES BY JB, years 1980, £13,000. Dutch Porsche Centre 'JB Horsepower', always 20 Porsches for sale. 911 2.2 + 2.7 litres, 1970/1976, from £6,000. 911 3.0 litre, 1977/1983, from £8,000. 911 3.2 litre, 1983/1988, from £9,500. 944 Type I from £2,200 type II from £3,500. Specialist in building to CII 993 Turbo II, we sell all the design sets and wings for discount prices, 10 minutes from Rotterdam, we will pick you up from the train. Open 7 days a week. Tel: +31 186 604782 (Netherlands). Trade.

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RENAULT CLIO WILLIAMS 2, 1995 M, metallic blue, 50,000 miles, FSH, one previous owner, alloys, e/w, c/l, PAS, Cat 1 alarm/immobiliser, stereo, excellent condition, £10,500. Tel: 01933 274398 day or 01536 373843.

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ROVER P6 2000 SC AUTO, 1967 E reg., Rose Taupe, absolutely unique, only 9,000 miles from new, completely original, probably finest example in world as featured in Popular Classis, May 1995, £5,000 ono. Tel: 01925 756433 Cheshire.

S

SAAB 95/96 MODELS. At the SAAB V4 salvage company, we always have a selection of SAAB 95's and 96's for sale. From £500 to £7,500. Call Nick for details on 0181 540 1051 trade.

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T

TOYOTA CELICA 1.6 ST, 1974, metallic brown, 14,000 miles only, repeat 14,000 miles only by one extremely fastidious owner. This museum quality, time warp car, has been kept in a dehumidified garage all its life, maintained regardless of cost, please call for price and further details, Simpsons of New Malden 0181 942 4200, fax: 0181 942 4204.

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TOYOTA SUPRA 3.0i TURBO, 1990 (H reg), silver, automatic, leather interior, cruise control, air conditioning, e/w, e/m, any inspection welcome, immaculate condition, 76k only, £6,695 ono. Tel: 0181 4524346 eves or 0973 223791 days.

TOYOTA SUPRA TURBO, 1990 H, Mica blue, CD player, remote alarm/immobiliser, one previous owner, tax 6 months, MoT one year, excellent condition, 105k miles, £6,250. Tel: Central London 0171 7224302 or 0370 654100.

TRIUMPH STAG AUTOMATIC, 1976, BRG, original V8 engine, gearbox, just refurbished, taxed and tested, excellent condition throughout, £6,000. Tel: 01453 756426.

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TRIUMPH TR6, 1973, LHD, o/d, w/w, ex California rust free, flame red, black interior fully restored bodywork by TR Bitz, uprated engine, gearbox, suspension etc, by Racetorations, SU carbs, fast road car, fax for full details, £12,500. Fax: 0114 2667072.

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TVR CHIMAERA 4.0, 1994 M October, Mica blue, half hide magnolia, 50k miles, FTVRSH, CD, two owners, great car, baby forces sale, £21,000. Tel: 01952 432085.

TVR CHIMAERA 4.0, blue metallic/full leather, wilton carpets, 96 N, 16k miles, FSH, £26,995. Tel: 0181 9699615 or 0385 258258.

TVR CHIMAERA 4.0, 1996 N, very dark green, parchment leather, 15,000 miles, FTVRSH, 6 stack CD, power steering etc, truly gorgeous, genuine reason for sale, £28,500. Tel: 0973 150003 anytime.

TVR CERBERA 4.2, 1996 P, burgundy wine, full hide, wool carpet, a/c, stack CD, recent modifcations to 1998 spec, FTVRSH, 16,000 miles, £34,000. Tel: 01628 626 376 or 0467 657 977.

TVR GRIFFITH 500, 1996, quicksilver, navy hood, grey half leather, power steering, fTVRsh, approx 36,000 miles, reluctant sale, £26,500 ono. Tel: 01922 411422 or 0973 509047.

TVR GRIFFITH 500, 1995 M, 20,000 miles, Cooper green/doeskin hide, full TVR service history, 6 stack CD, tracker, immaculate, £27,500 ono. Tel: 0171 427 2110 days, 0171 226 4745 eves.

TVR GRIFFITH 500, 1993 L, Starmist green metallic, biscuit hide, brown dash, top/hood, green carpets trimmed biscuit, Thatcham immobiliser/alarm, battery cut-out, immaculate, 8,944 miles only, £26,950. Tel: 01625 533650.

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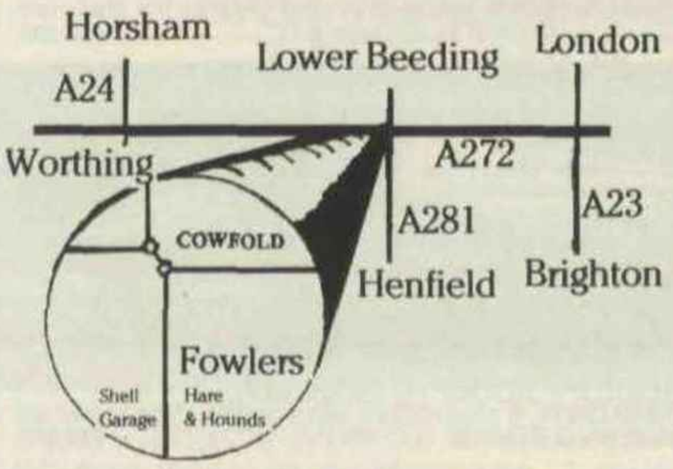
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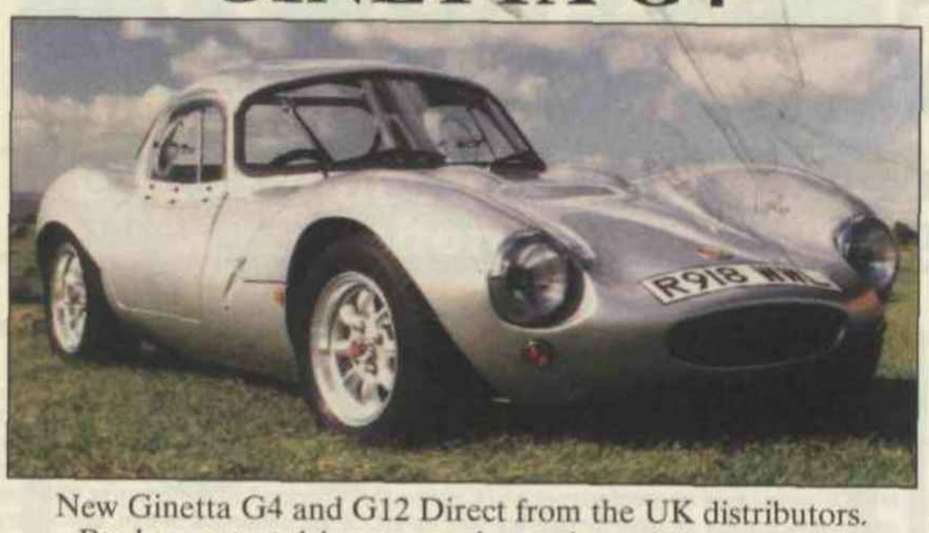
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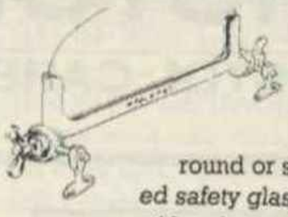
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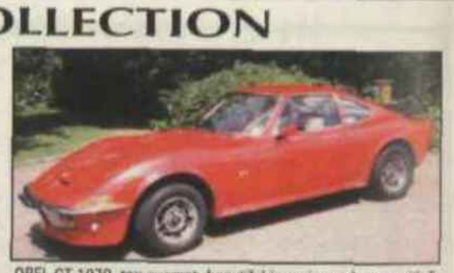
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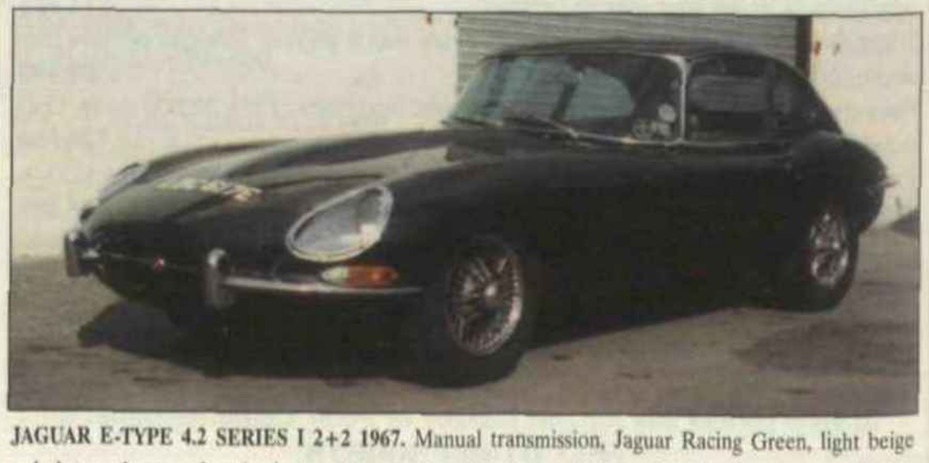
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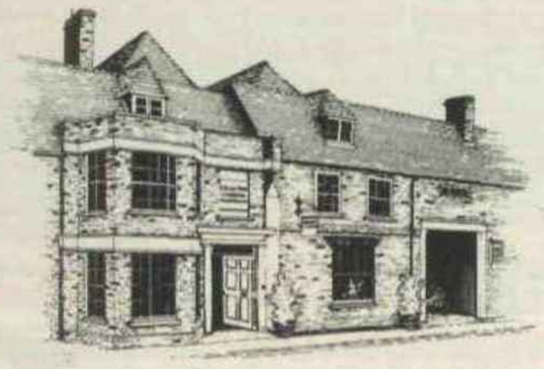
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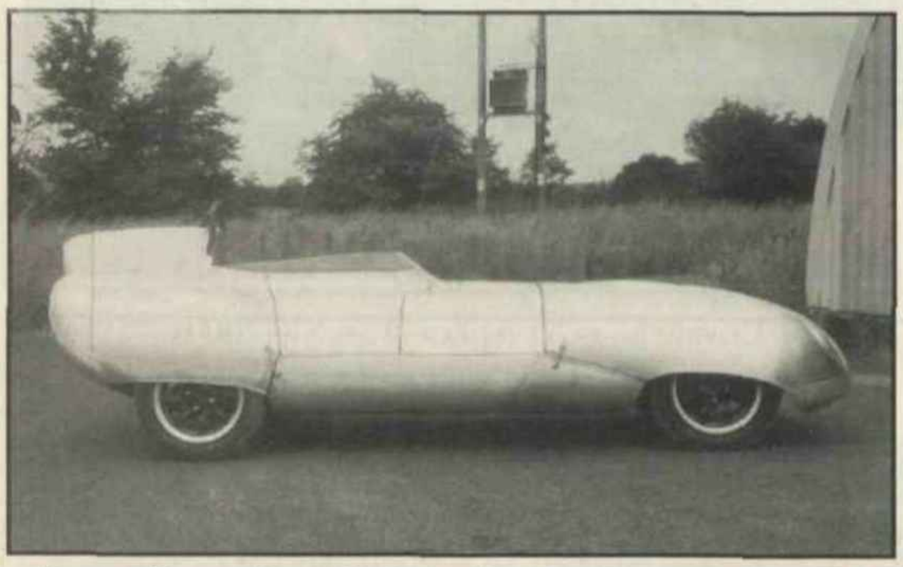
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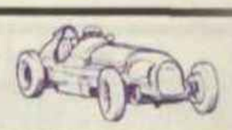
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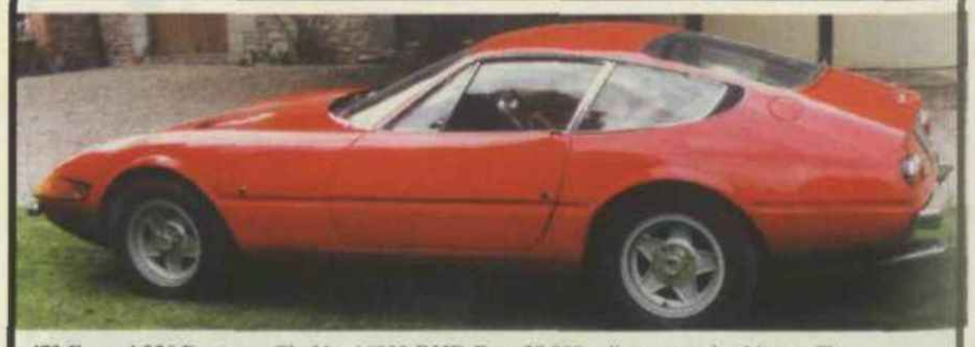
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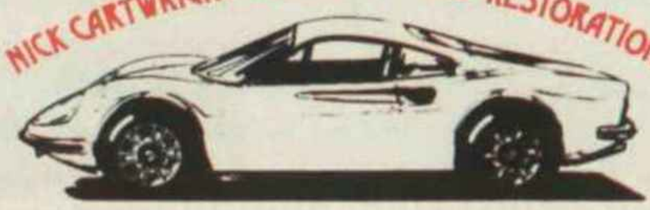
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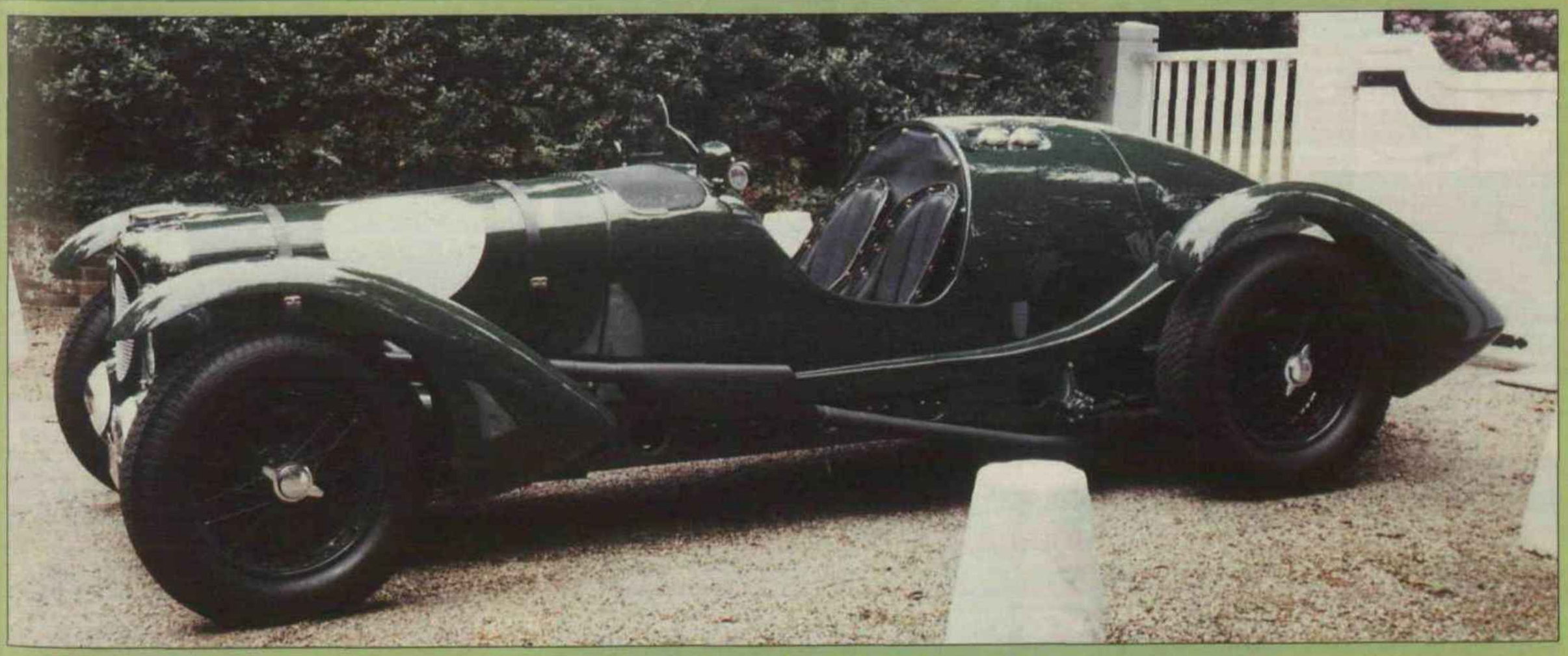
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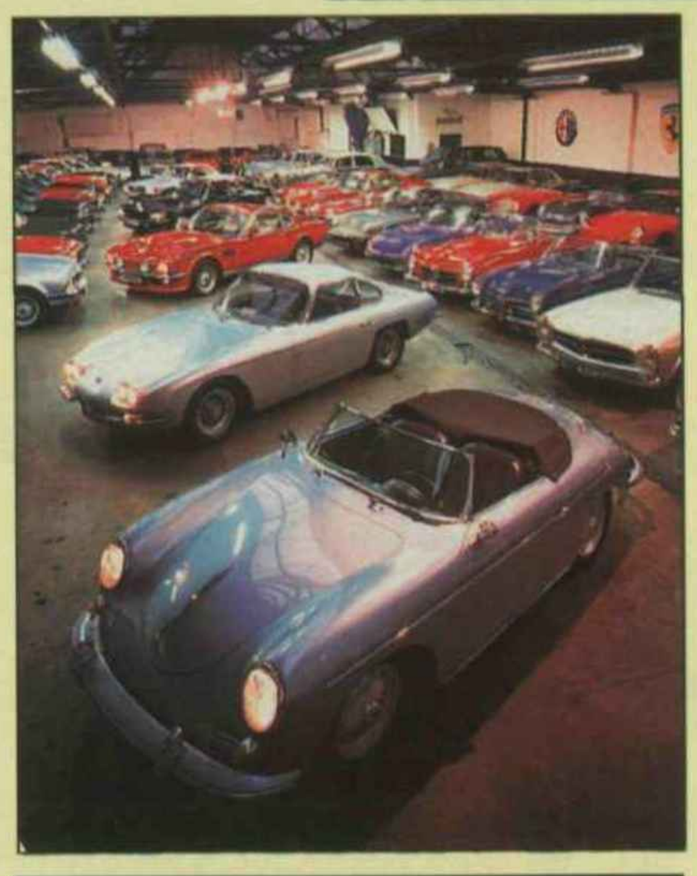
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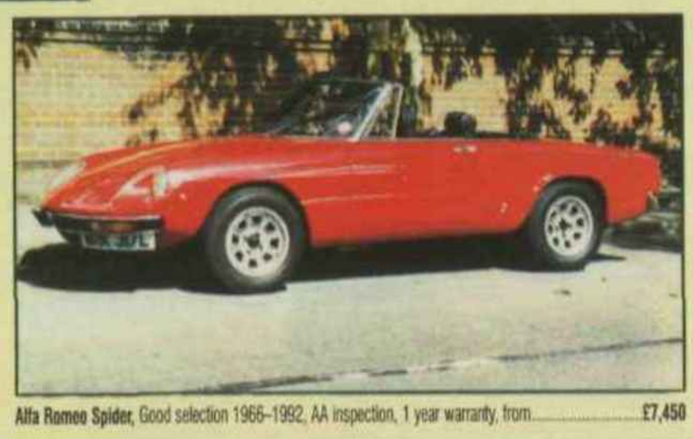


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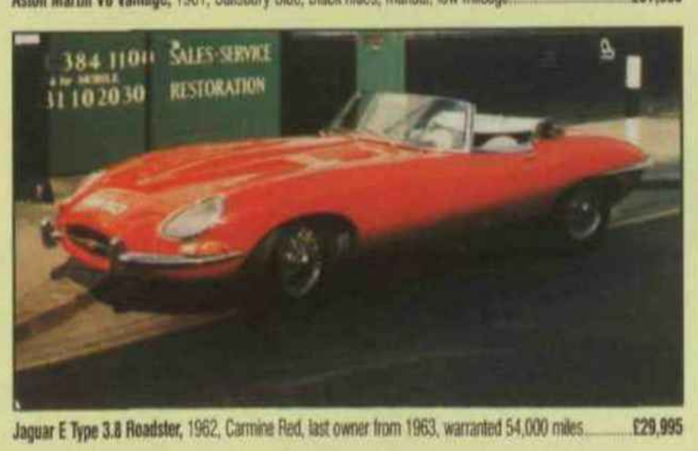


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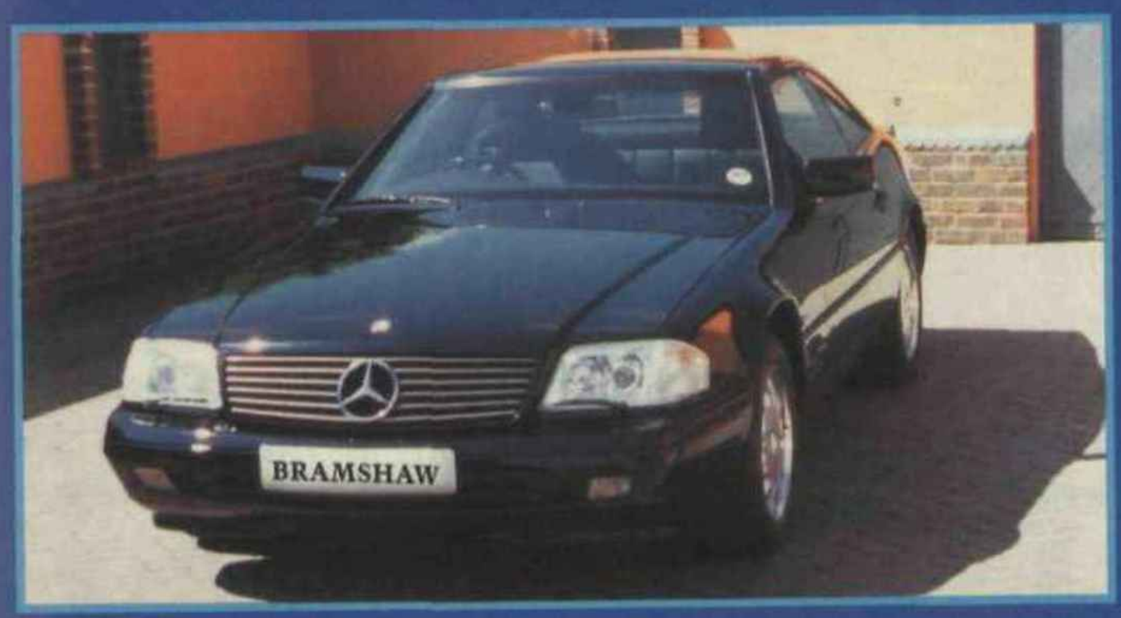
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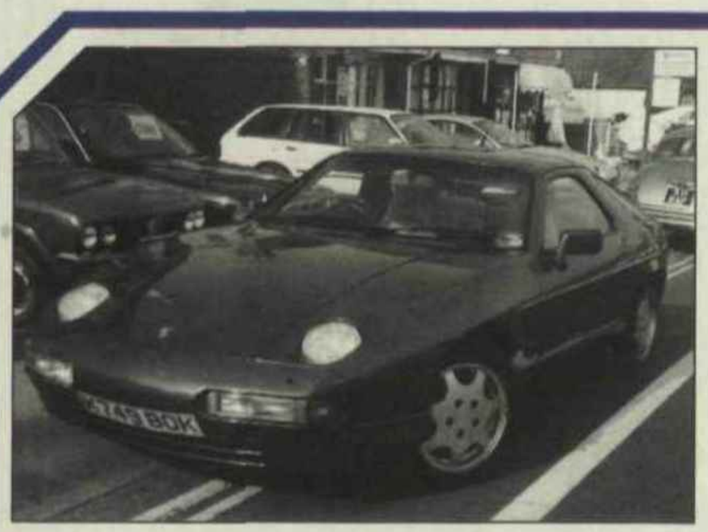
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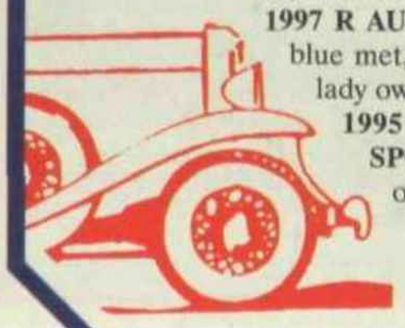
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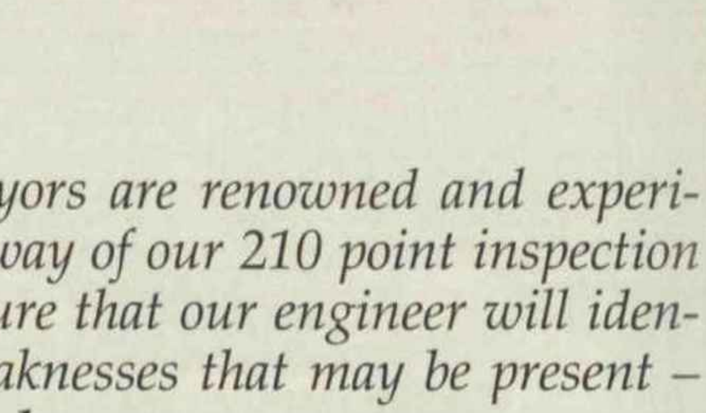
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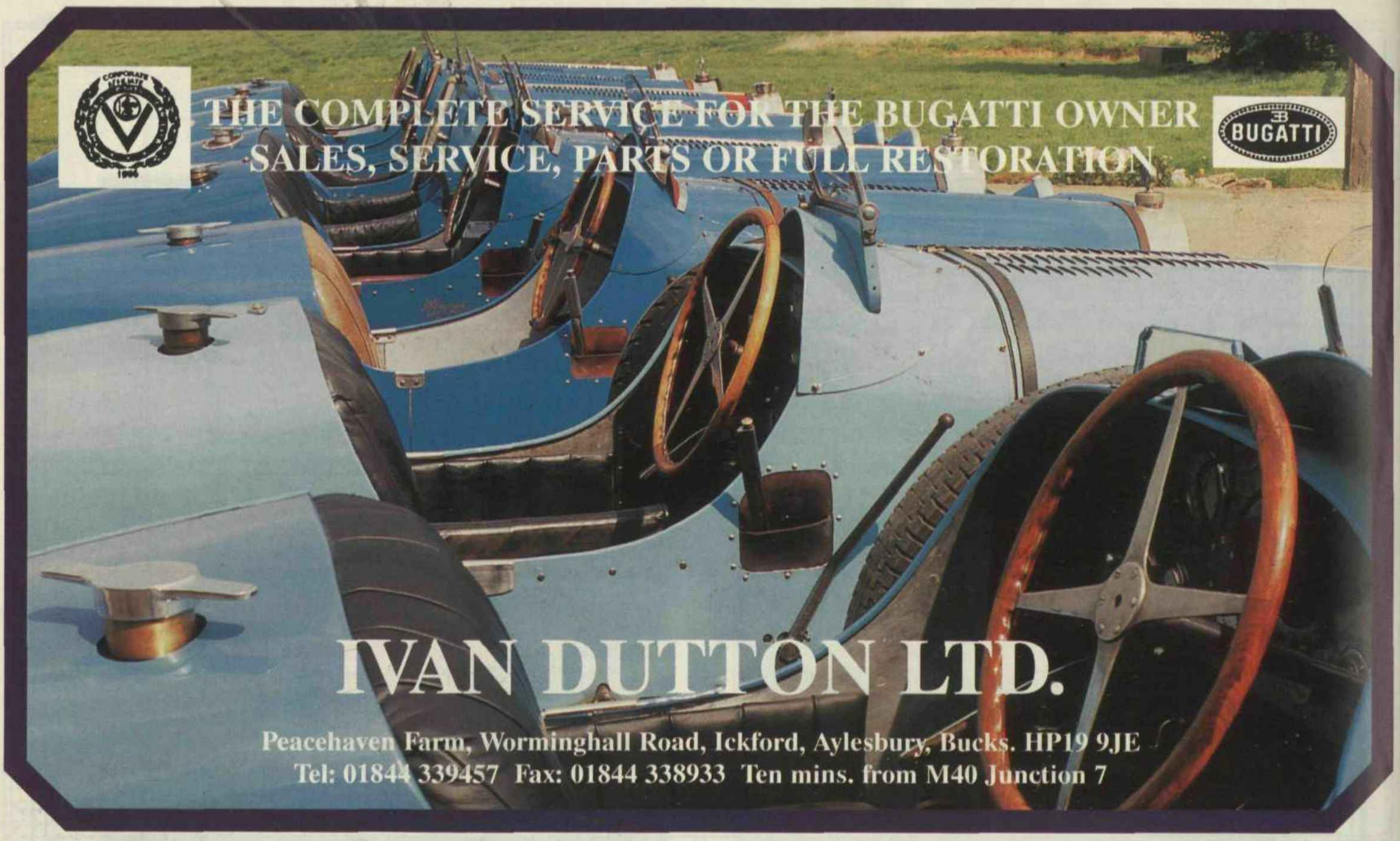
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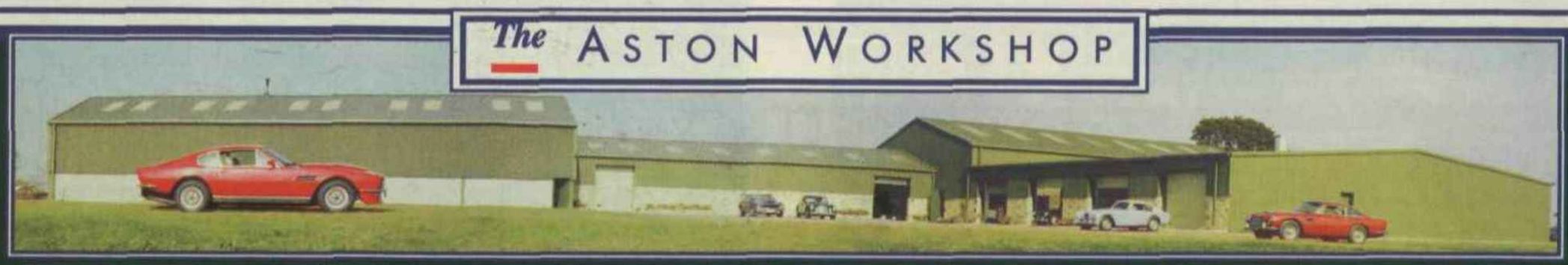
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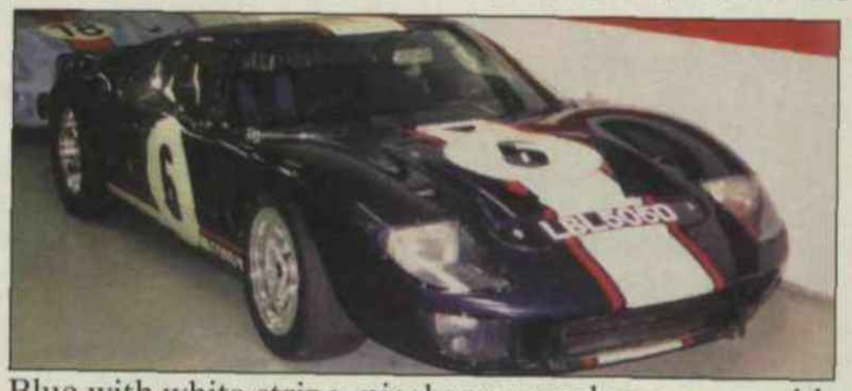


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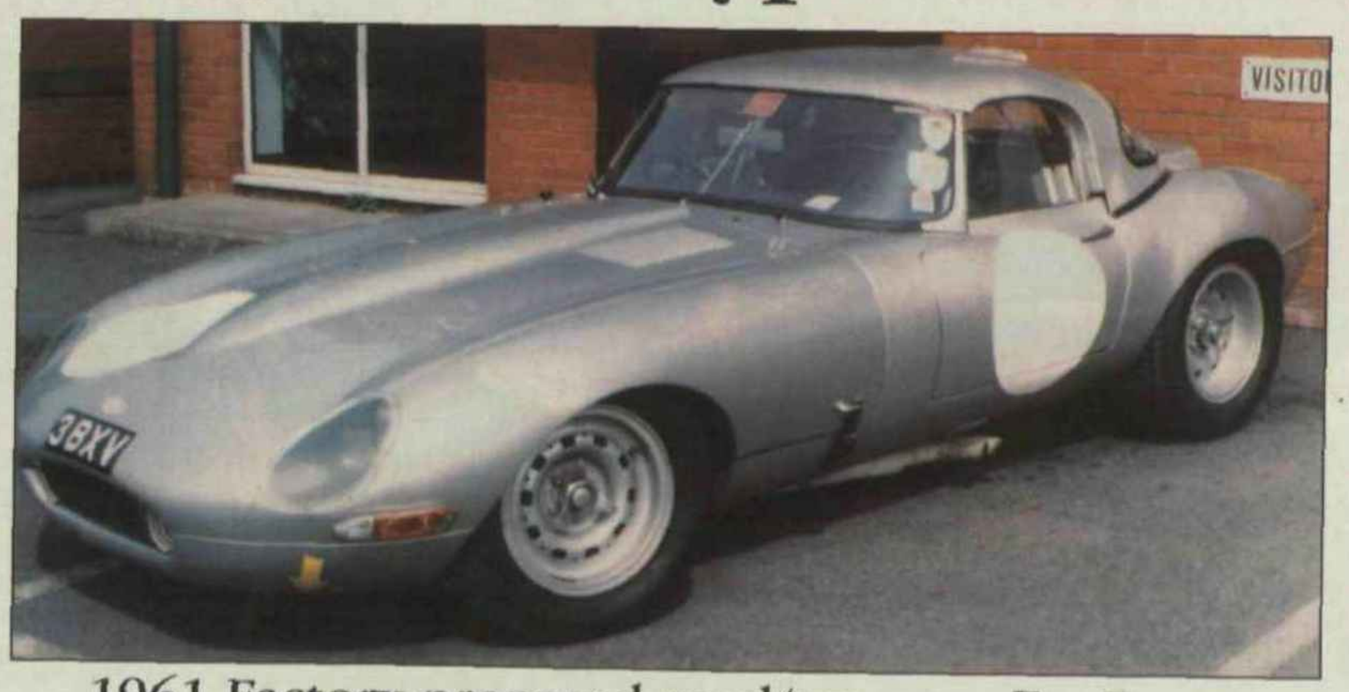
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This car is the second chassis of TWR's 1985 Group C team. The car has good competition history, finishing 3rd at Mosport in 1985. It is in pristine condition following a factory rebuild by TWR, overseen by Andy Morrison. Since being rebuilt, it has been carefully maintained in a private collection.



SS Jaguar 'Old Number 8'

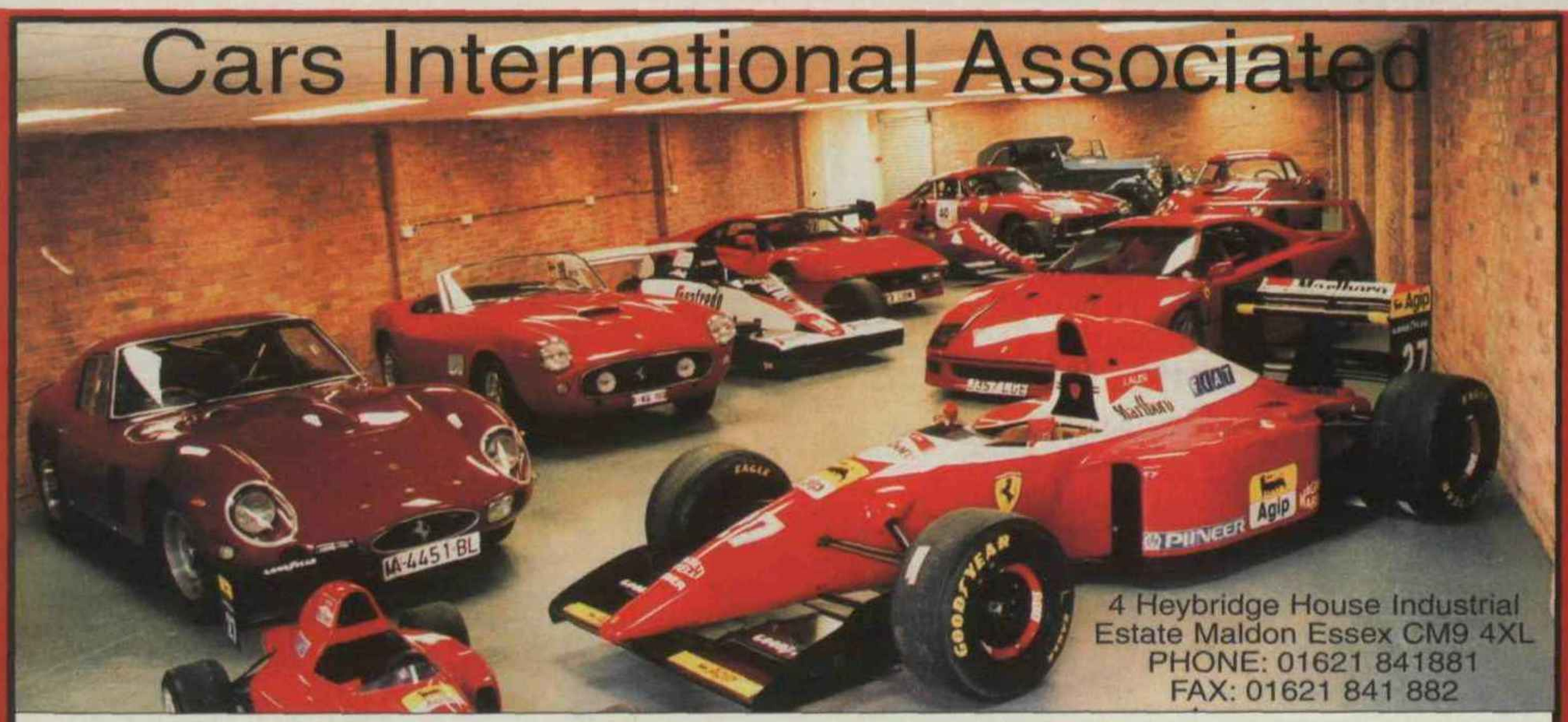
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Substantial offers are invited. Please contact John Mayston-Taylor or Chris Keith-Lucas

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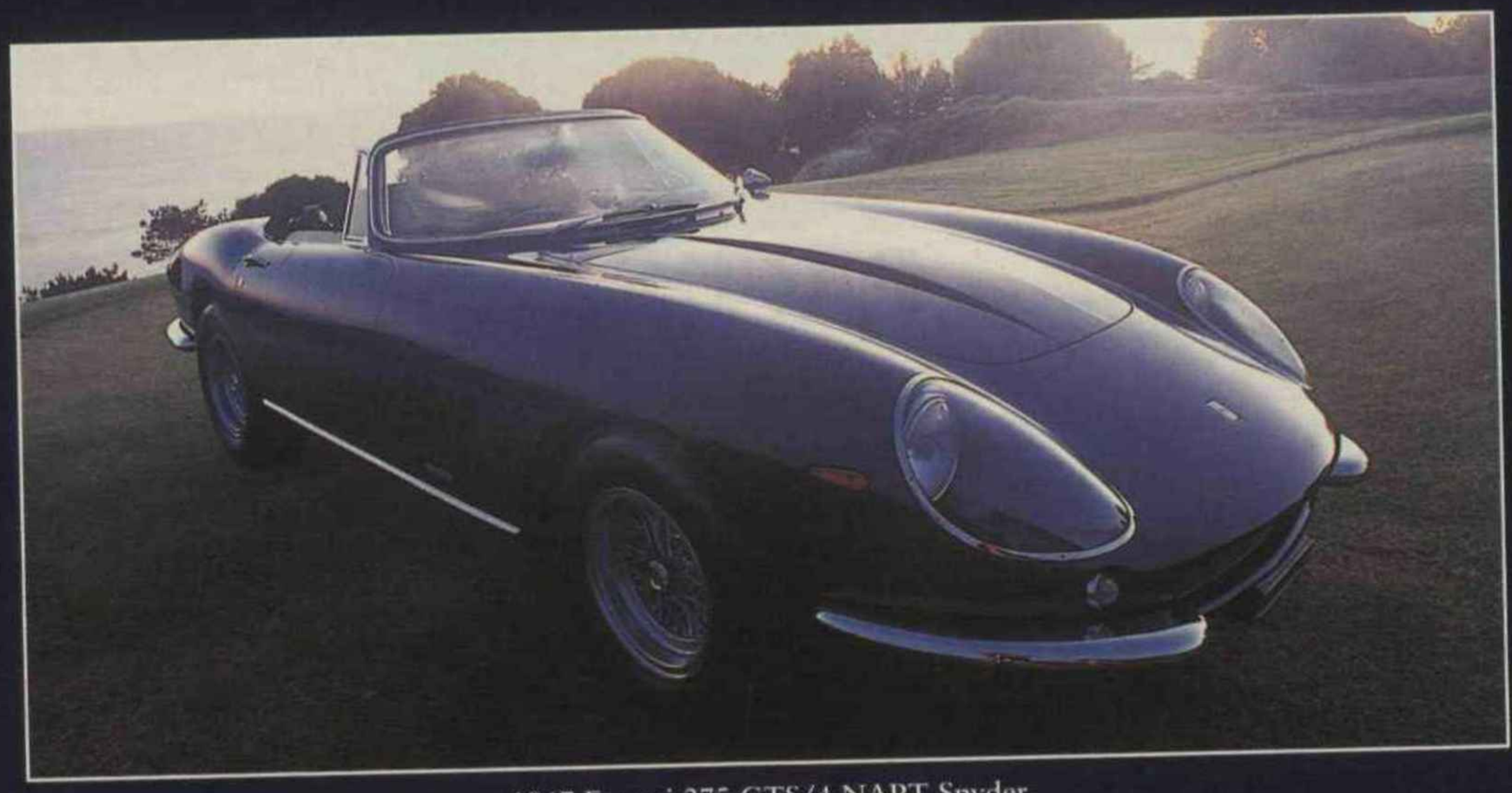
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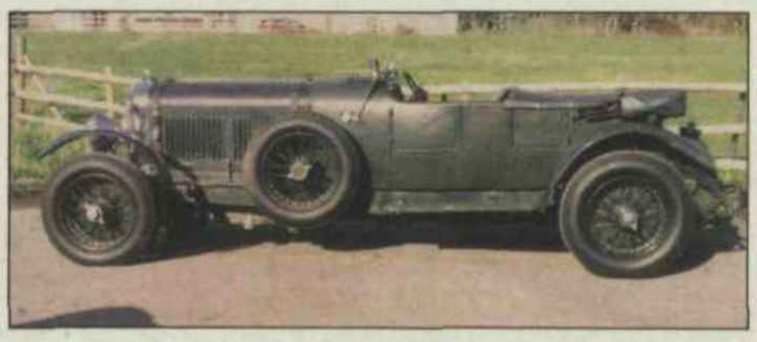
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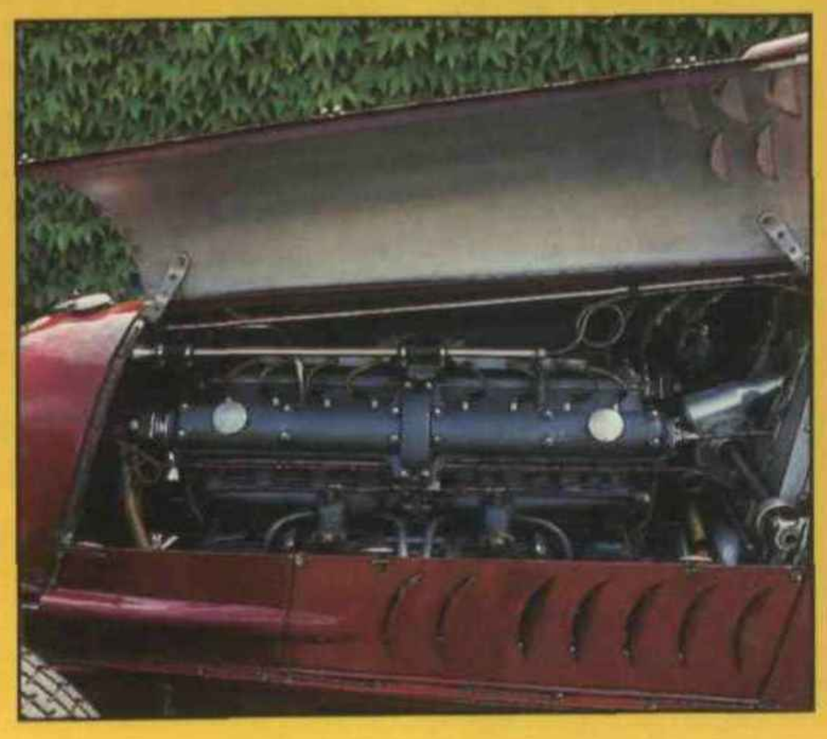


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