MOTORSPORT



WORLD EXCLUSIVE

Senna by Alain Prost

"He was the best by far"

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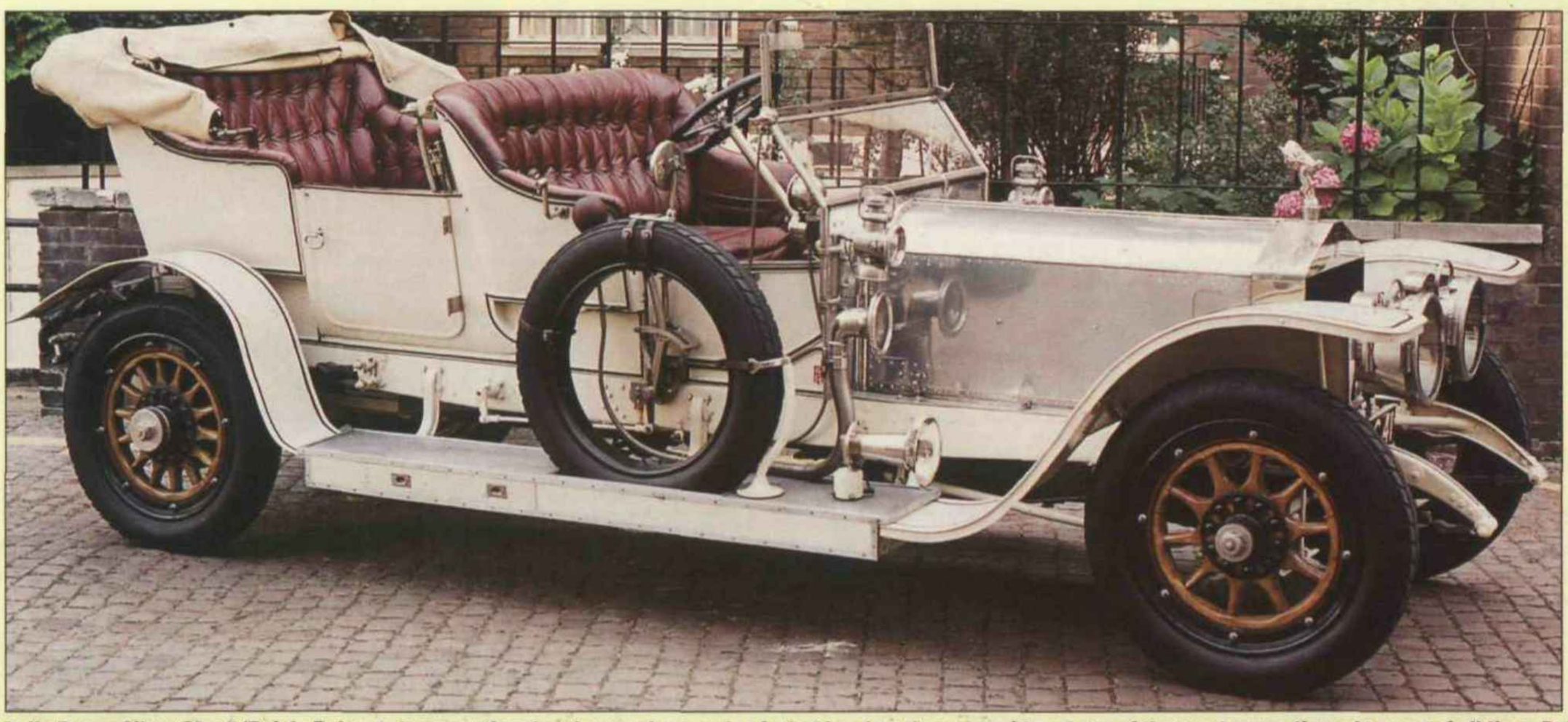
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1912 Rolls-Royce Silver Ghost 'Roi de Belges'. An exceptional and correct example of what has long been considered one of the most romantic motor cars of all time. Delivered new in April 1912, this stunning machine is equipped with numerous period features, including wooden artillery wheels, all German silver brightwork and lighting, a double Elliott speedometer, folding rear Auster screen and polished aluminium bonnet, to name but a few. The car has a known history from new and has the added distinction of having served as a staff car for Major J. H. Bromlow in France in 1916 during the Great War.



1957 Mercedes-Benz 300 SL Roadster. An exceptional example of what has long been considered the most accomplished post-war sports car ever built. Bristling with high technology advancements of the period and combined with legendary Mercedes engineering the 300 SL offers unrivalled open road long distance performance. This exceptional car has come from a long established European collection and, finished in the traditional colours of Mercedes racing silver with a black leather interior, is offered in excellent overall condition. A 300 SL Gullwing is also available from stock.

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1961 Ferrari 161 'Sharknose' Grand Prix recreation as featured in motion picture 'La Passione'
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1955 Mercedes-Benz 300 SL Gullwing, silver, blue plaid
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1930 Rolls Royce Phantom II Dual Cowl Tourer by Woodall Nicholson
1933 Rolls Royce Phantom II Continental Sedanca Coupe by Barker

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AYRTON SENNA DRIVING A MCLAREN MP4/6 IN 1991 EN ROUTE TO HIS THIRD AND FINAL DRIVER'S TITLE

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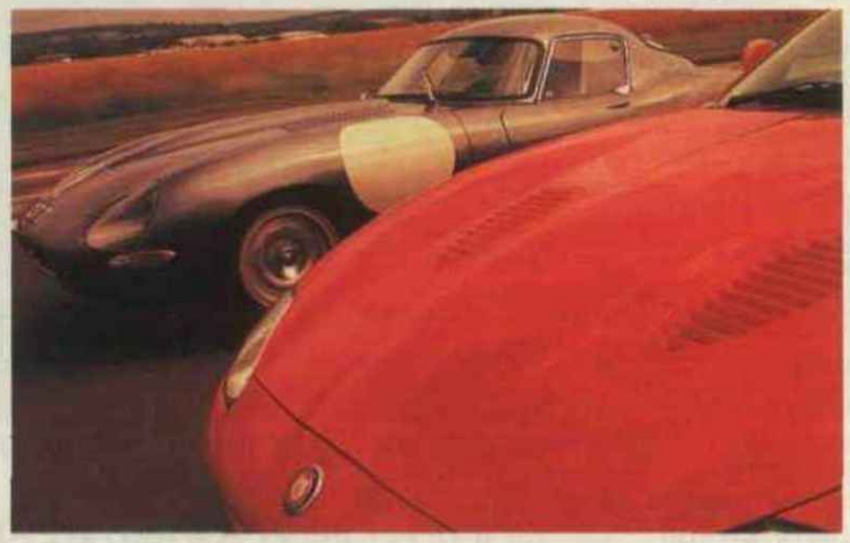
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All the best Bradley

Vol LXXIV No 10 OCTOBER 1998

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SEVENTY-FOURTH YEAR OF PUBLICATION

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Jaguars at Goodwood *We pay a visit to Sussex in the most famous racing E-type of all and its spiritual successor, the XKR. Page 74*

Terrible circuits *After our series on the world's great tracks, here are some drivers would rather forget. Page 62*



The other Jacques Villeneuve *Quicker than the F1 driver? Start believing it. Page 80*

AYRTON SENNA BY ALAIN PROST
At last, Prost breaks his silence to talk to us about Senna, his talent and their rivalry. Page 28



Jacky Ickx *He has won Le Mans an unprecedented six times. Here he tells of the greatest win of all. Page 90*



MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



I WILL REMEMBER FOR SOME TIME THE SENSE *of joy that swept through the office the day* we found out that Alain Prost was prepared to talk to us about Ayrton Senna. As you can perhaps imagine, this was no small matter for Prost and he made clear his misgivings about breaking his silence from the start.

That was all some time ago. Formula One team bosses are never the easiest characters to track down; even those whose team runs with chronometric precision are rarely liberal with their time and those with a struggle on their hands, such as Prost, usually have better things to do with their time than sit down and gas about the past. Add to that Prost's understandable reservations about the story and the fact that, to do it justice, Nigel Roebuck required literally hours of Prost's time and you'll start to understand why it took a little more than a year's effort from having the idea to putting the result on the shelves.

You will make your own judgement but we are proud of the story and proud that it was first told in this magazine. My hat is off to Nigel, one of only a tiny clump of journalists capable of first landing and then doing justice to such a story, and also to Prost, who had little to gain from talking, for having the guts to tell it.

◆ ◆ ◆

NOT FOR THE FIRST TIME, I FIND MYSELF IN A MINORITY OF ONE AMONG FRIENDS and, as is so often the case, the subject is Michael Schumacher. I won't bang on about Spa, you know the story and Simon Taylor is infinitely better qualified to talk about such matters. I would only venture to say that, for all he does wrong – and the list is long – he no more deserves the unbalanced vilification he is receiving from the popular press than his oh-so innocent 'victims' deserve to be painted in such saintly robes. Schumacher is a charger, a man of passion and I give thanks for that. To me he appears more like Ayrton Senna race by race, both in and out of the car. Yet where Schumacher might shout ill-advised words at a rival, Senna was no stranger to violence. And while Michael should never have tried to win a championship by nudging Villeneuve, Ayrton thought little of ramming Prost off the track at 150mph. Is it odd, then, to see Senna deified and Schumacher so abhorred? Of course not; Senna is dead and Schumacher is German. You will, I presume, need no reminding of how useful these days the former condition is for forgetting a person's faults and, as for the latter, perhaps Schumacher's greatest sin of all is simply to be his country's first truly successful F1 driver since the war.

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THIS IS THE LAST ISSUE OF MOTOR SPORT THAT MARTIN TULLETT WILL WORK on but unless you scrutinise our contents page, you might not even know his name. Martin is our Art Editor and the man who has been responsible for the magazine's design since it was relaunched in April last year; it's a body of work that says more for his ability than I could attempt to match in these words. Happily for our employers, the removal of Martin was an inside job and he takes his talents to another magazine within the group. To him we send our thanks and very best wishes and, to you, the promise that MOTOR SPORT will continue to be the best-looking motoring magazine money can buy.



Murray Walker sets off up Prescott Hill with Martyn Griffiths

GOLDEN JUBILEE AWARD RECALLS WALKER'S HILL-START

MURRAY WALKER CELEBRATED FIFTY years of commentating when he was a guest at Prescott Hill in September. Hillclimbing was the subject of his first ever session behind the microphone, when in 1948 he stood in at Shelsley Walsh after the regular man was seconded to the BBC.

Within months Walker had followed his father Graham into the corporation's Grand Prix radio commentary box. In 1949 he made his first television broadcast, also a hillclimb event, and hasn't looked up from the monitor since.

At a dinner attended by other motorsport commentators Simon Taylor, Bob Costanduros, Tony Mason and John Watson, the 'voice of motor racing' was presented with a gold microphone by Auto Windscreens to mark his jubilee. Murray was later driven up the Gloucestershire hill by Martyn Griffiths, five-time British hillclimb champion, in a supercharged MG, before having a rare chance to be the one actually spraying the champagne. **GC**



Sportscars had pride of place at the Nürburgring's 26th Oldtimer GP meeting in August. Victory in the Group 4 Le Mans race (left) went to Jonathan Baker in an Alfa Romeo T33 while Thomas Bscher won a 300km enduro in his Maserati T61.

FUTURE LOOKS BRIGHT FOR "MISSING" LIGHWEIGHT E-TYPE

THE 'LOST' LIGHTWEIGHT JAGUAR E-TYPE DISCOVERED IN A GARAGE IN LOS ANGELES earlier this summer has been purchased on behalf of an anonymous client by British restorers Lynx Motors International at an auction in Monterey.

Success at the sale – the hammer fell at a hefty US$872,000 including premium – has thrilled Lynx's John Mayston-Taylor, who already has grand plans for the lightweight racer.

"We have saved it from a fate worse than death," said Mayston-Taylor. "It was going to end up as an American concours car. We are treating this Jaguar in the same way one would an original oil painting. It really is the most significant discovery within the marque in recent times."

The Lightweight, which has turned just 2,600 miles since being built in 1963, will be raced in select events next season. **MF**



Mick Walker

Williams leads - Bob Berridge upholds marque honour and title hopes in his FW08 in a dramatic Thoroughbred Grand Prix round at Donington

TGP TITLE CLOSES UP AFTER DONINGTON

FLINGING HIS EX-KEKE ROSBERG WILLIAMS FW08B ROUND WITH abandon as he explored the limits of tyre adhesion, Bob Berridge chiselled the gap to Tony Smith back to four points at the head of the Thoroughbred Grand Prix table in a thriller which overshadowed a dull FIA GT feature at Donington on September 6.

Berridge shook off former circuit winners Steve Hitchins (Lotus 91-10) and John Wilson (Williams FW08C-9), who traded places several times and were locked in combat for the last 12 laps.

Behind a lonely Mike Wrigley, back in his ex-Martin Brundle Tyrrell 012-3, Mike Whatley (Ensign N177) and Paul Ingram (Shadow DN9-2B) slugged it out for fifth having carved their way from the pits and the back of the grid respectively.

Whatley's pre-ground effect class victory denied Smith maximum points, but he guided his Williams FW06-4 home in second, once early leader Dave Abbott's March 761-5 had careered off at Redgate, as a result of a jammed throttle.



Berridge celebrates

A super JPS Lotus dice saw Junro Nishida (77) overcome Graham Willcox's 87B, but Joaquin Folch crashed his 87 at the Craner Curves having braved it out on the outside of Ian Giles's Brabham BT49D.

In the FIA Championship finale, third place was sufficient for Briton Tony Thompson to clinch his third successive FIA Lurani Trophy in Formula Junior's 40th anniversary year with the Miller Oils Lotus 27, despite a spin. Swedish Ford Falcon ace Bengt Winqvist and the Scuderia del Portello team of Marco Cajani/Antonio Maglione (Alfa Romeo Giulietta) both finished on maximum points in the FIA Historic Touring Car series. **MP**

British sportscar legends Brian Redman and Dickie Attwood turned out to drive Mike Amalfitano's newly-acquired Porsche 962 at a Watkins Glen spectacular which celebrated the Golden Jubilee of both the German manufacturer and the New York circuit on August 29-30. However, in the meeting's feature event – a sportscar endurance race – Redman, the 1981 IMSA GT champion, and 1970 Le Mans 24 Hours winner Attwood had to give second best to American three-time Le Mans victor Hurley Haywood, who starred in the Brumos team's Copenhagen-liveried 962. **MP**





Chris Bender's March 811 heads for 10th place

USA ADDS NEW BLOOD IN FORMULA ONE

Chris Bender became the first American national to enter the MOTOR SPORT-supported FIA Thoroughbred Grand Prix Car Championship at Donington Park on September 4-6. After stalling on the grid, the Reno, Nevada-based driver – who was born in Britain, where his father was stationed – drove his ex-Derek Daly Guinness March 811-6 to 10th place.

Fellow series debutant Ben Liebert was 'gutted' when the engine in his Fittipaldi F5A-2 refused to fire in the assembly area. Electrical problems also precluded TGP regular Terry Sayles from making his first start in his ex-Geoff Lees Ensign N177. **MP**

PIPER PLANS AFRICAN SPORTSCAR RACE

SOUTH AFRICA'S KYALAMI CIRCUIT WILL ONCE AGAIN reverberate to the sound of sensational Sports Prototypes on December 5-6, when David Piper, who won six Rand 9-Hour races there in the 1960s, takes 20 European competitors back to the African continent.

"Kyalami was always a magical place, and I'm hoping that this race will further good relations with very enthusiastic people and become a regular winter event in the sun," said Piper in announcing his promotion.

A Thoroughbred Grand Prix Car race has yet to be confirmed, as part of the build-up towards the circuit's projected return to the Formula One circus. If it happens expect multiple South African F1 champion Dave Charlton to be on hand to drive his old Lotus 72-3, now owned by Michael Schryver. **MP**



Piper returns to Africa

Ben Redgrove



VSCC AT CADWELL PARK 23 AUGUST

Barry Cannell plumes over the crest in his supercharged 1933/38 Alvis Special, left, at another relentlessly wet meeting. After Julian Majzub's brake problems denied spectators a promising needle-match, James Diffey took the Williams Trophy in Ivan Dutton's Bugatti, but stopped in the Spero-Voiturette race when he found Stuart Roach trapped but uninjured under his Riley. A record 23 Frazer-Nashes started the 'Nash-only event. Below, Tom Walker's GN Special, fifth in the Melville-Geoghegan Trophy.



James Mann





MONTEREY HISTORIC AUTO RACES, 14-16 AUGUST

A glittering array of race cars was wheeled out for the 25th running of the Historic Auto Race meeting at Laguna Seca Raceway last month.

Star cars were the Porsche 917/30 and 917/10 driven by Olaf Lang and George Follmer (above) but other exotica included Lou Sellyei Jr's stunning Testa Rossa (left). From a mass field of Porsche 550s, Brian Redman (no14) emerged as winner.





Gstaad Ferrari

A Sale of Important Ferrari Motor Cars at the Palace Hotel, Gstaad, Switzerland, 21 December 1998



The Palace Hotel, Gstaad

This Christmas sees two of Europe's most prestigious names come together as Gstaad - the magical winter wonderland beloved for decades as the playground of the world's rich and famous - plays host to an exclusive sale of the finest examples of that most legendary of marques - Ferrari.

This important auction promises to offer an exceptional selection of Maranello's milestone motor cars in a fairy tale setting second to none - the world famous Palace Hotel.

Entries for this unique sale are now open.

If you are considering the sale of a suitable Ferrari and would like expert professional advice, please contact Simon Kidston in Geneva on +41 22 300 3160.

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EVENTS OF NOTE

SEPTEMBER

18-20 GOODWOOD
Fifty years to the day after his grandfather opened the Motor Circuit, the waiting is over for Lord March, who relaunches it after a lapse of 32 years.
☎01243 755000

18-20 RALLY OF INDONESIA
FIA World Rally Championship, round 11.
☎00 33 1 4312 4471



Racing returns to Goodwood

19-20 ANGOULEME (F)
Historic cars on the streets in splendid Circuit des Remparts Celebration. Great fun for the racing socialite.
☎00 33 1 4594 9567

20 CADWELL PARK
Thoroughbred Sportscars given their head over the climbs and swoops of Lincolnshire's mini-Nürburgring.
☎01507 343248

24-26 ELBA HISTORIC (I)
Penultimate round of the FIA Rally Trophy series brings together Europe's top Historic competitors.
☎00 33 1 4265 9951

24-27 ISLE OF MAN
10th Manx Classic encapsulates super Hillclimb, Sprints and Race meeting on island steeped in motorsport history.
☎01624 670150

25-27 LUXEMBOURG GRAND PRIX
FIA Formula One World Championship, round 14.
☎00 33 1 4312 4471

25-27 ROAD ATLANTA (USA)
HSR brings Historic racers to superb Georgia circuit, newly remodelled.
☎001 888 477 5999

26-27 DIJON-PRENOIS (F)
Acemai Historic Formula 2 Trophy series on former Grand Prix track.
☎00 33 1 4640 1818



October 23-25: Historic F1 final round on Brands Indy track

26-27 LOTON PARK
Mainland Britain's longest hill-climb, near Shrewsbury, hosts intrepid Vintagents.
☎01608 644777

27 MALLORY PARK
Fast and furious Flemings Thoroughbred Sports action on the Leicester speedbowl.
☎01455 842931

27 CURBOROUGH
Aston Martin OC Sprint on the popular Lichfield course.
☎01353 777353

OCTOBER

1-4 SUMMIT POINT (USA)
Scenic West Virginia racetrack lures SVRA Historic brigade in the fall.
☎001 603 643 6161

2-4 IMOLA (I)
Historic GP Cars Association and Gentleman Racers Sportscar Enduro visit the Bologna track.
☎0171 225 2088

3-4 SILVERSTONE
BRDC 1950s Sportscar series returns to home base for gripping finale.
☎01327 857271

3-5 HISTORIC ACROPOLIS RALLY (GR)
Recreation of classic Greek World Championship event.

4 SNETTERTON
HSCC single-seater championships and Historic Road Sports let loose in Norfolk.
☎01327 858400

9-11 PORTUGUESE GRAND PRIX
FIA Formula One World Championship, round 15.
☎00 33 1 4312 4471

10-14 RALLY SAN REMO - RALLY d'ITALIA
FIA World Rally Championship, round 12.
☎00 33 1 4312 4471

11 SNETTERTON
RJB Thundersports and Richardson Hosken Sportscars meet for season's closing meeting
☎01327 858400

11 SILVERSTONE
Historic Formula Ford, Classic F3 and Road Sports finale. Come laugh at the editor in the Camaro.
☎01327 858400

11 DONINGTON
Historic Sports, Inter-Marque and Anglo-American Challenge top AMOC bill.
☎01353 777353

15-18 ROAD ATLANTA (USA)
First leg of SVRA's Georgia double-header at the demanding Braselton track.
☎001 603 643 6161

16-18 SYMBOLIC MOTOR TOUR (USA)
Second annual classic car blast through southern California.
☎00 1 619 454 1800

17-18 DONINGTON PARK
One-hour double-driver climax to International Supersports Cup.
☎01420 87622

23-25 BRANDS HATCH
Final round of FIA Thoroughbred Grand Prix Championship will be a thriller on the Indy circuit during Formula Ford Festival.
☎01451 810855

23-25 SAVANNAH (USA)
Coastal Georgia venue welcomes SVRA race fans.
☎001 603 643 6161

23-25 500 MINUTIO (I)
FIA Rally Trophy reaches its conclusion.
☎00 33 1 4265 9951

24 BULLDOG MIDLAND RALLY
Final round of Motoring News/Demon Tweeks Historic Rally Championship.
☎01298 811216

24-25 ILLUMINATIONS RALLY
Traditional Blackpool-based finale to Safety Devices Rally Challenge.
☎01954 232292



October 3: Historic Acropolis rally returns to Greece. This is Simo Lampinen in Fiat 131 in '77



1998 Christmas collection

A Sale of Highly Important Collectors' Motor Cars to be held at The National Hall, Olympia, December 1998

Brooks pre-Christmas sale has become recognised as the most important sale marking the end of the year.

Last year's sale realised more than £2.5 million. The outstanding entry was led by an exceptional collection of cars including the highest price achieved at auction in the UK last year - a Maserati 250F.

This year's important sale includes this 1930 Alfa Romeo 6C 1750 Gran Sport Spider, coachwork by Zagato.

Setting new benchmarks in sports car design, this model was to be inextricably linked with events such as the Mille Miglia, the Tourist Trophy Races, the Klausen hillclimb and endurance records at Montlhéry.

This superb car is a true thoroughbred combining sporting elegance with just a hint of aggression.

Further entries for this very important sale are now invited.

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, Formula 1 and motorsport memorabilia) on 0171 228 8000.

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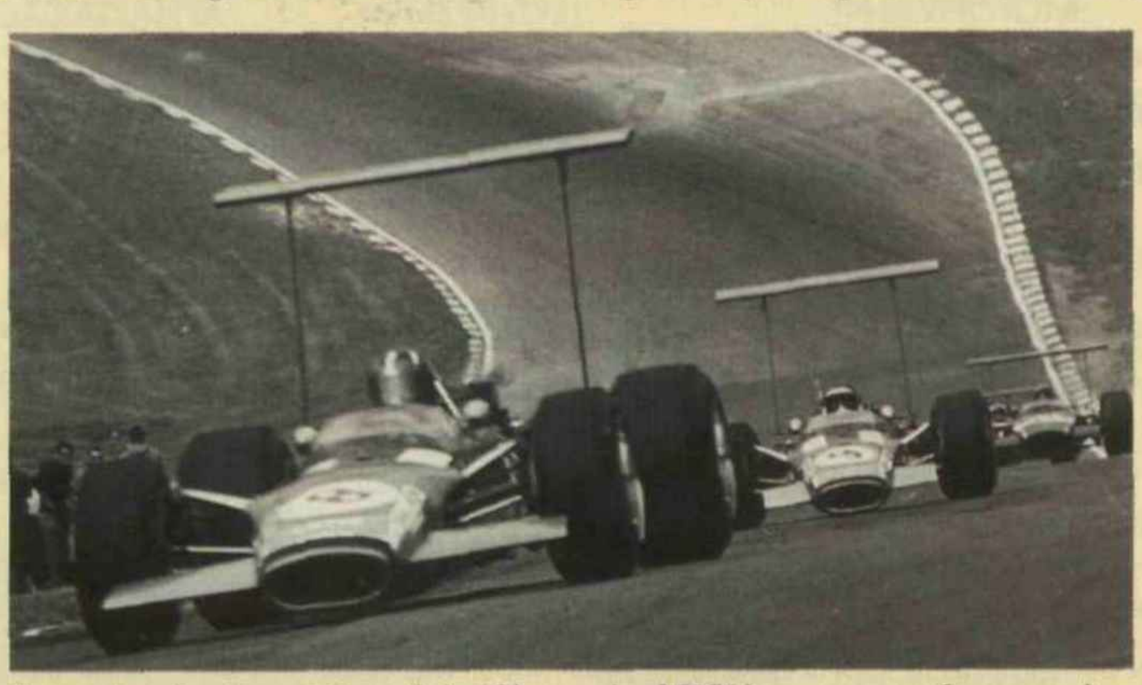
GRAND PRIX DOMINATION

As the Editor pointed out last month, Grand Prix racing has never been in such an open state, with every race wide open as to its outcome. No driver, or make of car, has been dominating the scene and this must be a healthy state of affairs to encourage everyone to put every effort into their racing. Over the years there has often been one team or one driver who has dominated the Grand Prix scene, and this can be viewed either as a satisfactory state of supremacy or the makings of dull and uninteresting racing. Sometimes there has been good purpose behind the efforts by one man or a team to achieve domination and it has been fascinating to watch the steady progress to the unassailable position; other times the domination has been because of a lack of opposition or one team being ahead on a development programme, even though they may not be so advanced technically.

With the very open situation that is prevailing at the moment it was rather a shock to see Lotus cars in the first three positions in the early part of the Grand Prix at Brands Hatch. The works cars had been first and second in practice and they led the opening laps, with the privately owned Lotus driven by Siffert in third place, with the rest of the field struggling to keep up. As the three cars swept round the circuit, nose to tail, with only one Ferrari keeping up, the scene recalled similar situations in the past, but whereas the classic examples had reason behind them, the Brands Hatch scene did not. Due to a rain-shower at the start many rivals had fitted the wrong tyres and were out of contention, so that the Lotus trio were dominating by reason of other people's mistakes. It meant that the Lotus decisions had been correct, but it was not an example of complete domination from all angles. As it was the domination did not last, for the two works Lotus cars fell by the wayside, but the signs were there to think about.

In 1955 the Mercedes-Benz team achieved complete domination of Grand Prix racing by reason of technical superiority, larger resources and two of the best drivers. Their progress during 18 months of racing was such that it left Ferrari, Maserati, Gordini and the odd British contender way behind.

In the British GP at Aintree that year, Mercedes-Benz entered four cars and they finished 1-2-3-4, which by any reckoning must be considered complete domination. In that year Tony Vandervell was making progress with his Vanwall team and this progress continued at a steady rate, encouraged by the withdrawal of Mercedes-Benz so that by the end of 1957 the Vanwall team had climbed to the top and in 1958 the team of Moss, Brooks and Lewis-Evans dominated Grand Prix racing. The green cars from Acton had gradually conquered Ferrari, Maserati, Gordini, BRM and others and were winning as a team, with only Maserati offering any real challenge, and that due mostly to the inspired driving of Fangio.



Lotus domination at Brands in '68 surprised DSJ in a season of open racing

In the years 1959 and 1960 the Cooper-Climax ruled the roost, but this was mostly due to the withdrawal of Vanwall and Maserati, so that the opposition was poor. This was like the Ferrari monopoly in Grand Prix racing at the beginning of 1952. During the years 1950 and 1951 the Ferrari team battled away at the dominating Alfa Romeo team and eventually conquered them. When Alfa Romeo withdrew at the end of 1951, Ferrari had no one to race his 4½-litre cars against. Alternatively, in 1961 when the 1½-litre Formula began, Ferrari was ready with his V6 cars, whereas all the opposition were a year behind in development, so that the Maranello cars were unchallenged apart from the brilliant driving of Moss with an out-of-date Lotus. Although Ferrari dominated it was not a healthy state of affairs.

During 1937 there were some great battles between Mercedes-Benz and the Auto-Union, but when the new Formula began in 1938 these battles fizzled out, for Mercedes-Benz were ready with their 3-litre cars long before Auto-Union, having superior technical resources and a superior team of drivers, whereas Auto Union were in a muddle with their designs and had lost their star driver, Bernd Rosemeyer, in an accident. Mercedes-Benz achieved 1-2-3 domination against negligible opposition, but not as bad as Bugatti in the vintage years when they often had a 1-2-3 victory due to the whole entry being Bugatti cars. A monopoly or domination is seldom a good thing, like the years when Dunlop were alone in supporting Grand Prix racing, so that every competitor was on Dunlop tyres. To advertise "another victory on Dunlop" wore a bit thin after a while. Now with the two great rivals Goodyear and Firestone supporting Grand Prix racing, a win by Dunlop, such as the recent German GP, really means something.

When everyone is more or less on an equal basis, such as the German GP or the Spanish or Monaco races, and the results are shared among a variety of makes and drivers, as shown last month, then it is a healthy situation. If this situation is changed by the increasing success and improvement of one team, until such as Matra or Lotus achieve a 1-2-3 result by reason of having driven the opposition into the ground, then that will not be a bad thing for technical brilliance deserves success. To watch a three-car team take off from the front of the grid in team formation, and cruise round nose-to-tail completely confident of ultimate success against any opposition is a satisfying sight, but it must be against worthwhile opposition, otherwise it can become boring and uninteresting. **DSJ**

"Mercedes dominated by reason of technical superiority, larger resources and the two best drivers"

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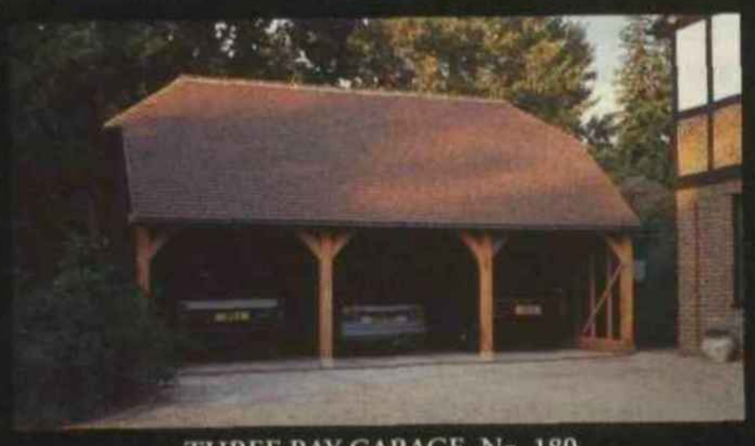
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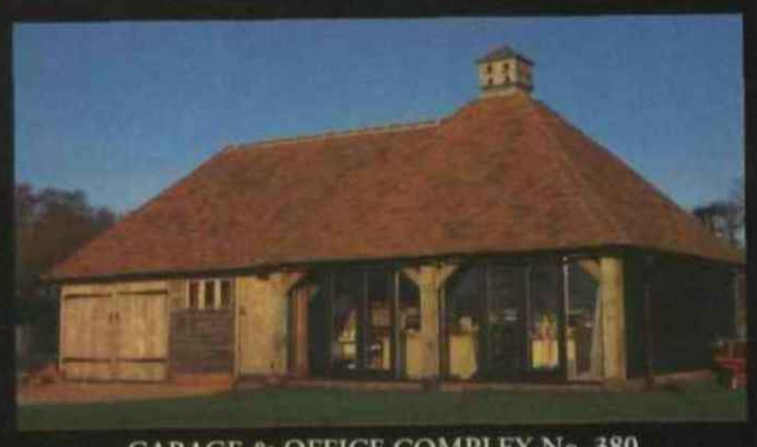
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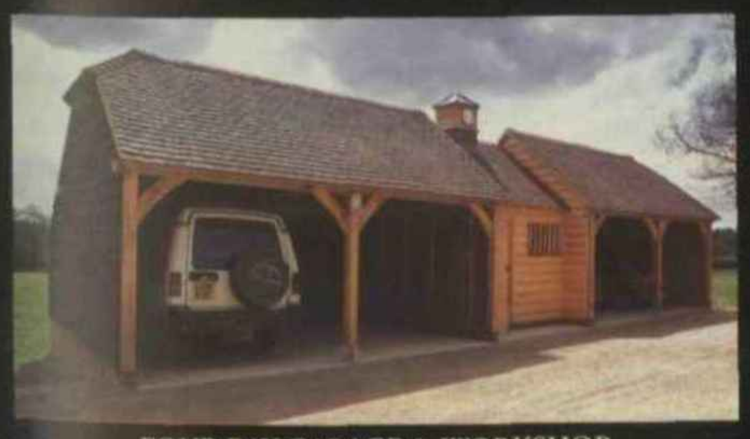
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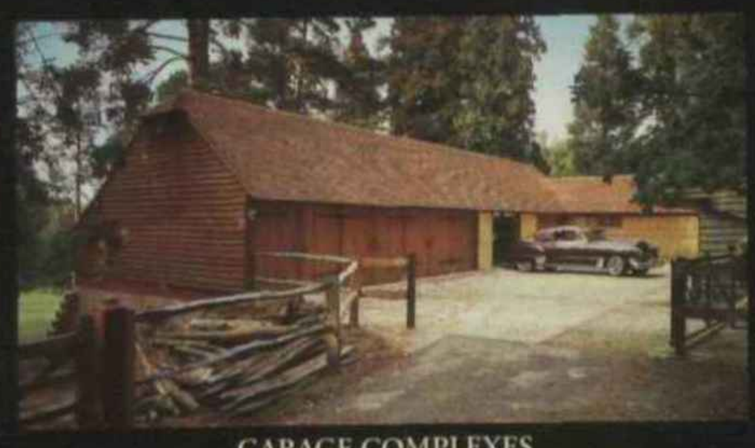
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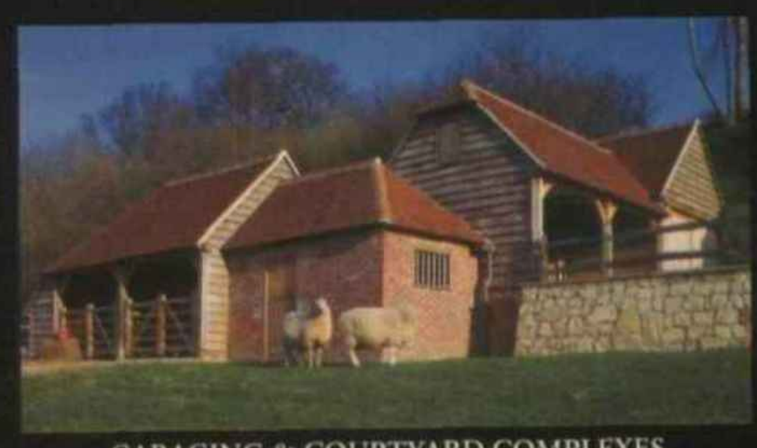
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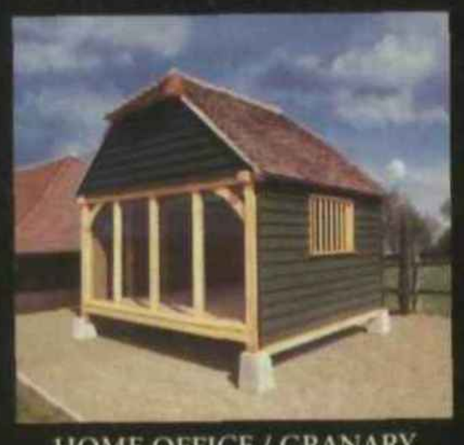
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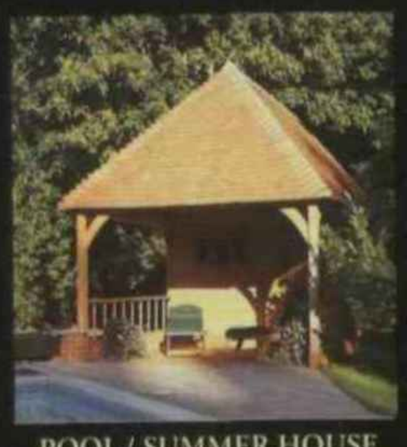
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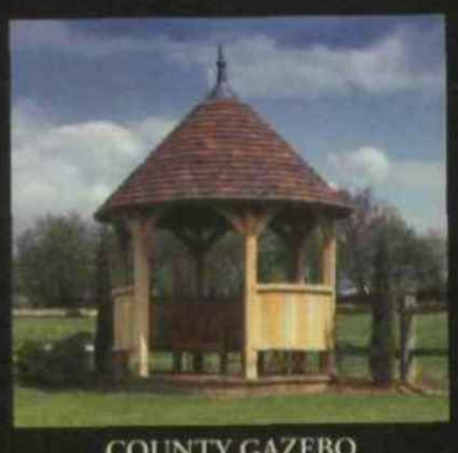
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SIMON TAYLOR



MODERN TIMES

WHEN SOME 21ST CENTURY MOTORSPORT historian looks back for a window in time to frame what 1990s Formula One was all about, you can point him towards the second half of August 1998. In two short weeks he'll find accusations of cheating, miraculous escapes from dreadful accidents, a driver taking his team to court, an ex-World Champion claiming another top driver was deliberately trying to kill him – and two great motor races. All, in fact, that is best, and worst, in this whole strange business.

The high melodrama of Spa tended to overshadow the Hungarian GP two weeks earlier. This was a modern motor race – by which I mean it took place on an artificial little circuit where overtaking is for today's F1 cars almost impossible. Nowadays Grands Prix are all about strategy, with key overtaking moves happening during pitstops. Hungary was one of the best of these, an enthralling contest of wits and opportunism – a sort of billion-pound computer game, brought to life on the track by the best racing driver in the current world.

After the woes of Hockenheim, Ferrari were going to have to dream up something special to do battle with the McLarens. They did it by opting for a third pitstop, in a race where two stops seemed to be the logical choice for everyone. What takes the time during a stop is not changing the wheels, which can be done in little more than five seconds: it's pumping in the fuel, at a regulated 12 litres a second. The more often you stop, the shorter those stops can be – and the lighter, and thus faster, the car will be for most of its time on the track, and the fresher its tyres. But in Hungary a perfect stop, including time driving down the speed-limited pitlane, will still add 25 seconds to a driver's race time. For the plan to work, Ferrari needed all Schumacher's relentless speed – and the element of surprise.

They achieved that by bringing Schumacher in for his first and second stops only just before one-third and two-thirds distance, so it looked as if he was on a two-stop like everyone else. But the second stop was so quick – 6.8 seconds stationary – that the sharpest eyes in the pitlane guessed he'd taken on little fuel, and would need to come in again.

After the leading McLarens made their second stops, with Hakkinen already troubled by the handling problem that would drop him to sixth, the Ferrari pit crew did their calculations, and then technical director Ross Brawn got on the radio to Schumacher. "You've got 19 laps to build up a 25-second lead." From the constricted heat and noise of the F300's cockpit came back the clipped message: "I'll do my best."

Michael Schumacher's best is, of course, better than anything. For the next 20 minutes he drove as well as he has ever driven. At one point the car got away from him on the long third-gear right-hander onto the main straight, and snapped sideways across the grass, but miraculously he gathered it up again. When, with 15 laps to go, he came in for his last splash of fuel, his lead over Coulthard was 29 seconds. The pitstop took 7.7 seconds – good but not great by Ferrari standards – and he rejoined still in the lead. The job was done.

The ongoing McLaren/Ferrari fight had been given an unattractive twist by the battle of words between them in the paddock. Back in March McLaren's braking system, which allowed the driver to stabilise the car near the limit of traction by braking each rear wheel individually, was declared illegal by the FIA following a protest from Ferrari. Now McLaren boss Ron Dennis was telling Ferrari he believed their braking system was illegal by the same token, and that he intended to protest. Ross Brawn said McLaren's complaints were "nasty and malicious", and hoped Dennis would protest officially rather than just threatening to do so. "If someone says you have a system that is so well hidden that it's undetectable, how can you defend yourself?" The FIA's boffins must find an answer to that.

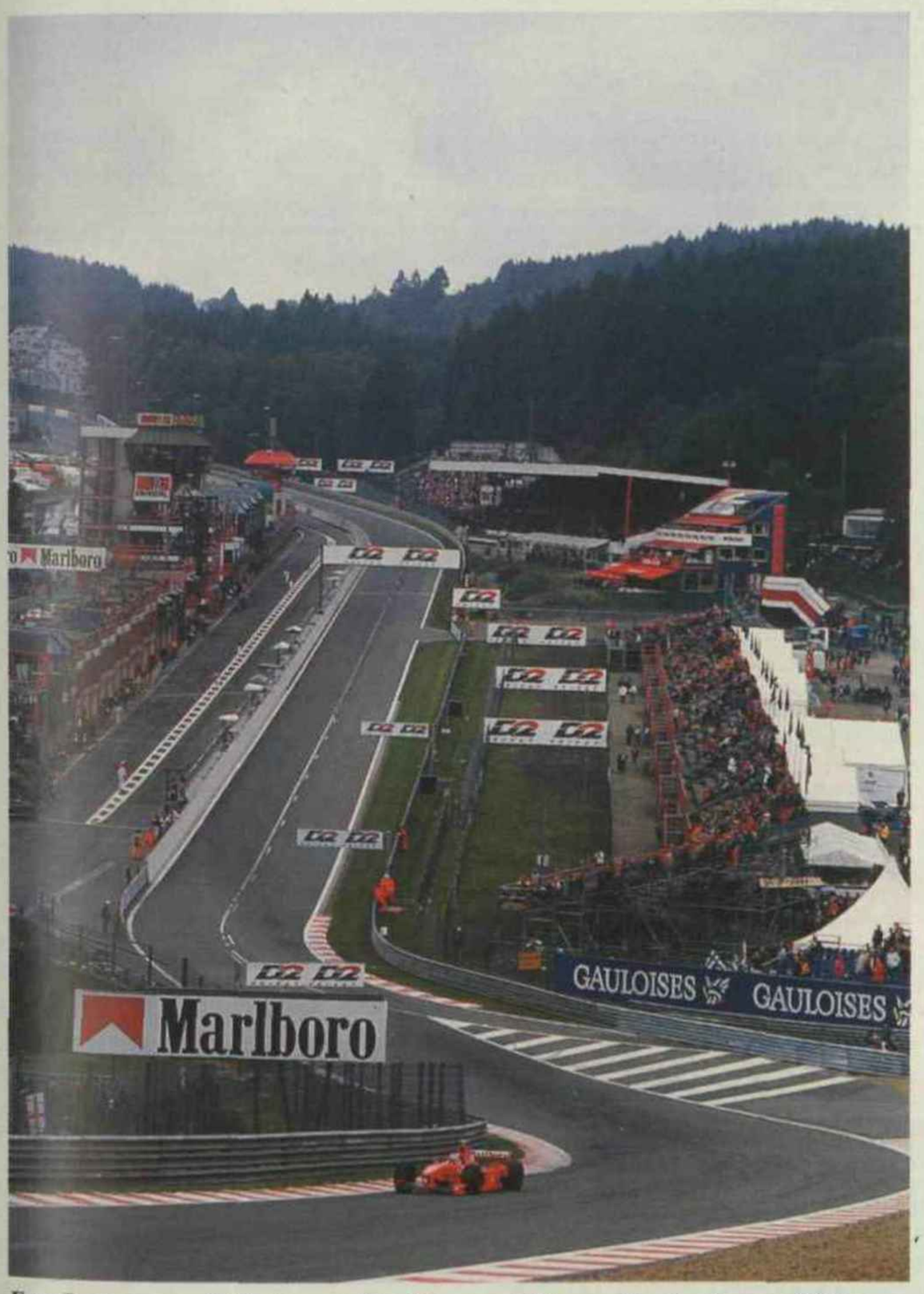
It would be hard to find a sharper contrast between the dusty bowl of the Hungaroring and Spa-Francorchamps. Spa has dubious facilities, dreadful access, perennial rain and mud – and is indubitably the finest racing circuit in the calendar. Every F1 driver worth his millions gets a glint in his eye when he talks about Spa. The wonder is that this is a circuit which was totally remodelled in the 1980s, and yet all the atmosphere and challenge of the original has been retained, and even enhanced. The narrow section of public road down to the village of Stavelot, where the Masta Kink took cars at over 180 mph between two rural cottages, could not live on as part of a modern Grand Prix circuit; but the new downhill section through Pouhon and Les Fagnes contains some of the most demanding



Eau Rouge then: Ascari leads Farina and Behra in 1952



Schumacher happy with life, and Coulthard, in Hungary



Eau Rouge now, little changed in 50 years: Schumacher in dry qualifying

corners on the calendar. Then, of course, there is Eau Rouge, that terrifying sixth gear plunge left and steep lurch right which remains the supreme test of machine and of man. As increasing speeds made it more and more hazardous, the circuit authorities, to their great credit, declined to by-pass it or chicane it (apart from an unhappy temporary expedient in 1994): instead they enlarged the run-off areas and tyre barriers, and left the road as it was.

Last year, with wide cars and slicks, Eau Rouge was what The Boys call Easy Flat – which meant that, if you and your car were up to snuff, there was no question of lifting. Now we're in the era of narrow cars and grooved tyres, it was a different story. By the end of qualifying at least three of the drivers had their cars and themselves set up to do it, although another said the faster lap came from running less wing angle: you needed a tiny confidence lift to get through Eau Rouge unscathed, but then had more steam on the 195mph drag up to Les Combes. But on Friday Jacques Villeneuve had an immense and horrifying accident trying to take the Williams flat through Eau Rouge, producing rather unpleasant stories in the tabloids the next day which drew analogies with the 1982 Belgian Grand Prix at Zolder, when his father was killed. The next day Mika Salo did the same in his Arrows.

The astonishing, and cheering, thing about both these accidents is that the drivers were unscathed. Not only did the tyre walls do their job (although the gravel trap didn't seem to slow the Williams much before it hit the barrier); the cars themselves are now immeasurably stronger since 1982, or 1994 for that matter. In particular the cockpit side protection must have saved several lives already. I've always believed the way to make motor racing safer is to control the design of the cars and not emasculate the tracks. Eau Rouge and the modern F1 car are examples of that.

Another is that heart-stopping accident at the start of the race. Whether or not the mild bump between Irvine's Ferrari and Coulthard's McLaren had anything to do with David's mid-pack lunge into the wall, 13 cars were involved, several utterly destroyed – and the human cost was one bruised knee and one banged elbow. Miraculous. While the track was cleared the rain eased, and everyone opted for intermediate tyres for the restart – whereupon the second of three collisions that afternoon between a McLaren and a Ferrari instantly put paid to Hakkinen's points chances.

Thus we were left with the joyous sight of Damon Hill's Jordan leading the field, including Schumacher M, until the rain became torrential again, and the German's superhuman ability to control an intermediate-shod car on a flooded surface came into play. Significantly, when the rain was at its worst, Schumacher was two seconds a lap faster than Hill – but four seconds a lap faster than everyone else.

In fact the reinvigorated Hill and the vastly improved Jordan were a class act all weekend. Damon outqualified all but the McLarens, and his unruffled consistency and speed in the dreadful conditions was masterly. Even though he acknowledges that luck played its part, it was a great day both for him and for Eddie Jordan's team, which has struggled through so many ups and downs to score its first win in the form of a resounding one-two. There could have been no more popular or merited victory. The only straight face on the podium was Ralf Schumacher's, both because he rightly wasn't allowed to jeopardise Jordan's great day by challenging his team-mate for the lead, and also because he is taking Jordan to court in his efforts to escape to Williams next year.

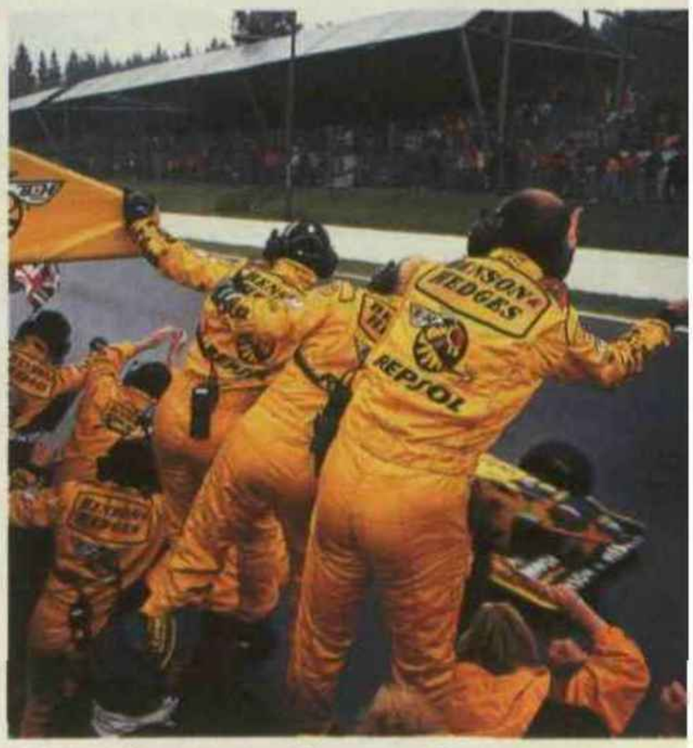
Which, in the Spa story, leaves the much-publicised collision between Schumacher and Coulthard. My views are quickly summarised.

One, David Coulthard – he, of all of the F1 drivers – would never, under any circumstances, deliberately endanger another driver's life, let alone his own as well. Two, Michael Schumacher had an unthreatened lead of over half a minute at the time of the accident and, with Hakkinen out of the race and visibility treacherously poor, had every reason to lap slower cars with extreme care. Yet, a couple of laps earlier, he almost hit Diniz under similar circumstances.

Three, best driver in the world he may be, but his uncontrolled rage in the pits and his verbal attack on Coulthard were an embarrassing and belittling display which left him, and motor racing, poorer – as do his and Ferrari's insinuations that there was more to this incident than met the eye. Four, one might guess that, consciously or subconsciously, he felt foolish for having thrown away 10 points when the championship was finely poised, and his automatic reaction was to attack. As Damon Hill says, "Blaming others is a tactic Michael uses when he has made a mistake, targeting an innocent party to deflect from his own error."

Five, David Coulthard's reaction to Schumacher's race rage was typically controlled, sensible and dignified. And six, there always have to be lessons learned. The visibility was for a time impossible – Fisichella running into the back of Nakano was the most worrying of several incidents and near-misses – and, as at Silverstone, one must wonder whether the decision-making procedure for deploying the pace car needs to be re-examined.

One way and another, it was quite a fortnight. As for Schumacher, his huge talent netted him 10 points in Hungary, while his own error netted him none in Spa. I'm afraid that is pretty much as it should be. M



Eddie's boys greet victory at last

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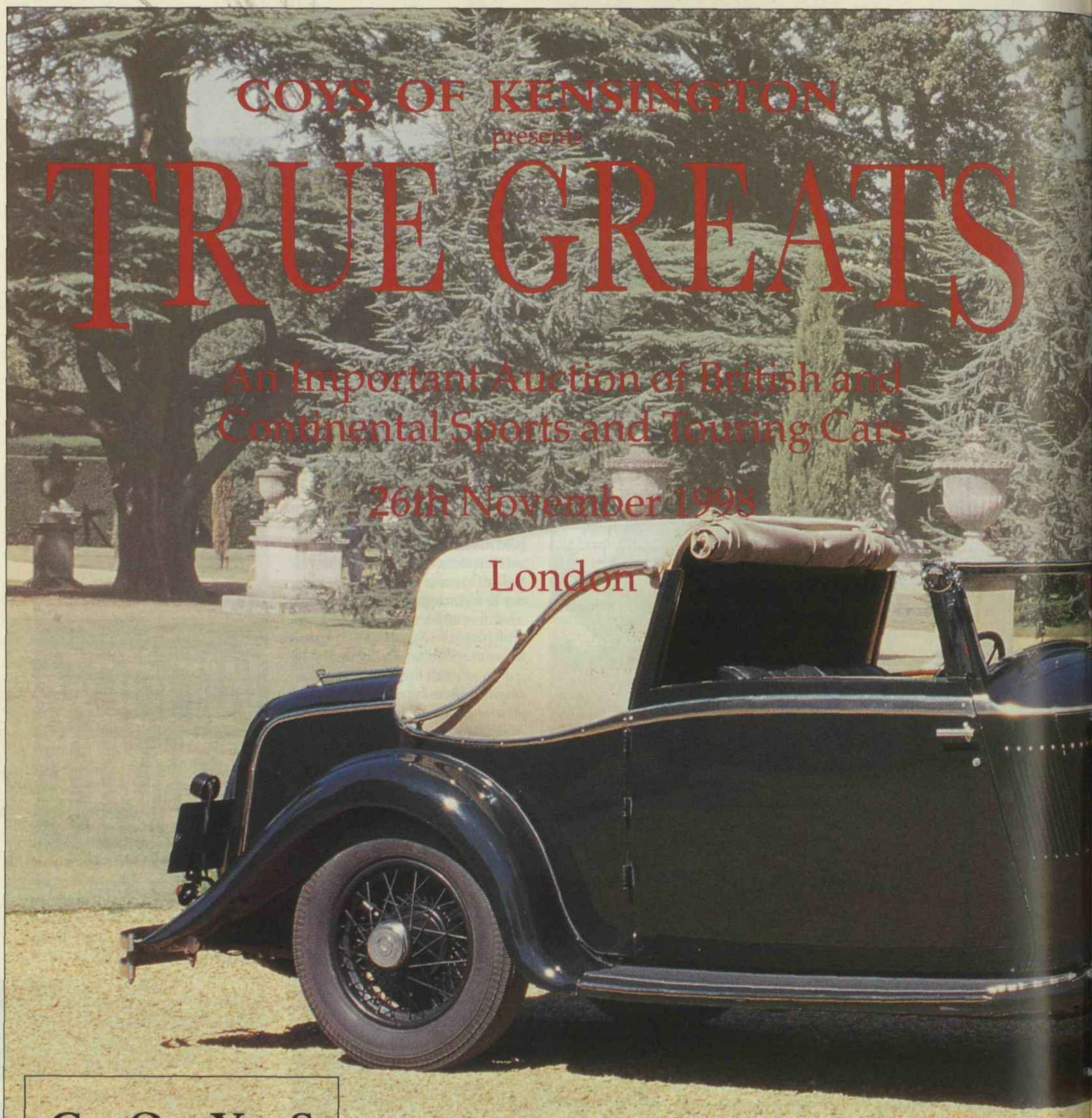
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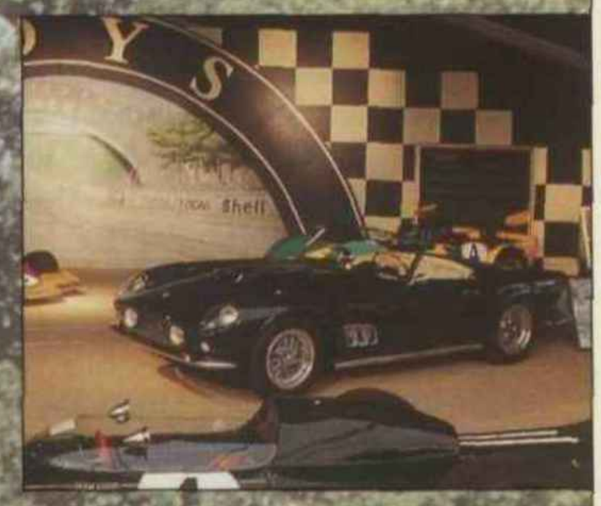
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The Editor reserves the right to edit all letters

DUMBED DOWN

SIR,

I was unable to attend the Goodwood Festival of Speed this year, but felt that I would be able to read a full report of what I missed in MOTOR SPORT. It was with keen anticipation that I opened the August issue to find a mere 100 words and three and a half pages of pictures covering the greatest historic motor race gathering in the world.

Nowhere have I been able to read of the fascinating cars which I understand were there, or to read the opinions of the Indy legends who made the trip. I realise current trends are towards 'dumbing down' to cater for today's youth whose attention span precludes them from reading more than a paragraph before reaching their boredom threshold is reached, but I cannot believe MOTOR SPORT's readership falls into that category.

On another note, I was interested to read your article on the Reims circuit in the July issue and to note, from the photographs, that the saplings and shrubs which had grown up in front of the grandstand, present at my last visit a couple of years ago, have been cut down in what appears to be the start of a tidying up scheme – presumably in anticipation of last year's projected Reims 12 hour revival meeting which failed to come to fruition. I had heard that it was still proposed to run this in 1999. Any more news on this front?

I AM, YOURS, ETC,

STUART DAVIDSON, MIDDLEWICH, CHESHIRE

(The Retrospective is scheduled to be run again but, as yet, no set dates are available. Watch this space... **AF***)*

* * * *

ROLLS-ROYCE ATTACKED AGAIN...

SIR,

In the wake of Bill Boddy's article "Deep Regret" in the July edition, I wrote a letter criticising the attitudes which led to the sale of one of our most famous car companies. I refer, of course, to the 92 year old Rolls Royce Motor Cars Ltd. In the same issue as my letter (August '98) there appeared a letter from the Chief Executive of Rolls-Royce plc apparently placating my fears about the company's future, especially with reference to what must be the single most famous brand name in the world. I wonder who gives him his information?

As I write we have been advised that the brand name had been sold by the parent company for what appears to be a pittance, VW will soon be unable to produce any further Royce cars at Crewe and the owners of the Trade Mark (now BMW!) seem reluctant to state what they will do, although the rumour is that cars will be produced in the UK. Or did I dream the whole ludicrous episode.

It seems that in their rush to divest themselves of the company, Vickers has committed industrial and historical vandalism on quite a large scale. I suppose this is the result of 'pleasing the shareholders' who appear to give not a toss for the company, its workers, its future or the proud traditions of excellence it has engendered. I hope they are satisfied. In truth, they should be thoroughly ashamed of themselves – or are my sentiments totally out of place in this modern high powered world?

I AM, YOURS, ETC,

BRIAN WYLIE, BICESTER, OXON

* * * *

...AND AGAIN

SIR,

I write after reading the letter from Sir Ralph Robins, Chairman of Rolls-Royce plc, in your August issue. What pompous hypocrisy.

Rolls-Royce Ltd was succeeded not by Rolls-Royce plc, as Sir Ralph writes, but by that company and Rolls-Royce Motor Cars Ltd. Rolls-Royce Motor Cars Ltd continued the business which Rolls-Royce was founded to carry out, the manufacturer of motor cars. Rolls-Royce plc was rescued from the aircraft engine activities which had grown up around car manufacture and which plunged the original company into bankruptcy.

Sir Ralph makes much of the fact that Rolls-Royce plc is more than 15 times larger than Rolls-Royce Motor Cars. That is not a measure of efficiency, but a measure of the financial scale of the aircraft-engine industry.

But it is Sir Ralph's final comment which is unbearably hypocritical: "Rolls-Royce plc... has the rights to remove the marque, should the company be sold to an overseas owner." Subsequent events have suggested that what Sir Ralph actually meant was that an overseas owner would be acceptable – so long as it was already allied to Rolls-Royce plc. One wonders whether the decision to take engines from Mercedes or BMW was also influenced by Rolls-Royce plc's idea of what constitutes an acceptable overseas company.

Much had been said and written about the fact that Rolls-Royce and Bentley are now in foreign hands. If Rolls-Royce plc's actions are an example of British efficiency and ethics, British business doesn't deserve to have them.

I AM, YOURS, ETC,

IAN NORRIS, LEAMINGTON SPA, WARWICKSHIRE

* * * *

IN PRAISE OF SAM POSEY

SIR,

Regarding Sam Posey's splendid article on Mark Donahue I agree with your editorial (July 1998). I am lucky in that I get Speedvision and Sam is a joy to listen to. He is both knowledgeable about racing, intelligent and possesses a quick wit. Grand Prix coverage is handled by him, Derek Daly and David Hobbs who make Murray Walker sound like a schoolboy. If you want a good read, beg borrow or steal a copy of Sam's book *The Mudge Pond Express.*

I AM, YOURS, ETC,

DAVID MORGAN-KIRBY, ONTARIO, CANADA

* * * *

A SHORT STORY

SIR,

I was interested to read the article by Trevor Taylor (August '98) as I am almost sure the young lad offering advice on the way to take the hairpin at Mallory was my friend John, unfortunately killed in a motor cycle accident some time later. The story behind this belief would be almost as long as Trevor Taylor's article itself so we won't waste any more space on that.

I AM, YOURS, ETC,

R FIELD, RUSHDEN, NORTHANTS

* * * *

CHAIN REACTION

SIR,

I wish that the tip from David Boshier-Jones to Trevor Taylor (August '98) had reached my ears for it was about that time, in 1957, I bought my first Frazer-Nash. I have been running one for most of the time since and how useful it would have been to know about those half-tooth sprockets.

The Nash has four on the back axle and half tooth ones would have rendered not only ratios but chain tensioning so much more precise. I am not clear how the chain copes when confronted by a half tooth but if it worked for drivers of the calibre of the above I wonder whether any readers know if they are still made and by whom?

I AM, YOURS, ETC,

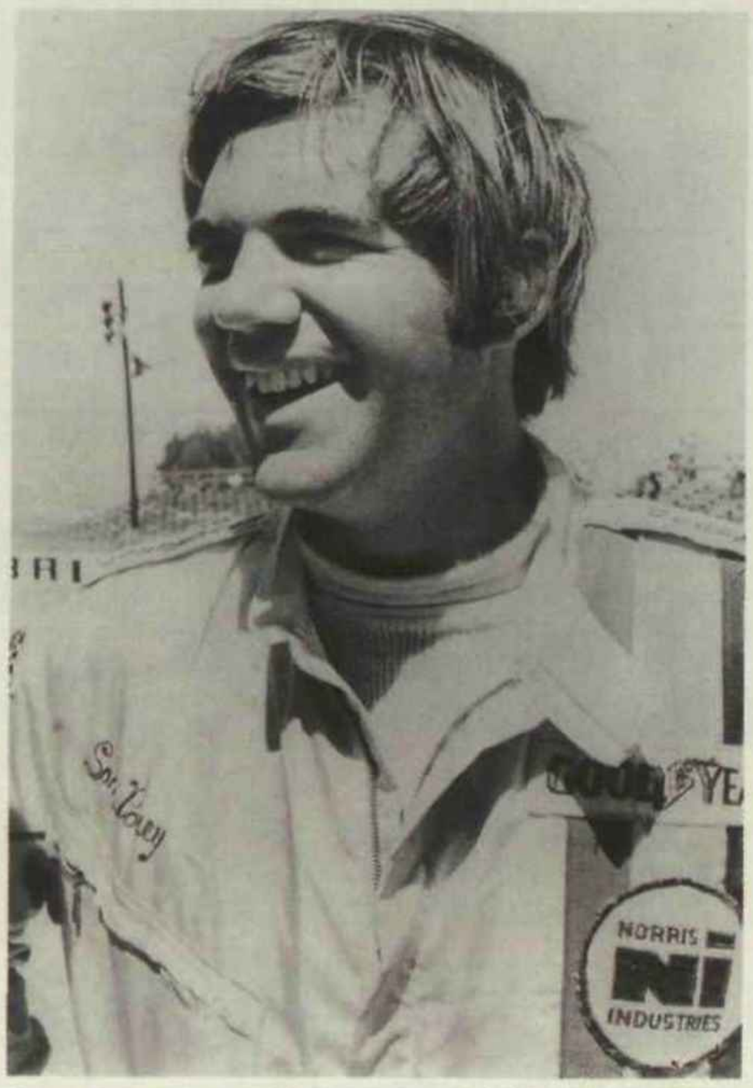
JIM BOYCE, BURTON-ON-TRENT, STAFFS

* * * *

JEWELLERS RESIGN

SIR,

I write to advise you that International Motor Sports Ltd (IMS) is no longer in the forthcoming



Sam Posey: great driver, annoyingly good writer...

LETTERS FROM READERS

'Jewel of India' classic car event. The IMS withdrawal follows a decision by the organisers not to run timed regularity sessions on the event.

The IMS team of Mike Summerfield and Russell Douglas, who were to have acted as Rally Manager, Clerk of the Course and Rally Adviser, will therefore play no further part in the event.

International Motor Sports Ltd is a division of the Royal Automobile Club Motor Sports Association, motorsport's governing body in the UK.

I AM, YOURS, ETC,

RUSSELL DOUGLAS, IMS LIGHTSTONE, WARWICKSHIRE

* * * *

SWB CORRECTIONS

SIR,

With reference to the article in the September issue on Moss' Ferrari 250 SWB 1961 TT winner, there are a couple of errors which I thought should be put right for good order's sake.

The first race for the car was at Le Mans, where Hill and Moss drove together. The car lasted until after midnight, not three hours as stated, with Moss taking it to third place ahead of all bar two sports-prototypes, four laps ahead of the next GT contender.

Following the overheating of the engine at Le Mans, it went to Modena for a re-build and was collected from the factory by David Joliffe, one of Rob Walker's mechanics. The article inferred that it was the 1960 TT winner that David drove across Europe, but this trip took place with the '61 car.

The Ferrari was one of the rare Comp/61 SEFAC hot rods, indeed, the only right-hand drive one, and for this year's meeting at Goodwood, the car has been returned back to its original specification, with the original style high-lift cams, heads, and most importantly, 46 DCF Weber carburettors. The car is not, as stated, in a wilder state of tune than it was originally, rather, in recent years I have run it in a milder state of tune as it is infinitely more pleasurable to drive on the road.

The article also mentions how the leather seats showed a "patina of nearly four decades use" when, in fact, that patina is closer to 15 years of use. In the 1962 TT, Chris Kerrison's co-driver, Robin Benson, lost it and spun off into a rather expensive gathering that had been caused when John Surtees' GTO and Jim Clark's Aston Zagato had earlier crashed at Madgwick, so causing considerable damage to the Berlinetta. The outcome was the car was converted by Kerrison to a Drogo body and it remained in this form until 1982.

The Short Wheelbase is an old charger that has certainly been through the wars and has now been restored to her former glory. In recent years, Tony Brooks and Moss have both put many miles on her at Goodwood, though I am particularly relishing the prospect of Moss actually *racing* her again.

I AM, YOURS, ETC,

CLIVE BEECHAM, LONDON

TOO LITTLE, TOO LATE

SIR,

I believe that the RAC Motor Sport Association and the Automobile Club de l'Ouest allow ten days for one to submit an appeal, so in waiting some 61 years before querying Sammy Davis and Dr Dudley Benjafield's Le Mans victory on a Bentley in 1927 your correspondent Mr Chris Draper may be out of time!

I would also query Mr Draper's statement that the French press credit Salmson with victory since George's Fraichard's French report of the race recorded: "The Sammy Davis/Dr Benjafield Bentley, winner on distance", and continued "The small cars, whose minimum set distance had been reduced, were at the head of the final in the Third Biennial Cup, a Salmson driven by Georges Casse and Andre Rousseau claiming first place".

There were two victors then, one outright and one first in class.

I AM, YOURS, ETC,

RICHARD MCCANN, OLNEY, BUCKS

* * * *

BROOKS, BELL & BOGNOR

SIR,

I read with great interest the reminiscences of Tony Brooks' of his first races at Goodwood. I remember that he was not always lucky with his return home. Early in 1954 as a newly recruited marshal I was stationed on the stand at the end of the Chicane when I saw Brooks driving slowly towards me on three wheels, preceded by the rear offside wheel which fortunately lost its pace against the concrete barrier. We both squatted down to inspect the wheel and the offending stub axle at a gap in the barrier where we were observed by the Duke of Richmond and Gordon himself who, as soon as the race was finished, sent one of his entourage across to give us a rollicking.

Incidentally I should mention that Derek Bell and I both became marshals through membership of Bognor Regis Motor Club with whom the BARC had an arrangement to supply trackside officials.

I AM, YOURS, ETC,

GRAHAM BUTLER, BECKENHAM, KENT



Short Wheelbase: engine back to original spec as raced by Moss

FOLLOWING THE D50

SIR,

I am gathering information on Ferrari Grand Prix cars during the 1954-60 2.5-litre era and I wonder if any of your readers can help me with chassis numbers.

It is accepted that in July 1955 six complete cars out of eight were handed over to Ferrari from Lancia. I have reason to believe D50-0004 was put into the harbour at Monaco and never rebuilt and D50-0005 was retained by Fiat leaving us with D50-0001,2,3,6,7 and 8.

Can anyone confirm my hypothesis and also perhaps supply me with the chassis numbers used by the works during the 1956-57 Grands Prix?

Alan Henry's book *Ferrari Grand Prix Cars* fills in some gaps but unfortunately not all, hence the letter.

I AM, YOURS, ETC,

COLIN SCOTT RICHARDSON
PO BOX 1696. KEMPTON PARK 1620
SOUTH AFRICA

* * * *

ELVA APPEAL

SIR,

I am writing a book with Jeff Allison telling the story of Elva. If any of your readers have any stories about Elva or its founder Frank Nichols, I would be most grateful if they could contact me at the address below or, alternatively call or fax me on 01903 823710.

I AM, YOURS, ETC,

ROGER DUNBAR
8 LIVERPOOL TERRACE,
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* * * *

RAT TRAP

SIR,

Surely I cannot be alone in smelling a socially unacceptable rodent when I see in the same issue that the Editor so smugly raises the price of his estimable organ by several times the rate of inflation he, virtually in the same breath, provides in some detail the expense involved in his foray into historic motor racing.

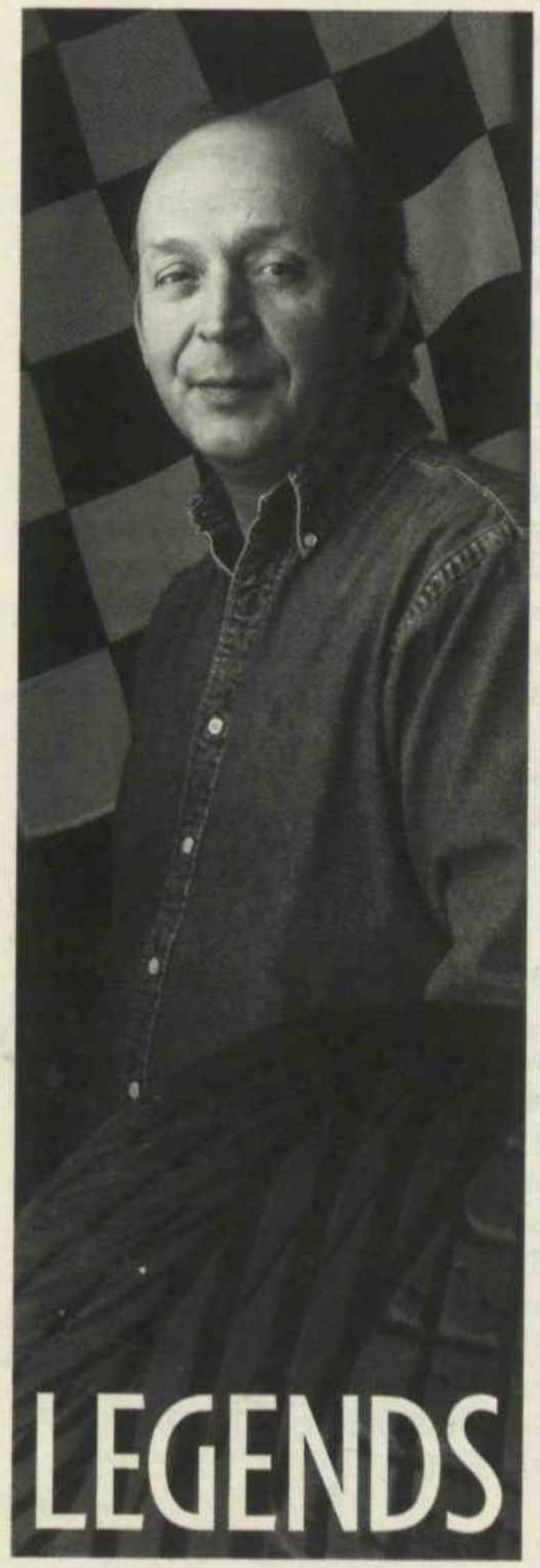
The question must be posed as to whether the extra revenue generated by the poor subscriber such as myself is being appropriately used keeping the Editor in the six-point harness to which he would like to become accustomed.

It may be, of course, that my favourite read is in no-way subsidising Frankel's weekend outings and he is guilty of no more than the poor judgement usually reserved for Cabinet ministers who publish details of service cuts and their expense accounts simultaneously. Either way I think we should be told.

I AM, YOURS, ETC,

FENTON BUCKINGHAM
COIN DE SUD, FRANCE

NIGEL ROEBUCK



LEGENDS

FERRARI 312

IT WAS AT SPA-FRANCORCHAMPS, 30 years ago, that a Grand Prix car first raced with a wing, and you might reasonably assume, given the innovative reputation of Colin Chapman, that it was a Lotus. In fact, although the team had experimented in that direction, it was Ferrari – in those days considered technically hidebound – who set the trend, on the car of Chris Amon at the 1968 Belgian Grand Prix.

"We used to call it an 'aerofoil' back then," Amon smiled. "Actually, it's surprising that wings took so long to appear in Formula One, because Jim Hall had been running them on his Chaparral Can-Am and sportscars since '66, and they obviously worked.

"I think when Ferrari turned up with this 'aerofoil thing' at Spa, it surprised a few people. The irony was that we had our wing at the back – which was the right place, of course – but later on Mauro Forghieri insisted on moving it to the middle, where he said it would do most overall good. Took me a whole year to talk him out of that..."

Look at Ferrari's first wing now and you can see what a pretty crude thing it was, small, with a very shallow angle, and mounted – to the bodywork, rather than the suspension – on what look like flimsy struts, with extra 'stays' to keep the whole lot from blowing away. Amon said that he never worried about that, as he might have done in certain other teams: if it had been built by Ferrari, it might not work very well, but assuredly it would be properly engineered.

On the first day at Spa – the 'old' Spa, of course – both Amon and Jacky Ickx did back-to-back tests, running first without, and then with, the new device. Neither was too sure how much good it was doing, but Amon felt it was worthwhile, in terms of adding stability to his car's handling at this quickest of all Grand Prix circuits.

"That '68 Ferrari was a gorgeous thing to drive, in that it was a car you could over-drive; you steered it with the throttle, really. What it lacked, though, was horsepower. Because it was a V12, it *sounded* as if it had all the grunt in the world, but we had a lot less than the Cosworth V8 or Honda's V12, and at Spa that was very apparent."

It was, however, a circuit at which Amon always excelled, and in practice that day he lapped four seconds faster than the rest, who were led by Jackie Stewart in Ken Tyrrell's Matra-Cosworth, then Ickx in the second Ferrari, and the Honda of John Surtees.

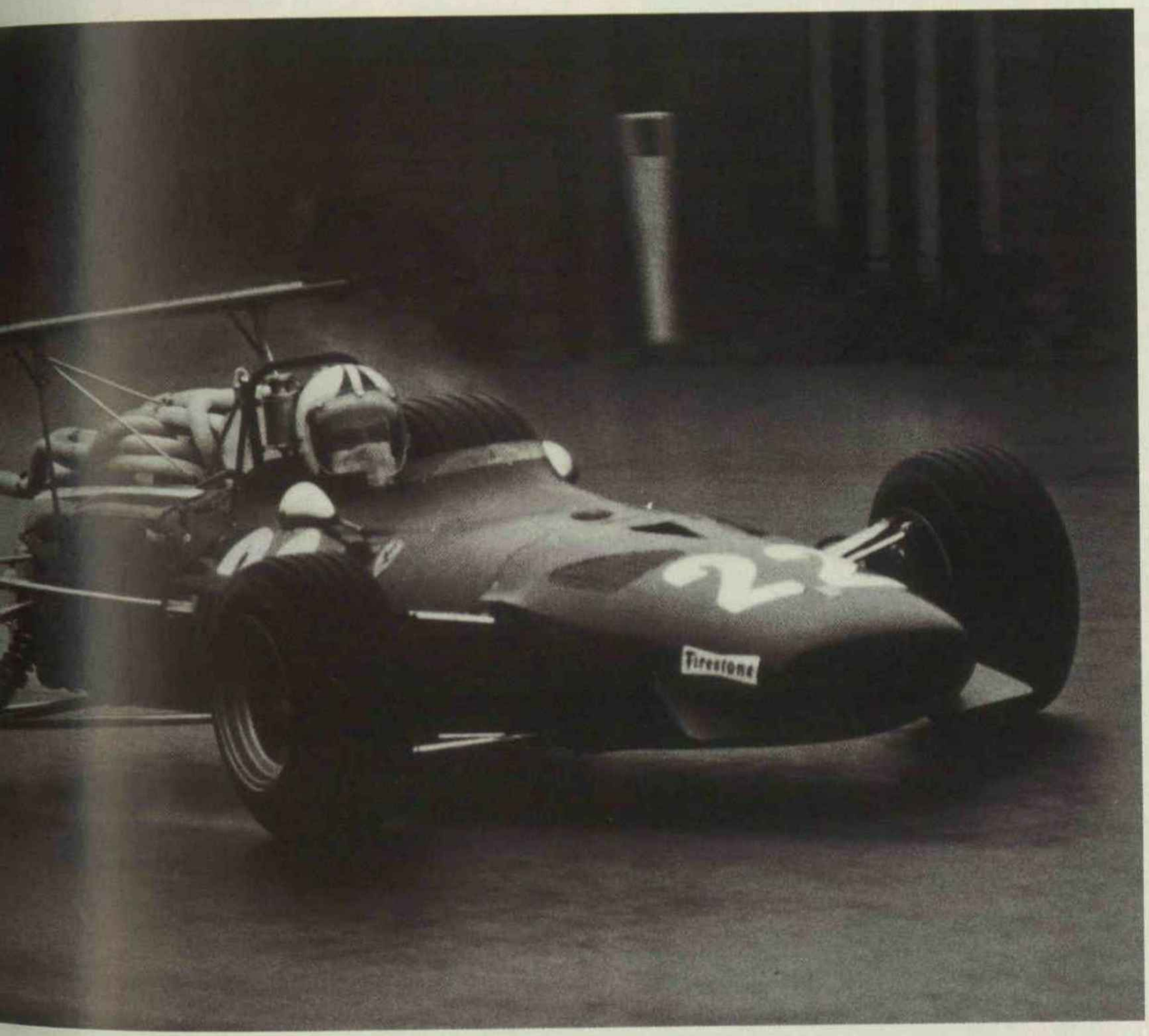
"In terms of driving pleasure," Chris said, "a fast lap at Spa was a fantastic sensation. Although we were down on power, and Spa was very quick – my pole lap was well over 150 – the car was working beautifully. On that lap, as I came down the Masta Straight, after the kink, I caught up to Brian Redman, and I can remember going by him on the inside, at the entry to Stavelot, with my foot buried right in it, while he was having to brake in his Cooper! The thing felt tremendous."

All in all, though, the drivers were glad to have the day over. "It was that 'seventh of the month' thing," as Amon called it. On April 7, Jimmy Clark had been killed at Hockenheim, and May 7 Mike Spence – replacing Clark in the Lotus team at Indianapolis – had lost his life in a testing accident. "Beforehand, no one talked about the fact that June 7 was the first day of practice at Spa, of all places," Chris said, "but it was certainly at the back of our minds..."

Amon and Ferrari were on top form at Spa – but even the new wing couldn't change his luck



Bruce McLaren (left) proudly shows off the M7A, his first Grand Prix winner



The relief was short-lived, however. Redman was in at Cooper only because regular Lodovico Scarfiotti was committed to Porsche at the Rossfeld round of the European Mountain Championship; on Saturday came the news that Scarfiotti had been killed in practice. The nightmarish sequence would end, finally, on July 7, with the death of Jo Schlesser in the French GP at Rouen.

It poured down at Spa on the second day, so the grid was already set: Amon, Stewart, Ickx, Surtees, the McLarens of Denny Hulme and Bruce himself, then the BRMs of Piers Courage and Pedro Rodriguez. On Sunday morning there was more torrential rain, and the atmosphere in the paddock was jumpy, apprehensive. By the late start time of 3.30, though, the track had dried out.

"Looking back," said Amon, "we really knew so little about aero-dynamics then, but I decided to use the wing for the race, whereas Ickx went the other way – he couldn't make up his mind whether it was doing any good or not, and took it off right before the start.

"There's no way I shouldn't have won that race. I got a good start, and had more than 150 yards' lead at the end of the first, with Surtees behind me in the Honda. I thought I was going to open up the gap, and quietly disappear, but on the second lap at Burnenville I came up on Jo Bonnier, who was tooling along at about 10mph, with a wheel hanging off. I had to back right off – which allowed Surtees to get a tow on the long climb towards the end of the lap. He came by me, and there was nothing I could do about it.

"I guess nowadays someone in that situation would just block the other guy, but we didn't do that sort of thing back then; it would never have occurred to any of us. Leaving aside any question of ethics, if you touched wheels with someone at most of the tracks we raced on, chances were you were going to hit trees or a house or something..."

Once in the lead, Surtees was set fair, for the Honda easily had the legs of the Ferrari on power, and every time Amon pulled out of the tow, he fell back. All he could do was keep the pressure on, and hope eventually to benefit from his car's superior handling. "That was when I began to appreciate what a wing could do; it wasn't that I had loads more grip as much as the fact that the car felt so stable."

Sixty miles into the race, Surtees and Amon, still tied together, had 10 seconds over Hulme and Stewart, but on lap eight Amon's legendary ill luck struck once again, a stone flicked up by the Honda piercing the Ferrari's oil radiator.

"It happened at the Masta Kink, of all places, which was pretty well flat. Immediately I got oil on my rear tyre, and what happened next was one of the most horrific bloody experiences I ever had. I came out of the kink sideways – at close to 180mph, I suppose – and I've absolutely no idea how I ever got it back. After that, all I could do was park the thing. I was *furious* that day! If it hadn't been for Bonnier, I really don't think anyone would have seen me..."

Surtees himself didn't last a lot longer, the Honda breaking a rear suspension bracket on lap 11, which left Hulme and Stewart at the front of the field, well clear of McLaren, Courage, Rodriguez and Ickx. And for many laps Denny and JYS disputed the lead, overtaking back and forth – which Grand Prix cars used to be able to do back then.

This, in fact, was one of Stewart's greatest drives. For all that he felt Spa unacceptably dangerous as an F1 venue, he was invariably brilliant there, just as Clark, another who detested the place, had been. By force of circumstance, Jackie even became adept at handling Spa one-handed; in 1967, he had led much of the way in the BRM H16, holding the gear lever in top, and now – having had to miss Monaco – he was driving with his right wrist in a splint, having fractured a bone at Jarama a few weeks earlier.

Once Hulme had retired, with a broken driveshaft, Stewart was left with a huge lead, but at the beginning of the last lap he coasted into the pits, engine dead for want of fuel. The mechanics sloshed some Elf into the Matra, but for several minutes the engine refused to start; yet again Jackie was denied victory at Spa.

At the end of the race, the winner didn't know he had won, for he hadn't seen Stewart in the pits, and his own crew had not had time to let him know.

That was the other thing about Spa 1968: as well as being the race in which wings came to F1, it also marked the first Grand Prix victory for a McLaren, appropriately driven by the proprietor. Although Bruce would never win another, the McLaren total, thirty years on, stands at 114. ■

NEXT MONTH

On sale October 16

In the November edition...



Ferrari!

It is 100 years since the birth of Enzo Ferrari and a decade since his death. In next month's issue of MOTOR SPORT we take to the track in his most successful Grand Prix racer and take a long, hard look at Ferrari's contribution to the sport

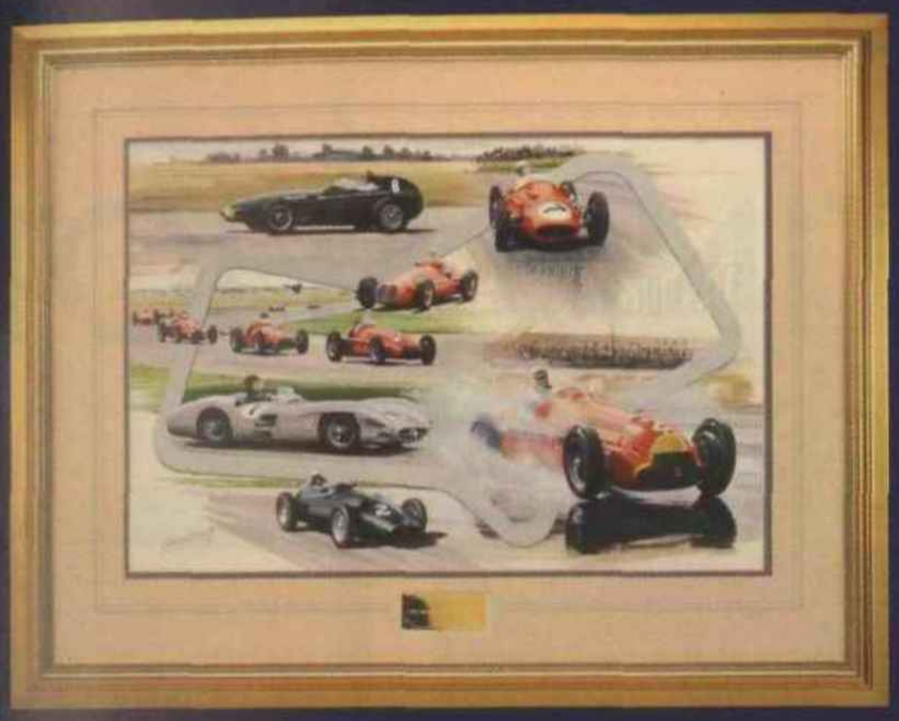
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François Cevert
Twenty-five years after his death, we look at the life and career of one of Formula 1's quickest drivers

Goodwood Revival Report
We climb behind the wheel to race on the same bill as Hill, Stewart, Moss, Gurney, Brundle...

The next new Bentley
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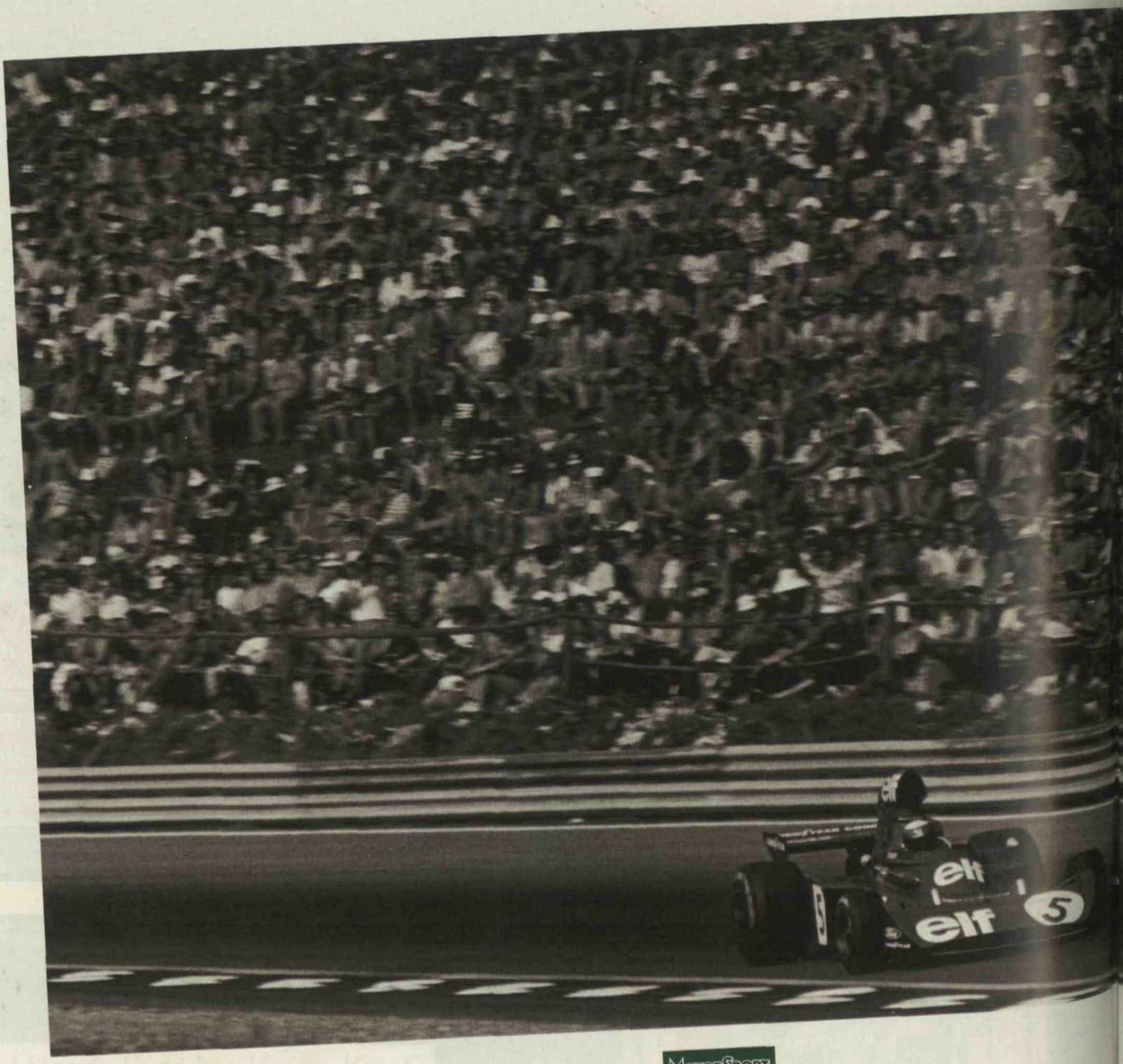
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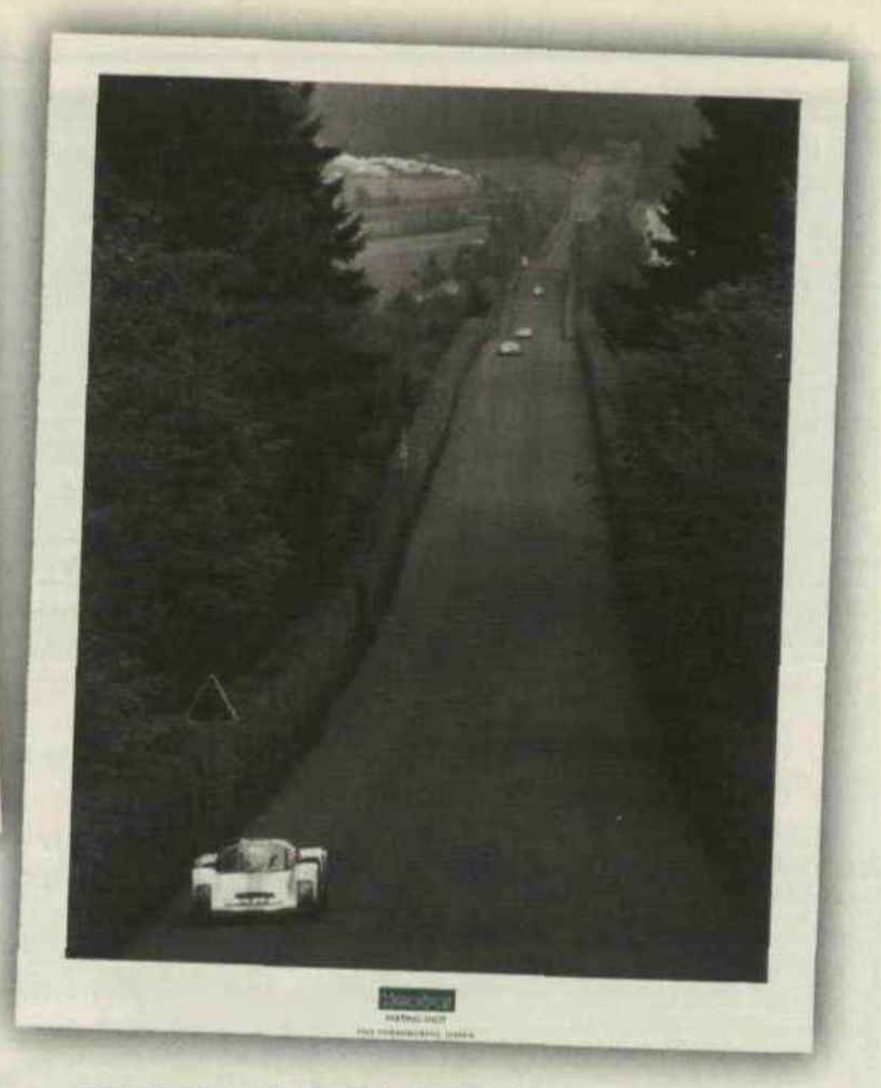
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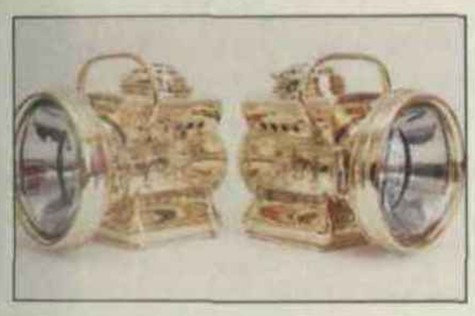
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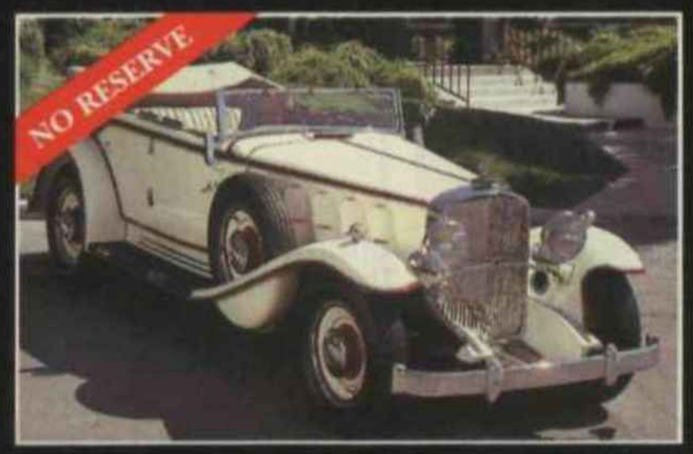
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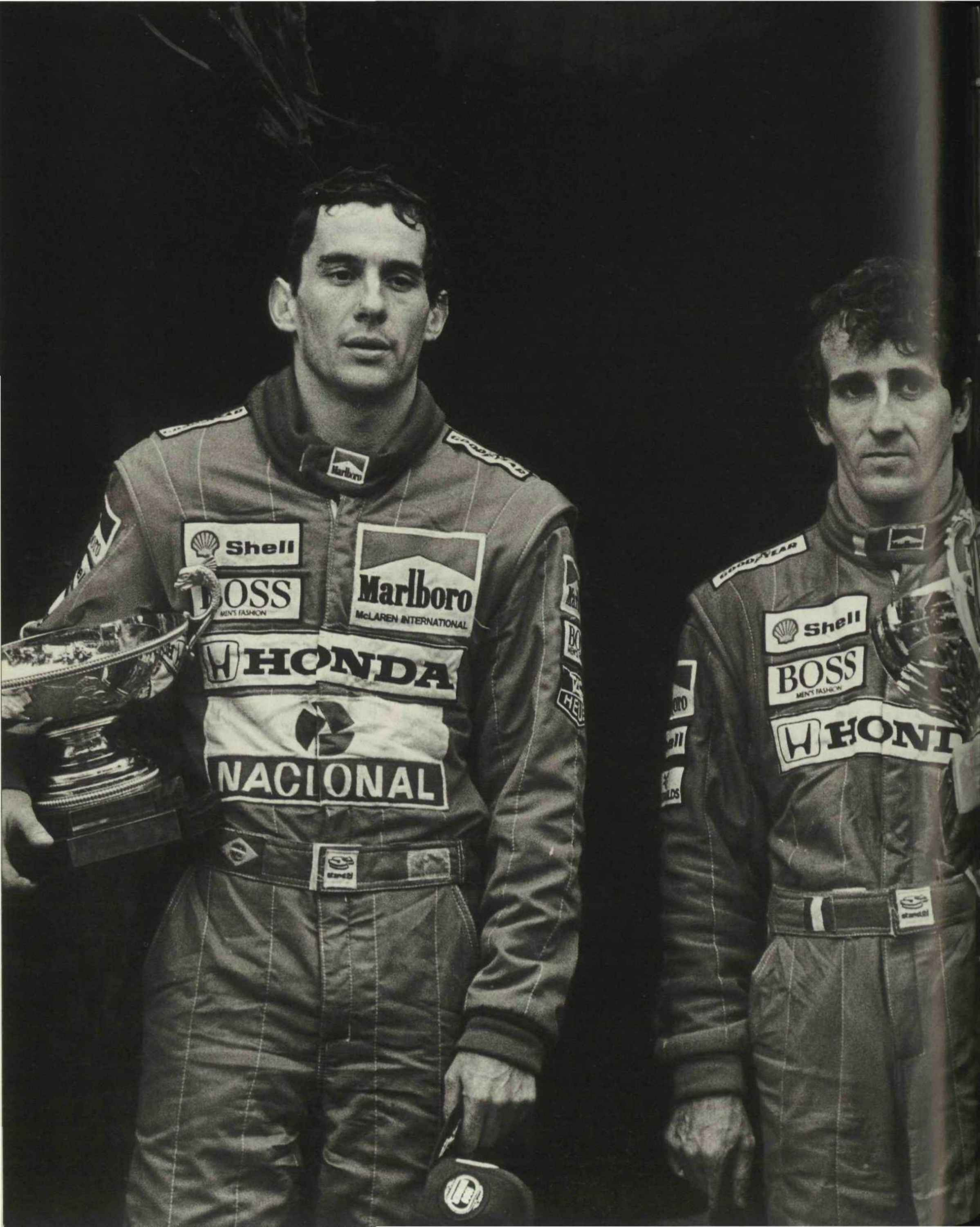
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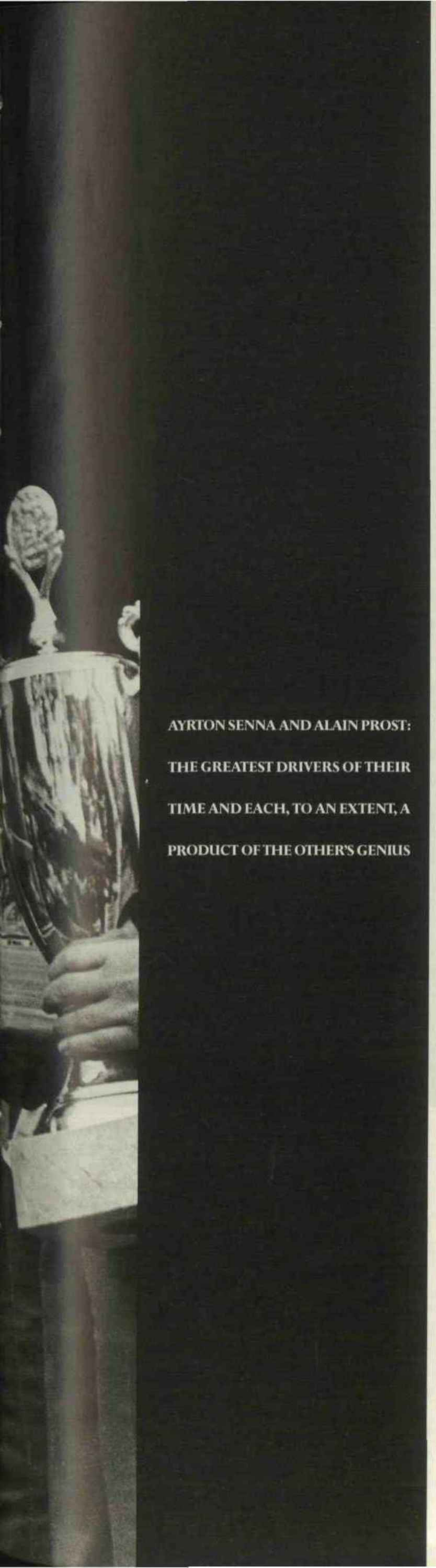
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AYRTON SENNA AND ALAIN PROST: THE GREATEST DRIVERS OF THEIR TIME AND EACH, TO AN EXTENT, A PRODUCT OF THE OTHER'S GENIUS

Ayrton Senna

BY Alain Prost

"Honestly, it's very difficult for me to talk about Ayrton, and not only because he's not here any more. He was so different, you know, so *completely* different from any other racing driver – any other person – I've ever known..."

Speaking now, more than four years after the death of Ayrton Senna, Alain Prost is in an invidious position, for while the two are linked for ever, indisputably the best drivers of their generation, so also each was very much the other's nemesis. That being the case, in discussing Senna, Prost cannot win, and Prost knows it. Come out with only kind words, and some will say that he sang a very different tune when Ayrton was alive; go the other way, and they will vilify him for daring to criticise a defenceless icon.

"That's why I have always refused to speak about him," says Prost. "When he died, I said that I felt a part of me had died also, because our careers had been so bound together. And I really meant it, but I know some people thought I was not sincere. Well, all I can do is try to be as honest as possible." ➳





EARLY AYRTON: WHEN HE LEFT THE JUNIOR FORMULAE, ABOVE, SENNA'S AIM WAS TO BEAT PROST. IN A MERCEDES SALOON RACE, BELOW, HE PUSHED PROST OFF THE TRACK, AND WOULD HAVE BEATEN HIM IN THE '84 MONACO GP IN AN UNCOMPETITIVE CAR HAD THE RACE NOT BEEN STOPPED BY WEATHER





From the very beginning of Ayrton Senna's Formula One career, back in 1984, his sights were set squarely on Prost. In a way it was inevitable, for Ayrton was a man of extraordinary intensity, one who needed to prove himself the best in all things, and at that time Alain was very much the king of the hill. It was their very first meeting that was to set the tone of their relationship down the years.

"I remember it very well. In the spring of 1984, the new Nürburgring was opened, and there was a celebrity race for Grand Prix drivers of the past and present, in Mercedes road cars. I was coming from Geneva to Frankfurt on a scheduled flight, and Ayrton was due to land half an hour before, so Gerd Kremer of Mercedes asked me if I would bring him to the track. On the way we chatted, and he was very pleasant. Then we got to the track, and practised the cars. I was on pole, with Ayrton second – after that he didn't talk to me any more! It seemed funny at the time. Then, in the race, I took the lead – and he pushed me off the track after half a lap. So that was a good start..."

That year, 1984, was Senna's first in F1, and his Toleman-Hart was not on par with the front runners. At Monaco, though, there was rain, and when the race was abandoned, shortly before half-distance, the rookie was right on the point of passing Prost's McLaren for the lead.

"From the beginning, he looked good, although you can't always tell for sure when a guy is with a small team. He drove a great race at Monaco, but in those days – when monocoques were far less stiff than now – it was quite possible to have a poor car in the dry turn out to be very good in the wet. Of course we all rated him, but with the reservation that sometimes a young driver looks quite good, but then joins a top team, and looks ordinary. There's always some doubt until the guy gets into a quick car. With Ayrton, though, it was pretty clear he had a special talent.

"Something else people should remember is that, 15 years ago, there were a lot more *very* good drivers in F1 than there are now. For sure Ayrton did well from the beginning, but he showed nothing that was truly exceptional before Monaco. Monaco was the thing: after that everyone discovered him, and talked about him. Without that, it might have taken a little longer, but the impressive thing, as I say, was



that he looked so good at a time when there were so many top drivers…"

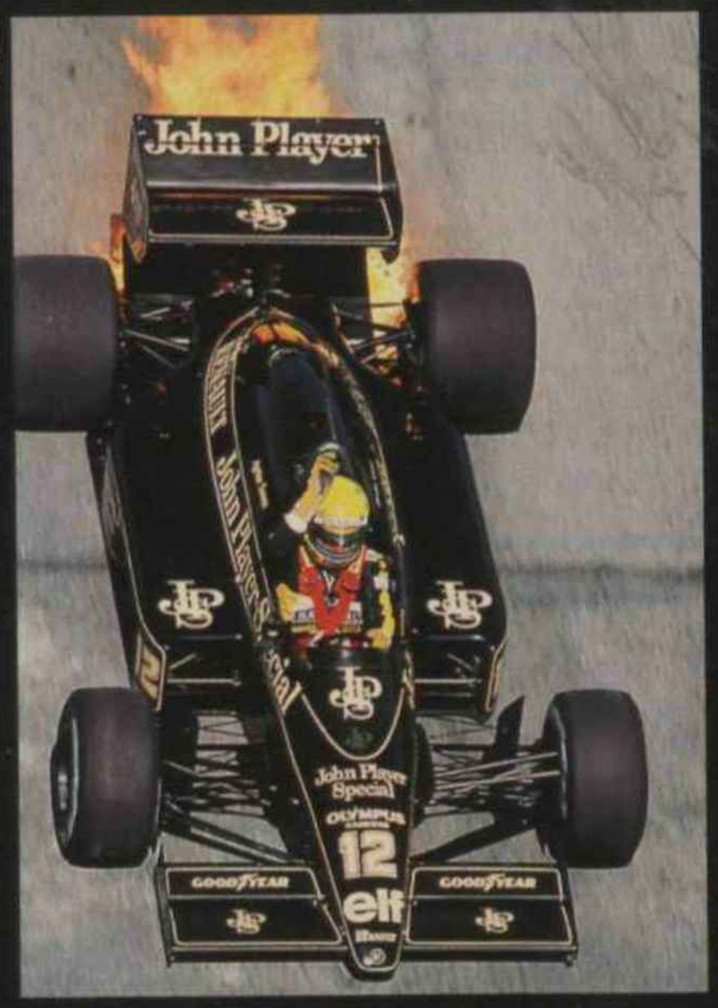
Senna was also, from the start, no respecter of reputations, and that upset many an established star. After a single season with Toleman, he joined Lotus-Renault for 1985, brilliantly won the Portuguese Grand Prix (again in the rain), and was a front runner everywhere. But at Hockenheim, for example, he made a mistake at the Ostkurve, and when Michele Alboreto went to pass, Ayrton swerved left and right to keep him back. Back then such tactics were not embraced by the F1 community.

"Hmmm, yes, Senna was very tough in that way, from the start. Actually, one thing I really believe now is that it wasn't so much a matter of being that tough as having his own rules. He had them, he believed in them, and that was it.

"He was extremely religious, and he used to go on about that, about speaking the truth, about his education, his upbringing, and everything else. At the time, I used to think that some of the things he did on the track didn't fit with all that, but now it seems to me he really didn't know he was sometimes in the wrong. As I said, he had these rules, he played by them, and he wasn't interested in anything else. Looking back, I really think he believed he was always in the right, always telling the truth – and on the track he was the exactly same way."

It was not, however, until Senna became Prost's team-mate, in 1988, that there were any problems between them. The year before, Lotus had used Honda engines, and Ayrton had established a deep relationship with the Japanese engineers. As he came to McLaren, so also did Honda. And one team insider puts it this way: "I tended to think of Prost as a McLaren driver with a Honda engine, and Senna as a Honda driver with a McLaren chassis."

"Yes, I think that was a good way of putting it. My biggest problem was that I really loved McLaren, and wanted to do everything I could for the team. For my team-mate in '88, it was a choice between Senna and Nelson Piquet. When I went with Ron (Dennis) to Japan, to meet the Honda people, I said that Ron should take Ayrton, because he was the more talented driver, and for me the team came first. If I was going back to the start of my racing career now, I would do it rather differently – I would concentrate on me and my job… ➤



Allport





THE LOTUS ERA: THREE SEASONS BROUGHT FIRST GP WIN AT ESTORIL IN '85 AND NUMEROUS RETIREMENTS, ABOVE LEFT AND RIGHT. ON TRACK, THE FIGHTS WITH PROST ESCALATED IN THEIR INTENSITY (RIGHT) BUT, OFF THE TRACK, THE TWO REMAINED FRIENDLY... FOR NOW



"In fact, I could have said no to Ayrton coming to McLaren. One strength I have is that normally when I make a decision, I don't regret it, but, from my own point of view, on that occasion I definitely made a mistake!"

In the very first pre-season test they did together, in Rio, Prost saw that Senna was emphatically not doing this for the fun of it. "We were tyre-testing, just using one car. I did the first run, and he was then due to take it over. I came into the pits, and the mechanics began to change the wheels. I could see Ayrton there, helmet on, pacing around, waiting for me to get out, so I decided to stay in the car just a little longer. And he got *furious*, telling everyone, 'It's not fair, it's not fair!' Then I got out, and I was laughing. He was not...

"Actually, though, our working relationship through that first season was pretty good. The only problem was at Estoril, at the end of the first lap."

It was a moment which will never be forgotten by anyone there to witness it. Down the pit straight Prost slipstreamed Senna, then ducked right to go by, whereupon Ayrton swerved towards him, putting him maybe six inches from the pit wall. Alain didn't lift, and emerged into a lead which he would keep to the end, but afterwards he made his feelings plain.

"That move in Estoril was very dangerous, and, yes, I was angry afterwards. I was right against the pit wall, and I really thought we were going to touch, and have a big crash – with the whole pack right behind us. I didn't like it at all, and told him so, but, in a way, I can't blame him for doing it, because he did always get away with it. How many times in his Formula One career was Ayrton sanctioned for that kind of thing? Never.

"Still, apart from that, the first year wasn't too bad. On a few occasions he was quite tough and uncompromising with me, but we didn't really have any other problems. And, in fact, he did apologise to me for what happened in Portugal."

The pair had a staggering season in 1988, Prost scoring more points (105, from seven wins, and seven seconds) than Senna (94, from eight wins, and three seconds), but Ayrton claiming the driver's championship, 90 points to 87, by virtue of the '11 best scores' rule which applied at the time.

"At the end of '88 I was very pleased for the team



– we were first and second in the championship, and I really wasn't too upset that he won the title; I'd won it twice already by then, it wasn't a problem.

"For '89, though, I was worried about Honda. And I think my biggest problem was that I never had the relationship with them that Ayrton did. From the beginning, it was something I never felt I had under control. I wouldn't have cared very much if they'd simply preferred one driver in the team – but the way they handled the situation was very difficult for me, because Senna and I had very different driving styles.

"I never understood why Honda took his side so much. It wasn't that I thought it was a question of the Brazilian sales market or the French market, or anything like that. It was more a human thing. I worked with Honda again last year – now as a team owner – and it struck me again: I think the Japanese just work differently. In a team, they always favour someone over the rest. I've heard it said about their motorcycle teams, as well.

"Let me give you an example. At one point in '88, the last year we were allowed to run turbos, I asked for some specific changes to the engine to suit my driving style and we worked on it for two days at Paul Ricard. At the end of that test I was very happy – but at the next race, one week later, they never put that strategy on my engine.

"Then we went to the French Grand Prix – at Ricard – and suddenly the engine was just as I had wanted! You understand what I'm saying? Ayrton and I raced for two seasons together in the McLaren-Hondas, and at both the French Grands Prix I was on pole position and won the race. Everyone said, 'Oh look, it's Prost in front of his home crowd,' and that sort of thing. It was nothing like that; it was just that at those races I had something which enabled me to fight...

"Understand me, this is nothing against Ayrton, OK? Ayrton was *very* quick, and in qualifying he was much better than me – much more committed, just as I think I was when I was the younger driver in the team, against Niki [Lauda].

"Anyway, before the 1989 season I had dinner at the golf club in Geneva with Honda's then chairman, Mr Kawamoto and four other people. And he admitted that I was right in believing that Honda was more for Ayrton than for me. ➤➤

AYRTON SENNA BY ALAIN PROST

"He said, 'You want to know why we push Senna so much? Well, I can't be 100 per cent sure.' But one thing he did let me know was that the new generation of engineers working on the engines were in favour of Ayrton, because he was more the samurai, and I was more the computer.

"So that was an explanation, and I was very happy afterwards, because then at least I knew very well that something was not correct. Part of my problem had been that Ayrton was so bloody quick, it wasn't easy to know how much was that, and how much was Honda helping him. So after this dinner with Mr Kawamoto, I thought, 'Well, at least I'm not stupid – something really *was* going on, and now I know the situation.'"

Whatever, the situation was not to improve. Quite the opposite, in fact. In 1989, the fragile relationship between Prost and Senna broke apart utterly, and that existing between Alain and McLaren was not a lot better.

"Until then, I never had a problem with anyone at McLaren, but '89 was different. My contract was due to expire at the end of the year, but Ayrton's was not. Ron knew the future of his team was with Honda – and therefore with Senna. He tried hard to persuade me to stay, but in reality he couldn't keep both of us, and I told him in July that I would be leaving at the end of the season. In my opinion, he was not fair with me in '89. We're still very good friends, and, despite everything, I still even now think of McLaren as my team. But Ron knows my feelings about that period.

"At the time, I was completely disillusioned. After everything I'd done with the team, and for the team, I didn't think I should have been treated like that. But at the end of the day, you know, Ron was trying to push his company to the front, and of course I can understand that a little."

It was at Imola that the most bitter feud in motor-racing history took seed. Senna and Prost, as usual, qualified 1-2, a second and a half clear of the rest, and Ayrton suggested that they not jeopardise their prospects by fighting at the first corner, Tosa, on the opening lap: whomsoever got there first would keep the lead. Alain agreed. At the start, Senna led away, and at Tosa Prost duly fell in behind him.

Then, however, the race was stopped, when Gerhard Berger had a serious accident. On the restart, it was Prost who got ahead – but at Tosa Senna snicked by into the lead.

"Afterwards, he argued that it wasn't the start – it was the *restart*, so the agreement didn't apply. As I said, he had his own rules, and sometimes they were very... well let's say strange. It had been Ayrton's idea, in the first place, and I didn't have a problem with it. Afterwards, though, I said it was finished; I'd continue to work with him, in technical matters, but as far as our personal relationship was concerned, that was it. And the atmosphere in the team became very bad, of course.

"By the time we got to Monza, I was ahead of him in the championship, by about 10 points. But that race was the real low point between McLaren and me. Senna had two cars, with 20 people around him, and I had just one car, with maybe four or five mechanics working for me. I was absolutely alone, in one part of the garage, and that was perhaps the toughest weekend of my racing career. Honda was really hard against me by then, and it was difficult trying to fight for the championship in that situation. In practice, Ayrton was nearly two seconds quicker than me – OK, as I said, he was certainly a better qualifier than I was, but *two seconds*? That was a joke."

In the race, though, Senna retired, and Prost won; by the time they headed off to Suzuka and Adelaide, the last two races of the 1989 season, Alain led by 16 points. By now McLaren-Honda essentially worked as two different teams, which happened to operate out of the same pit. Once again, the two red and white cars were on the front row, both its drivers in defiant mood, Senna knowing he had to win, Prost making it clear he'd be no pushover.

"I told both the team and the press, 'There's no way I'm going to open the door to him any more.' We talked very often, you should know, about the first corner, the first lap, and Ron always said the important thing was that we shouldn't hit each other, we should think of the team. Well, as far as I was concerned, Senna thought about himself, and that was it. For example, at the start of the British Grand Prix that year, going into Copse, if I hadn't moved three or four metres out of the way we'd have hit each other, and both McLarens would have been out immediately. That sort of thing had happened too often; I had had enough.

"As for the accident between us at the chicane, yes, I know everybody thinks I did it on purpose. What I say is that I did not open the door, and that's it. I didn't want to finish the race like that – I'd led from the start, and I wanted to win it.

"I had a good car; I'd been very bad in qualifying, compared with Ayrton, and I concentrated entirely on the race. In the warm-up I was nearly a second quicker than him, and for the race itself I was quite confident, even when he started catching me.

"I didn't want him too close, obviously, but I wanted him close enough that he would hurt his tyres; my plan was then to push hard over the last ten laps. As it was, he tried to pass – and for me the way he did it was impossible, because he was going so much quicker than usual into the braking area.

"I couldn't believe he tried it on that lap, because, as we came up to the chicane, he was so far back. When you look in your mirrors, and a guy is 20 metres behind you, it's impossible to judge, and I didn't even realise he was trying to overtake me. But at the same time I thought, 'There's no way I'm going to leave him even a one-metre gap. No way.' I came off the throttle, braked – and turned in."

A year later the two were back at Suzuka, once again to settle the World Championship, and this time it was Alain who had to win. Although no longer in the same team, he and Ayrton had not in any way diluted the intensity of their strife. Prost, said Senna, had better not try to turn into the first corner ahead of him: 'If he does, he's not going to make it...' In the event, at 150mph, the McLaren ran into the back of the Ferrari.

"Well, what can you say about that? After I'd retired we talked about it, and he admitted to me – as he did to the press – that he'd done it on purpose. He explained to me why he did it. He was furious with [FIA President] Balestre for not agreeing to change the grid, so that he could start on the left, ➳





DEFINING MOMENTS: ESTORIL '88 (TOP), SENNA LEADS BEFORE PUSHING PROST ALMOST INTO THE PITWALL TO STOP HIM COMING PAST. SUZUKA '89 (ABOVE), PROST REFUSED TO OPEN THE DOOR TO SENNA AND WON THE TITLE. BRITISH GP '93 (BELOW), SENNA DELIBERATELY HOLDS UP PROST TO STOP HIM CATCHING HILL




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and he told me he had decided that if I got to the first corner ahead of him, he'd push me off.

"What happened in Japan in '90 is something I will never forget, because it wasn't only Ayrton who was involved. Some of the people at McLaren, a lot of officials – and a lot of media – agreed with what he'd done, and that I couldn't accept. Honestly, I almost retired after that race.

"As I always said, you know, he didn't want to beat me, metaphorically he wanted to *destroy* me – that was his motivation from the first day. Even in that Mercedes touring car race, back in '84, I realised that he wasn't interested in beating Alan Jones or Keke Rosberg or anyone else – it was me, just me, for some reason."

Right to the end of Prost's career as a driver, that situation never changed. But on the podium in Adelaide in 1993, his last race, the two embraced, and it was as if, now that Alain was no longer a rival, Ayrton saw no reason for any more hostility. Prost was surprised by the gesture.

"Yes, I was – and also a little bit disappointed, to be honest. This will tell you something about Ayrton. In Japan, the race before, he won, and I was second. As we walked from the podium to the press conference, I said to him, 'This may be the last race where we are at a press conference together, and I think we should show the people something nice – maybe shake hands, or something.' He didn't answer me, but he didn't say no, either, so I thought maybe he agreed. We went to the press conference – and he wouldn't even look at me.

"In fact, I'd even thought maybe in Australia we could exchange helmets – the last helmets we'd worn in a race against each other – but after Japan, I forgot about it, because he hadn't seemed interested in any sort of reconciliation.

"Then we went to Adelaide, and finished first and second again. On our way to the podium afterwards, already he was starting to talk a little bit, and he said to me, 'What are you going to do now?' I was very surprised! 'I don't know yet,' I said. 'You're going to be fat,' he said, and he smiled. Then on the podium he put his arm round me, shook hands, and everything. Why? Because now it was his idea, and it was on his terms. OK, in any case, that was nice. But that was Ayrton – if it was his idea, fine; if not, forget it."

Later Senna would admit to a close friend that only after Prost's retirement had he come fully to realise how much of his motivation had come from fighting with this one rival. Only a couple of days before his death, filming an in-car lap of Imola for Elf, he amazed everyone with a spontaneous greeting: 'I'd like to welcome back my friend Alain – we all miss you…' Prost was touched by that.

"In fact, after I'd retired we spoke quite often on the telephone. He called me several times, usually to talk about safety; he wanted me to keep involved with that, and we had agreed to talk about it at Imola. That weekend he was talking, talking, talking, about safety, and he was much softer than before – for me, he changed completely in '94. He seemed to me very down somehow, without the same power as before.

"We had this conversation on the Friday, and I saw him again on the Sunday morning – after Roland Ratzenberger's fatal accident, of course. ➳



IMAGES OF THE MAN: IMMACULATE RACE OVERALLS (ABOVE) CONTRAST WITH TOTALLY TRASHED GLOVES, THUMB WORN THROUGH ON THE BOOST BUTTON (BELOW). MONACO '93 (BOTTOM), WAS HIS SIXTH AND FINAL VICTORY IN THE MOST EXACTING GRAND PRIX OF ALL

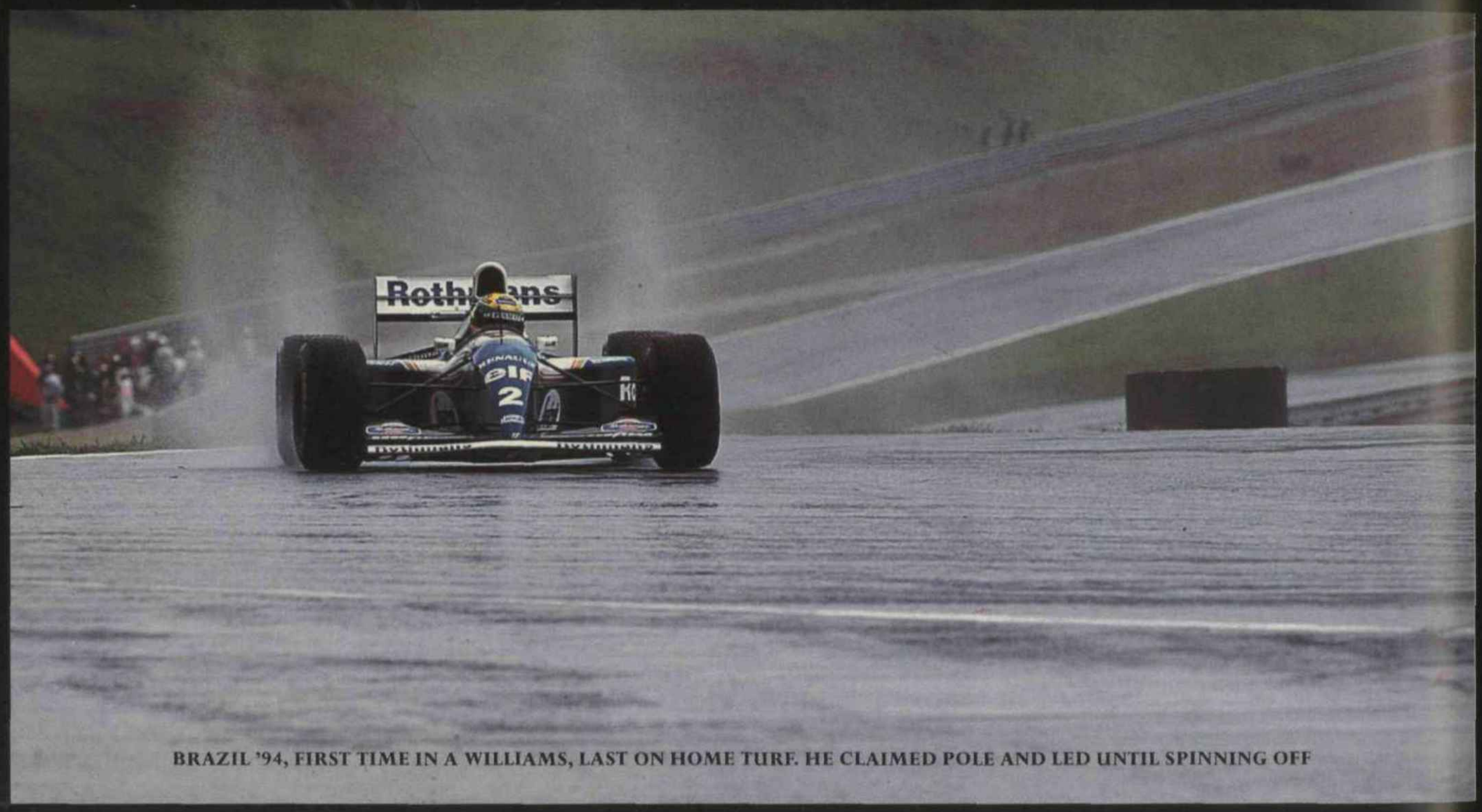


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AYRTON SENNA BY ALAIN PROST



BRAZIL '94, FIRST TIME IN A WILLIAMS, LAST ON HOME TURF. HE CLAIMED POLE AND LED UNTIL SPINNING OFF

I was with a lot of people at the Renault motorhome at the time. You know how Ayrton usually was – he'd go from the garage straight to the motorhome, but that morning I was very surprised, because he came into the middle of all these people, which he would never normally do, just to get to me. We had a chat, and he was trying really hard to be nice, to be friendly.

"Then I saw him in the garage briefly. I didn't want to disturb him, but I knew he wanted help, that he needed somebody. That was obvious. We were going to speak again the following week…"

Senna's funeral took place in Sao Paulo, four days later, and Prost was one of many drivers in attendance. It was not a particularly difficult decision to take, he said, except in one respect.

"I knew I wanted to go, but Ayrton and I had such a history for so long that I didn't really know how the Brazilian people would perceive it: would they be upset if I went, upset if I didn't go, or what? The day after the accident, I was in Paris, and a good friend of Jean-Luc Lagadere (the chairman of Matra) called me. His wife was Brazilian, and I asked his advice. 'I have my ticket ready,' I said, 'but what do you think I should do?' He told me I should definitely go, that the Brazilian people would like that. I didn't have to be pushed – I already wanted to go – but he convinced me. And I know now that if I hadn't gone, I would have regretted it for the rest of my life.

"There was no hostility towards me in Sao Paulo at all – the very opposite, in fact. I'm still in contact with Ayrton's family all the time; the day after the funeral, his father invited me to his farm, and we talked for a long time. And I see his sister very often, do what I can to help with the foundation.

"Ayrton was certainly the best driver I ever raced against, by a long, long way. He was, by far the most committed driver I ever saw. To be honest, I think maybe the best *race* driver – in terms of really applying intelligence – was Niki, but overall Ayrton was the best, by far. He was very successful in everything that mattered to him, everything that he set out to achieve for himself.

"Actually, I think it's not impossible that in time we might have become friends. We shared an awful lot, after all, and one thing that never changed – even when when our relationship was at its worst – was our great respect for each other as drivers. I don't think either of us worried too much about anyone else. And there were those times we did have fun together, you know. Not very often, but…

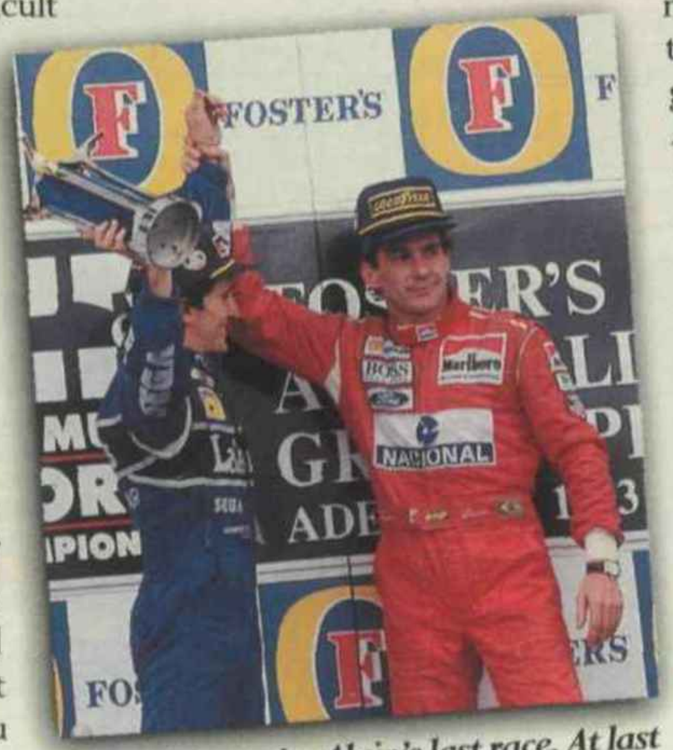
"He was just strange, you know. In 1988, I remember, we had to go to the Geneva Motor Show for Honda; it's only 40kms from my house, so I asked him to come over for lunch first, and then we'd drive there together. He came to my house – and slept for two hours! Hardly spoke at all.

"Then, after lunch, we went for a walk, and I still remember our conversation clearly. I liked to talk to him: sometimes it could be boring if he was going on about something, but usually it was fascinating. Yes, I think maybe we could have become friends eventually. Once we were not rivals any more, everything changed.

"I look back on those days now, and think to myself, 'Jesus, what was that all about? Why did we put ourselves through all of that?' Sometimes it seemed like a bad dream. Maybe because usually we were so much in front, it was inevitable that there would be problems between us, but why did it have to get so venomous – why did we have to live like that? I used to say to people, 'You're a fan of Ayrton Senna? Good, that's fine – but please don't hate *me*!' It was the same with the press.

"The pressure was so high, so high… If we had to do it all again, I think I'd say to Ayrton, 'Listen, we're the best, we can screw all the others!' With a lot of intelligence, it could have been such good dream. Still, even as it turned out, it was a fantastic story, don't you think? And I think, in a way, we're missing a little of that today."

Alain Prost was talking to Nigel Roebuck



Ayrton's last win, Alain's last race. At last they could be friends. It lasted six months

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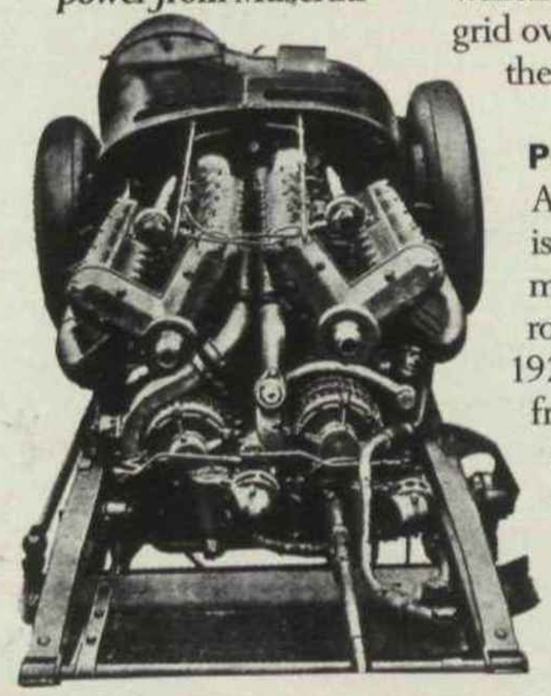
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Mad, bad and dangerous to know

MODERN GRAND PRIX CARS ARE SO SIMILAR THAT EVEN THE V12 HAS BEEN CONSIGNED TO HISTORY. BUT AS GORDON CRUICKSHANK FINDS OUT, NOT EVERY CAR DESIGNER HAS FOLLOWED THE NORM

MOTOR RACING HISTORY CONTAINS FAR more losers than winners. Misfortune, mismanagement, mistakes and plain lack of talent have punctured many dreams. Hindsight makes wisdom easy, but there have been many schemes which simple foresight should have halted. Here we consider some of the more bizarre machinery which has approached the starting grid over the years – and even seen the odd chequered flag.

Side-by-side: twin engine route to more power from Maserati



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Pulling together

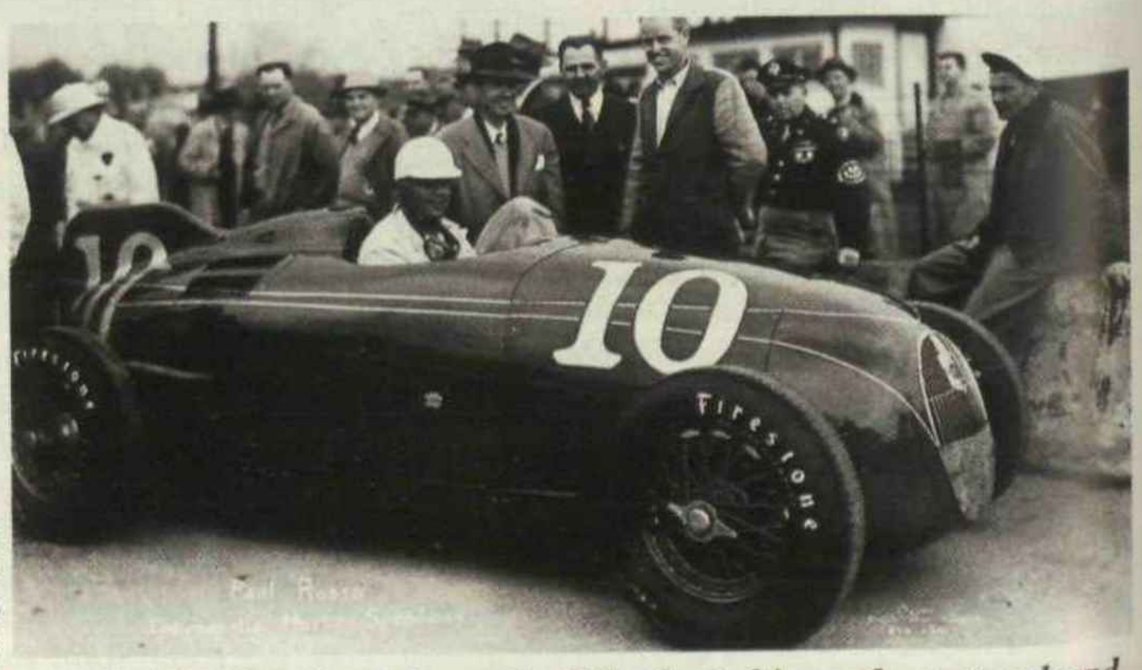
A simple shortcut to extra power is to install an extra engine, and many designers have taken this route when regulations allow. In 1928 Ettore Bugatti borrowed from an aero-engine scheme of two coupled straight-eights together with spur gears, driving through an otherwise conventional transmission, but this Type 45 suddenly became redundant when the French GP rules changed.

The year after, Maserati contrived a 4-litre 16-cylinder the same way; though the 300bhp machine was quick, it was unreliable, and even in later 5-litre form the *Sedici Cilindri's* speed never outweighed its problems. Both of these makes used common crankcase and maintained the crank's normal rotation, with a spur-gear between to connect them.

At Alfa Romeo, Vittorio Jano's version of the twin-engine scheme was more complex. For the Tipo A, Jano managed to squeeze two supercharged 6C 1750 engines side-by-side into what looked like a chubby 8C 2.3, giving 3½ litres and 220bhp. Nuvolari drove it in the 1931 Italian GP at Monza, but Jano ordered him to withdraw it after two hours due to its wayward handling. Nuvolari changed to the winning, less powerful but conventional 8C 2.3, ever after known as the Monza. Yet they did sort out the Tipo A; it later beat the Monzas in the Coppa Acerbo and made fastest lap in the Monza GP. This siamese-twin of a car had two gearboxes, each with levers linked to give a choice of left or right-hand use, two clutches, prop-shafts and final-drive bevels, with contra-rotating drive-lines. The driver sat centrally, very low between the twin prop-shafts, making this a true *monoposto*, and pointing the way to the single-engined Tipo B with its gearbox-mounted diff, splayed prop-shafts and twin final drives.

This layout allowed Scuderia Ferrari to approach the double engine ploy from a different direction for the 1935 Bimotore, keeping both in-line by inserting a second straight-eight between the rear wheels of a stretched Tipo B chassis, driving forwards between the propshafts to the gearbox. With two supercharged 8C engines of either 2.9 or 3.2 litres, its tyre consumption outweighed its prodigious speed, but we can still hear its terrific sound thanks to Tom Wheatcroft's recreation.

Frenchman Emile Petit kept the driver of his twin-engined machine low in a different way. When his privately-built SEFAC practiced briefly for the 1935 French GP, it too proved to have two twin-cam four-cylinder units geared together, but only the left-hand crank fed the gearbox. Thus the prop-shaft ran alongside the driver to an assymetrical solid rear axle. Behind the other block lay a supercharger feeding both units. This machine wouldn't lie down and die: after two years in which the French Grand Prix was a sportscar event, it resurfaced in 1938 to do one lap in the French GP, and a whole 10 years later it was reskinned and presented, minus supercharger, as the Dommartin, but did not start any more races.



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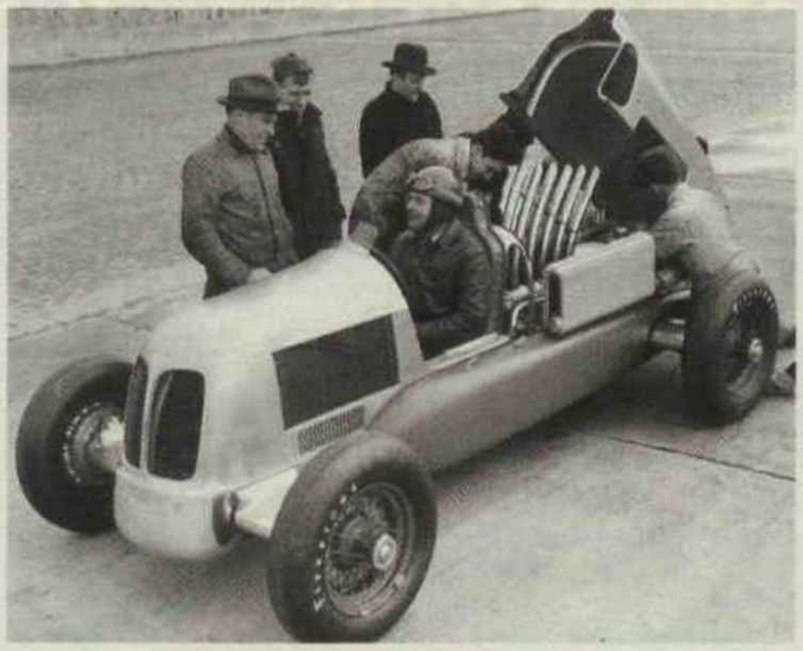
Fageol's 1946 Twin Coach boasted a Miller front-drive package at each end

Terrible Twins

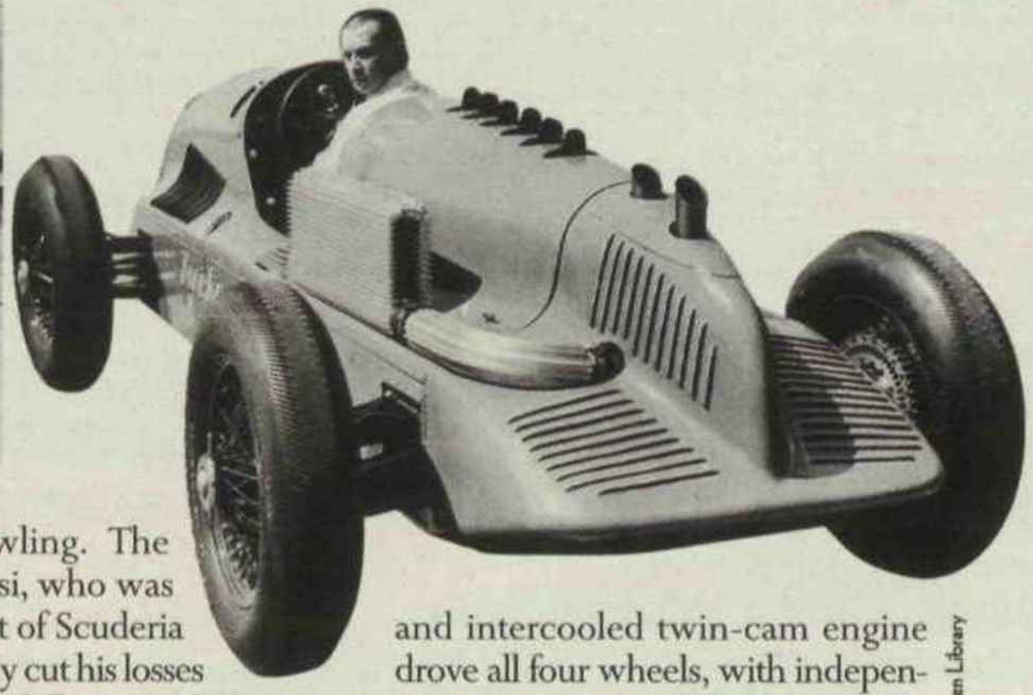
Anyone who remembers the vogue for 'Twinis' – a Mini with a motor at each end – or the double-engined 2CV which was once France's flyweight 4x4 should warm to the way Lou Fageol tackled Indy in 1946. His 'Twin Coach Special' recycled a pair of Miller front-drive packages to provide 4WD without propshafts, though the presumed advantage of sitting the driver low in between didn't materialise: the machine was as high-sided as a man o'war. Two supercharged short-stroke Offenhauser blocks with linked throttles kept it within the 3-litre blown limit. How the famously delicate transverse Miller gearboxes coped with linked remote shifting is a puzzle, but Paul Russo qualified second and was showing well when he spun off and destroyed the car. Somehow the team's optimism didn't extend to mating any more Millers.

Fire One

Amongst the aberrations of the Formula Libre period, Count Trossi's radial-engined torpedo must take the biscuit. Designer Augusto Monaco's theory was that the nose-mounted engine and front-wheel drive would make an efficient package, like the successful FWD JAP-engined device he had previously built, called Chichibio after his dachsund, which it resembled. But the Trossi-Monaco might have been more effective with a couple of wings added to make a neat fighter-plane. Eight blocks with twinned air-cooled pistons made this a 16-cylinder two-stroke, which drove back through a hollow mainshaft to the clutch and forward again to the 'box and differential. Two Zoller superchargers scavenged and boosted this device, but its 250bhp output was well short of its rivals, and in test outings at Monza in 1935 it overheated, even without its streamlined annular cylinder cowling. The wealthy Trossi, who was also president of Scuderia Ferrari, quickly cut his losses over the beautifully assembled space-frame device, and turned to ordinary Maseratis and Alfas, winning two post-war Grands Prix.



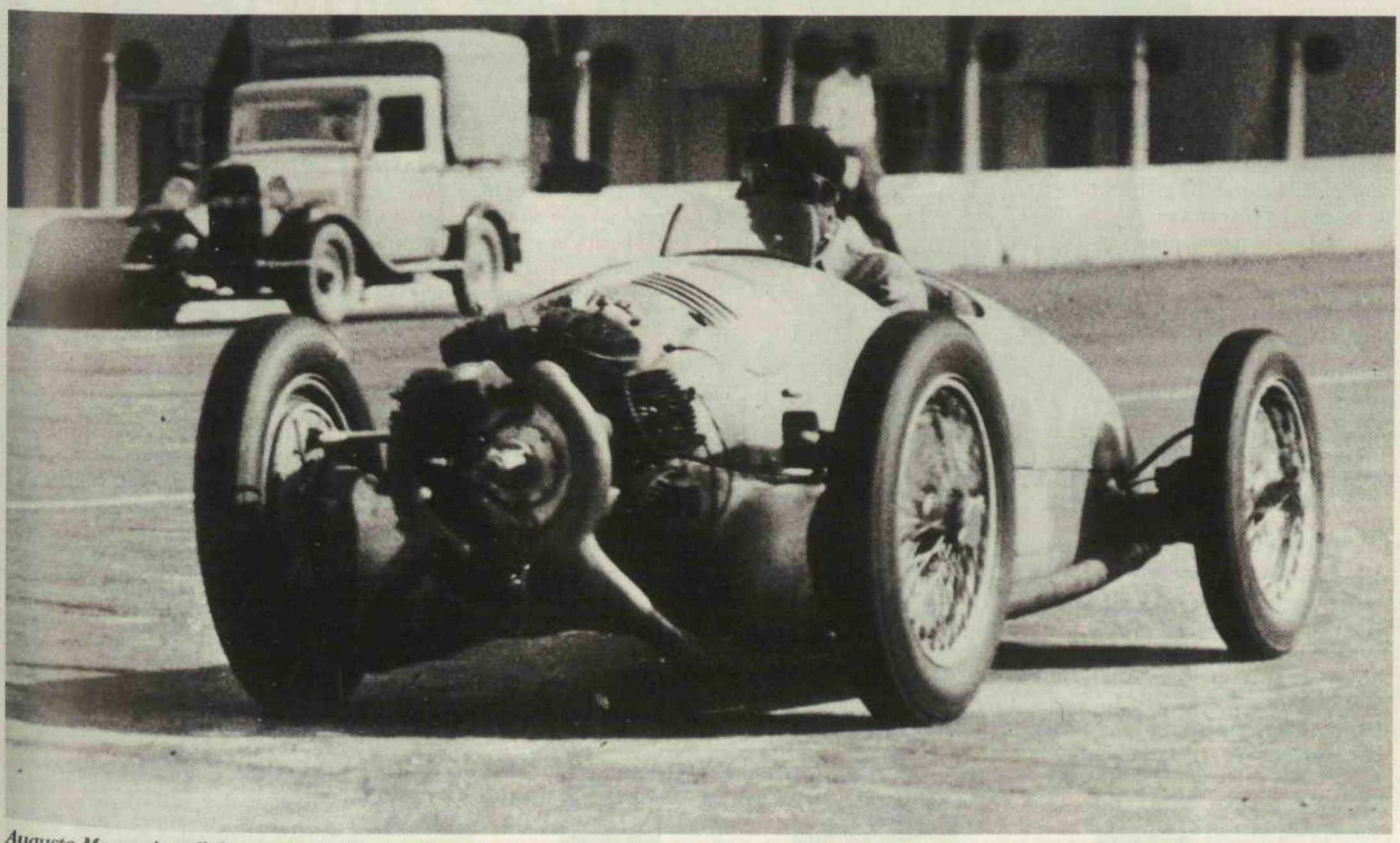
Harry Miller's final project, the 4WD mid-engined Gulf-Miller, with risky early pannier tanks (left) and as remodelled in 1946 below



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US A-U

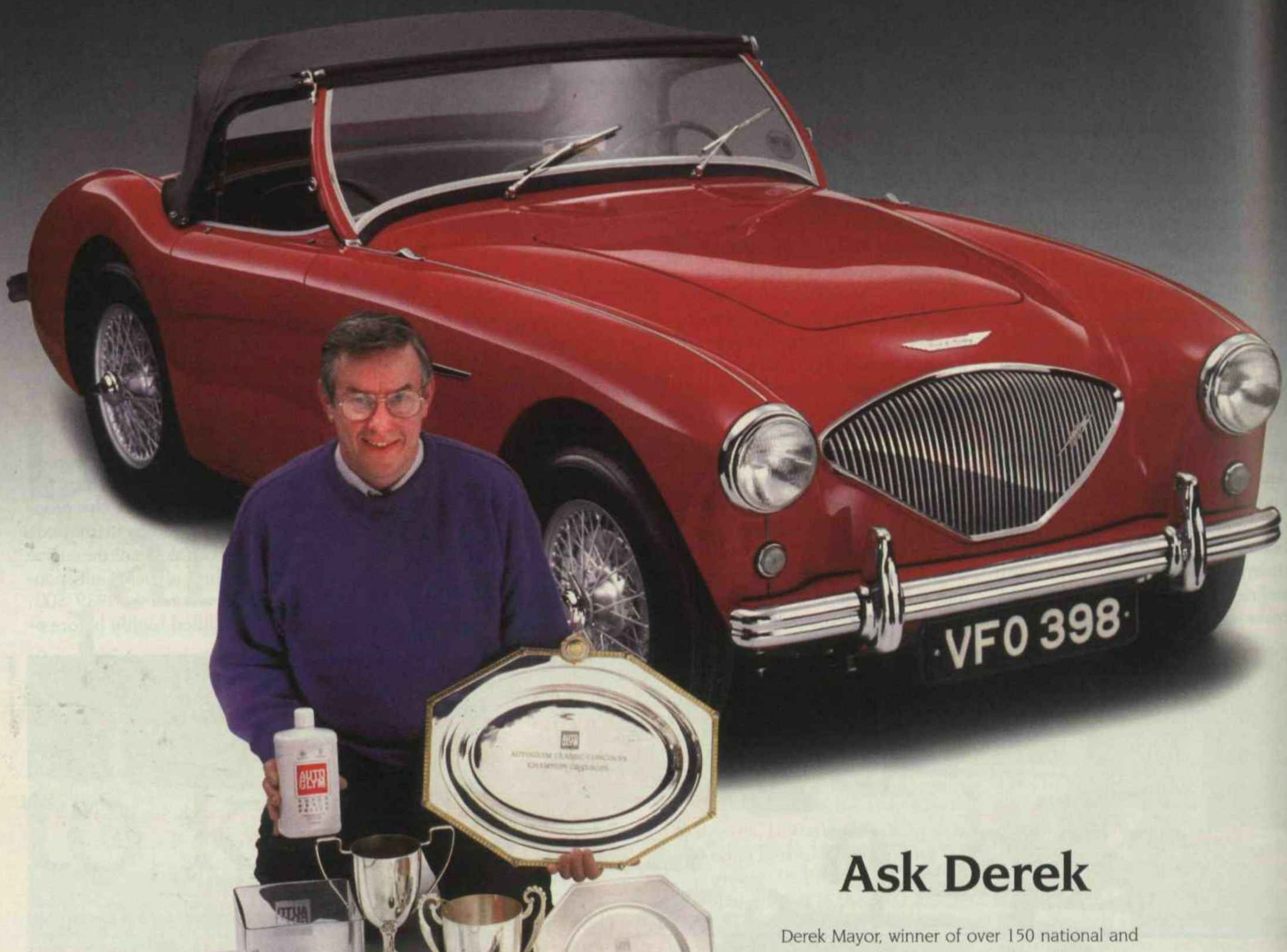
In 1938 that inventive Yank Harry Miller followed up his supercharged front-wheel-drive Indy cars with his swansong – what the British press called "an American Auto Union". In fact it was more sophisticated than that: the mid-mounted supercharged and intercooled twin-cam engine drove all four wheels, with independent suspension and disc brakes. The only starter was an aircraft-style explosive cartridge, while a row of dorsal exhaust stubs gave it a spine like a stickleback. To reduce the centre of gravity the engine lay at 45 degrees, but it didn't help much since the driver had to perch above two propshafts, one from gearbox to front axle and another back alongside the engine to the rear. Three of these Gulf-sponsored Millers entered the 1939 '500', and one qualified highly before ➤➤



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Augusto Monaco's radial-engined machine testing at Monza in 1935; though well engineered, the 16-cylinder two-stoke failed to produce enough power

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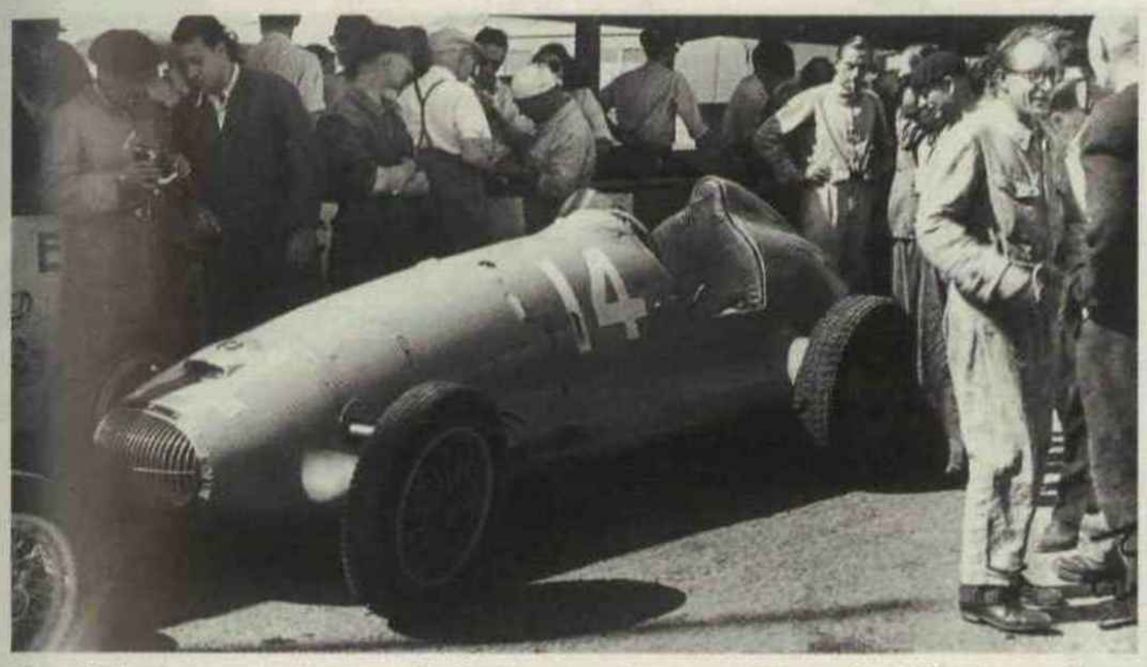
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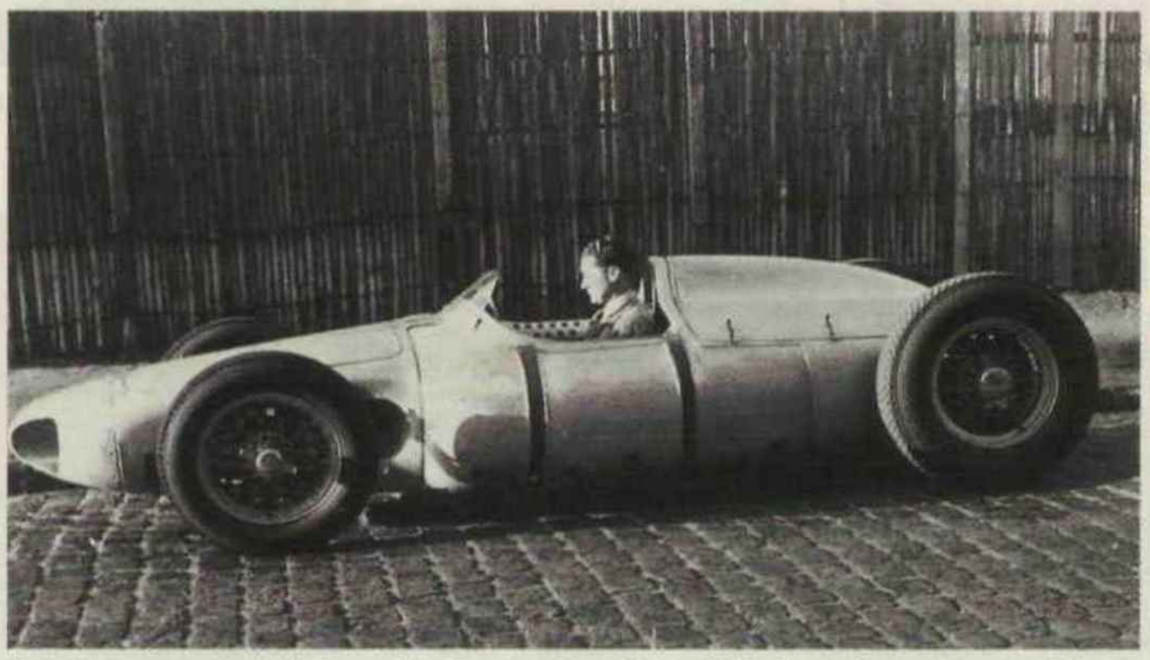
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Proof that a committee can't design a racing car - France's CTA-Arsenal



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Had the money held out, the Sacha-Gordine might have been France's hero

retiring. But one of the pannier-tanked machines erupted into flames after crashing, and another did the same in 1940, killing its driver, while a third caught fire in 1941, burning down half the pits. The remaining car reappeared in modified form as the Tucker Torpedo Spl in 1946 and '47 with little result before spectacularly blowing up the year after. A dispirited Miller died of cancer in 1943.

Relegation for Arsenal

Britain's flag-waving BRM team had its gallic equivalent in the CTA-Arsenal, a quango-run project to raise French prestige on the track. Albert Lory, designer of the all-conquering straight-eight Delages of the 1920s, created a four-cam 1.5-litre V8 with two-stage supercharging like the Alfettas – not a bad lead. But the sliding-hub suspension looked odd, and in testing at Montlhéry in 1947 Raymond Sommer realised it was a long way from race-readiness. With inadequate support it was never going to make the grade, though Sommer did get as far as the start-line in the 1947 Grand Prix de l'ACF, where a half-shaft snapped on departure. Two cars staggered to Reims for the 1948 French GP, but the team wisely withdrew without racing. Sommer must have thought back to the CTA two years on, when the BRM broke its half-shaft on the line at Silverstone...

Don't cry for me, Cisitalia

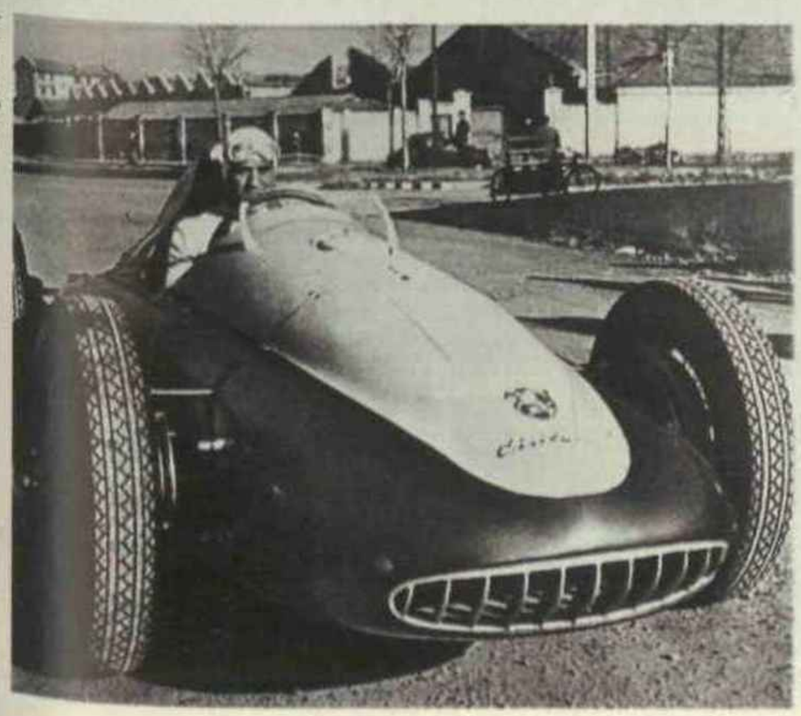
Post-war Europe was hungry for motor racing, and Italy's little Cisitalia company smartly tapped into this desire with its simple Fiat-based racers. Inevitably for an Italian outfit, a plan to upgrade to Grands Prix soon surfaced, and in 1947 Cisitalia's Piero Dusio signed a contract with the Porsche design office for a 1500cc machine. The cash involved helped to release Dr Ferdinand Porsche from internment in Paris, where the French were using his pre-war work for the German state to force him to work on the new Renault 4CV. Like the Gulf-Millers, the mid-engined car had 4WD, but by using a rear gearbox and step-down gears for the forward shaft the whole machine was far lower, helped by the choice of a flat-12 layout. A sequential gearshift presaged today's racing norm. Twin vane-type blowers aimed to raise 300bhp, and the spaceframe chassis carried VW-style IFS and rear trailing arms within a wide but low body.

However, the huge investment put Cisitalia into critical condition financially, and Dusio's desperate relocation of the company to Argentina, underwritten by Juan Peron, in 1949 only delayed the inevitable. Development trickled on in Buenos Aires, but when the World Championship switched to Formula Two for 1952, Cisitalia, like BRM, found itself with a redundant car.

Some trivial local record-breaking completed the career of this forward-looking device which had the potential to take up the Auto-Union mantle – and would have stolen Cooper's thunder. Porsche later rescued the car for its museum, and Tom Wheatcroft bought an uncompleted second car and had it assembled for his collection.

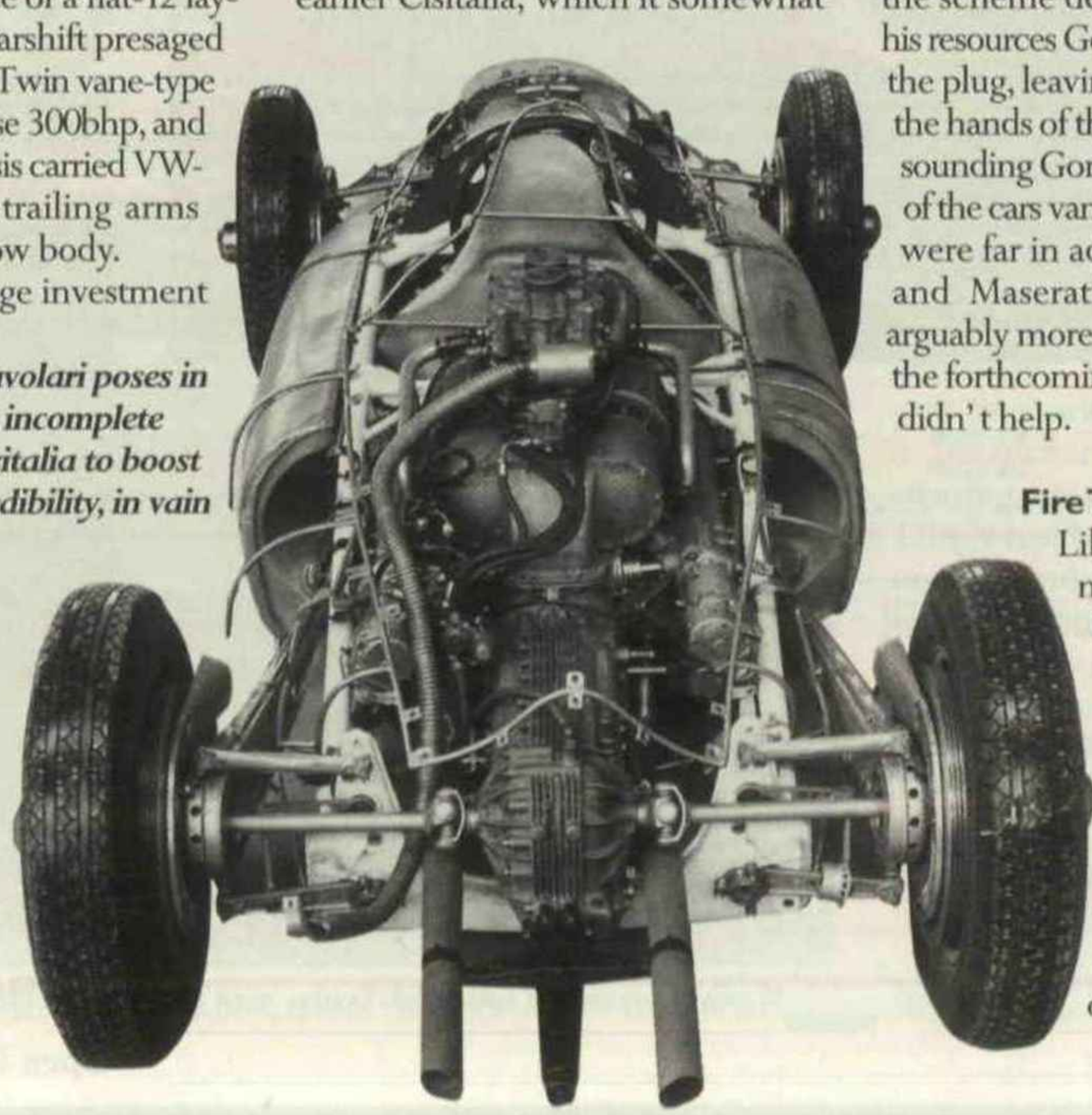
Grooming a starlet

Cash was also the killer of a 1950s French project which was, if anything, even more promising than the earlier Cisitalia, which it somewhat resembled. Ignoring the unproven complexities of 4WD, an ex-Porsche engineer called Vigna drew up a simple and well-engineered Grand Prix car with a mid-mounted engine. He managed to find a rich patron, a French film producer called Sacha Gordine who provided both funding and name, and set to work. Early in 1953 the team unveiled two cars whose specification, apart from drum brakes, could have come from years later: mid-mounted magnesium-alloy V8, transverse gearbox, sequential shift, rack-and-pinion steering and a body which hung between the wheels like a '60s Lotus. Not only that but Vigna had Formula One, Formula Two and sportscar engines under way, several chassis built and a Le Mans car planned. It looked like the long-awaited French racing resurgence when the Sacha-Gordine was entered for the Pau GP, but one man could not support a nation's aspirations. As the scheme devoured ever more of his resources Gordine suddenly pulled the plug, leaving national prestige in the hands of the confusingly similar-sounding Gordini marque. All traces of the cars vanished. These machines were far in advance of the Ferraris and Maseratis of the time, and arguably more forward-looking than the forthcoming Mercedes W196; it didn't help.



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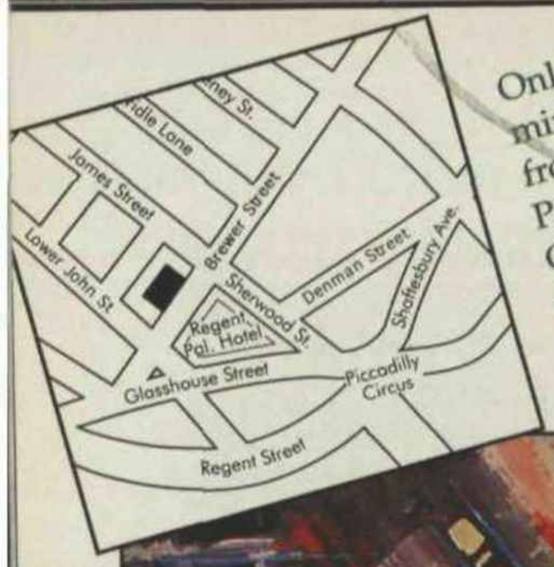
Nuvolari poses in an incomplete Cisitalia to boost credibility, in vain



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Fire Two

Like many Italian engineers post-war, Enrico Nardi, famous for his steering wheels, tried to make the most of easily available running gear from small capacity automobiles. He built a mid-engined grand prix car in 1952 based on Lancia Aurelia ➤

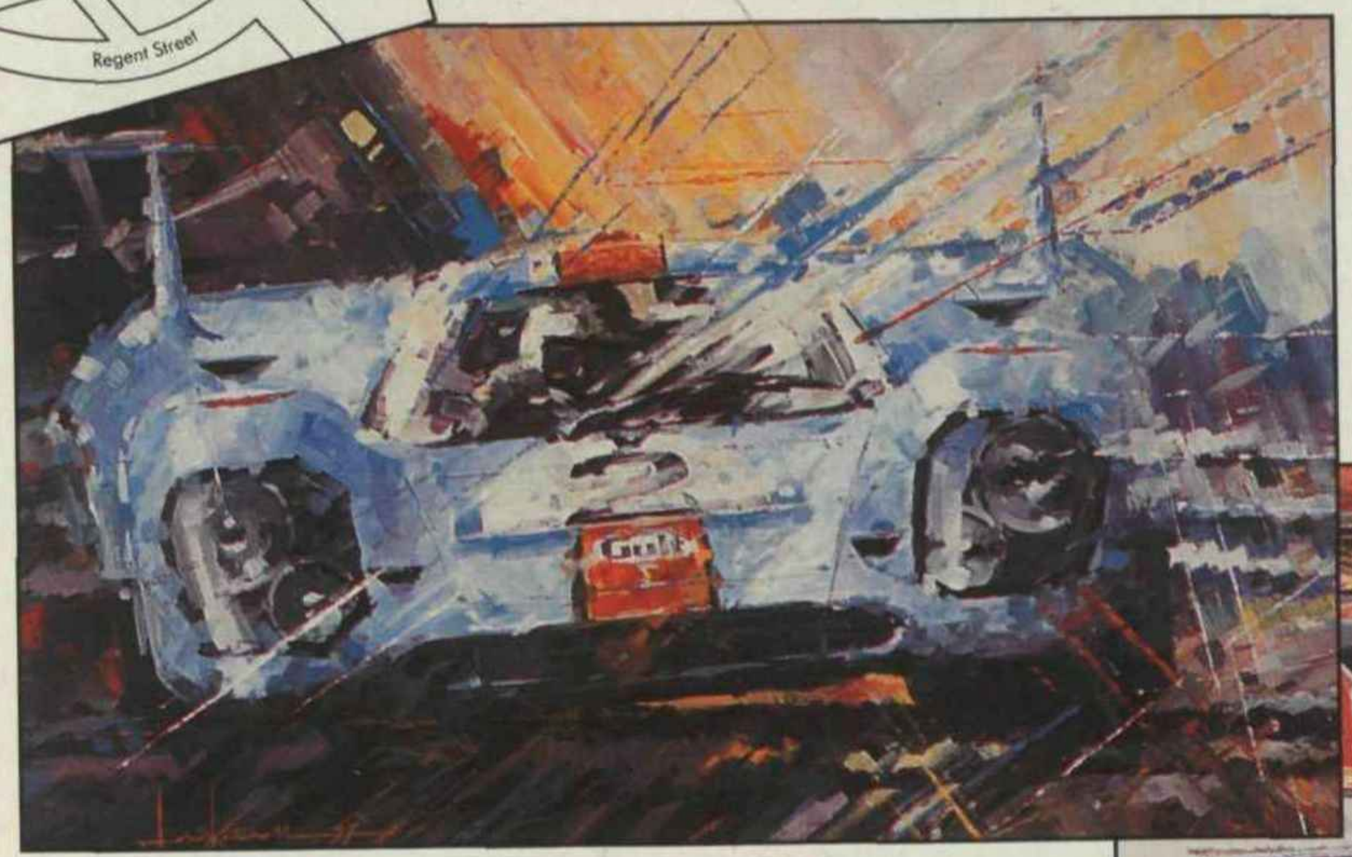


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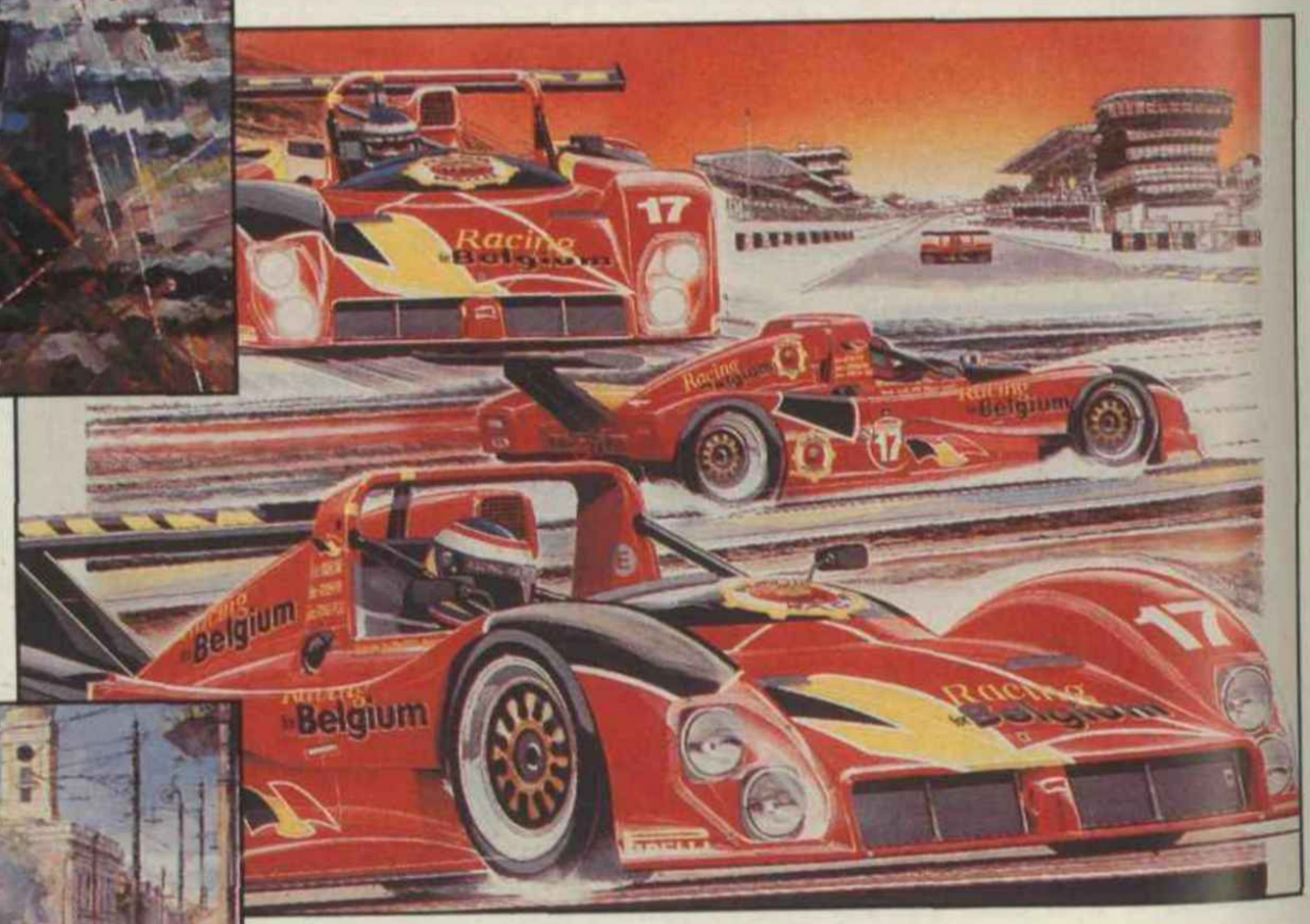


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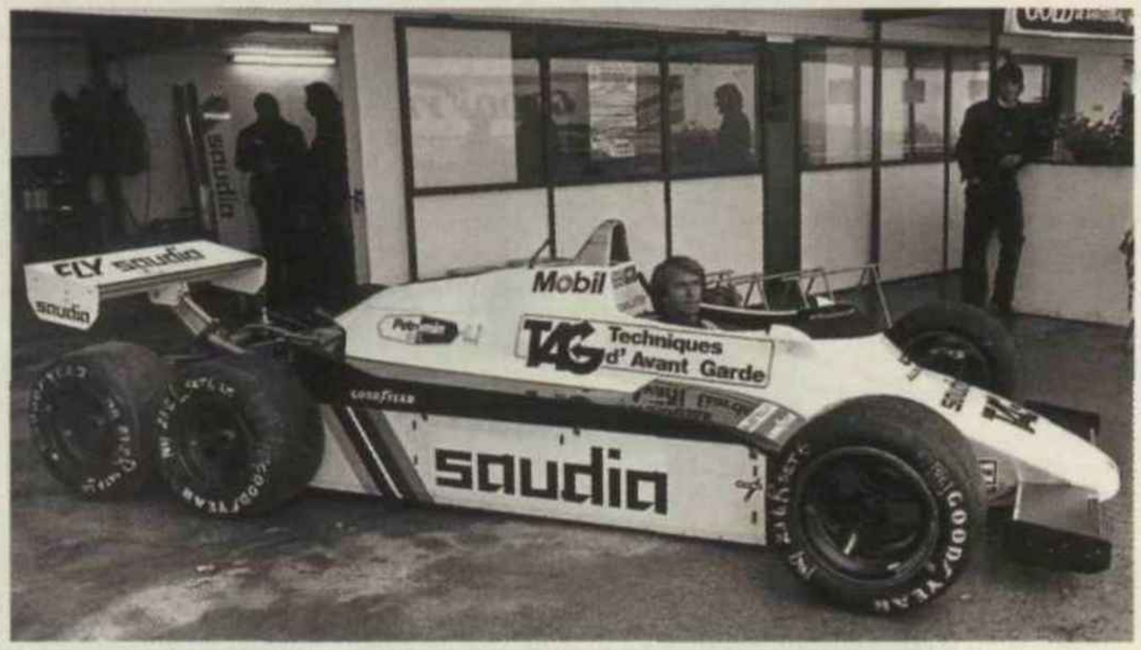
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Nardi's Bisiluro, or twin-torpedo, before it was blown away at Le Mans 1955



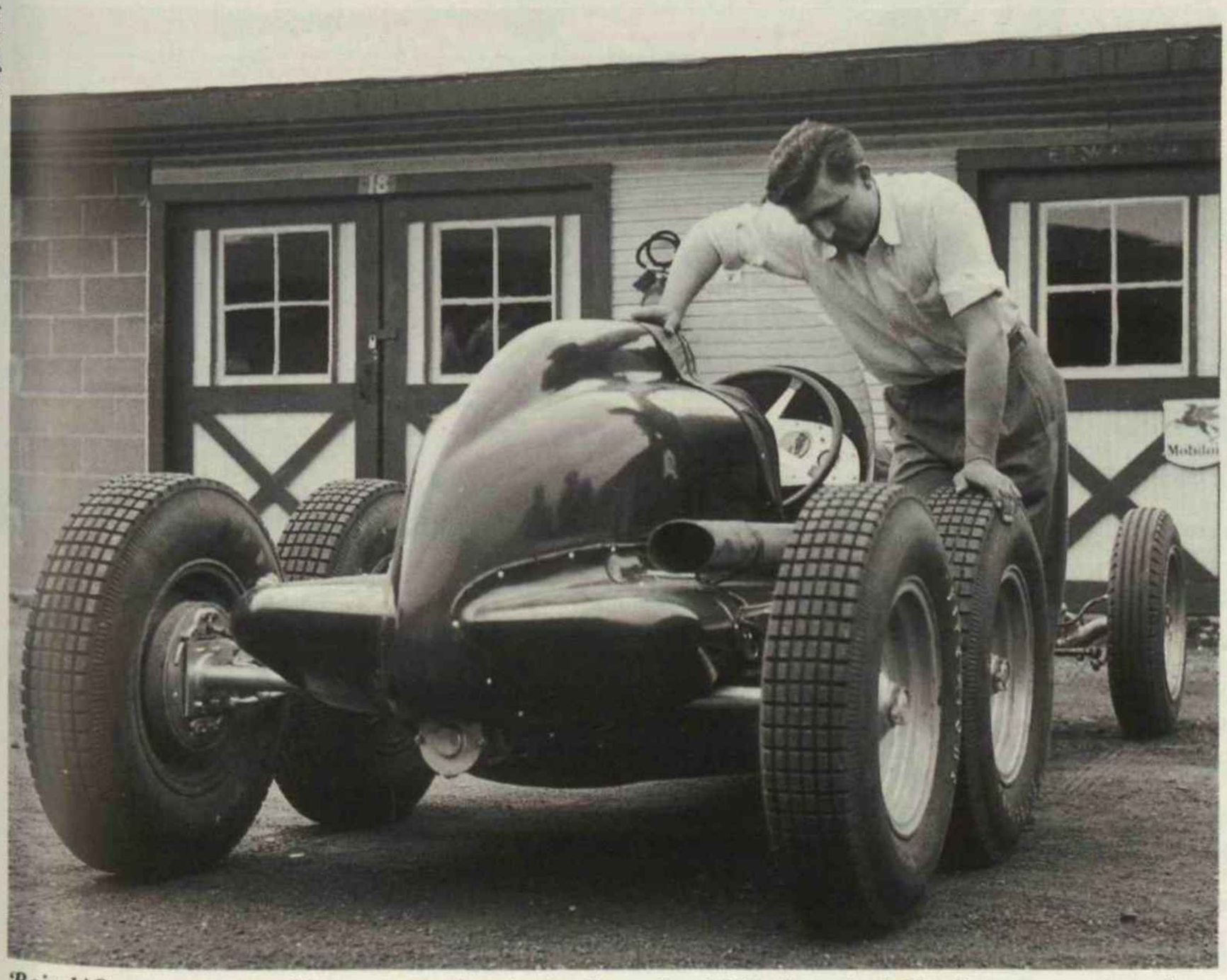
Plenty of traction but not much track action: 50 percent extra from Williams

mechanicals, but the 2-litre V6 was inadequate. In 1954 he entered a tiny 750cc Crosley-engined spider for Le Mans; it broke, but it led him to plan a bizarre machine for the 1955 24 Hours, aiming for minimum drag to offset its screaming 62bhp. Reasoning that the wheelarches were the highest part of a sportscar, he designed a twin-torpedo device with the driver and fuel tank in line with the right wheels and the 750cc Giannini engine in the other 'boom'. A slim aerofoil connected the two, with an aircraft-style low-drag surface radiator on its leading edge. It might have been a precursor of ground-effect; sadly its extremely light weight saw it literally blown off the track by a passing Jaguar.

Four wheels good, six wheels better

Though hillclimb cars often used twin rear wheels, the three-axle idea was limited to record cars until Indianapolis 1948 and the 'Pat Clancy Special'. An otherwise fairly conventional front-engined Indy racer, it had twin rear axles driven by its Meyer-Drake engine. Finishing 12th at Indy and posting reasonable results elsewhere was hardly dramatic, however; did the extra wheels boost a poor design, impede a good one, or make no real difference? When a Pat Clancy Special did win, in 1949, it had four wheels.

Tyrrell's six-wheeler, the 034, was a success, and thus rules itself out of this story. The Williams version reverted to the traction argument with twin rears and no great technical sophistication – a Clancy Special for the Eighties. Yet in its only competitive outing, at the 1995 Goodwood hillclimb, Jonathan Palmer set FTD in it – that's a 100 per cent success rate. When March decided to attract some attention in 1977, it assembled another twin rear-wheeler, mostly from parts of F2 cars. When MOTOR SPORT's Alan Henry suggested that March was pulling a leg or two, Max Mosley promised to run the car. And run it did: after breaking a gearbox on its first try-out because of the twin drive, it showed its paces in the rain at Goodwood, where its traction was praised. Trouble was, only one axle was powered... As a twist in the four-wheeled tail, Scalextric asked permission to model the car, and it is said the royalties made it the most profitable car March ever built.

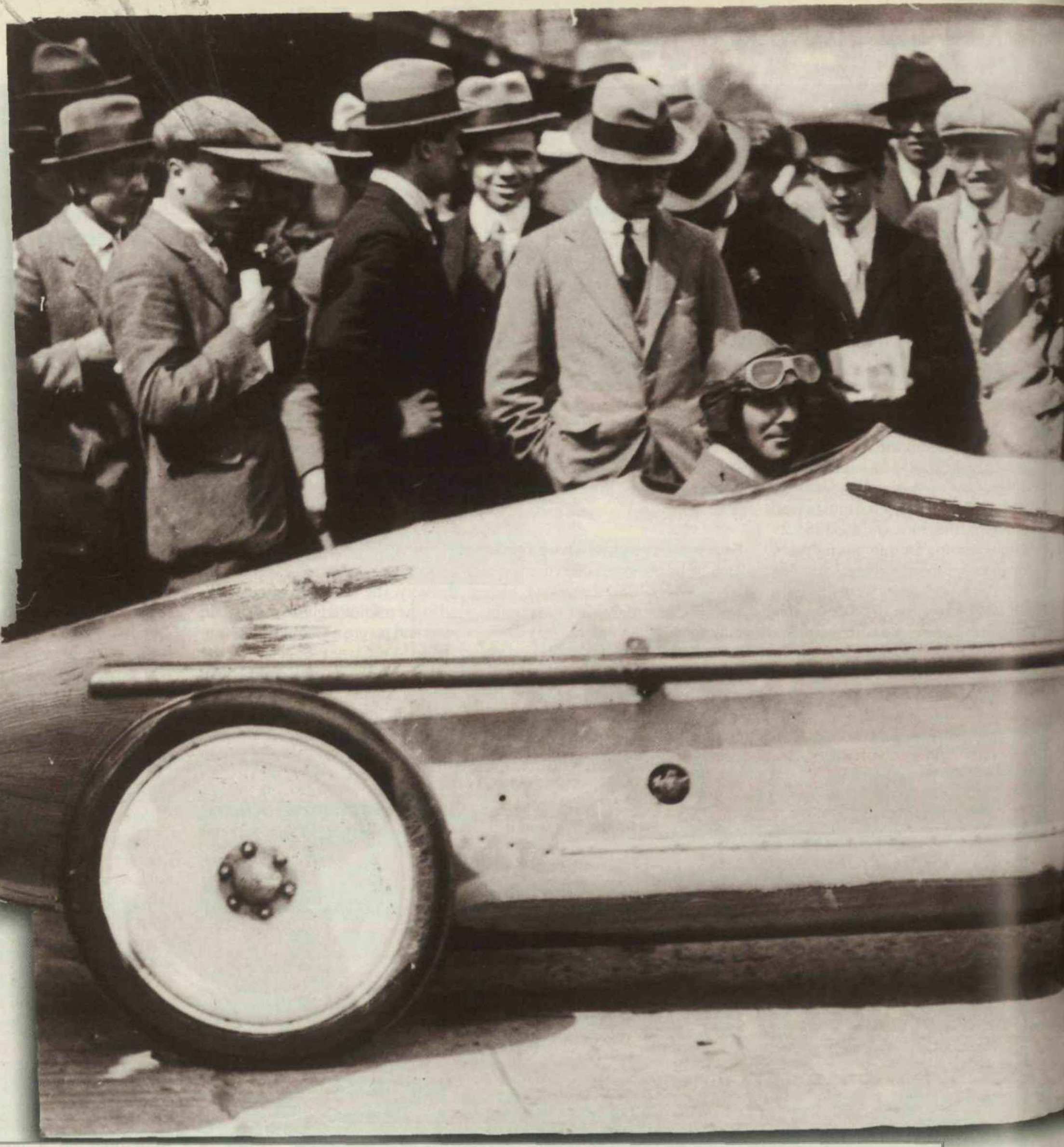


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'Bojack' Bowen muses over his newest creation, the Pat Clancy Special: it's four-wheel drive, but not as we know it...

...12 Wheels unbelievable

Sometimes a brave man throws away conventional restrictions and proposes radical answers to regular questions. Such a man is engineer David Cox, who around 1980 theorised that multiple wheels could make for a low-drag, high-grip Grand Prix car, and drew up a 12-wheeled racer with hydrostatic propulsion to each hub. He countered criticism about lack of advertising surface by suggesting weighted wheeldiscs which would remain upright and carry a logo. With continuously variable transmission and braking by 'back-pedal' effect in the 12 hubs, control would be centralised on a push-to-brake, pull-to-accelerate column, while a handlebar operated tank-like steering by slowing one bank of 12in wheels. The driver, his feet now redundant, sat cross-legged in front of a horizontal-eight engine (think of two Ariel square-fours base to base) whose pistons drove an oscillating yolk instead of a crankshaft. There was no mechanical drive; the engine turned a hydraulic pump which ran everything else. In design terms it's efficient and logical; surely someone will build one soon... M



HARRY HAWKER

Aviator & Racing Driver

HARRY HAWKER WAS BOTH A BRILLIANT PILOT AND A FORMIDABLE RACING DRIVER. HE KNEW NO FEAR, TOOK EVERYTHING TO THE LIMIT AND PAID THE ULTIMATE PRICE. BILL BODDY REMEMBERS HIS INEVITABLY SHORT CAREER

Harry in his AC racer at Brooklands in 1921 having just become the first driver to exceed 100mph in a 1.5-litre car over the half mile

HARRY GEORGE HAWKER WAS BORN IN VICTORIA, Australia, in January 1889. His father was a blacksmith, who came to England in 1897 and won the Queen's Prize at Bisley in the rifle-shooting competition. His son left school at 12, joined a garage for five shillings a week, then joined the Tarrant Motor Co. He became a good driver at 15, left to look after a fleet of cars, then, aged 20 left for England intent upon learning to fly. With money exhausted, Hawker got a job for 7d an hour in 1911 at Commer's, then moved to Mercedes and Austro-Daimler.

Harry spent his spare time watching the flying at Brooklands. In 1912 he started as a mechanic at Sopwith's and so impressed Mr Sigrist that he gained permission from Mr Tom Sopwith for Hawker to take lessons at the Sopwith School.

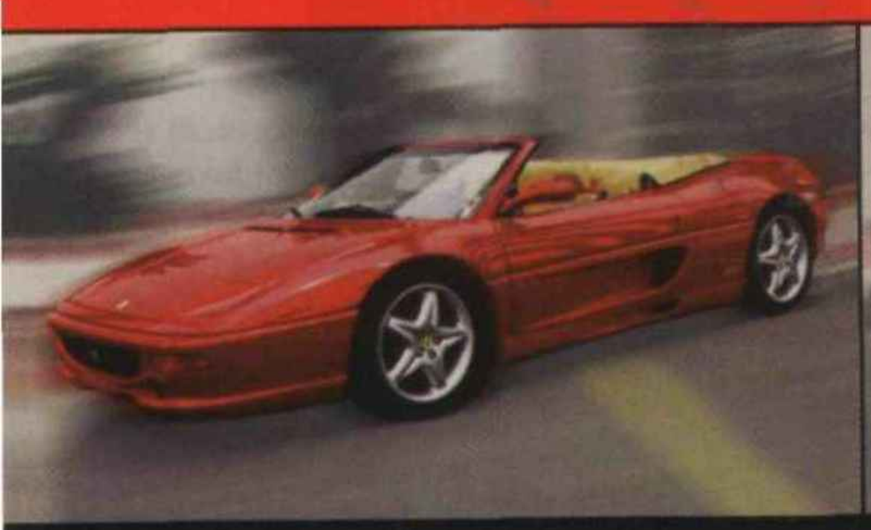
A good position at Sopwith's followed and Hawker's brilliant future was soon predicted when he took his certificate and worried the competition when flying a Sopwith-Farman, beating his boss, Sopwith. In 1912 he raised the British Duration Record with the Curtiss-Wright biplane to 8hr 23min, landing by petrol flares, just seven minutes before Michelin's time-limit expired. (He received 25 per cent of the £500 prize.)

He did much racing, and demonstrating at Brooklands with Sopwiths and took the British Height Record to 11,450ft, behind an 80hp Gnome rotary engine. He was now well-known, a sturdy, cheery man with friends at Hendon, Farnborough and at the Olympia Aero Show, as well as Brooklands. More altitude records were broken with one or more passengers, and the Mortimer-Singer £500 prize won, in a difficult event involving sea flights and several landings with a 100hp Sopwith seaplane; Sopwith got the lolly, Harry a souvenir.

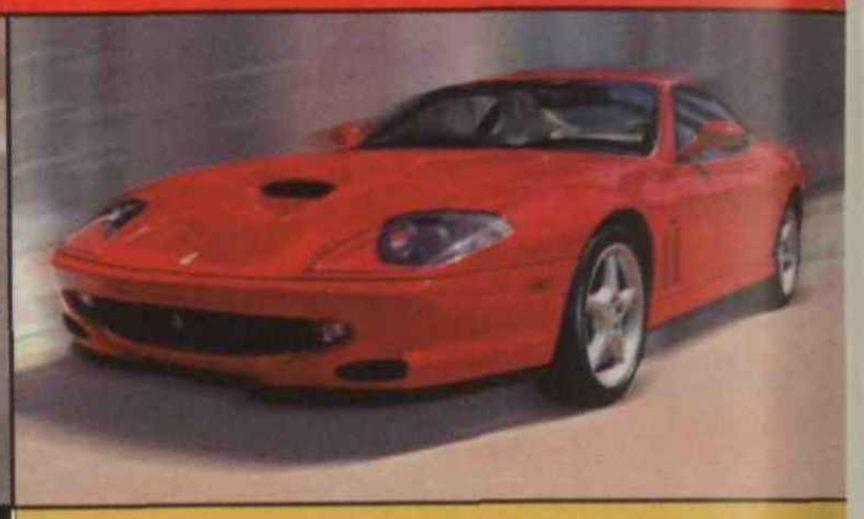
Graduating to International competition, Hawker took on the Daily Mail Round-Britain seaplane race for a £5000 prize, Hawker and his mechanic Kauper the only contestants in a Sopwith seaplane with six-cylinder 100hp Green engine. McClean's Short, Radly's Gordon England with a too-experimental machine with three Green engines in tandem having withdrawn. The other entrant, Cody had crashed fatally the week before. The pair got to Yarmouth from Southampton when Harry was taken ill from fumes and Pickles was sent for, to continue the flight.

Then drama! In a heavy sea Pickles drifted onto the beach and the Sopwith had to be railed back, ➤

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1992 512 TR	Great Value
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1998 Continental R Symbolic Edition	420 Bhp–1 of 1
1998 Continental R	Specially Priced
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1996 Continental R	Black/Black
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1988 Mulsanne S	45,000 miles

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1991 Silver Spur	Red/White
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1982 Corniche	42,000 Miles
1960 Cloud II	Two-tone/Blue

LOTUS

1998 Espirit Twin Turbo	Choice

PORSCHE

1997 Twin Turbo	Black/Black
1997 Twin Turbo	3,000 Miles
1997 993 Cabriolet	Tiptronic
1997 C2S	Tiptronic
1991 C2 Turbo	16,000 Miles

MERCEDES BENZ

1997 S600 Coupe	Black/Black
1997 SL500 AMG	5,000 Miles
1995 S500 4 Dr.	Black/Parchment
1995 320 Cabriolet	Triple Black
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
1991 Virage	Burgundy/Grey

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1988 Countach	12,000 Klms

BITTER

1985 3.9 SC	Red/Cream

CLASSICS

FERRARI

1984 126C4	Red/Tan
1982 512 BB/LM	Last One Built
1973 Dino 246 GTS	Chairs & Flairs
1972 365 GTC/4	Choice Of Two
1971 365 GTS Daytona Spyder	National Show Winner
1971 512M	Red/Red
1971 365 GTB/4	$145,000
1968 275 GTB/4	Blue/Tan
1967 275 GTB/4	Red/Tan
1967 330 P4	500 BHP
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
1956 250 LWB	Grey/Red
1953 342 America	PF Cabriolet
1950 166 Mille Miglia Vignale	Red/Tan

CHEVY

1955 Hot Rod	Black/Black

ALFA ROMEO

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PORSCHE

1969 908/2	White/Black
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JAGUAR

1973 E-Type Series III Roadster	White/Red

INDY

1955 Streamliner Special	Own Something Unusual

MERCEDES BENZ

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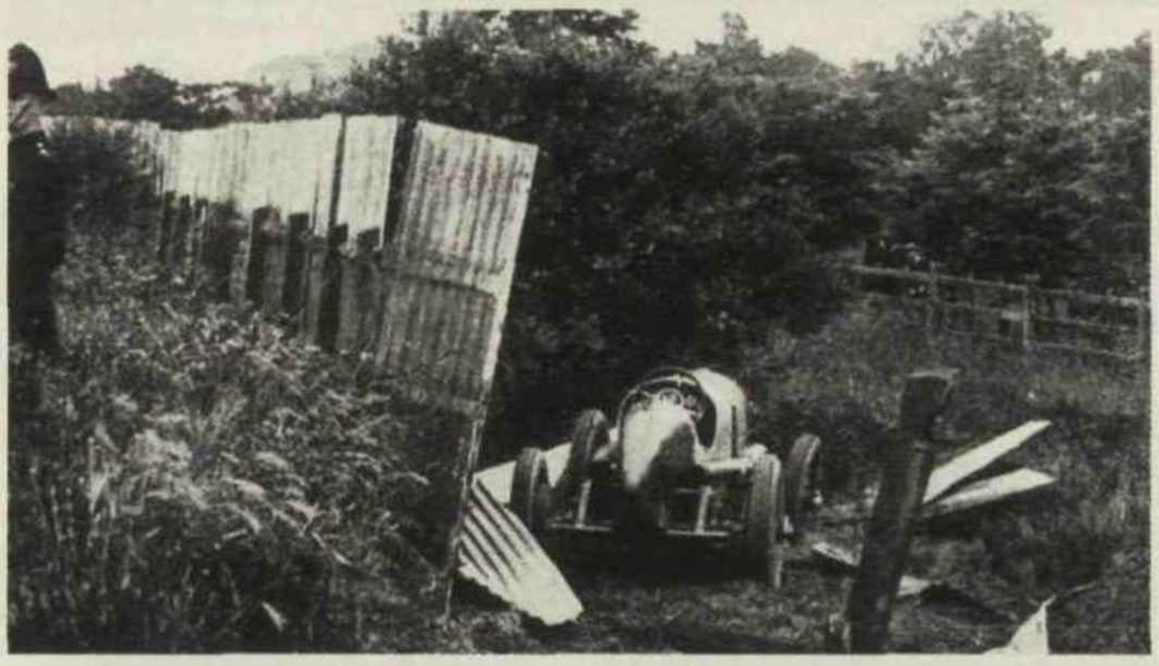
It's not how much business we do, but how we do business.

for a fresh start with a longer exhaust pipe. This time Hawker got nearly to Dublin, where new valves and springs awaited the Green engine. But the Sopwith side-slipped into the sea on landing, Kauper breaking an arm. That ended the attempt, but the 1043 miles flown was a seaplane record; the Mail awarded Hawker £1000. In testing the rebuilt machine at Brooklands Harry crashed sustaining a back injury which would plague him ever after.

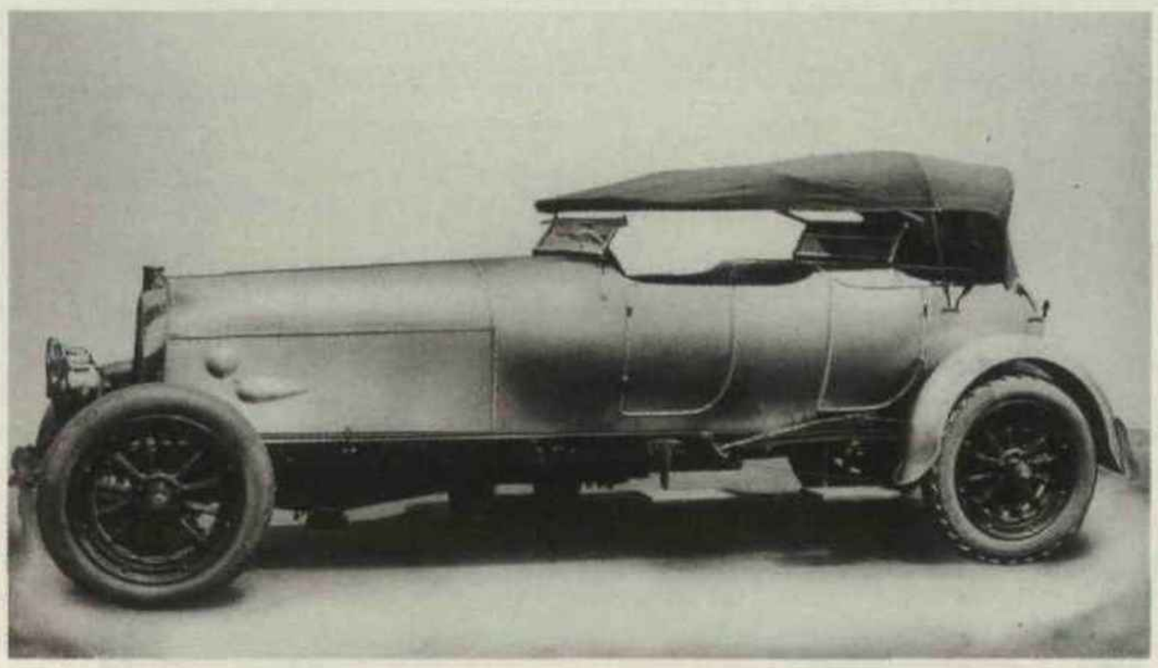
He flew for Sopwith in the 1913 Aerial Derby and was a close third, at 67mph. He did well in the Brooklands' handicaps but in the Michelin Contest crashed the Gnome-Sopwith on the banks of the Wey near the Track and again hurt his back. In further attempts a violent headache, fuel feed problems, and fog lost him the £800 prize.

Late in 1913 Hawker was test-flying the Sopwith Tabloid (80hp Gnome) a highly successful design in early form with warping wings. It could do 94mph. Harry soon had the first one out of its packing case and lapping the Track, then to Hendon for aerobatics. It was to publicise this new machine that Hawker returned to his native Australia, with Pixton taking his place as Sopwith's Chief Test Pilot and winning the 1914 Schneider Trophy with a float version. Harry's visit involved much demonstration flying, during which he took on Lord Denman, the Governor General, at Sydney race-course, and many brave girls, surviving a nose drive into a ploughed field and another crash. The faithful Kauper was with him and the Tabloid was garaged with the Crossley agent Bob Chamberlain, Harry's uncle, whose aged 4-litre lorry acted as tender to the aeroplane. (Chamberlain rebuilt the famous racing Napier 'Samson' and brought it to England in 1961).

Returning home in June 1914, Hawker flew the day after, from Brooklands, the first time since his accident in Australia. He would do engine-off loop-the-loops in a Tabloid. This time he crashed trying to master the spinning-dive, emerging unhurt again, a coppice on St George's Hill, Weybridge thankfully cushioning the fall of the Sopwith Scout (100hp Gnome). Typically, he persevered and finally completed this dangerous manoeuvre. He spent the war years with the design and testing of the Company's fighters such as the 'One-and-a Half Strutter', Pup and Camel. The last-named was our most successful fighter in WW1 and was largely the work of Hawker, who flew this difficult aeroplane with his usual skill. He also had much to do with pioneer deck-landings, at first from the Cunard liner Campania, later from HMS Furious, etc. He also advised about new engines used by French squadrons, whom Harry visited.



Another day, another crash... the Sunbeam penetrates the Brooklands fencing



One of Harry's projects: a 35hp Mercedes with a 225hp Sunbeam aero engine

Romance blossomed when Hawker met Muriel Peaty. She was a sporting young lady, able to drive while still a schoolgirl. In Richmond Park one day in 1915 her light car stopped with water in the petrol. Hawker, passing in his Gregoire, got it going and later invited Miss Peaty out in his 27/80hp Austro-Daimler, which he drove fast, once ending up in the ditch beside the Brooklands Aerodrome road. Unknown to her parents, Miss Peaty and her friend went for drives with Harry and his friend. They were married at St Peter's, Ealing, in 1917. Together they built a car with a 225hp Sunbeam engine in an old 35hp Mercedes chassis (see *Aero-Engined Racing Cars*, Haynes) having tired of running the Gregoire on coal-gas. It was an exciting car, supplemented by a Model T Ford.

The happy couple lived at 'Ennadale', at Hook in Surrey and had two daughters.

In 1919 came the greatest adventure of all – the Trans-Atlantic flight for the £10,000 Daily Mail prize. The outcome is well-known. The Sopwith Atlantic biplane with a 360hp V12 Rolls Royce Eagle engine was prepared and taken to Newfoundland. It had a 330-gallon fuel tank and weighed 6150lbs. The undercarriages would be jettisoned after take-off. Hawker took as his navigator, on whose skill so much depended, Lieutenant Commander Mackenzie Grieve, whom he had met in his RNAS days. What happened became aviation legend. The engine began to boil 110 miles out in mid-Atlantic, and cut in and out. They found a steamer-route and were picked-up by the SS Mary, but as it had no radio, the aviators were thought lost and Mrs Hawker received a long telegram of condolence from H M King George V. The little steamer was eventually able to signal ashore the great news and Hawker and Grieve were taken on board the destroyer HMS Woolston and transferred to the Flagship HMS Revenge.

A Memorial Service was taking place at Hook when the telegram boy arrived... After a thanksgiving service a few days later bedecked with an Australian flag, the Sunbeam-Mercedes was got out by Muriel Hawker's brother to rush to London, being excused of speeding up Putney Hill. The aviators were being brought down by train, waving crowds assembling at the wayside stations with an immense crowd greeting those down by at Kings Cross. And another telegram from the King! In pre-TV days real visual response was the norm...

Two technical aspects: It was suggested that the cooling water boiled because the radiator shutter control had been reversed, so that these were shut when Hawker thought them open; but overheating would have happened soon after the full-load, full-throttle take-off, not halfway across 'the pond'. Anyway, Hawker said he closed them before ditching, to prevent sea water turning into steam as it wet the radiator and scalding Greive in the front cockpit. The real reason, Hawker said was a choked filter on the water pump; this was clear when the Atlantic was salvaged and examined (to be displayed on Selfridges' roof in Oxford Street) but he said the long immersion in the sea cleared it. Bob Chamberlain reckoned that it was ice blocking the radiator and water pipes. The cutting-out and recovery of the engine he suggested was carburettor icing-up, about which little was known in 1919. Alcock and Brown experienced it ➠

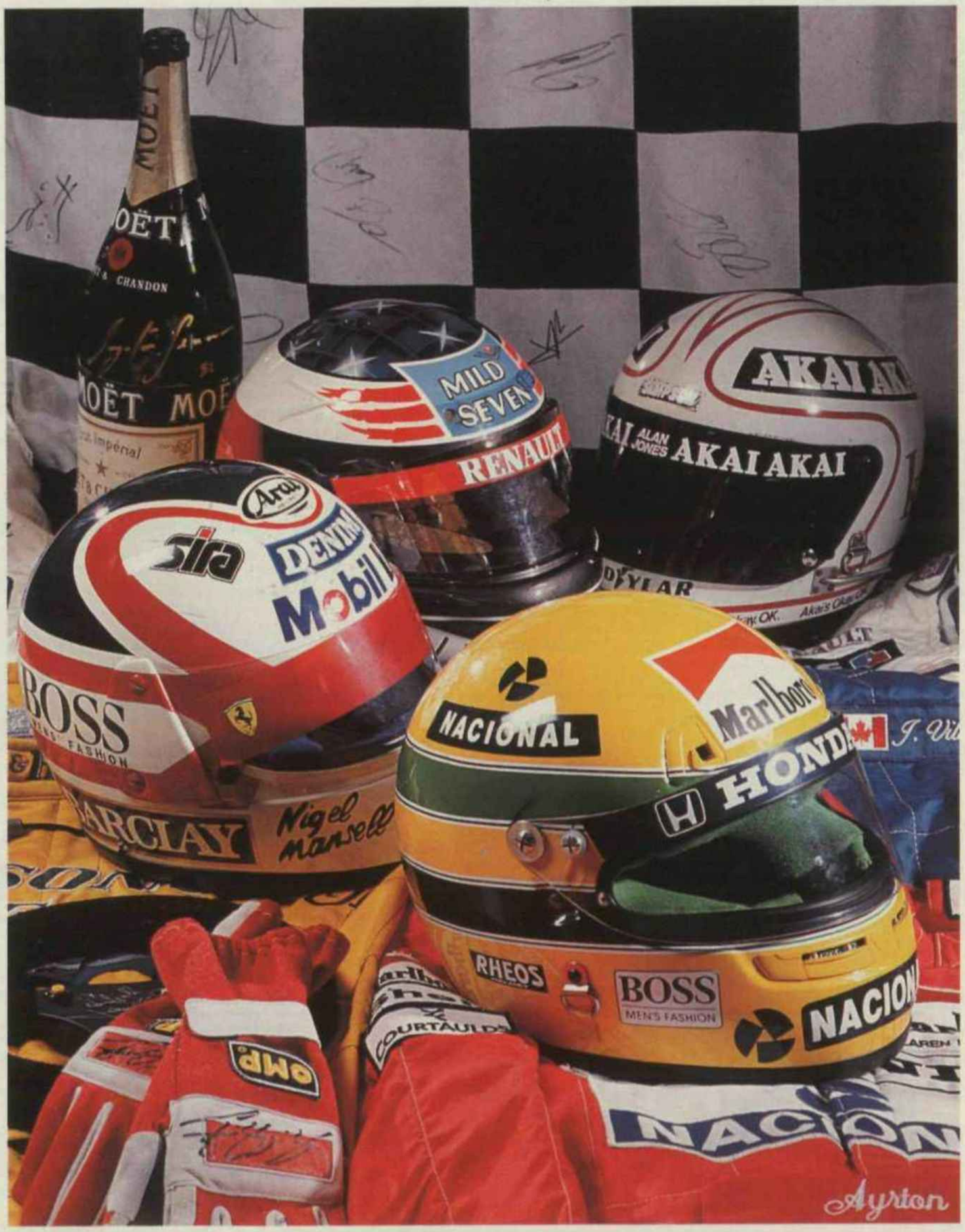


Hawker's wrecked Sopwith on top of Selfridges after his return from the dead

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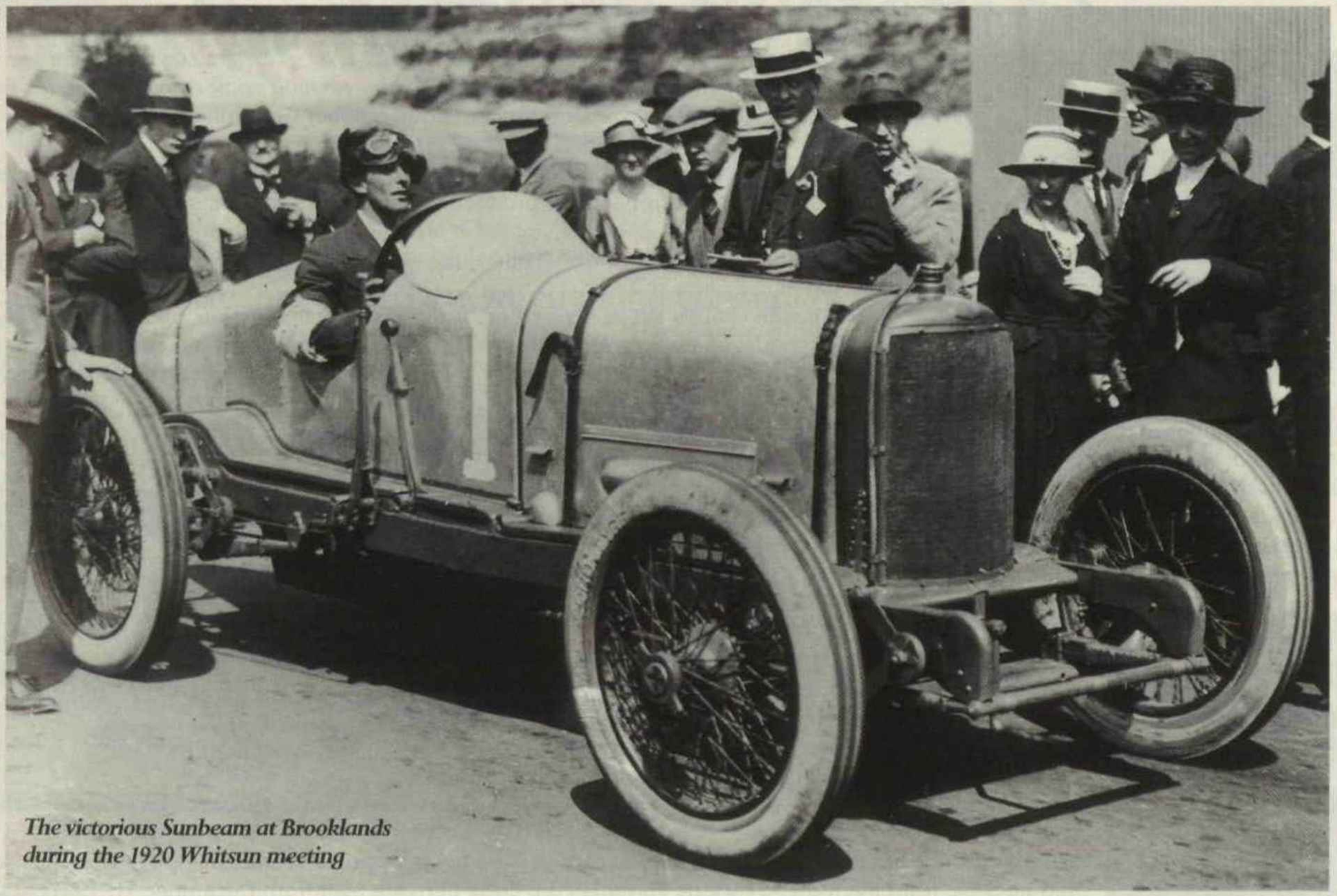
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SOTHEBY'S


Quadrant

The victorious Sunbeam at Brooklands during the 1920 Whitsun meeting

on their successful crossing in the Vickers Vimy.

So great were the crowds when the heroes were later due at the Royal Aero Club, that Hawker had to abandon the 40/50 Rolls-Royce tourer for a police horse. Next day he went to Buckingham Palace for the King to award him, a civilian, the Air Force Cross. After which the Daily Mail lunched them at the Savoy and handed over the £5000 cheque. Then it was preparation for the Schneider Trophy race at Bournemouth with the Sopwith Schneider (450hp Cosmos Jupiter). Twice it nearly sank, Harry having narrow escapes. He'd used his racing boat as transport between Hythe and Southampton and the big Sunbeam to tow the seaplane back to Ham for repairs. The event was declared 'no race' because of fog and Hawker went stag-hunting. After overturning his boat Antelope II, throwing his wife and sister, in fur coats, into the sea he turned to a new pursuit – motor racing.

"After overturning his boat, throwing his wife and sister in fur coats into the sea he turned to a new pursuit – motor-racing"

The post-war slump and reduction in RAF strength hit the aircraft industry hard and the Sopwith Company had turned to making Hawker motorcycles. Louis Coatalen, whom Harry had probably met in his RNAS days when Sunbeam engines were widely used, let him drive his post-war racing cars. At the 1920 Whitsun meeting Hawker won both the short and long Lightning Handicaps in the 1919 4.9-litre single-seater Indianapolis Sunbeam, the latter at 101.25mph. Coatalen then gave Hawker the honour of driving the 350hp V12 18.3-litre Sunbeam, the then-fastest car at Brooklands. In practice on the morning of the Summer meeting a front tyre burst and the big car crashed through the corrugated-iron fence bordering the Railway straight. Hawker was unhurt.

At the Hendon Air Display he gave demonstration flights and flew the Sopwith Rainbow in the 1920 King's Cup Race, the renamed Schneider Trophy machines now on wheels, and with an ABC Dragonfly engine. It lost second place on a technicality. A busy period followed, flying the Antelope now with Viper engine in the Air Ministry trials, racing the hydroplane Maple Leaf (four 400hp Sunbeam engines) at Cowes, and the big Sunbeam.

Sleet in December made an attempt on Benz's Land Speed Record impossible but the mighty V12 Sunbeam still took Hawker to 125mph.

After a (useless) try to race a DFP, for which he had the Australian agency, Hawker worked, long and very hard, with Weller in developing the four-cylinder ohc AC racing engine. He was rewarded, after many 'blow-ups' with very fully streamlined Hawker-made body on a long-wheelbase chassis, upon being the first driver to exceed 'the ton' with a 1.5-litre car, at 105.14mph over the half mile. In 1921 Kaye Don's AC did 100.4mph over the kilo but it was a year before this was done for a mile – as Frazer Nash used to observe "A kilometre is one thing but a mile is a very long way indeed". The Hawker AC also took a second and twice beat the racing car in spring matches. The patient Muriel used to tow the AC behind her once-smart Minerva saloon to her husband's home workshop and his Rolls-Royce turned into a truck.

There was a narrow escape with the AC when the bonnet flew up and broke Hawker's Triplex goggles, sending him off the Brooklands' concrete.

Sadly, I suppose a life filled with so much adventure had to end early. It did so, on July 12, 1921. The Nieuport Goshawk was entered for the King's Cup. Harry rode from Hook to Hendon on a 2-stroke Hawker, in itself no mean journey through busy Kingston and across London, to test it. It caught fire and crashed near the aerodrome; he was flung out, and killed instantly. It was alleged that he had collapsed from a long-endured spinal illness. But it was surely more likely that, after doing all the correct things to keep the flames away from the cockpit, with his shoes badly burned, he stood up when landing, ready to jump out, and lost control.

A brave, adventurous career had ended – the Sunbeam-Mercedes took flowers to the funeral and King George sent another telegram... M

Yesterday's Racing Cars Racing Today!



The seeds of the Historic Sports Car Club as we know it were sown 32 years ago when, having summarily failed to cajole the VSCC into running competitive events for the post-war sportscars they enjoyed, motorsport photographer Guy Griffiths and racer Betty Haig found a home for their brainchild with the Frazer-Nash Car Club.

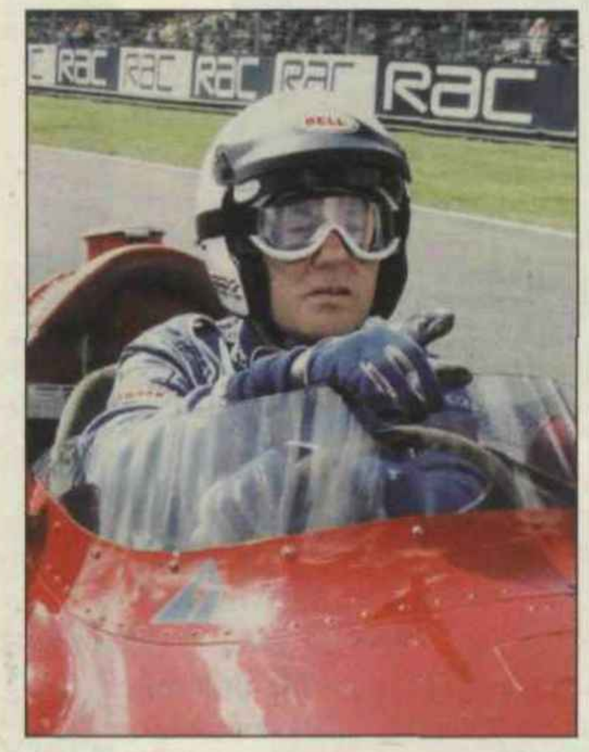
The Griffiths Formula - as the set of rules devised by Griffiths to equalise, as far as was practicable, the performance of production sportscars manufactured between 1940 and 1955, were known - reached the circuits at last in May 1966, when the Frazer-Nash CC ran a race meeting at Castle Combe, with support from the then five-year-old Porsche Club Great Britain.

The idea flourished as support grew, thus in 1969 the Historic Sports Car Club was formed. Its logo - which survives to this day - is based on a Frazer-Nash, which reflects its ancestry and is now synonymous with highly-competitive club racing for those who own and appreciate cars built between 1940 and (in the case of Sports 2000) the early 1980s.

Essentially, the cornerstones of the HSCC are solid championships for Historic Road Sports (built between 1947 and 1979), highly-modified Classic Sports and GT cars (built prior to December 31, 1965 and to period FIA Appendix K regulations) and more radical Special GTs (now part of the RJB Thundersports series) the longest established.



The Thundersports initiative is headlined by the 2-litre Group 6 prototypes which raced in the Le Mans, Spa and Nurburgring classics of the early 1970s., This series has been supported for a decade by RJB M???? and has a championship 1st prize of $1,000.



Seventies Road Sports is the other entry-level series, one which attracts the widest range of cars. From the smaller Lancia Fulvia's to Datsun 240Zs, TVRs, and even a Jensen Interceptor, it is teamed with a class for Lotus Sevens. All cars must be road legal, indeed some are driven to events in the true spirit of 50s and 60s club racing!

But the HSCC is not exclusively about sports cars. A wide range of single-seater championships cater for all tastes and pockets, from the frenetic Historic Formula Ford class (for cars built from December 31, 1971) to the flagship FIA Cup Thoroughbred Grand Prix Car series for 3-litre Formula 1 cars which raced from 1966 until 1985.

With the most competitive FF1600 machines changing hands for upwards £12,000 and £60,000 the baseline for a race ready Cosworth DFV-powered F1 chassis, the most cost-effective route into single-seater racing is the 12-year-old Classic Formula 3 series. Divided into two classes, 1600 1971-73 & 2 litre Toyota 1974-80. These classes are eligible for many events in Europe too.



The HSCC Classic Racing Cars Championship brings together former Grand Prix chassis of the 1950s, Formula Junior (the training ground of F1 drivers of the early 1960s) and wingless 1-litre F3, 1600cc F2 and Formula B machines in a charismatic grid. An invitation class for Formula Fords gives the main championship runners another run, or presents co-owners, partners or friends with the opportunity to race too.

The quickest Racing Cars, and Classic Clubmans Sportscars, run together in the Derek Bell Trophy series, named after the five-times Le Mans 24 hours winner, who is a good friend of the club. Sophisticated 2-litre Formula 2 cars and 1600cc Formula Atlantics generally rule the roost, but spectacularly brutal 500bhp Formula 5000s - monsters which gave F1s a run for their money in the 1970s - have taken the chequered flag on occasions.

Saloon car enthusiasts are catered for too, now that the Historic Racing Saloon Register's series for the machines which contested the British Championships in the Pre-1966 era. Recreating those days of yore, Jaguars, Ford Falcons, Mustangs, Alfa Romeos, BMWs and Lotus Cortinas make the running, with tyre-squealing Mini Cooper Ss, Ford Anglias and Hillman Imps snapping at their heels.

The Historic Sports Car Club is the one which can put you in the driving seat at championship events throughout Britain, and at Croix-en-Ternois in northern France. A friendly atmosphere at meetings is reflected at end-of-season social events, and the new, improved, HSCC News magazine keeps you abreast of the racing action as it unfolds.



In 1997 the legendary Stirling Moss became the club's first Patron having previously participated in some of the club's races. The Club is based at Silverstone. home of British motor racing since 1948. The Club is managed by Joe Keech, Graham White as the director and Nicholas Overall is Chairman.

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In early 94 George Page the inventor and patent holder of this concept granted Carcoon Storage Systems a licence to produce and develop his innovative system. Since then the Carcoon Airflow System has been taken up and endorsed by the very best in the industry including Rolls Royce and Bentley, Aston Martin, Lagonda, Jaguar and Daimler Heritage and others.

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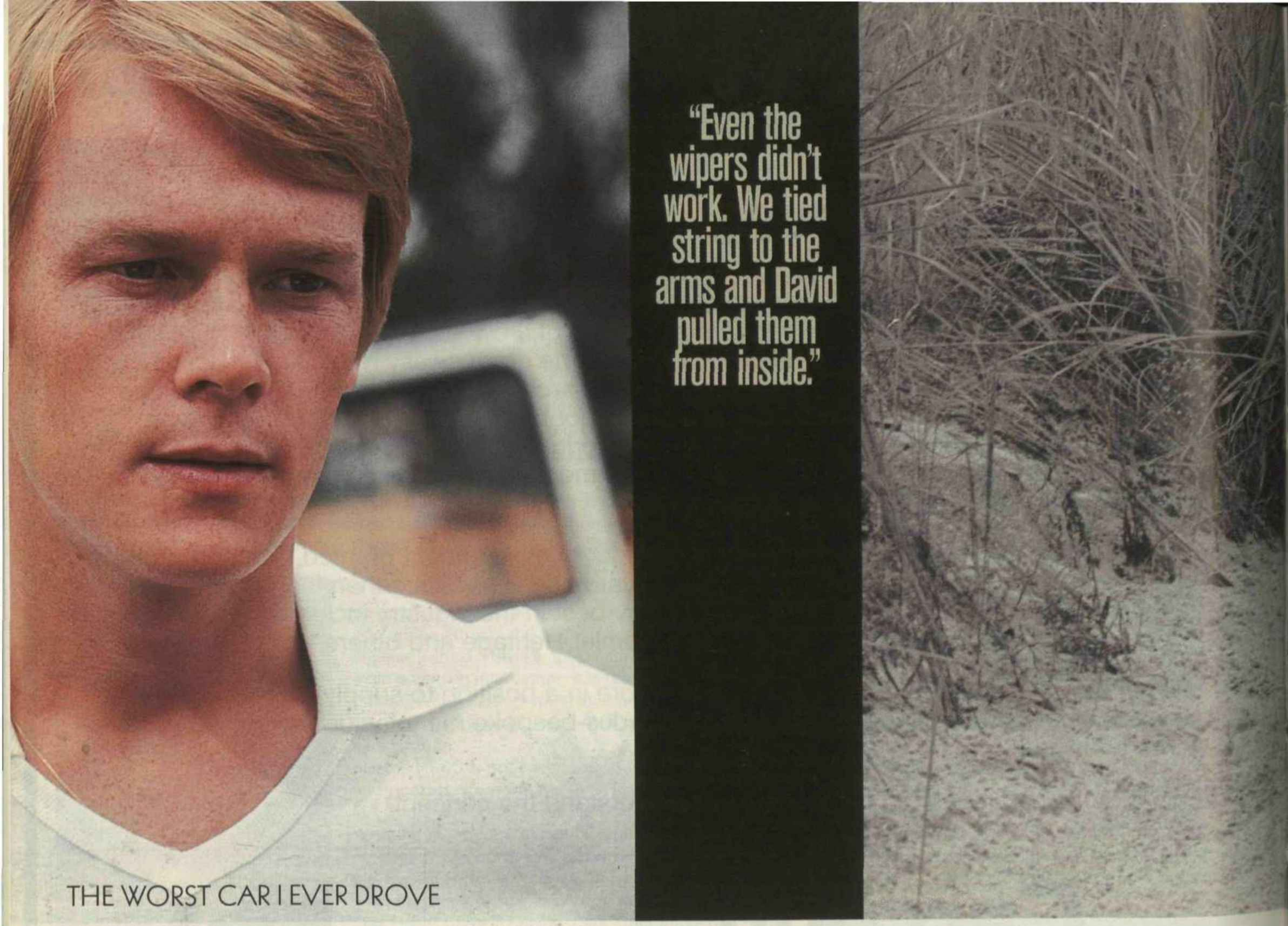
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UNRELIABLE MEMOIRS

ARI VATANEN FORD ESCORT RS 1800 *reg. no.* RRK 425W

ARI VATANEN WAS THE FIRST FINN TO WIN THE WORLD RALLY CHAMPIONSHIP, NO THANKS, HE TELLS JOHN DAVENPORT, TO ONE PARTICULAR FORD ESCORT

WHEN NINE FIA WORLD RALLY CHAMPIONS IN THE last 18 years have been Finns, it's good to be able to say, as Ari Vatanen can, that he was the first to earn that title. But the year in which it came was one of amazing highs and terrible lows.

Ford's works team retired from international rallying at the end of '79 to concentrate on development of new cars as production of the MkII Escort was ceasing in 1980. However, they did lend cars, parts and the services of Vatanen to the privately owned David Sutton team who kept Ford's flag flying for the next couple of years. For 1981, Sutton signed a mega-deal with Rothmans of which the mainspring was Vatanen tackling the FIA World Championship.

Ari recollects, "I did ten World Rallies that year – and this was before they shortened them! Most were over 3000km and had 900km of stages. It was hard work with little chance to rest between them."

The year started badly with an engine failure on the Monte Carlo but improved two weeks later in Sweden when Vatanen and Richards came second overall. "We could have won in Sweden but two things were against us: Hannu [Mikkola] and the new Audi Quattro with its secret weapon of four-wheel drive. He led Monte for a while with very quick times before his accident, but we thought that the longer studs used in Sweden would work better for us. Still, we were quickest of the normal cars."

In Portugal, Ari left the road while leading – "I was so surprised to see the Audi stopped in the stage that I guess I wasn't listening to the notes" – but won the Acropolis for the second year running. The leader of the Championship at this point was Guy Frequelin driving a Talbot Sunbeam Lotus. Ari lay third, some eleven points behind the Frenchman.

The WRC circus now moved to South America and two events, one in Argentina, the Rally Codasur, and the other in Brazil. The Codasur was no doddle. It was 4200km long, of which 1600km were stages. For this tough event, Ari had a new car, RRK 425W.

The troubles started straight away. "The car was in the Customs House in plenty of time but they seemed not to want to let us have it. While we waited, I caught Buenos Aires 'flu. I was feeling really rotten by the time David [Sutton] got the car so we didn't do much testing." At the time this didn't seem important since there was a long run from Buenos Aires to the serious stages up by San Miguel de Tucuman. Then, to compound the problem, the first stage nearest to Buenos Aires was cancelled. "We did a couple of gravel stages and I could cope, but on the first tarmac one, the brakes were awful, and no adjustment could get them right."



RRK425W lashed up on the Ivory Coast Rally after its too close encounter with a fish-wielding lorry

From leading, Ari slipped back. The pedal box was changed on the way to the first stage of the next leg. "That lost ten minutes in penalties. Now we were behind slower cars and had to drive in their dust. To make the times in such conditions, you take risks because you see nothing when you overtake." The times were good and Ari was making up his deficit to Frequelin and rally leader, Timo Salonen.

"But then, you know that car did it to me again. It stopped in a stage. The crankshaft pulley broke and came off. David [Richards] managed to get hold of the crew on the radio and they came in to us and fixed it. But then we were really in a hurry to stay in the rally." They got to the next control at Salta within a few minutes of exclusion. The chances of winning were now gone but a good result was still on the cards. "But on the next long stage, I caught some driver and went off in his dust. End of rally."

It was too. Frequelin won and extended his lead to 31 points. Another Escort was flown out for Brazil and Ari romped home ahead of Frequelin. The gap was down to 26 points. The next event was the 1000 Lakes where Ari won and Frequelin didn't compete. Six points. In San Remo, Frequelin retired and Ari finished seventh. The gap stood at two points.

There were two events left that counted for the Drivers Championship : the Ivory Coast and RAC Rallies. Frequelin had a drive in a works Peugeot for the African event and so, with great reluctance, the David Sutton equipe rolled out RRK 425W to see if they could pick up some more points for Ari.

"I remember that event as pure survival. With 5000km of African roads, you knew it would be hard work. There was rain early on and our Escort was like a Scotsman ordering a whisky. It did not like water. So we had to stop to dry out the engine. Then, on the last tricky section into Yamoussoukro, this lorry hit the Escort. It came on the wrong side of the road in a sharp right-hander over a brow. We never saw the driver, he disappeared into the jungle. But that lorry had something seriously smelly on board – fish or something. I'll never forget that smell."

The Escort was badly damaged and the team had a job just to make it mobile. The accident bent almost everything up to the windscreen. They got it all pointing in roughly the right direction so the car was driveable, but its steering was all over the place.

"Even the wipers didn't work. We had to tie pieces of string to the arms and David pulled them from inside. I am sure he finds running Benetton's F1 team is an easier job. Then the clutch went, then the starter motor. So we couldn't stop to clean mud from the lights or the screen. Then, a front wheel bearing went so the car wouldn't even freewheel.

"It was a nightmare. I remember coming to a halt where you were meant to have seven hours rest. The other drivers were just leaving as we arrived."

The Escort finally crossed the line in ninth and last place. Its time penalties placed it 22 hours and 15 minutes behind the winner. Ninth place gave Ari just two WRC points. Ari reflects that, "No rally crew ever worked so hard to win so few points."

Frequelin finished fifth so the championship gap widened to eight points. Ari would need a pretty good result on the RAC to clinch the title but his hard-earned two points would mean that it would be just that little bit easier than if the Escort had retired in the Ivory Coast. In the end, Ari drove the RAC to perfection and took second place while Frequelin, feeling the pressure, dropped back with a puncture and then went off in Wales on the last night. Ari won the championship by seven points.

"That Escort gave me some really bad times in the two rallies that I did with it. But I guess that, though I didn't need those two points at the end, if we hadn't got them, then Guy might have been a bit more relaxed on that RAC Rally. And who knows what the result might have been then..." ■

EACH YEAR THERE IS A PILGRIMAGE TO A DRIED SALT LAKE BED WHERE EVERY IMAGINABLE KIND OF CAR MEETS TO DECIDE JUST ONE THING: WHO IS QUICKEST OF ALL. GAVIN CONWAY GOES TO BONNEVILLE TO BEAR WITNESS TO SPEED WEEK

WHITE JUST DOESN'T COME ANY WHITER. OR VASTNESS any more vast. Or, as it happens, madness quite so acutely beyond imagining.

This is the Bonneville Salt Flats. Simply viewed, it is a colossal dried-salt lake bed in a truly obscure corner of western Utah. A place to run-what-you-brung, where the engine ante starts at 50cc and does not quit until way beyond 25-litres. And if you think you've seen everything, sir, you ain't seen nothing 'til you set eyes on Speed Week.

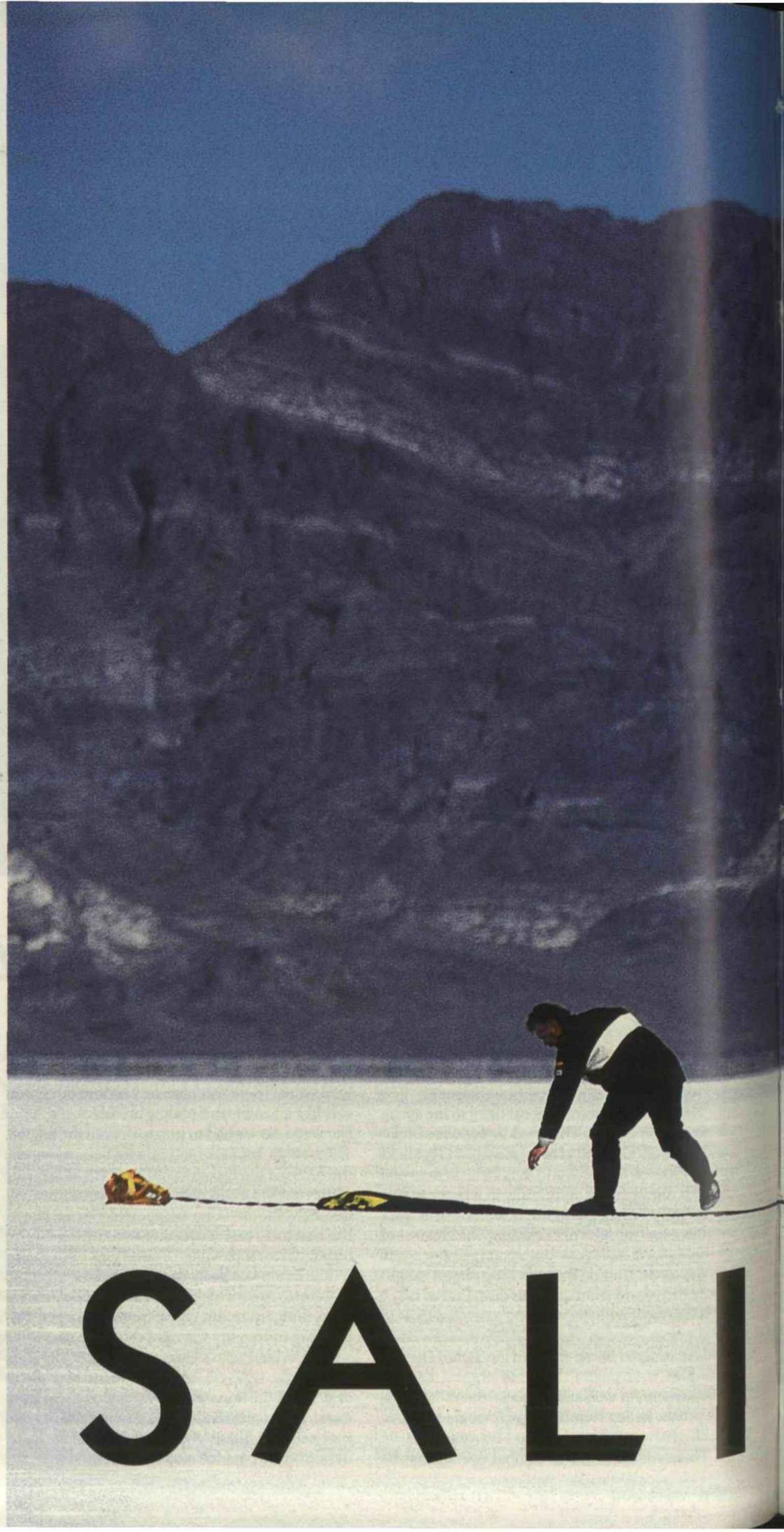
It's like this. Drive to the edge of the lake, where your credentials are checked and you're waved onto the salt. The paddock is out of sight, five miles away in the middle of the great big empty, the route out there marked with sparsely dropped cones. No lanes and the occasional 55mph speed limit sign, proof some Americans can do irony. Drive your road car as fast as it goes, remembering to lift for the glinting huddle as it emerges through the shimmer. Dismount into brightness so sharp you squint. Desperately. Expect disorientation, the unexpected; the inexplicable.

And a deep nod-howya if they spot Britishness about you. Around here, speed is all that counts, and there's touching knowledge about and respect for the great British expeditions to the salt. Here they remember the 25 year reign started by Campbell in Bluebird in 1935 at 301.1mph – and continued by Eyston's Thunderbolt and Cobb's Railton.

They remember MG, too. George Eyston, Stirling Moss, Goldie Gardner and then Phil Hill, who set the all-time MG speed record of 254.91mph back in 1957. We'd come to watch ThrustSSC pilot Andy Green – a minor but confirmed deity among Salt Flatters – break that record in EX255. The car packs over 900bhp and it's geared for more than 300mph, but in the end, it never turned a wheel. A late arrival and teething problems meant the MG, prophetically mis-titled in the programme as HEX 255, simply ran out of time. Disappointment hung like smoke in the Rover camp and salt oldtimers felt it too.

Speed Week. Fifty years old this year, it started when the Southern California Timing Association (SCTA) reckoned they needed more distance and a better surface to run their time trials. It coincided with the news that drop-tank fuel pods from long distance aircraft made pretty swift record runners when equipped with wheels, a flathead V8 and someone sufficiently lacking in imagination to want to drive an empty fuel tank at colossal velocity.

In the first ever running of Speed Week in 1949, a drop tank streamliner set a class record of 187.89mph. The team had some help with the engine from a fellow called Vic Edelbrock. Today, Speed Week is still about class records but the number and type of classes is staggering. The course itself is set up in a giant V, with the left arm the short course at five ➤



Parachute collection on the salt after another trip to the dark side of 300mph



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Man against the salt: the driver's foot goes down as the thumb comes up



Andy Green was meant to do 300mph in this. Sadly it never turned a wheel



This, of course, is an Alfa-Romeo. Apart from its 7.2-litre engine. It does 251mph



It may be a Citroen DS but do not doubt its purpose. Those are two parachutes

miles and the right running to seven-mile markers. The timing station sits in the middle of the V, where it's assumed even a wobbling 400mph streamliner would have room to miss.

Lee Kennedy's been trying for ten years. A big bloke with a 'rodders goatee he runs an Alfa Spider with a difference: as in a 440cu in Chevrolet big block married to a tank of nitrous oxide. He's just run at 251mph, enough for a class record in the unblown modified sports class. At those sort of speeds, the open cockpit the class demands presented Lee with a bit of a moment: "Just turned my head a little and the wind caught it. Jammed it right up against the roll cage at right angles, so I sort of had to peer out with my left eye." I didn't bother asking if he'd thought of lifting. They never do around here.

Looking back over my shoulder to the short course, Lee's experience spots a spin about to happen: "Oh look... He thinks he's caught it. He hasn't." With that, a '34 Ford hot-rod arcs into a slow 140mph spin, graceful and harmless. Injuries are pretty rare at Speed Week, and the last fatality was over 15 years ago. Doesn't stop them trying, though.

Carl Heap cocks an ear, stopping the conversation to listen as a serious engine drones up the long course, a mile away from the paddock. A salt veteran, Carl says he can tell how many horses the engine's pulling. I reckon he's pulling my left one until I see his truck. The Phoenix is a 1943 International long-haul tractor trailer, a big rig even by American standards. I ask Carl what lies beneath the bonnet: "Well, we're running a 24-litre V16 Detroit diesel putting out around 4000bhp. It's got four turbos and two superchargers. The rig's a bit heavy at 18,000lbs but it goes well enough." Translating to a terminal velocity of just a shade over 232mph. So that explains the Boeing 707 nose-wheel tyres at the front and 727 main-gear wheels on the back.

I dream of the autobahn, of discovering a Ferrari F40 flat out in front, and me flashing him out of the way at 200mph. In Carl's big green truck.

And then there's the 1971 667cc Honda, owner Bob Garner bursting with pride that he's managed to thrash 86.935mph – believe me, the decimal points count – out of his little screamer. And that's the point about Speed Week; Lee Kennedy, vice-president of the SCTA, reckons that there is a class for just about every vehicle known to mankind. "One fellow turned up in a big old motorhome, bolted in a roll cage and headed off down the short course. I don't think he quite managed to crack 100mph, but he sure did try."

Which brings us to Al Teague. His Blown Fuel Streamliner is the fastest wheel-driven car on the planet, with a posted one-way run 432mph. He's been a master player and a regular at Speed Week for as long as folks remember. Usually sets the speed to beat for next year, too. I ran across him when my stupidly parked car blocked his Spirit of '76 streamliner on the paddock lane to the start line. I expected, deserved a tirade of abuse, but Al just popped the canopy, leaned out wide and asked if maybe I'd move over about ten feet. He smiled big, dropped back into the car to get ready for 400mph plus.

Off he thunders. The mega engined streamliners all get a shove off the line from a truck because first gear tends to be ridiculously tall, not really usable this side of 60mph. Then they just go, slowly diminishing into the shimmer, first a small distant dot and then gone forever into that vast white glare.

All you really know for sure is that they'll be back, looking for the only thing that has ever really mattered on the Bonneville Salt Flats.

Just a little bit more speed. M



It weighs 18,000lbs, has 4000bhp, does 232mph. Tyres come courtesy of Boeing

Left, right, left… Phoenix's uninspiring street race

Dire straights...

... AND THE CORNERS WEREN'T MUCH BETTER EITHER. WHILE WE LIKE TO CELEBRATE THE GREAT RACE TRACKS IN HISTORY, SOME HAVEN'T ALWAYS MET WITH UNIVERSAL APPROVAL. ADAM COOPER RECALLS THE STINKERS

A few months ago I was heading along the Brussels ring road when an exit sign caught my attention. It bore a name with special historical significance, and it wasn't Waterloo. No, this was the way to Nivelles, home to the Belgian Grand Prix in 1972 and '74, and a place forever associated with all-round mediocrity.

Editor Frankel has taken us to such as Spa, Zandvoort, Rouen and Reims in recent months, but what about the F1 venues that, like Nivelles, nobody looks back on with misty eyes? So began a quest to determine the worst or most forgettable circuits of the World Championship era – the places which should never have hosted an F1 race.

Some might suggest that the 1998 calendar would fill the list, so to make the task harder we excluded venues currently in use. A few names jumped out immediately, but the job proved more difficult than anticipated. A poll of some top names helped to shape the list, but most agreed that they'd been spoiled compared to the drivers of the 1990s.

"The good news about the '50s was that most races were on roads," says Stirling Moss, "they were all pretty good, and usually in nice towns."

"My generation of drivers was very lucky in that we raced on some great tracks," says John Watson. "I think there are more circuits today that come into this category than there are from the 1960s and '70s."

Even the least popular circuits of a particular era had some sort of redeeming factor, in terms of location or ambience, if not the challenge of the track itself. If the circus visited them for a few years they inevitably developed some sort of character; '70s 'autodromes' such as Dijon, Anderstorp and Jarama fall into his category.

The names on our final list invariably hosted just one or two (in one case three) Grands Prix before they were consigned to history. Oddly, in several cases the tracks have had a long and successful life hosting other events. But the key factor is that at the time F1 raced there, they were regarded as dismal failures by the drivers who took part.

1959 Avus

In 1959 the Nürburgring lost the German GP to Berlin's Avus – or as it was properly known, the Automobil Verkehrs und Ubungs-Strasse. Built by Russian POWs during WW1, Avus hosted the first ever German GP in 1926, before the new 'Ring became its permanent home. It consisted largely of a blast up and down either side of a dual carriageway, with curves at either end, one of which was banked in 1937. When the race returned to Avus 33 years later the straights had been cut in half, because the original track ran into Soviet held territory!

It was the height of the Cold War, and Berlin was a grim and austere place. Drivers used to the unmatched challenge of the 'Ring did not enjoy the boring straights or the highly dangerous banking, and the death of Jean Behra in a supporting sportscar event did not help. The organisation was chaotic, and because of concerns over tyre failures, the GP was split into two heats for the first and only time in F1 history. Although the first heat provided some entertaining slipstreaming, the pace told and Tony Brooks led a depleted field of just seven runners at the end of Heat 2.

"It was a really boring circuit," says Moss, who also hated the Monza banked course, "with absolutely no challenge whatsoever. There was one corner, a slight left hander, which made you pay a bit of attention but overall Berlin was very drab..."

The notorious banking was demolished in 1968, but Avus survived until this year as a venue for local touring cars.

1959 Sebring

Located in an uninspiring part of central Florida, Sebring was already well known as a sportscar venue (the 12 Hours was first run in 1952) when it was chosen as the site of the first United States Grand Prix, held in December 1959. But it was far too bumpy for F1 machinery, and the little Coopers seemed lost on the open concrete runways.

However, by chance the race played host to an intriguing championship showdown between Jack Brabham, Moss and outsider Tony



Sebring – F1's foot in the US door, but toes firmly stubbed

Brooks. Moss retired early and Brabham had clinched the title even before he famously pushed his out-of-fuel car home in fourth place.

"It was a foot in the door of America," recalls Moss, "so from that point of view it was quite important. But it was an absolutely ridiculous circuit, lousy hotel – everything about it was bad."

The following year F1 went to Riverside, before establishing a more permanent home at Watkins Glen. Shabby Sebring has barely changed in the past 39 years, and the 12 Hours survives as a classic in its own right.

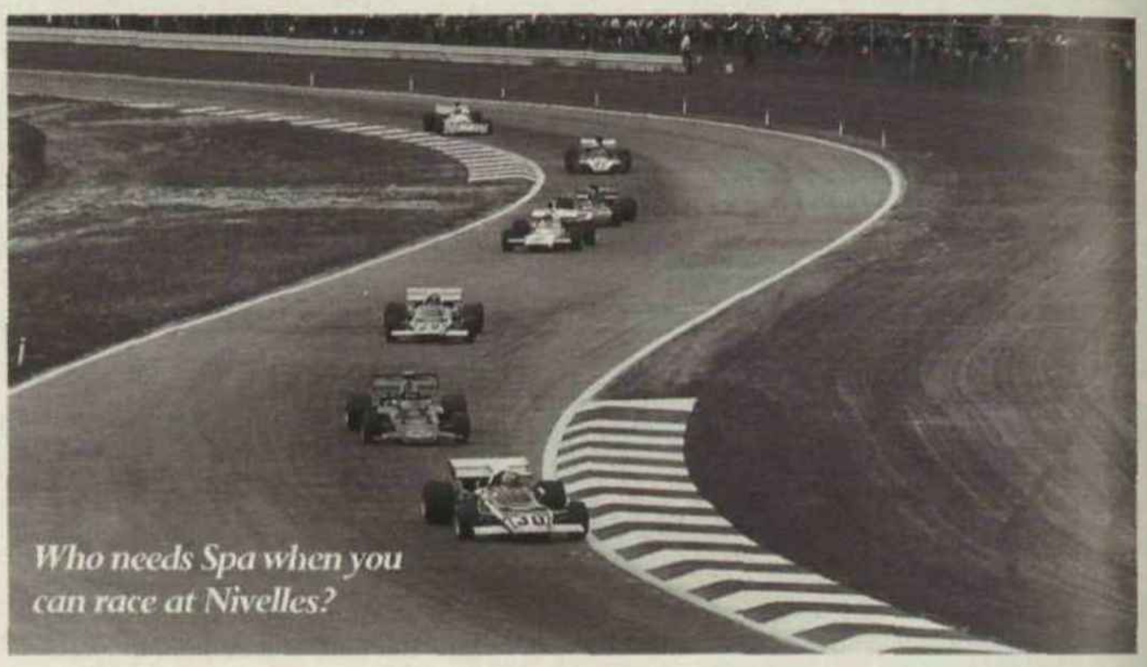
1964 Zeltweg

The Austrian GP is now held at a place called the A1-Ring, which just happens to be on the site of a once legendary circuit called the Osterreichring. Purists may mourn for the majestic old track, but at least what we have now is a bit better than the country's first attempt. The inaugural Austrian GP was held at the nearby Zeltweg airfield, which consisted of two blasts up and down a runway linked by a hairpin at one end and a right/right/left 'complex' at the other. ➤

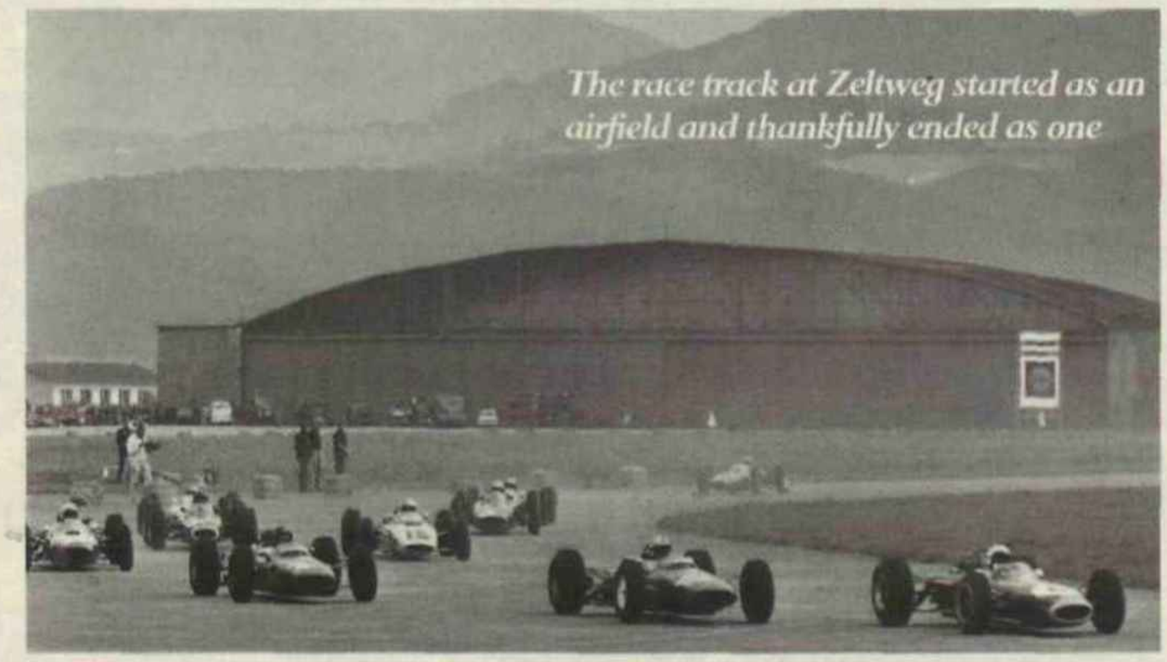
After a non-championship event in 1963, won by Jack Brabham, the race surprisingly gained championship status in 1964. It wasn't the lack of challenge that frustrated the drivers as much as the horrendous bumps, which shook cars to pieces. Suspensions and gearboxes fell apart, and Lorenzo Bandini survived a race of such great attrition that privateer Bob Anderson took third after starting 14th.

"Everyone was rather disillusioned by the whole thing," recalls John Surtees, "and they were a bit worried about the bumps, especially some of the British kit cars and such like. There was a lot of damage done because it was so rough. I was leading the damn race, and we had the rarity of a Ferrari suspension breakage. That would have made the championship far more conclusive, as it would have given me nine more points. At least my team-mate won..."

The race was dropped from the calendar, but an Austrian GP – for sportscars – was held at the site until 1968, when the magnificent



Who needs Spa when you can race at Nivelles?



The race track at Zeltweg started as an airfield and thankfully ended as one

Osterreichring was opened a few minutes away. These days the F1 jetsetters park their private planes at Zeltweg airfield...

1967 Le Mans Bugatti

In the 1960s the French GP flitted around the country as rival circuits staked their claims. In 1964-'66 it moved from Reims to Rouen to Clermont-Ferrand in successive years, although nobody complained about the three spectacular road courses. Then in 1967 the race went to Le Mans – not to the 24 Hours course, but the short 'Bugatti' track, built two years earlier mainly for use by the local racing school.

Utilising only the pit straight and the Dunlop Curve section of the main circuit, it weaved its way through a series of hairpins built in the car park behind the paddock. Its twisty nature was at least 10 years ahead of its time. F1 cars didn't look right in the shadow of the famous grandstands and pit complex, and the fact that the GP was held just three weeks after a star-studded 24 Hours – won for Ford by AJ Foyt and Dan Gurney – meant that public interest was minimal. Those who turned up had just 15 cars to watch. The new Lotus 49s of Clark and Hill both had spells in the lead, but eventually team-mates Brabham and Hulme scored a one-two, ahead of Jackie Stewart.

"It wasn't what the other tracks had been," says Stewart. "I didn't think it was that much of a disaster, but it was a bit characterless. Some tracks have got no soul at all."

1972,'74 Nivelles

After the original Spa-Francorchamps had been abandoned by F1 in 1970, the Belgian GP disappeared from the calendar for a season. When it returned in '72 it was on a track whose character was about as far removed from its illustrious predecessor as it was possible to be.

Opened in September 1971, Nivelles was handily placed just 20 miles south of Brussels. It had modern facilities, and was as safe as any track yet built; the massive run-off areas were totally without precedent. But as a Grand Prix track, it was a total failure. Flat, sterile and featureless, it did little to excite drivers who'd been at Spa two years previously, despite the first part of the lap consisting of some sweeping, fast corners. The first race was won by Emerson Fittipaldi, after Clay Regazzoni led the early laps.

In 1973 the circus moved an hour west to Zolder, political considerations ensuring that the Flemish part of the country had its turn. The track broke up and the race was a disaster, but over the years the place developed some character. After one more try at Nivelles in 1974, again won by Fittipaldi, Zolder became the Belgian GP's home until the new Spa was ready in 1983.

"It was a rather non-descript circuit, with no character at all," recalls Watson. "It was one of the first to show signs of the blandness to come."

Bankrupted, Nivelles staggered on until closing in 1980, and the track was later absorbed by an industrial estate.

1981-82 Las Vegas

American temporary tracks are not always unpopular. Long Beach (1976-'83) is much missed by F1 regulars, while despite an ugly downtown location Detroit (1982-'88) had found a niche before it too became an Indycar venue. However, three of Bernie Ecclestone's shorter-lived attempts to spread the gospel were utter failures...

In use for just two years, Las Vegas was an experiment the like of which has not been seen before or since. Not a street circuit, it was built on a huge car park and some unused land adjacent to the Caesar's Palace casino and hotel complex. Totally flat, it consisted almost entirely of hairpins lined by high concrete walls. And as for the unique location... F1 people either loved or hated it. Alan Jones won the first race in 1981 as Nelson Piquet stole the title from Carlos Reutemann, while a year later Michele Alboreto was a surprise victor for Tyrrell.

"It was totally contrived," says Watson. "You were running next to concrete barriers all the time. It was a bit like some modern circuits where you never really get going. But strangely I did get to like it by the second year."

Subsequently a CART race survived on the site for two years. ➤



Locals turned out in their hundreds for French GP at Le Mans



Avus only had two corners. The drivers were bored by one and feared the other, this spectacular banked turn.

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Las Vegas track hewn from car park... at least pay-and-display was cheap

In 1994 I bumped into Stefan Johansson in a glitzy shopping mall adjacent to Caesar's Palace. Where had the old F1 track been, I asked? He pointed at the floor. "Right here..."

1984 Dallas

Dallas proved to be of the biggest fiascos F1 has ever seen, and Ecclestone paid the price for the extraordinary decision to hold a race in Texas in the heat of July. Laid out on a typical American fairground, the track had a more interesting design than many temporary tracks, but the intense heat caused the surface to break up. Drivers were forced to race on a gravel-strewn surface which had the properties of ice, and many big names hit the unyielding concrete. Somehow Keke Rosberg survived the carnage to win at a humble 80.2mph.

"We went there when the soap opera *Dallas* was the biggest news," recalls Martin Brundle, who has more reason than most to dislike the place. "The track was a typical American parkland circuit. After Monaco and Detroit, Stefan Bellof and myself were revelling in it – not having a turbo didn't matter. I was going to be on pole by so far they just weren't going to believe it. And I went into a chicane, lost it, and hit the wall. On the last impact my feet were the frontmost part of the car. They got my feet caught in the catch fencing as they tried to get me in the ambulance, which hadn't got any air conditioning, so I passed out. The hospital was near enough that I could hear the race, but I couldn't see it..."

F1 did not return, but Dallas survived for a while as a TransAm venue in various guises.

1989, '90, '91 Phoenix

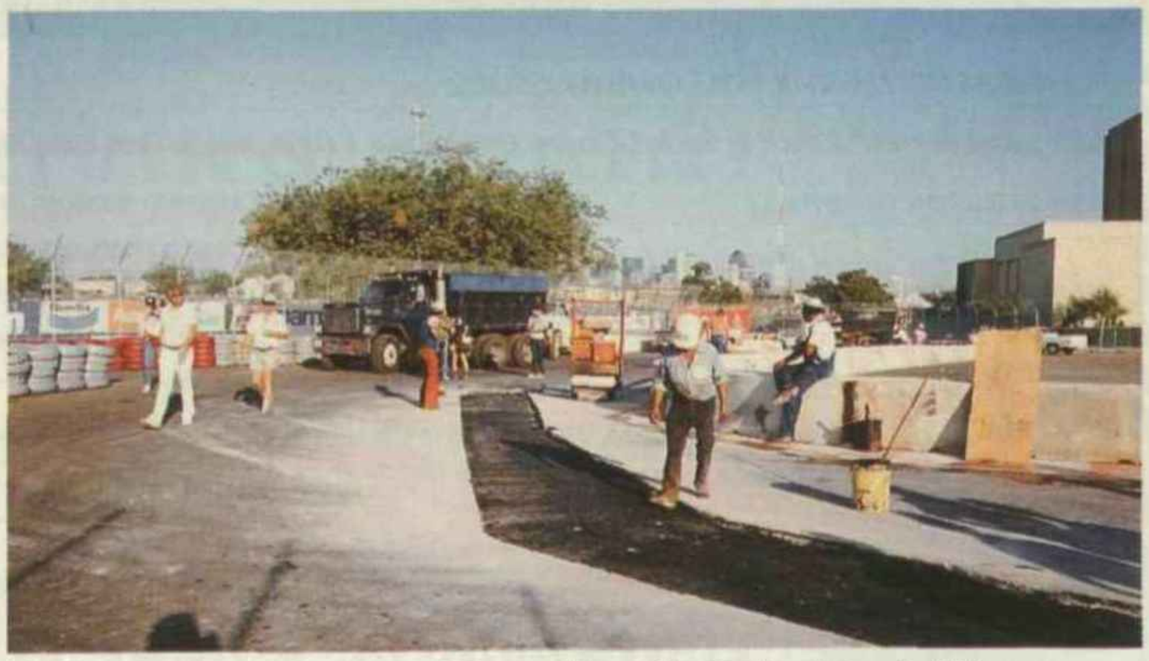
After abandoning Detroit, Bernie Ecclestone moved the United States Grand Prix to Phoenix, in the middle of sunbaked Arizona. A nearby oval, opened in 1964, hosted both Indycar and NASCAR events, and used to dazzling speeds, the locals were distinctly unimpressed by F1 cars on the tight downtown street course.

The city was dull, the track was perhaps the least inspiring the circus had visited Stateside, and a lack of spectator interest contributed to a flat atmosphere, despite the GP being switched to prestigious season-opener status in its second year. Alain Prost won the first race in 1989, and Ayrton Senna won for the next two years, having overcome a famous challenge from Jean Alesi in '90.

"Phoenix was a pretty horrible one," says Johnny Herbert. "It was always hot, and for me it was a very uninspiring track. I think every corner was 90 degrees! And there was nobody there."

"We were just a nuisance in Phoenix," adds Brundle. "They hated the site of us! Adelaide was the exact opposite..."

Formula One did not return to Arizona after '91, and Ecclestone has yet to find a new US home. While a few sections of crash barrier can still be seen in Detroit, downtown Phoenix contains no clues that an F1 race was ever held there. M

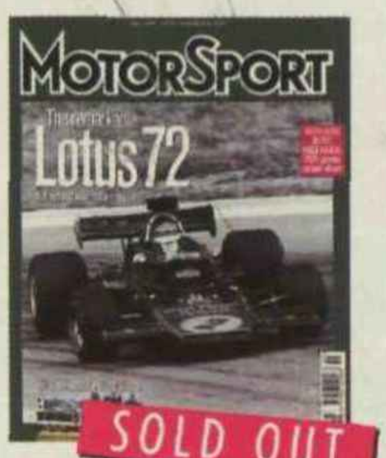


Melting track was the least of the problems for Dallas in early '80s

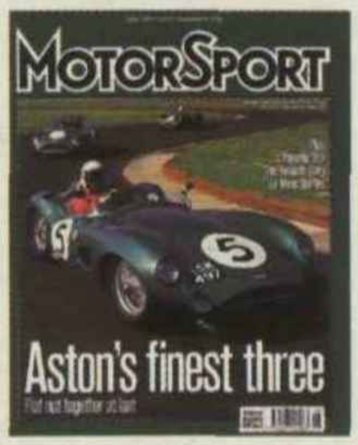
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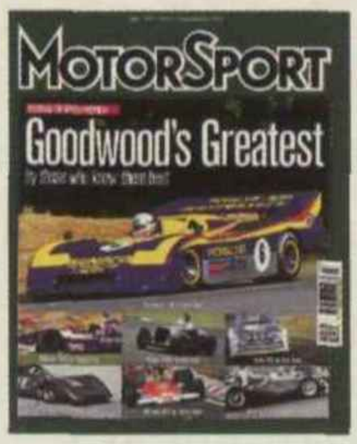
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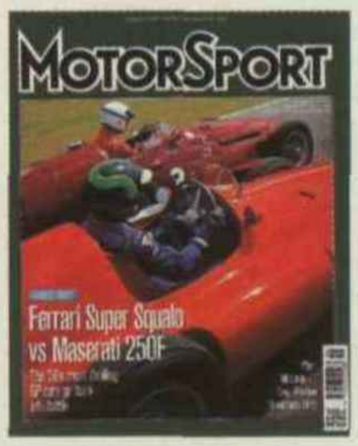
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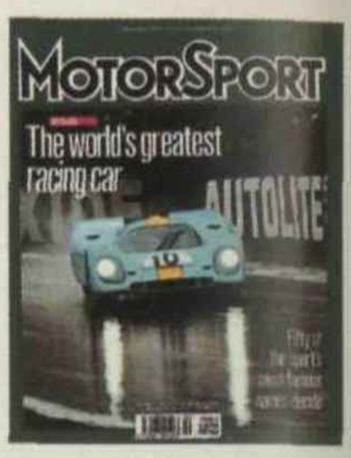
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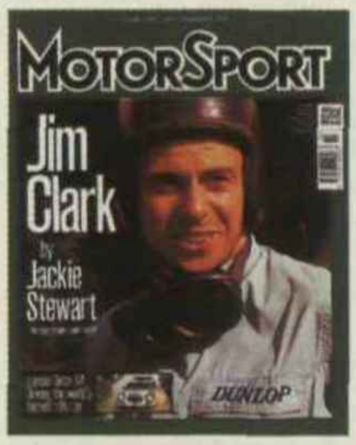
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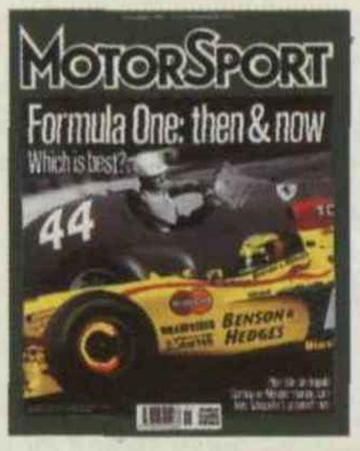
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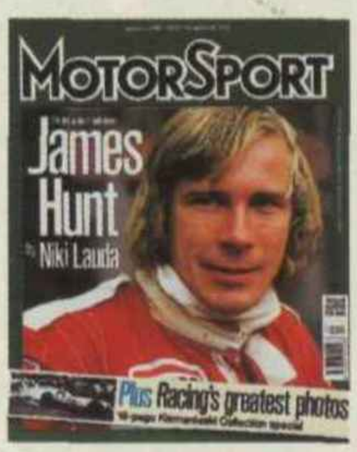
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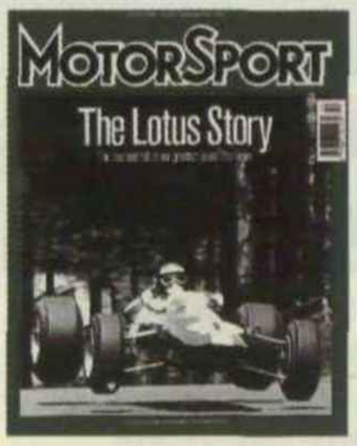
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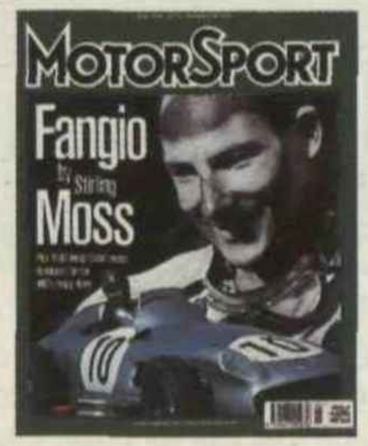
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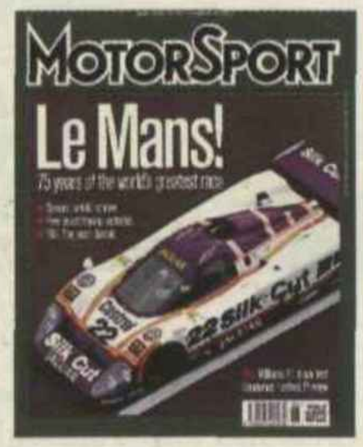
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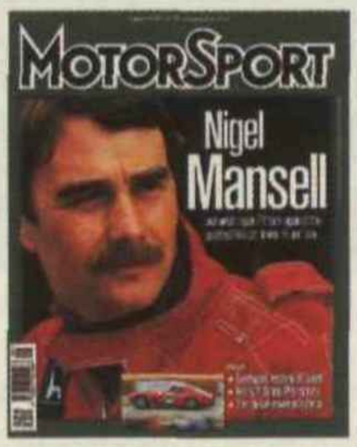
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Like many people I have very fond memories of the Borgward Isabella TS, the sports saloon which proved a surprise victor in late-Fifties saloon car racing. Competitors like Volvo and BMW were no doubt relieved when Borgward was declared bankrupt in mid-1961. Trust me to pick a loser in the corporate stakes!

My love affair with Isabella goes back to 1956. After five years on motorbikes, the Isabella was a revelation. Searching for the limit can be painful on two wheels, but the Borgward was both nimble and surefooted. With a 24mm front anti-roll bar balancing the swing-axle rear end, its ultimate oversteer could be nicely controlled. I enjoyed showing big-headed TR2s the quickest way around most corners, while in the rain an Isabella was supreme, with four-wheel drifts on with only 60bhp.

Touring car races at Crystal Palace, Brands Hatch, Goodwood and Silverstone were spectacular, with the well-known names driving the best saloons in attitudes for which they were never designed. On one occasion Reg Parnell's works Isabella won its class ahead of Alan Foster's Magnette. It was a proud Borgward owner who trickled back from that *Daily Express* trophy meeting in 1956. A year and a half later, when racing resumed after the Suez crisis, the Borgwards were trounced by the Rileys, Magnettes and even the Wolseleys! That hurt. I swore to take revenge but did not realise what lay in store.



Bill Blydenstein: master of the Isabella

Over the next few years we toiled to develop the Isabella to beat its works opponents, a time of relentless part-time work, because we were semi-amateurs and had to earn a living outside racing. Some had a little works support in terms of parts but precious little cash.

From the Borgward factory at Bremen I bought the bits to lift the engine to TS Plus specification, around 80bhp, and on my first event, at Brands Hatch in September, surprised everyone by winning my class. More sprints and hillclimbs followed before entering saloon car racing proper in 1959.

Graft and gradual development of car and driver saw the Isabella begin to get on terms with the Rileys, always our main rivals. They were quicker in a straight line, while we scored on bumpier corners and, of course, in the rain, when the Isabella came into its own. With its Michelin X tyres at 45psi, tweaked Konis and lowered suspension, the independent rear end gave the traction. Sure, it oversteered, but this was preferable to the Rileys understeering off the track!

The people who helped make this possible were John Winter (friend, fellow engineer, pit crew and car nut) and Henry Meier and Herr Wolff, in charge of Warranty and Service Depts at the Borgward factory. If at any time I needed parts I only had to lift the phone and speak to Henry Meier for the parts to arrive within two days. Such support produced a complete lower ratio axle housing in time for the Brands Bank Holiday International. This and the Michelin X tyres produced a magical three-second improvement at Brands, my favourite circuit – enough to let me share the front row with two Jaguars, ahead of the fastest Zephyrs, the Rileys and the rest of the field. And, although the Zephyrs passed on the drag to Paddock bend, the Isabella scored its first International class victory. Les Leston came over and asked where the speed came from. I told him I was using the same axle ratio as the Rileys. It was not long before the Rileys were using even lower ratios, again vaulting ahead of the Isabella.

That year, 1959, was also the year of the Cooper-Borgward, using a twin-cam 16-valve development of the Isabella engine. In the hands of Stirling Moss it won the FIA Formula Two Constructors Cup.

I met John Cooper at the Gold Cup at Oulton Park. In my work as an aeronautical engineer I had specialised in gearbox design and fatigue calculation. I was invited to Cooper's design office at Surbiton, meeting designer Owen Maddock and spending the next few weeks stressing the new gearbox for the 1960 F1 car. It was a salutary experience, and a rare treat to meet the man himself. Very impressive as a designer of successful racing and sportscars, and of course, creator of the Mini Cooper, John had a fund of stories, invariably funny and interesting. Lunch at the pub was a favoured pastime for anyone in motorsport circles.

But 1960 was not a good year for us, despite a class win, beating Leston's Volvo Amazon at Goodwood. The engine lost its initial grunt and we spent most of the season trying to find out why. Two good races spring to mind. In the rain at Oulton Park we led at a canter, while at Mallory Park we were fourth on the grid behind a Zephyr and some Rileys. The Ford got the jump on the Rileys into Gerrards and they lined up like good little lads behind. For once my brain was in gear and I drove round the outside of the lot of them. The Zephyr conveniently held up the Rileys for two whole laps before they got going, too late to catch the Borgward. We won the BARC Cibié Cup Saloon Car Championship.

1961 was Borgward's best year. The lack of grunt during 1960 was due to the heavy old-fashioned piston rings eating their way into the ring grooves at high revs. New pistons and rings every five or six races did the trick. Also, our development directed at easing more air into the small-bore pots finally produced enough torque and power to enable me to sneak up and beat our adversaries when they weren't looking. At Goodwood Karl Foitek's Alfa spun in the rain – first blood to Isabella! At a dry Snetterton Alan Hutcheson's Riley won by miles.

At Spa, the fastest road circuit in the world, the Isabella beat the best that the Belgians, British and some Scandinavians could muster. Alfas, Volvos, Rileys, and DKWs were left behind as we won ➤



Snetterton 1961: Last race for the Borgward-Isabella before the company collapsed

Last chance saloon

DESPITE MANY RACING SUCCESSES, BORGWARD'S ISABELLA SALOON WAS UNABLE TO SAVE THE COMPANY FROM GOING UNDER. ITS GREATEST EXPONENT, BILL BLYDENSTEIN, REMEMBERS IT



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Snetterton 1957: Isabellas were always the class of the field when the rain came



An Isabella on pole for this Cibie Cup Club saloon race at Goodwood in '60



Blydenstein timing the water flow through the ports of the Isabella's four cylinder engine



Spa '61, the Isabella's finest hour. Blydenstein wins the saloon car Grand Prix

at a record average of 92.8mph. The Spa victory was widely publicised and we were invited to the Borgward factory to be wined and dined by the management and receive a special bonus prize.

Our 1961 season was planned with military precision. It had to be, as the Isabella was entered in two championships. I decided to enter Jeremy Hodgson in the Cibié Cup, and myself in the Internationals. A clash of dates was inevitable.

Whitsun weekend proved one such. On Whit Monday the BARC held their Cibié Cup race at Goodwood while Crystal Palace in London was the venue for the BRSCC International race meeting. Practice was on Monday and Saturday respectively so that posed no particular problem. To enable us to compete in two races on different tracks on the same day with one car we had to be sure that the races were scheduled early at Goodwood and late at Crystal Palace. The car could then be driven from one venue to the other between races – an estimated journey of about an hour and a half. Fortunately the BARC made the Cibié Cup race first of the day at Goodwood and Nick Syrett of the BRSCC agreed to schedule the saloon car race as the last but one on the Crystal Palace programme. It all sounds incredibly complicated but in the end it went smoothly on the day. Hodgson finished second at Goodwood, and drove heroically to Crystal Palace in time for me to beat Hutcheson's Riley and take another class win.

Another clash came some weeks later in July. On the Saturday Hodgson's Cibié Cup race was at Aintree near Liverpool while mine was scheduled for Zandvoort in Holland on Sunday. Practice at Zandvoort was on Saturday. I was able to borrow an old Opel Rekord to thrash around while I got to know the circuit. At Aintree Hodgson once again finished second to Cuff Miller's ex-works Sunbeam Rapier, and John Winter then drove off south to Dover to catch the night boat to Calais. It was touch and go, the car arriving at Zandvoort just in time. Starting from the back of the grid was no problem for the Isabella. Within two laps we were in front and won the race with plenty to spare.

Our participation in the Nürburgring six-hour race was rather less successful – a couple of spins on this most awe-inspiring of circuits and a dropped fan belt putting us out of contention. However, it was a pleasure to meet a young Jochen Neerpasch who was also there driving an Isabella TS. He showed his wealth of natural talent by finishing third overall and winning the class.

Immediately after the race I was asked to come over to the factory in Bremen to help modify and develop both the TS four and the Grösser Borgward six-cylinder engines.

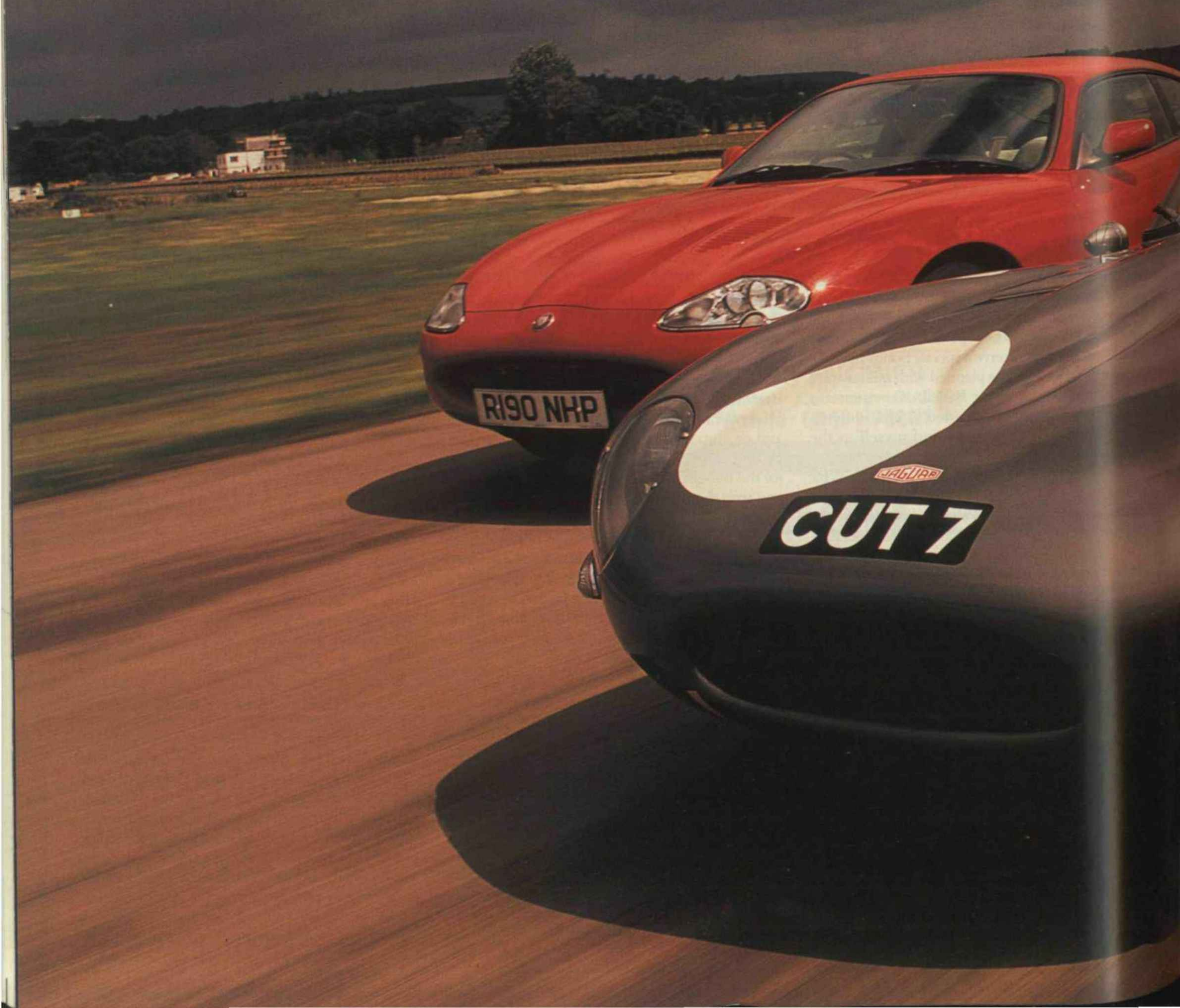
I count the following days as being among the most interesting of my life. The work required was to be carried out in their service department. First they checked the power of a standard TS production engine on their dynamometer. It gave just 68bhp, which was disappointing as it was supposed to be 74bhp. The 2.3 six-cylinder engine also checked out below par at 94bhp. There now followed seven days of truly frantic activity. With the help of several service mechanics one four and two six-cylinder engines were modified to full Group 2 spec. The TS engine was persuaded to give 87bhp, a handy increase of 27 per cent. The six cylinder powerplants were modified to two entirely different specifications and gave 113 and 118bhp. Not a bad result for seven days work.

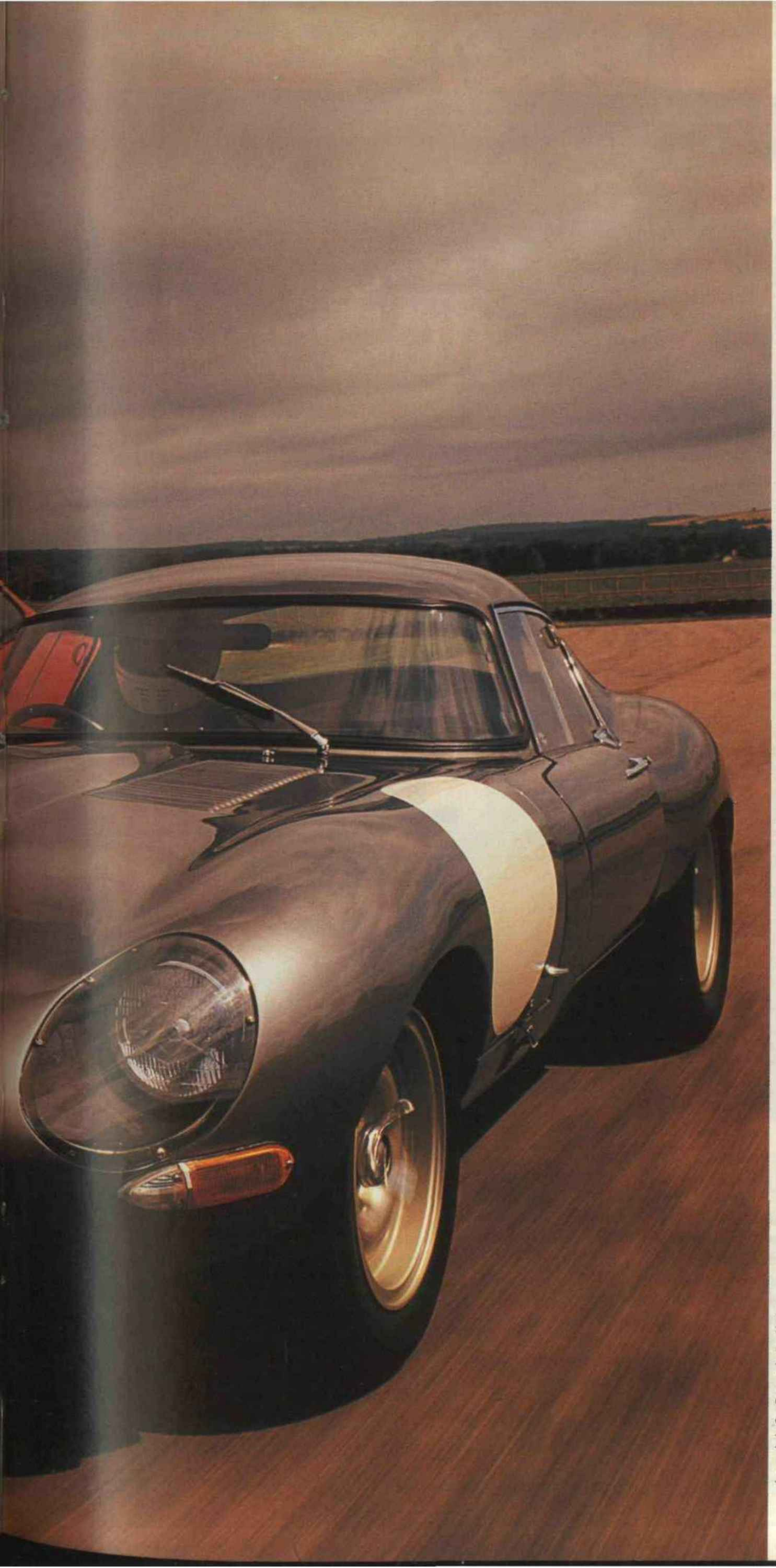
It was with a real sense of regret that I finally said goodbye to all my helpers, superb mechanics and engineers. I was also privileged to meet Karl Ludwig Brand, the Chief Engine Designer. Dr Brand was very interested in our results and how these might be incorporated in production engines. While I was talking to Dr Brand a person from the accounts department suggested I call in to collect payment for my account, presented that morning. As I had other business to attend to, I declined and asked if they could send me a sterling cheque instead. Little did I know that the banks foreclosed on the company that very afternoon and that it would be 10 or so years later before I finally received payment. I have often wondered if that accounts person was actually trying to do me a favour!

The bankruptcy of Borgward was due to many factors, not least overmanning: popular opinion said that where Opel used one man, Borgward used three. Also their marketing left a lot to be desired. Isabella production built up too slowly to take advantage of the US compact car boom, and the smaller Arabella saloon was rushed out too soon with faults galore. A pity, because Borgwards were popular world-wide, especially the Isabellas. They were cars for real enthusiasts, but sadly not even unexpected race success could keep Borgward afloat. M

Cd PLAYERS

LOW DRAG WAS THE KEY TO CUT 7, JAGUAR'S FIRST TRY TO MATCH FERRARI'S GTS. MATTHEW FRANEY TOOK IT BACK TO GOODWOOD WITH THE NEW XKR, THE TRUE SUCCESSOR TO THE E-TYPE





IT WAS NEVER MEANT TO BE AN OUT-AND-OUT RACING car. The intention to take on the might of Ferrari was never there from the start. It was, first and foremost, a road car from its long, raking nose to curving tail. The trouble was, it was a good road car... too good. From the minute the press caught sight of it, from that first mention of the magic 150mph barrier, its future was set.

The E-type, said Jaguar, was a direct descendant of the Le Mans-winning D-type and, as it said so, inadvertently dumped the weight of the company's racing heritage on its graceful shoulders. Looking back, it hardly seems surprising, but by the time the first road car was unveiled in March 1961, the prototype upon which it was based, E2A, had already been bought by Briggs Cunningham and raced at La Sarthe.

You have to look back a good five years to understand the thinking that led to Jaguar's most famous car. The bitter-sweet victory for Mike Hawthorn and Ivor Bueb in the tragic 24 Hour race of 1955 led to a swift rewriting of the sportscar racing rulebook and while the appetite for motorsport never waned completely, Jaguar took stock of the new rules which insisted on a production run of at least 100 cars to race in the over 2.5-litre category. The D-type, primarily a racer, had been rather less than successful in the showroom. The replacement, it was decreed, had to be suitable for "purposes other than racing."

And so it was that Jaguar designer Malcolm Sayer sat down to create the shape that would become a trademark of 1960s British motoring. Borrowing heavily on his experience of aerodynamics used in creating the streamlined 'D', the new car was blessed with looks as provocative as its predecessor, but came also with the most modern levels of ride, handling and performance to match.

The E-type, unsurprisingly, was a hit and Jaguar was soon stretched to provide enough to go around. In those early days, just seven had been built for competition purposes with an upgraded 3.8-litre straight six engine and a close-ratio gearbox to boot. Success was instantaneous, Graham Hill driving Tommy Sopwith's Equipe Endeavour car to victory at Oulton Park.

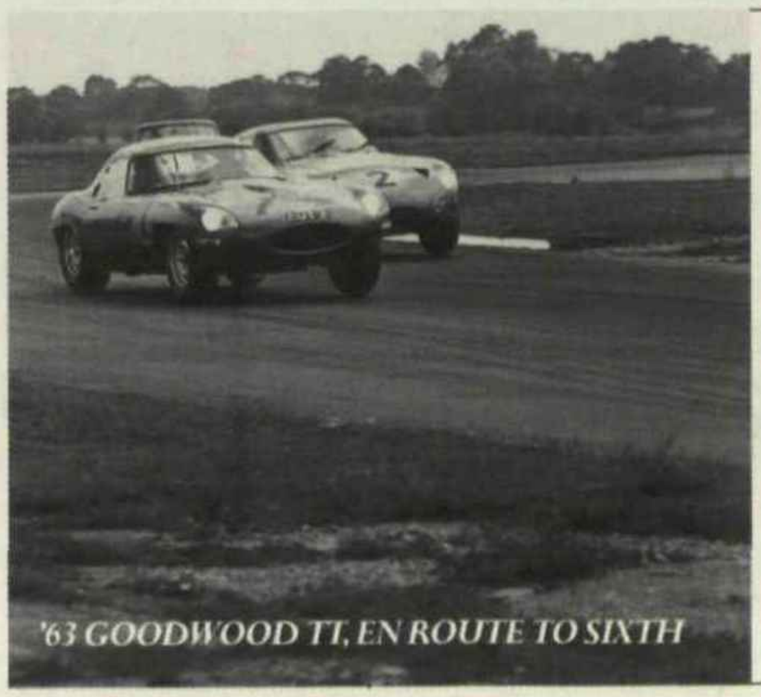
As the season went on, the cars continued to impress drivers and engineers alike – John Surtees, Innes Ireland and Bruce McLaren all owned private examples and spoke highly of them. The only blot on the horizon came courtesy of Ferrari. In the early days the 250 GT Short Wheelbase proved the car's nemesis, Stirling Moss uncatchable in races all over Britain. Then, in '62, came the 250 GTO, a purpose-built racer that never fulfilled the required production run but raced and beat the E-type, nevertheless.

Jaguar's answer to the Maranello GTs was to shave weight from the portly steel-bodied machine, and find ways to make it even more slippery through the air. Through the corners, the E-type was often a match for the Ferraris but in a straight line its extra bulk was proving a liability.

At the end of the car's first year, the team looked at ways of improving its track performance. Thoughts had turned to the possibility of a factory-supported team in 1962 and Sayer had begun to explore ways of paring weight and drag from the standard car. ➳

photography by Stan Papior & Andrew Yeadon

"The Jaguar squats down on its rear and growls its way effortlessly around the speedo"

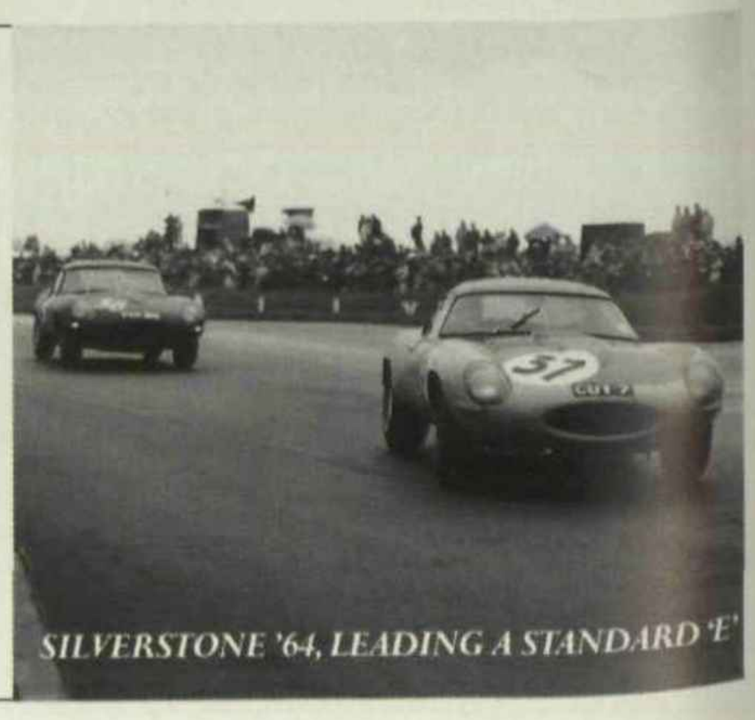


'63 GOODWOOD TT, EN ROUTE TO SIXTH

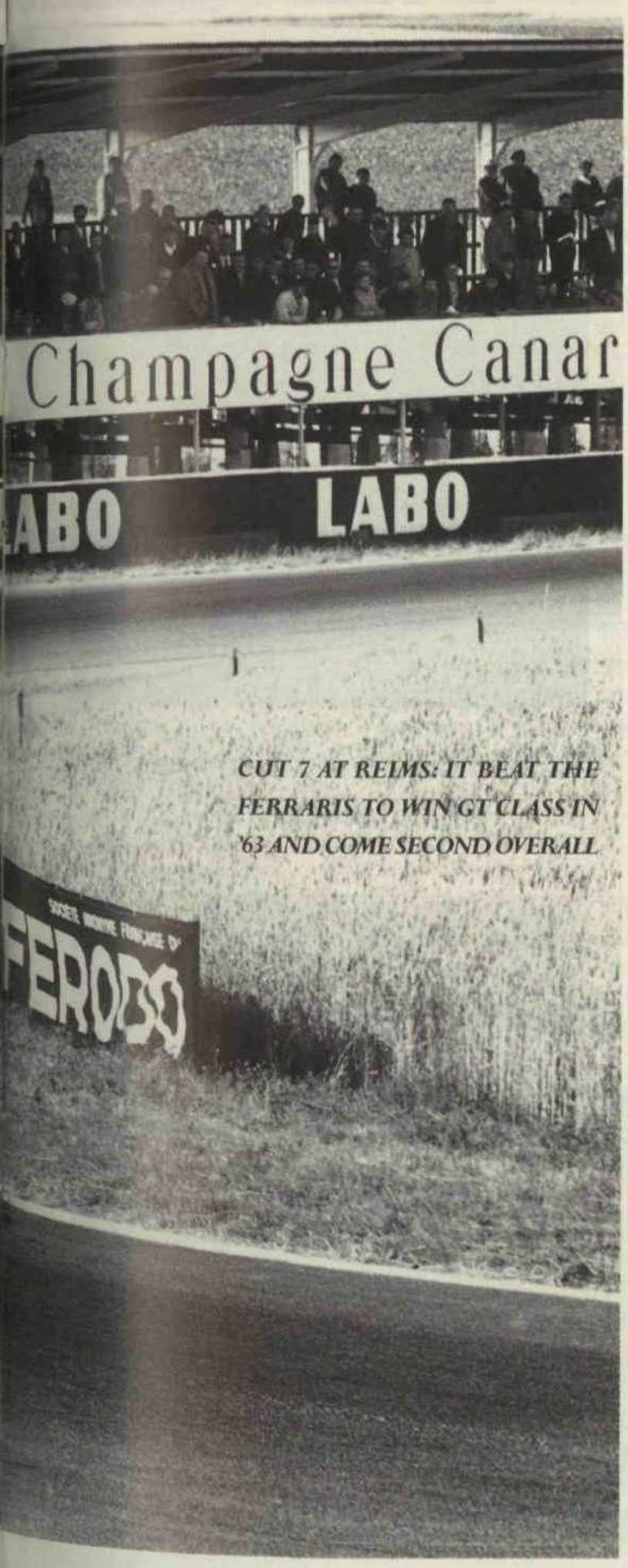
RACE HISTORY

Jaguar E-type low-drag coupé
Chassis no EC1001

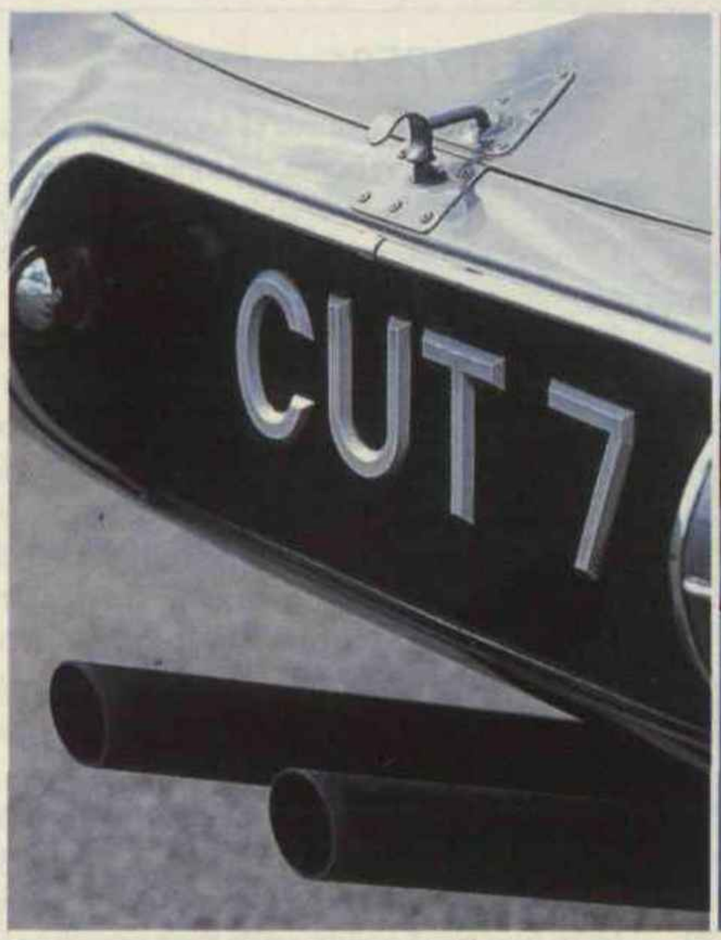
1963			
Reims	... ...	Protheroe ...	2nd (1st in class)
Goodwood TT	...	Protheroe ...	6th
Snetterton	... ...	Protheroe ...	5th
1964			
S'stone Daily Express		Protheroe ...	6th
Spa 500Km	... ...	Protheroe ...	12th
Nürburgring 1000Km		Protheroe ...	crashed
Reims 12 Hours	...	Protheroe ...	8th (1st in class)
Autosport 3 Hrs	...	Protheroe ...	10th
Paris 1000Km	...	Protheroe ...	7th (1st on class)

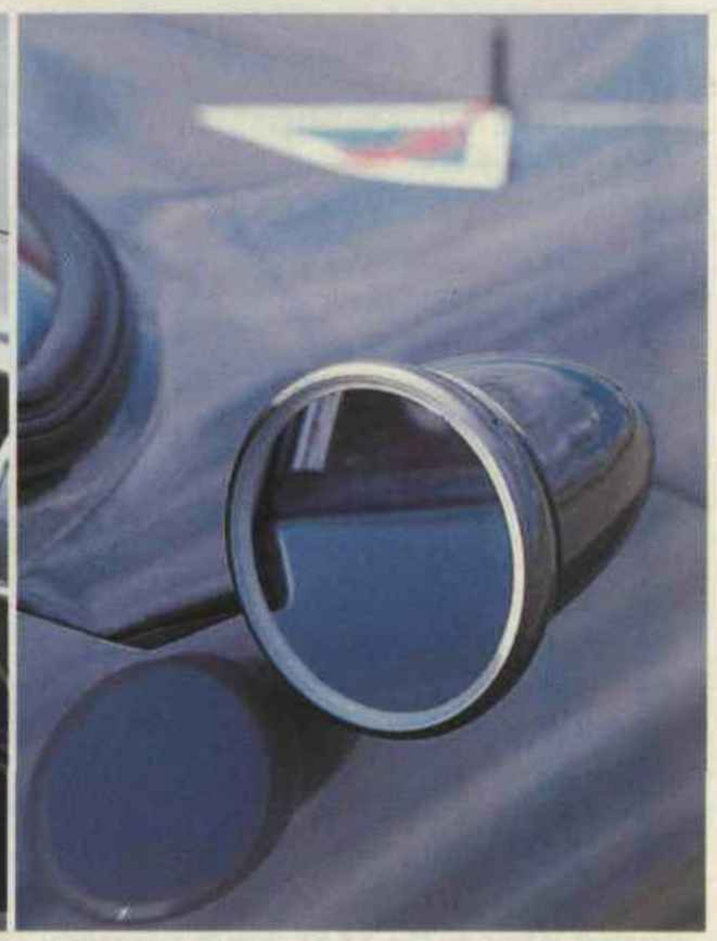


SILVERSTONE '64, LEADING A STANDARD 'E'

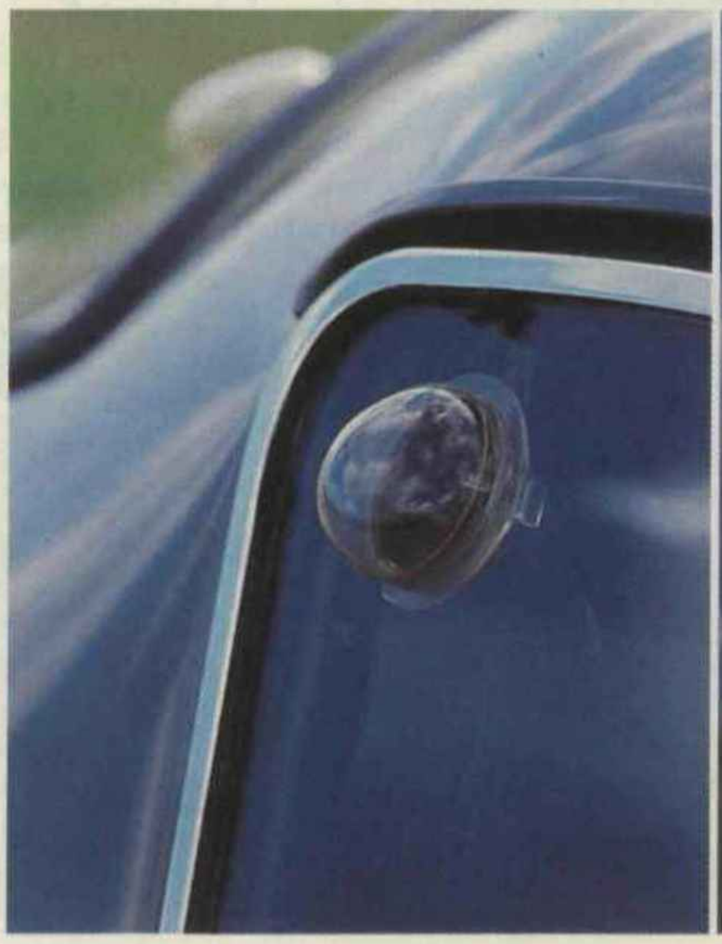


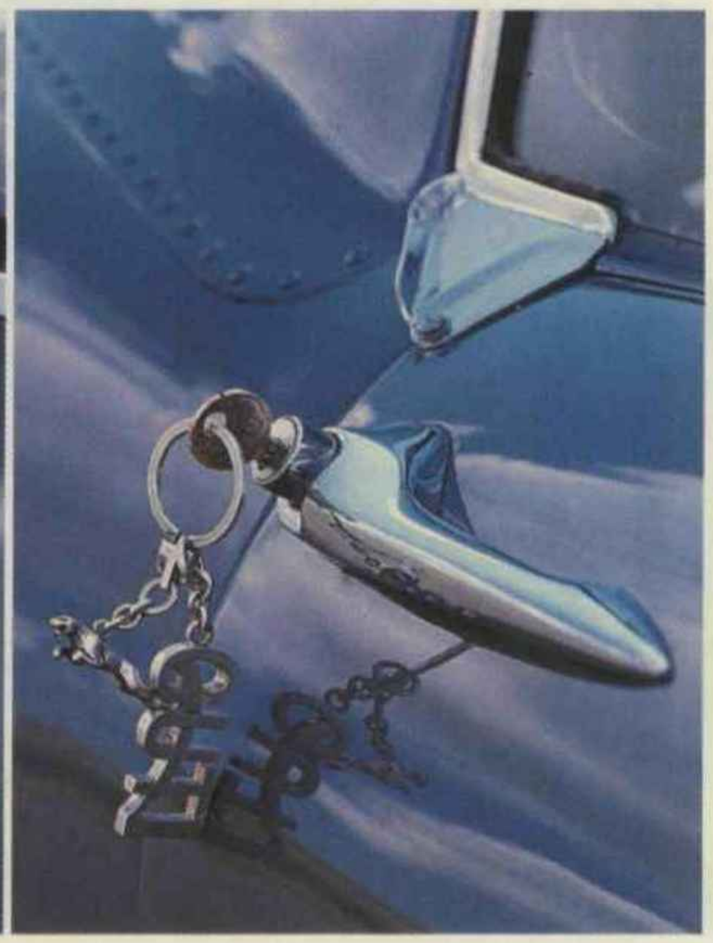
CUT 7 AT REIMS: IT BEAT THE FERRARIS TO WIN GT CLASS IN '63 AND COME SECOND OVERALL





CLOCKWISE FROM TOP LEFT: STUBBY EXHAUSTS LOOK AGGRESSIVE BUT CUT 7 IS, IN FACT, ADMIRABLY QUIET; TINY EXTERNAL MIRRORS RESTRICT VISIBILITY; SLOTTED SIDE WINDOW AIDS VENTILATION; SILVER 'CUT 7' KEY-RING PROVIDES A NEAT TOUCH





Doors and bonnets were fabricated in aluminium and other steel panels were thinned down to the bare minimum. Perspex windows replaced glass, the entire roof and tail section was redrawn and the suspension and its pick-up points were also changed. The 'low drag coupé' was born. And then it died.

With the design teams stretched and policy beginning to shift away from this halfway house compromise towards full-house 'lightweight' E-types (boasting an aluminium monocoque as well as panelling, uprated engine, suspension and brakes) the low drag project was officially dropped. However work did continue slowly after hours on the car, which gained a full race-specification 3.8-litre engine with the by now obligatory wide-angled head and dry sump. It was fitted also with a lighter flywheel and slide throttle fuel injection. Even so, the plan for the car was that it should remain very much a test-bed, staying at Browns Lane to be used as a comparison with other racing E-types and Ferrari's 250 GTO. Aerodynamic wind tunnel work showed the low drag coupé to be 10 per cent more efficient through the air than its Italian rival and nearly 20 per cent better than standard E-types.

So it wasn't until 1963 that the low drag coupé finally made its way from factory to race track, and then thanks only to the persistence of respected E-type racer Dick Protheroe. A good friend of Sir William Lyons, Protheroe convinced the boss to sell him the car once the lightweight E-type project was well under way. So began a busy competition life for the car that was to be registered CUT 7.

Three decades on, as its owner prepares the car for its return to Goodwood and the circuit revival meeting, the Jaguar cuts a fine figure sitting in the paddock. Gunmetal grey, its sleek bodywork draws the eye in a continuous sweep over its curving roofline and seamlessly down to the integrated tail section. Evidence of the wind tunnel abounds; the car's frontal area is nearly a square foot less than the standard Jaguar, courtesy of a couple of inches less headroom for its driver.

Not that CUT 7 is an uncomfortable car to drive. The leather seats form a more than adequate bucket in which to wedge yourself, and while the three-spoked steering wheel points slightly upwards, the overall picture is one of purposeful aggression – less grand tourer, more hard racer. Below the screen ➳

JAGUAR XKR: THE TRUE HEIR TO THE E-TYPE?

You don't have to look hard to see the styling cues that Jaguar borrowed from the E-type when it brought the XK8 into existence. The curvaceous, drooping nose and stretched oval air intake are as distinctive now as they were in the early 1960s, the contemporary XK managing successfully to straddle the gap between modern and old.

But while the launch of the E-type sent shock-waves through the motoring industry, Jaguar's latest GT lacked the sporting prowess that made its predecessor such an icon. Comfortable and accomplished grand tourer, yes. Out and out sportscar? Well, no.

Mindful of the heritage that comes with building an E-type replacement, Jaguar responded to the cries for more power with the uprated £59,300 XKR, the fastest car from A to B it has built... XJ220 aside. The company didn't have to look hard to find that power either, the brilliant 4.0-litre supercharged V8 engine that graces MOTOR SPORT's XJR saloon adding an effortless 80bhp to the XK8's already substantial 290.

Like the original E-type, the XKR possesses torque in liberal quantities, too. A gargantuan 387lb ft is on tap at 3600rpm and howls the car forward to 60mph in 5.2sec, topping out at a restricted 155mph.

Power is transmitted through a five-speed automatic gearbox bought in from Mercedes to cope with the extra strain, while double wishbone suspension with computerised damping via Jaguar's Computer Active Technology Suspension system and traction control ensure that as the rear wheels start to break away, things don't get out of control.

On the wide expanses of Goodwood circuit, the XKR is instantly at home, the long drags from corner to corner dealt with in an instant, an indicated 135mph on the clock as you reach the braking point at the end of the back straight.

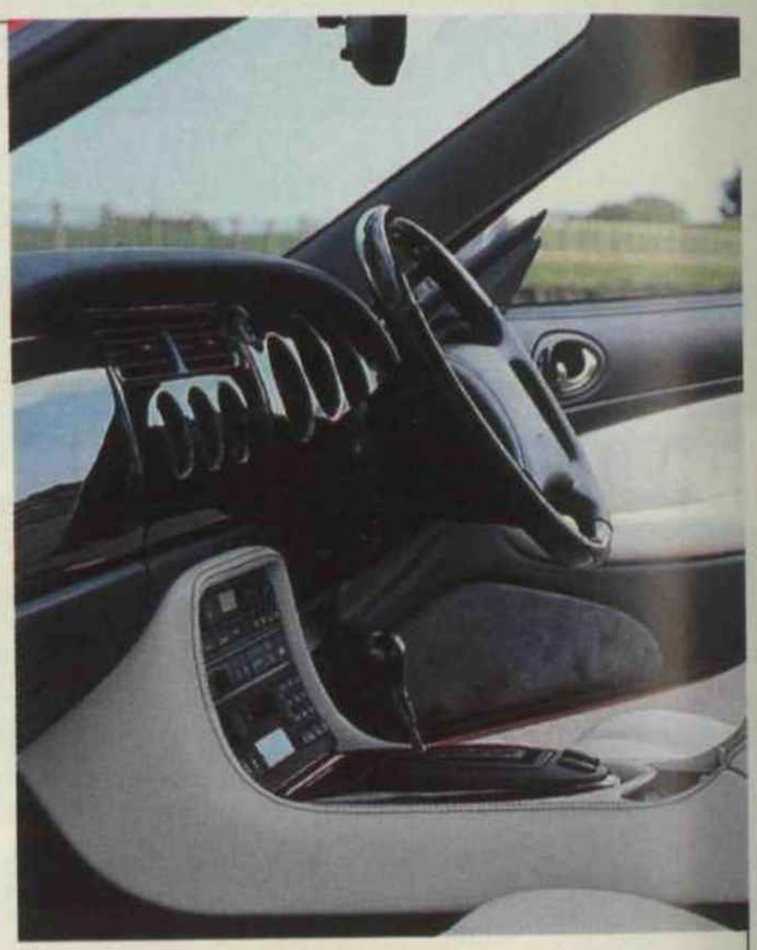
Braking, however is another matter, the 305mm ventilated discs succumbing quickly to the stresses of having to slow a 1600kg car repeatedly from high speed. Early on in the day our XKR's brakes faded quickly, never to recover their initial sharpness.

Weight, too, is an intrinsic part of the handling characteristics of this powerful but hardly slimline car. The XKR uses all the knowledge gained from fine-tuning the acclaimed XK8 but allies that with stiffer dampers that allow you to attack corners with genuine aggression for a car of its size.

Steering is sharp and precise, the Servotronic system firming up to a point at which the Jaguar begins to feel like a genuine sportscar at speed. Here two small points make their presence felt, one which could be addressed, the other an inherent characteristic of the car. Through the fast corners around Goodwood, the car's degree of body roll – although not unexpected – is not equalled by support from the seats. More lateral bracing would help through the fast stuff.

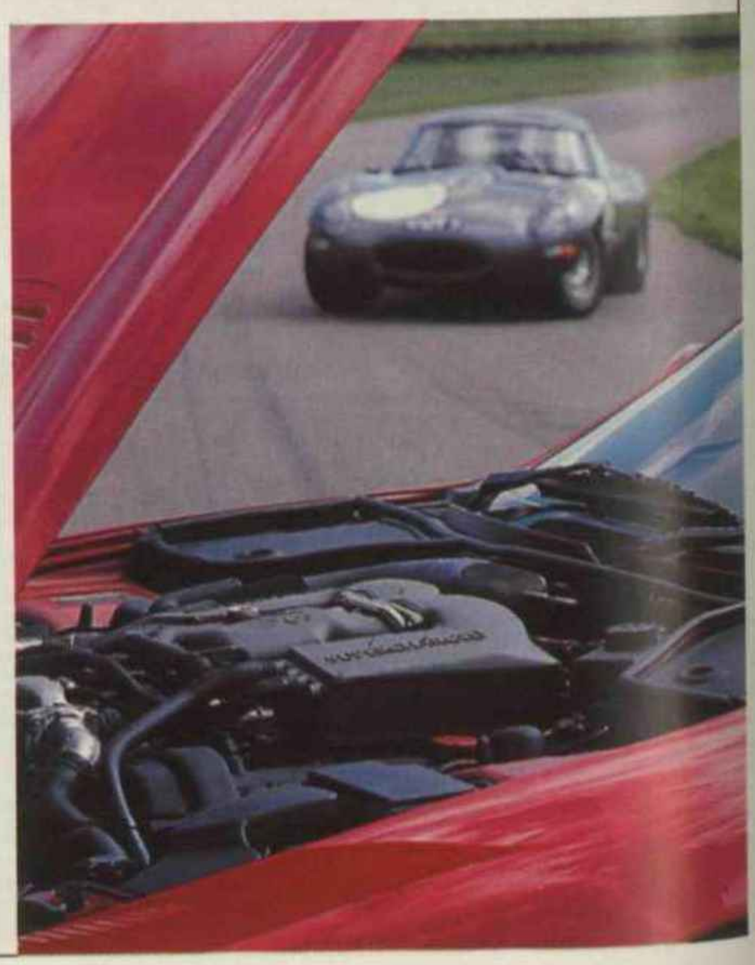
But speed too brings enough body roll in the car – as well as driver – to unsettle the XKR if you are really trying. Through the adverse camber at St Mary's corner, the desire to lift as the nose washes out should be tempered by the fact that quite sudden weight transfer brings the rear round quite quickly. On the road, it should not be a problem; on the race track it is worth watching out for.

The XKR is arguably as close a car to the E-type as Jaguar could build in the 1990s. Comfortable, assured and devastatingly quick, it is just one more example of the revival at Jaguar.



XKR HAS 370BHP AND WILL HOLD ONTO THE RACE 'E' AROUND THE TRACK. JUST DON'T EXPECT IT TO FEEL ANYTHING LIKE A RACER





two enormous dials glare out, a rev counter indicating safe passage to 6000rpm and a speedometer with room to spare the far side of 150mph. The tall gearshift leans towards the wheel, keeping necessary movements to a minimum, while pedal spacing is excellent. Visibility, as you might expect from a car with over six feet of bonnet stretching out in front of you, is far from ideal, but the view backwards through the shallow but wide rear screen is probably better than many regular E-type racers enjoyed. It is, nevertheless, hard to escape the feeling as you reach for the starter that you are surrounded by a whole lot of car.

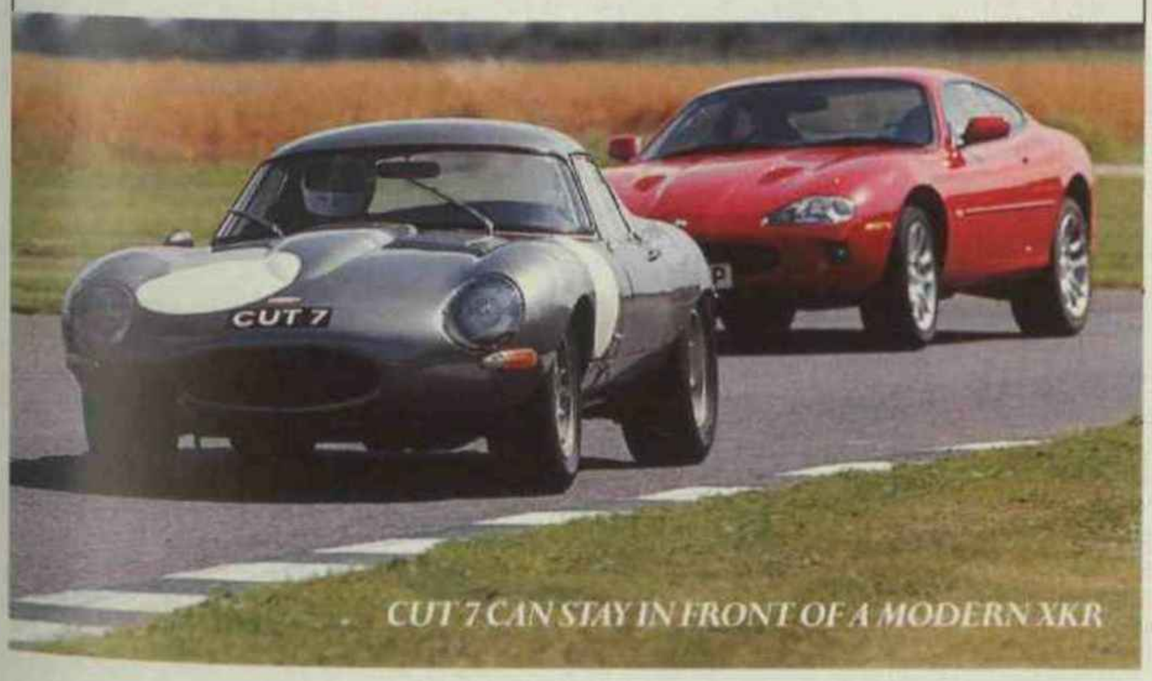
CUT 7 is as 'on the button' as you could want from a racer of its age and settles down quickly into a low but more than audible hum, its six cylinders thumping out a signature every bit as recognisable as that of a Maranello V12. After a long wait to raise sufficient heat in the sizeable oil tank, the first of its four syncromesh gear engages with a firm nudge. If you should ever find yourself pointing CUT 7 in the opposite direction in which you are intending to travel, get someone to push you backwards as reverse, by contrast, is not easy even to find, let alone select.

At speed, as in so many competition cars, the E-type's idiosyncrasies all but vanish, the notchy shifts transformed into quick, solid changes as the car approaches its 6000rpm redline for the day. In their day, E-type racers squinting through the red mists might take the straight six as high as 6750rpm but with valve clearances of just 60 thou, it was a brave driver who did it regularly. In CUT 7, it is needless, too. A top race-prepared 3.8 would produce a GTO-matching 300bhp and bring bags of torque with it. In the low drag coupé it is the ease with which the car pulls from low in the power band that makes it such a contrast to its multi-cylinder rivals. From as low as 3000rpm the Jaguar squats down on its rear tyres and growls its way effortlessly around the speedometer. Weight transfer under acceleration is enough to make the long nose rise noticeably, but with all that mass out front, it is neither disconcerting nor harmful in a straight line.

Where the car does suffer slightly is when the power is fed back in higher speed corners. Here the heavy front end loses the battle to hold its line far earlier than the rear, and the resultant understeer is

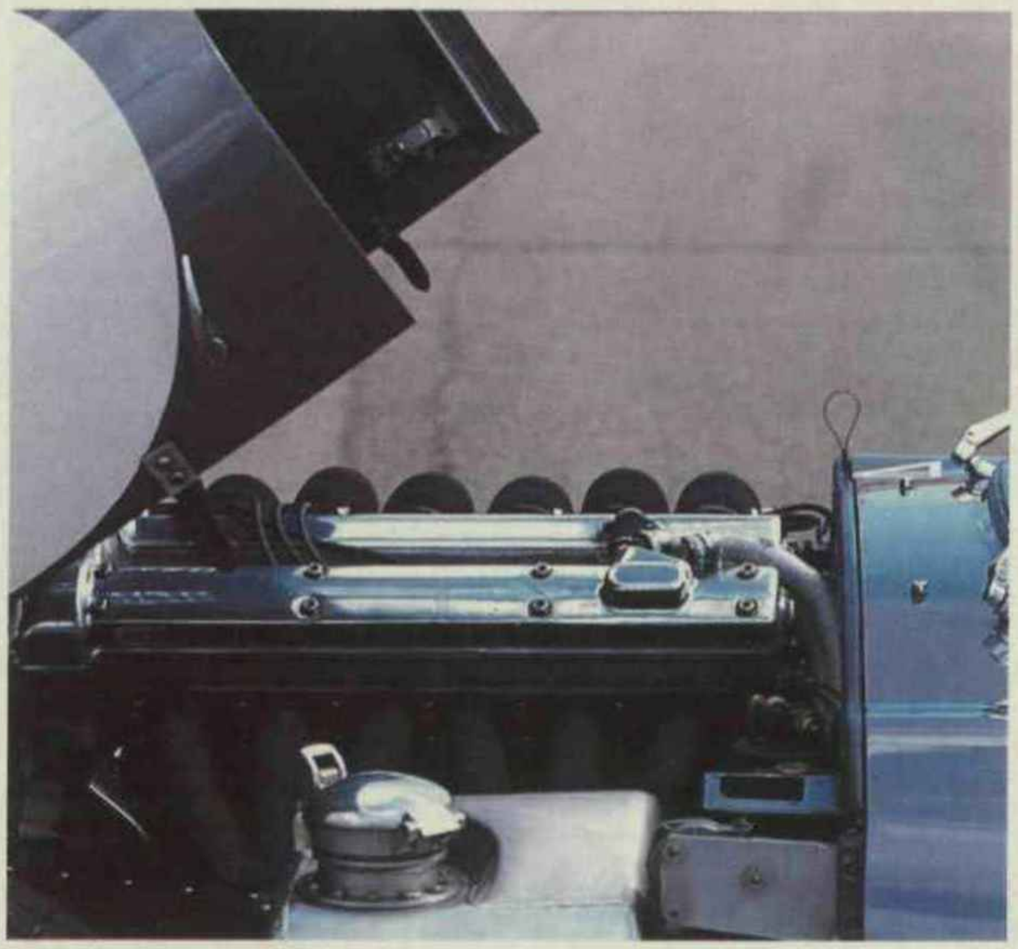
SPECIFICATIONS

	Jaguar XKR	E-type Low drag coupé
ENGINE		
Type	All alloy, water-cooled, front-engined eight cylinders	Iron block, alloy wide angled head, six cylinders
Capacity	3996cc	3800cc
Max power	370bhp at 6150rpm	Approx 300bhp at 6000rpm
Valve gear	dohc, 4 per cyl	dohc, 2 per cyl
Fuelling	Denso EMS sequential injection Eaton M112 supercharger	Lucas mechanical throttle slide fuel injection
Transmission	Five-speed automatic with 'J-gate' and 'Sport' options	Four-speed (w/reverse) all synchromesh
CHASSIS		
Suspension (f)	Independent, double wishbones, coil springs, adaptive dampers, anti-roll bar;	Independent, double wishbones, torsion bars, dampers, anti-roll bar;
Suspension (r)	Independent, double wishbones, coil springs, adaptive dampers, anti-roll bar	Independent, lower wishbones, driveshaft link, radius arms, coil springs
Brakes	Vented anti-lock discs (305mm)	Discs all round
Steering	Rack and pinion, power assisted	Steering box, unassisted
Wheels (f/r)	8x18in (f)/9x18in (r), alloy	6.5x15in
Tyres	Pirelli P-Zero	Pirelli or Dunlop L section
DIMENSIONS		
Length	187.4in	175.0in
Width	79.3in	65.0in
Track (f/r)	59.2in/58.9in	50.0in/50.0in
Wheelbase	101.8in	96.0in
Kerb weight	3674lbs	2188lbs



CUT 7 CAN STAY IN FRONT OF A MODERN XKR





CUT 7 CABIN (ABOVE) MORE COSY THAN CRAMPED, STEERING IS SUBLIME AND FOUR SPEED GEARBOX IS SNAPPY. ENGINE (BELOW) PUTS OUT AN EASY 300BHP AND HUGE TORQUE TOO

just a gentle reminder to the driver that this car should not be pushed too hard too early. For its regular use CUT 7 runs on Pirelli road tyres which are more than adequate until you reach those final few percent. Racing demands a higher specification rubber and for the Goodwood meeting it will, in accordance with Appendix K rules, be fitted with Dunlop L section racing rubber; the understeer should dial itself out as a result.

Unlike the true lightweights which followed, the low drag coupé was built around a steel monocoque and what it sacrificed in weight is more than made up for in tautness of chassis. Once the excellent disc brakes are up to temperature, retardation becomes an afterthought, the car retaining its poise and shedding velocity without complaint via a firm pedal. Feedback through the steering wheel is also of the highest order and camber changes around the back of the airfield circuit fail to unsettle the car at speed. But it is the unflinching ease with which the car transfers its power onto the track that gives the E-type such tremendous drive onto the straights. Exiting the tight chicane in second gear in the middle of the powerband, there is no need to caress the throttle, just get on the power as quickly as possible and let the car do the rest. Body roll is scarcely noticeable and the steering so sharp and perfectly weighted that it feels as if CUT 7 could cut it with cars 20 years its junior.

Starting its racing life so relatively late in the day, the low drag coupé E-type was always going to be at a disadvantage. The more nimble lightweights were better equipped to take on the GTOs and by the time Protheroe prised the car from Jaguar's grasp, development work on the cars was beginning to level off. Not that any of this deterred CUT 7's owner or hindered his success. Straight from the factory Protheroe won the GT class in the French Grand Prix support race at Reims, holding off the Ferrari of Lucien Bianchi. "Prestige," he noted in his race log was, "very high."

By the time you read this CUT 7 will have returned to the race track at Goodwood for the running of the Tourist Trophy race, to battle once again with its evocative rivals from the past. Prestige will, it seems safe to say, be on the rise once more.

Our thanks go to Lord Cowdray for the loan of CUT 7 and Lynx Motors for their assistance with this feature. M

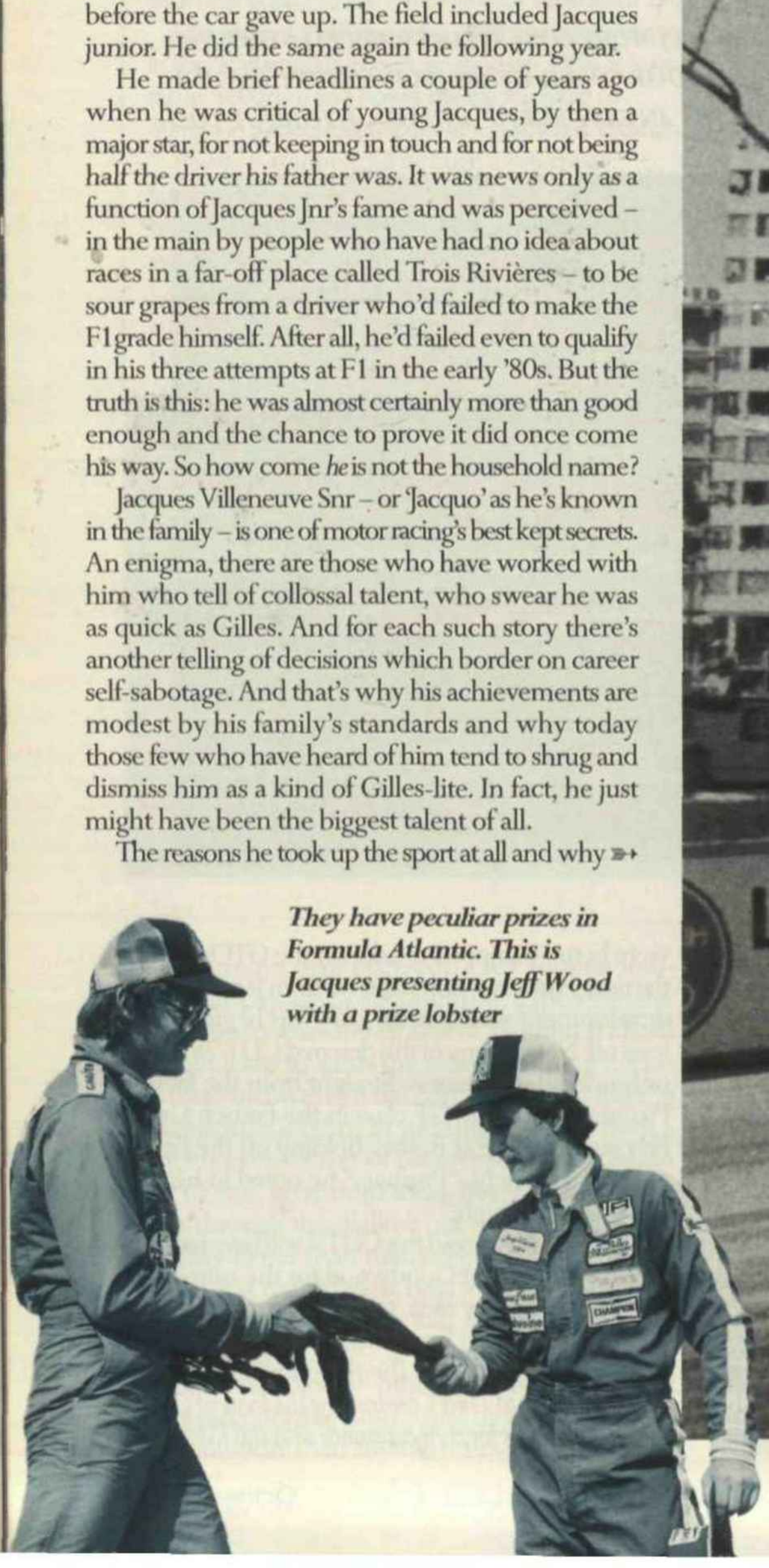
GILLES VILLENEUVE'S SON AND BROTHER ARE BOTH CALLED JACQUES. YOU MIGHT EXPECT THE F1 STAR TO BE QUICKEST. HISTORY SUGGESTS OTHERWISE. MARK HUGHES FINDS OUT MORE

THERE'S A LITTLE TOWN IN QUEBEC, SITUATED IN THE nub where three rivers meet, hence the name Trois Rivières. There, they race round the streets once a year and though less famed than many European or American circuits, for aficionados it's a place of legend. Some 22 years ago an unknown called Gilles Villeneuve blew away world champion elect James Hunt in a Formula Atlantic race there and kicked off a racing dynasty that's with us still. But there's a third member of that dynasty, less known than Gilles or his son Jacques, but a formidable racer. In 1992 Gilles' younger brother Jacques, then 38, was destroying the field in a one-off Atlantic race at Trois Rivières before the car gave up. The field included Jacques junior. He did the same again the following year.

He made brief headlines a couple of years ago when he was critical of young Jacques, by then a major star, for not keeping in touch and for not being half the driver his father was. It was news only as a function of Jacques Jnr's fame and was perceived – in the main by people who have had no idea about races in a far-off place called Trois Rivières – to be sour grapes from a driver who'd failed to make the F1 grade himself. After all, he'd failed even to qualify in his three attempts at F1 in the early '80s. But the truth is this: he was almost certainly more than good enough and the chance to prove it did once come his way. So how come *he* is not the household name?

Jacques Villeneuve Snr – or 'Jacquo' as he's known in the family – is one of motor racing's best kept secrets. An enigma, there are those who have worked with him who tell of collossal talent, who swear he was as quick as Gilles. And for each such story there's another telling of decisions which border on career self-sabotage. And that's why his achievements are modest by his family's standards and why today those few who have heard of him tend to shrug and dismiss him as a kind of Gilles-lite. In fact, he just might have been the biggest talent of all.

The reasons he took up the sport at all and why ➳



They have peculiar prizes in Formula Atlantic. This is Jacques presenting Jeff Wood with a prize lobster

THE OTHER (quicker) JACQUES VILLENEUVE

Jacques Villeneuve was super- quick in everything he drove except F1. This is his Indycar March at Long Beach in '84

there's so little correlation between his talent and achievement is inextricably tied to the legend of his big brother. Born four years after Gilles in modest financial circumstances, he displayed similar spirit as a child in the wildness of north-eastern Canada, though their activities rarely co-incided. "Gilles always hung out with other older kids," remembers Jacques today, "and I was always with kids younger than me, so it seemed like there were eight years between us."

Did he hero-worship Gilles? "Yes," says Jacques immediately, "completely." There's never the least hesitation in his answering such questions, adding to the impression that this man speaks from the heart and shoots from the hip. It's a trait he shared with his brother, though those who knew both confirmed their quite different personalities. Gilles' widow Joann says, "Jacques liked lots of people around whereas Gilles was more solitary. Jacques was more sociable than Gilles." Gaston Parent, who managed them both, says: "Gilles was all work; Jacques is all play."

Yet there's a paradox here: Outside of their own environment, Jacques withdrew while Gilles exuded charisma. Chuck Matthews, Jacques' engineer for five seasons, comments: "Outside of the paddock, Jacques has a basic shyness and I think that really hurt him because it meant he didn't like talking to or working with sponsors. Yet with the team he was effervescent and would relate well to the guys. But he'd park his motorhome as close to the truck as he could and wouldn't venture much away, though he'd talk happily with fans and sign autographs." In short, he seemed to lack Gilles' worldliness.

Whatever these differences though, there were many parallels in their early lives. Both married young to local girls, Jacques' bride a nurse called Celine. Gilles took up racing snowmobiles, mad two-stroke motorbikes on skis, in the late '60s, Jacques followed a couple of years later. Both were awesome, both as brave as hell. Would Jacques have raced had he not had his brother's example to follow? "I guess I might have raced snowmobiles, I'm not sure, but I don't think I would've raced cars. Gilles opened the doors and I sort of followed through. Unlike Gilles, it wasn't really in my mind to race, but it just felt natural for me to do what he did. But I was always good at going fast and trying things, whether on a bicycle or in cars or whatever, the same as Gilles."

The approach was much the same as Gilles' – all-out attack. "That's in me the same as it was in Gilles. It's not something you can copy. He wanted to be quickest every lap; the championship wasn't really a big thing for him. That's how I feel. You have to satisfy yourself, try your hardest on every lap."

Their snowmobiling careers briefly overlapped, though Gilles was on a works machine, Jacques on the dealership team that Gilles had left when the works offer came up. "There was one race," Jacques gleefully remembers, "where we were battling like crazy for the lead and left everyone else so far behind. One said afterwards that he just wanted to stop so he could watch us." Even when his motor racing career was in full swing, Jacques still competed on the snow during the winter, and does so to this day, adding his name to that of his brother's as the sport's world champion in 1980, '82 and '86.

Jacques was still in local Formula Ford by the time his brother made his impact on the F1 world in 1977. But Gilles kept an interest in his progress. "They talked a lot about what Jacques should do next," says Joann, "though he didn't always do what Gilles thought." Towards the end of '79 they agreed Jacques should try Formula Atlantic, the arena where Gilles made his name. Team owner Doug Shierson, a good friend of Gilles, was contacted.

Chuck Matthews was the engineer and saw the first time Jacques tried a car so much more powerful than anything he'd driven before: "We went to Savannah and it was raining hard. We had two guys who were experienced in the cars and sent them out, hoping it would ease off and then we could put Jacques in. But it just rained harder. So eventually we let him out, telling him to be careful, to get a feel for it. He was quicker than them straight away and on the fourth lap beat their time by 14 seconds. We called him in and yelled at him, saying 'we told you to take it easy'. He simply said 'I was.' "

Jacques did a full season with Shierson in 1980 and won the championship at the first try. Matthews, who has worked with a succession of Indycar stars in the last 12 years, says: "As far as driving and car control goes, I think he was the fastest I've ever seen."

"I'd asked around," recalls Shierson, "and people said he was still a little wild. So I was anxious but there was no need. He was just flat good right from the off, wham-bam. I'd watched Gilles from the start and, for example, in '76 when I ran Bobby Rahal, initially Bobby was maybe half a second quicker than Gilles. But Gilles came along and worked at it and was so focused in his purpose, you could watch him literally evolve race by race until he was fantastic. But Jacques... well he came straight in and performed. I was most impressed. He had marvellous car control, just unbelievable. You know I've worked with the top guys in Indycars and stuff and I'd say Jacques is one of the best I've seen. No question.

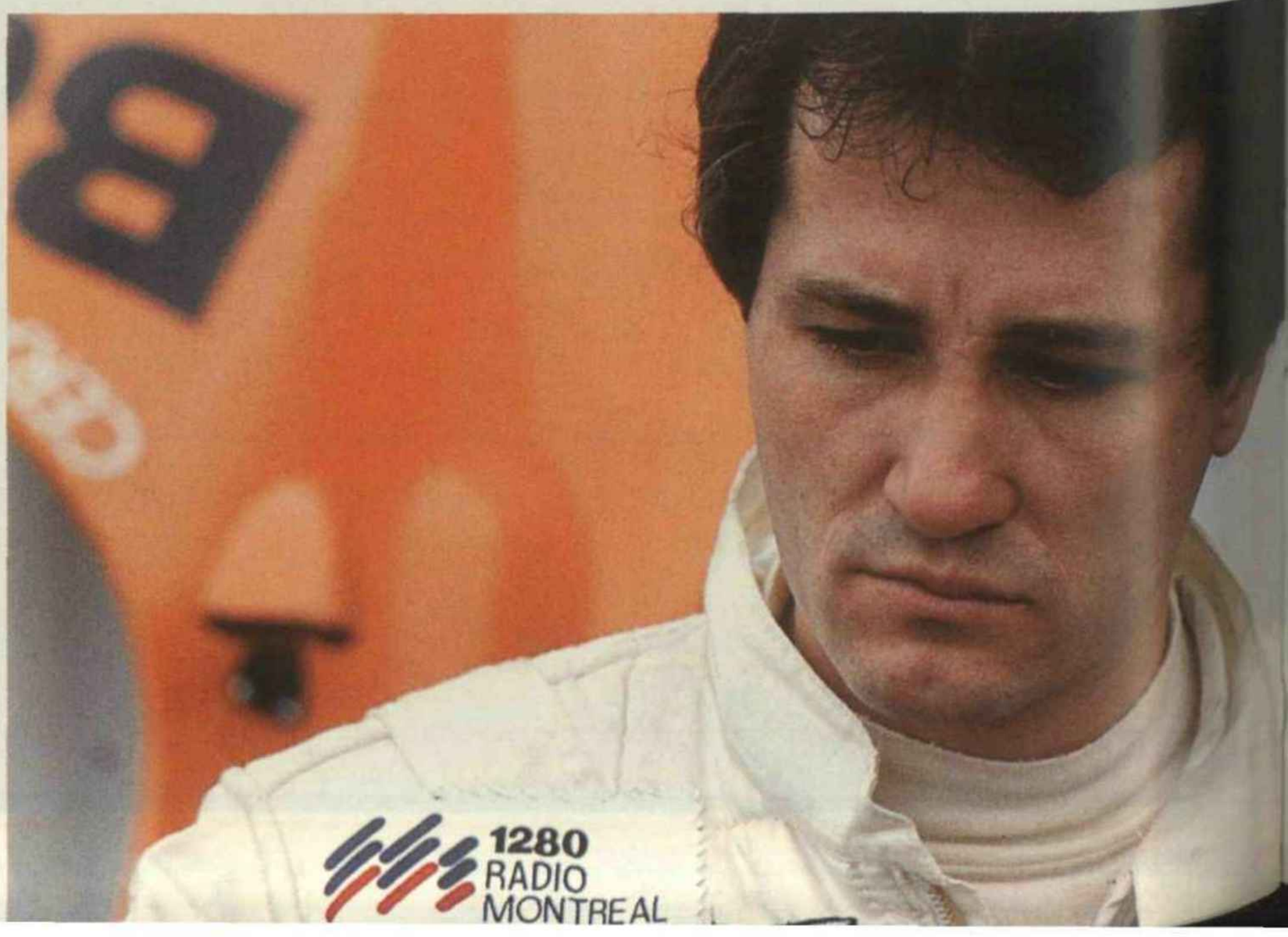
"He made only one goof the whole time and that was due to the pressure of racing at Trois Rivières. He took off from pole but the lights hadn't changed and everybody else stood still. So he stops, sticks it in reverse and is backing up when the lights change and everyone else is going forward! He got going, came flying through the field, then flew into the wall. It was kind of funny. So I had these T-shirts made up with stop lights on them, red and green, and, at the next race, when he was at the drivers briefing I got the crew to put them on. When he saw them he just cracked up, all smiles. Then the green light comes on and no-one even saw which way he went. He damn near lapped the whole field."

By this time Gilles had asked his manager and benefactor Gaston Parent to watch his kid brother to see if he could help. "I had long talks with Marlboro," Parent recalls. "They were supporting a team in Italian F3 and were interested. We arranged a test at Monza, he came over and he did very, very well."

Matthews enlarges on just how well Villeneuve went on a circuit he'd never seen, in a type of car he'd never driven: "The F3 lap record fell on his seventh lap. When he came in, Marlboro's people were pushing the contract into the car. It was a good contract."

A point which Parent confirms: "He would have been well paid and I'd fixed a deal with Giacobazzi. They were going to get him an flat in Modena, Agip were going to back him and we'd arranged a ship

"On a circuit he'd never seen, in a type of car he'd never driven, he broke the lap record"





Never let it be said Villeneuve failed in F1 through a lack of trying. This is qualifying for the '81 Canadian GP. The Arrows A3 is over the limit and off the pace

to bring his motorhome over. But the best part was that in year two the contract said he would be part of the Alfa-Romeo F1 team."

Jacquo turned it down.

"He didn't like Italy," sighs Parent. "He didn't like the ambience, didn't like anything. They didn't live the same as we do in Canada and he wasn't ready to accept the displacement within that context. At night the eateries closed at 9pm which he didn't like. They served him Parma ham and he was saying 'look, they can't even cook ham right'. He wasn't interested. It was self-indulgent, I thought. It goes back to him racing to please himself, not to attain a goal. It's a funny attitude and completely different to Gilles." Mauro Baldi duly got the F3 drive and in due time was installed in the Alfa F1 team...

"I didn't see why I needed to Europe to get to Formula One," says Jacques simply. "Gilles didn't."

Parent, exasperated, temporarily walked away. Jacques hooked back up with Shierson who was keen to attempt the Atlantic championship double. Villeneuve duly delivered. dominating the '81 series. It was a season Shierson enjoyed immensely: "That was so satisfying. Everyone was real comfortable with each other and we went out there and smoked 'em again, and had a lot of fun doing it. Celine was a critical part of Jacques being happy there too. She's a delightful person and she was an integral support mechanism for him. Just little things, which are so important for a driver's well-being. He was a bit of a junk food junkie and she'd make him chips, make sure he was happy. He was very lucky there."

According to Matthews, "The March we ran was definitely not as good as the Ralts most of the field had. Yet Jacques just won anyway. He was great to work with too. He's got excellent feel for the car and gives great feedback. He can tell exactly what the revs are at any point on the circuit and what the car is doing in any part of a corner, describe perfectly the car at any point on the lap in a lot of detail. He can't tell you if it needs different springs or whatever, but as long as he's got someone who can translate his feedback, he's extremely good technically."

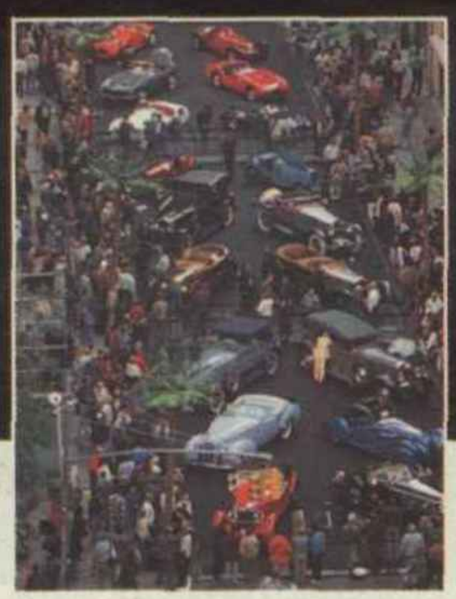
At the end of the season the F1 circus visited America for the final two Grands Prix at Canada and Las Vegas. There was sufficient local interest for Jacquo to rent a drive in the second Arrows at both races. In retrospect, climbing into an F1 car with no preparation, with a team whose resources were stretched tight, desperately trying to make money last until the end of the season, was probably not the smartest move. It was certainly something that Gilles advised against. But Jacques gave it a try anyhow. "It was a spare car and it didn't work properly," recalls Jacques. Despite picking up a tow from his brother's Ferrari at Montreal, he failed to qualify at either event. It was the final nail in his coffin as far as F1 went. The fact that the engine would barely run long enough for him to complete a lap without it cutting out counted for next to nothing.

In the space of 12 months Jacques had gone from being perceived in F1 terms as the 'next big thing' to a slightly sad pale imitation of the revered Gilles. ➤➤

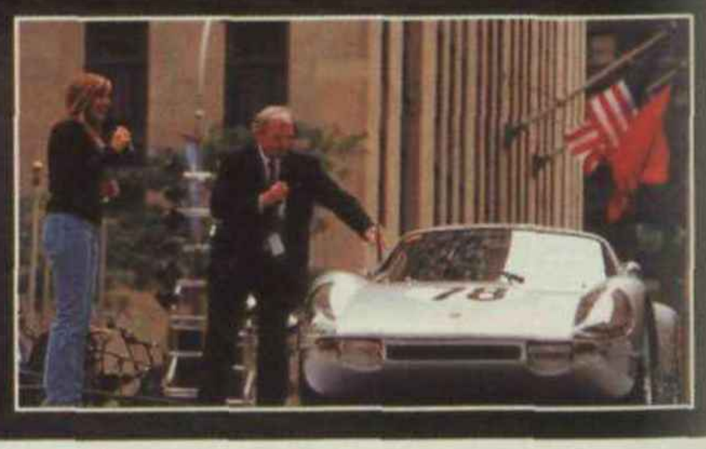
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Sutton Motorsport Images

After failing in Formula One, Jacques turned his talents to Can-Am racing. In '83, his first year in the large capacity class he, predictably, walked off with the title

There was another F1 attempt at his home Grand Prix two years later, this time in the hopelessly uncompetitive RAM. Again he missed the cut and the perceptions were sealed.

By then Gilles had been killed and such strange career choices could no longer be tempered by the advice of the one man who could sometimes sway him. There was an emotional ground swell within the family to get Jacques into Gilles' Ferrari in the aftermath but it was never a serious proposition as far as the team were concerned. By this time Parent had returned to work with Jacques again and hooked him up with Canadian Tire, with whom he ran in the 2-litre class of Can-Am in '82 and the big capacity class the following year when he took the title.

The team took the plunge into Indycar racing in '84. Predictably Jacques was fast on the road and street courses, taking pole at the savagely demanding Phoenix oval. But generally his oval performances were characterised by big accidents. Team owner Dave Billes is adamant he had the wrong technique on such tracks: "On a road course or in a Can-Am car he was fantastic. But he just did not get the hang of being smooth and not attacking the ovals. He crashed trying to qualify at Indy and couldn't race, then at Michigan he hurt himself badly and ended up with pins in his foot."

Matthews, who went with Jacques to Canadian Tire, thinks the problem lay elsewhere. "Jacques took a lot of flak for crashing on the ovals but the real problem was that there was not a single person on that team, myself included, who'd ever run a car on an oval. We didn't know what we were doing."

Villeneuve took his maiden Indycar win the following season at Elkhart Lake but it was too late to save the programme. Canadian Tire's pull-out – a decision probably helped by Villeneuve's failure to appear at agreed appointments – marked the end of his mainstream career. An annual outing in the Trois Rivières Atlantic race would be the only remaining direct racing connection from now on.

It was during this period of his life that he spent the most time with his nephew Jacques Jnr, who would return with Joann to Canada during the school holidays, and it was uncle Jacques who oversaw the youngster's course at the Jim Russell race school at Mont Tremblant. "He had the talent," recalls Jacquo, "but not the attitude. Even before we went to the race school, you'd put him in a kart and he'd enjoy it but when it was done he'd go and do something else like any other 12 year old kid. If that had been Gilles or me we'd have been, give me more, give me more, you know." The roots of the future tensions between the two are easy to picture...

They were probably heightened by that '92 Trois Rivières race. Jacquo's one-off deal in a car which Matthews maintains "was not good" didn't even include Friday testing. Yet, after passing and pulling away from his nephew, he was blitzing the field in it and shattered the lap record before retiring. Jacques Jnr took third and was the post-race star at what is unofficially 'Circuit Villeneuve'. "Everyone was saying that he was the new Gilles," says Jacques, "but he wasn't *that* good. He did okay."

"I don't think he liked that at all," says Matthews of Jacquo's reaction to the plaudits for the young Villeneuve, "I think he was a little jealous."

"Young Jacques didn't stay in touch with the uncle," says Parent, "and Jacquo didn't like that. He wanted to be the one to give him advice. Young Jacques didn't want that and I can quite understand that. He's got nothing to learn from his uncle. Jacquo had his chance and didn't take it."

So does Jacquo have any regrets? "No, not really," he answers, his speech fast, sing-song and frank as ever, his reasoning as simplistic, "I wish it had lasted longer and I'd kept on winning and got into good cars later on. I loved doing it, just stepping on it and trying to win. I wish I could've got the break my nephew got. He never sat in a shitbox."

"For sure had a fantastic talent," says Parent in summary, "racing wise, possibly just as much as Gilles had. But it was not a directed talent. Gilles had a mission in life to race, Jacquo didn't."

In the meantime Jacques, now 44, continues to play, happy in his homeland, sliding around on his skidoo racer. His concerns aren't multi-million dollar deals, but what he might try in the next snowmobile race. "It's been up and down a bit recently. I try lots of things and sometimes they don't work, I've had a couple of crashes in the last couple of years, broken bones here and there. But I'm always fighting, I always try to make a difference. I think that is my job as a driver. I'm not a smart guy, I just do my best." M

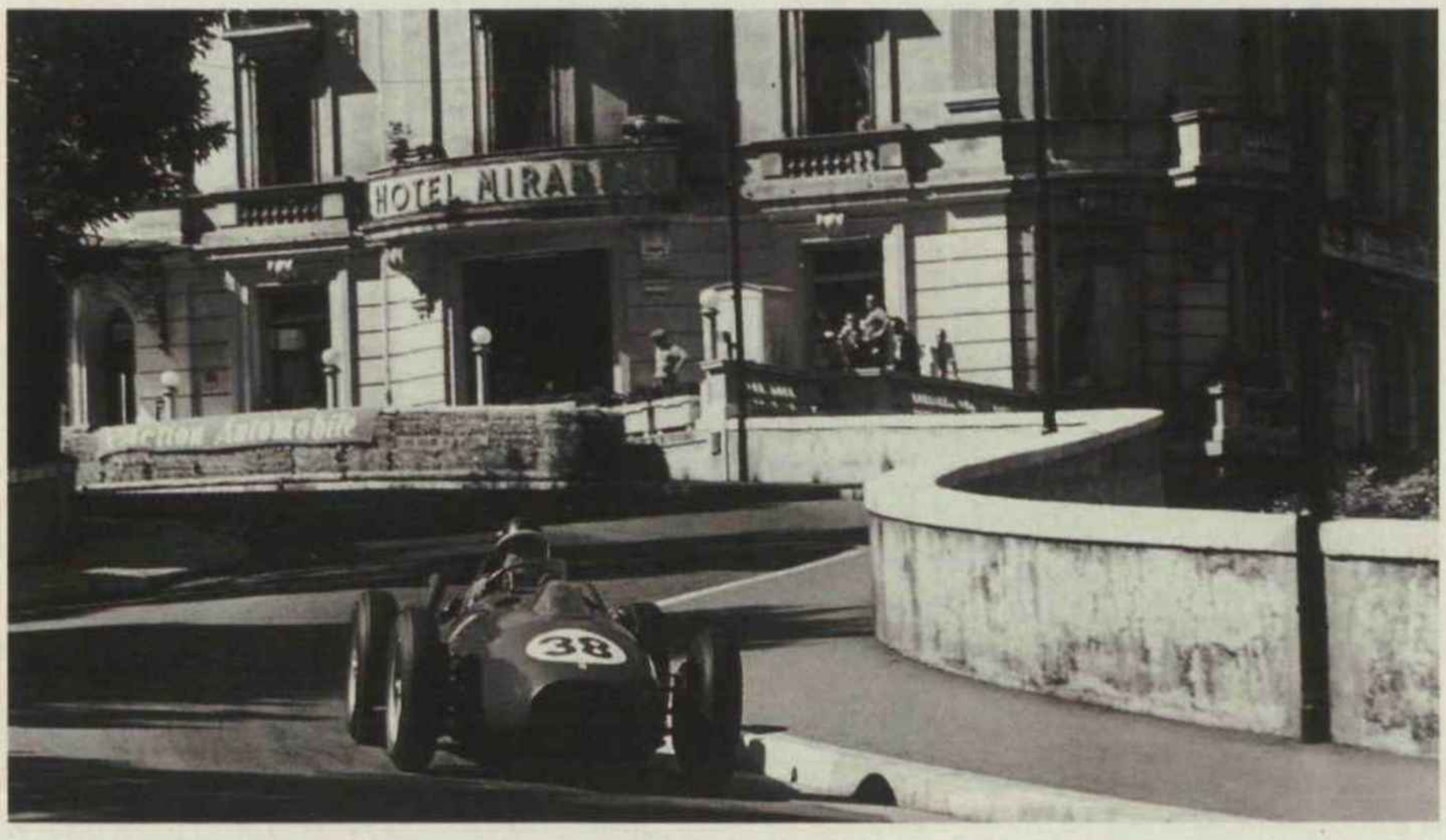


Jacques Jnr leads Jacques Snr in 1993. Not for long

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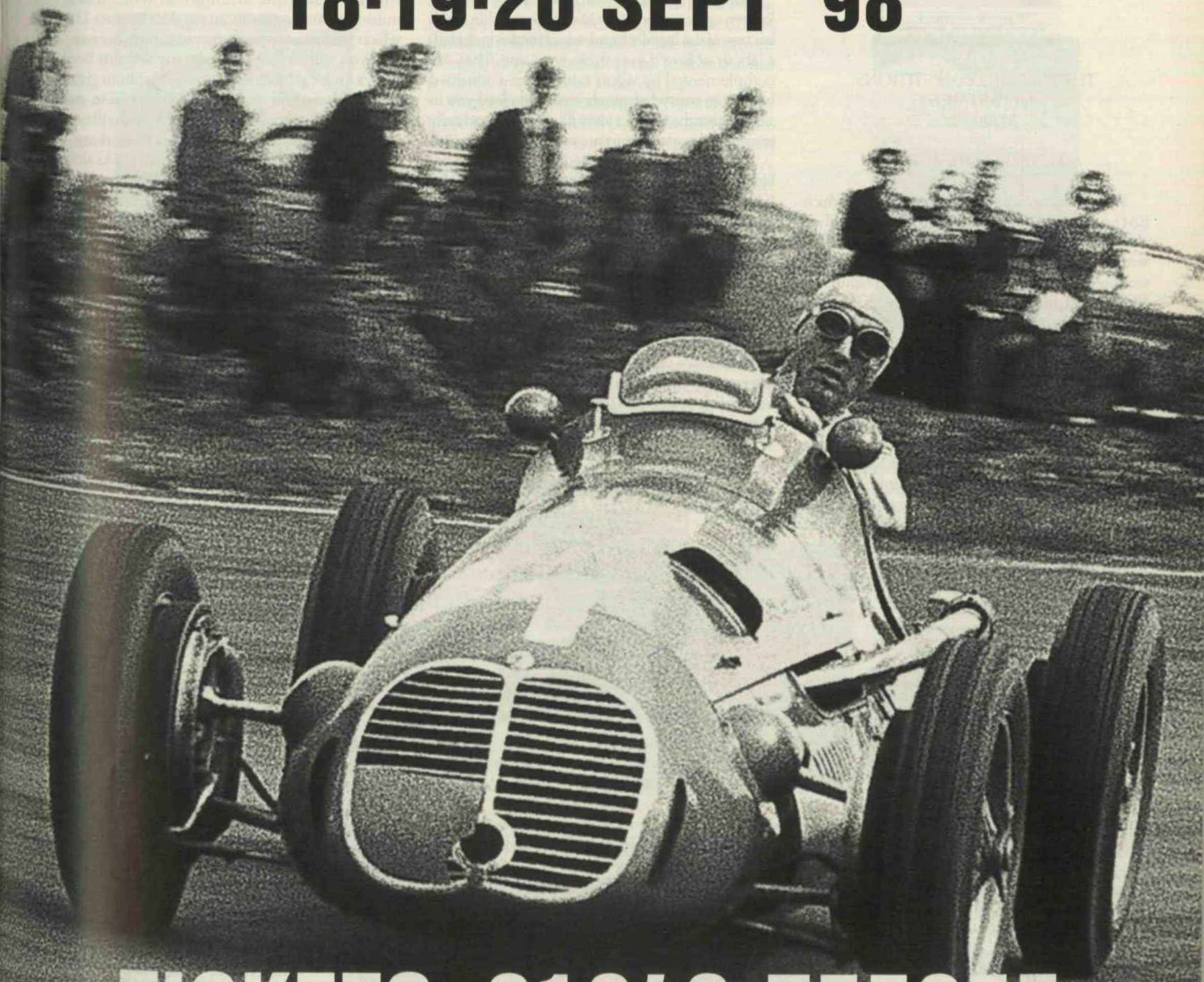
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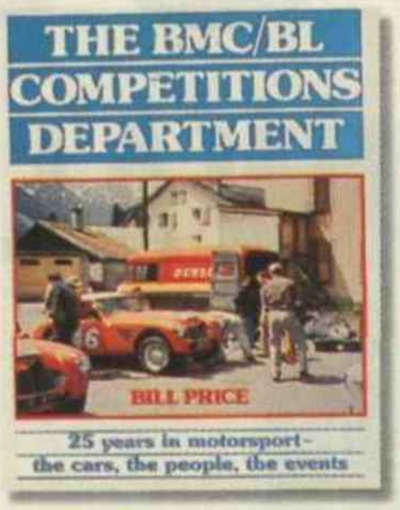
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THE BMC/BL COMPETITIONS DEPARTMENT
BY BILL PRICE

Haynes, £29.95. ISBN 1 85960 439 0

This is scarcely a second edition of the book which first saw the light of day back in 1989. Described alternately as an 'updated re-issue' and 'reprinted with minor amendments' it tells the now familiar story of the competition successes and failures of BMC and BL from 1955-1980 starting with Pat Moss in enigmatically sideways form on the 1955 Monte Carlo Rally in an MG TF working up towards the end of the TR7/8 project.

The prose aims more towards accurate presentation of historical fact than anything which might be mistaken for flowing style and this is perhaps as well given the amount of information it crams into almost 400 pages. This no-nonsense approach is completed by straightforward and unimaginative layouts and mainly black and white photography.

The result is a book of worthwhile reference and, as such, will doubtless be of use to those interested in the subject matter who missed it first time around. But if you're after something to engross and enthrall, you're looking in the wrong place. **AF**



JAGUAR COLLECTIBLES
BY IAN COOLING

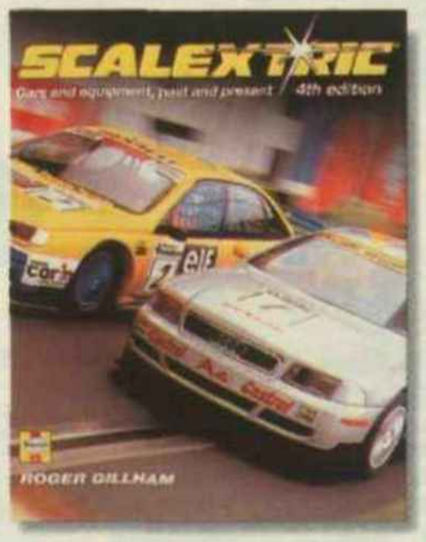
Bay View Books, £24.95. ISBN 1 870979 94 X

The price may sound steep for a book that contains less than 200 pages but you'll not quibble with the content of Ian Cooling's new book, itself the second in the Collectibles series after Michael Ellman-Brown's work on MG. Seemingly every single item of Jaguar automobilia that has ever been produced has found a happy home here. Items of near negligible worth such as old key-rings and badges from the back of unremarkable XJ6s are given all the space they need alongside rather more valuable items up to and including the priceless trophies from the competition successes of the '50s and late '80s.

The photography is excellent with the well known car snapper James Mann responsible for all bar two of the literally hundreds of frames included; a labour of love if ever there were one. They are complemented by words which prove informed but not so overwhelmingly intense to lead you to suspect that the author's lot in life would be radically improved by getting out more often.

If the work is to be criticised it is that there is too little information in the captions to the photographs. It is all very well to identify and place the object in any given shot but the work would have been considerably enhanced by more information on the rarity of each given object and an idea of its current value, information which could be updated in later editions. Also, an index of addresses and telephone numbers where people can find the objects of their desire would have been useful.

Even so, see this book as a straightforward, attractively presented and well written celebration of all that is Jaguar save the cars themselves, and you'll not go too far wrong. **AF**



SCALEXTRIC CARS AND EQUIPMENT, PAST AND PRESENT
BY ROGER GILLHAM

Haynes, £17.99. ISBN 1 85960 432 3

I think it's a reasonable bet that almost everyone reading this magazine right now played with Scalextric slot-racers in their youth; I'd wager, too, that many of you still do. Some people, of course, have taken their interest to extremes and have gone on to become thorough collectors, and it is these people that are the target for this volume, which catalogues every car, controller, accessory and track section produced by the company.

That may sound a trifle dull if you're not actually amassing a collection, but a quick drift through the pages soon has those memories rushing back – ah, that smell of frying motors and the finger-piercing fiddle of replacing pick-up braids...

There's a surprising amount to read here, as Gillham explains the development of the firm from its birth making wind-up tinplate kits regularly advertised in MOTOR SPORT, through the first metal slot-cars to the plastic versions most of us recall. And inevitably one succumbs to some 'if only' musings – in my case about my Alfa Romeo 2300 which went missing and turns out to be rather rare...

If you still have your Scalextric set, this book grades each car by its rarity, though without giving actual values, and may even inspire you to start buying a few more. Then, of course, you will need to test them out, just to check they're working. If you are one of many who gave up their tracks along with other childish things, it might well have you searching for an excuse to start up again **GC**



THE GOODWOOD MOTOR CIRCUIT 1948-66
THE GOODWOOD FESTIVAL OF SPEED 1993-97

The Goodwood Road Racing Club, £50.00 (see text)

These two delightful books are available only to members of the Goodwood Road Racing Club and are, in fact, given away as part of the overall £50.00 membership package. No author is credited.

They come in the same box and, while small, are exquisitely bound, printed complete with the embossed logos of the respective events.

Of the two, the book of the motor circuit is better by far simply because there is so much more material, both anecdotal and photographic, upon which to draw. The black and white photographs also suit the uncluttered, elegant layouts rather better than the colour shots from the Festival. There are tales from the track and those explaining how this satellite station of Tangmere found a new life as host to racing cars once the Spitfires had gone away for good.

The book of the Festival of Speed still makes an agreeable read and presents a simple, almost blow-by-blow account of the first five Festivals. Presumably pressure of time and publishing deadlines excluded this year's damp event from the running order. The photographs are good and used sparingly, avoiding what must have been the considerable temptation

to splatter the pages with dozens of images.

On their own, these books probably do not amount to sufficient temptation to part with fifty notes so it is perhaps as well that membership of the GRRC comprises many other benefits including discounts on race tickets and, most importantly, exclusive access to the paddock which will be fenced off to those not sporting the right badge. **AF**



INTO THE RED
NICK MASON AND MARK HALES

Virgin Publishing, £20.00. ISBN 1 85227 717 3

Neither of the authors of this work should need much introduction, and not simply because it's contents has been occupying a sizeable chunk of the *Daily Telegraph*'s Saturday motoring section. Mason is a stalwart of the historic racing scene, while Hales is a member of that tiny breed of racers who can also write. Or is that writers who can race? I never could tell.

The subject, however, needs a little explaining. This is not another arm-chair-view of a bunch of racing cars. For a start, Mason owns all seventeen cars featured within its 176 pages which, while clearly providing focus for insane jealously (*mine* in particular), also means he is well qualified to talk about them. Second, each car has been tested by Hales for the book and includes comparative lap times of Silverstone's mighty South Circuit for the lot. Except, of course, the BRM V16 which, you will not be surprised to hear maintained its noble tradition of failing to complete even a single lap on each of the four occasions they tried it. As Mason laments, "I once made the mistake of working out the cost per yard travelled was approximately the same as laying the finest Wilton carpet."

The statistics alone will tell you that a 1936 ERA will lap to within a single second of a 1962 Ferrari 250GTO and that a 1961 Lotus 18, with a 1.5-litre, four cylinder engine, loses just 1.6sec per lap to a 1987 Ferrari F40. Easily the most startling fact of all is that the skinny-tyred 1953 BRM will hang onto a 1990 Porsche 962 all the way from rest to 70mph. When it's running, that is.

Yet there's more to this book than bald facts. The photography is excellent and the twin tales that accompany each car, Hales on the track, Mason on the history, make for usually engrossing reading.

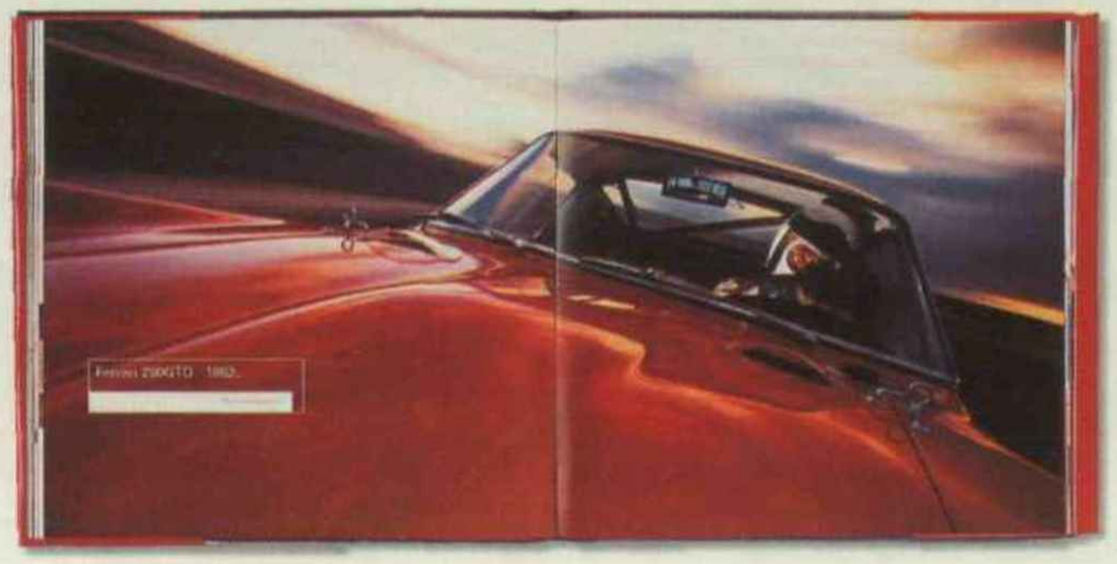
The cherry on the cake is the CD containing in-car recordings of every car in the book. If you ever doubted that a racing Ferrari sings a greater song than any other, by the time the five on the CD are finished, you'll know what it's like to be proven wrong. It's a great touch and proof positive that this is not just another book about old cars.

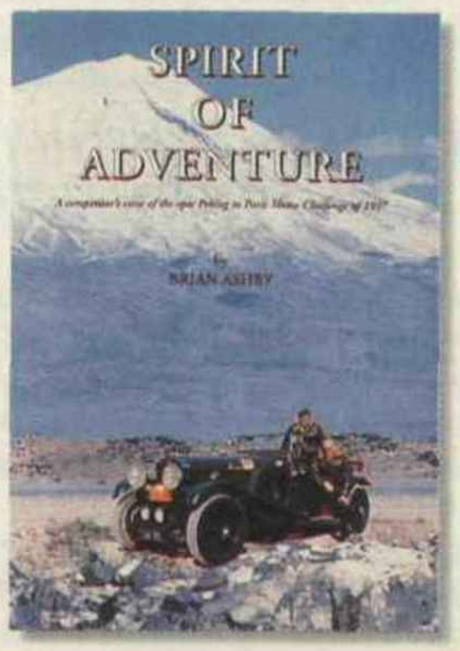
There is some temptation to be cynical about this book. For a start it would be merely uncharitable rather than inaccurate to see self-indulgence between its covers. Anyone with a stable such as Mason's who chooses to air his reasons for acquiring each one naturally exposes himself to such attack. Secondly, the authors approach their subjects with considerable fondness and are, at times, a little kinder than some of their previous exponents. Mason mentions that Fangio and Moss were "fairly unenthusiastic" about the BRM whereas the latter is on record as having described it as "without doubt the worst car I have ever driven in my life."

This matters little. Not for one moment does Mason crow about the breadth and depth of his acquisitions, appearing instead simply to wish to share his enthusiasm with a wider audience. And it would be curious and sad for someone to own such cars without being a little in love with them.

The way to approach this book is to choose a car and look first at its statistics to provide a skeleton image. The photographs and the words then flesh out the picture. Finally, make sure you're alone, turn on the CD and listen to it howl, wail or shriek its way around Silverstone. The result is that which is so often boasted of but so rarely delivered: a genuinely new insight into some the greatest cars ever to have roamed the race tracks of the world. I nearly forgot. It's exceptional value for money too. **AF**







SPIRIT OF ADVENTURE
BY BRIAN ASHBY

Hawk Publishing, £20.00. ISBN 1 900686 02 3

An interesting and well written driver's eye view of the famous 1997 Peking-Paris Rally even if £20 is a lot to pay for 120 pages of smaller than A4 paper. Qualitatively, it stacks up much better, providing the right blend of gung-ho prose and thoughtful analysis of the event. Ashby does not, by any means, attempt to overstate the achievements either or himself or his co-driving son, nor even those of the organisers; the result is a surprisingly measured account which proves rather more refreshing and readable as a result than the more head-in-the-clouds approach that such treks often provoke.

Their steed is a broadly trusty 1930 Delage D8, (pictured on the cover unconvincingly superimposed upon a Himalayan backdrop) which brought them to Paris in 43 days, 20 hours and 36 minutes to earn them 45th place overall and 8th place in their class.

The most illuminating sentence in the entire book comes in the dying moments of the final chapter:

"If we had been allowed to enter a modern Range Rover the balance between enjoyment of the moment and retrospective joy and satisfaction would have been a much happier one but that was not the deal." **AF**

Jacky Ickx

Le Mans 24 Hours June 11-12, 1977

HE HAD ALREADY WON THE GREAT RACE ON THREE OCCASIONS, BUT JACKY ICKX SAYS HIS FOURTH VICTORY AT LE MANS WAS ALMOST UNBELIEVABLE

TO WIN LE MANS ONE TIME IS VERY SPECIAL, AND EVEN now it is still hard to believe how it was possible to have the luck I had. Not to *win* six times, but just to be in the right car six times – that's the way to really succeed in the 24 Hours! You need the right car, the right team, and the right co-drivers.

Of the six wins, the one I really remember, my greatest race, is the fourth in 1977, with the factory Porsche 936. Everything that year was unplanned, unexpected, and a new experience. In all, it was a completely different race from what I was used to.

I enjoyed the circuit very much, but it did have to be changed to the way it is today. In the past although the straight was extremely fast, it was very comfortable, and restful in a way. Now with the chicanes they have these two hard braking areas in the middle of the straight. So the track is very demanding, and the cars are demanding too, because of the downforce. The strength and concentration you need to drive a car at Le Mans today is probably much greater than it was in my day.

My fourth win came in the era when it was still normal to have only two drivers, and for the first time I was sharing with Henri Pescarolo. He was always frustrated in Formula One, but he was successful at Le Mans, and for a long time he'd waited to join Porsche. It was a 'dream team', as it was when I was driving with Derek Bell. Henri was very good for Le Mans, a very talented co-driver, but the first time he joined Porsche we had a problem.

The beginning of the race was a real disaster for the team, as the car we were sharing was out after three hours with a broken crankshaft. Even worse, the second car driven by Jurgen Barth and Hurley Haywood was also delayed by fuel pump trouble, and they were in something like 41st place. That year it was a competition between Porsche and Renault, who had four cars. With us in trouble the Renaults were leading easily in the early stages.

I was reserve driver in the second car, and they decided to put me in it with Jurgen and Hurley. It had already become what you might call a lost cause, because when you are five or six laps down, lying in 41st place, it is hard to imagine you might finish first. But there was still a long way to go…

The race was becoming more and more difficult, because the conditions were deteriorating. It was



Early days: Porsche chases Renault in fine weather. It would not stay that way for long

foggy, raining a lot and the track was dangerous. It rained almost all the night. However, things went well as far as the handling of the car was concerned, and mechanically speaking it was very good too. We had no problems at all. And gradually we went up in the classification, hour after hour. From 41st we were 28th, 16th and so on, until we were in the top 10. We had nothing to lose at all, and we just went on driving the car absolutely flat out. Through the night I did two stints in a row which meant driving for four hours non-stop. Then I stopped for one stint, and then I retook the steering wheel for another four hour run, in the wet conditions. Every pit stop the co-drivers were ready and the engineers were asking "Do you want to change?", and I said "No". They could not believe it! "Are you sure you want to stay?" I had driven something like four Grands Prix in a row.

It was the best driving I ever did in long distance racing – and I did a lot of long distance racing, and had some really good moments. But this one was really exceptional. It was fantastic through the night, like a dream. That's why I say it was the best race of my life, because it was something you can hardly explain. You are so sure, so confident, efficient and so concentrated. You're reacting so quickly, and so awake, you do that once in your life I think. But I never had the impression I was taking risks – I was just driving flat out. The inspiration and fun came because we didn't have to be conservative any more.



Jacky Ickx: best wet weather driver of them all?

By halfway, 4am, we were in third place, behind two Renaults. And we were catching them. They had to push harder because we were close to them. We got up into second place, and then finally in the middle of morning the last one – the car driven by Derek and Jean-Pierre Jabouille – blew-up and we were in the lead.

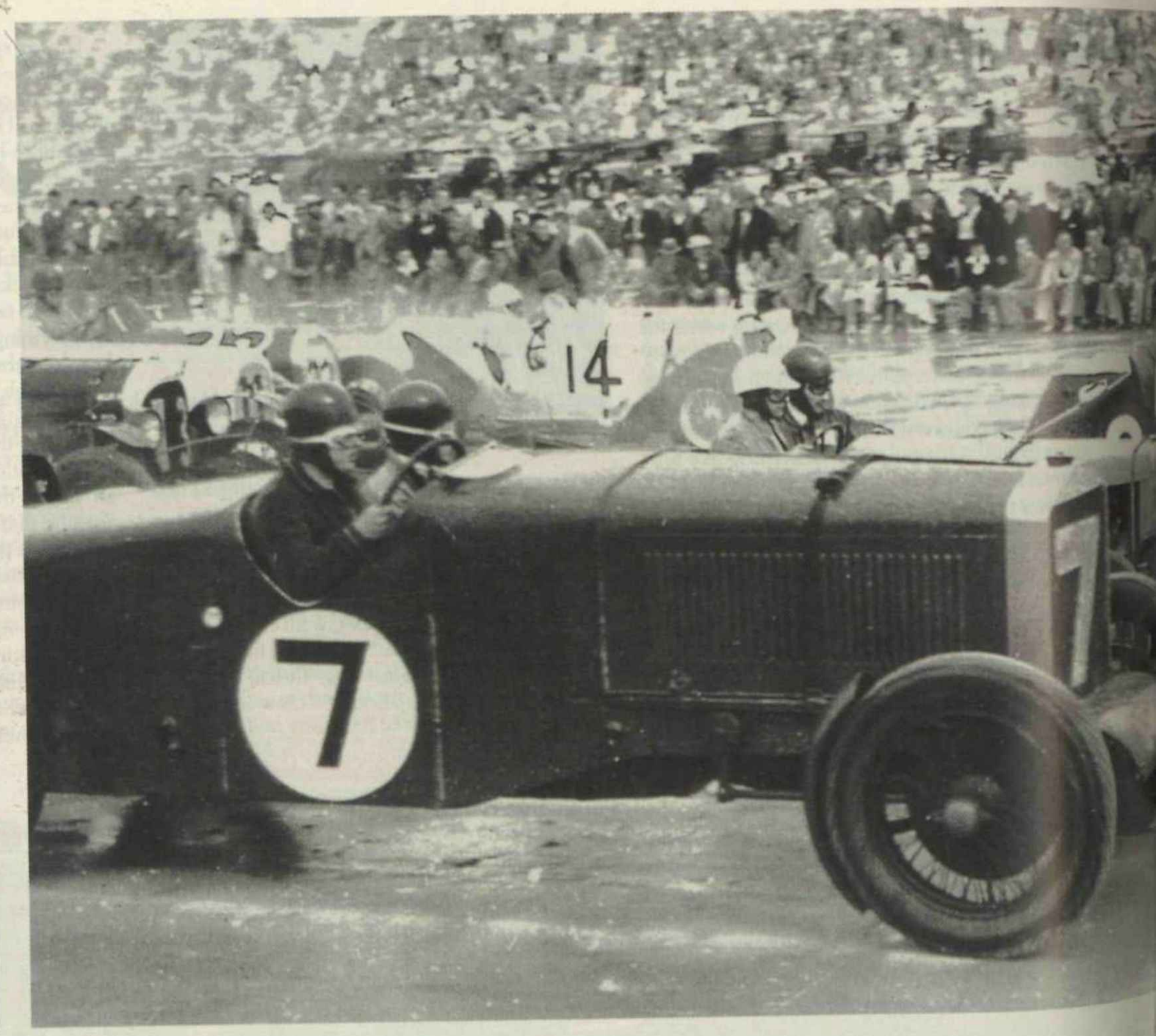
Having spent most of the night in the car, I was so exhausted that I was totally unable to drive any more. The other guys did just what we expected of them. I had much more experience than them, and probably a bit more ability than them in the wet, but as soon as it was dry they were very good.

But in the last hour it all began to get tense again as the car suddenly developed an engine problem. It was terrible, as we had to stop for a while as the minutes ticked past, before Jurgen Barth was brave enough to take it out for two laps to the finish. We were running on five cylinders, and we didn't know how long the car could go like that.

Although I was experienced and prepared for all sorts of things, that last hour, knowing that the car was doing the last lap very, very slowly, doubtful that it would be able to finish, and then to see it arriving at the flag, was something unbelievable. I'm sure that for everyone involved in our team it was one of the greatest moments of their lives. At the start I was perhaps the only one to feel that we could do something good, but by the end the whole team, the engineers and mechanics, were frantic about it. Some of those guys are still around at Porsche. That evening we had a big celebration in the town where Porsche used to stay. The day after I felt very weak, but very happy... M

Ickx climbs into the Porsche 936 he took from 41st place to victory



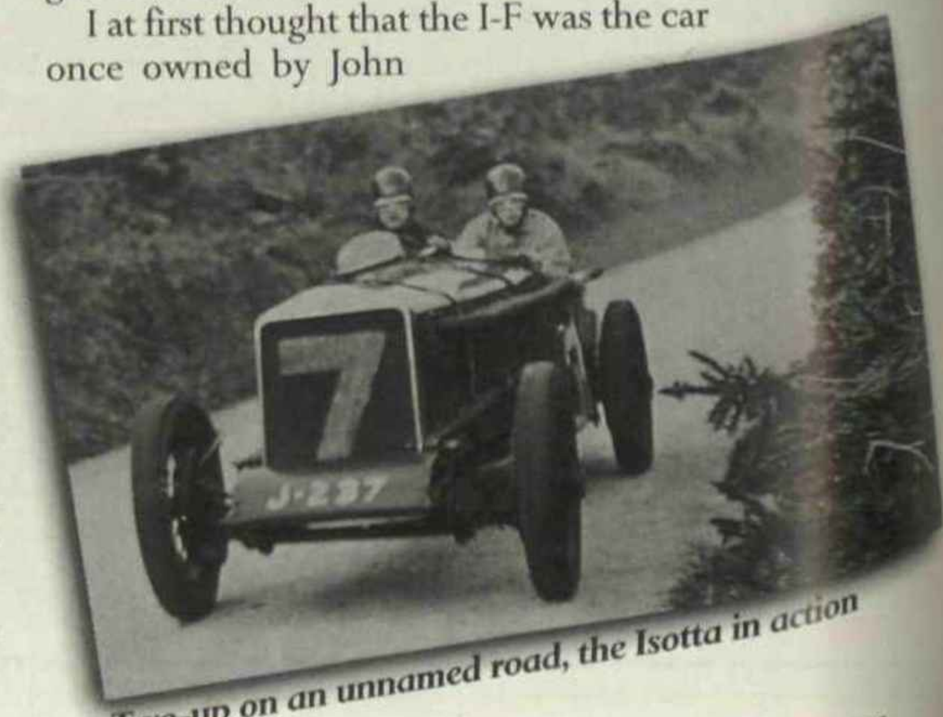


An Isotta-Fraschini Puzzle

I sometimes think that I was put on this earth, ineffectively, to try to answer motor racing puzzles. The most recent, put by a young Formula One mechanic, relates to an Isotta-Fraschini, the great 7.4-litre straight-eight, nine-bearing car which I have felt was trying hard to enter Hispano-Suiza territory but perhaps not quite succeeding. What I am faced with are pictures of one of these I-Fs being raced; it has a 'J' registration, assigned to Durham CC from 1922, but was probably photographed in Jersey.

One picture shows the car being tow-started, and it does not need Sherlock Holmes to note that the engine has not run, or not for long, otherwise the passenger would not have his left arm resting on the outside exhaust-pipe! Another shot is of driver and passenger, wearing early m/c-type crash-hats, on a road which does not suggest Shelsley Walsh or Prescott. The final photo is of the same chaps, goggles down, at the start of a sand-race, the I-F carrying the number 7, the other cars in view being a SuperSports Morgan three-wheeler, what I think is an Alvis with completely cutaway cockpit-side, a road-equipped three-litre Bentley and what could be an A7 Special. If I had to guess at the rest I might opt for HE for one of them, but the white job with fully-flared mud-guards defeats me...

I at first thought that the I-F was the car once owned by John



Two-up on an unnamed road, the Isotta in action



On Bouley Bay sands, the mystery I-F overshadows its rivals; spectators perch on wooden seats alongside

Bolster, which he advertised in MOTOR SPORT in 1947 and which Stan Waine bought, and which I recall appearing in VSCC events many years ago. But this was YR3294. Nothing was heard of it after the early 1950s, until Stan revealed all in another magazine not long ago and on which I do not intend to poach. So I can only add that the J-reg I-F does not have the four carb intakes which protruded from the bonnet of Waine's car, and he records that after he sold his in 1957 at the time of the Suez Crisis, it apparently went to Count Lurani's stable in Italy. So all I can tell the enquirer is that we do seem to have found another I-F that was raced in club events, unless the photographs are of the car before Bolster bought it. They were thought possibly to have been taken in 1937 and John Bolster would have carved his I-F about long after that.

In the pictures the car looks pretty standard, with long-tail two-seater body; the sand-racing was obviously at Bouley Bay, for which the I-F's offside front fixed-cycle type mudguard was pulled down very low, presumably to catch sand and water. The tow-start was in a main street of shops – does anyone know of a sprint course close thereto? I confess defeat; the pictures were found by Damien le Brevilly's relative S G Horton, and YR is a London Registration, from 1926. Comments welcome!

Summer Serendipity

OWNERS OF OLDER CARS CONTINUE TO ENJOY DRIVING TO MARK Garfitt's Summer Serendipity (a word introduced to the VSCC by Jenks – I didn't know he had a dictionary) at the Verzons near Ledbury. This year's brought sunshine and some 51 appropriate cars at the time of counting, with counter-attractions of a small autojumble and the very good Georgia jazz band. Hamish Moffatt flew over in his DH Gipsy Moth, on his way to the Shuttleworth Trust's Moth Day at Biggleswade.

Oldest car was Chris Clark's latest Lanchester, a 1908 tiller-steered coupé, which took the main prize. The Austins numbered 10, three A7 Chummies, the Seymour Price trio of smart Ulsters, two specials, a Pearl cabriolet and a Sixteen, Lagonda scored four, two 3-litres, a 2-litre, and Paul Tebbett's 4½ special. There were three mixed Bentleys, seven 12/50 Alvises plus a Speed-20 saloon, Ian Green's 12/70 special, and a Silver Eagle. Others to please were Arthur Gibson's Akela GN, a 1924 Shelsley Crossley tourer, Mike Marshall's T35B Bugatti, Greg Neale's 319/55 FN-BMW, Steve Southall's R-R Ghost tourer, John Fenton's elderly Buick, another Lanchester and an R-R 20 in the same ownership for 41 years.



The sunshine brought 50 cars to the serendipity meet

Add one each of MG, Morris 8, Morgan, Ford Y, 20/25 R-R, Standard 10, Talbot 75, and two Rileys and a prize-winning 9/20 Humber, plus lots of PVTs, Ray Moses' Ariel motorcycle and all the moderns of those not yet converted to vintage-power, and it was quite a party.



Clark's Lanchester coupé, oldest car and prize-winner

miscellany

I WAS REMINDED OF AN interview I did years ago with Hector Dobbs, who raced, very successfully, a series of Riley specials, notably with lightened chassis, cut-away cockpits and with engines up to a bored-out six of 1986cc with four Amals, by an excellent article by Frank Hole (who ran one of them also very successfully, in Africa) in the July *Classic Car - Africa*. Two of the Dobbs Rileys went out there but have since disappeared, one of them possibly the Brooklands Nine with which Dobbs is thought to have commenced his racing career; but he also competed at Brooklands with a Gamecock.

* * *

CONGRATULATIONS TO JAMES Diffey for being the first Austin 7 driver to break the 50sec barrier at Prescott, with an ascent in 49.13sec at this year's VSCC meeting. He drove a Barry Clarke s/c 1930 special in the class for sportscars up to 1100cc, against PVT A7 specials, the Morris-JAP, and some fast Rileys, etc.
But Diffey's time broke the vintage and general records, formerly held by the Morris-JAP (50.28sec) and R C Rides' Riley (50.24sec). The nearest anyone came to Diffey's time was 51.53sec by Doug Bukin's 803cc 1932 A7 special. So here is a target to aim for, next year...

* * *

CONGRATULATIONS, ALSO, TO Charles Knill-Jones and his co-driver, who completed the John O'Groats-Land's End Run in a 1929 Austin 7 special at an average speed of 52.38mph for the 825 miles, running time 13hr 45mins, with stops of 2hr 56min. Charles, race mechanic to Nick Mason, undertook the run in memory of his friend Hugo James, the funds raised totalling over £3500 to date and going to the Institute of Neurology.

A Goodwood Trophy

ANDREW FRANKEL WAS SO RIGHT WHEN HE OBSERVED THAT GOODWOOD WAS the true successor to Brooklands. With its short races at the initial meetings and the happy atmosphere this was indeed true – even the organisers initials – BARC – were the same! But one did not wish to forget the long-lived Weybridge Track. So from 1950 MOTOR SPORT presented its Brooklands Memorial Trophy, contested at Goodwood Members' meetings on a points basis. Mr W J Tee, the magazine's owner, took much care in finding a handsome cup, which was supplemented by prize money funded partially from the former MOTOR SPORT Motor Racing Fund. At the final meeting of the season the Cup was contested in a MOTOR SPORT race. (This was not to be confused with the MOTOR SPORT Clubs Trophy, won at special races put on for us by other clubs, nor the MOTOR SPORT Silverstone Trophy.)



Mike Hawthorn presents Innes Ireland with the Brooklands Memorial Trophy

The winners of the MOTOR SPORT Brooklands Trophy were:

1950	... ...	J C C Meyers (Lister-MG)
1951	... ...	Mike Hawthorn (Riley)
1952	... ...	Oscar Moore (HWM-Jaguar)
1953	... ...	Cliff Davis (Cooper-MG)
1954	... ...	Watling-Greenwood (RWG)
1955	... ...	G Abecassis (HWM)
1956	... ...	P J E Lumsden (Lotus-Climax)
1957	... ...	Innes Ireland (Lotus-Climax)
1958	... ...	Mike Taylor (Lotus Climax)
1959	... ...	R W de Selincourt (Lotus & Triumph TR3)
1960	... ...	R W de Selincourt (Lotus-Climax)
1961	... ...	Tie between J Derisley (Lotus-Ford), G Oliver (DRW-Ford), L Keens (Lola)
1962	... ...	Tony Hegbourne (Lola)
1963	... ...	Adrian Dence (Morgan Plus-4)
1964	... ...	Boley Pittard (Willment Ford Anglia)

(The race meetings for the trophy do not appear to have been completed in 1965. After the closure of the circuit the trophy was transferred to the VSCC, to be contested by pre-war cars which might have run at Brooklands, and occasionally the winners might be actual ex-Brooklands cars.)

Cars in Books

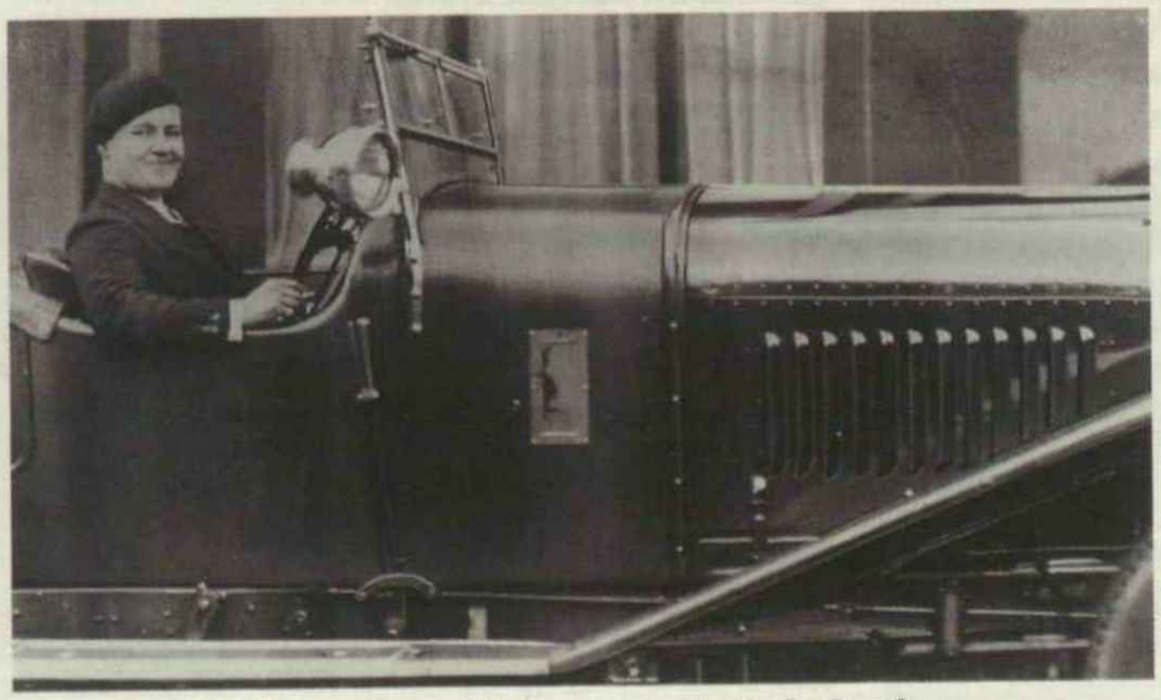
WHEN I REALISED THAT *THE QUEEN OF WHALE CAY* by Kate Summerscale (Fourth Estate, 1997, ISBN: 1-85702-360-9) was a very full and capable biography of Betty Carstairs, the well-known motor-boat racer, I read it with this feature in mind. Not many cars, more 'Boats In Books', but the interest is sustained.

'Joe' Carstairs had a very intense and varied lifestyle. Her purchase and evolution of Whale Cay island a was described by the *Bahamian Herald* as "the greatest story since the landing of Christopher Columbus in the Colony", so you can say that again! That extraordinary achievement and the boat-racing form the core of the book, but from it we learn that in 1928 her friend Tallulah Bankhead ran a cream Bentley that was almost overturned in the rush by her fans at the first night of the *The Cardboard Lover* and that Johnston Noad, who like Carstairs raced boats, had several Bentleys, although I do not know that he actually raced cars.

Very interesting is that, having driven ambulances in France during WW1, 'Joe' and her girlfriends formed X-Cars at Cornwall Gardens, Kensington after the Armistice, using Daimlers which they hired out for tours of the battlefields, etc, an Irish tour of 1700 miles costing £134 all-found. There is a picture of one of the Daimlers, but this service seems to have escaped Daimler historians even though it was the advent of Instone's Daimler Hire Co that shut it down. Before which the girls had obtained an order from the Sultan of Perak for a violet Minerva, a present for the Rajah Premaseri. In 1918 her mother gave Carstairs a much-loved Buick. She thrived on fast driving, and later had a Triumph motorcycle, then a Sunbeam car used for a Sicilian tour, followed by four silver-grey Rolls-Royces, as more flashy and modern then the Daimlers.

She drove from Paris in a '120mph' Vauxhall – ex-racer or 30/98? – to race her boat. Noad is said to have had a Rolls-Royce for which he designed the body himself. A London treasure-hunt saw the Prince of Wales a competitor, and one of Joe's friends, Count de Perigny, is said to have had a racing Peugeot in 1915, driven by his step-daughter. 'Joe' Carstairs inherited US$10m from Standard Oil investments and left US$33m when she died in 1993, aged 93.

All her fast cars are not named; in later years she had an amphibian aeroplane, and the fate of her racing boats, other boats she built, and her trophies are part of this quite remarkable, well recorded story, which I read with interest, although I could have done without the many pictures of the boy-doll in various uniforms which meant more to this madly lesbian lady than her human friends.



'Joe' Carstairs in her trademark beret at the wheel of a Bentley

A Supercharged Commotion

IT HAPPENED IN 1924. THE ALVIS COMPANY UPSET DARRACQ, AFTER THESE CARS HAD ACHIEVED their 1,2,3 victory in the JCC 200-Mile Race. To understand the rumpus you have to also understand the record classes approved by the FIA in 1912. These started with Class A, for cars of up to 100cu in (1639cc), subsequent classes increasing by increments of 25cu in up to Class D, after which wider definitions were used, ending with Class J (Over 13,929cc).

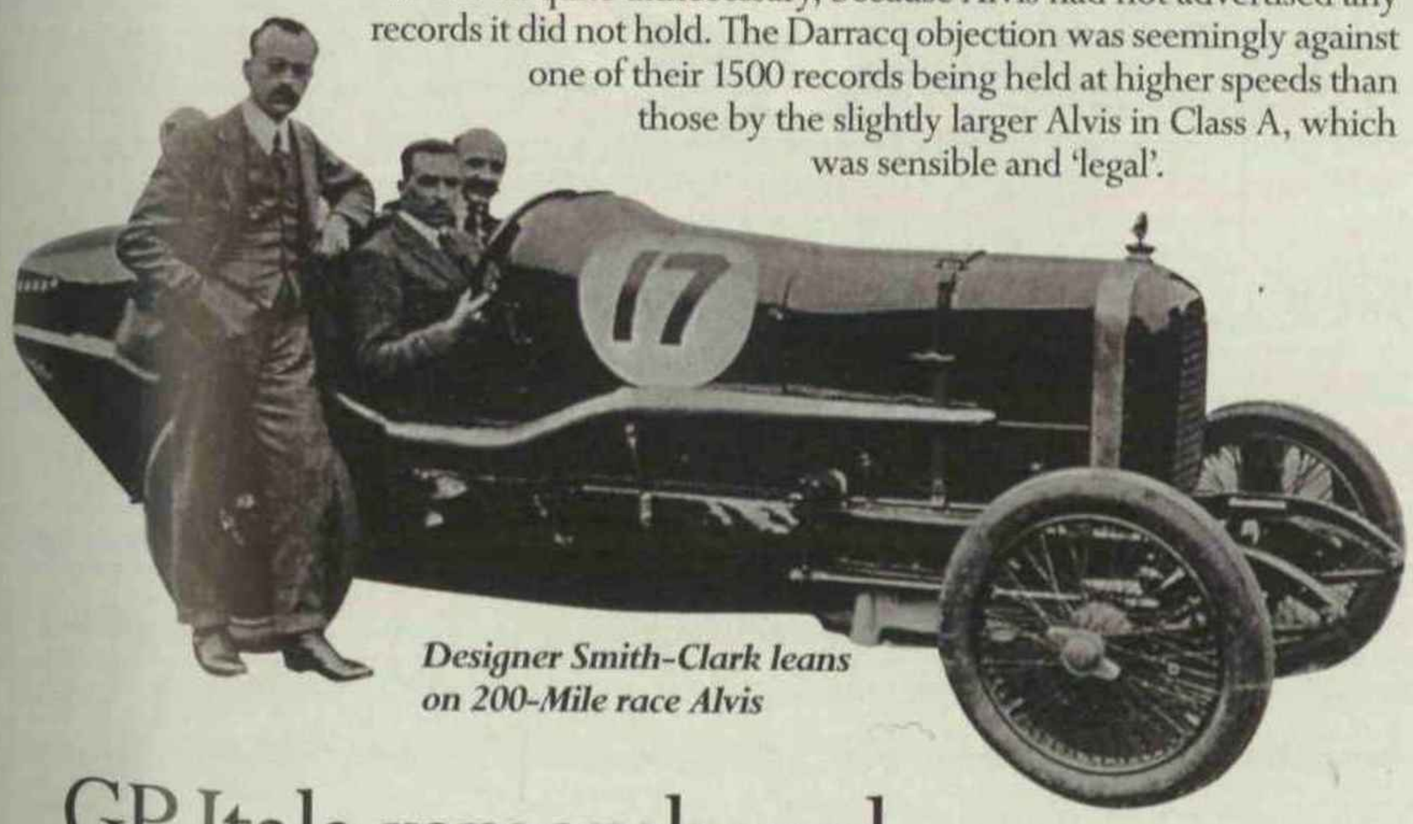
This was fine until small cars became popular. To accommodate them Class K (under 1100cc) and a Light Car Class (1101 to 1500cc) were added. Timing of the JCC 200 Mile Races was accurate enough for international and world records to be established in the course of them. But note that each record class was separate; if a speed was higher in one class than in others it did not affect other records. In Darracq's domination of the 1924 '200' the winning car of K Lee Guinness had broken Light Car and World records, the latter being for the highest speed over recognised distances, irrespective of class.

Alvis, having broken some Light Car records, then bored out the engine of the single-seater 12/50 to 1563cc, putting it in Class A. With it Major Maurice Harvey set a host of new figures in that category.

Darracq thought, wrongly, that they held some of the records claimed.

Mr Smith Clarke, chief engineer at Alvis, retorted that the over-bored car was actually slower by 2.7mph round Brooklands than with the 1500cc engine (99.6mph) and that its heavier pistons imposed greater stress on the bearings. Mr S-C also tried to defend Alvis by stating that whereas the Talbot-Darracq that had won the 200-Mile Race in 1922 did so at 88.06mph, the winning Alvis in 1923 averaged 93.29mph. His comparison of the Alvis 200-mile Class A record of 94.67mph with the 200-mile *race* average by Talbot-Darracq in 1922 failed to convince, especially as the winning Darracq in 1924 had averaged 102.27mph and set a 200-mile world record of 102.17mph, and as the Darracqs were two-up in a congested race, while the under-14 cwt single-seater Alvis ran on a clear track.

It was all quite unnecessary, because Alvis had not advertised any records it did not hold. The Darracq objection was seemingly against one of their 1500 records being held at higher speeds than those by the slightly larger Alvis in Class A, which was sensible and 'legal'.



Designer Smith-Clark leans on 200-Mile race Alvis

GP Itala remembered

ONE OF THE BETTER THINGS THAT HAS happened to me has been to receive a pictorial record of Sam Clutton's association with the great 12-litre 1908 GP Itala, which he campaigned for 50 years in VSCC and other events before the Williamsons took it over. I say this because the magnificent pictures cannot fail to evoke the deepest nostalgia in anyone who has ever cared for the sight and sound of big Edwardian motor cars. It's not all Itala: the 10½-litre Delage also campaigned by Sam is there – both it and the Itala's original race and record-breaking performances, back to Arpajon and Dieppe, are depicted – plus many other exciting pre-1915 and vintage sportscars.

This fine collectors' volume is mainly about Sam Clutton driving these cars with his usual verve, flying a DH Tiger Moth and a microlight, riding his Brough Superior and Scott motorcycles, and with his many well-known VSCC friends. If you want to remember those days you have to have this book. It costs £11.45 inc p&p, from Bridget Laycock, 37 Scarborough Road, Norton, Malton, North Yorkshire YO17 8AA.



Erik Johnson and Stirling Moss with the MM photo

miscellany

AT THE ANNUAL Brooklands Society reunion the Napier-Railton was the major attraction, and 13 genuine ex-Brooklands cars and three ex-BMCRC motorcycles were present, most of them in action.

* * *

CHRIS TAYLOR, THE A7 Sports Registrar, points out that the car shown in a picture accompanying my article on the Experts Trial is Speedy No4 of this production model, loaned by the works to RJ Richardson for the trial, before he joined the A7 Le Mans 'Grasshopper' team. It still exists. Taylor's own Speedy was used by Austin's for publicity purposes, and appeared on MOTOR SPORT's front cover in 1939. It was restored in 1997, since when AEK 31 has continued to be used for competition events.

* * *

THE PHOTOGRAPH OF Moss and Jenks taken just after their victory in the 1955 Mille Miglia, in the 300SLR Mercedes-Benz, their faces still blackened from 1000 miles of road-racing at an average of nearly 100mph, has been presented to the BRDC, and is now in its Silverstone headquarters. Signed by Moss, Jenks, Neubauer and Uhlenhaut, this classic picture used to hang over the desk of Erik Johnson, Mercedes-Benz PR. Long retired, he has now given it to the BRDC. Stirling Moss, driver in that great Mille Miglia victory, received it from Erik Johnson, at Coy's Festival, who said that there was no finer place for it than in the BRDC Suite in its Golden Jubilee Year.

* * *

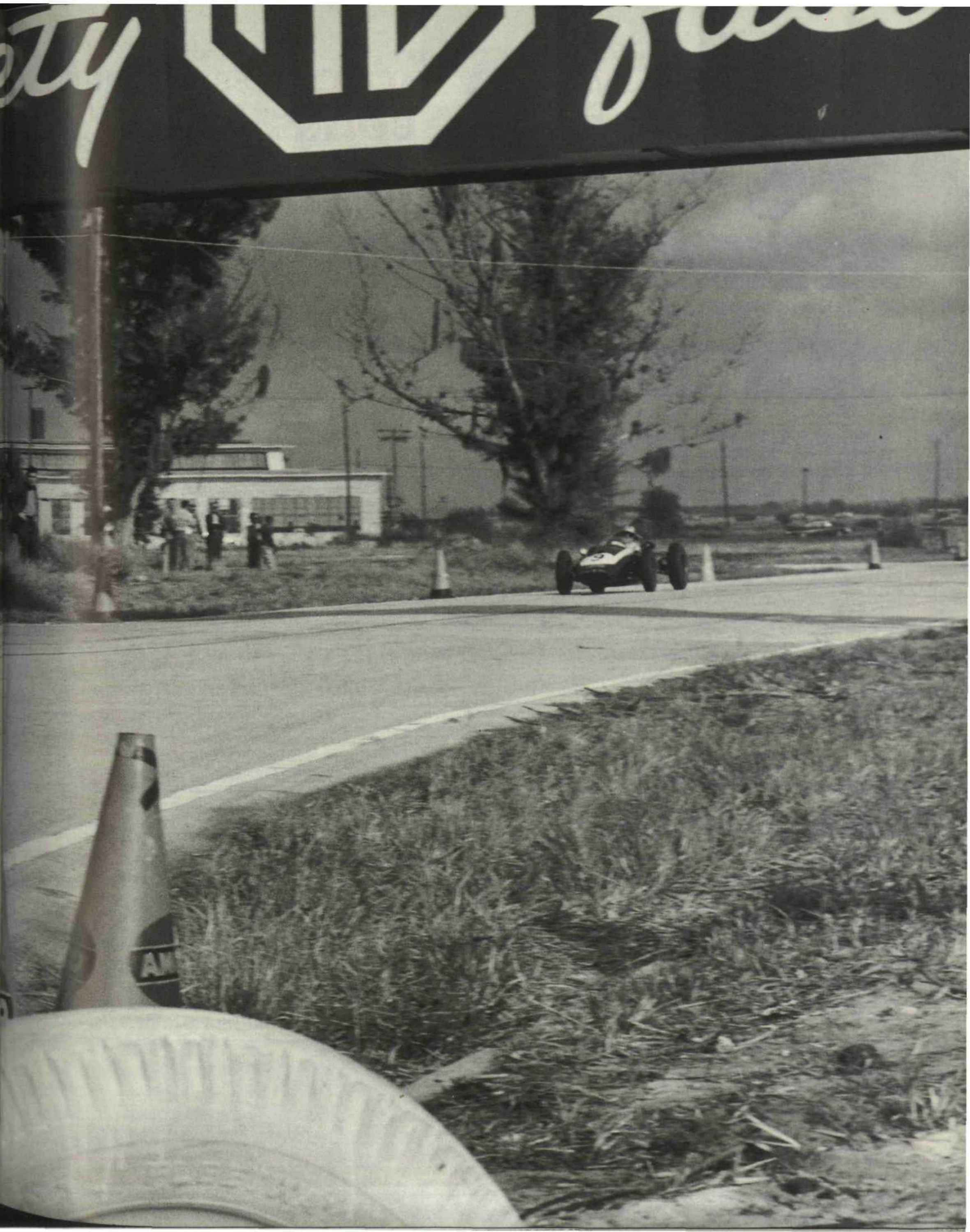
THE VSCC, HOPING TO extend its appeal to a wider audience, has refuted the idea that 'vintage cars are slow and sedate, dull, even boring'. To destroy any such ideas they invite attendance at their Loton Park hill-climb on September 26/27, when visitors will see 'some splendid machinery, some exciting driving, cars going sideways, and lots of smoke'. Not too much smoke, I trust. Which is to remind you that admission costs £4 on the Saturday (practice), £6 on the Sunday, under-16s free, as is car parking and Paddock entry – the paddock, like the winding hill, is part of Sir Michael Leighton's country estate, his country house a fine backdrop.

PARTING SHOT

1959 US GRAND PRIX, SEBRING

Jack Brabham's Cooper T51 heads team-mate and eventual winner Bruce McLaren.

LAT Archive



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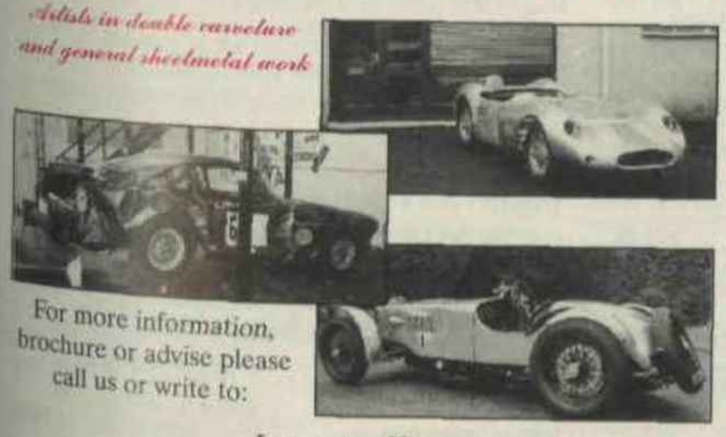


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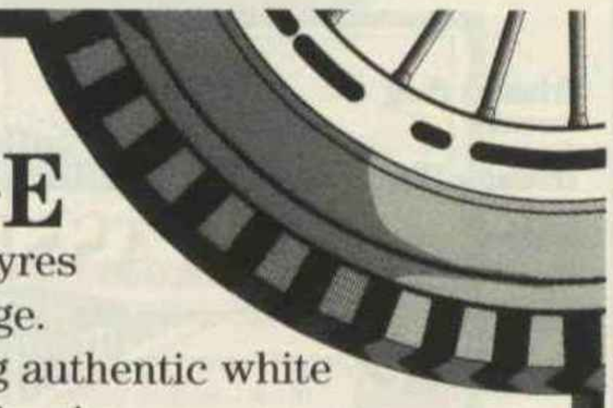
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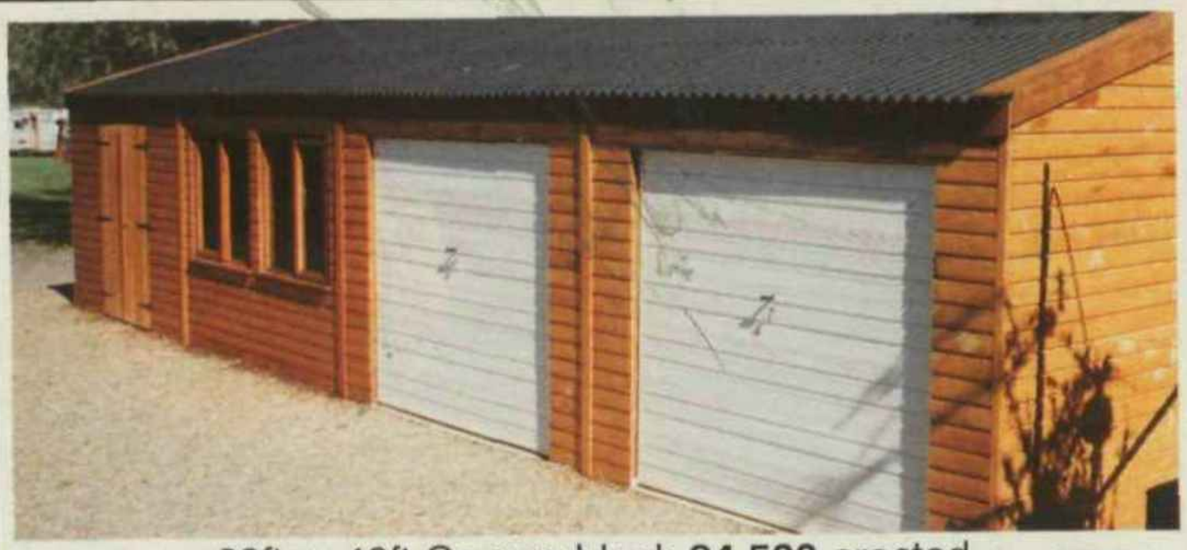

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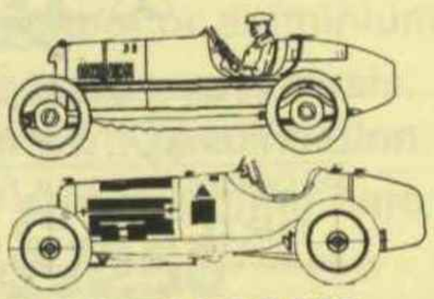
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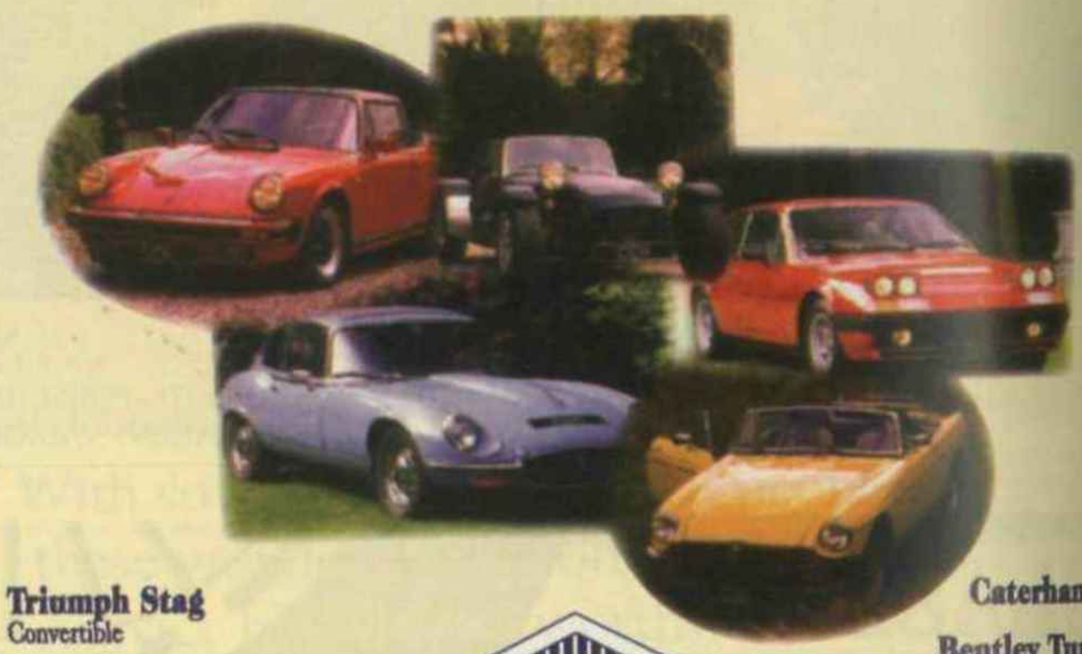
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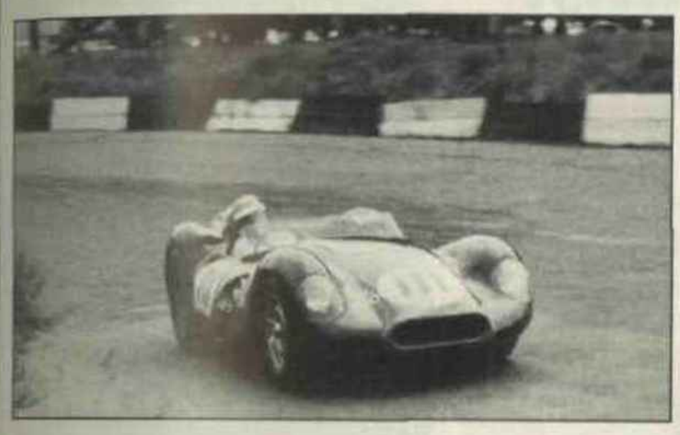


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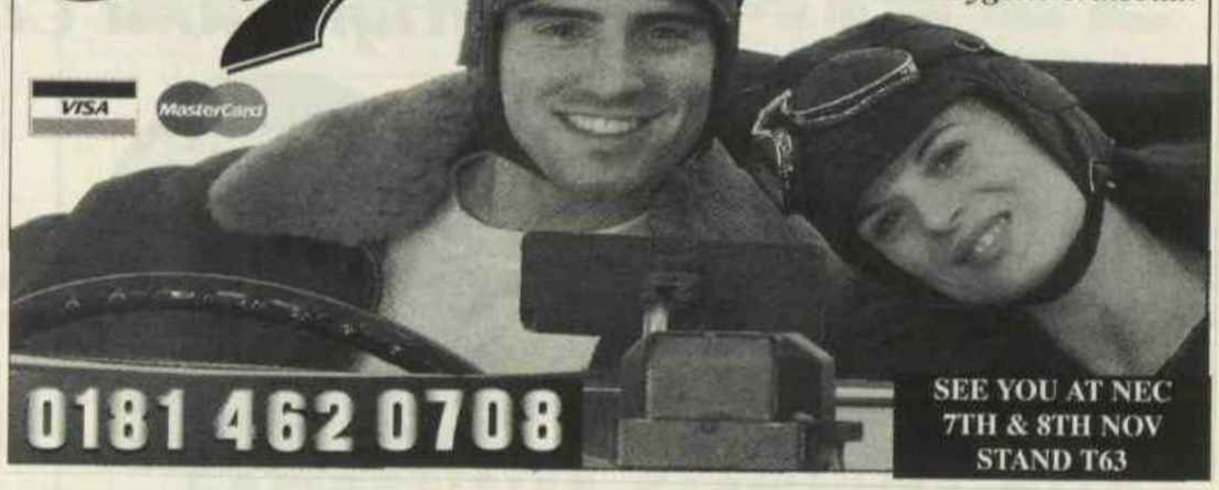
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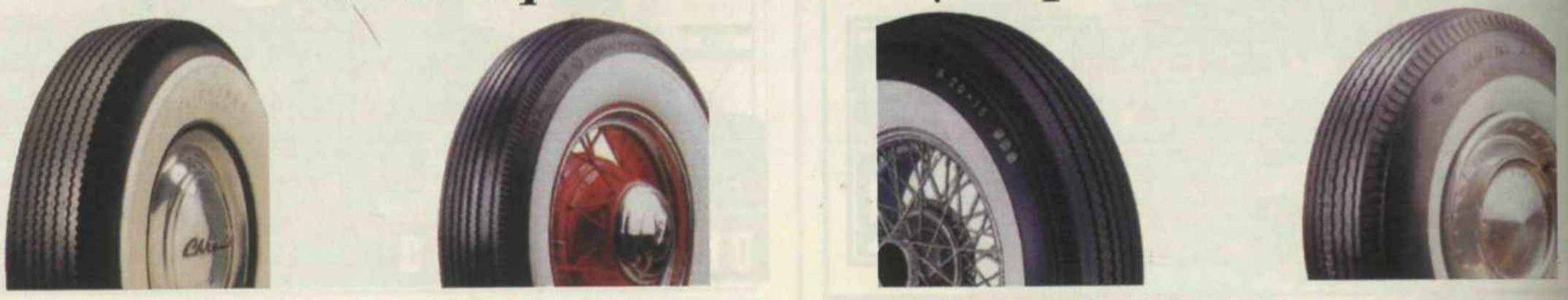
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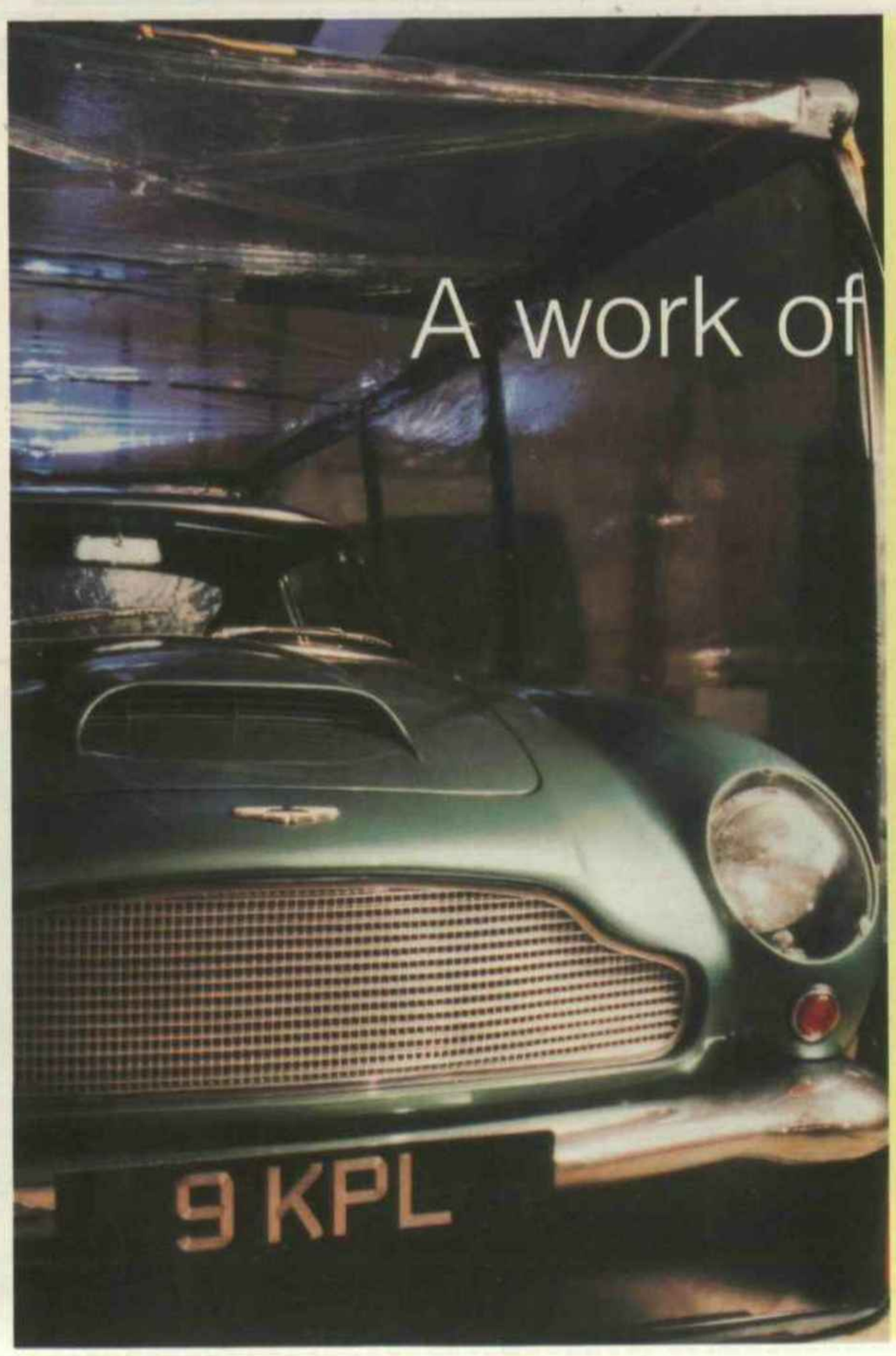
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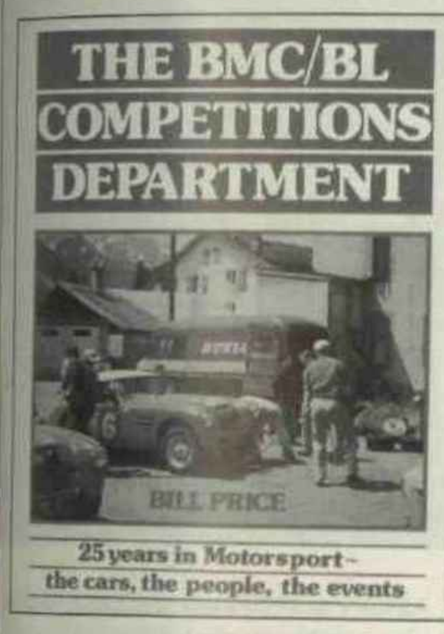
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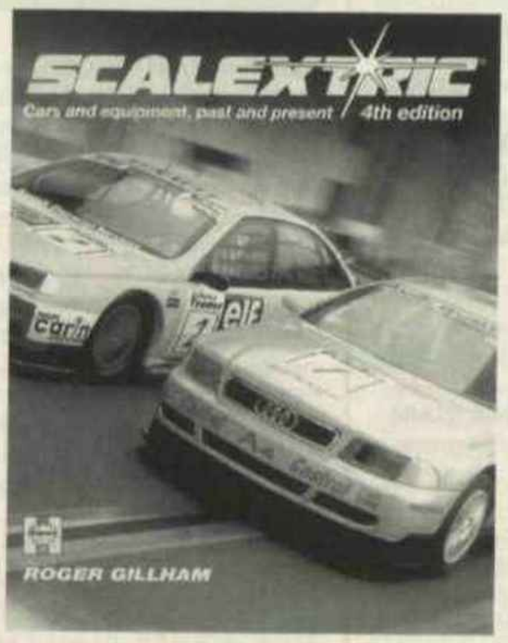
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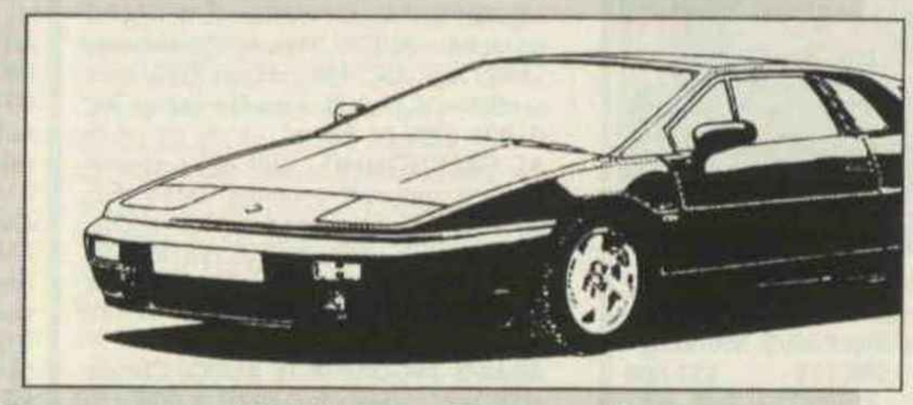
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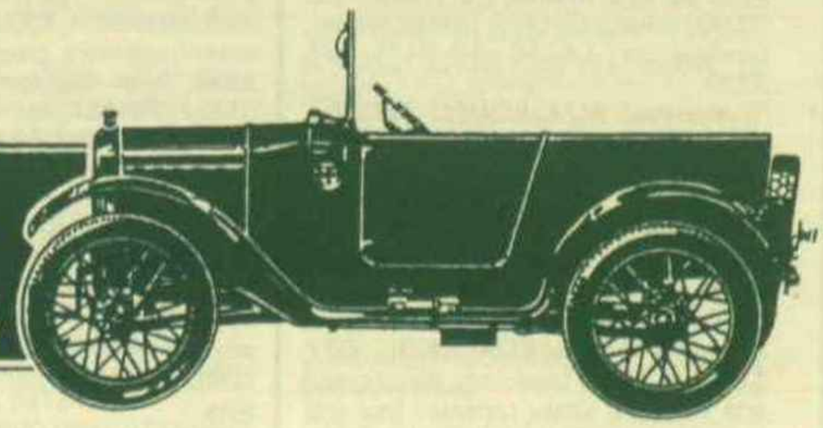
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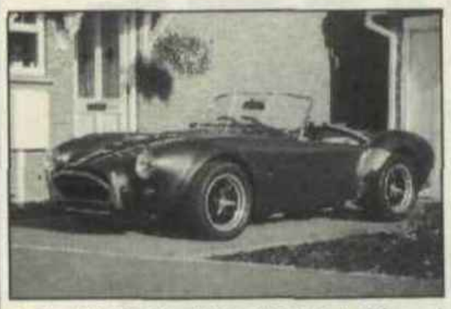
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FORD GT40. Race car, 1965. Tel: France 33 4 92 38 04 11. Fax: 33 4 92 38 04 12.

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J

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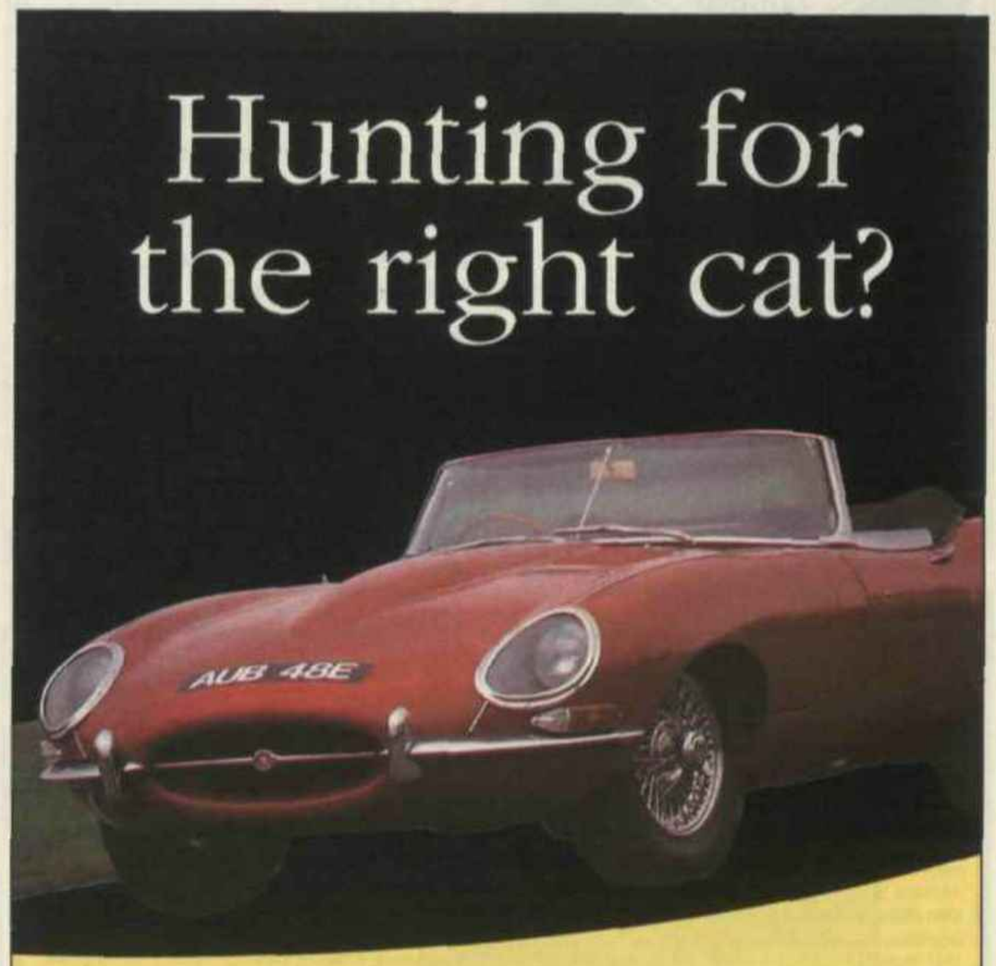
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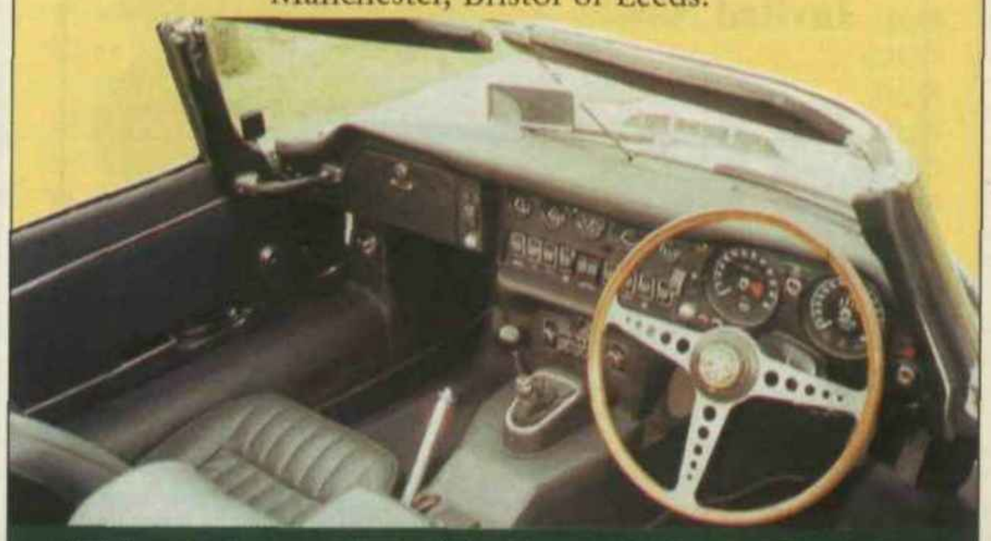


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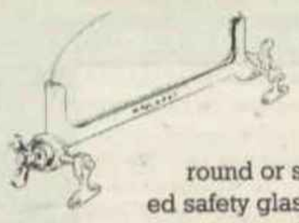
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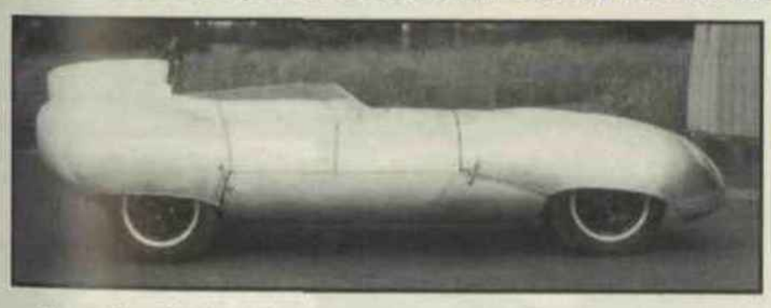
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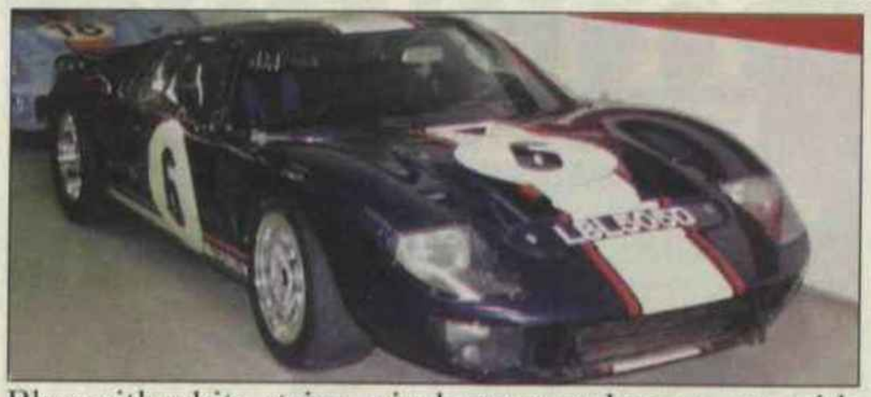
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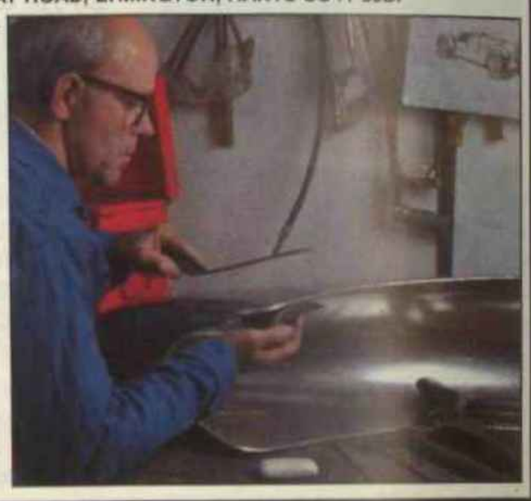
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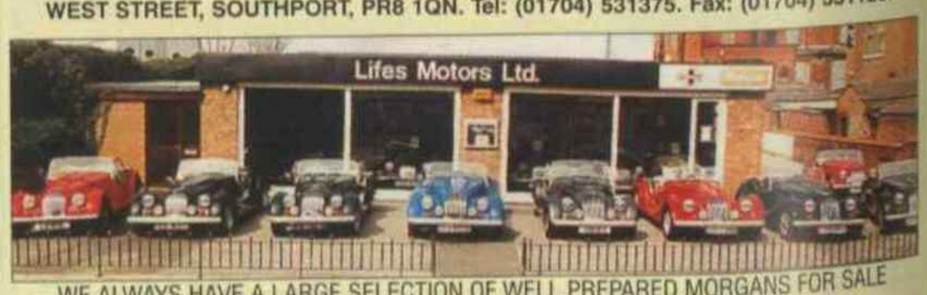
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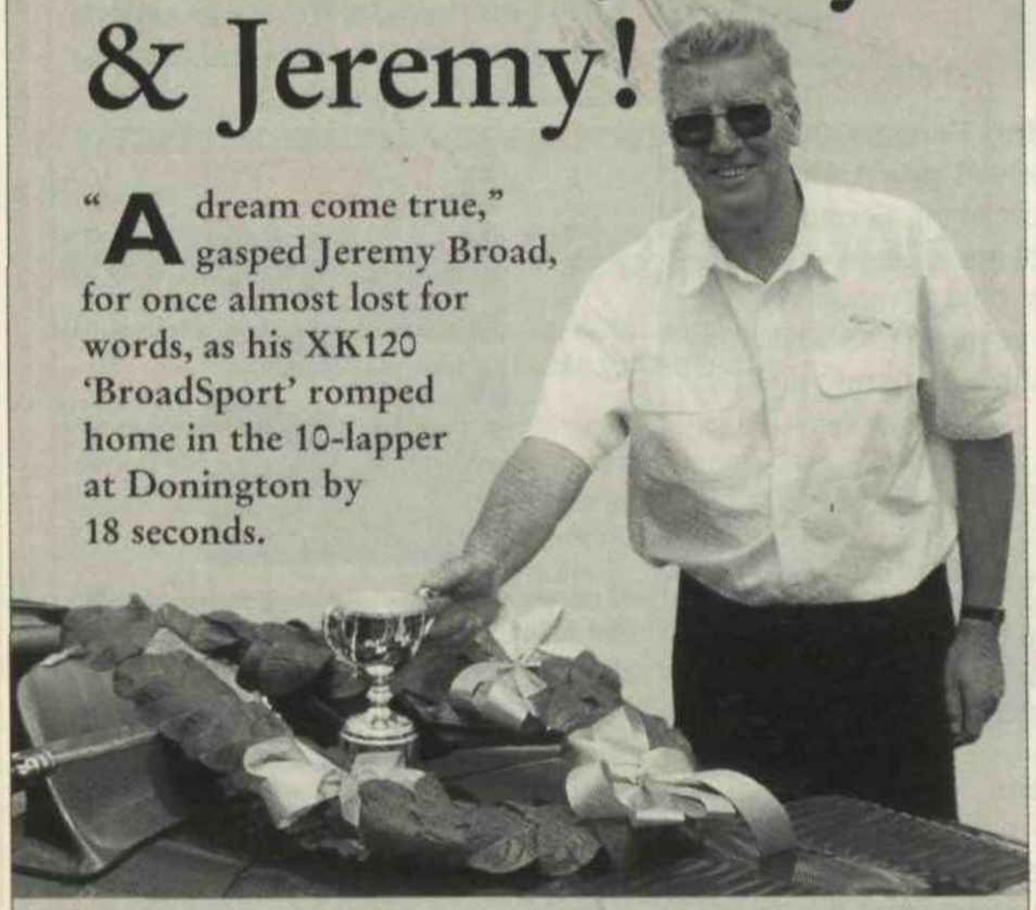
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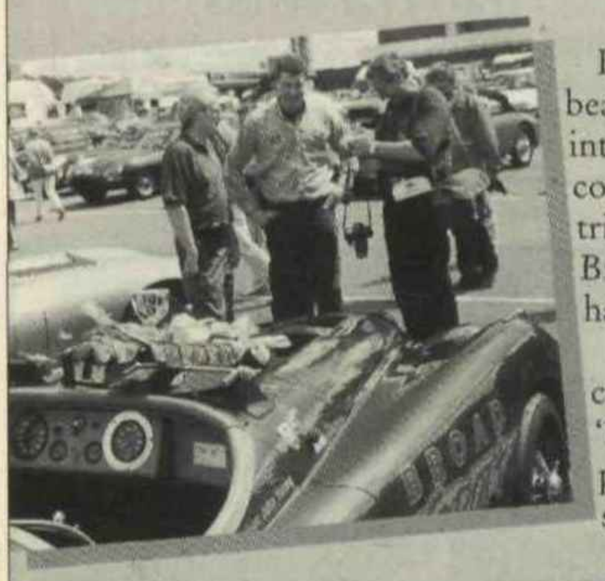
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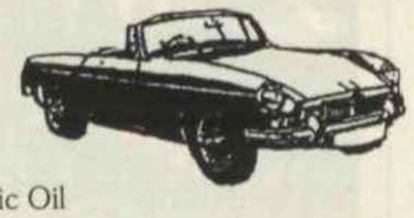
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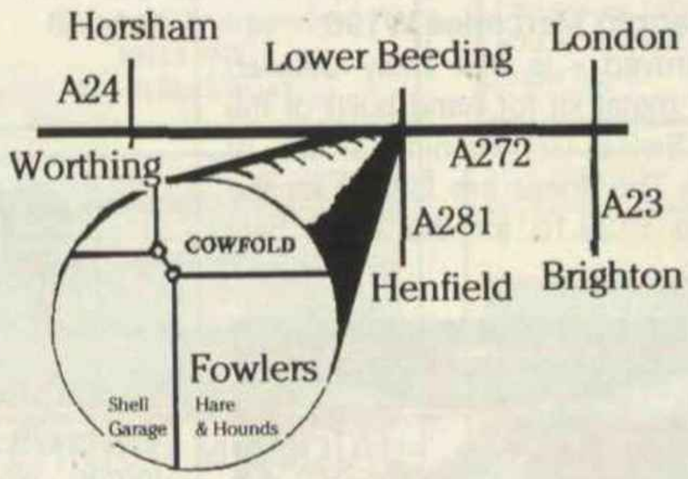
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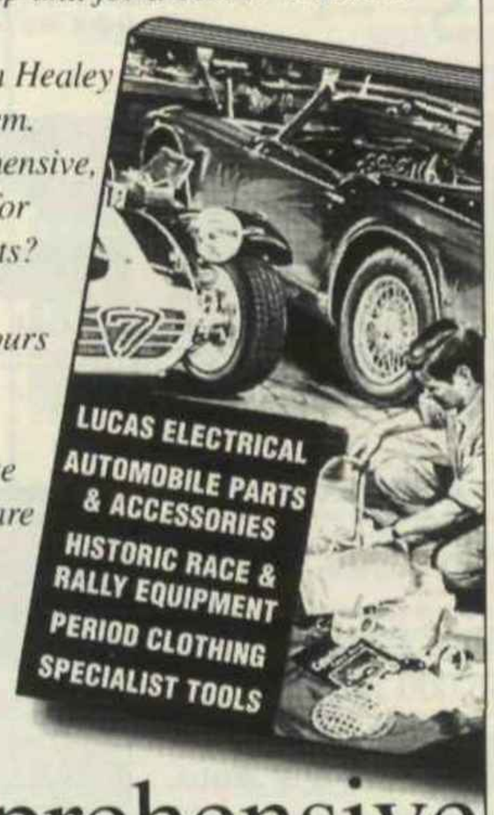
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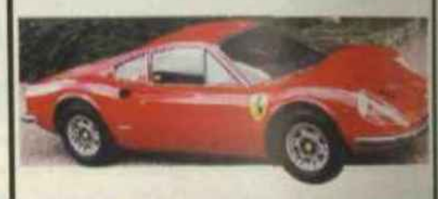
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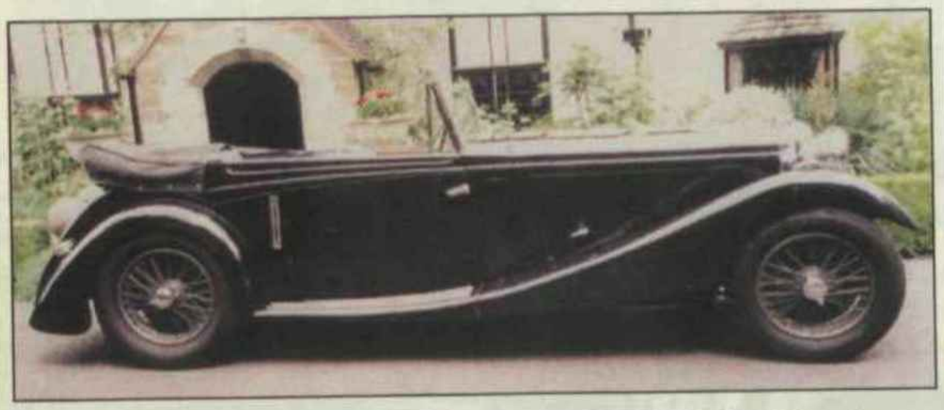
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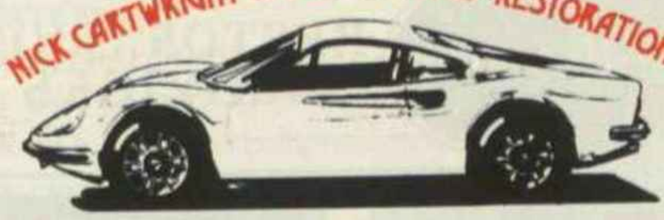
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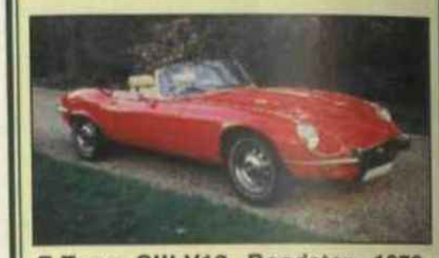
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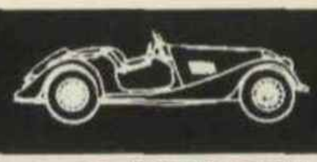
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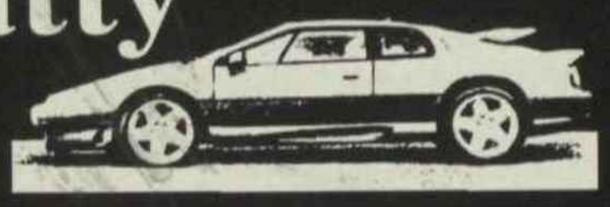
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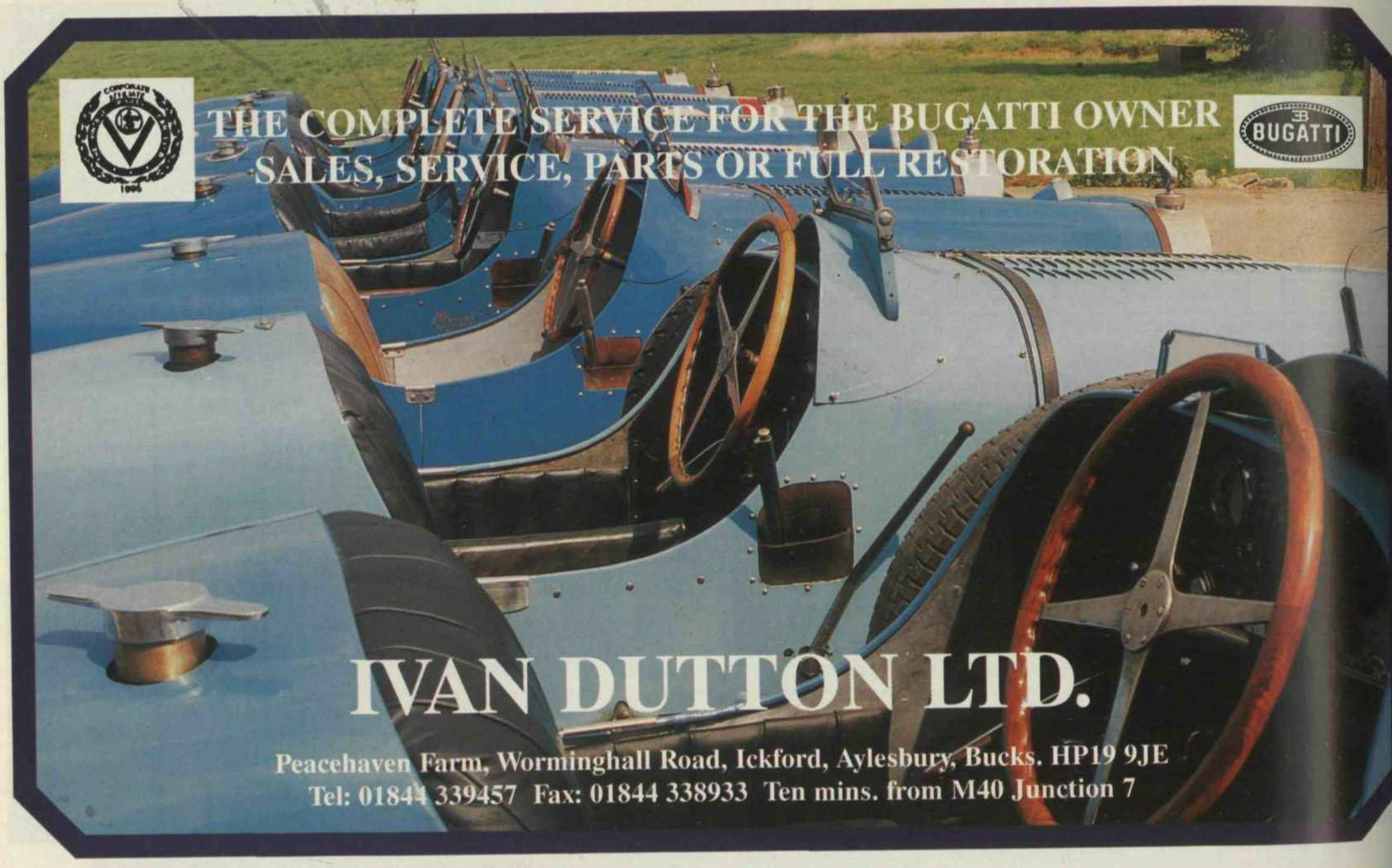
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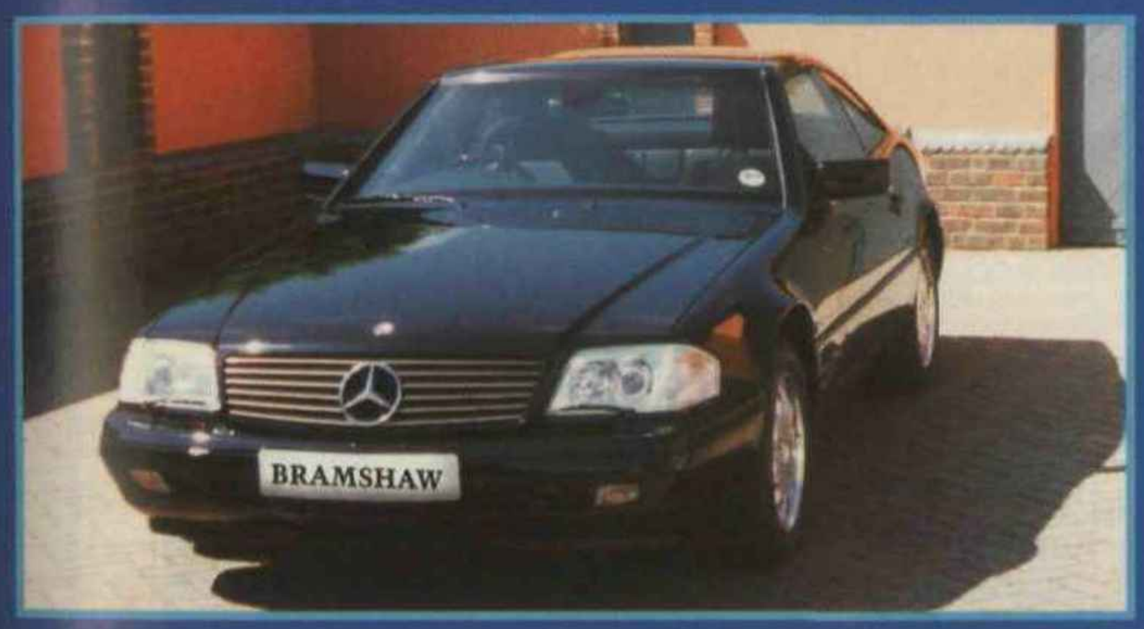
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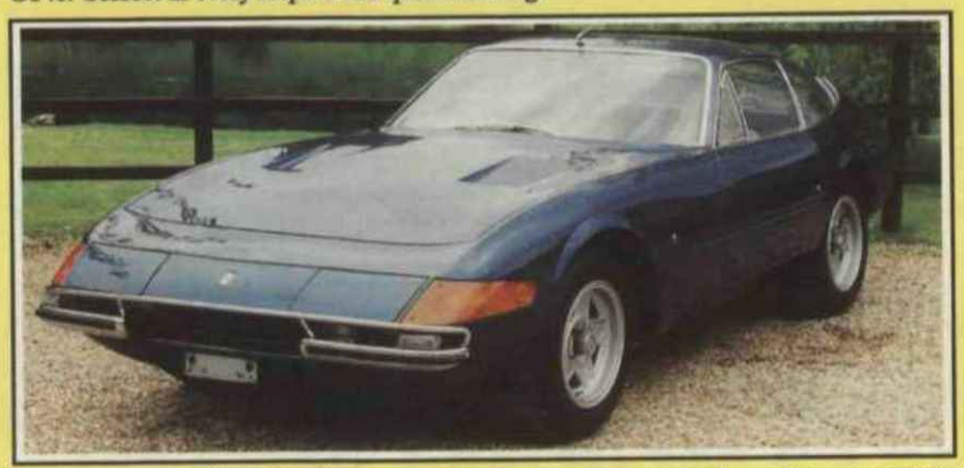
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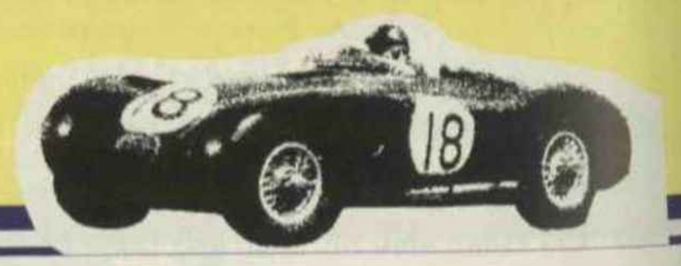
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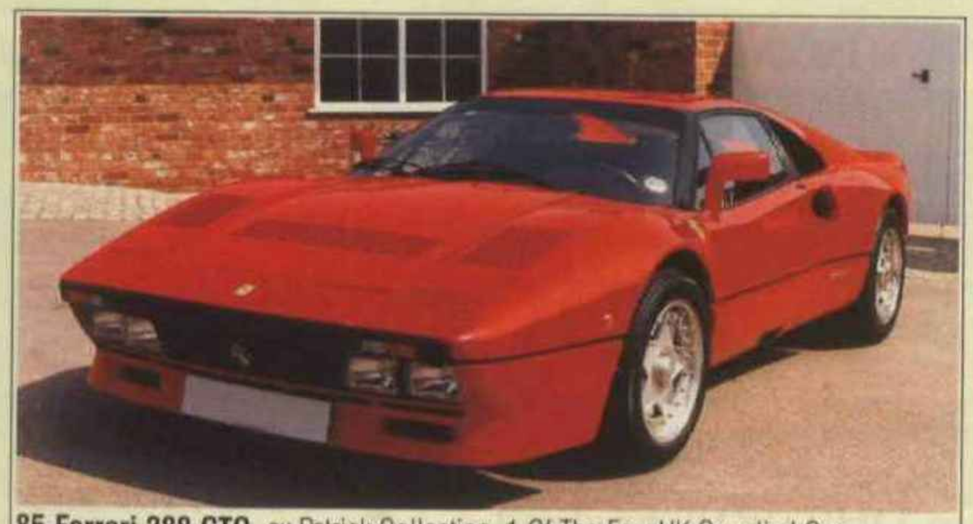
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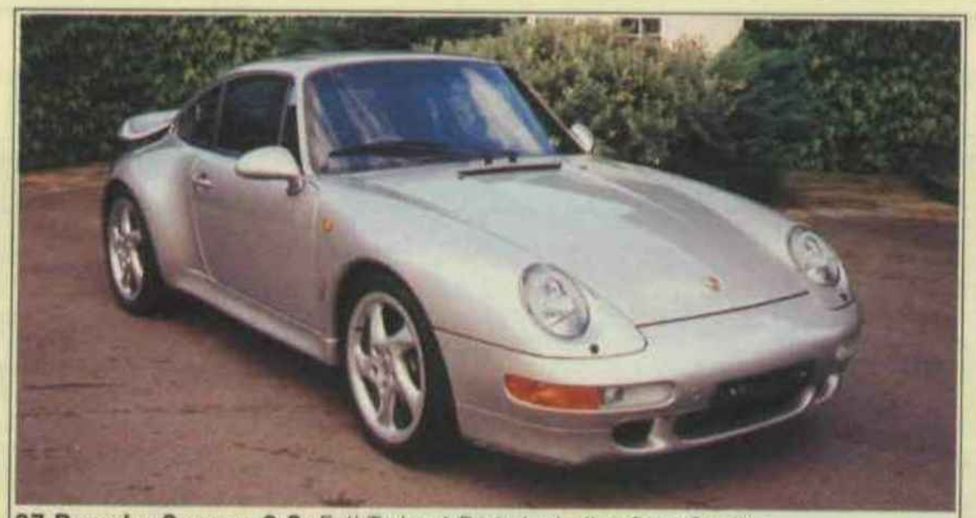
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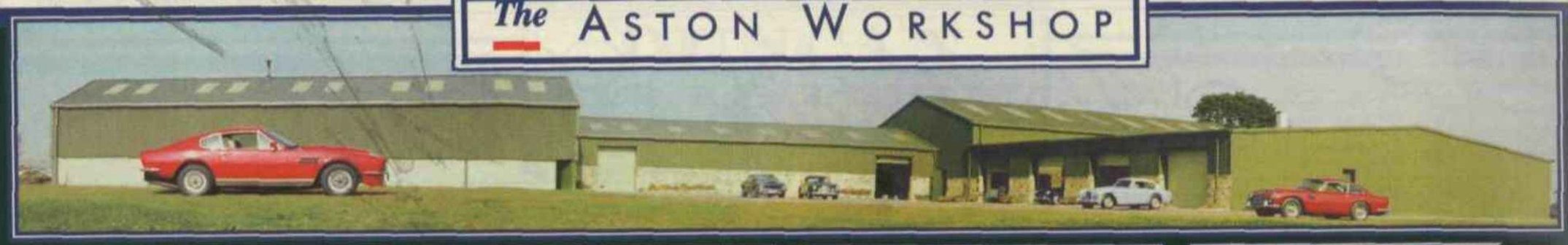
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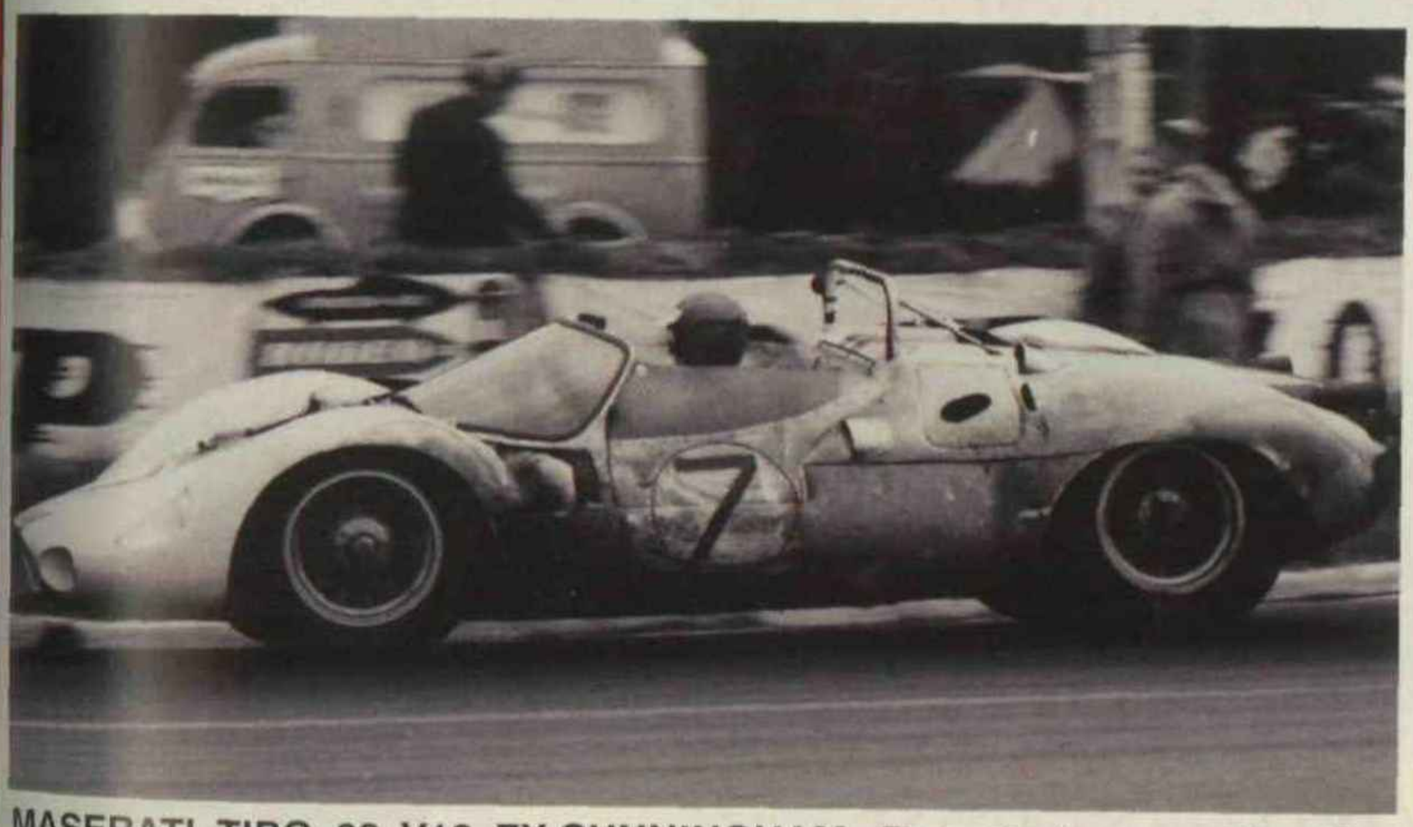
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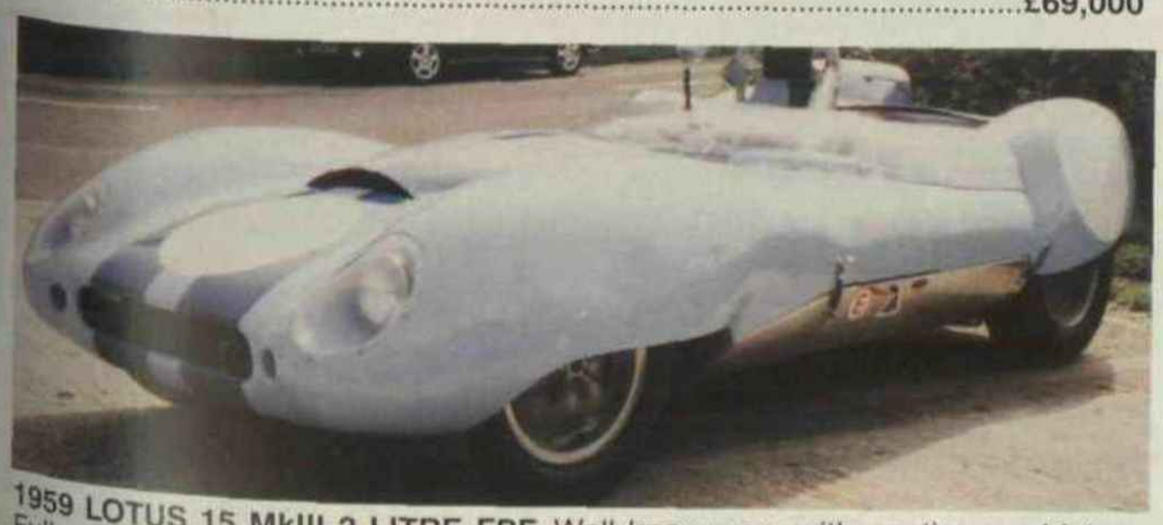
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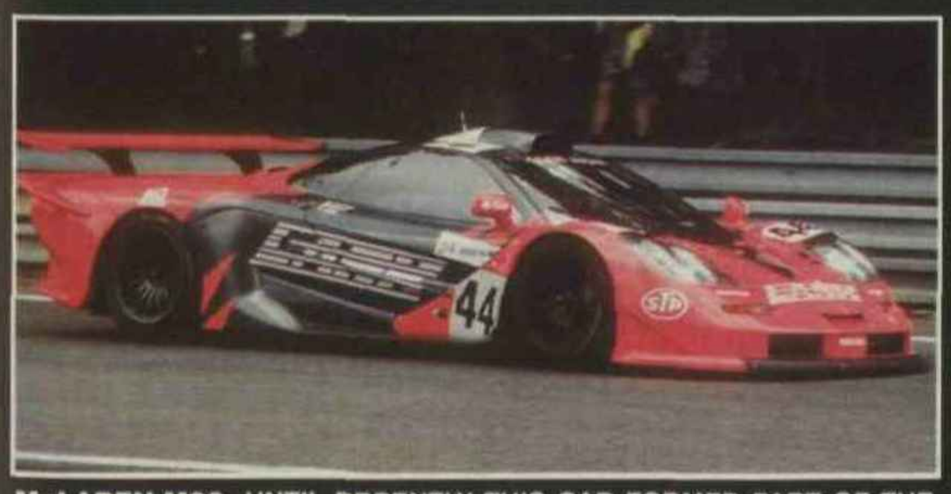
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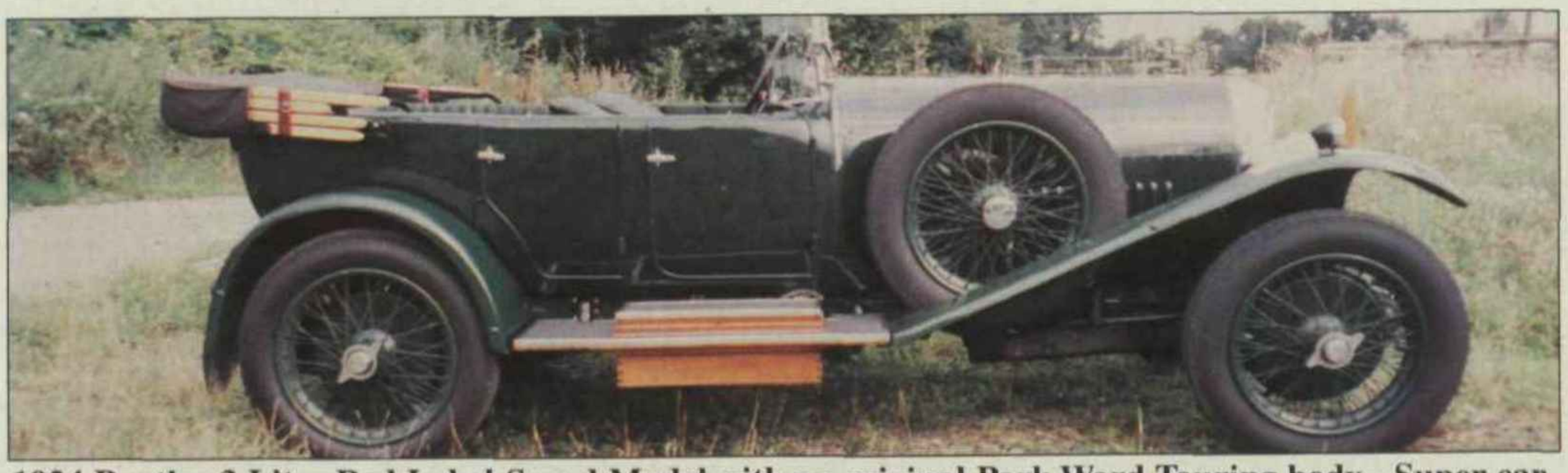
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1964 AC Cobra 289 SC • 1964 AC Cobra 427 SC • 1929 Cord
1953 Chevrolet Corvette Roadster • 1954 Chevrolet Corvette Plexiglass bubble-top roadster
1967 Chevrolet Corvette Stingray L71 Convertible • 1969 Chevrolet Corvette Stingray L88
1990 Ferrari F40 • 1957 Ford Thunderbird SC Factory Supercharged F Series
1955 Mercedes-Benz 300SL Gullwing • 1957 Mercedes-Benz 300SL Roadster
1968 Mercedes-Benz 600 Pullman 6 door Limousine

All cars are offered Without Reserve and the proceeds will benefit The Scripps Research Institute

FOR FURTHER INFORMATION, PLEASE CONTACT:

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LOS ANGELES: David Gooding, Miles Morris, Christina DeFelice, Jennifer Norden Tel: (1 310) 385 2699 Fax: (1 310) 385 0246

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