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editorial



GOT A PRETTY GOOD IDEA HOW the 2002 Formula One season might pan out? Yeah, me too.

Schumacher and Ferrari will set the pace, win the bulk of the races and take the titles, while Montoya's Williams-BMW and Coulthard's McLaren-Mercedes, will give chase. There'll be some surprises – Raikkonen, I hope, and perhaps Renault – but the pattern has, in general, been set.

That's nothing new. Only a handful of drivers and cars do the winning in any given era. During the 1952-53 period, for instance, Alberto Ascari won nine GPs in a row for Ferrari. Jim Clark and Lotus lauded it in '63 (often on the same set of Dunlops) and '65. And McLaren's Ayrton Senna and Alain Prost won all bar one of the races in '88.

The emergence of the British *garagistes* in the late 1950s broke up Italy's hegemony, but it was the arrival of the ubiquitous Cosworth DFV in 1967 that truly hotted up the competition. Prior to this, only one season had seen five different winning teams: 1966. This, though, was repeated in 1967, '70, '72, '74 and '85. This was bettered by one in 1975-77, '81 and '83.

But there is one season that stands unsurpassed in this respect: 1982. The winning marques that season were: Renault, McLaren, Ferrari, Brabham, Lotus, Williams and Tyrrell. Seven! The winning drivers were: Alain Prost, Niki Lauda, Didier Pironi, John Watson, Riccardo Patrese, Nelson Piquet, René Arnoux, Patrick Tambay, Elio de Angelis, Keke Rosberg and Michele Alboreto. Eleven! We won't have that much variety on the first two rows, possibly the first three, this season.

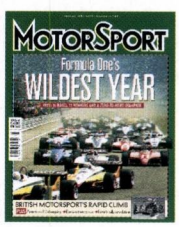
It's odd that as more and more manufacturers take up Formula One's challenge, the more predictable becomes the podium. It's like watching *Groundhog Day* – again, again, again. Not since 1985 have we had more than four winning teams in a single season.

This stolidity stems from the maelstrom of 1982. Drivers *and* teams took it in turn to strike as FISA and FOCA slugged it out. The latter were undermined by their need for manufacturers' turbos, and Bernie Ecclestone realised that a revolution from within the corridors of power, rather than without, was required.

The result of this can be measured in billions of dollars and millions of television viewers. Teams have grown huge on these profits, and success with such large companies is not the work of a moment. This, combined with the stability and strictness of the regs, has flatlined performance graphs, any small improvements tending to come in parallel with the team just ahead.

In 1982, Ecclestone's Brabham had little more than 40 staff, yet ran Cosworth BT49 *and* BMW turbo BT50. One race they failed to qualify, the next they won.

Nerve-jangling for the team and their sponsors – but thrilling for the likes of you and me.



LAT

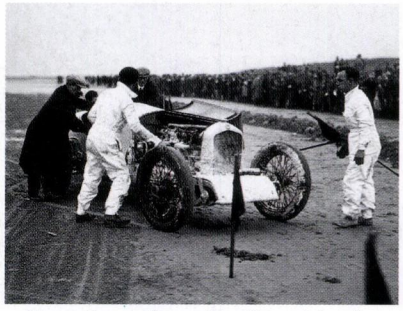
Renaults of Arnoux and Prost lead in the 1982 German GP at Hockenheim

Vol LXXVIII No 2 FEBRUARY 2002

CONTENTS

SEVENTY-EIGHTH YEAR OF PUBLICATION

MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



Been there, dune that *Britain's beaches held some thrilling racing, pre-war. Page 68*



French correction *The opposite-locking rallying heyday of the charismatic Renault Alpine. Page 60*



A piece of Keke *Let Rosberg guide you through F1's most dramatic season. Page 22*

MATTERS OF MOMENT 4
LETTERS 6
MODERN TIMES/*Simon Taylor* 12
SUBSCRIPTIONS 14
LEGENDS/*Nigel Roebuck* 16
NEXT MONTH 20

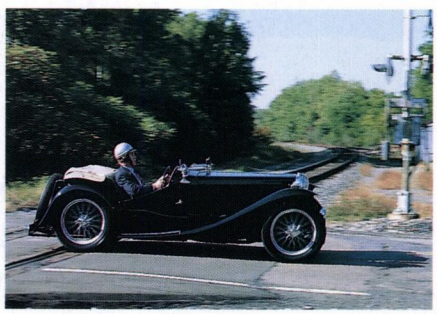
1982 SECTION 22
South Africa to Monaco 24
The Politics 32
Detroit to Great Britain 35
Cosworth DFV's last hurrah 40
France to Las Vegas 42

The One That Got Away: Bobby Unser ... 52
1946 And All That/*Guy Griffiths* 54
Renault Alpine A110/*John Davenport* ... 60
The Car I Wish I'd Designed: Peter Connew 66
Sand racing/*Bill Boddy* 68
Moskvich in touring cars/*Marcus Simmons* 74
Track tests: Watkins Glen/*Gary Watkins* ... 78
Whitney Straight/*Eoin Young* 86

BILL BODDY 90
PARTING SHOT 96



Russian headlong *How Tony Lanfranchi took Moskvich to touring car success. Page 74*



Let's go round the Glen *Turning back the hands of time at the USA's top track. Page 78*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Emerson Fittipaldi will pilot a Lotus 72 in tribute to 50 years of the marque

all: LAT

GOODWOOD FESTIVAL HONOUR LOTUS AND TYRRELL

THE GRAND PRIX CARS OF TYRRELL AND Lotus will act as spearhead to the 2002 Goodwood Festival of Speed, the overall theme of which will be 'On the Limit – a History of Heroes'.

Jackie Stewart will lead a cavalcade of Tyrrells in honour of the late Ken Tyrrell, while 50 years of Lotus – Colin Chapman's first customer cars, based on his Mk3 design, were produced in 1952 – will be marked by an array of cars bearing his initials. The world champion of 1972, Emerson Fittipaldi, will lead these celebrations in a 72.

A Goodwood spokesperson said: "The range of Lotus cars at Goodwood will encompass all of the many design innovations for which Chapman was famed. Both early monocoque and ground effect cars will be on show, as well as cars from all other eras of the company's history."

Although a first-class collection of classic and historic cars will be present, the event organisers are planning to place greater emphasis on the drivers and motorsport characters who flock to the event each year.

The Festival will be held from July 12-14 (the week after the British GP), and it is expected that at least five current F1 teams will be represented: McLaren, Williams, Jordan, BAR and Renault (formerly Benetton) will field cars in the competition up the 1.15-mile hill-climb course.



Jackie Stewart will honour Tyrrell

TEAM BENTLEY CONFIRM THEIR LE MANS TARGET



New improved Speed 8s will be big threat to Audi

BENTLEY HAVE ENDED SPECULATION SURROUNDING their 2002 Le Mans participation – and have given a strong hint that they will tackle the 24-hour enduro in 2003, too.

Newly-announced chairman elect, Franz-Josef Paefgen, said: "I am thrilled to confirm that the Bentley Boys will be back at Le Mans this year."

The EXP Speed 8's design and development will remain under the stewardship of Racing Technology Norfolk, while its testing and racing programme will once again be supervised by Richard Lloyd and John Wickham at Team Bentley.

A new and exclusive, increased-capacity Bentley engine is being built in conjunction with parent company, and main race rivals, Audi, but this will not be ready until March.

"Because of this," explained Paefgen, "we believe that the real title challenge for Bentley at Le Mans will come in 2003..."

Bentley's 2002 driver line-up is expected to be confirmed soon.

Last season, the EXP Speed 8 of Andy Wallace, Eric van de Poele and Butch Leitzinger finished second on Bentley's long-awaited return to La Sarthe, albeit 15 laps behind the winning Audi of Frank Biela, Tom Kristensen and Emanuele Pirro.

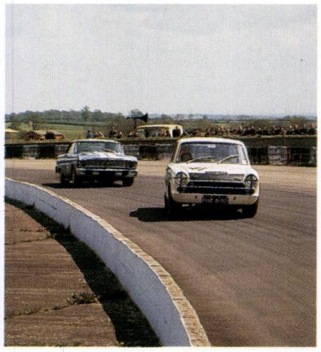
HIGH PROFILE FOR CLASSIC TIN-TOPS

THE PROMOTERS OF THE BRITISH Touring Car Championship have announced that two series for period sports and GT cars will feature at a number of their events in 2002. Although the HGPCA and F5000 races of 2001 will not be repeated, races for Group C and 1960s/70s sports and saloon cars will be held.

The new arrangement has been forged between British Motorsport Promoters and Heritage Racing Support, subsidiary of Aston Martin distributor, Stratton Motor Company.

The World Sports Car Invitation Trophy for Group C cars will support the BTCC on four occasions, starting on the Brands Hatch GP circuit at Easter and followed by encounters at Silverstone, Snetterton and Donington. Each meeting will feature a sprint and a mini-endurance race, the latter including mandatory pitstops and a possible driver change.

The Heritage Grand Touring Car Challenge will be based on 1960s/70s saloon and sportscars which will run in close to original specification, again with both sprint and endurance race format, at four BTCC meetings.



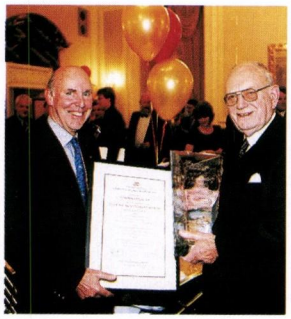
Old, 'real' touring cars get new series

WHEATCROFT HONOURED

The HGPCA has presented Tom Wheatcroft with a Lifetime Achievement Award.

Paying Tom tribute, the Association's chairman Julian Sutton said: "Donington Park, which Tom rescued in the mid 1970s, is now the sole surviving operational circuit in the UK with a history which dates back over 70 years. It is the only privately-owned grand prix circuit in the world."

Tom, who turns 80 this year, received his award from ex-GP driver and Le Mans winner, Dickie Attwood (below).



Jim Houlgrave

HGPCA DRUM UP SUPPORT



Exuberant action at Historic Festival has sparked drum-braked sportscar series

A SERIES OF RACES FOR DRUM-BRAKED sportscars has been announced by the Historic Grand Prix Cars Association.

Building on the success of the race at last season's Silverstone Historic Festival, the HGPCA will promote a five-event series across Europe, including a race at the Nürburgring Oldtimer meeting.

"The Silverstone entry included the reappearance of marques like Allard and OSCA which had not been seen for a while," said Sheridan Thynne, who will co-ordinate the new series on behalf of the HGPCA. "The huge support and enthusiasm of the competitors led to demand for more races in 2002."

The programme will start with the VSCC event at Donington (June 8/9), to be followed by Hockenheim (June 29/30) and the Nürburgring (August 10/11). The International Historic Festival at Oulton (August 25/26) and a proposed race at Spa will complete the calendar.

HISTORIC RALLYING IS BACK

HAVING HAD ITS 2001 SEASON BADLY affected by Foot and Mouth disease, the Historic Rally Car Register has scheduled a nine-event calendar for the 2002 British Historic Rally Championship.

It starts in the Nottinghamshire forests in March and includes the Tour of Ypres, Belgium, in late June. Other events will include the Manx National Rally in May and forest events in Wales and Yorkshire.

The series will feature, too, the new Escort Mexico Cup, recalling the supercompetitive Mexico Challenge of the early 1970s.



HRCR series to make a splash in '02

CHIMAY IN USE ONCE AGAIN

SIXTIES SALOONS, FORMULA JUNIOR AND SPORTSCARS will battle on the Belgian road circuit of Chimay this year.

Barry Sidery-Smith is co-ordinating a three-race package that will form the highlight of Historic Car Chimay 2002 on July 6-7.

Regulations will be available from him (tel: 01932 348466) from mid-February.

The Top Hat saloons will undertake a one-hour, two-driver affair on the shortened version of the old GP des Frontières track, while the Formula Juniors and FIA and FIA-type sportscars will have 30-minute races.

news in brief

AN EXHIBITION OF paintings and prints by Michael and Graham Turner is to be held at Carisbrooke Gallery, 63-79, Seymour Street, London W2, from February 19 to 23. Admission is free. Attendees can meet the artists, view approximately 90 original paintings (most of which are for sale) and purchase an entire current range of prints, cards, calendars and books. Further information can be obtained by calling 01494 785193 or logging on to www.studio88.co.uk.

* * *

THE 13TH ANNUAL HASTINGS Direct Bexhill 100 International Festival of Motoring will take place along the seafront at Bexhill-on-Sea on May 4-6. This year marks the centenary of the first motorsporting contest on British soil, held at this venue. Entrance is free, but organisers seek sponsorship of events and features. For details, visit www.bexhill100.co.uk.

* * *

ON THE SUBJECT OF LONDON exhibitions, check out the Science Museum where, until April, one can find an exhibition entitled 'Sustaining Beauty', which celebrates the Alfa Romeo marque. Road and track models from distant and recent past are present.

* * *

DAVID BURGESS-WISE has received the 2001 Roy Nockolds Trophy awarded for meritorious service to the Brooklands Society.

* * *

FROM 2003, VISITORS TO THE Petroleum Museum in Midland, Texas, will be able to see Jim Hall's collection of fabulous Chaparrals. The museum's new wing is being built over the next two years, and will house seven of the legendary Can-Am and sportscars together with trophies and memorabilia.

LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

GREATEST DRIVES: 101, 102, 103 & 104

SIR,

With regards to the recent article '100 Greatest Drives', I'd like to add a few more to your list: John Cannon, in the rain, in the 1968 Laguna Seca Can-Am race; Gilles Villeneuve, in the rain, in the 1976 Formula Atlantic race, at Gimli, Canada, when vision was down to 15 feet.

My other nominations are Alex Zanardi and Juan Montoya for their last-to-first charges at Cleveland CART races in different years.

As you said in your editorial, the lists and debate are full of endless discussion – but I'd like to see the full lists by your panel members, to see more about the also-rans so tantalisingly mentioned in your editorial.

So many of the great drives involve rain that perhaps all races should have some rainy segments – even if artificially induced.

I AM, YOURS ETC,

JIM PARK, VICTORIA, CANADA

* * * *

MANSELL NIGGLE

SIR,

I have just bought the January 2002 issue and feel compelled to put pen to paper.

Firstly, I would have to say that, in my view, Senna's first lap at Donington in 1993 is the best single lap ever. I was standing at the bottom of the Craner Curves, and the view as the pack came into sight is one I will never forget. It was worth braving the cold, wet weather just to say that I was there.

Another one of my personal favourites is Keke's 161mph pole position lap at Silverstone in 1985. I have a photograph of the Williams as it exited Copse at the start of the lap. Clearly visible are two very thin plumes of exhaust smoke coming from the back of the car. It was clear that this was to be an all or nothing lap, and witnessing history in the making was, as it was with Senna in '93, an absolute joy.

Then there is Nigel Mansell. That final lap at Brands in 1985, when he made sure of his first grand prix victory; Silverstone in '87, when he made Piquet look like a beginner; the same circuit, in the wet, in '88, where he finished second in a far slower car; Hungary in '89. All would make my top 10.

Mansell's pursuit of Senna at Monaco in 1992 was an awesome sight too, with neither giving an inch and yet neither, despite their history, even thinking of putting the other into the barrier.

I think that you would have done better had you split the article into greatest drives and greatest single laps, as it seems unfair to put Fangio's race drive ahead of Senna's Donington lap.

I AM, YOURS ETC,

IAN GILES, SOLIHULL, WEST MIDLANDS

MARSHAL LORE

SIR,

I really enjoyed the article '100 Greatest Drives' in your January issue. I was a race marshal for 30 years and I am pleased to say my three greatest recollections were included in your ratings.

I was a flag marshal at Westfield Bend at Brands Hatch for the 1970 BOAC 1000, and I will never forget Pedro Rodriguez exiting Hawthorn at tremendous speed, with full oversteer, lap after lap, even in the wet conditions. His winning margin was unthinkable, and it was 'his' victory: co-driver Leo Kinnunen only drove what seemed to be a handful of laps.

At the 1985 British GP, I was an observer at the Woodcote Chicane, and when Keke Rosberg's Williams appeared under the bridge on his 160mph lap, he was, as David Addison stated, "visibly travelling at a different speed to the others."

I became a little worried as Keke's left-front wheel locked under the heavy braking, but only for a microsecond; then he 'threw' the car through the chicane at incredible speed.

I also recall that we had a precautionary stationary oil flag displayed at our post as Nigel Mansell's Williams-Honda had sprayed oil from its gearbox going through Woodcote just moments before Keke arrived.

For the 1985 Formula Ford Festival, I was an observer at Post Six (Druids exit). I was already a fan of Johnny Herbert, having watched him on previous occasions earlier in the season, and I was hoping he would do well.

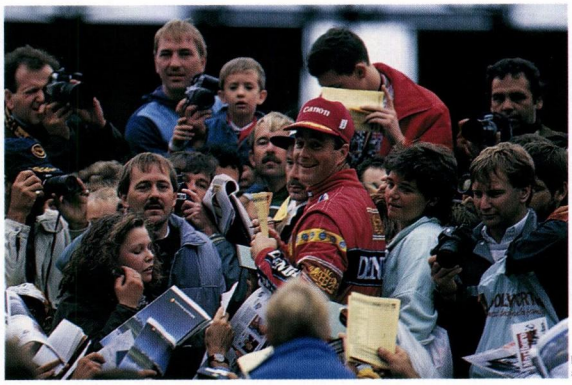
When he had his practice accident, I assumed he had no chance. If I recall correctly, not only did he start his heat from the rear, he also had a 10-second penalty for not completing the required three practice laps.

To win the Festival from that position in such a closely fought and competitive formula was indeed incredible.

Keep up the good work – your articles keep on getting better and better.

I AM, YOURS ETC,

DAVID FULCHER, LITTLEHAMPTON, WEST SUSSEX



LAT

Reader's choice: Nigel Mansell's second place, Silverstone 1988

PICK AN ICKX

SIR,

I recently finished reading through your feature on '100 Greatest Drives', and I have to say I agree with most of your choices.

But there was one drive I expected to see quite high, possibly in the top 10 – that of Jacky Ickx at the non-championship 1974 Race of Champions at Brands Hatch. He drove a near perfect race, and his insanely brilliant move on Niki Lauda in the far superior Ferrari, on the outside at Paddock Hill Bend, in the pouring rain, was probably the best pass I have ever seen.

I AM, YOURS ETC,

OWAIN SHAW, VIA E-MAIL

* * * *

QUESTION OF SPORT

SIR,

Your comments (*Matters of Moment*, January) are timely, but your mistake is in considering racing as a sport. That era is long gone. It is a *business*, and the moguls controlling it have long forgotten that it is about humans displaying skill in piloting four-wheeled vehicles.

I am certain that it is of supreme indifference to Bernie Ecclestone and his cohorts as to where current grands prix are held, or whether anyone turns up to watch them. Television is king, and as long as this is so, the word 'motorsport' will become increasingly redundant.

Of course there is no going back. Costs have reached such heights that all the teams involved find they have a tiger by the tail and must somehow generate huge funds merely to keep going. One wonders what will happen if the sponsors find something else to keep their attention. After all, if you want to watch supremely gifted people displaying their craft, watch downhill ski racing – much more exciting than the no-overtaking procession on increasingly sterile circuits.

And now we have a new power in the land – Octagon, who own Silverstone and, from what I hear, seem intent on driving the clubs off the circuit. Not the modern single-seater boys, but the last refuge of the real enthusiast, such as the Aston Martin Owners' Club and Bentley Drivers' Club, where the racing builds few multi-million dollar careers. Innes Ireland must be spinning in his grave.

If you want to look into the future, just examine what has happened in football, our national game. Since the money men created the Premier Division, most clubs seem permanently on the verge of bankruptcy, and because of it, many clubs in the lesser divisions are staring into the abyss of extinction, dependant on a share of TV money and private funds to keep going.

It can only get worse.

I AM, YOURS ETC,

BRIAN WYLIE, BICESTER, OXON

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LETTERS FROM READERS

STRIKE THREE

SIR,

I have just finished reading the Can-Am articles in the December MOTOR SPORT and I must congratulate you on another fine issue. I attended the Can-Am races at Watkins Glen in the early '70s, and the issue brought back many memories. There is one omission I'd like to point out, though.

John Surtees' 1968 season was left out of his career totals chart. He started three races that year, bringing his Can-Am starts to 23. Unfortunately, the Lola T-160TS he campaigned in those races was not up to the task, and he scored no poles or points.

A minor point in what otherwise is a fine series of articles.

I AM, YOURS ETC,

MICHAEL STUCKER, TEXAS, USA

* * * *

SHADOW OF SUCCESS

SIR,

Your special on Can-Am racing was of great interest to me. I was, at the time, Jackie Oliver's mechanic on the Shadow '101' car, so it rekindled for me some great memories about keeping the car on winning form.

That took hard work, because the DN4 was very much like a racehorse – very highly strung. Jackie was good at getting the best out of it, even when lots of thing went wrong with the chassis (I remember it starting to break in two because the tub was so light). They were great times.

I AM, YOURS ETC,

MIKE KIME, VIA E-MAIL

* * * *

BANK IMBALANCE

SIR,

In his January 'Modern Times' column, Simon Taylor craves a more level F1 playing field, with simpler cars, to rein in the big-money teams.

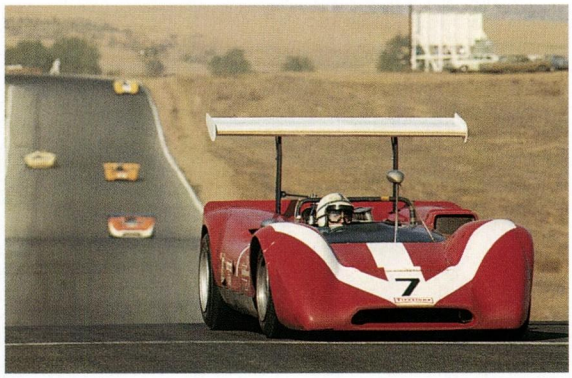
I don't believe the spec of the cars is the root problem, however. If large funding is available to some teams, they will spend it to extract an advantage, even from a simple car. It is the sheer scale of the money available which is itself the problem, and this results from the overblown stature of F1, which now eclipses all other forms of motorsport worldwide.

Back in the '70s, which gave us many great GPs, F1 faced competition from other categories, both for spectator interest and sponsorship. Now sportscars, touring cars and F2/F3 appear to have declined at international level, to the point where all the resources funnel into grand prix racing.

You might wonder how the governing body has allowed this to happen – but only if you have forgotten who receives the TV money from F1.

I AM, YOURS ETC,

DON SANDOM, TWYFORD, BERKSHIRE



John Surtees hustled a Can-Am Lola in 1968, but without reward

HUHNLEIN NEWS

SIR,

Perhaps I can add the following rider to Chris Nixon's letter concerning the 'Dreyfus Affair'.

Viewed through modern eyes, Huhnlein may cut a ridiculous figure in his uniform. He may also have been a Hitler puppet; a lot of people were in those days. However, almost 20 years ago, I spent some hours with the late George Monkhouse at his home, and I questioned him about Huhnlein. I remember him saying, "Oh, he was a nice chap with a good sense of humour. He also had a couple of stunning daughters."

Anyone who had to put up with Rosemeyer's pranks would have needed a good sense of humour.

I AM, YOURS ETC,

TONY HAYNES, OCKLEY, SURREY

* * * *

THE BUCKLER DID IT

SIR,

Reading Gordon Cruickshank's piece on Colin Chapman's driving prowess, the writer's enthusiasm for the Lotus founder is apparent. This may be why he has perpetuated a few Lotus myths.

It is true that Chapman, driving his Ford special, beat Dudley Gahagan's Bugatti at Silverstone. However, the way the late Mr Gahagan recalled it, they raced each other three times that day, and twice the Bugatti finished first. But that account is not as flattering to the Lotus man or his marque.

The Lotus VI did not boast a spaceframe chassis, but twin box-section tubes supplemented by a partially triangulated superstructure, a concept first seen on the Lotus III. Closer to spaceframes, although still not, were Derek Buckler's tubular frames for Ford specials which pre-dated the VI; Chapman would have been well aware of them.

According to Frank Costin's biography, Tony Vandervell called in the aerodynamicist first on the recommendation of employee Derek Wootton, and it was Costin who then recommended Chapman, not the other way round. The two men then collaborated on the Vanwall chassis before Costin went on to design the body.

LAT

Regarding Chapman's retirement from racing, I recall a 1970s interview with the man in which he blamed insurance problems for his departure from the track. Apparently, his brokers could only cover him to fly or race – not both. As flying was more useful, he had to forego the racing. Whether it was that simple, one cannot tell; things in Chapman's life rarely were.

I AM, YOURS ETC,

CHARLES ARMSTRONG-WILSON, CROYDON

* * * *

PHOTOGRAPHIC MEMORY

SIR,

I have an apology to make. In my letter (published in the January issue) I cast doubt on the authenticity of the photo of the Elites in the December feature about Colin Chapman.

Tony Bancroft (whose AC Ace is lying third in the photo) has written to me pointing out – quite correctly – that the photo *was* of that memorable Boxing Day 1958 race at Brands Hatch, albeit misleadingly captioned: No57 is Chapman, ahead of Mike Costin and Tony – but Jim is sufficiently far ahead of 'The Guv'nor' to be out of the picture.

One indelible memory is of walking through the paddock and overhearing Colin and Mike having a right old argument as to who was to cross the line first, both claiming their respective wives had insisted it was to be their last race, and both wanting to be assured of that last win.

A few yards further on, I saw a row of bookies' stands offering 'Evens' for Chapman, 3/1 for Costin and 10/1 for Clark. Knowing Jim as I did, and irrespective of the fact that it was his first race at Brands, and that we'd just picked up the car new from Colin Bennett (Lotus sales manager at the time) just three hours earlier at our Mayfair hotel, I popped half-a-crown on him. It was this which probably sealed his fate in that race, knowing my luck with bookies!

I AM, YOURS ETC,

IAN SCOTT WATSON, GREENLAW, BERWICKSHIRE

* * * *

CHAIN REACTION

SIR,

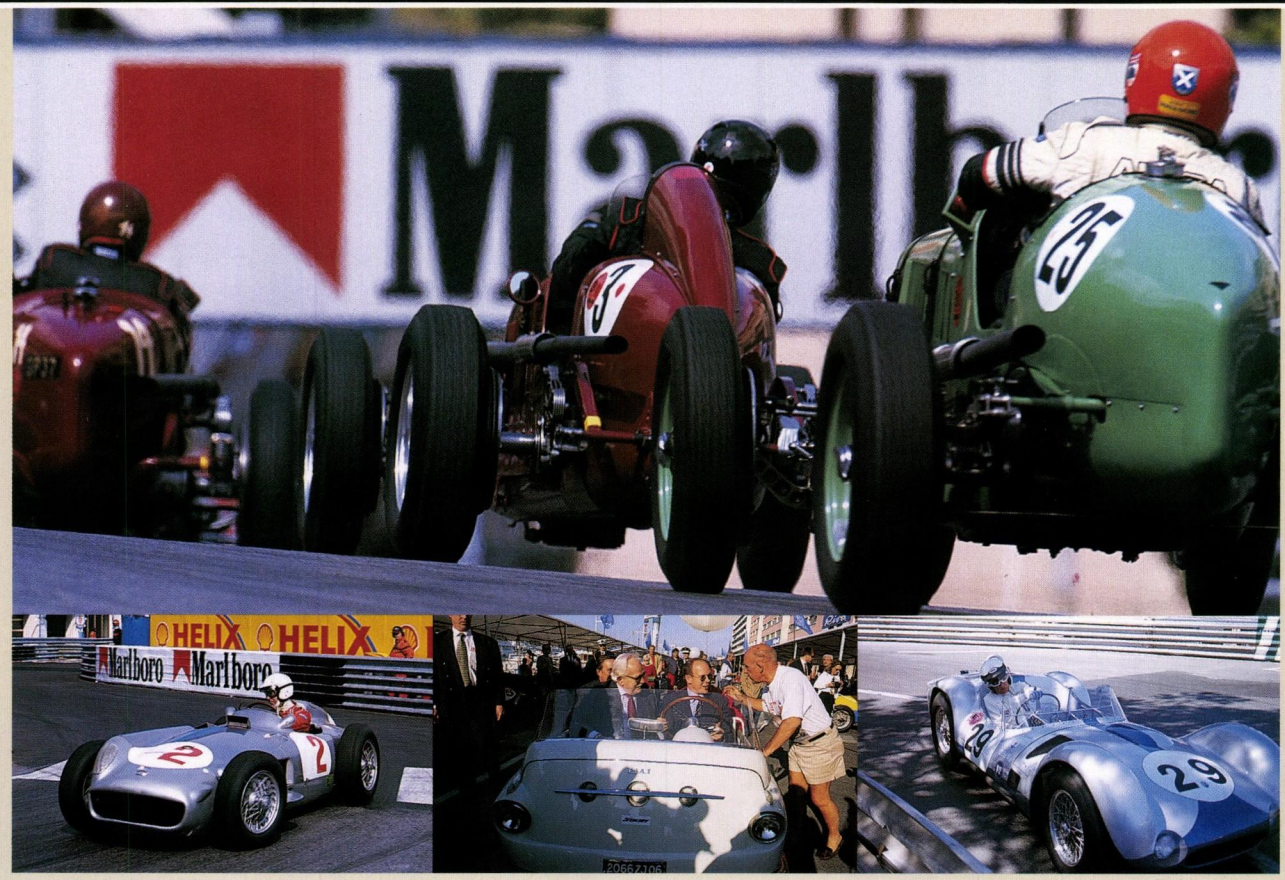
The article 'Dynosaurs' in your excellent special feature on the Can-Am series left readers with a question regarding where else could startlingly adventurous designs such as the Mac's-It Special be found?

One possible answer could be here in dear old Blighty. I seem to remember reading an article in 1963 or '64 that described a Lotus 23 which was powered by six 250cc motorcycle engines. I believe these drove a common output shaft via chains.

Perhaps other readers also remember this car and can supply more details on its history.

I AM, YOURS ETC,

DON CHAMBERS, ASHBOURNE, DERBYSHIRE

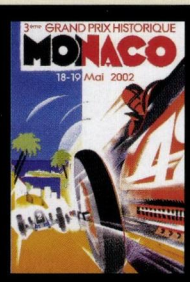


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MODENA CARS - IMPROVING ON THE LEGEND

TO ANYONE WITH MORE THAN A PASSING INTEREST IN TRULY GREAT SPORTSCARS, FEW WORDS ARE AS EVOCATIVE AS 'MODENA'. BEAUTY AND HERITAGE, PRESTIGE AND ENGINEERING EXCELLENCE - ABOVE ALL, OUTSTANDING PERFORMANCE - ARE ALL SUMMED UP IMMEDIATELY IN THE MEREST MENTION OF THIS CITY, THE SPIRITUAL HOME OF ITALIAN AUTOMOTIVE ARISTOCRACY.

Now, a further dimension has been added to the Modena legend. Currently, High Wycombe in Buckinghamshire is home to a company that's setting new standards for professionalism and technological expertise in selling and caring for marques like Lamborghini, De Tomaso, Ferrari and Maserati.

This company is Modena Cars UK. It is the brainchild of managing director Graham Schultz who, following 25 years working with Lamborghini and other exotic marques, wanted to bring together what he saw as the keys to the ultimate in customer service.

These were, as he puts it, "The skills and experience of the very best people alongside the most advanced available technology and facilities. It was my vision that we could never be satisfied with anything less than the very best."

Others were immediately attracted by this vision. Chief among them was Del Hopkins, perhaps one of the UK's best-known Lamborghini experts, who now leads Modena Cars' servicing team. His decision to leave the UK's Lamborghini importer after more than 30 years was driven by the urge to offer owners something completely new.

"A top motor racing team may match our skills and resources," he says. "But outside the sport, we believe what we have to offer is utterly unique. From routine servicing to a ground-up restoration, we have everything we need under one roof to deliver the ultimate in quality. Try getting a motor racing team to do that for your car!"

Peter Chapman, with more than 20 years as a leading paint and bodywork specialist, is in charge of the company's paint shop. According to Graham Schultz, this is the most advanced and eco-friendly installation of its type in Europe. "As well as using water-based paints, which are far less damaging to the environment than their oil-based equivalents, we've installed the most eco-friendly available electric motors, gas burners and other equipment. Basically, apart from a slight odour, the paint shop emits no particles at all. And for practicality, our oven is oversized to allow better working conditions and therefore better work." Indeed water-based paints are the new European standard and everyone will be required to adopt them in the coming years.

Equally great care has been taken over the repair room, which like the oven is isolated within the workshop premises and runs at negative pressure. The air system is constantly filtered and cleaned, and all air pipes are aluminium extruded with a ceramic coating inside to prevent the eventual corrosion that affects all metals.



The state-of-the-art workshop at Modena Cars, where dedicated technicians repair, service, race-prepare, restore and re-build top Italian supercars.

A similar eye for details permeates every department at Modena, which also include specialist engineering, electronics and suspension teams, each with access to the most advanced facilities possible. The equipment available to correct suspension geometry, so vital in setting up cars for track-day and competition use, is also cutting edge. Schultz says: "We can now check castor and camber with absolute precision to ensure the tracking is just right. This level of accuracy simply wasn't possible before."

Says Graham Schultz, "Sometimes I can't believe the quality of people we have here. We're a small team, but between us we've got more than 120 years' experience at the very top level. As Graham points out, "Experience counts but sometimes a fresh start and a new perspective can take standards to the next level. We have the best of old and new combined to make something truly exceptional." But, he continues, the attitude of Modena people is just as important as their experience. "We are all perfectionists, some would say fanatics. The best work should last more than a decade and at our new premises we are totally confident that Modena Cars can fulfil that ambition "

But this perfectionism isn't at the expense of efficiency in meeting customer demands. "If we estimate that work will be completed in three days, it will be completed in three days - even if it means working around the clock," Graham adds.

There are very many, examples of this kind of dedication at Modena Cars, which is one of the reasons why De Tomaso has just appointed Modena Cars as its official UK agent.

Head of sales, Graham Earl, who has recently joined Modena following 18 years in the exotic cars industry, is delighted to be able to offer models like the Guarà, now available for under £65,000. Adding to the company's 40-year heritage, the Guarà is powered by a specially prepared version of Ford's 4600cc, quad cam 32-valve V8 engine, producing 375 b.h.p. and 488 Nm of torque at 4,800 r.p.m. allowing the 0-100 km/h dash in under 5 seconds from a standing start, plus a top speed of around 180 m.p.h.

But it's not all about speed - road-holding is fantastic, and handling is excellent. All in all the Guarà gives the driver a totally satisfying road-going experience. With its aerodynamic shape, and its advanced construction, using composite materials, the Guarà combines a lightweight body with good rigidity. The car is a two-seater with mid engine and rear mounted 6-speed transaxle transmission. The suspension is a four-wheel independent system incorporating F1-style wide based wishbones top and bottom and horizontally mounted adjustable dampers. The hand crafted interior is equipped with leather covered sports seats and air conditioning as standard, with other options available. The model is available in both Coupé and special order Barchetta models (see picture opposite).

According to Graham Earl, the Guarà is more than deserving of the famous De Tomaso badge. But other developments are exciting him too. "We also have other great news for 2002 which we are looking forward to releasing over the next few months," he says. "After all these years, we all get a real thrill from such top class machinery."

In fact, talking to Modena's people brings home that the real foundation of the business is their shared passion for excellence. And that's just as it should be.

Modena Cars (UK) Ltd, Telephone +44 (0) 1494 519 100 Facsimile +44 (0) 1494 519 800

THE DE TOMASO STORY

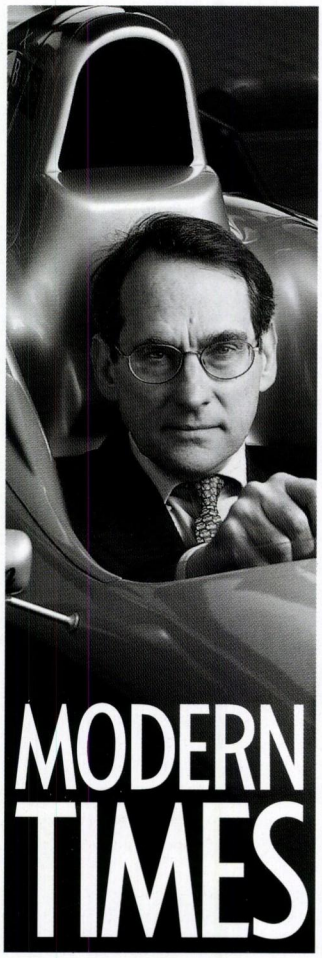
De Tomaso is one of the truly great names in the history of Italian sportscars and motor racing. Founded in 1959 by racing legend Alejandro De Tomaso, the company is today Italy's longest-established independent car manufacturer. With over 40 years of uninterrupted production that's seen the creation of superb machines like the Vallelunga, Mangusta, Pantera, Longchamp and Deauville, its place in history is assured. Add to that its past ownership of names like Maserati, Innocenti, Ghia, Vignale, Benelli and Moto Guzzi, and De Tomaso's pivotal role in the story of Italian motoring becomes clear.

All De Tomaso cars are based on the marque's powerful racing heritage that has contributed to the constant evolution of its engineering design. Alejandro founded the company after a successful four-year race programme with Maserati and went on to enjoy further seasons; from Indy through to Formula 1. This included a season with the Williams F1 team in a car designed by the legendary Gianpaulo D'allara, designer of the Muira.

In 1965, a long association with Ford began which saw the development of the legendary Pantera, which at its peak was produced in greater numbers than any other model from Modena-based manufacturers. Designed by the highly respected Tom Tjaarda whilst working for Ghia, the Pantera achieved second place in the 1972 GT Championship, thanks to important victories by Mike Parkes at Imola and Clay Regazzoni at Hockenheim.

Today the Guarà, named after a breed of South American hunting dog, is a more than worthy addition to the great De Tomaso tradition.





MODERN TIMES

IN THE TIGHT-KNIT, SUSPICIOUS WORLD of Formula One, it's not easy to keep a secret. Just like the unlovely beargarden of modern party politics, there's usually someone with an axe to grind who is ready to betray a confidence. Gossip precedes most things that happen (as well as many things that don't), and rarely is one completely surprised by a piece of news.

Which is why the BAR reshuffle came as such a shock. When Craig Pollock, the smooth, adroit Scotsman who was, and still is, Jacques Villeneuve's manager, set up British American Racing around Villeneuve and BAT money in 1998, the promises of success were loud. And they got louder when Honda came on board as its engine supplier.

But the promises weren't fulfilled. BAT's £150 million investment over three seasons works out at more than £400,000 for every championship point scored. It took all of Pollock's persuasive powers, and his long and close relationship with Villeneuve, to keep the 1997 world champion from accepting more competitive drives elsewhere. He also had to fight off protracted efforts to unseat him by constructor partner, Adrian Reynard.

But Pollock survived all this. The challenge he couldn't resist came from another clever motorsport entrepreneur, who'd brought BAT more bang for its buck by carrying its 555 brand to World Rally Championship glory.

In 1998, Prodrive supremo David Richards made a brief foray into F1 when he became the team boss at Benetton, but he left after less than a season. Then, as Prodrive's rally successes with Subaru continued, he took over the TV rights to the World Rally Championship, aiming to bring the same commercial chutzpah to rally coverage as Bernie Ecclestone had done to F1. These responsibilities continue: but now Richards is also boss of British American Racing.

It was the manner of the coup which was so atypical of the leaky world of F1. One can only guess at how long Richards had been working on it in secret with BAT. But Pollock must have had very little warning, because the first Villeneuve heard of it was when his manager, mentor, confidante and long-time friend told him on the Swiss ski slopes on Friday December 14, while they were both taking part in a charity event.

The new BAR car was due to be launched to the world's press at the Brackley factory the following Tuesday: and on the Monday, a brief release from BAR announced that Pollock was leaving with immediate effect, 'to pursue', as the well-worn euphemism has it, 'other interests'. There was no mention of a successor. But, as the journalists assembled next morning, there on the platform with Villeneuve, Olivier Panis, designer Malcolm Oastler and the rest, was Richards. Coup completed: but job still to do.

These lurches at the top of F1 teams have happened before. When Jack Brabham retired from motor racing, he sold his shares in Motor Racing Developments to his partner, Ron Tauranac. But Ron found life hard without Jack – particularly as the Brabham team had to earn enough for Ron to keep up the payments to Jack for the buyout. Bernie Ecclestone came along at just the right moment, and by the start of the 1972 season Brabham was his, for a no doubt bargain basement price.

The changes at McLaren came about, as at BAR, because of dissatisfaction from a major tobacco sponsor. McLaren won championships in the 1970s with Emerson Fittipaldi and James Hunt, but by '80 the results were not coming any more, and Marlboro was getting restive. It had had good results in F2 and Procar with an outfit called Project Four, run by one Ron Dennis. Ron had F1 ambitions, and he proposed a merger between his outfit and McLaren. He was robustly repulsed; but then, said McLaren's then boss Teddy Mayer, "Marlboro told us we had better do it, because we weren't doing any good alone". So McLaren International was born, with Mayer and Dennis as joint managing



Every team needs an autocrat: industrialist Tony Vandervell did things his way, and made his team world champions

directors. By the end of 1982, Teddy was gone, and McLaren has been Ron's team for the past 20 years.

Formula One is so competitive, and the rewards so big, that you tend to get heavyweights running F1 teams – heavy in intelligence, in willingness to take risk, in desire to get their own way, and in ego. Almost invariably, the best teams have been controlled by a single, powerful autocrat.

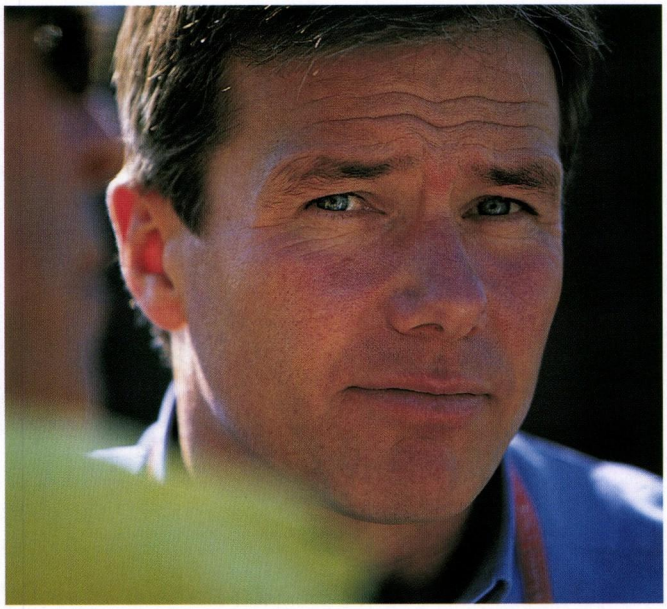
It was ever thus: Enzo Ferrari himself is the prime example, not only while running his own team – which he ruled with a rod of iron, notoriously setting his drivers one against another – but also when he had responsibility for Alfa Romeo's racing programme in the 1930s. Raymond Mays was a man of a different stamp, and the whole BRM fiasco only gradually began to bear fruit under the benevolent despotism of Sir Alfred Owen. By that time Tony Vandervell, the portly self-made industrialist who had been one of BRM's original backers, had given up on Bourne in disgust and started his own racing team.

Vandervell liked to do things his way, too: which in 1955 went as far as insisting upon driving one of the Vanwalls on the road from the garage in Spa down to the circuit before final practice for the Belgian GP. He got caught in traffic on the way and, by the time he trickled into the paddock, the clutch was ruined. The mechanics were distraught, the car's driver Mike Hawthorn enraged – he missed the session as a result – but Vandervell was unrepentant: "It's my bloody car and I'll drive it if I want to." Two weeks later Hawthorn had returned to Ferrari: three years on, however, Vanwall scooped the first constructors' championship.

Team Lotus, from its 1940s beginnings in a shed in Hornsey until Colin Chapman's death in 1982, was always about one man, his design genius, his ability to motivate others, his powers of lateral thought, his uncompromising determination to go his own way. Bugatti was essentially the work of one man, too, and did not properly survive Ettore's death.

Today's F1 teams – notwithstanding the current might of Ferrari, with its Todt-Brawn-Byrne-Schumacher gang of four – are generally driven by one man: McLaren has its Ron Dennis, Jordan its EJ, Arrows its Tom Walkinshaw, Minardi now its Paul Stoddart. Williams is an exception, but then the partnership of Frank Williams and Patrick Head is exceptional in every way.





Teddy Mayer, top, and Craig Pollock both failed to please their tobacco sponsors

By contrast, Jaguar is a team without an egotistical autocrat. Niki Lauda may do his best to fill that role but, when all's said and done, he's only an employee of the Ford Motor Co: it's not his team. Before Ford took over, it was Jackie Stewart's problem – and, on a far smaller budget, the results were much better.

But that's the way F1 is going. This year Toyota join Ford as a car maker doing F1 with a self-owned team. Mercedes have increased their ownership of McLaren. Honda have already tried to buy Jordan. Renault now own Benetton: Flavio Briatore remains at the helm, but one wonders who ultimately calls the shots.

And by 2008, F1 itself may be replaced by GPWC, a new company whose owners are BMW, Daimler-Chrysler, Fiat, Ford and Renault, with Honda and Toyota expected to join. Instead of F1 teams being owned by racers, like Williams and Dennis, they'll be owned by boards of directors and shareholders. That will mean less security, not more: a public company's bosses can change overnight; and in tough economic times, a board can suddenly fall out of love with motorsport as a promotional tool.

As for BAR, I wish David Richards every success in proving to BAT that the team Pollock created deserves its support. Key to that is, of course, Villeneuve, now one of only two world champions still in F1. Not surprisingly, he is dismayed by the recent turn of events. At the launch, with typical candour, the Canadian said: "If I could walk out, I would. But I have a contract."

No doubt that contract includes performance clauses tied to how good the new car turns out to be. Richards, with a straight-faced ingenuousness that would do credit to Bernie himself, said, "I am not familiar with the details of Jacques' contract." (DR didn't get where he is today by being unfamiliar with the small print of such contracts.)

But if Villeneuve doesn't want to race for Richards, Villeneuve won't. A swap with Button could put him in a Renault after all: or he might take a sabbatical, while he and his manager set up a nice little deal for 2003. M

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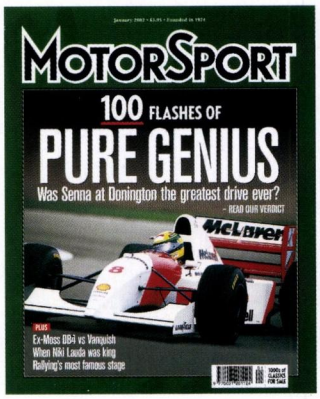


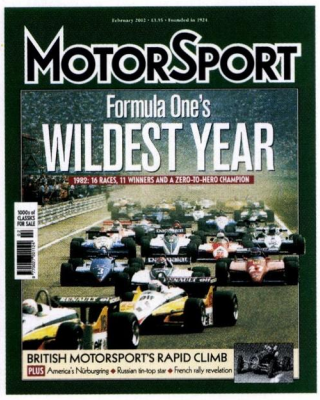


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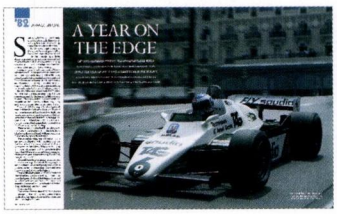
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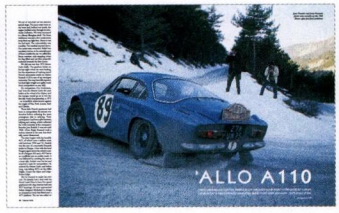
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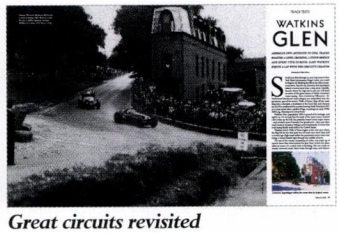
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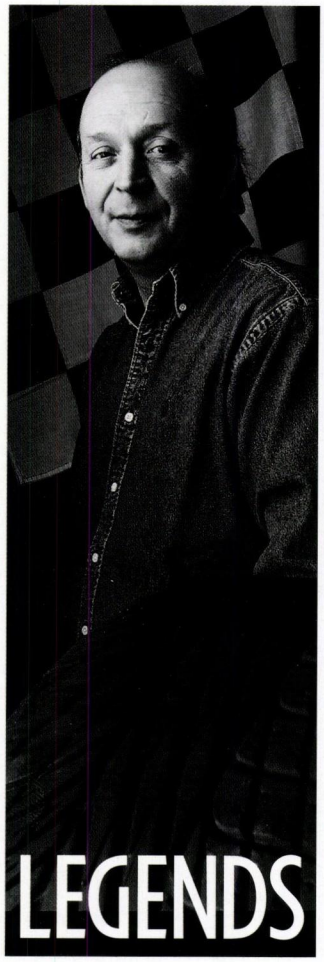
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LEGENDS



Chiron and Varzi (right) won the 1931 French GP sharing a Bugatti T51. Seventeen years later, Chiron was first on the scene at Varzi's fatal accident

both: LAT

ACHILLE VARZI

I REMEMBER TALKING TO A DRIVER JUST out of hospital after a major accident. He was recovering well, but for a while, his pain had been so acute that they had given him morphine. "If I'm ever in that situation again," he said, "I will do without it. Nothing was as bad as going cold turkey when they stopped the morphine." I was reminded of Achille Varzi, whose career was swept away in that same tide.

"In those times," Enzo Ferrari said of the early 1930s, "the outstanding man was Nuvolari. But he had a worthy adversary in Varzi, who surpassed him in his cool, perfect, style."

As drivers, they shared only speed. Nuvolari was the great improviser, relying on reflex and intuition, while Varzi was of ice, the classical artist, at his deadliest in pursuit, inducing mistakes in others, making none. Rudolf Caracciola said: "When you saw Varzi behind, you shivered."

Coming from a wealthy family in Galliate, near Milan, Varzi's arrival in grand prix racing was painless. After a successful motorcycling career, he simply bought himself an Alfa Romeo P2 in 1928, which led to a factory drive – and many victories – for the next couple of seasons.

For 1931, while Nuvolari remained with Alfa, Varzi moved to Bugatti, a decision thought traitorous by many Italians. He was unmoved, for his only requirement of a car was its competitiveness. After three successful seasons, he returned to Alfa Romeo, again a purely pragmatic move.

These were the great years of his rivalry with Nuvolari, a blessed time for sports writer and gossip columnist alike. Tazio was the embodiment of extrovert heroism, the true Italian who talked with his hands and loved children; Achille was remote, dry of wit, apparently irresistible to women. He dressed elegantly, did not kiss babies. For all these differences, and despite a pitiless professional rivalry, they got along well – indeed, so long as Nuvolari was not around to hear it, Varzi would invariably refer to him as 'Maestro'.

A match race was proposed, an attempt to settle the question once and for all. "If I lose," Nuvolari said, "I shall never again find peace. And if you lose, I shall feel sorry for you. Whatever happens, our friendship will be tainted. I don't think it's worth it." They shook hands, and the matter was never raised again.

In the 1930 Mille Miglia – at that time, a race of more than 16 hours, finishing in darkness – they fought the expected battle, no-one else close. Towards the finish, Varzi, who had started 10 minutes ahead of Nuvolari, began to suspect the game was lost, for he recognised in his mirrors the

headlight pattern of his rival's Alfa. Then he began to hope again. The lights had gone. Was Nuvolari out?

He was not. He had been sitting there for miles, lights off. If there can be no sweetness in defeat, perhaps Varzi was consoled by the implicit compliment he had been paid.

Four years later, in Alfas again, it was Nuvolari who had the earlier start time, Varzi who passed him, and who went on to win. But by now grand prix successes were coming hard for them. German domination was dawning, and while Tazio committed himself to the Scuderia Ferrari Alfas for 1935, Achille signed with Auto Union. It was this decision, again taken for entirely logical reasons, which led ultimately to his downfall.

The association began well. With talent as natural as his, Varzi adapted readily to the immense power and wayward handling of the rear-engined cars, and won at Tunis and Pescara. By common consent, he was at the height of his powers.

Early that year, however, he had met Ilse, the stunning wife of Paul Pietsch, Auto Union's young reserve driver. An affair began almost immediately, discreet only for a while; soon they were together everywhere.

For 1936, Varzi remained with Auto Union, his team-mates Hans Stuck and meteoric Bernd Rosemeyer. All was well until Tripoli, his favourite circuit. He had won there twice, and now came a third victory, from Stuck, whom he overtook on the run-up to the line. On the last lap – this is 66 years ago – he had averaged more than 141mph.

Auto Union team orders had dictated that, Libya being an Italian colony, Varzi should win. At the banquet that evening, the Governor of Tripoli asked for silence, lifted his glass and proposed a toast to the winner ... Hans Stuck! There was, said Manfred von Brauchitsch, an excruciating silence. Then Varzi, humiliated, stalked out.

His mind in turmoil, he found sleep impossible, and it was then that Ilse held out a syringe. They had been together a year, but this was the first he knew of her addiction, which had started in hospital after an operation. Hours later, still sleepless, he gave in.

Had he been an undisciplined man, the change in Varzi might have been imperceptible for a while. But in one such as he, the transformation was startling, apparent in Tunis only a week later. Never exactly garrulous, now he chattered, then lapsed into bouts of silence. As well as that, his driving was stripped suddenly of its precision. That weekend he had the first major accident of his career, the Auto Union somersaulting at around 150mph. Somehow he came out of it without injury, too shocked even to hold a cigarette.

At the end of the season, Varzi disappeared. Even his parents didn't know where he was, but Auto Union finally traced him to Rome, where he was existing, according to the team's doctor, on champagne, coffee and cigarettes. The morphine had complete hold, and he was slipping away from reality, an old man of 32. Not surprisingly, Auto Union decided against a new contract for 1937.

There was no sign of Varzi through most of that season. He'd moved to a Milan hotel. In his saner moments, Achille thought of the career he had tossed away. At the San Remo Grand Prix, he drove his own Maserati, winning against indifferent opposition. He then turned up for the Italian Grand Prix at Leghorn, pleading with Auto Union for one last chance. He had been treated, he said, and was cured. Rosemeyer supported him, and Varzi was tentatively hired for the last three races of the season.

At first, it was as if he had never been away, for he qualified second at Leghorn. The race was a different matter. If his genius remained, his stamina had evaporated, and he fell away to a distant sixth place.

In early 1938, Rosemeyer was killed in a record attempt, and Auto Union had desperate need of a top-class driver. They thought briefly of Varzi, but there was no way. He was still in morphine's snare, and it was Nuvolari, ironically, to whom they turned.

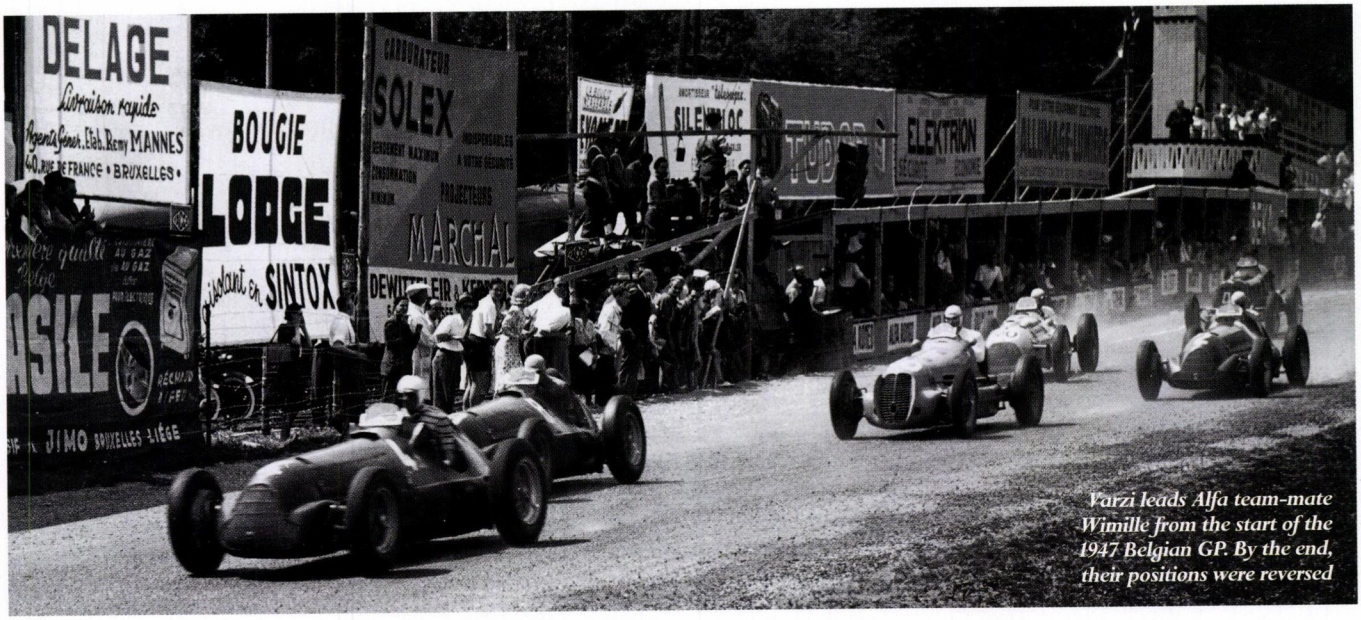
Achille was seen no more until racing resumed after the war. Once more a member of the Alfa team, he was himself again, free of addiction, and married to Norma, whom he had known before the years of tribulation. On the track, and off, he had regained all his former grace. With Jean-Pierre Wimille as his team mate, Alfa dominated the early post-war years.

The first GP of 1948 was the Swiss at Bremgarten, and early evening was settling as Varzi went out on the opening day of practice. It was damp and murky, the track slick. While Louis Chiron followed, the Alfa went into a slide, then clipped a barrier and somersaulted, throwing Varzi out.

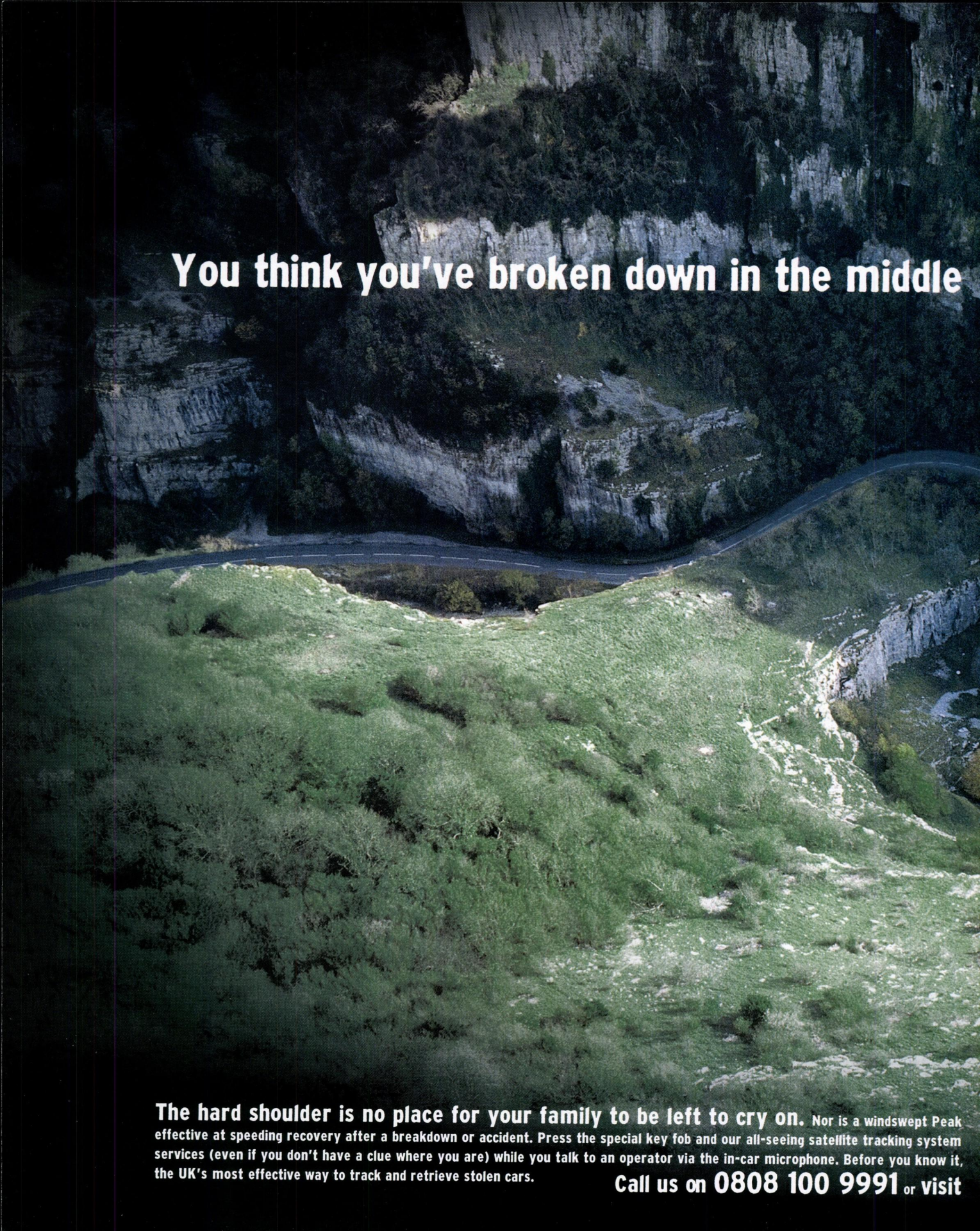
Chiron stopped, but there was nothing to be done. Varzi, as ever wearing only a linen helmet, had been killed instantly. His wife, already evident as a woman of fortitude and dignity, said no, she did not wish Alfa Romeo to withdraw; rather, the team should honour the name of Varzi by winning the race, and on Sunday Felice Trossi's 158 duly triumphed.

No-one grieved more deeply than Fangio. He'd met Varzi in Argentina, and they had become firm friends. When Juan Manuel came to Europe in 1949, his team raced under the name of Squadra Achille Varzi.

"To me, Varzi was a god," Fangio later said. "He gave me precious advice, and is probably the driver I have most admired in my life, a man who cared only for his art." M



Varzi leads Alfa team-mate Wimille from the start of the 1947 Belgian GP. By the end, their positions were reversed



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On sale Friday 15 February

In the March edition...

AMAZING MR HILL

HE WON MONACO, LE MANS AND INDY, YET THEY SAID HE WASN'T A NATURAL!



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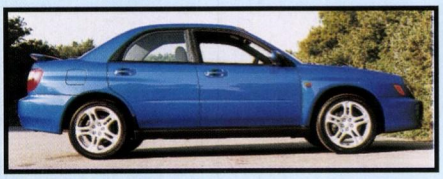
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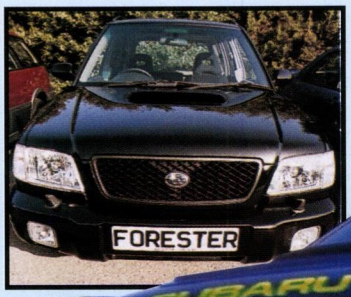
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'82 20-PAGE SPECIAL

A YEAR ON THE EDGE

CAN YOU REMEMBER WHEN F1 WAS UNPREDICTABLE, WHEN YOU WERE ON THE EDGE OF YOUR SEAT? KEKE ROSBERG CAN. IT WAS THE YEAR HE SPENT ON THE LIMIT TO BEAT THE TURBOS. THE YEAR GROUND EFFECTS TOOK HIM TO HIS OUTER LIMITS. THE YEAR HE WON THE WORLD TITLE. HE TALKS TO DAVID MALSHER

Statistically, 1982 was vintage Formula One. From 16 rounds, there were 11 winning drivers and seven winning teams. That was the exhilaration.

But there was trepidation, too. Skirts created so much ground effect that a car's cornering speed had made a ludicrous jump, while its ability to protect its drivers in an accident had improved barely at all. And extra-sticky qualifying tyres that lasted less than two laps meant now-or-never attitude in qualifying was a necessity.

No surprise then, that in human terms, 1982 was calamitous for F1. In the space of three months we lost the greatest driver in the world, Gilles Villeneuve, rookie Riccardo Paletti perished in a start shunt, and Didier Pironi crashed away his title aspirations – and F1 career. Set these tragedies against the backdrop of a FISA/FOCA war at its eye-scratching worst, and you had a drama of *Hamlet* proportions.

Positives? Five men scored their first F1 wins. And Keke Rosberg became champion. This was some turnaround for the Finn in his fifth season at this level. The season before, his second with the Fittipaldi team, he'd never looked like scoring points, and had quit the team after the last round. Then…

"I was in the US, learning to fly, when I got a call from Jeff Hazell at Williams. He asked if I could come over for a test at Paul Ricard. I was in dispute with Emerson over unpaid wages, so I called my lawyer in London and asked him to disengage me from Fittipaldi. When I got to Williams for a seat-fitting for the test, I had a paper that confirmed I was free from any contractual bindings.

"Then we headed off to Paul Ricard along with Frank Dernie and Charlie Crichton-Stuart. Basically, Charlie was the eyes of Frank Williams, and Frank Dernie was the eyes of Patrick Head.

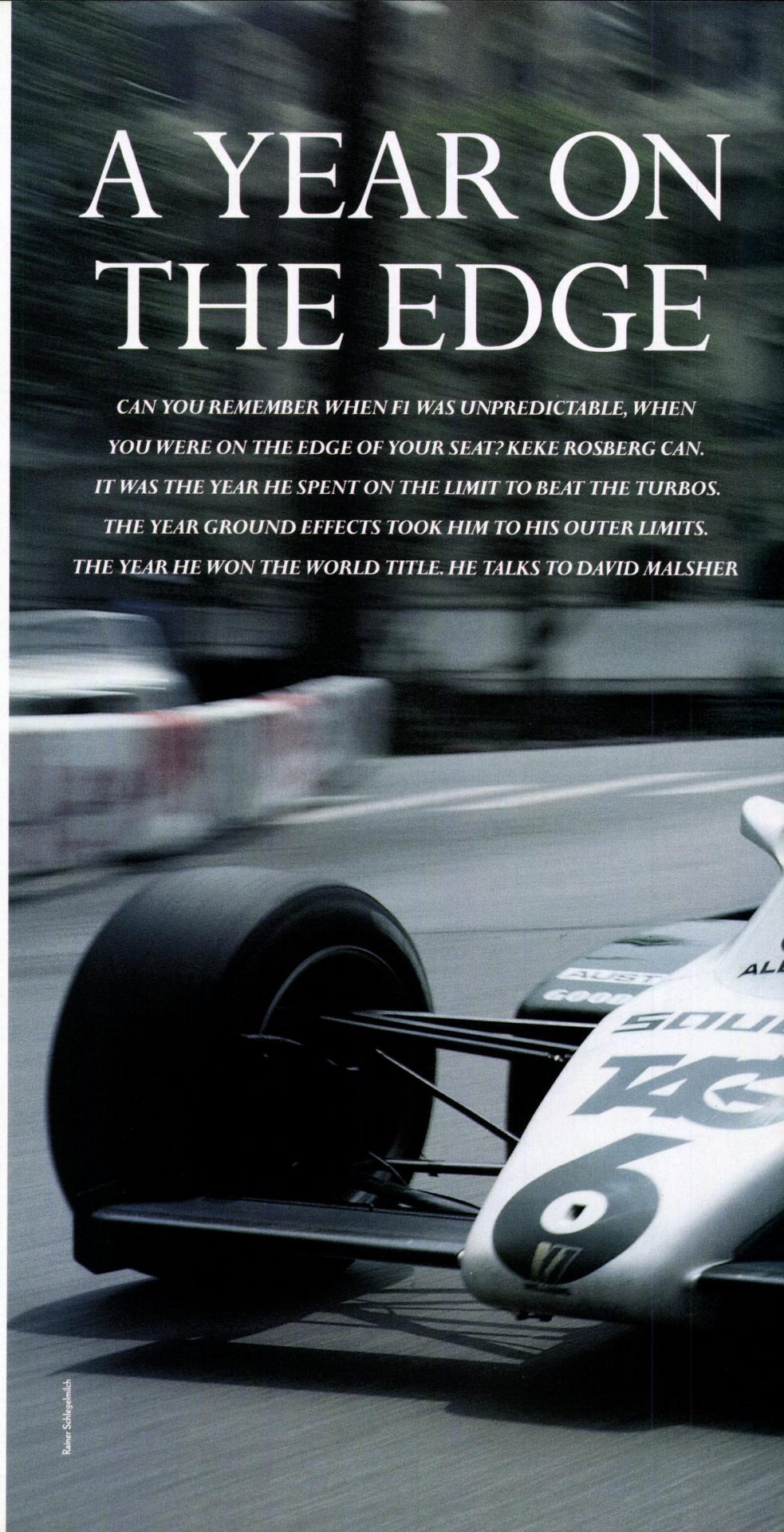
"The second morning, they said they wanted to see how I could get on with qualifiers. This was 8am. I went out and set a new lap record. And that's what got me the job, I think. They weren't looking for finesse, just raw speed. FW07 was easier to drive than what I'd been used to, but I don't remember it being a revelation. I wasn't thinking 'Thank God, I've got a Williams'."

The confidence to go so quickly in that first test, the cockiness to regard a seat with the reigning constructor champions as no big deal, were qualities that became Rosberg trademarks. Both would serve him well in his first year in the bigtime.

"I had to fill very big boots. Alan Jones, Frank and Patrick had been very successful together, and now Jones had gone. The bond that Nelson Piquet had with Gordon Murray and Bernie Ecclestone was something I never reached with Frank and Patrick. They did their job, and I did mine."

Consummately.

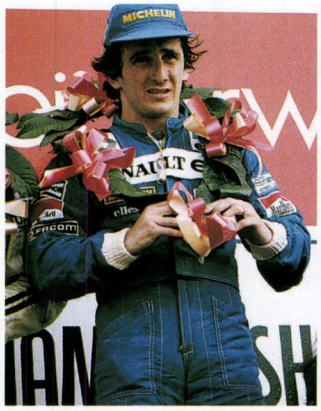
Now, for the first time since 1982, Keke gives us his account of that thrilling season, race by race, while other key figures from each GP reminisce about their highs and lows.



Rainer Schlegelmilch



Rosberg giving his all was the only predictable aspect of F1 in 1982. Which is why he deserved the title





all: LAT

Clockwise from below: Arnoux leads from pole, while Prost bursts from row three; one flat and one flat-out recovery later, Prost wins; fuel vapourisation thwarted Pironi



KEKE'S DIARY



Qualified: 7th
Result: 5th

"I don't recall it bothering me that we were starting the year with 07C. I mean, when you came from where I came from, you felt that whatever Williams you got, you had quite a good tool. And we went to South Africa knowing we were going to be beaten by the turbos, at that altitude. Qualifying proved that."

It also proved Keke's speed, for he wound up a half-second quicker than team-mate Carlos Reutemann.

"I thought I had a good chance of beating him, but even so, when I did outqualify him, I felt I had done a good job, because, of course, Carlos was a measure to judge yourself against."

Keke ran ahead of Carlos in the race, too – until his gearknob came off in his hand. He then suffered a misfire which left him struggling to match the other Cosworths. But he had made his point.

"Every racing driver is convinced he can get the job done, and I always thought I had the speed. It was a question of getting in the right environment."

Championship positions:
1 Prost 9; **2** Reutemann 6; **3** Arnoux 4; **4** Lauda 3; **5** ROSBERG 2; **6** Watson 1

BOOST LAID PLANS

A TURBO WAS ALWAYS GOING TO WIN in the rarefied atmosphere of Kyalami. While the DFVs wheezed to 180mph at this high altitude, 200mph turbos greedily gobbled air forced down their throats. It was no contest.

And Renault had the most-sorted turbo. *And* they had Alain Prost, the form man of the closing races of 1981. The little Frenchman was most people's pre-season favourite to secure the drivers' title, while the big-budget French team was widely tipped to win the constructors' race.

It was as simple as that.

Except it wasn't – on all counts.

Prost did win in South Africa, but only after a startling comeback drive, unlapping himself and charging from eighth to first in just 29 laps following a left-rear blow-out at the 150mph Jukskei Sweep.

His pole-sitting team-mate René Arnoux, meanwhile, was the victim of a foul-up that signposted the fraught season to come for the *Régie*.

Arnoux was powerless to resist Prost, whose unscheduled pitstop had actually worked in his favour, clean, new, Michelins being the way to go on a track awash with rubber 'marbles'. But he should have at least been able to vibro-massage his way round to second. Instead, an error by his team manager, Jean Sage, cost him a couple of championship points.

Such had been his cars' advantage in this race, Sage simply could not believe his lap-charter's assertion that Carlos Reutemann's closing Williams was on the same lap as Arnoux. To this effect, he hung out a pitboard that asserted Carlos was a lap down.

Which is why Arnoux made no effort to keep him behind, losing second place with five laps to go.

Arnoux wasn't too disappointed, though. The prospects looked good.

They were. The yellow cars led at Imola, Monaco, Zolder, Detroit, Montreal, Zandvoort, Paul Ricard, Österreichring, Monza, Dijon and Las Vegas. But only in France and Italy did they complete the job in what became a season of blown chances, blown turbos and blown tempers.

Paul Fearnley

WATERTIGHT DEFENCE

NELSON PIQUET TOOK THINGS EASY, they say, reversed into his title wins. His supporters point to Rio '82, when he drove his socks off in searing heat, on a mercilessly bumpy circuit, in a stiffly-sprung ground-effect car. And won, in front of his adoring fans. He would have waved in acknowledgement from the podium had he not collapsed from exhaustion.

And then the faceless men in grey suits took it away from him, four weeks after the heroic deed.

Gordon Murray, Brabham's free-thinking designer, still puts this race down in his win column, however: "Oh yeah. It was pure politics that caused them to disqualify us."

The furore kicked off when Renault protested the winning BT49D and the second-placed Williams FW07C of Keke Rosberg. Their *boeuf* was with the excessively large water tank – ostensibly for cooling the brakes – fitted to both cars. Its contents would be dumped during the race, greatly reducing the car's weight.

"The wording concerning the car's weight was very slack. Teams often ran underweight during a race and then topped up their fluids (except fuel), as they were allowed to do, after the race to bring the car back up to weight. And the minimum weight then (580kg) was artificially high."

Threading through loopholes was part of the game. It still is. But, on this occasion, Murray drove a tank through it: "We probably had enough water to last us all year," he jokes. "About seven gallons. Approximately 30kg."

Such OTT manoeuvres show how much pressure the Cosworth runners were under to keep the vastly more powerful turbos in sight. It worked in Rio, Villeneuve's Ferrari losing the lead when Piquet finally pressured him into a mistake on lap 30...

"Actually," says Murray, "I think we would have won that race with or without that water tank. The 49D was giving fantastic downforce. We were ahead of Williams in that respect. And those long, fast corners at Rio were fantastic for the car."

The rulemakers were in no mood for such speculation. The FISA/FOCA power struggle was brewing. Muscles were being flexed. Normally, the result would have stood, the loophole closed forthwith. Instead, Renault's third-placed Alain Prost was given the win.

"We were pissed off," says Murray. "And I felt so sorry for Nelson – he'd driven his heart out."

Paul Fearnley

KEKE'S DIARY



Qualified: 3rd
Result: DSQ

"A true chassis/driver track, and I think our water ballast gave us that last little edge to allow us to mix it with the turbos in the race."

And mix it he did. He was in the hunt from the start, and while in the midst a scrap with the superior Brabham of Piquet, the DFV pair got ahead of the Renaults. Race leader Gilles Villeneuve proved a tougher nut to crack, though.

"That Ferrari had no roadholding whatsoever – just raw power. I have a clear picture in my mind to this day of sitting behind Gilles as we went through the hairpin onto the long back straight, and his car being all over the place."

Eventually, with shot tyres and under pressure from Piquet, Villeneuve spun out, and Nelson eased away to win.

Then Renault protested Williams and Brabham: "What annoyed me most was that Patrick [Head] and Gordon Murray had just interpreted the water ballast rules in a certain way, and there was no hush-hush about it; everyone knew.

"I had been there and done my job; this was a political issue and there was nothing more I could do. But still, losing six points was a shame."

Championship positions:
1 Prost 18; **2** Watson 7; **3** Reutemann 6; **4** Arnoux, Mansell 4; **6** Lauda, Alboreto 3





Ballast off! Lightweight Brabham of Piquet was the class of the field. Crash landing! Piquet collapses and sprays bubbly while seated

'We probably had enough water to last us all year. Seven gallons. Approximately 30kg'



alt: LAT



'I was shouting and whistling for joy. I have never felt like that before. It was beautiful'

KEKE'S DIARY



Qualified: 8th
Result: 2nd

"I loved Long Beach: it was my American base, and it was where I learned to fly – and the track was fantastic."

But car trouble in practice meant Keke had to qualify in the unsorted T-car. And that left him stuck behind an unwieldy Ferrari. Again.

"Absolutely, this battle with Gilles reminded me of my days racing him in [Formula] Atlantics. It was very frustrating, though, because we certainly had the car to win, but it was impossible to pass a turbo. The only place to pass was at the end of that long straight, Shoreline Drive, by which time a turbo car had already pulled away. And then I was all over him for the rest of the lap, and then the same thing happens again."

Eventually Keke made it stick, and Gilles' attempt to repass proved over-ambitious. By then, though, all hopes of catching Lauda were long gone.

Championship positions:
1 Prost 18; **2** Lauda 12; **3** ROSBERG, Watson 8; **5** Reutemann, Alboreto 6

Above: Familar feeling for Lauda. Familiar but somehow different. Right: Villeneuve's twin-rear wing Ferrari turbo frustrated Rosberg

IN THE NEW ROUTINE

NIKI LAUDA HAD ALWAYS BEEN HIS OWN man, and once the notion struck that he was bored with driving around in circles, then nothing was going to keep him in F1.

When he walked away from F1 in Montreal, 1979, nobody imagined that he would ever return. And yet he was back in the cockpit at the start of 1982 and, within three races, back on top of the podium.

The first step in Niki's comeback came at Donington Park in September 1981 when, with Marlboro's help, Ron Dennis persuaded him to test the McLaren MP4.

"We took a car to Donington and 'Wattie' went out and set some sort of lap time," recalls former designer, John Barnard. "John knew what it was all for, so he wasn't hanging around. Then Niki had a go and, as always, he had a sharp and confident aura.

"He did about three laps, and was sweating like mad. He was knackered! He said something like, 'I know what I need to do. That's all I need to know.' He made his decision there and then, I guess. He was always very concise, and he always gave you an opinion quickly. He never liked to dither."

"Then he was off doing his training bit with Willi Dungl, building his strength and stamina.

"I suppose it was a risk, but compared to our year with Andrea de Cesaris in '81, it wasn't considered to be a big risk. What comes to mind is that he did seem very expensive at the time! But he was a world champion, he knew how to win – and that was the end of it." There were still doubts – the team had the option to dump him a third of the way into the season.

Lauda finished fourth in South Africa and collided with former team-mate, Carlos Reutemann, in Brazil. But in only his third outing, at Long Beach, he showed all the old skill, qualifying second and keeping out of trouble early on. And when Bruno Giacomelli, René Arnoux and Andrea de Cesaris self-destructed, he slipped into the lead.

Years later Niki would reveal just what that first win meant: "I'd been in similar situations before, and had always been afraid the car would coast to a stop a few yards before the flag. Not this time, though. I was shouting and whistling for joy. Then I thought, 'Watch yourself, you idiot, just watch yourself, otherwise you'll drive into the wall out of sheer stupidity'. I have never felt like that. It was beautiful."

Adam Cooper



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A DOUBLE JEOPARDY

LEGEND RECORDS IT AS A RACE WHERE GILLES VILLENEUVE was robbed of a rightful victory by a duplicitous Didier Pironi. There is no doubt that Gilles was sincere in his belief that he'd been tricked by a team-mate he'd trusted. But perhaps the story wasn't as black and white as the Gilles-favouring press at the time believed – and reported.

Pironi was interviewed by Tony Dodgins for *Autosport* in 1986. He stated: "When I passed Villeneuve for the first time [after leader Arnoux had retired] it was because he had made a mistake and gone off the circuit. The first 'slow' sign we got was a few laps after that, and I was leading.

"Gilles overtook me after that, and by then we knew we had a lot of fuel left because of the way we'd driven the first half. You'll remember this was the race where the FOCA teams carried out a boycott. Well, I've never said this before, but we had a meeting before the race – Arnoux, Prost, Gilles and me in my motorhome. We agreed to make a spectacle for the first half so long as our positions on the lap after half-distance were the same as on the grid. Only then would we start the real race. So I had plenty of fuel…" Today, Arnoux confirms these details.

Gilles' take – famously recorded by Nigel Roebuck in *Autosport* at the time – was: "Imola was going to be my race because I was in front of Pironi when Arnoux dropped out. As soon as the Renault was out, I relaxed, slowed the pace. The only thing that was in my head was making the fuel last; Pironi had dropped back and that let him catch up. I made a mistake coming out of a corner, and he passed me. I wasn't worried; I figured he would lead a couple of laps then give it back."

The Ferrari pits were orchestrated by Marco Piccinini. Today, he says: "We know exactly what happened, but it doesn't correspond with the general belief. It was a genuine misunderstanding triggered by Gilles making a mistake. He went off the circuit slightly and Didier passed. The 'slow' sign may have come before or after that – I can't recall after 20 years. But I don't think this is so important as it might seem. The sign was hung out because we were 1-2, not because we favoured one driver over the other. We didn't favour either because it was at an early stage of the championship. We just wanted to maintain 1-2.

"It was complicated by the private agreement between the drivers. They had an agreement, but it wasn't so detailed that it said what would happen if one made a mistake."

Mauro Forghieri wasn't there that weekend, "for personal reasons. I wished I could have been there to manage the situation in a more clear and right way." Such as a sign that might have read: '1 – GV, 2 – DP' rather than simply 'slow'. "Gilles was an innocent believer. He had a right to be after sacrificing his chances over the years for the team."

Villeneuve thought the race was his because he was in front when Arnoux went out – and had outpaced Pironi all weekend. Pironi believed he was entitled to fight because Gilles made a mistake. When combined with ambiguous pit signalling, it was a situation open to interpretation. In his innocence and naivety, Villeneuve didn't expect Pironi's interpretation to differ from his own.

Mark Hughes

KEKE'S DIARY



Did not enter

"It must have been an awful time for Frank to be a team owner, and the muddle over technical rules must have been terrible for Patrick. It was a silly season: a FISA team did something, a FOCA team protested; a FOCA team did something, a FISA team protested."

Williams, along with all FOCA teams bar Tyrrell and Toleman, boycotted Imola.

"I didn't learn till very late that Williams wouldn't be going. It was disappointing, as I already felt I had the tools to fight for the title. And the FOCA teams didn't even go to watch it; they ignored it, although I'm sure I watched it on TV."

In light of Alboreto's third, it would be reasonable for Keke to feel this had cost him the chance of four points

Championship positions:
1 Prost 18; **2** Lauda 12; **3** Alboreto, Pironi 10 ; **5** ROSBERG, Watson 8

OVERTAKEN BY EVENTS

THOUGH HIS BARNSTORMING WIN IN DETROIT (SEE PAGE 35) is John Watson's best-remembered victory, his perfomance at Zolder this year was perhaps even stronger.

Watson and team-mate Niki Lauda's McLaren MP4s were on Michelins that had been designed around the brute power of the turbocharged Renaults rather than for the more gentle naturally-aspirated DFVs in the back of the Woking machines.

John explains the handicap: "Trouble was, we found the tyres were very difficult to get warm. They'd warm up fine with the Renault's vicious power delivery and raw grunt – in fact, their problem was getting the things to last.

"Practice on Saturday was abandoned after Villeneuve's fatal accident, so we started on Sunday without any concrete information on tyres. We had three different grades of Michelin slick that we could use: an 05, which was quite hard wearing; an 06, which was much more delicate; and a third one. Bruno Giacomelli had used this third type on his [normally-aspirated] Alfa in Long Beach, and found that it was great at the start of the race, but then began to pick up understeer. But to my surprise, the team suggested that I give this tyre a go in Belgium.

"One of the problems with drivers is that they are often guilty of prejudging things. Anyway, for the race I put these tyres on the left-hand side only [Zolder is nearly all right-hand corners] and kept the 05s on the right-hand side.

"Niki came up to me before the race and asked me what I reckoned we should use. He was very structured about his racing and hated changing stuff, taking a chance with set-up or just generally messing with his routine. I was much more adventurous than he was."

And in this case it paid off. From 10th on the grid, Watson was immediately in the groove, and Lauda, despite starting from the second row, was soon in his sights.

"Within five laps I had shot past Niki. My car felt very well balanced and was very consistent. Once the tyres had started working, they stayed good. The next problem," explains Watson, "was getting past Riccardo Patrese's Brabham. I spent about 20 laps stuck behind him as he made full use of the track. I eventually got by after a really good run towards the chicane behind the pits.

"That just left Keke Rosberg's Williams to get past – which I eventually did as his Goodyears started to lose more and more grip."

As concise in words as he was precise in overtaking.

Colin Goodwin









From far left: Villeneuve's accident overshadowed Watson's victory. Below left: Rosberg's FW08 splits the Renault pair from the start

KEKE'S DIARY



Qualified: 3rd
Result: 2nd

"Gilles was a great rival but, I have to say, I did see his accident coming. But you have to push such thoughts from your mind when you sit on the grid.

"We had the new car, FW08, and it was magically quick in the fast corners; loads of front-end grip, and the rear followed somehow or other."

The Renaults faded almost from the start, and Keke was soon in the lead, but that 'lack' of rear adhesion took its toll.

"Some people said, 'Keke drove too hard and ruined his tyres, and he made a mistake on the second-last lap'. But Wattie was 2.5sec quicker than me; his pass on me was on the cards already. I'd say I prevented the mistake for a very long time, but not quite long enough.

"I passed the track Monday morning, and it was totally deserted. There was just a pile of litter and rubbish – and Gilles' helicopter." The disappointment of defeat had been put into context.

Championship positions:
1 Prost 18; **2** Watson 17; **3** ROSBERG 14; **4** Lauda 12 ; **5** Alboreto, Pironi 10

ROUND 6

'82 MONACO GP



all: LAT





Left and above: Patrese scores an amazing victory in chaotic Monaco. Below: Daly nearly won on only his second outing with Williams

LAST MAN STANDING

AFTER CARLOS REUTEMANN FINALLY QUIT WILLIAMS TWO races into the grand prix season, Mario Andretti temped in an FW07C at Long Beach. But Frank needed a permanent replacement; Derek Daly it was who got the chance of a lifetime in the new '08.

His first grand prix in a front-running car came at Zolder, where he got as high as fourth before spinning in the closing stages. The next race was far more memorable, for he damn near won it.

"Practice was troubled and I ended up using a fourth chassis that had just arrived from England. I was slower on qualifiers in that car than I had been on race tyres in my original." So winding up just 0.8sec, and two places behind Rosberg on the grid, was some achievement, but Derek was to be a frustrated man by the end of lap one.

"I remember Mansell got by me somehow into Ste Devote, and I sat behind him for lap after lap, clearly faster, but completely unable to get round him. And his Lotus was throwing out so much oil."

Derek eased off to clean his visor, and allowed Watson past. Then, with 30 laps to go, Nigel clipped a barrier and had to pit.

"Suddenly, with Nigel out of the way, I started to fly, and eventually I caught up to Keke, who hit de Cesaris, right in front of me. Then I caught Alboreto, who clipped a barrier and went out."

Derek was thus fifth with four laps to go, which is when he passed Alain Prost's erstwhile leading Renault in component form up against the barrier.

"I was pushing really hard," says Derek, "and as I came into Tabac, I felt the tail step out and hit the guard rail, which straightened the car back out. I could see my rear wing was missing, but didn't realise the oil cooler was now losing oil at quite a rate. Embarrassingly, afterwards, people criticised Patrese for spinning after he took the lead from Prost – but it was because he hit my oil slick.

"When I next passed the pits, I saw Charlie Crichton-Stuart on the pitwall, waving at me to slow down, and then further round that lap I saw de Cesaris stopped too [out of fuel], and Pironi's Ferrari parked [electrics] at the entrance to the tunnel."

Derek's wingless Williams now led – but he never made it round to start the penultimate lap.

"I hadn't been aware I was leading. That's why, when the gearbox finally gave up, I didn't get out and kick the car. I just calmly walked away, without a backward glance."

Patrese, meanwhile, had a marshal bump-start his car and pottered home to a strange victory. Daly was classified an unrepresentative sixth.

David Malsher

'Embarrassingly, afterwards, people criticised Patrese for spinning after he took the lead – but it was only because he hit my oil slick'

KEKE'S DIARY



Qualified: 6th
Result: Retired

After a poor start, Keke passed Alboreto on lap 21 and was fifth, behind de Cesaris.

"After some problems in qualifying, I thought we had a very good car for the race, but I had been behind de Cesaris for almost 50 laps. He had a problem with his engine and I still couldn't get past. It looked like I was going to be stuck there.

"Well, the chicane after the tunnel was very fast in those days, and very narrow, like threading a needle, and I went through there really quick this time. But I was so close to his Alfa Romeo all I could see was his rear wing, and I clipped a kerb and bent the suspension.

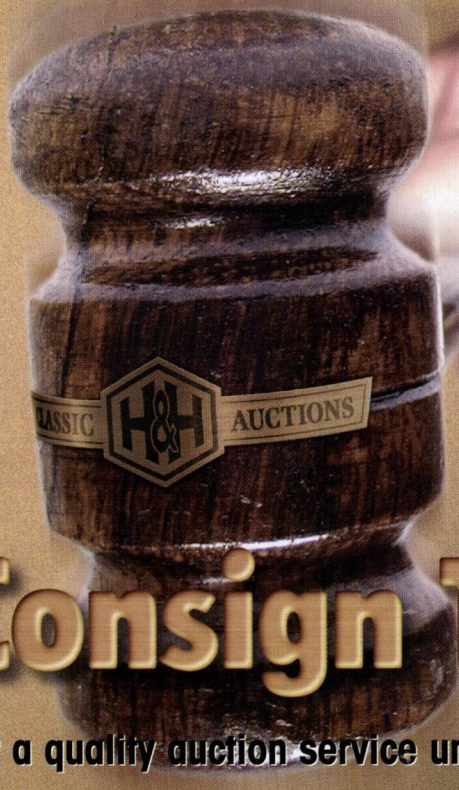
"I was bitterly disappointed; Monaco is about waiting, and I should have had a better brain that day. I could have got fourth because Andrea broke down. Well, everyone broke down, as I recall. But only a Brabham was allowed a push-start, because it was 'stopped in a dangerous place'. Parked on a sidewalk."

Championship positions:
1 Prost 18; **2** Watson 17; **3** Pironi 16; **4** ROSBERG 14; **5** Patrese 13; **6** Lauda 12

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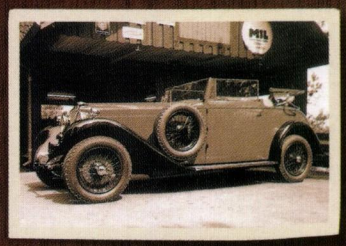
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both: LAT

GO-FASTER STRIKES

LOTUS HAD GONE ALMOST FOUR YEARS WITHOUT A WIN. NOT SINCE the 1978 Dutch GP had Colin Chapman's famous black cap been flung exultantly skyward. And so it flew higher than ever when Elio de Angelis scored an unexpected (and nail-biting) victory at the Österreichring.

Beyond the immediate emotion lay pleasing symmetry. Lotus had given Cosworth's DFV a memorable debut win some 15 years before. And now Chapman was welcoming home the 150th success of Keith Duckworth's masterpiece of compact, concise and clear-thinking engineering.

But when that cap hit the Tarmac, it lay as a metaphorical full stop. For this was an end, too. Chapman had been the most fervent of the anti-turbo lobby. Until, that is, a few days before the Austrian Grand Prix, which is when he signed a deal to bolt Renault's V6 into his chassis for 1983. The game was up. The British garagistes could no longer survive on brains alone. They needed 1000bhp of foreign manufacturer brawn as well.

Yet in 1981, Bernie Ecclestone's Formula One Constructors' (the C could easily have stood for Cosworth) Association had pledged unity. They had proved they could do it, going ahead with the South African GP in the absence of the turbo 'Grandees', and mooting their 'pirate' World Federation of Motor Sport. But now they were all falling over themselves to link up with a supplier of turbo power.

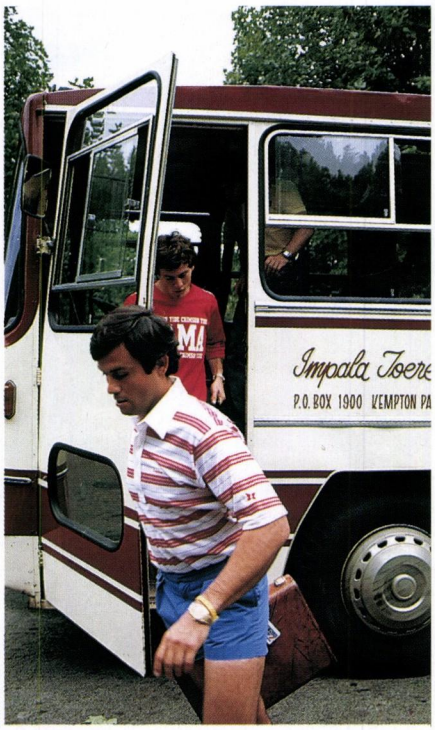
The 1982 season was, above all else, one of transition. High ideals were spouted, moral high ground and High Court actions taken, but pragmatism laid everything else low.

The 1981 FISA/FOCA 'peace agreement' had allowed the constructors a foot in FISA's door via the new Formula One Commission. And, ironically, it was they whom the drivers targeted their anger at in Kyalami, planned scene of the '82 season-opener. The turbos had stayed away from the South African track in 1981. But this time no-one was planning to race. The cars stayed under their covers during Thursday while their drivers took cover in the meeting room of the Sunnyside Park Hotel. Even wives and girlfriends were not allowed into their makeshift dorm.

The root of such self-imposed privations? Niki Lauda, in the main. Having been coaxed back by McLaren's Ron Dennis



'Even wives weren't allowed into their makeshift dorm'



both: DPPI

Protesting times were 'had' by all at Kyalami. Clockwise from above: Tambay and de Cesaris leave the 'battle bus'; uneasy bedfellows – Piquet and Reutemann; returnee Lauda was at the hub of it; Dennis is cornered by a phalanx of drivers

after a self-imposed two-year absence, this most cerebral of racing drivers, this most astute of racing drivers, was ready to flex his muscles. He didn't like two new clauses in FISA's Superlicence, particularly the one which tied him to a single team, and so he didn't sign it. Most of his colleagues had signed (willingly or otherwise) when the licences were issued in December '81. But 'shop steward' Lauda, by hook or by crook, soon whipped up support for his stand.

"It was a con, basically," says Keke Rosberg. "When I arrived at the paddock gate, there was a bus waiting and I was told to get in because we were all going for a meeting. But there was never any intention of a meeting; it was the beginning of the strike."

Didier Pironi, the chairman of the Grand Prix Drivers' Association (to become the more inclusive Professional Racing Drivers' Association two weeks later), acted as go-between; Lauda took his calls and relayed them to his 'brothers'.

The top table – Lauda, Prost, Piquet, Reutemann – were vocal. The lesser lights listened, almost bewildered.

"The young drivers didn't really understand the situation," says Derek Warwick, a man on the verge of his second season. "Niki wanted this and that changed, detail stuff, whereas I was just happy to be in Formula One.

"What I did learn from the experience, though, was that Elio de Angelis was a fantastic bloke, who could have been a classical pianist. He and Gilles Villeneuve [ragtime] kept us entertained." Warwick also learned a startling amount about terrorism and machine guns during a remarkably well-informed lecture by Alfa Romeo's Bruno Giacomelli.

The drivers slept on mattresses scattered over the floor in what was widely condemned as a schoolboy prank. It all came to an unshaven, unkempt end on Friday morning when Lauda received a call from Pironi that he was happy with.

Reality bit, of course, when they returned to the track. Bernie Ecclestone was still furious with his world champion. All three Brabhams had Riccardo Patrese's number on them, and he refused to send Piquet out in the morning session, stating that he was in no fit state to drive.

Of course, it was all very different when the bosses had a grievance. After the FIA Court of Appeal backed the Stewards of the Meeting's decision to disqualify the 'underweight' Brabham and Williams from first and second place in the Brazilian GP (see page 25), FOCA were up in, and called to, arms. Now it was their turn to strike. Unless the decision was rescinded, they would boycott the upcoming San Marino GP. It wasn't. They did.

Pragmatism raised its head once again, though. Ken Tyrrell was another fervent anti-turbo man. Trouble was, he'd just signed a three-race deal with an Italian sponsor and, having gone a season without external financial backing, could not afford to alienate them with a no-show. He flew the FOCA flag, however, protesting all turbos because they possessed turbines which were, in effect, secondary power sources, and which had been banned from F1.

This red herring would flap on the dock for months. Indeed, the wrangling would continue until the end of the season. But the pettiness of it had been brought into focus by Gilles Villeneuve's crash in May. While the world mourned the loss of the era's most exciting driver, the sport, as Ecclestone regularly and correctly (if coldly) points out, got on with its business.

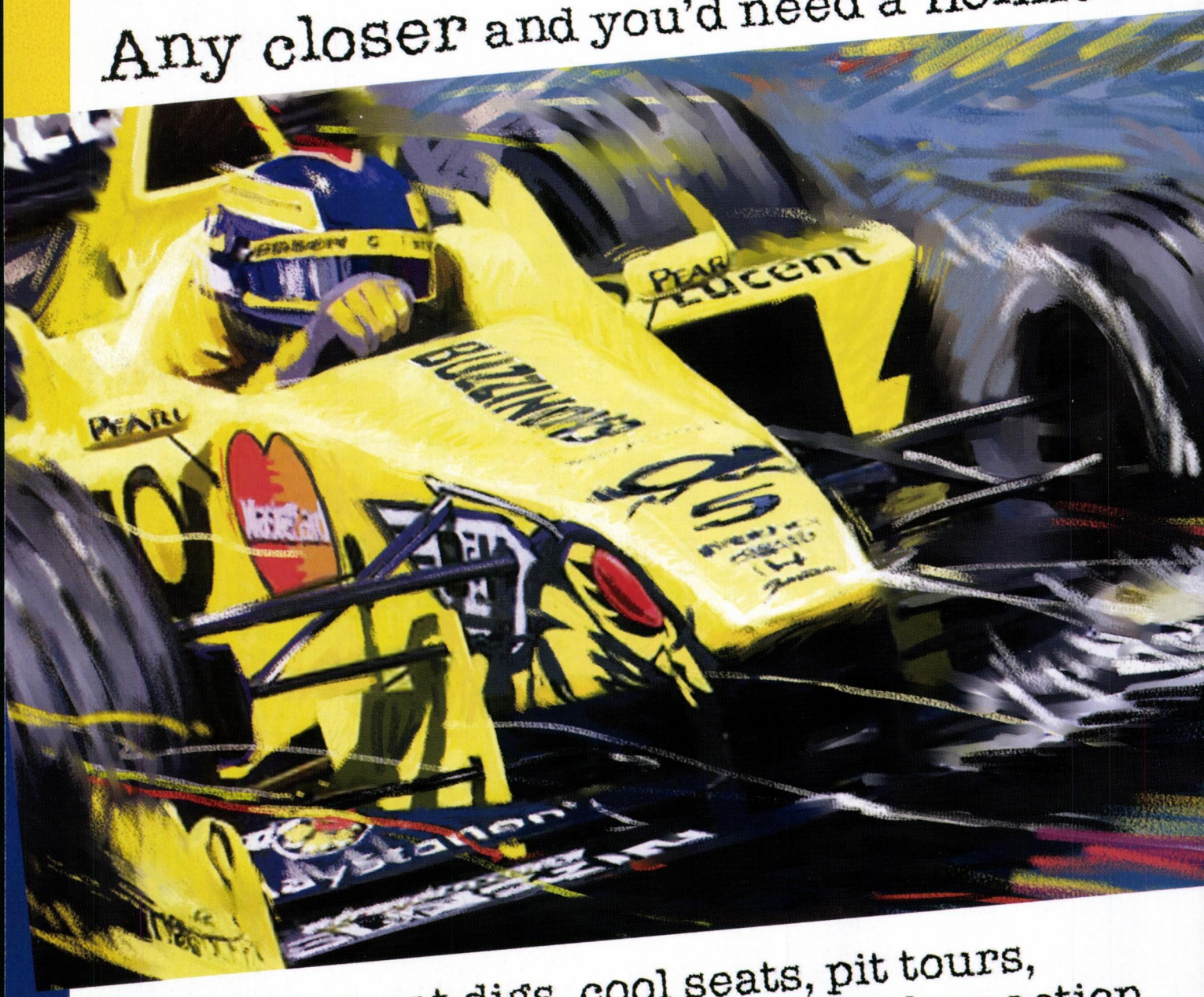
Which is why he had caved into BMW's demands that his Brabhams use its teething in-line four turbo rather the long-in-the-tooth, but better-suited, DFV in Belgium. Which is why McLaren did an exclusive deal with TAG to develop a Porsche V6 turbo. Which is why Chapman and Cosworth had to go their separate ways.

If the F1 cap fits, don't throw it away, wear it.

Paul Fearnley



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'De Cesaris bounced back to qualify second. Sadly, he also bounced off a wall in practice'

Above: JYS gets de Cesaris' views. Left: Prost leads Andrea at the start, while Rosberg checks the gap between Renault and the concrete

UPBEAT IN DOWNTOWN

DETROIT WAS BRASH; DETROIT WAS cool; Detroit was new to F1; Detroit was unloved. From the start.

But though the combination of 90-degree corners, short straights, bumpy surface and concrete barriers was hardly conducive to showing Formula One in all its pomp (80mph lap speed), there were good aspects: a race in the east of the USA brought F1 to those fans suffering withdrawal symptoms since Watkins Glen disappeared from the calendar in 1980; it was apt that Motown should have an automobile race; and thanks largely to John Watson, this inaugural event was highly memorable.

If Arnoux's pole for Renault at Monaco could be put down to his huge inspiration and lack of imagination, Prost rammed the *Régie*'s message home in Detroit: the turbos could be competitive on any track.

The man who started the race alongside him, however, had discovered his car was quick only when there were tight turns to encounter. Detroit was almost perfect, therefore, for the Alfa of Andrea de Cesaris.

An emotional fellow, Andrea: he had wept for joy when he took pole at Long Beach; he had cried bitter tears when his Alfa had run out of fuel within sight of victory at Monaco. But he was not beaten easily (as team-mate Bruno Giacomelli was discovering), and de Cesaris had bounced back to qualify second at Detroit. Sadly, he had also bounced off a wall in wet practice, but the car was ready for the race. Then it retired with a broken driveshaft after just two laps.

So who would benefit when Prost's Renault inevitably took a turn for the worse? Rosberg? Initially, yes, but he had problems of his own *(see right)*. Pironi? Competent but uninspired. Lauda? Uninspired and eventually incompetent, smiting Rosberg and then the wall. No, Watson's McLaren. From 17th on the grid.

No-one could have stopped him such was his pace, not even a healthy Renault. And the chances of finding one of them were pretty remote by this stage of the race, by this stage of the season.

And the reasons for Wattie's pace? The right tyre compound, the right blend of determination and caution, the right mood. John loved the whole Motown scene from the moment he arrived and, alone among his peers, had taken a positive attitude towards the track. Mind had prevailed over matter.

David Malsher

KEKE'S DIARY



Qualified: 3rd
Result: 4th

Although not a fan of this street circuit, Keke always excelled at Detroit, and on this, Formula One's first visit there, he qualified third.

"It was too dirty, so it gave no grip. How can you work on the set-up of the car when you are running on sand? It was too tight, too bumpy – remember, we had no suspension movement in those days – and too slow."

He pressured Alain Prost from the start and, on lap 23, the Renault encountered difficulties. Keke took the lead, but just 10 laps later, he was receiving signals that Watson was into second. With shot tyres and deteriorating brakes, he became the McLaren's final victim.

"Our brakes were never up to the task because FW08 was so quick. They hadn't made the same progress. Also, because aerodynamics had become so important, brake cooling probably wasn't everything it should be."

Even second place was too much to hope for, as Keke's third gear went missing, allowing Cheever and Pironi past in the closing stages.

Championship positions:
1 Watson 26; **2** Pironi 20; **3** Prost 18; **4** ROSBERG 17; **5** Patrese 13; **6** Lauda 12





all: LAT

Left: A pall of smoke signals the fatal shunt of newcomer Paletti. Below: Piquet and BMW managed a remarkable turnaround to win



KEKE'S DIARY



Qualified: 7th
Result: Retired

Rosberg had looked capable of mixing it with the turbos in practice, but an engine failure forced him into the poor-handling T-car for qualifying, and Williams No6 wasn't even the quickest Cosworth. But Keke didn't feel beaten.

"Because the track layout meant you were usually accelerating hard for long periods, the crucial thing on race-day was fuel consumption. And the turbos used much more than the Cosworths, so they started the race very heavy, which also meant they were using their brakes much more in the early stages – on a circuit that demands a lot of heavy braking. This GP was an endurance race."

It was Keke's car that didn't last, however. Bouncing more severely than usual, and suffering ever-worsening gearbox maladies, the Williams slipped down the field and eventually retired.

"I still thought the title was a possibility, but the worrying thought was that we were running out of races where a Cosworth might be quick. Four of the last six races were Paul Ricard, Hockenheim, Österreichring and Monza."

Championship positions:
1 Watson 30; **2** Pironi 20; **3** Patrese 19; **4** Prost 18; **5** ROSBERG 17; **6** Lauda 12

FORCED INDUCTION

WITH HINDSIGHT, IT WAS A TERRIBLE misjudgement to run racing cars for the first time on a brand-new street circuit at a grand prix weekend. But that's how it was in June 1982, back when F1 was still in its 'cowboy' phase, looking to stake a territorial claim without any real knowledge of which direction the arrows might be coming from.

Thursday practice at Detroit was cancelled for track alterations at the behest of the drivers. So it was only on Friday, the day before qualifying, that Nelson Piquet found to his horror that he had "probably more power than anyone else, but was unable to use it". He couldn't keep the big single turbo of his Brabham-BMW spinning amid the second-gear, kerb-lined, blind bends. Worse, there wasn't a Hewland second gear ratio short enough and, if he went to a long first, he was struggling not to come to an embarrassing stall at the hairpin. Besides, the mapping of the pioneering Bosch ECU turned out to be a bad guess. Piquet didn't even make the race, 28th of those chasing the 26 grid places.

If Bernie Ecclestone was having second thoughts about bringing F1 to America, he was also having them about his team's alliance with BMW. The German company had issued an ultimatum a few races before, insisting that the engine be raced or the partnership was over.

"After Detroit," recalls Brabham designer Gordon Murray, "Bernie was saying we had to turn it around or *he* would stop it."

One week later, down the long straights of Montreal, that big single turbo came into its own. Besides, says Murray, "[BMW's] Paul Rosche and Bosch had come up with a mapping for Canada that had uncorked the engine's potential."

Nelson qualified on the second row, made the restart after Riccardo Paletti's fatal startline accident, then calmly picked off the Ferrari and two Renaults in front of him.

No-one saw him again until he took the chequer for an historic win. Riccardo Patrese, in the previous-generation, non-turbo BT49, was runner-up. Not only did Brabham thus achieve the unusual distinction of scoring a 1-2 with two different engine manufacturers, it was also the definitive straddling of the DFV and turbo eras.

Mark Hughes

TOW GOOD TO BE TRUE

'THE FLYING PIG' WAS STILL PIG UGLY, but at least now it was flying. Its Hart turbo had gobbled up the 'atmos' of Alboreto, Daly, de Angelis and Watson along Zandvoort's long pit straight and, on lap seven, its snout was large in Giacomelli's mirrors.

"Suddenly, I got a surge of speed," remembers Derek Warwick, its never-give-up handler. "I thought, 'Wow, what a tow!' I breezed past the Alfa Romeo. 'So this is what it's like to be a Formula One driver'."

Normally, when a rear wing parts company from an F1 car at 180mph, all hell breaks loose. Rudely ripped from its envelope, its not-known-at-the-address passage is franked by black lines of tortured rubber and acrid smoke from stamped brakes.

Warwick noticed only a slight blip in revs. It was only when he glanced in his mirrors that he realised his Toleman TG181C-Hart was minus its wing. The car was an improvement on its 'General Belgrano' predecessor of 1981. But not by much.

"We all knew the concept was wrong," says Warwick, "but we were committed and kept plugging away." Its engine had been deemed insufficiently strong to act as a stressed part of the chassis, and so sat in a cradle. Strictly old hat.

Hats off to Mr Warwick, though. Budget restraints caused reliability problems caused minimal testing. In an age of 900bhp and one-lap quallies, this was a giant leap for an F1 new boy. And in Holland, he took the first of his (noticeable) small steps in the right direction.

Pirelli, who were also learning the game, had produced a better, softer, tyre, and Toleman had managed to test it at the seaside course. Warwick qualified 13th of 31, in a car that had registered three DNQs, one DNS and two RTDs in the previous six races. Things were looking up. Until the revs blipped slightly.

He coasted into the pits, the team fitted another wing, bolted softer Pirellis on, and Derek went out again. And set fastest lap, a tenth quicker than Piquet's second-placed Brabham.

"It wasn't a cheat, but we did take the main chance. We'd had a good race until then, and now we needed to prove, especially to our sponsors, that we had some speed."

Which Warwick did in the short time the car's unreliability (a broken oil union after 15 laps) allowed him.

Another DNF, then. But the future was what mattered, he told himself. Brands was next. And he felt confident of putting on a good show...

Paul Fearnley

KEKE'S DIARY



Qualified: 7th
Finished: 3rd

"I wasn't going to qualify well here anyway; the only way to get some success out of the weekend was drive the best I could in qualifying, but spend time with Patrick sorting out a good race set-up. It didn't make a lot of difference whether we were sixth or eighth."

Well, not when you drive as incisively and aggressively as Keke. He had passed Giacomelli and Lauda by lap 10, but his most notable scalp came on lap 12, drafting past the turbo Ferrari of Tambay on the pitstraight, having clung almost suicidally close through the final turn.

"We were lucky the Ferraris were dragging quite a big wing and, because we had much less power, we needed a small one. But also, the 08's grip and roadholding were phenomenal."

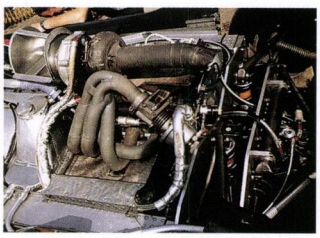
Keke used it to perfection. With a flick right, he braked hard and late for Tarzan and was through.

When Renault's challenge faded, Rosberg was left a clear run at Piquet, who was desperately trying to conserve fuel in second place. Keke finished less than a second behind. But the man on the centre of the podium, Didier Pironi, appeared to be getting his title challenge right on track.

Championship positions:
1 Watson 30; **2** Pironi 29; **3** ROSBERG 21; **4** Patrese 19; **5** Prost 18; **6** Piquet 17









all: LAT

Above left: Pironi cruises to a win. Above: Warwick wrestles his way to a totally unexpected fastest lap. Left: Rosberg and Head talk set-up

I thought, 'Wow, what a tow!' I breezed past. 'So this is what it's like to be an F1 driver'



all: LAT



'...a bit of an embarrassment because they were trying to flog 'Albo' to Ferrari for $3m'

KEKE'S DIARY



Qualified: Pole
Result: Retired

"The FW08 was very quick at a course like Brands Hatch, and it was a circuit I loved. In that car, it was like being in heaven."

Then came the hell of the car failing to fire for the warm-up lap. Throwing cold water over the fuel pump remedied the problem, but by then Keke realised he'd be starting 26th rather than first.

"It destroyed our race, because I would have to charge, and the tyres couldn't take it because we had chosen a fairly soft compound."

Even so, the potential of the Keke/FW08 combo soon became clear: 15th by the end of lap one, he was 12th by lap three, 10th on lap six, sixth by lap 13. Could he take an implausible win? A pitstop on lap 16 answered that.

"It was understeering like hell. Maybe it would have done that if we had led from pole, but I would have been driving differently. I find it strange that we had destroyed the fronts rather than the rears. But it all came to nothing in the end, we lost fuel pressure.

"Patrick was livid. I remember his face as if it was yesterday. Those were the tracks where we needed to score and we should have won."

Championship positions:
1 Pironi 35; **2** Watson 30; **3** Lauda 24; **4** ROSBERG 21; **5** Patrese, Prost 19

Above: Henton upstages the stars by recording the race's fastest lap. Right: Rosberg misses out, while title favourite Pironi finishes second

LAP TIME OF A LIFETIME

JUST TWO DRIVERS HAVE SET A FASTEST lap in a GP but failed to register a point in their careers. The first was Masahiro Hasemi, who (despite Jacques Laffite's claim) achieved the feat at Fuji in 1976. Less well remembered is Brian Henton's performance for Tyrrell at Brands Hatch in 1982.

The irrepressible Henton endured a stop-start F1 career that included a fruitless spell at Lotus, an ill-fated attempt to run his own team, and the disaster of Toleman's first year, 1981.

He briefly found a home at Arrows at the start of '82, before stepping in at Tyrrell when a partner for rising star Michele Alboreto was required.

He had some respectable outings, including eighth at Monaco. ("Murray Walker screamed 'Henton's in the lead!' when I was a lap down.") But Brands was to be Brian's big day.

He qualified 17th that weekend, and on race day, his midfield run went largely unnoticed, not least because former team-mate Derek Warwick had hustled Toleman's 'half-tanks special' up to second place.

Then, on lap 40, Henton made a pitstop for attention to some bodywork. As a matter of course, new tyres were fitted and, on the 63rd of the 76 laps, Henton set a time that was to earn him a little place in history.

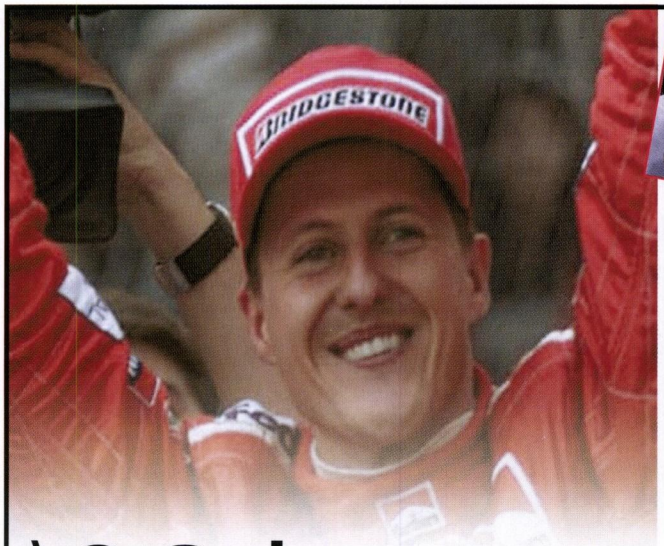
"I was always about a second slower than Alboreto, but at that particular race, my usual car blew up. So I used Alboreto's spare, which was immediately quicker than anything I'd got in before. It was just lucky for me that it was on a circuit that I liked and knew very well. The car was bloody quick on that circuit and on that day, and Ken knew that a new set of tyres would have some speed advantage.

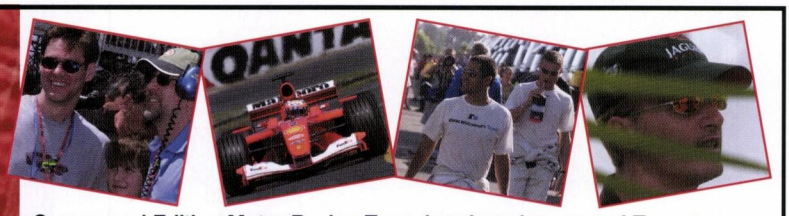
"If you look at my career, I won in every formula that I competed in, but I never, ever got a point in bloody grands prix. When you look at all the good guys who were racing that year, many of whom went on to become truly great, and there's my name in front of all of them – it was, still is, a wonderful feeling. There have been worse drivers than me who got points, but that lap is in the record books and nobody can take it away.

"But it was a bit of an embarrassment for Tyrrell because they were trying to flog 'Albo' to Ferrari for $3m, and didn't want old 'Porky' Henton from the Midlands upsetting that plan!

"But they sorted it out for the next race, because I was back 1.5sec slower than him again."

Adam Cooper





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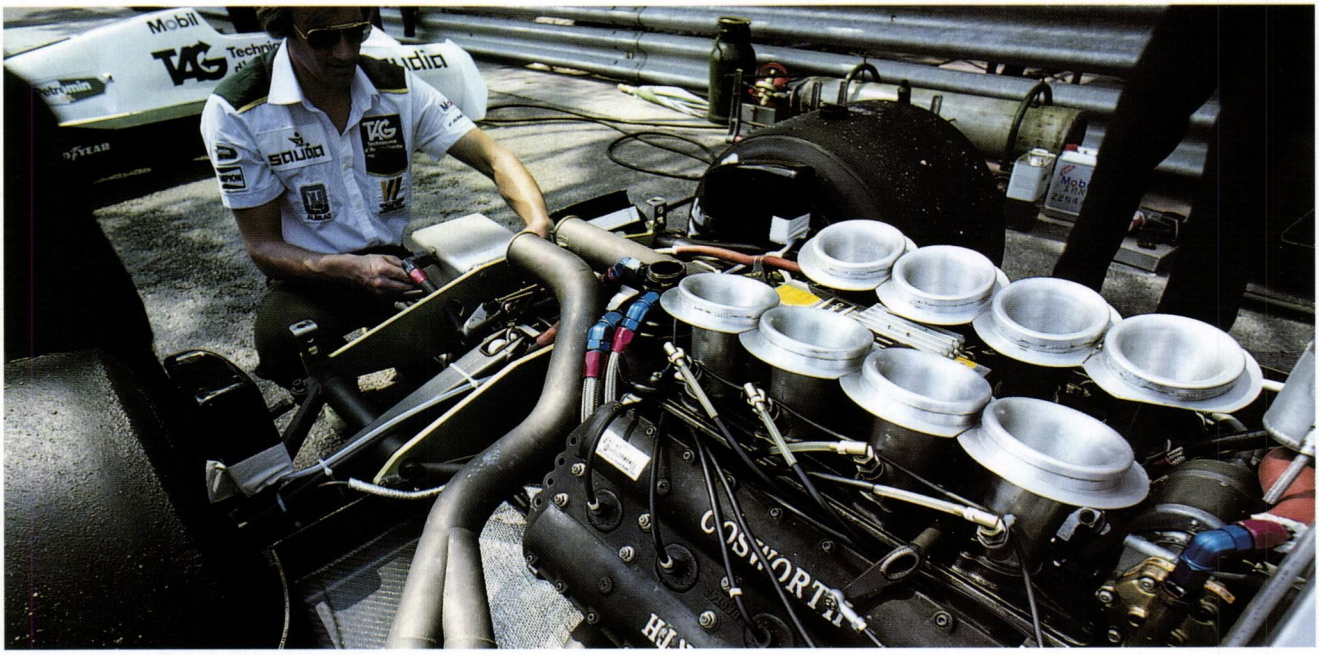
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Rainer Schlegelmilch

LAST-GASP VICTORY

THE WRITING WAS ON THE WALL. YOU EITHER HAD A TURBO ENGINE OR were desperately searching for one. And yet a 15-year-old engine design took the 1982 title, its reliability and packaging – two of creator Keith Duckworth's favourite motifs – allowing it to keep the pressure up on the turbos until they were unfit to boost.

There were two more Cosworth DFV wins to come in 1983 (John Watson at Long Beach and Keke Rosberg at Monaco), plus one for the Mario Illien-designed, narrow-valve-angle DFY (Michele Alboreto at Detroit). But the latter's win at Caesars Palace in '82, and Rosberg's world championship-clinching fifth place in the same race, really was the end of the road for Formula One most successful engine.

The story of the DFV's birth, of Ford PR boss Walter Hayes persuading his 'suits' to stump up the £100,000 for the engine's development, has filled a book and made a movie. What's just as interesting is the story of the engine's later years, when competition approached from an unexpected area: turbos.

Throughout the 1970s, DFV was king. Alfa Romeo, BRM and Matra offered opposition, but the only real foe was Ferrari. If the DFV could beat Enzo's beloved vee and flat 12s, then most people were happy.

And we really do mean 'most people'. Satisfied DFV customers ranged from major teams like Lotus and McLaren to low-budget, almost-one-man-bands who had scraped enough cash together for a DFV and a Hewland transaxle, and knocked up a suitable chassis in which to mount it: Maki, Martini, Merzario – the list reads like a 'phone book. That anyone and everyone was using the DFV had a massive bearing on its success and longevity.

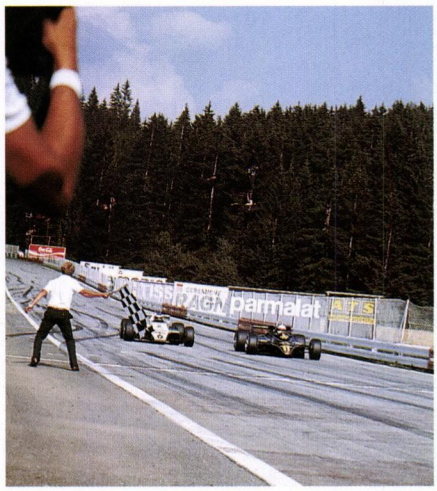
Dick Scammell started at Cosworth in 1975 as a development engineer, ran the development shop in 1982, and ended his career at Cosworth as Managing Director in the late '90s. He knows better than anyone why the DFV had such a long life and why that life came to an end in '83.

"Most race engine builders are constantly in search of more power," he says "but at Cosworth, it wasn't that simple. We had a huge number of engines spread out around numerous teams. Up until 1970, Cosworth rebuilt all customer engines itself, but then other engine-builders began rebuilding and servicing the DFV for various teams. Reliability became a huge issue for us, really at the expense of development work.

"If you're only developing and building engines for one team, as is usual today, you can be much more adventurous with your development. You're dealing with only a few engines, so if a new part doesn't work, it's easy to junk it and start again. With the DFV, any mistake was a disaster.

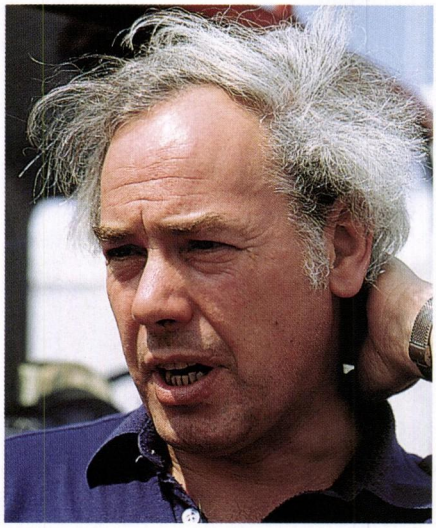
"One time, we had a faulty batch of valve spring retainers made. Small parts like that were made in big quantities and weren't individually tested. Anyway, we had some retainer failures and had to get everybody's engines in to be checked. A total nightmare."

Having an engine that could match or beat Ferrari's engines is, of course, only one part of the battle. Naturally, every team wanted their DFV to produce more power than anyone else's, and that meant going to specialist engine-builders who



LAT

'Reliability became a huge issue for us, really at the expense of development'



DPPI

Clockwise from above: Keith Duckworth staved off the turbo longer than many thought possible; McLaren used DFVs tuned by John Nicholson; De Angelis registers the DFV's 150th GP victory; and Williams scored the engine's final world title

could dedicate more time to the job.

New Zealander John Nicholson became one of the largest Cosworth specialists outside of the company itself, and handled engine development for McLaren from the early 1970s through to the beginning of the '80s. He backs up Scammell's point that Duckworth was more concerned about reliability than development. He adds: "If I'm cynical, Keith most probably also wanted to keep the engine alive for business reasons.

"We were constantly trying to improve the DFV's power output and were the first to use aluminium liners, which saved about 10lbs. We also built a short-stroke version before anyone else tried it.

"One of the problems was that the engines differed so much. Our very best engines would show 500bhp on the dyno in the mid-70s, and others would only manage 420-440bhp. We couldn't work out why some were so good and some were weak. Casting quality in those days was a bit hit-and-miss, which certainly didn't help."

Between Jim Clark's memorable winning DFV debut at Zandvoort (June 4, 1967), and Rosberg's already-mentioned final Monaco fling (May 15, 1983), the most significant other date in the DFV's history is July 16, 1977: Silverstone was the venue; the debut of Renault's paradigm-shifting turbo V6 was the occasion.

Duckworth was anti-turbo right from the start, not just because it threatened the dominance of his engine, but because he thought it would send costs through the ceiling. He didn't have to worry in the early days of turbocharging, because Renault took a long time to iron the bugs out. But in 1980, the score was turbos three victories, DFV 11. In '81, it was turbos five, DFV eight. In 1982, it was evens. The DFV was (gamely) fighting a losing battle

John Watson, who drove a McLaren with DFV power in 1982 and '83, recalls: "By '82, the electronics were much more sophisticated and high boost pressures could be used in the race, not just for qualifying. Their horsepower was far higher than our Cosworth's 520bhp, no matter when.

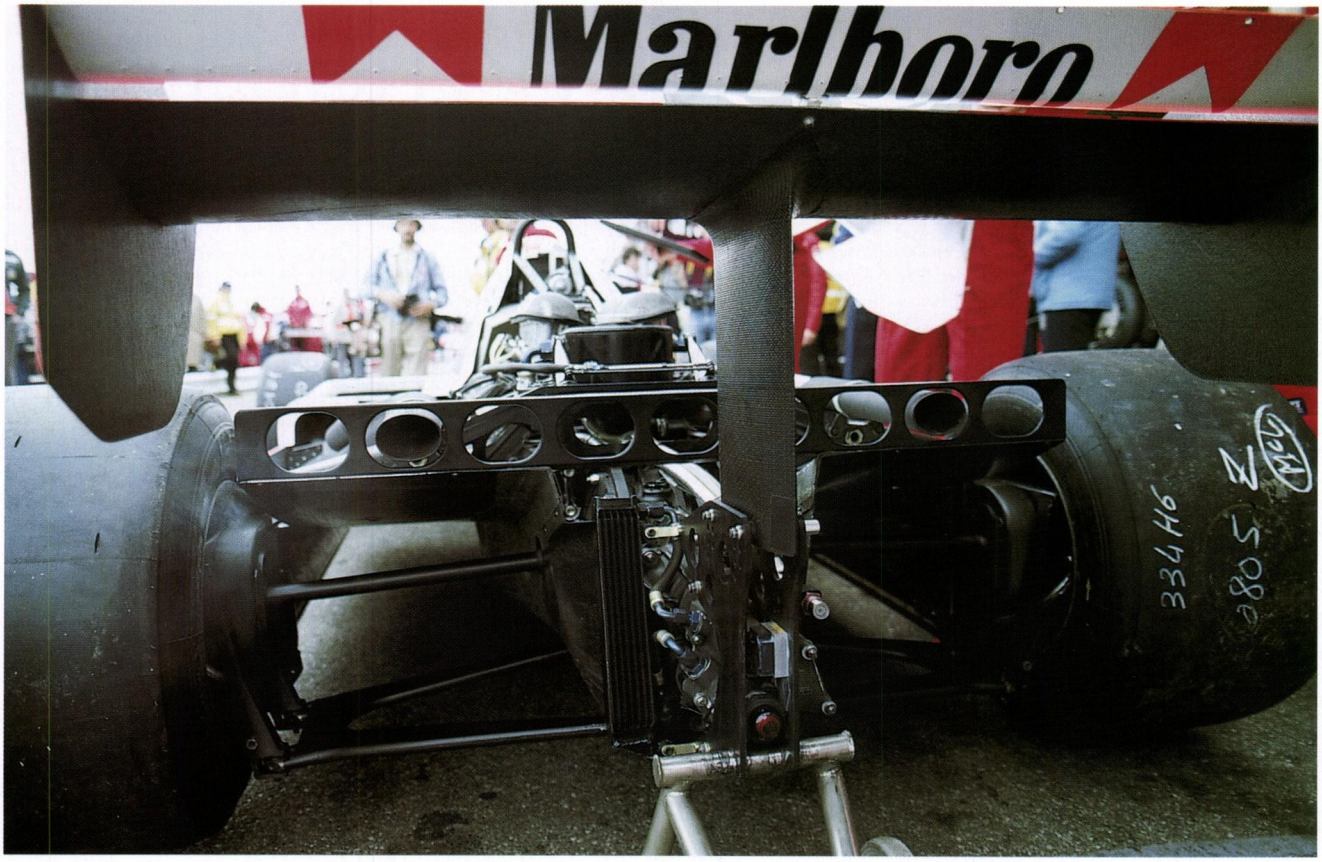
"That said, raw power isn't everything. The DFV was extremely driveable, with very good throttle control. The ideal for us would have been circuits with lots of quick corners but linked by very short straights." Rain would not have gone amiss either, but every race of 1982 was dry.

And the DFV was about to wither and die – in F1.

"It was at the end of its development," says Scammell. "The new cylinder heads [on the DFY] gave it a bit more power, but a complete redesign was necessary. The valve gear was the limiting factor. You just couldn't take a DFV above 11,000rpm without courting disaster. It's a problem we spent years trying to fix, but never managed it. And without dramatically increasing rpm you can't significantly increase horsepower."

And you can't keep winning.

Colin Goodwin



Rainer Schlegelmilch

ROUND 11

'82 FRENCH GP



Ironically, Arnoux's controversial home victory was what sealed his mooted switch to Ferrari for 1983

all: LAT

KEKE'S DIARY



Qualified: 11th
Result: 5th

"Along with Hockenheim, this was always going to be one of the hardest circuits for us. That Mistral Straight was so long in those days. So we had virtually no rear wing, which made the car almost undriveable in the corners.

"Getting to the pits and finding out I was, what, 3.5sec off pole? Sure, that was hard to take. And it proved turbo engines were the way to go. Even a FOCA man could understand."

For once, both Renaults and both Ferraris stayed reliable, and Keke just did the best he could.

"To be honest, there are only two things I remember of that Sunday: one is that, as usual, our problem was blistered rear tyres. And secondly, I had a fantastic battle with Michele Alboreto for almost the whole race to be best of the Cosworths. In the end, I beat him by about a second."

Championship positions:
1 Pironi 39; **2** Watson 30; **3** Prost 25; **4** Lauda 24; **5** ROSBERG 23; **6** Patrese 19

ON SECOND THOUGHTS

THE EVENING AFTER FINAL QUALIFYING, RENAULT'S JEAN SAGE, Gérard Larrousse, pole-sitter René Arnoux and second-fastest Alain Prost got together and looked at their options.

"Alain was still in with a chance of winning the championship," recalls Sage, "and Arnoux was nowhere. We'd qualified first and second, with quite a big margin over the others. It was time to discuss what the possibilities might be during the race.

"It was Arnoux who suggested he would give up his place to Alain if we were running 1-2 at the end of the race. I must stress this: it was his idea. We were grateful."

The light-tanked Brabhams – intending to pit for fuel – moved quickly past the Renaults in the early laps, but their BMW motors went pop before the stops. Putting the Renaults first and second – Arnoux comfortably ahead.

Earlier, Prost had been right on his tail, but then a skirt split, costing him downforce. He consoled himself with the thought of his team-mate's agreement, and that the best of the rest – the Ferraris of Pironi and Tambay – were no threat. The Cosworths were nowhere.

"But then Arnoux just kept pulling away," recalls Sage, "until, eventually, we began hanging pit signs out, reminding him of the agreement. When it came to it, he went back on his word. He was just not a team player.

"Afterwards, Prost made it clear that he would not stay with Renault the following year if we kept Arnoux. Actually, we'd already been in contact with Marco Piccinini at Ferrari about the possibility of Arnoux joining them, and this just made that more certain."

Arnoux: "Yes, I thought about it later that [Saturday] night and began to have other thoughts. It was not as if Alain was close to winning the championship. There were still a lot of races to go and we were both a long way off in the points. But it could have gone the other way later in the season. Then I thought, 'Let's just see what happens in the race'.

"I wasn't just ahead of Alain, I was half a lap in front. I slowed down and still I was pulling away from him, so I thought, 'No way!' And took the win."

Mark Hughes

I wasn't just ahead of Alain, I was half a lap in front. I slowed down and still I was pulling away... I thought, 'No way!' And took the win

TOTALLY OUT TO PUNCH

FOR TWO RACES BRABHAM HAD LAIN IN WAIT, DESPERATE to reintroduce pitstops at the highest level of racing. Two bursts on half-tanks and fresh rubber would be, reckoned Gordon Murray, the quickest way to complete a race.

Each time a Day-Glo stripe had been painted on the pitroad to guide the BT50s of Piquet and Patrese into the correct space. Each time the Paramalat-liveried pressurised fuel tanks had been prepped. Each time the mechanics had sweated, togged up in their fireproofs. And each time their cars had failed to make it to half-distance.

It was more of the same for Patrese (on full tanks) along the straights of Hockenheim, his engine going pop when a piston failed on lap 14. But for his team leader (on half tanks), all was going to plan.

Having disposed of both Renaults on the opening two laps, Piquet proceeded to pull away steadily. By lap 19, he had a 24sec cushion – a big lead by most standards. Except, of course, he was to stop soon, to enter uncharted waters. Because of this, he was pushing as hard as he dared when he came up to lap Eliseo Salazar on lap 20.

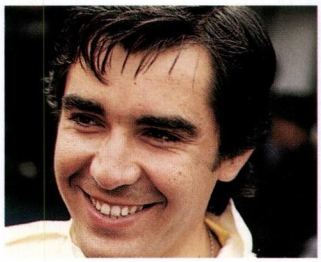
The Chilean was struggling along in one of Günther Schmid's ATSs. He had been 7sec slower than Piquet in qualifying – and Piquet had only been fourth-fastest. The speed differential was huge and the Brabham swept alongside in the braking area for the Ostkurve chicane, which in those days was a left-right-left pimple on the outside of this once-superfast right-hander. Piquet didn't quite get by before turning in; Salazar did not quite get stopped, locking up on the dust and marbles off the line. They collided. Their races were run.

The reigning champion was furious – outwardly with the hapless backmarker, inwardly with himself. But it was Salazar who copped it, Piquet flailing away with fists and feet. Very unedifying.

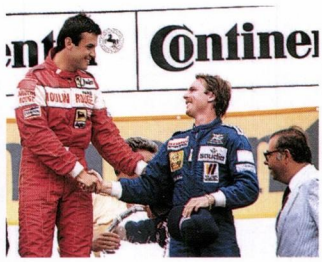
Yet, as Piquet told Mike Doodson in a recent interview, Salazar had done him and BMW a good turn: "The guys discovered the skirt on one of my pistons had started to break up. One more lap and it would have been finished. Imagine what the press would have said: the first F1 race for BMW in Germany with the turbo, and me leading..."

It's just a shame Piquet only discovered this in 1993.

Paul Fearnley









Clockwise from far left: Salazar was not smiling after the race; Tambay brought Ferrari succour with a win; Renaults hold a short-lived lead

KEKE'S DIARY



Qualified: 9th
Result: 3rd

Keke was five seconds off the pace of Pironi's Ferrari in qualifying: "Rain was the thing we wanted; it would give us some chance. Snow would have been even better."

The rain came on Saturday morning – with dreadful results. Pironi's legs were smashed when he slammed into the back of Prost's unseen, cruising Renault.

"It was so unnecessary. It was an untimed session; Didier was much quicker than anyone, but he was driving so hard in terrible visibility. He showed a lack of judgement. But I think Alain made a mistake, too, by driving so slowly."

In the race, Watson's McLaren passed Keke early on, and they stealthily climbed through the field. Then John's suspension collapsed, result of an off in warm-up.

"It was some kind of miracle to finish third there. We'd scored a decent amount of points. But at that moment, we didn't know its significance. Didn't even think about it, to be honest. At that time, it seemed 1982 was less about the championship and more about hospital."

Championship positions:
1 Pironi 39; **2** Watson 30; **3** ROSBERG 27; **4** Prost 25; **5** Lauda 24; **6** Patrese, Arnoux 19

ROUND 13

'82 AUSTRIAN GP



all: LAT



Above: de Angelis provided the last Lotus win under Colin Chapman. Left: The Alfa Romeos get better acquainted as the turbos lead away

MOUNTAIN TENSION

IT HAD BEEN FOUR YEARS SINCE WE HAD WON A GRAND PRIX, and with the type 88 saga only just fading, and turbo cars the way forward, Colin Chapman had left the design team pretty much alone to revamp the Cosworth type 87 for 1982.

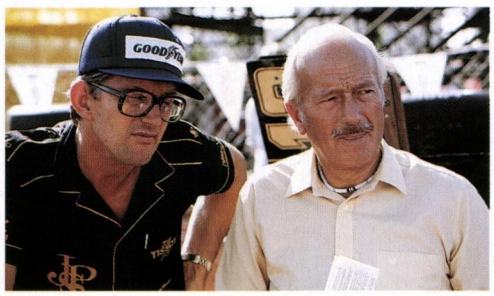
The resultant car, the 91, which I had restyled away from his angular preferences, was not his favourite, and was a tricky car to set-up. The difference between full and empty tanks was very marked, and our drivers were having difficulty getting into a rhythm.

However, the team were in excellent spirits at the Österreichring, a scenic and flowing track in the mountains, with hot, sunny weather to add to the beauty. Elio qualified well, and there was a good chance of some points.

With the race half-over, he was lying fourth and motoring steadily towards three points. I left my position on the pitwall where visibility was limited, and went to the motorhome, where the race was on TV.

Suddenly, the turbo cars started falling like flies and, with 20 laps to go, he had inherited second place and a 10-second advantage over Rosberg. We dashed out of the motorhome, back to the pits to wave him on.

Then, with four laps to go, Prost's Renault expired: victory was now an unbelievable possibility. Our full-tank handling advantage had gone, however; the Williams handled better as its fuel tanks lightened.



Peter Warr and Chapman saw Lotus' first win in four years

They were nose to tail with two laps left, and we all feared the worst. Keke was significantly faster, and surely Elio could not fend him off. To cap it all, our man had a slight misfire, probably fuel surge in the high-g corners.

The last two laps were the most tense I ever experienced, but with brilliant defensive tactics, Elio held on to that famous 0.05sec victory. Our joy was relief as much as satisfaction.

I can remember like yesterday walking round the circuit in the evening sunshine, with the crowds all gone, soaking up the atmosphere. A very special moment.

Martin Ogilvie

'The last two laps were the most tense I ever experienced, and when Elio just held on, our joy was one of relief as much as satisfaction'

KEKE'S DIARY



Qualified: 6th
Result: 2nd

The Österreichring extracted Keke's best qualifying performance of the year, not in terms of position, but in terms of performance. Less than a tenth slower than Arnoux's Renault – and quickest Cosworth runner by 1.3sec.

"It was a combination of having a great car on a circuit with the type of corners that I loved. Boschkurve was one of those where you have to drive or die. Phenomenal."

As were the closing laps. With five laps to go, Rosberg was gaining on de Angelis' second-placed Lotus. A lap later they were disputing the lead, while Prost stood beside his burning Renault.

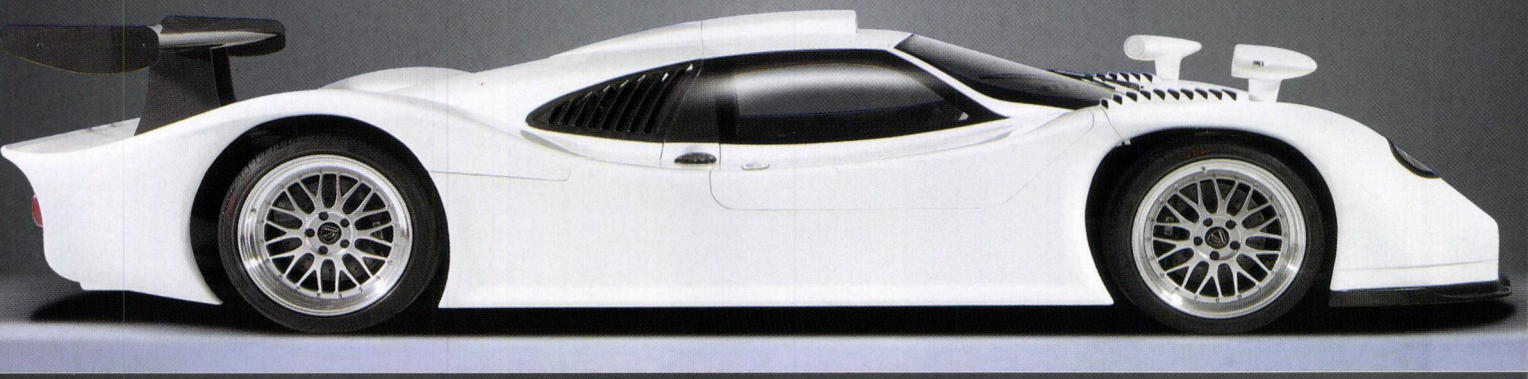
"I don't think Elio would have fought me so hard if we had been going for second, but now he was going for his first win – and so was I. If I had caught him sooner, I could have practiced my attack, but I'd lost four seconds lapping Laffite. So I only had this one chance on the final lap at the Rindtkurve.

"I wasn't brave enough to go on the outside. I should have been. Instead I went to the inside and he blocked me, which meant I was too close to him to get on the throttle.

"I was happy for Elio; if I had to lose to someone, I was glad it was him. Maybe I didn't risk everything because he was a good mate. And perhaps also at the back of my mind was the possibility of the championship."

Championship positions:
1 Pironi 39; **2** ROSBERG 33; **3** Watson 30; **4** Lauda 26; **5** Prost 25; **6** de Angelis 22

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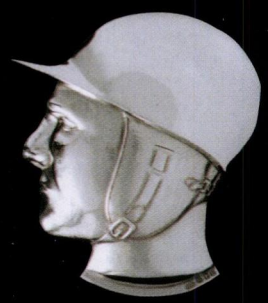
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all: LAT

I grabbed his arm and shouted, 'You can't do that, there's another lap to go!'

Left: Rosberg had to do an extra lap to make sure of his first win. Above: Prost looked set for victory until his Renault split a side skirt

WHEN THE FLAG DROPS

INTO THE CLOSING LAPS OF A RACE labelled Swiss but held on French soil. A Frenchman in a French car is leading. But he's in trouble and being caught hand over fist by an enigma of aggression and reflexes called Rosberg.

Living up to the partisan reputation of his country, the flag man is preparing to hang out the chequered flag – even though there is still another lap to go. Peter Collins, team manager at Williams runs up and harangues the man, pulling at his shirt sleeves.

"Pironi's crash at Hockenheim had really blown the championship wide open," says Collins. "Keke seemed to realise, 'Okay, this is my chance, I'm back in the hunt'. By the time of Dijon, the championship title was a very real possibility and he'd realised by then that it wasn't just a case of driving the balls off the car."

Which was something Rosberg had proved brilliantly in this race. Biding his time in the early laps, he'd looked after his tyres while the turbos fought it out at the front. He'd got a blister on the right-front, but even with Lauda pressuring him from behind, he'd calmly nursed it, let it scrub itself off over a few laps, before pushing on again.

Alain Prost dominated at the front, even easing off early in the race once he'd built up a big cushion over team-mate Rene Arnoux. Then,with about 20 laps to go, he felt a sudden loss of grip. 'Tyres,' he cursed, though actually it was a split skirt. Arnoux caught him but then retired with another blown engine. Prost's next problem was Rosberg in full attack mode, with a low fuel load and tyres in great shape.

The Finn tried out a line round the outside of the first corner, to check the grip. This, he decided, was where he'd pass the Renault.

Meanwhile: "I just ran up to the flag guy, grabbed his arm and shouted, 'You can't do that, there's another lap to go!' And all the while, cars were whizzing past. I can't say it was any great piece of inspired action – all I could think of was to just keep on at him so that he would be distracted and wouldn't hang the flag out. It worked."

Before Keke could try his round-the-outside stunt, Prost got a wobble under braking going into the last lap, and Rosberg dived down the inside to lead. He came round well clear. But still there was no flag. The man hung it out a lap late – just to give Prost another chance. Instead, it simply extended Rosberg's winning margin.

Justice had been done.

Mark Hughes

KEKE'S DIARY



Qualified: 8th
Result: 1st

"A fantastic track for the FW08 because of the character of the corners. But on the other hand, a long uphill straight."

Having suffered strong understeer in practice, nose wings were added to the FW08, and a forceful opening lap saw Keke gain two places. Five laps later he was fourth, and when Piquet pitted, only the Renaults were ahead.

"I was running a combination of three different tyre compounds that day, with the left-front the hardest. They'd lasted pretty well and I was gaining on them. Then I came up to lap de Cesaris. I don't know how many laps I was stuck behind him, but it felt like I was alongside him 100 times on the straight. I didn't have enough power to pass. There were no blue flags, nothing. It was difficult to control myself. I lost 10sec."

He got through, eventually, when de Cesaris spun, but the gap to the Renaults was now 17sec. Keke charged and was rewarded when he passed the sickly Renault of Arnoux with eight laps to go. Still Prost was ahead, but there was no stopping Keke now. And with two laps to go, Prost cracked and ran wide…

"I wasn't thinking of the nine points when I crossed the line. I was thinking in terms of winning at last. I had come close in Belgium, closer in Austria, and now, finally, I had it. I never saw my trophy [a giant cowbell] again, though!"

Championship positions:
1 ROSBERG 42; **2** Pironi 39; **3** Prost 31; **4** Lauda, Watson 30; **6** de Angelis 23



all LAT

Left: Arnoux's start-to-finish win silences the partisan spectators... Below: ...but only after Andretti had whipped 'em up in qualifying





KEKE'S DIARY



Qualified: 7th
Result: 8th

After the high of Dijon, it was back down to earth for Keke at power-hungry Monza: 3.5sec off pole, and without a prayer of keeping up with a healthy turbo car. But he wasn't too concerned.

"We had a different mission at Monza – to finish fifth and get two points to seal the championship. And we were fairly well on course for the right result. I was just about to take sixth place from one of the Alfas when my bloody rear wing came off! In those days, we just had a little flap for tracks like Monza, and most of the downforce was provided by the ground effects. So when the car became very tail-happy, I just thought I had a rear puncture. Back at the pits, they told me the problem; it seemed to take forever to fit the new wing."

Predictably he charged, climbing from 15th to finish eighth. Watson however, had taken fourth.

"So now, it was all or nothing in Las Vegas, a situation we hadn't wanted."

Championship positions:
1 ROSBERG 42; **2** Pironi 39; **3** Watson 33; **4** Prost 31; **5** Lauda 30; **6** Arnoux 28

STAND-IN OVATION

AFTER ZOLDER AND HOCKENHEIM, Italy's legendary F1 team was on its knees. The nation needed a star, a hero, for Monza. Mario Andretti had been ChampCar racing for the last year, but he fitted the bill perfectly.

The messiah made his second coming via Alitalia.

"I arrived in Italy on Friday, nine days before the grand prix. I didn't have any idea the press knew all my movements, but it was a good feeling to know you had everyone's approval, from Immigration on."

But Mario's early arrival wasn't to bask in adulation. He had work to do.

"My only prerequisite for driving for Ferrari was that I got some serious testing miles under me. So on the Saturday we went testing at Fiorano, and the car felt fantastic. I did 87 laps in front of about 10,000 spectators – and set a new lap record."

A week later, the Monza crowd, massively boosted in numbers and enthusiasm by Mario's arrival, watched in admiration.

"I hadn't expected to be in the hunt for pole, but I kept coming into the pits and getting a little more screwed out of the turbo, which gave us so much power that we were getting wheelspin in fifth gear through the Lesmos. Eventually, pole came down to a battle between myself and Piquet.

"In the last couple of minutes of the session, I did my final flying lap. As I crossed the line, I saw the crowd waving and the flags and banners and so on, and then, exiting the second chicane, there were people running onto the track. I mean, jubilant? Jeez." There'd be no problem for the organisers about race-day attendance.

As it turned out, the result wasn't quite so euphoric but Mario, as ever, gave it everything he had.

"I had never started a race from standstill with a turbo, and although I did a couple of practice starts in the warm-up, I didn't get off the line too well. I was determined not to stall but, as I pulled away, I hit the limiter, and one of the Renaults got by. Thereafter I had a turbo problem and was way down on top speed; Tambay in the other Ferrari passed me easily. It was a shame because, if it had been a healthy car, I feel I might have won."

David Malsher

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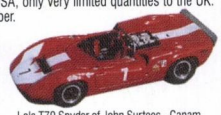
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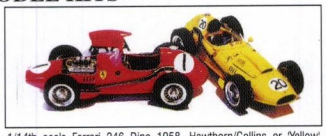
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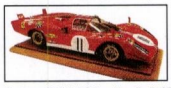
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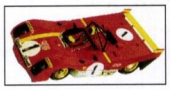


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LAT

Al Snr, Sneva and Mears lead Foyt, Johncock and Bobby into Turn One. Right: Bobby made PC7 competitive



THE ONE THAT GOT AWAY

WHO LET THE COGS OUT?

BOBBY UNSER 1979 INDIANAPOLIS 500

HE HAD UNRAVELLED HIS NEW CAR'S COMPLEXITIES BUT, HE TELLS ADAM COOPER, COULD NEVER HAVE ANTICIPATED THE SIMPLE PROBLEM THAT COST HIM THE RACE

THE UNSER FAMILY NAME IS SYNONYMOUS WITH THE Indianapolis 500. Between Bobby, his younger brother Al Snr and nephew Al Jnr, they have racked up nine wins. But they paid a heavy price for their place in the history books – eldest brother Jerry died after a fiery practice crash in 1959.

"We had our bad days at Indianapolis, but we had a lot of good days," says Bobby. "Nine wins for the family is a bunch!"

Bobby's contribution was three victories. The first came in 1968, and it earned him a little bit of immortality, since it led directly to a cameo role (and a much bigger one for his car) in the Paul Newman film *Winning*. He won again in 1975, and added a third success in 1981. The latter was a close-run thing: he was initially disqualified for a yellow flag infringement.

That proved to be his final 500 fling. While three wins in 19 starts is not a bad average, he still rues the near misses that could have given him a share of the record of four wins that brother Al shares with AJ Foyt and Rick Mears.

"In 1972, I raised the speed at Indianapolis by 18mph in one year," he recalls, "and that was the biggest advantage anyone's had in the history of the race. It should have been a runaway. I had the only car in its class in the whole race, and I lapped my brother inside 27 laps. The press all said I was killing the car, driving it too hard, but little did they know that I was just cruising. Nobody was running within a country mile of that car that year."

An agonising ignition failure led to retirement after just 31 laps. But this is not the loss he regrets most: "I had a lot of unfulfilled possibilities, but '79 was the closest, when I lost it right at the last."

That season saw the birth of the ground effect era. After Colin Chapman and Lotus had shown the way in Formula One the previous year, the Indycar boys took tentative steps in the same direction. Not

everybody got a handle on the new technology as successfully as John Barnard, whose Chaparral design would upset the apple-cart.

One of the teams trying to keep up was Penske, but the new PC7 was proving so difficult to sort that Mears decided to switch back to the proven PC6. However, Unser decided to persevere with the new car, the new technology.

"We didn't even have any time to do engine development, because we were heavy duty into the ground effects. They'd almost given up, but I knew the PC7, if I could make a few more breakthroughs on it, would be the fastest.

"The old car had new developments, because everything we developed for the PC7 aero-wise, with the exception of the ground effects, went to the PC6. So that made it a much better race car. But I didn't want that, I knew that the PC7 would make a good car that day."

The biggest problem Unser encountered was taming the ground effects.

"In those days, we had sliding skirts, and sometimes they would stick. When they would stick you wouldn't know if they were laying on the ground or not. And we were probably spending too much of the mechanics' time working on these sliding skirts instead of the mechanical things, the engine and stuff like that.

"It was a new car, and we were developing it during the month. I got about five good breakthroughs in the latter part of April and May, and got the car handling good."

Ironically, Mears put his PC6 on pole, but the writing was on the wall – Al Snr was third-fastest with the stunning Chaparral, and Bobby put the PC7 on the inside of the second rank. And after the first qualifying weekend, he had another week of practice in which to hone the car further. Come the race, he was confident.

Al had the Chaparral to the fore in the first half, but eventually retired with a transmission oil leak. Bobby, meanwhile, played a typical waiting game, coming into his own around the 80-lap mark.

"I dominated the whole event, and I would have easily won it. When the race was over, we found I had seven cracks in the airbox, and yet I still led almost all of the race. I controlled it. That car was really good.

"And then of all the strange things, we had fourth gear strip its teeth. It was a very rare thing to have happen. In my whole career, I don't ever remember a fourth gear going out. First or second, maybe third, but never fourth. But it just flat broke, sheared the teeth off. There was no reason for it, as it takes the least amount of abuse. It was about 18 laps from the end." And so it was that team-mate Mears swept into the lead to take his first Indy victory.

Bobby managed to select third gear and, for the remainder of the race, cruised helplessly around as one car after another went past – first Foyt, then Mike Mosley and Danny Ongais. Fortunately, a high attrition rate and a late yellow flag period meant he had slipped only to fifth, a lap behind winner, when the chequered flag fell.

"Nobody remembers who finished second! Penske won, but Roger Penske was still concerned about my loss. He was the team manager on my car, we were a team; Rick and someone else was on the other one car. Even though we were team-mates, you don't race for the other guy to win.

"That was a terrible one to lose. That one I had in the palm of my hand. I controlled the whole race, established everything, and then to lose it right there at the last... That one really bothers me, especially since the new car was going to be abandoned, and they were going to run the PC6s temporarily.

"It didn't take Rick long to switch over from the the old car. Once I got it developed, he wanted it immediately. He ran only with the old car up to Indy, and then switched to PC7."

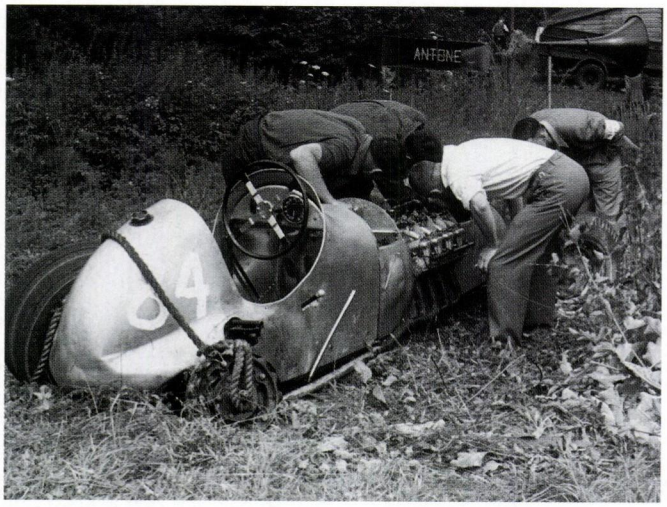
Inevitably, just about every car in the following year's 500 field featured huge sidepods and sliding skirts to match. It was reminiscent of the hurried transition from the roadster era to rear engines. As speeds began to spiral, and poor understanding of the technology led to crashes, the authorities realised it was time to rein in the aerodynamics.

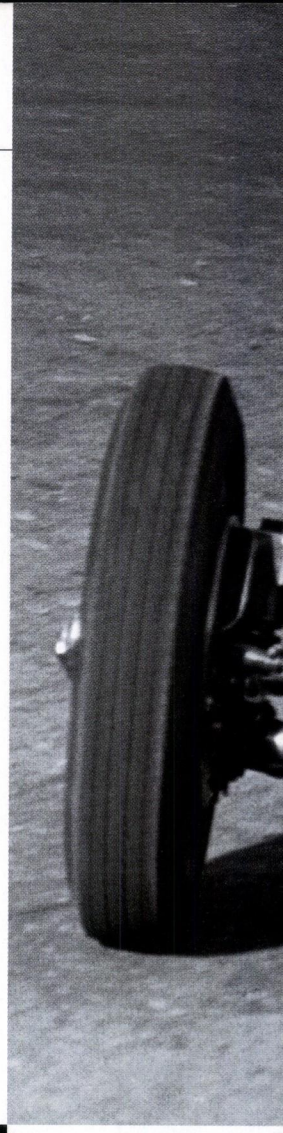
Unser: "The problem is that technology outstrips racing after a while. I think the amount of ground effects that we had then was the right amount, if you had some way to stop it there. Unfortunately, there was no way to stop it. Once you have the technology, once you know there's something there, then technology doesn't stop. It goes in leaps and bounds."

But can be occasionally tripped up. M

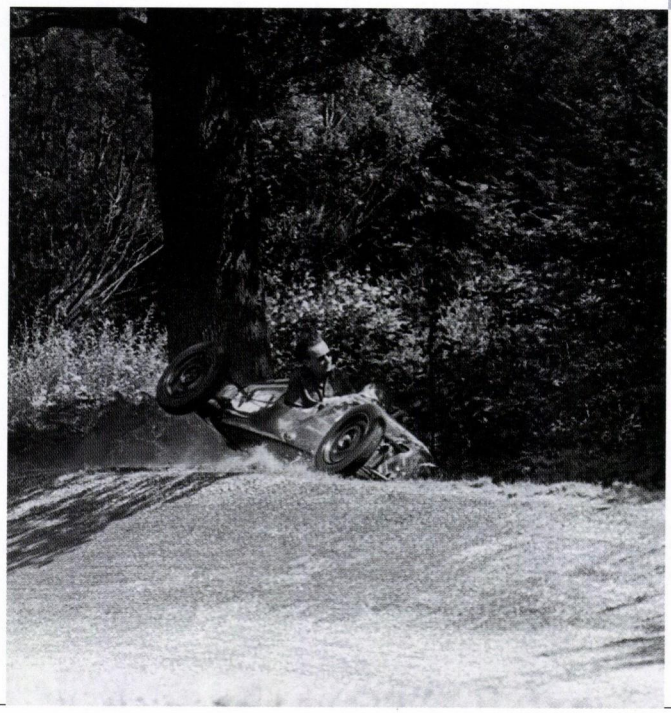


Indianapolis Motor Speedway





Above: Sydney Allard was lucky to escape after striking a bridge at Prescott in 1947. Right: In the same year at Great Auclum, Eric Brandon's Cooper gets it very wrong. Far right: You would have to give Noel Carr an 'A' for effort in the 2-litre s/c Alta





BRITAIN IN THE ASCENDANT

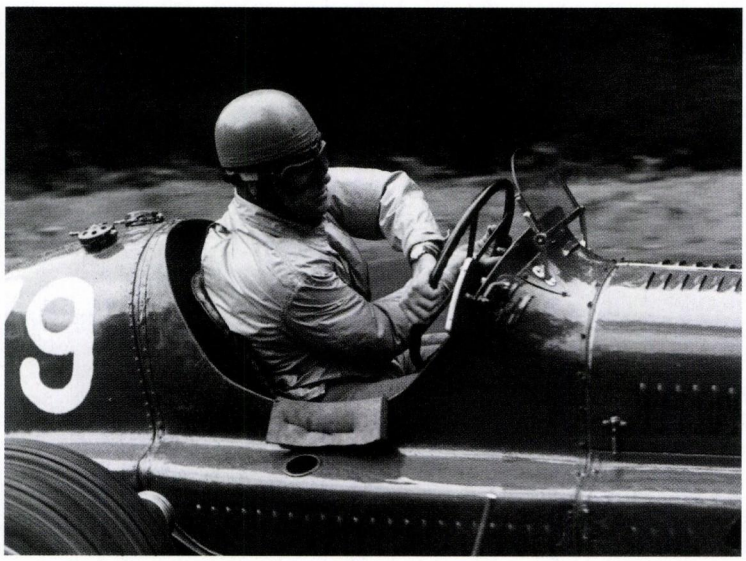
POST-WAR BLIGHTY – RELIEF, RATIONS, POVERTY. BUT THE DETERMINATION TO GO ON DESPITE WAS EPITOMISED BY MOTORSPORT, HILL CLIMBING IN PARTICULAR. GUY GRIFFITHS RECORDED IT ALL

IT WAS AN ECLECTIC MIX OF CARS THAT TOOK TO THE HILLS IN 1946, pre-war designs with their components tweaked to extract the last nth of performance. But soon these were superseded by the brain-childs of such men as John Cooper.

The British GP of two years later was dominated by Italian teams. But there was motor-racing gold in them there hills. The *garagistes* were coming. Motor racing as we know it now was about to take off.

The images in this article are a small selection from Guy Griffiths' work featured in his magnificent 346-page book *1946 and All That*. This £125 volume covers Britain's motorsport scene from 1946 to '54.

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Above: Blazing saddles. George Saunders' Cooper sets Shelsley Walsh alight in 1947. Left: Ken McAlpine captured in full flow in his Maserati 8CM – a big car for the hills

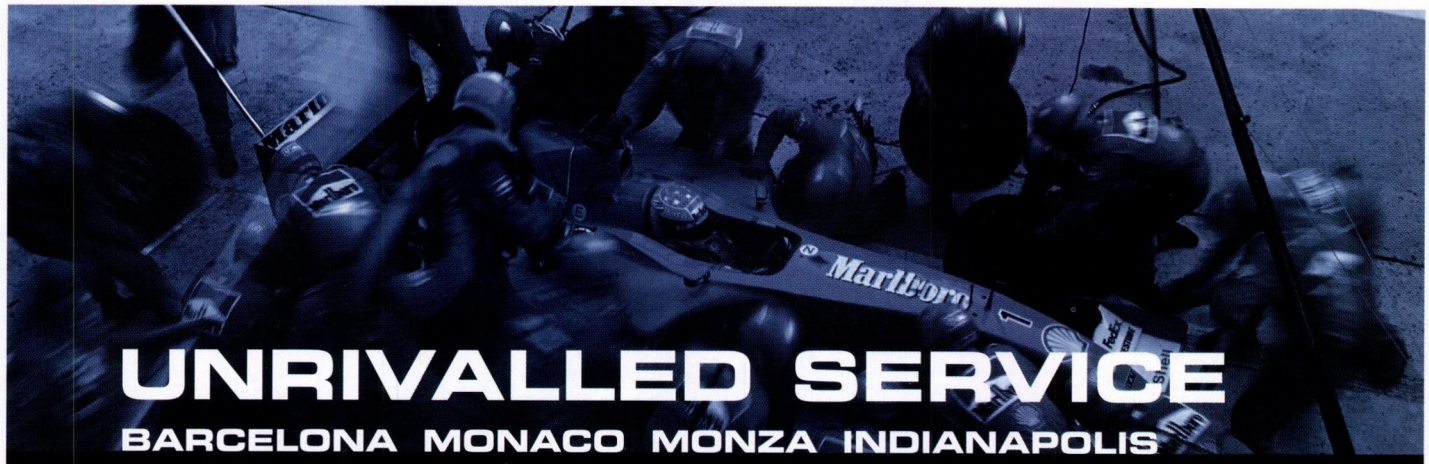
Right: Life of Riley. Fordson transporter brimful with ex-Dixon and Maclure cars. Below: Geoffrey Taylor's Alta gets the final once-over at Shelsley Walsh in '47







Above: Sir Clive Edwards regathers his NRG behind his HRG at Prescott, 1949. Left: Six tyres, but still short of grip, Ken Hutchison hurls his P3 up Shelsley Walsh



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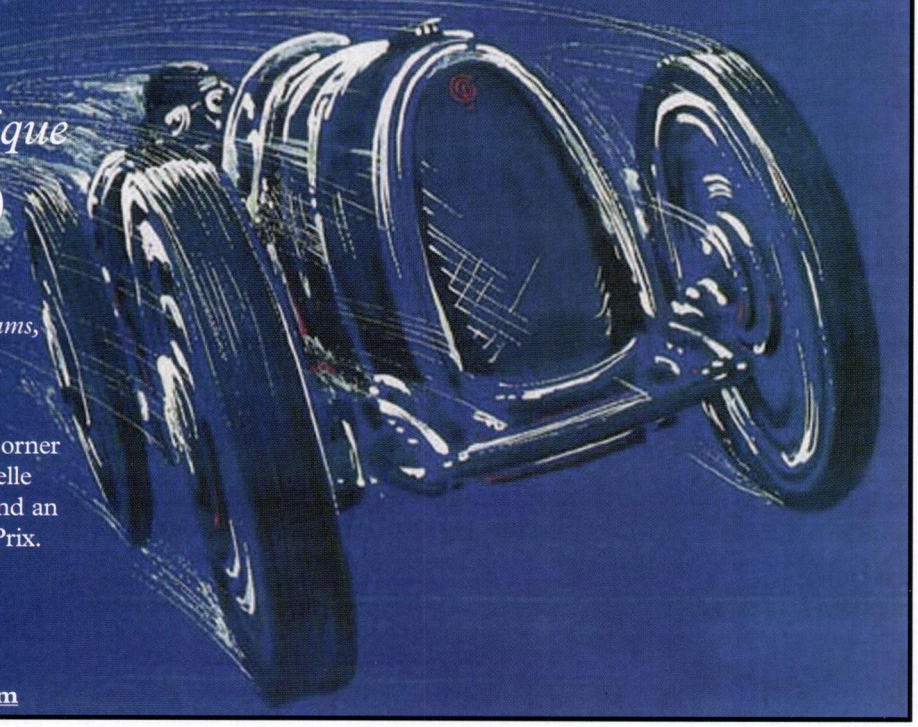
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WE SAT AT THE START OF THE OPENING special stage. The pace notes were on my knee and, behind our heads, the engine burbled away through its twin-choke Dellortos. We were cocooned in a flimsy fibreglass shell. The front wishbone was just a few centimetres away from my right foot. Above it was the fuel tank. The vulnerability was manifest. The marshal counted down. Our pulse rates mounted. Relief was necessary and so, to the astonishment of those outside the car, we yelled like Sioux warriors, only stopping when the flag lifted and our blue projectile rocketed towards the first corner.

We did not win that 1972 Monte Carlo Rally. The gearbox broke on the last night when we were leading, but the experience of rushing round French mountains inside an Alpine Renault A110 is one of my strongest memories. You may have felt exposed, but their light weight and agility made them competitive on any rally.

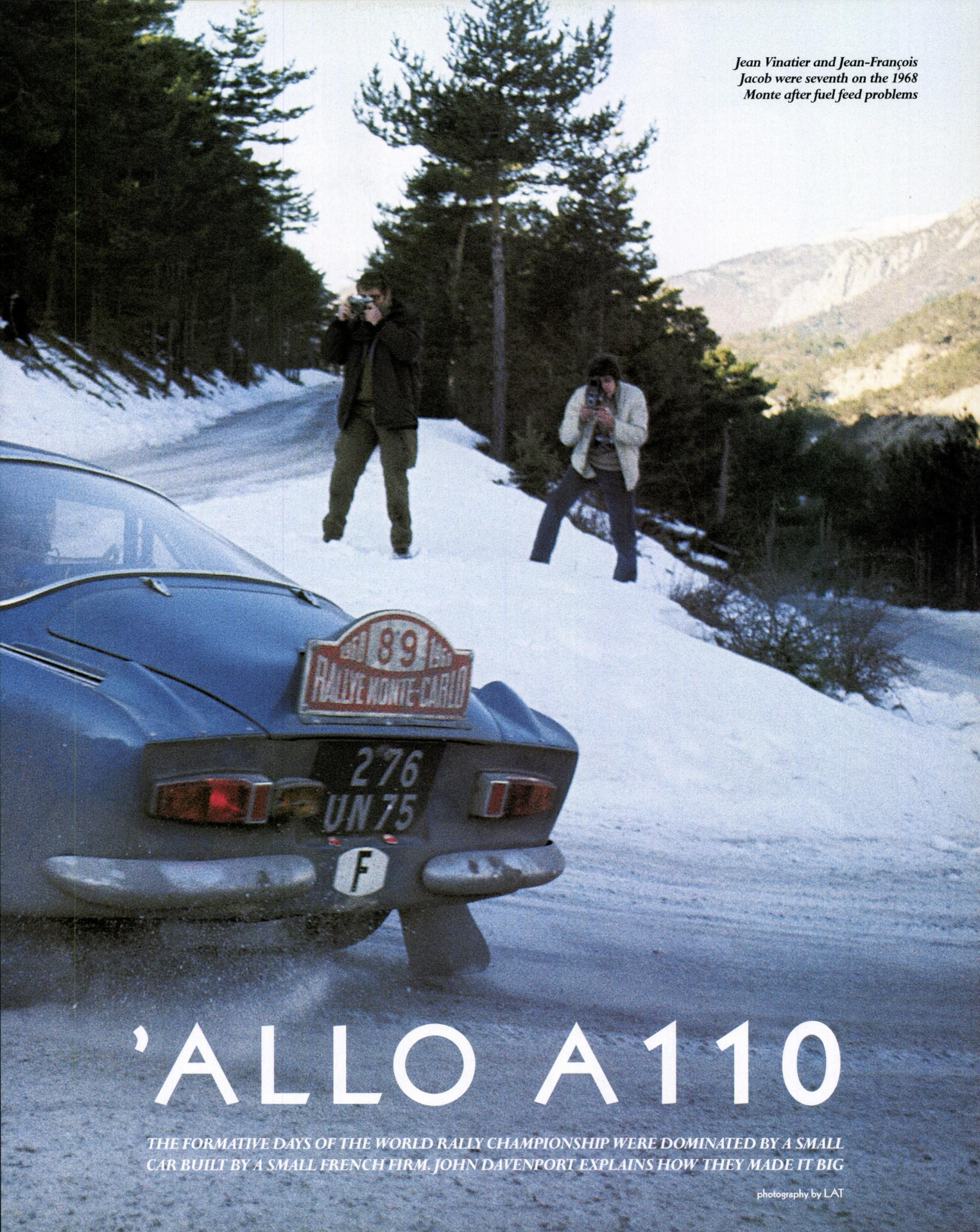
My companion, Ove Andersson, had won the Monte Carlo the year before at the wheel of an Alpine, and the marque would go on to win the first rally world championship, in 1973 – an incredible achievement against the might of Fiat, Ford, Lancia, Saab and Citroën.

These little French sportscars had been in competition for almost two decades before collaring the most prestigious title in rallying. Their participation had been split between rallying and racing, which reflected the wide interests of the company's founder, Jean Redelé. It was not until 1968, when Régie Renault took a serious interest in his cars, that their rally career blossomed.

The story begins with the humble 4CV, of which over a million were sold between 1946 and '61. Redelé was the son of a successful Renault dealer in Dieppe. A bet with the local Peugeot agent about the relative merits of a Peugeot 203 and a 4CV led to an unofficial test on public roads. It was followed by entering the cars in a local rally. Redelé won his bet and acquired a taste for competition. He entered the Monte Carlo, and before long, was taking 4CVs on the Mille Miglia, Coupe des Alpes and Liège-Rome-Liège.

But he wanted to make his own cars. He already had a deal with his friend Louis Pons to have five-speed gearboxes with dog-clutches built into 4CV housings. He now approached Italian designer Michelotti to design an aluminium body that fitted onto a 4CV platform. The car was called ➤





Jean Vinatier and Jean-François Jacob were seventh on the 1968 Monte after fuel feed problems

'ALLO A110

THE FORMATIVE DAYS OF THE WORLD RALLY CHAMPIONSHIP WERE DOMINATED BY A SMALL CAR BUILT BY A SMALL FRENCH FIRM. JOHN DAVENPORT EXPLAINS HOW THEY MADE IT BIG

photography by LAT

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The RAC Rally was not kind to Alpine, but Jean-Pierre Nicolas finished fifth on the 1973 event

a Redelé Special. He contested three national events with it, winning on each occasion. He then sold the manufacturing rights to an American. It was to be called 'The Marquis', but the project never came to fruition.

Back in France, Redelé approached the Chappe brothers, who had the fibreglass expertise to make a similar car based on some 1952 sketches by Michelotti. Redelé decided to call his manufacturing company Alpine after winning a Coupe des Alpes in 1954 with his faithful 4CV. The new car was given the number A106, with the Franglais suffix of Mille Miles. It is not certain where the numbering system came from, but it is probably significant that Redelé had won his class in the 1953 Mille Miglia at an overall average of exactly 106kph.

The A106 was formally launched in July 1955 and soon became the favourite mount of motorsporting Frenchmen. It won its class on the Mille Miglia, the Tour de France and in countless rallies. A whole generation of senior rallymen cut their teeth with it: Henri Greder, Jacques Feret, Guy Verrier and Jean Vinatier to name but a few.

In October 1957, the A108 was launched. Like its predecessor, it was based on Renault components, but now Redelé had the Dauphine to draw upon. The result was a car that, at first glance, looks like an A110. By this time, both models were available with a wide range of engines – 747cc, 850cc, 904cc – and levels of tuning ranging from 40 to 70bhp.

Then came the A110 that represented new thinking. It was not just a fibreglass body added to a conventional chassis – the two were built as one. This was a superb, compact car that benefited from the running gear of, first, the Dauphine, then the R8.

It took to competition like a duck to water, José Rosinski posting its first win, on the 1963 Rallye des Lions. Equally at home on mountain or track, the A110 racked up good placings and class wins. But it was not powerful enough, despite its 650kg all-up weight, to make a big impression on the major rallies. It was also, as Jean-Pierre Nicolas commented when choosing it as his favourite rally mount, "a car built more for circuits and Tarmac roads – but we made it into an all-rounder".

Why did the Alpine A110 not dominate earlier than the beginning of the '70s? It seemed to have everything going for it: light, small, low centre of gravity, rear engine, plenty of traction. It helps to understand if one assesses the performances of the R8 Gordini and the A110 in ➤

LES SEPT MAGNIFIQUES

JEAN-CLAUDE ANDRUET



Born in Montreuil, 1942. Ebullient and eccentric. Joined in '67. Won '68 Index of Performance at Le Mans. European rally champion, '70. Won Monte in '73. Spent 10 years with Italian cars from '74.

BERNARD DARNICHE

Born in Cenon, 1942. Externally pessimistic, internally motivated. Joined in '70. Won Corsica. French champion of '72. Won Morocco and Austrian Alpine, '73. Spent eight years with Italian makes. Retired '84.

GERARD LARROUSSE



Born in Lyons, 1940. Precise. Preference for Tarmac. Joined in '67. Broken conrod denied Coupe des Alpes win. Won '68 French title by one point. Moved over to Porsche, '69. Racing main thrust thereafter.

JEAN-PIERRE NICOLAS

Born in Marseilles, 1945. Son of ex-works Renault driver. Joined in '68. Stepped up when Larrousse and Piot left. Champion of France, '71. Won '73 Corsica. Left after '75. Today guides Peugeot's WRC effort.

JEAN-FRANÇOIS PIOT



Born in Paris, 1938. Thoughtful. Superb in fog. Joined in '67. Won San Remo and Munich-Vienna-Budapest. Car cost him Monte, Coupe des Alpes and San Remo wins, '68. Fatal crash on Atlas Rally.

JEAN-LUC THERIER

Born in Neufchatel-en-Bray, 1945. Amazing on ice. Joined in '69. Won Acropolis, '70, and Portugal, Acropolis and San Remo, '73. Not competed since '85 Paris-Dakar crash.

JEAN VINATIER

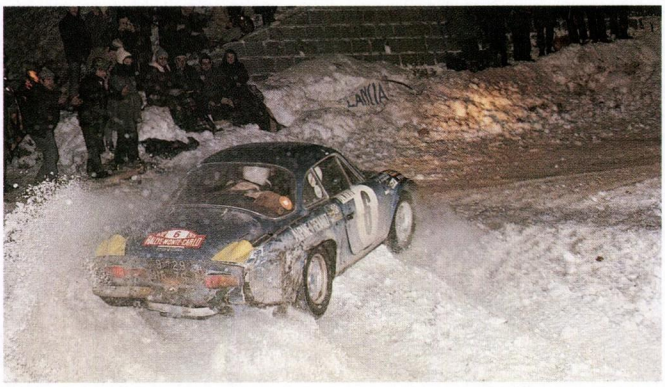
Born in Paris, 1933. Good tactician. Joined in '64. Won Coupe des Alpes in '68, '69 and '71. Ran Ford France's motorsport programme. Now FFSA technical advisor.

that strenuous 24-hour test known as the Tour de Corse. The R8 Gordini, with its 1100cc engine boosted to 1300cc, won Corsica in 1964, and again in '65. On the latter occasion, an A110 with a 1143cc engine came in second. In '66, an R8, this time with a 1440cc engine, won again.

On each occasion, the R8s were in the prototype category, which meant bumpers, seats, trim – anything not needed – could be removed. They were not quite as light as the A110, but were light enough to make best use of their power advantage.

The trusty Renault engine was a single camshaft pushrod, while its international opposition was lining up with twin-cams and 50 per cent more horsepower.

Help was on its way. The arrival of the R16 engine, with its five-bearing crank and superior construction, led to a 1500cc, and eventually a 1600cc version, of the A110. And Renault's help wasn't just technical, it was commercial, too. The supply of engines, powertrain and suspension parts, plus PR and distribution, enabled Redelé to produce cars in sufficient quantities for homologation. And once the A110 1600S was recognised in Gp4, thanks to annual production in excess of 500, the rally results started to come.



Jean-Claude Andruet was 26th on 1972 Monte. He won the following year

Its international debut was on the 1970 Monte Carlo, where Jean-Claude Andruet missed a passage control and Vinatier crashed. But it went on to win the San Remo and Acropolis with Jean-Luc Thérier and Corsica with Bernard Darniche.

The following year, it won Monte Carlo, San Remo, Austrian Alpine and Acropolis with Ove Andersson, while Nicolas won Geneva and Portugal, and Vinatier won the Coupe des Alpes.

Andruet won the French and European championships in 1970. Nicolas took the French title in 1971, while Alpine won the International Championship for Makes, the precursor of the world championship.

During 1971, Alpine homologated the 1800cc version of the A110. In rally tune, this was only some 25bhp short of its opposition, in a car that still only weighed 720kg. The extra weight created problems for the transmission, and it took most of 1972 to get the new R12 gearbox engineered for the car. Towards the end of that year, however, Nicolas won the Olympia Rally and Andruet the Tour de Corse. It was a mere whiff of what was to come in 1973.

'Nicolas won the Olympia Rally and Andruet the Tour de Corse...a mere whiff of what was to come in '73'

Andruet, Thérier, Darniche and Nicolas were unstoppable. They won six of the new World Championship events, secured the title for Alpine Renault (the new name for the company which had been bought by Renault at the end of 1972), while Thérier also took the French title.

The 1800 stayed competitive for another two years. It had, however, lost the initiative on gravel roads to the Ford Escort RS, while on Tarmac, like all the others, it was demolished by the Lancia Stratos steamroller.

Alpine Renault responded with the A310, a heavier car with the same engine. Later there was the A310 V6, by which time Renault were discovering ways of making their own cars go quickly. They also had one eye on Formula One...

Alpine would never again reach the same rallying heights.



Jean-Luc Thérier screeches, Marcel Callewaert hop out, 1969 Corsica crowd stays put

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COSWORTH 4WD

THEY MET WITH WIDELY DIFFERING SUCCESS, BUT THE MAN WITH THE SELF-BELIEF TO BUILD HIS OWN F1 CAR IN A LOCK-UP KNOWS WHERE COSWORTH WERE COMING FROM WITH THIS FLAWED TOUR DE FORCE



PETER CONNEW
Consultant Engineer

MOST RACING FANS MEASURE SUCCESS IN TERMS OF wins – and that's not a bad thing. The Cosworth GP car never even entered a race, let alone won one. So why choose it? The truth is, I've never been a big fan of motor racing; it's the engineering that did it for me. I'd have loved to have worked with Robin Herd while he put this design together, at what must have been the most exciting place to be in the late 1960s – Cosworth Engineering. What a lucky chap he was.

The timing of the project, however, was very unlucky. Keith Duckworth's 1967 DFV engine meant Formula One chassis had more power than they could handle. Traction was at a premium, and four-wheel drive was reckoned to be the future.

This was Cosworth's first racing car, don't forget, and they reasoned there was no point starting from scratch with rear-wheel drive. No, if they went four-wheel drive from the beginning, they felt they would be on a par with the rest in terms of this new trend, perhaps even enjoy a head start.

The project began in early 1968. Trouble was, F1 cars sprouted wings that season, and the downforce cured the traction problem in a far simpler, much lighter way, rendering 4WD obsolete.

The project had lost much of its impetus even before then. Duckworth thought the world of Jim Clark, and I am sure he hoped his company was building a car that the Scot would eventually drive to victory after victory. But Jimmy was killed at Hockenheim that April, and thereafter, the project was relegated to the shed behind the factory in Northampton.

They called this shed 'The Toyshop'. Some toy, eh? John Thompson built the car there. He had an enviable reputation for superb work; maybe just being his apprentice would have been enough, without ever designing the thing.

The car featured sponsons between the wheels, with a stressed sheet floor and bulkheads in magnesium. The front bulkhead was double-skinned, effectively forming a box in which the front differential was housed. Its DFV was fitted back to front so that the clutch was immediately behind the driver's seat, and the output shafts to and from the centre diff were sited to the right of the car, the driver being offset to the left to make way.

It was a striking-looking machine, and it would be interesting to compare Cd figures with other cars. I bet there'd be a few surprises. Herd's background was in applied mathematics and aerodynamics, so I'm sure it was more considered than most designs of the day. It never struck me as being a slippery shape, more as an efficient body designed to be produced very quicky – in terms of tooling and pattern-making.

It's clear the car was built as a one-off. If you make a glassfibre nosecone, you must first form a wooden buck, then create the mould from that. This takes up 90 per cent of the whole process of producing the item. On the Cosworth, someone simply spent time folding aluminium sheet. It would have taken some drawings, but not much else.

But there was something that caught my eye more than the car's radical shape: its bare aluminium. There's something about this material that really grabs my imagination. It's lovely to work with, easy to file and shape, and you can get a beautiful finish on it. A little wire wool, moistened with paraffin, a few wipes, and there's a shine that catches the light like no other. The glint from the thread when you remove a tap from a casting is something that fires dreams for some people.

Yes, yes, you say, but what about the reality? How did the car go? Not great.

On paper, it was a purist's dream: same suspension geometry front and rear; same tyre sizes front and rear; a 50:50 weight split; no bolt-on aerodynamic aids. On the track, though, it was a driver's nightmare. When you look at photographs of it being tested during the spring of 1969, there are a lot of grumpy faces. Apparently, the big problem was imbalanced traction through the front wheels. The car weaved alarmingly, even on the straights. This was probably due to the limited-slip action of the front differential.

Today's technology would have helped. An LSD using a modern viscous coupling can be tuned to give a very predictable shearing performance. They have been developed and perfected over the last 20 years or so to the point where a wide range of control is possible.

Things improved when the front diff was altered so that it didn't work on the overrun. But the biggest jump was made when an aerodynamic aid, a rear wing, was bolted on...

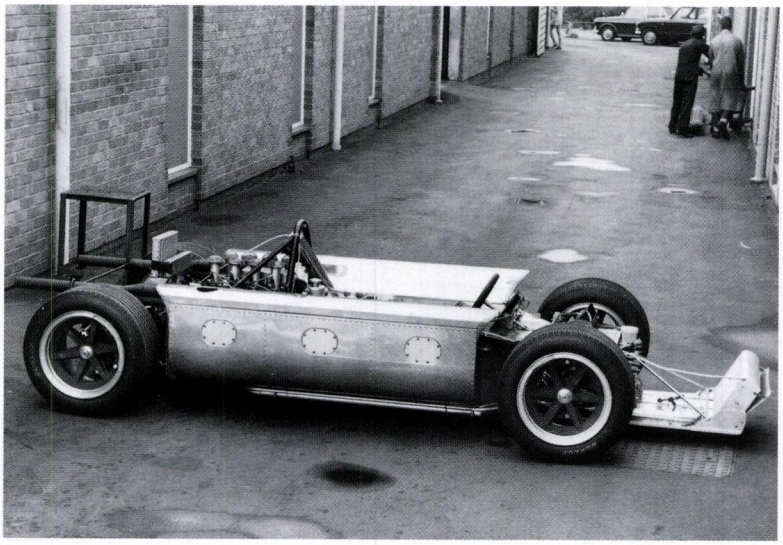
It was entered for Trevor Taylor to drive in the 1969 British GP, but it never arrived. Duckworth shelved the car. He realised they were throwing good money after bad: it had already cost £30,000 – a lot of money back then.

Cosworth had given it their all. They went to the trouble of casting a DFV block in magnesium to compensate for the weight of the drivetrain, and that in itself was a potential development nightmare. But even the talents of Herd, Duckworth and Mike Costin could not make it work. Circumstances had overtaken them.

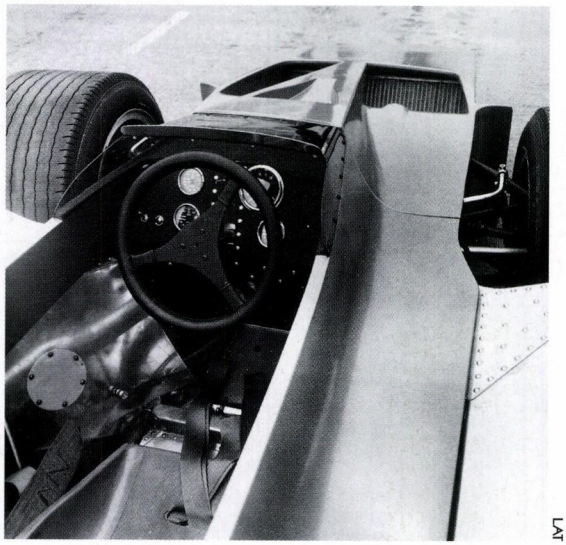
But what a project! As Clive Sinclair said, "Those who operate at the cutting edge of technology shall be sacrificed upon it." If nobody tried something new, something apparently crazy, where would we be? Still getting about by horse and cart, I suppose.

Peter Connew was talking to Paul Fearnley M

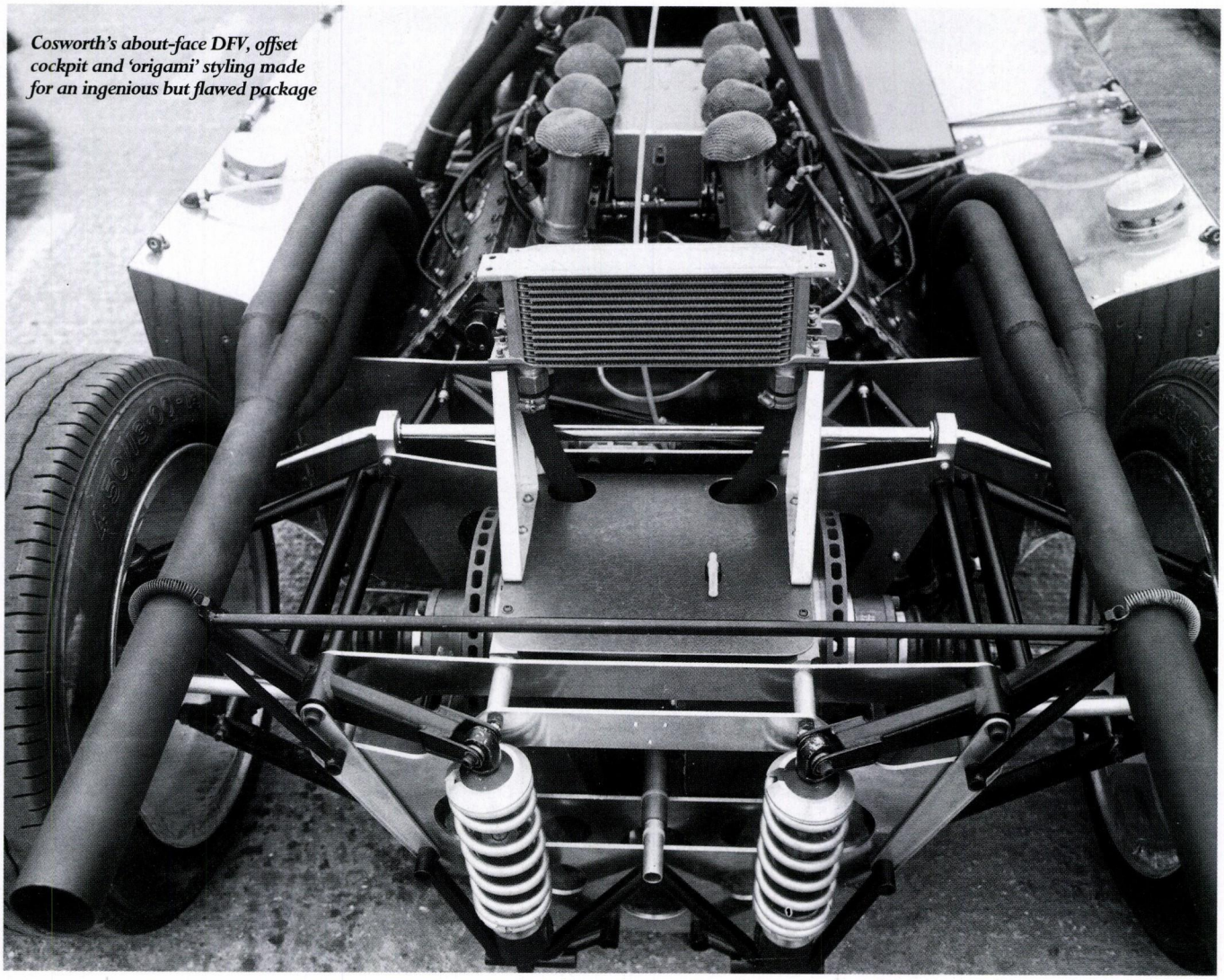
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LAT



Cosworth's about-face DFV, offset cockpit and 'origami' styling made for an ingenious but flawed package

LAT

More motor racing on sand courses has occurred than may be generally realised. The inaugural use of such a venue appears to have been in 1904 by the Irish AC on 'The Velvet Strand', near Dublin, where MacDonald's big Napier beat the Hon. Charles Rolls, on his 100hp Mors, over a standing-start mile course.

In 1907, the same club ran what it called Reliability Trials over a 3-mile course on Magilligan Strand; two Ariel cars contested FTD by a margin of 0.2sec. There was a repeat in 1908, at Rosbeigh Strand, when F G Cundy's 60hp Napier triumphed over a smaller Daimler, before a return was made to Magilligan sands in 1909.

In 1913, there were 4-mile races on Rosslare Strand. Here the cars stopped at the end of the straights and then restarted, presumably to avoid the turns from getting dangerously cut up. Well-known drivers like Tuck (Humber) and Robinson competed, the latter's racing 25hp Talbot clocking 107mph.

If Ireland instituted speed events on what might appear to be an unsuitable surface, the British mainland soon followed suit. But why beaches?

Because racing was forbidden in Britain on public roads, where a 20mph speed limit prevailed, and the sport's governing body was reluctant to provoke anti-motor feeling by issuing licences for such activities. Nevertheless, numerous clubs held speed trials or timed hill climbs when private courses could be found and approved. Private drives were often made available by landowners sympathetic to the movement – Shelsley Walsh, for example, from 1905.

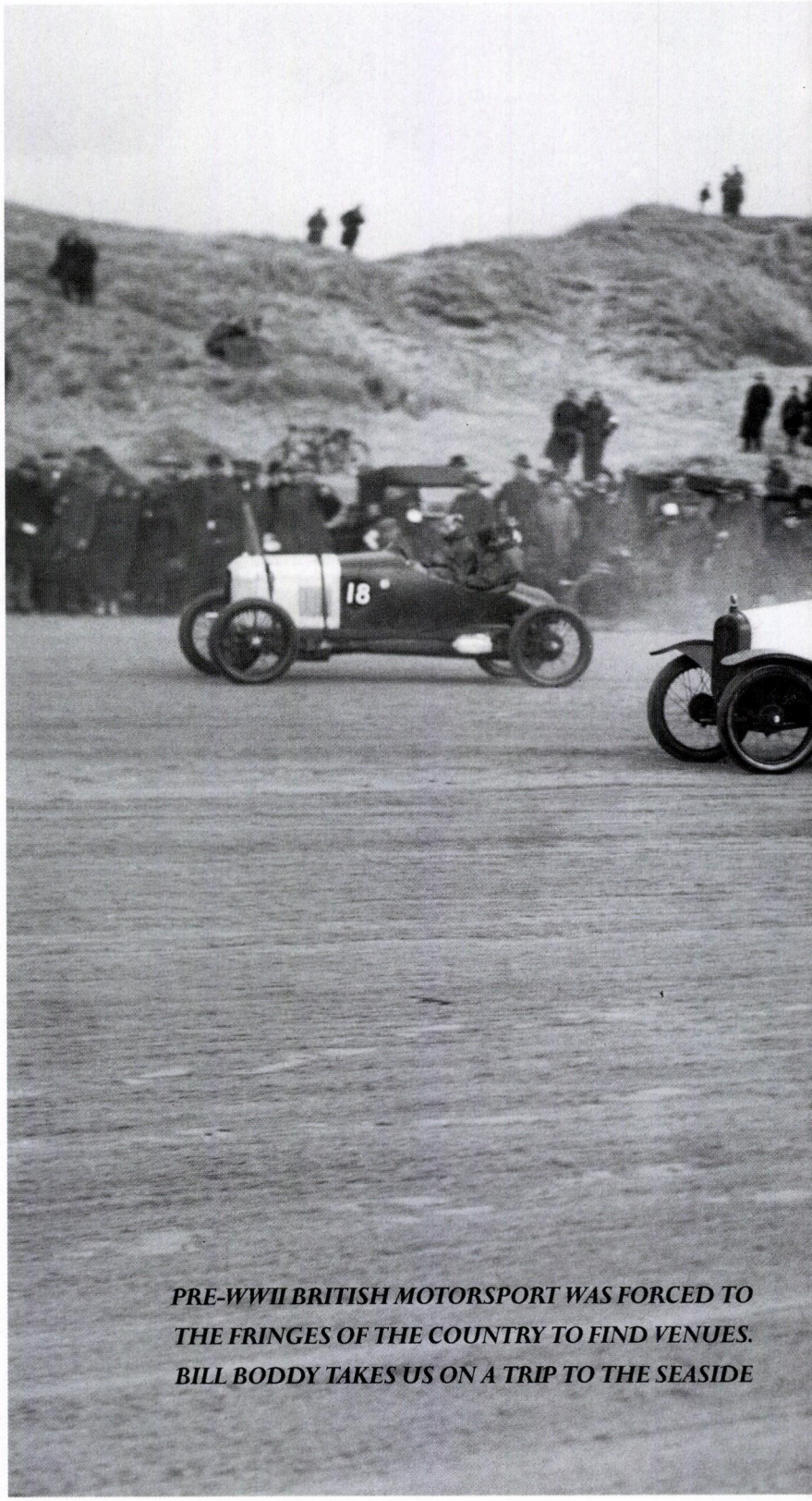
However, illicit speed events in astonishing numbers took place on public byroads, permission usually being obtained from local chief constables or suchlike; if police came to the venue, it was only to keep onlookers safe or to ensure non-competing vehicles weren't impeded. Some clubs did not quote the distance over which the competitors raced, and did not record speeds, quoting only times. Thus a local 'bobby' was unlikely to calculate speed, even if the cars looked to be vastly exceeding the statutory 20mph.

But if races instead of short speed trials were the aim, longer courses were strictly out of bounds, unless a co-operative authority in possession of a private stretch of beach could be persuaded to close it for motor or motorcycle racing. Some, who envisaged profit and publicity for their holiday resorts, were to be found.

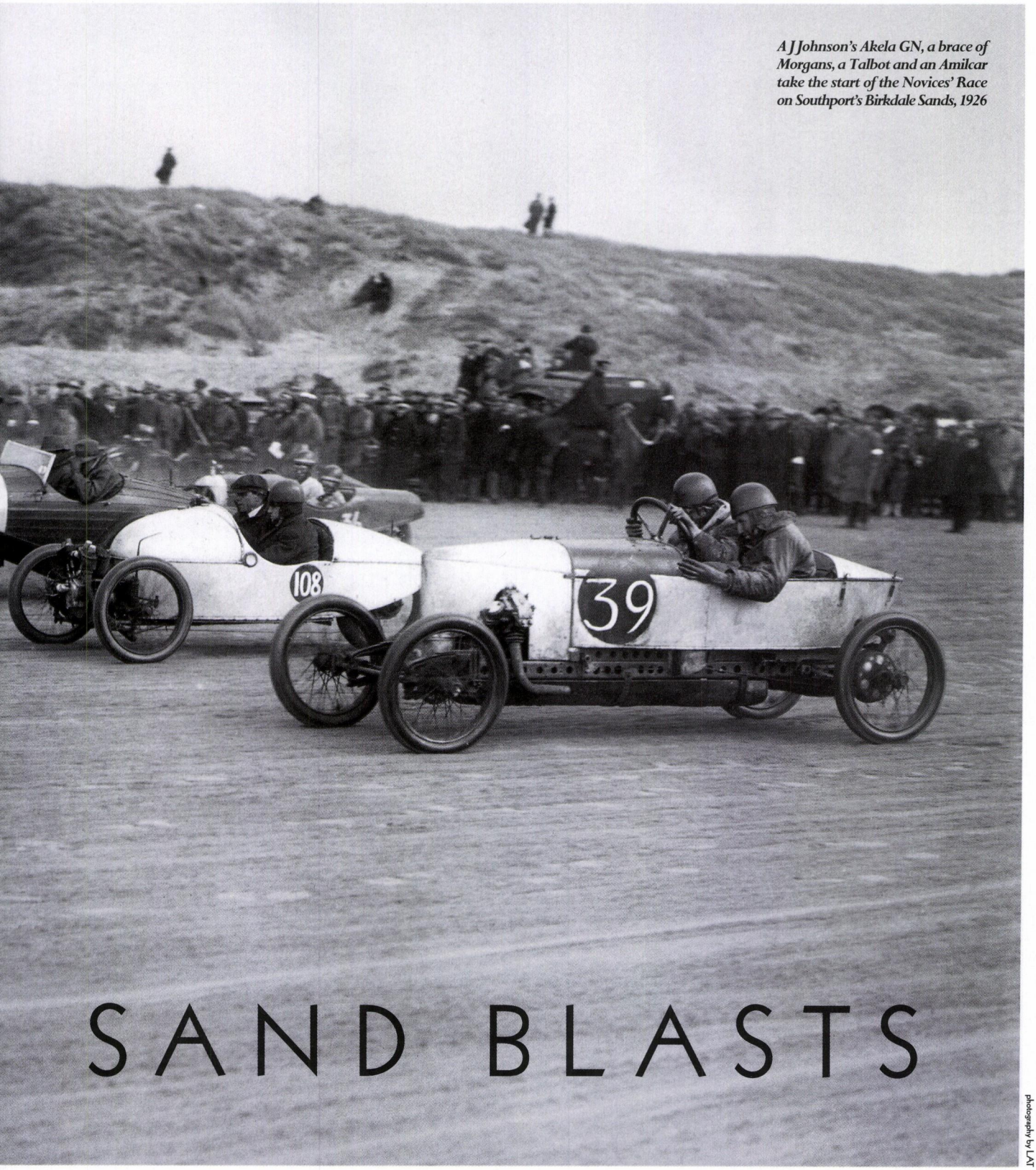
So, around the coast of this little island, sand races were held: Southport, Saltbury, Redcar, Bream Sands near Burnham, Waterloo Sands at Wallasey, Weston-super-Mare and Porthcawl. Some resorts – Blackpool, Colwyn Bay, Westcliffe, Brighton (its famous Madeira Drive), Southsea, Bexhill, and Eastbourne – made promenades available for more conventional speed trials.

I have a faint childhood memory of being on holiday at Weston-super-Mare and being dissuaded from going in the rain to see the racing on its sands, and of watching reluctantly from a far-distant window. This must have been in 1922, when a Horstman made FTD.

Long before that, Saltburn had seen Sir Algernon Guinness take the skeletal 200hp 22.5-litre Darracq to 121mph on its sands in 1908. And in 1911, the ➳



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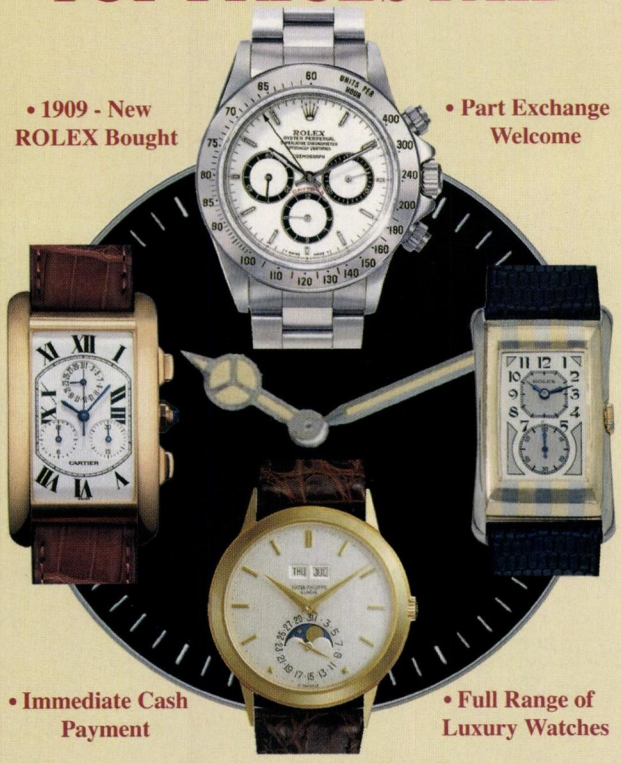


A J Johnson's Akela GN, a brace of Morgans, a Talbot and an Amilcar take the start of the Novices' Race on Southport's Birkdale Sands, 1926

SAND BLASTS

photography by LAT

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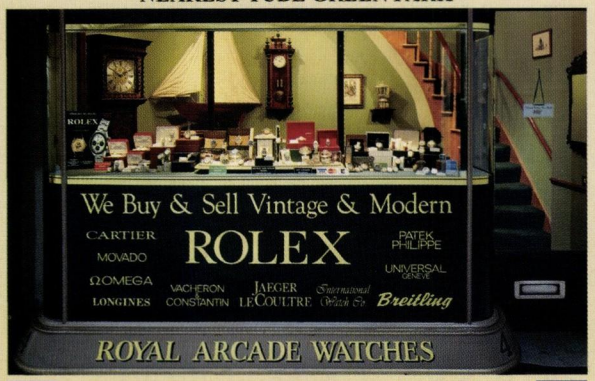
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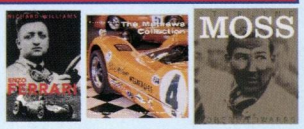
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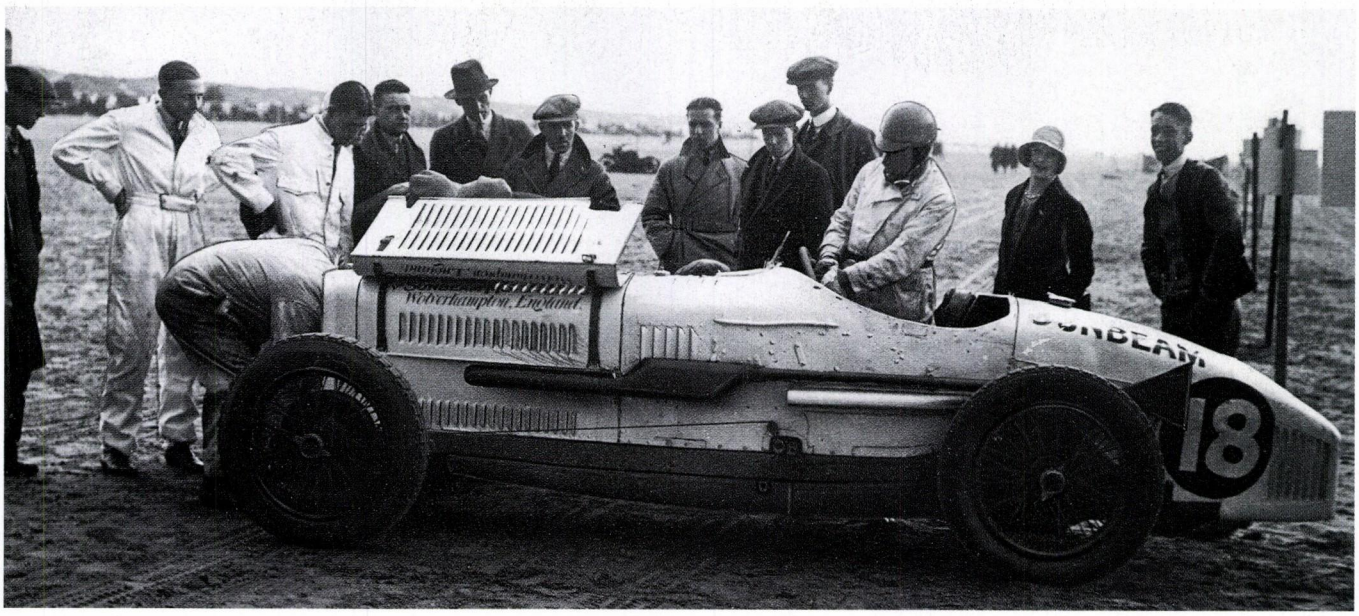
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improbable 28-litre 300hp Fiat, 'The Beast of Turin', found the sand too wet for Bordino to tame it.

Pendine's sand became famous when Capt. (later Sir) Malcolm Campbell, Parry Thomas and others took records there, and in 1926, Segrave broke the LSR, recording 152.33mph on Southport's sands with the 4-litre V12 Sunbeam.

I have reason to remember Southport. In 1936, *The Autocar* commissioned me to report the August Meeting. The father of my companion said we could use one of the Morris 8 saloons of his business staff, after a Rover Ten, hired locally, proved so unroadworthy that I took it back; an Essex Six had been substituted, but it broke down in 12 miles and had to be abandoned. I got my money back!

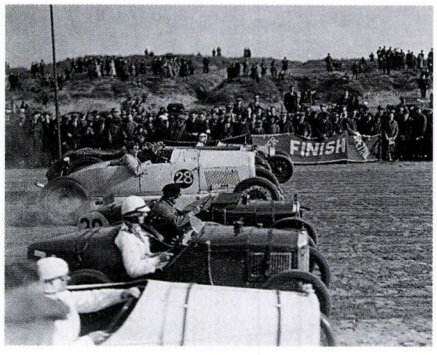
We drove from Esher to Southport on race day. People were walking to the beach, so we gave a girl a lift. Before driving back that night, we had dinner at a top hotel with her where, with the waiter hovering, she took so long freshening up (horrid expression) that we thought we had been stood up.

She later said she had left her car in the town. To our surprise, it turned out to be a smart blue-and-white Vauxhall with a special drophead body. She invited us to have a nightcap at the family mansion before our long drive home. Being unshaven and unkempt, we declined, and I drove that night, screen open to cope with fog, my friend asleep on the back seat. We had breakfast in London, then drove to a hill climb, and got home at midnight. Oh, those days of youth! I discovered the girl was a daughter of a high-ranking Northern JCC Committee man.

Space confines me only to the prolific Southport and a few other venues. The first of the former's meetings took place in 1920, when Segrave, in a 1914 GP Opel, was fastest over a s.s. mile, and George Bedford's Hillman won the 1.5-litre class.

In 1924, Skegness crowds had had the excitement of a duel between Campbell's 350hp LSR Sunbeam and Parry Thomas' Leyland-Thomas, the Sunbeam setting a new course record of 29.2sec for the s.s. half-mile.

'Mays recalled Skegness as a race against the tide. He drove through quite deep water, on a course so close to the sea'



Top: E L Bouts' GP Sunbeam attempts to restart after a fuel stop during the Southport 100 of 1930. Above: Entries were diverse, from A7s to Mercedes – large and small cars having plusses on the sand

Saltburn replied with Eldridge's famous 21.7-litre Fiat 'Mephistopheles', which devoured the s.s. kilo in 76.09mph, beating the 350hp Sunbeam. But over the f.s. kilo, Campbell did a remarkable 145.26mph, to the Fiat's 139.81mph and the 8-litre Leyland's 125.67mph.

There was increased need for sand courses after the oft-exaggerated accident at Kop in 1925, when Giveen's Bugatti broke a spectator's leg, causing the RAC to ban all public-road speed events from 1925. Only Brooklands and the few private courses were then available, as Donington Park did not open until 1933, the Crystal Palace circuit not until 1937.

In 1925, Southport began a full season's racing on New Year's Day. When Southport opened again in January 1926, Segrave's 2-litre GP Sunbeam was so dominant that he made the 10-mile race boring; "Why not send him his prizes beforehand, to save him the journey?" someone said. Segrave also won the one-mile sprints, only Basil Davenport's GN 'Spider', which preferred heavier sand, challenging.

At Skegness, E K Mayner's 2-litre Mercedes was quickest. Raymond Mays was notably successful with his Bugatti and Vauxhall-Villiers. He recalled Skegness as being a race against the tide, cars being hustled to the start. Mays drove the Bugatti through quite deep water, on the course so close to the sea, adding that he and Peter Berthon were drenched, and that the sand and salt water were not at all good for racing machinery. The crowds, however, loved this kind of racing.

In September 1926, Southport used S-type bends for the long races, causing Horton's Morgan to roll over. Jackson's Sunbeam won the 50-miler and Clay (TT Vauxhall) the sprints.

Southport Corporation took over Birkdale ➳



Sands late in 1926. Felix Scriven had driven a straight-8 Sunbeam there that year, lending his famous Austin 20 'Sergeant Murphy' to another driver. Bouverie had found the Brooklands gear ratios of the ex-Campbell streamlined Chrysler unsuited to Southport, and there was disappointment when Sir Alastair Miller, having brought the 5-litre Sunbeam all the way from Weybridge, retired after a lap as, *sans* screen, he was blinded by sand.

In 1927, unusual competing cars included a Hodgson, H Spurrier Jnr (son of Leyland's MD) with the Abab, the Toreador with Parry Thomas engine, and J Hepworth's successful racing Jowett. E T Scarisbrick had forsaken his aero-engined Fanoe sand-racing monster for a Bugatti, and a 1913 GP Sunbeam appeared.

The 100-mile race was first started that year, over a course complete with pits, having a hairpin at one end, an S-bend at the other, and a long corner in between. Driving very wildly, Dan Higgin won in the TT Vauxhall. Skidding just as wildly, even stalling and finding the Vauxhall difficult to restart, Higgin had also won the Liverpool MC's 20-mile sand race at Wallasey.

The Southport 100 became a very important fixture, run by a club now well-established, with Parry Thomas as its president, and the town's mayor a guest of honour at its dinner dances.

In 1928, the Ainsdale beach was flooded, curtailing the Championship Meeting. Higgin was successful in the shorter races with an old 1.5-litre Talbot, as were May Cunliffe and her brother with a 3-litre Bentley, to which a supercharger had been added. The 100-mile race was a victory for Mays in the Vauxhall-Villiers.

In 1929, this race had 20 starters, including such famous names as Mays, Earl Howe (in a Bugatti), Holbrook and Poppe with A7s, Charlie Dodson driving a 3-litre Sunbeam, and Jack Bartlett with a Riley 9. Regulars included Higgin in his yellow Talbot, Field's and Fontes' Bugattis and Stevenson's A7, which had done well at earlier meetings.

'It could be dangerous. Furrows would form at the turns, and drivers had either to cut these or take firmer sand further out'



Top: Lines were diverse, too. Smaller cars tended to cut through ruts, heavier cars sought firmer sand. Above: The tide could play havoc with overrunning meetings. Frazer Nash splashes after 30/98 in 1926

The race, actually of 91 miles, watched by an estimated 60,000, was won by T Thistlethwayte's 28/250 Mercedes-Benz, "The shriek of its supercharger drowning all other sounds, his expression registering scorn, anger and pained surprise as the A7s hounded him, then happiness" as he won from the Bugattis.

Mellor's Lea-Francis had tyre trouble and ran into the crowd, breaking the legs of three spectators. This did not put an end to these famous sand races, but it was reported that some opposition and other difficulties made the future look bleak for a while.

In 1930, Southport's course was moved further along the beach in deference to the tide. Brooklands drivers like E L Bouts (Sunbeam) and Frank Ashby (Riley) came for the '100' event, handicapped as usual, Stephenson awarded eight laps' start from Thistlethwayte and Neil Gardner's Studebaker. A fine battle ensued between T V G Selby's Bugatti and the Mercedes, the former winning.

Sand racing could be as dangerous as other forms of racing. Deep furrows would form at the turns and drivers had either to cut these or take firmer sand further out. Sadly, May Cunliffe's father, who liked to passenger alongside her, was killed when her GP Sunbeam dug in at Southport in 1928.

Southport, and other venues, continued to be a popular attraction during the 1930s, when the Southport Club ran 50-, 75- and 100-mile races, as well as the sprints. In its 1935 100-mile race, Shuttleworth's Bugatti was lapping at over 72mph before it had mechanical problems, so that Goodacre in Stephenson's s/c A7 won, at 63.07 mph.

But after WWII, with aerodrome and other circuits available, the golden years of racing on sand were over. M

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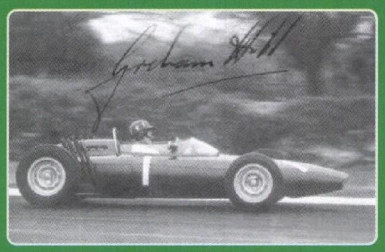
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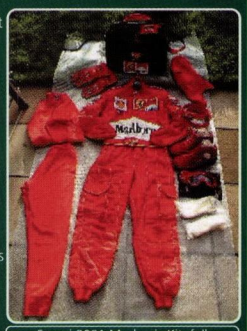
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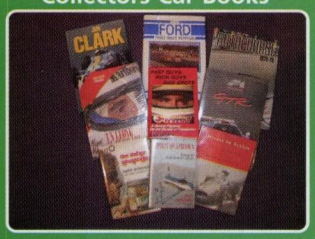
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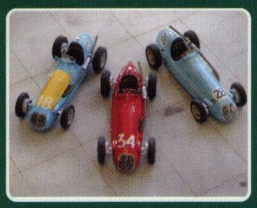
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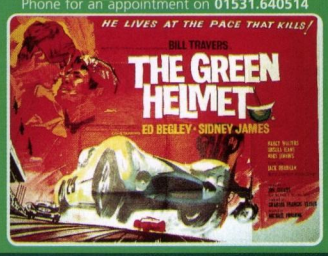
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Cloak-and-dagger negotiations with Russian agents seem an unlikely prelude to a season of motorsporting dominance. Especially at the height of the Cold War. But that's what Tony Lanfranchi did during his build-up to 1972. He didn't quite have to go through the rigmarole of wearing a hat, overcoat and dark glasses, while carrying a rolled-up quality broadsheet, to meet a nameless contact in a London park – but it wasn't far off.

His covert task could have been lifted directly from a *Mission: Impossible* script. But he was confident about wishing to accept it. He had done his homework. This project wouldn't self-destruct.

When it was announced that, after pressure to create a national category for showroom-spec Group 1 cars, there were to be two Production Saloon championships in the UK, most of the tin-top experts of the day opted for the BMW 2002 Tii or Ford Capri 3000GT in a bid for outright race wins.

But, with both the Castrol and Britax series split up into four classes – each providing an equal amount of points towards the overall championships – it was likely that the title-winner would be decided by consistent wins against weaker opposition in one of the lower divisions. And when the organisers decided, uniquely, to split up these classes based on a car's pre-tax cost, as opposed to its capacity, it became a case of finding a machine for which performance outweighed price.

Cue the Moskvich 412.

With the Soviet Union subsidising its cars so they could be sold cheaply abroad and boost exports, this rustic old girl nestled way down the price list. Lanfranchi spotted it and quickly worked out that its 1500cc 80bhp engine, the design concept of which had been 'borrowed' from BMW, would easily outperform the Minis, Imps and Honda N600s which were expected to populate the 'under £600' class – even with its excess weight.

"It was a total secret!" he laughs. "Who was going to think of that? But, to me, there was one car which was obviously going to win its class all the time. So I found out who imported them [Satra Motors in Byfleet, Surrey] and rang them up.

"When I got to see them, I told them, 'Do you realise you've got a car that could win the championships?' They said, 'Don't be silly – it's not a racing car'. 'Believe me', I said. So they went, 'Er, all right. We'll give you a car'."

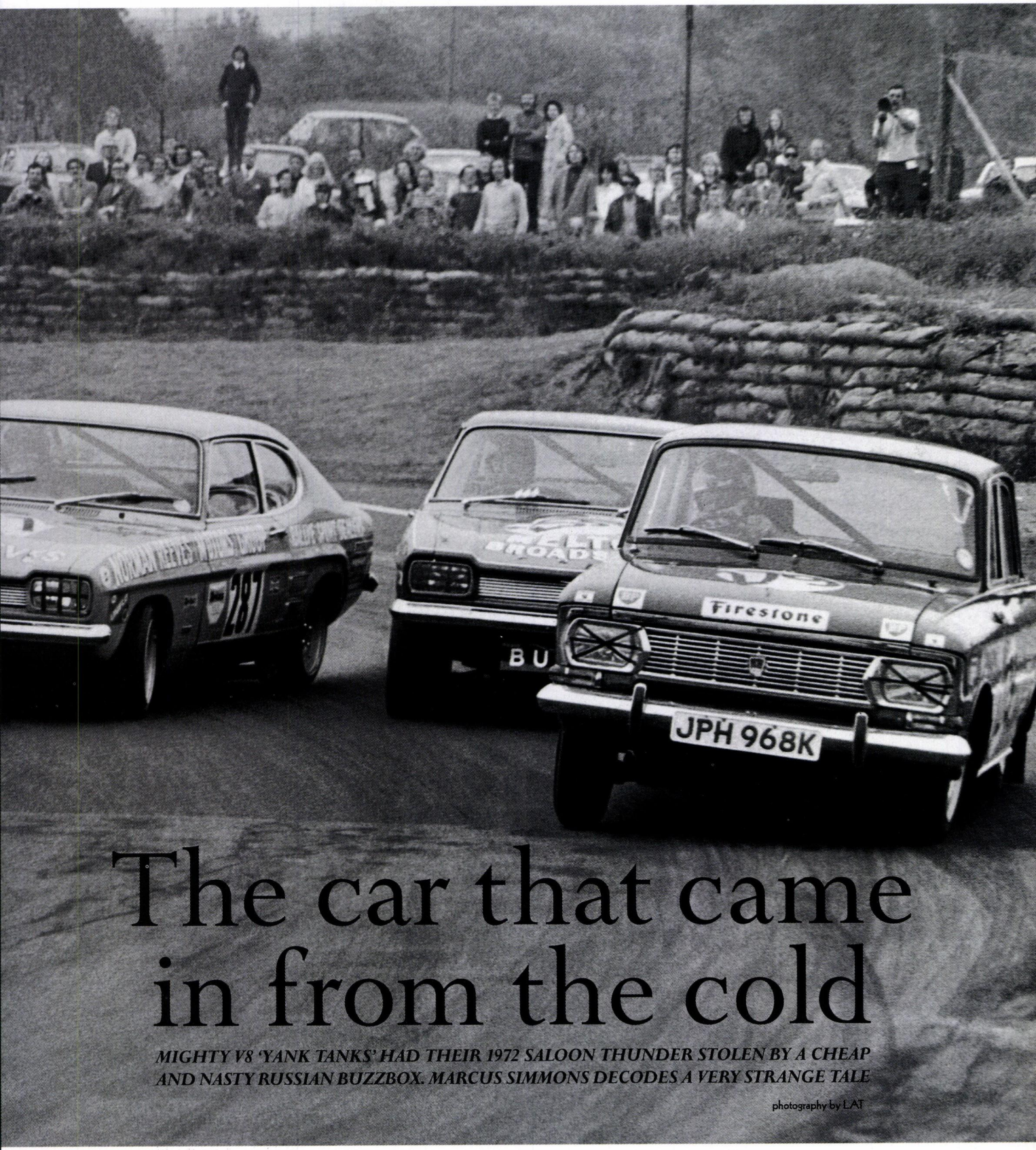
So, at the age of 36, sometime formulae 1, 2, 5000 and sports-car driver Lanfranchi, forced to give up racing quick machines ➳



Right: Capris of Daves Matthews and Brodie set the pace…
Below: … but Lanfranchi plugged away to take the titles







The car that came in from the cold

MIGHTY V8 'YANK TANKS' HAD THEIR 1972 SALOON THUNDER STOLEN BY A CHEAP AND NASTY RUSSIAN BUZZBOX. MARCUS SIMMONS DECODES A VERY STRANGE TALE

photography by LAT

after hurting himself in a road accident, found himself bidding to prolong his professional career in a Russian road car.

Initial preparation was carried out by fellow Yorkshireman, Bill Crosland. He fitted a set of Koni shock absorbers, checked out the rest of the suspension, fiddled with the ignition, and charged Lanfranchi £30. All that needed to be added before the opening round of the Britax series at Brands Hatch were a roll-over bar, bucket seat and set of treaded Dunlop racers.

While Roger Bell sped to a win in his BMW, after a tremendous battle with Bernard Unett's Hillman Avenger and Gerry Marshall's Vauxhall Firenza (both from Class B), Lanfranchi survived a cutting-out problem to take Class D.

This misfire was rectified when permission was gained from the RAC to modify the carburettor – the standard item wasn't capable of coping with 'high-speed' cornering.

There was another drama, too. For maximum points to be available, there needed to be a minimum of four starters in the class. There were only three at Brands, and so Lanfranchi returned to Satra to ask for more cars.

"They asked me, 'Well, how many do you want?' I ended up with three of them." Lanfranchi, who dished out the 'extra' drives to any of his mates that were available (including the then-Brands Hatch boss, John Webb), was onto a winner.

A massive winner, in fact. Of the 29 championship races contested, he won his class in 28, taking both titles outright. The only defeat came in a wet race at Mallory Park, at the hands of Bill Sydenham's Honda.

"That was total and utter laziness on my part," chortles Lanfranchi. "We used to buff the tyres to make them quicker [and, at the same time, unsuitable for the wet], but I said, 'Oh, we don't need to put wet tyres on'. And Bill beat us."

The only real midseason development of the Moskvich came when it was sent to BMW preparation specialists Mathwall for its engine to be blueprinted. This entailed stripping it down and rebuilding it without any of the excess road-use baggage.

'Who needs disc brakes if you are only doing 90mph on the straights?'

With power now in the region of 90bhp, it was easy for Lanfranchi: "People used to laugh and say, 'It doesn't have disc brakes', but who needs disc brakes if you're only doing 90mph on the straights? I just used to drive around with my arm out of the window and the radio on."

No doubt he was similarly relaxed on the road. Using the Moskvich to drive to work each day, Lanfranchi's 412 clocked up 17,000 miles in 1972.

It clocked up plenty of prize money, too: "Ooh yeah, it was good money. There was prize money, sponsorship – and we were the champions.

"The programme also gave future Williams team manager Jeff Hazell [now at the Cadillac sportscar team] his start in the sport. There were times when Jeff was charged with getting three cars back from Oulton Park with a piece of string between one, two and three. There was always one car going well..."

There was another season of winning for the Satra Moskviches, 1973. Lanfranchi and his protege Eric Horsfield took Class D spoils in the Britax and Castrol series respectively, with the former also winning Castrol Class A title in a 3-litre BMW.

Everyone went their separate ways for '74, although Tony Stubbs, driving for the rival Kinson Motors team, won Class D in the 412's last season.

"The Moskvich wasn't quick," Lanfranchi says, unnecessarily. "What the rest of my lads used to do was roll them and stuff 'em, but really it was like any other racing car. I drove an F1 car three or four times, and it was the same principle: you drive it as quick as you want to go without hitting the wall – and you win." Simple.

Except for the cloak-and-dagger stuff. M





BELOW LEFT: LANFRANCHI COLLECTS CAR FROM DISBELIEVING AGENT. BELOW RIGHT: TONY STUBBS' MOSKVICH SECURED CLASS D IN '74



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George Weaver's Maserati R1 heads eventual winner, Phil Walters in the Healey Cadillac Special, around Milliken's Corner, 1950 Seneca Cup

WATKINS GLEN

AMERICA'S OWN ANTIDOTE TO OVAL TRACKS BOASTED A LEVEL CROSSING, A STONE BRIDGE AND EVERY TYPE OF BEND. GARY WATKINS ENJOYS A LAP WITH THE CIRCUIT'S CREATOR

photography by Regis Lefebure

Should you drive through on your way your to New York State's picturesque Finger Lakes, you could be forgiven for thinking that this is any other anonymous town. Stop the car, however, and motorsport history is never more than a step away. Literally. Saunter down the high street and you will tread on some of the great names of North American motor racing – from Andretti to Villeneuve – for Hollywood Boulevard-style plaques are embedded into the pavement, part of the town's 'Walk of Fame'. Step off the main drag into a chemists, a bookstore or the local deli, and chances are you'll be confronted by a poster bearing Mark Donohue's 917, or a Lotus styled after a packet of fags, or perhaps an early-1990s IMSA Jag. Motorsport is everywhere.

Watkins Glen, population 3000, is proud of its heritage, and rightly so. It's not just that the track of the same name, located a few miles up the hill, has probably hosted more major events – and certainly more Formula One grands prix – than any other road course in America. Perhaps more importantly, it is here that road racing finally took hold in the United States.

Watkins Glen's Walk of Fame begins at the very spot where the flag fell for the first post-war US road race more than half a century ago. Eight years before the permanent venue came into being, a circuit blasted right through the middle of town.

The rest of the course, measuring 6.6 miles, was made up of narrow lanes that wind around the glen from which the place takes its name. It's a track with everything: flat-out crests on steeply-crowned roads, blind twists through trees, and what ➤



Cameron Argetsinger relives the event that he helped create

Watkins Glen Museum



Climbing from incredibly narrow Rail Underpass and towards tight right at School House Corner

'Steep gradients, a duck under a railway bridge, a dive over a creek... even a level crossing'

must surely be one of the longest corners in motorsport's long history. There are steep gradients, a duck under a railway bridge and a dive over a creek. There's even a level crossing.

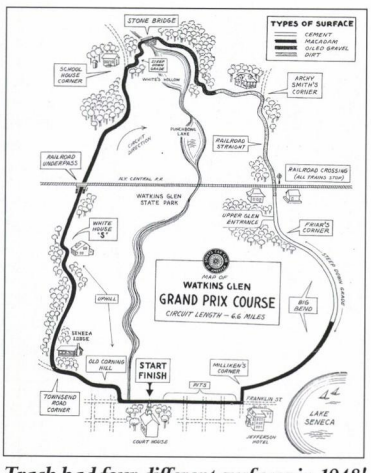
The original Watkins Glen makes the Nürburgring-Nordschleife look tame. It was created in the image of the great European tracks. Cameron Argetsinger, the man behind the project, had yet to make a trip across the Pond, but he knew all about the Mille Miglia, the 'Ring and Monaco. His influences are clear – the White House 'S' is named after Maison Blanche at Le Mans.

"I was inspired by those places," says the 80-year-old. "We wanted a track in a European manner, and I think this has many of the features of a classic road course."

Argetsinger, who had spent holidays at his parents' house overlooking nearby Lake Seneca, wanted to take the track through the town, hence the start-finish line on Franklin Street. It was here, on October 2, 1948, that 15 cars lined up for the inaugural – the First Annual, as it was hopefully christened – Watkins Glen Grand Prix. Earlier in the day, 23 entries had taken the start for a support race entitled, for reasons its instigator can't recall, the Junior Prix.

An eclectic mix of machinery gathered in upstate New York for the two races, which differed only in their duration – eight laps for the Grand Prix and four for the Junior Prix. Among the hordes of MGs entered by members of the Sports Car Club of America, which sanctioned the event, was some European exotica: George Weaver brought his pre-war Maserati R1 GP car, while Bill Milliken turned up in a Bugatti T35. Frank Griswold Jnr, the winner of both races, entered an Alfa Romeo 8C 2900B Coupé, while Briggs Cunningham raced his BuMerc, a Buick-engined Mercedes hybrid.

Argetsinger, who finished ninth in the Grand Prix with his red MG TC, had other features he felt obliged to incorporate into his circuit design. "I knew I had to go through the town – and I also wanted some kind of hill climb," he explains.



Track had four different surfaces in 1948!

The first of two steep uphill gradients follows the first corner. The track makes a 90-degree right off the high street and onto Route 329 just before Smalley's Garage. It was here that scrutineering took place under the watchful eye of Florence 'Flossie' Smalley, wife of Lester, one of the powerhouses in the organisation of the event. "Smalley was a key person, because he took care of so many things," recalls Argetsinger. "The race couldn't have taken place without him."

The route up Old Corning Hill took the cars past Seneca Lodge, the hotel, bar and restaurant owned by Don Brubaker, chairman of the local chamber of commerce, and another key player in the organisation of the event. It was the scene of post-race prize-givings in the early years, but its place in motorsport folklore is assured by ➤



Smalley's Garage was situated on Franklin Street and formed the administrative hub of the races. An MG TD awaits its turn in scrutineering (below)



LAWMAN WHO RAN THE RACE RIGHT INTO TOWN

CAMERON ARGETSINGER NEVER IMAGINED being hailed as the founding father of modern road racing in the United States. He just wanted somewhere to compete in his new MG TC. But when the 27-year-old law student began to formulate his plans for a track around Watkins Glen, he was only just beginning a 30-year stint as a race organiser.

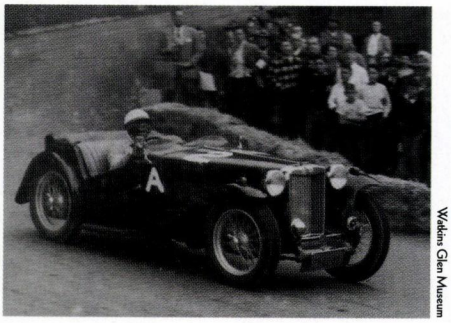
When it was originally suggested that the inaugural event be known as the American Grand Prix, Argetsinger is said to have retorted: "No, we'll call it the Watkins Glen Grand Prix, because one day we'll have the American Grand Prix." His career encompassed the fulfilment of that prophesy, but it was a few years before Watkins Glen hosted the US GP.

Argetsinger was elected general race chairman by the SCCA for the first Watkins Glen GP. And he subsequently oversaw the move to a second road course track for 1953 event, following the previous year's fatal accident.

"It wasn't that we couldn't close the roads, but Lloyd's of London said they wouldn't cover the race if it ran through the town," says Argetsinger. "So we moved up the hill and formed the Grand Prix Corporation, which went on to much bigger things."



Cameron Argetsinger's simple desire to race his MG TC sparked an influential motorsport career



Watkins Glen Museum

The creation of 4.6-mile 'Interim Course', again all public road, near the village of Dix, was financed by the selling of certificates of indebtedness. Argetsinger realised the new company was "throwing good money after bad" keeping the roads in good order, and so instigated the purchase of 550 acres around the site of the second track.

Work on the 2.3-mile permanent venue began in June 1956, and the circuit was completed on the eve of the first meeting at the end of October the same year.

After staging international Formula Libre events in 1958-60, Watkins Glen did a late deal to host the 1961 US Grand Prix and became its permanent home following false starts at Sebring (1959) and Riverside (1960).

Argetsinger remained at the helm of the Grand Prix Corporation until 1970, and then went on to run the SCCA.

He retired from motorsport in 1977 to practise law just down the road from Watkins Glen, in Montour Falls.

'Only at the last moment does the octogenarian throw his lumbering Cadillac into the turn'

more recent goings-on under its oak beams. It may be myth that a worse-for-wear James Hunt stripped naked here celebrating one of his two F1 triumphs at the Glen, but anyone involved in F1 during the 1960s and '70s has a tale to tell about the area's best-known watering hole. The happy-snaps on the wall in the bar are testament to its popularity with the racing fraternity down the years.

The Lodge has changed little, and the same goes for the public roads that make up a track used for a final time in 1952. Resurfacing and repair have altered it only fractionally.

"The county highway superintendent got very enthusiastic about the race," Argetsinger explains. "He would bring his trucks out and bank a turn a little bit here and there or, maybe, he would ask me how he could change the shoulder to make it more suitable for racing."

The White House 'S', a mile-and-a-third up the hill from the start, has changed the most. "This ess has been a little eased," reckons Argetsinger, who still drives the old track regularly.

The road, one of the main routes up to the permanent circuit's car parks, takes the track under the New York Railroad. The so-called Underpass remains unfeasibly narrow – imagine taking a street circuit through London's Admiralty Arch. "The sides of the Underpass were right on the edge of the circuit," remembers future Sebring 12 Hours-winner, John Fitch. "You mustn't forget that none of this track was main road."

Two-and-a-bit miles in, the track sweeps to the right and then left. It was here that Sam Collier met his end while leading the 1950 GP in a Ferrari 166 borrowed from Cunningham. The car, which had finished second in the race the previous year in the hands of its owner, got loose in the right-hander and rolled into a field just as the road kinks the other way. A memorial stone commemorates the lives of Sam and his brother Miles, the winner of the 1949 GP. The latter announced his retirement following Sam's death in a local hospital. He died four years later of pneumonia.



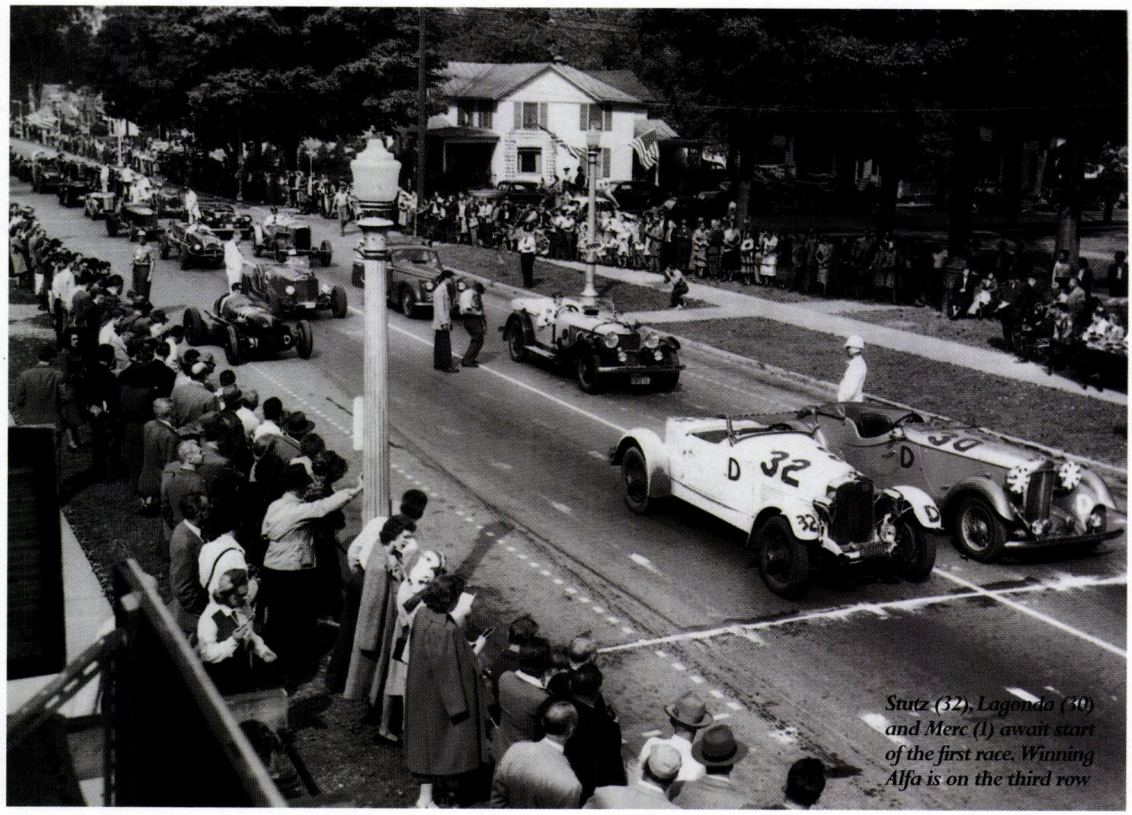
Mural depicts the unfortunate Mr Milliken

The track darts off Route 329 at School House Corner. You don't get much warning, especially if you take a lap with the still-sprightly Argetsinger. A tiny lane leaves the bigger road just opposite the one-room school building that has long since been converted into a private home. But only at the last moment does the octogenarian throw his lumbering Cadillac Eldorado into the turn and down the hill.

"My MG TC was pretty agile through here," he says. "I remember passing Charlie Addams [cartoonist creator of *The Addams Family*] in his big Merc on the way down."

The creek crossing at the bottom of the hill, known as Stone Bridge, was one of Argetsinger's reference points when he schemed out the track on the floor of ➤

Descent to Stone Bridge was the most technical part of the track. Bill Spear's Ferrari 166MM chases Denver Cornett's Ford Special, 1951 Seneca Cup (below)



Watkins Glen Museum

Stutz (32), Lagonda (30) and Merc (1) await start of the first race. Winning Alfa is on the third row

'The original Watkins Glen Grand Prix course is just a collection of lanes and back roads'

his family home in Youngstown, Ohio, during the winter of 1947-48. "I knew this would be a really challenging section, but I didn't know how I was going to get back up the other side of the valley. Fortunately, my cousin, Phil Smith, a student at Youngstown University, knew of a link road. Thus, we had our circuit."

The track twists steeply up the other side of the valley on what, back in 1948, was an oiled gravel surface. This rejoins a larger road, Route 409, at a tight right-hander known as Archie Smith's Corner, after the local dairy farmer who owned the house opposite.

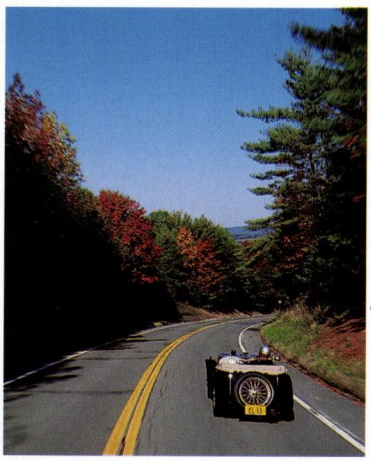
The following Railroad Straight is barely that, though its winding course has straightened out by the time it reaches the level crossing! The problem for the drivers, however, was that the rail line was on a curve.

"This meant that the rails were banked," explains Fitch, who was fifth on his Glen debut (1949), and came home second at the wheel of a Cunningham two years later. "The cars took off at this point, but they didn't go in a straight line."

Just after the upper entrance to the Watkins Glen State Park, the 409 turns left at Friar's Curve, so called because it borders land once owned by the Franciscan Brothers. This corner leads directly into Big Bend, a sweeping, downhill right that appears to go on for ever, getting steeper all the while.

"It was such a wide radius that you could run flat-out through there in anything," remembers Fitch. "The Cunninghams were probably doing 160mph. The real problem was stopping for the tight left-hander that follows. A lot of people overcooked their brakes." Most famously, Milliken rolled his Bugatti here in the 1948 Junior Prix, thankfully without personal injury. Thus, Thrill Corner became Milliken's Corner.

Fifty yards on from this 90-degree bend is another leading back onto Franklin Street. It was at the end of the start-finish straight that the fatal accident which precipitated the demise of the circuit occurred. A seven-year-old child was killed, and 12 other spectators were injured, when the Allard of Fred Wacker struck the crowd after mounting the pavement, just one lap into the 1952 Grand Prix.



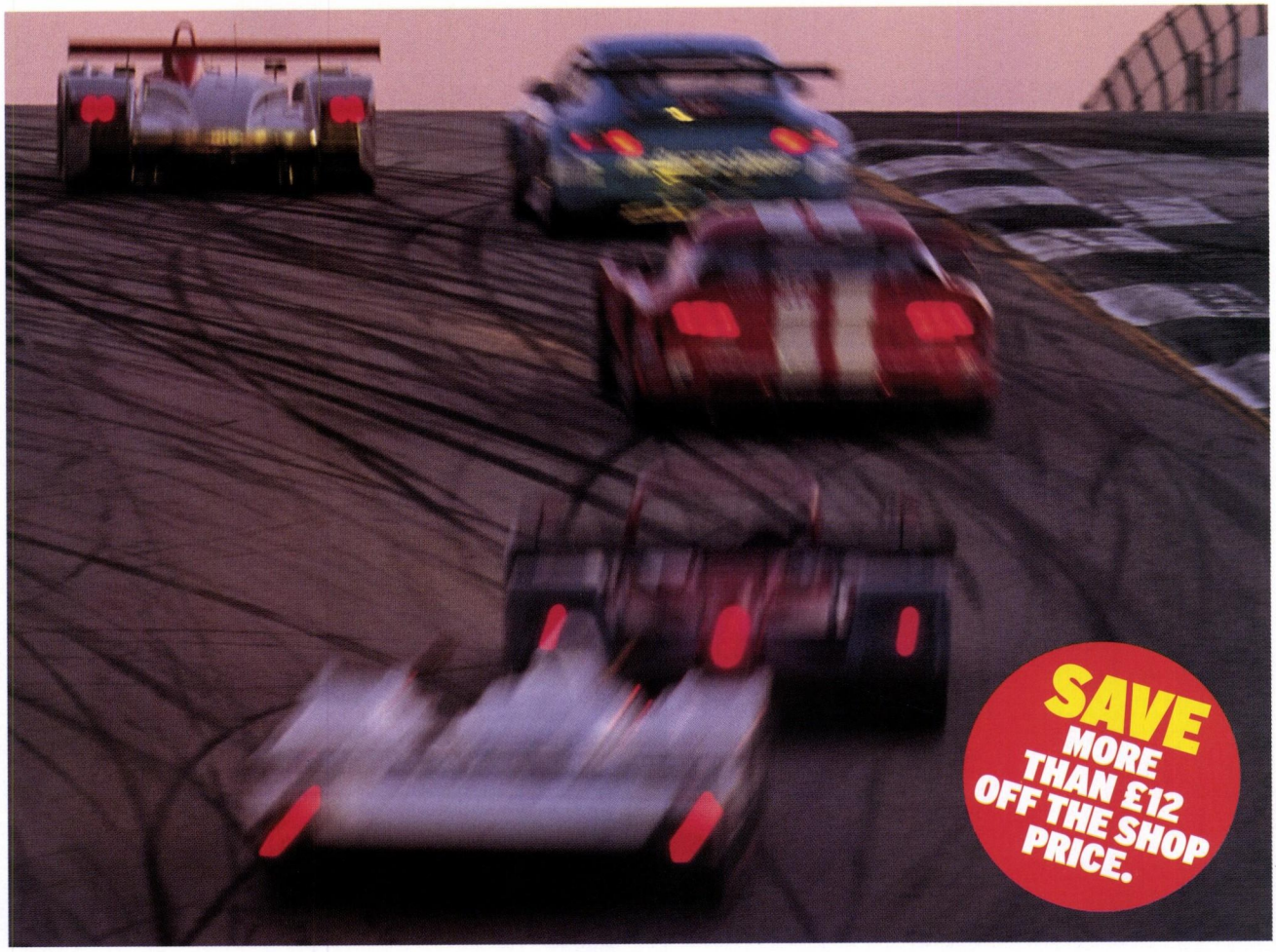
Big Bend is exactly that, a very big bend

Racing in Watkins Glen subsequently moved to a shorter, less challenging track laid out to the south-west and, in 1956, onto the permanent circuit in operation today. The original course, thankfully, remains almost as it was.

There's no reason why it should have changed, or is likely to change in the foreseeable future. After all, the original Watkins Glen Grand Prix course is just a collection of lanes and back roads.

"It was just so incredible" says Fitch. "If you weren't there at the time, it's difficult to believe that you could race on that track."

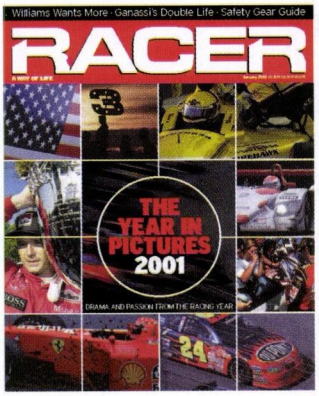
Almost impossible to believe. M



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WHITNEY STRAIGHT:

MAKING IT LOOK EASY

MANY CONSIDERED HIM A RICH-KID RACER IN OVER HIS HEAD. IN THE SPACE OF JUST TWO YEARS, HOWEVER, AUTO UNION WERE CONVINCED HE HAD THE MAKINGS OF A CHAMPION. HE REFUSED THEIR OFFER. WHITNEY STRAIGHT, EXPLAINS EOIN YOUNG, HAD MUCH BIGGER FISH TO FLY…

photography by LAT



WHITNEY STRAIGHT DID EVERYTHING IN STYLE. Barred from keeping a car at Cambridge, he kept a plane instead, cycling to the airfield, flying to races in the UK or on the Continent, and being back for first lessons at Cambridge on Monday, where puzzled tutors were reading of Straight's racing exploits in the morning newspaper.

Whitney Willard Straight was born in New York, in 1912. His father died of influenza in Paris during WWI and his mother remarried to an Englishman. The family moved to Britain in 1925, where they founded an unorthodox new type of modern school at Dartington Hall. Whitney enjoyed its laid-back atmosphere, but learned more about driving, riding and flying – he became England's youngest licensed pilot on his 17th birthday – than anything else.

He bought a Brooklands Riley when he was 19 and, a year later, while still at Cambridge, bought Tim Birkin's 2.5-litre 8C Maserati. His first race with this car was in February 1932: the Swedish Winter Grand Prix, on an ice lake!

Rivers Fletcher introduced me to Whitney at a Maserati Owners' Club event. Imagine meeting my all-time hero when I'd vaguely accepted he was dead – because I'd had never heard of him in the racing world after 1934.

That's because he had moved into aviation, buying a string of airports and then gathering medals flying Blenheims and Hurricanes. Post-war, he headed BOAC, BEA, Rolls-Royce – and the Post Office.

Straight had innate skill, and was racing in top company, but the there were those who thought the rich young American was getting above himself. Sammy Davis, the 1927 Le Mans-winner, told Straight that he was driving too fast at Brooklands.

"I could not believe it!" explained Straight. "I said, 'Look, this is what I'm here to do! I haven't damaged anyone or myself, so therefore will drive as fast as possible within those limitations'."

His Maserati was painted black with silver wheels, and when he bought an 1100cc K3 MG in 1933, it was painted in the same distinctive colours. His later Maseratis were also black, but at one stage were bedecked in blue and white, the racing colours of America. He remained a US citizen until he was 21.

He tackled Shelsley, Brooklands, the usual stuff, but also effected an ambitious overseas programme. It was a steep learning curve. In the 250-mile Marne GP of 1933, he finished six laps down in last, and with bad burns to his foot.



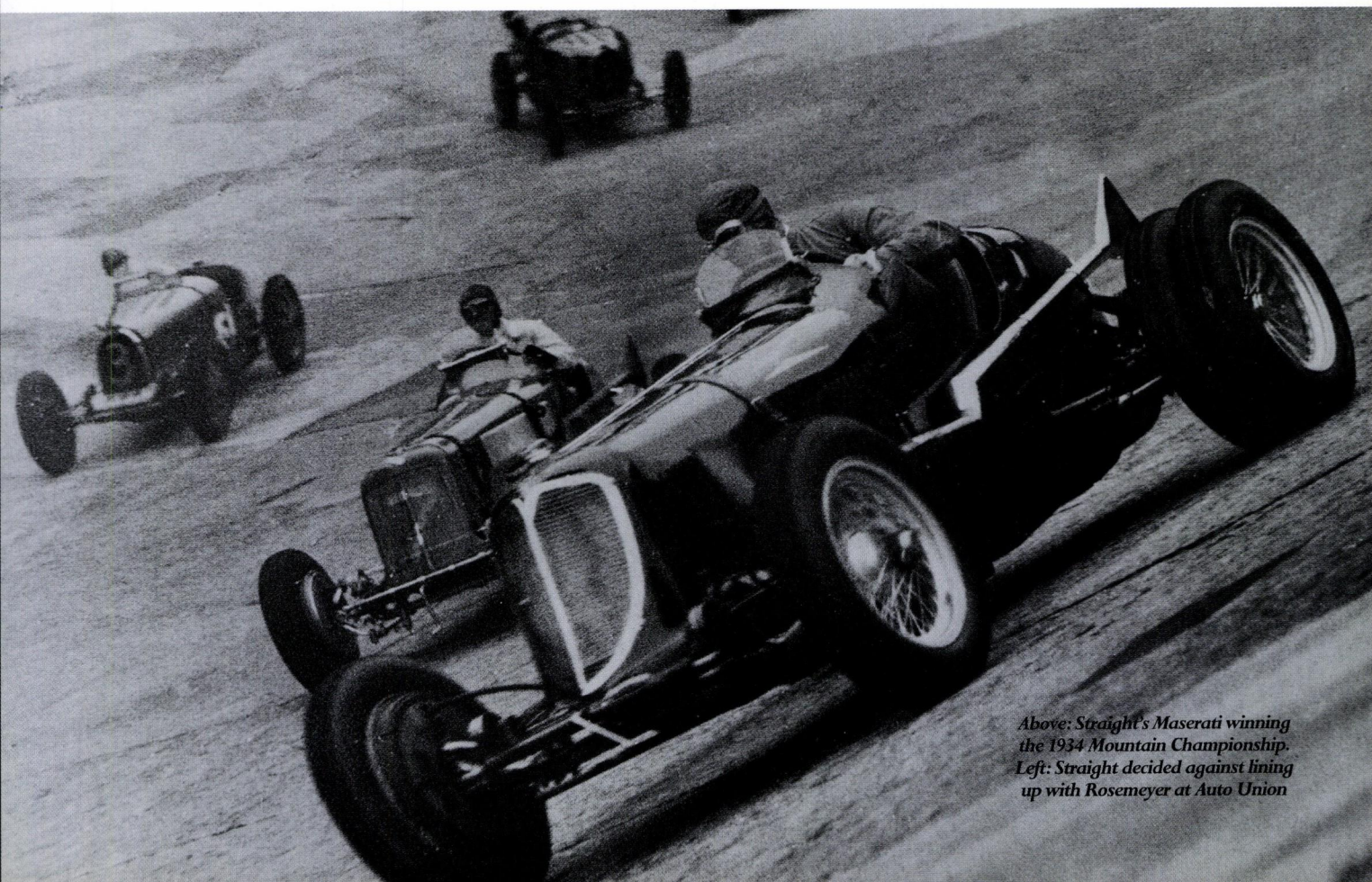
Straight was a true Boy's Own hero

Straight: "I hadn't driven the Maserati for that sort of distance before and was wearing a pair of light shoes. The gearbox got extremely hot – and I was out of racing for a month."

Down to Italy for the Coppa Acerbo, the Maserati was out on the first lap. But he won the 1100cc Junior event with the K3, beating three Maserati 4CMs in the process.

He decided to quit Cambridge – "I was fed up with my moral sciences course. I should have done engineering" – and went motor-sport full-time. But it wasn't just racing. Hill climbs fascinated him. One of his most impressive drives was winning at the 13.5-mile gravel climb of Mount Ventoux. He fitted twin-rear wheels to the ➳

courtesy of Eoin Young



Above: Straight's Maserati winning the 1934 Mountain Championship. Left: Straight decided against lining up with Rosemeyer at Auto Union

'I was told by Chiron you could go flat through the tunnel... I emerged backwards, at 120mph'

Maserati and set a new record of 14min 31.6sec (55.45mph). The great Rudolf Caracciola had set the previous record (15min 12.4sec) in 1932 with a P3 Alfa Romeo, so this was quite a scalp.

Next for Whitney Straight Limited was the Monza Grand Prix, where he finished fourth in his heat. (There was to be two heats and a final.) Straight sent word to race control that there was a lot of oil on one section and asked for a postponement of the final. This was ignored, the final started and three drivers – Baconin Borzacchini, Count Campari and Count Czaykowski – were killed when they went off on the oil. Straight was fourth again.

Back in Britain, Straight set a new Shelsley record (41.2sec) and won Brooklands' Mountain Championship. It had been a successful season, but he had even bigger plans for 1934.

He'd ordered three Maserati 8CM GP cars *and* three transporters. The team would be based in Milan under the auspices of former Alfa Romeo works driver, Giulio Ramponi. The mechanics included 6ft 5in Raymond (Lofty) England, Charlie Newcombe, Tony Birch, Jock Finlayson and Billy Rocknell. James Robertson Justice, later to gain fame as curmudgeonly surgeon Sir Lancelot Spratt in the *Doctor...* films, was racing manager, interpreter and general organiser.

Straight received two of the cars ordered and had them modified to his requirements by Reid Railton at Thomson and Taylor. He made the heart-shaped cowlings (Straight's own design), altered the cockpit arrangements, fitted different fuel tanks and had the cars converted to Wilson pre-selector gearboxes. The third car was late arriving and never had any of these mods. Straight: "It was thought Nuvolari had written off a team car and that they took my third car for him."

Straight was one of the few surviving drivers who had raced against Nuvolari – and there was no gobsmacked awe: "Nuvolari was the man I most wanted to beat in 1934. I found I could always be quicker than him if it was wet; he was frightened of the wet. But in the dry, he was faster than I was. No question.

"He had a Maserati with a standard gearbox and I had mine with the self-change. On certain tracks, Reims, for example, he was faster than I was; he had a much better top speed, because my Wilson transmission absorbed a lot of power."

So why was he so enamoured with the pre-selector? "You didn't have to waste time changing gears, you could select ahead and just push it straight though. I was very pleased with it."

Straight signed Hugh Hamilton and Buddy Featherstonehaugh to be his team-mates. Marcel Lehoux was also a team driver, as was Dick Seaman from time to time. With three cars, Straight's team could be in two races on one weekend, at a time when there were often two races on the same day in different parts of Europe.

Monaco was the first race for the new team. "I had a close shave in the tunnel during practice," said Straight. "I was disappointed with my times and I was told by Chiron, and others, that you could go flat through the tunnel. When I eventually tried it, I came out backwards, at 120mph, but fortunately the car parked itself at the side of the road. A second or two later, Chiron flashed past. Apparently, it was all right in an Alfa Romeo, but not in a Maserati – it didn't have the stability."

Straight was second in the Vichy Grand Prix behind Count Trossi in a Scuderia Ferrari P3 Alfa Romeo. The race was run in two heats; it rained during Straight's. A contemporary report said, 'Whitney



Below: Straight won his last race, the 1934 South African Grand Prix. Right: Leading Count Felice Trossi's Alfa P3 in the 1934 Nice Grand Prix

Straight made the best start. He was totally unaffected by a 180-degree spin over the start-finish line at the end of the first lap – everyone else slowed so that he was still leading after it!'

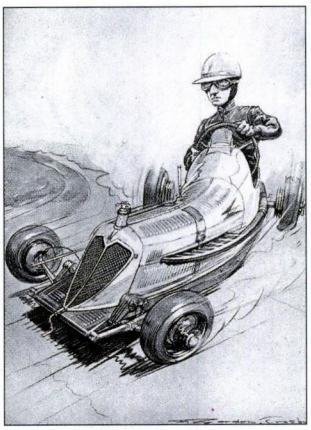
He finished third in Comminges (on the same day Hamilton crashed fatally on the last lap of the Swiss GP at Bremgarten) and fourth at Casablanca and Montreux, where Straight's supercharger started leaking oil and he had to stop several times to have his goggles cleaned.

In October, he secured the Donington Park Trophy and successfully defended his Mountain Championship title. He also made an attempt on the Outer Circuit record in a Duesenberg, the car that now sits in pride of place at the Brooklands Museum. Straight rates it as the worst moment of his career.

"I borrowed it from Scuderia Ferrari. It was essentially an Indycar and it had no acceleration. This meant I had to take tremendous risks on the bankings, and there is a photograph of me in the car, going for the record, with all four wheels in the air. It was a pretty shattering performance, and I was proud to do a lap at 138.15mph, which put me second-fastest to John Cobb in the Napier-Railton." Straight was just 2.15mph slower than his rival, with an engine that was 19.5-litres smaller!

During this swansong (yes, already) season, Whitney again broke the Shelsley record, leaving it at 40sec flat. He also entered his Maserati in the 13-mile Klausen hill climb, finishing third behind the might of Caracciola in the Mercedes and Hans Stuck in the Auto Union.

Although the Straight cars tended to avoid pointless head-to-heads with the German teams, he finished eighth in the Italian GP at Monza, won by Caracciola and Luigi Fagioli sharing a Mercedes.



Straight, drawn by Gordon Crosby

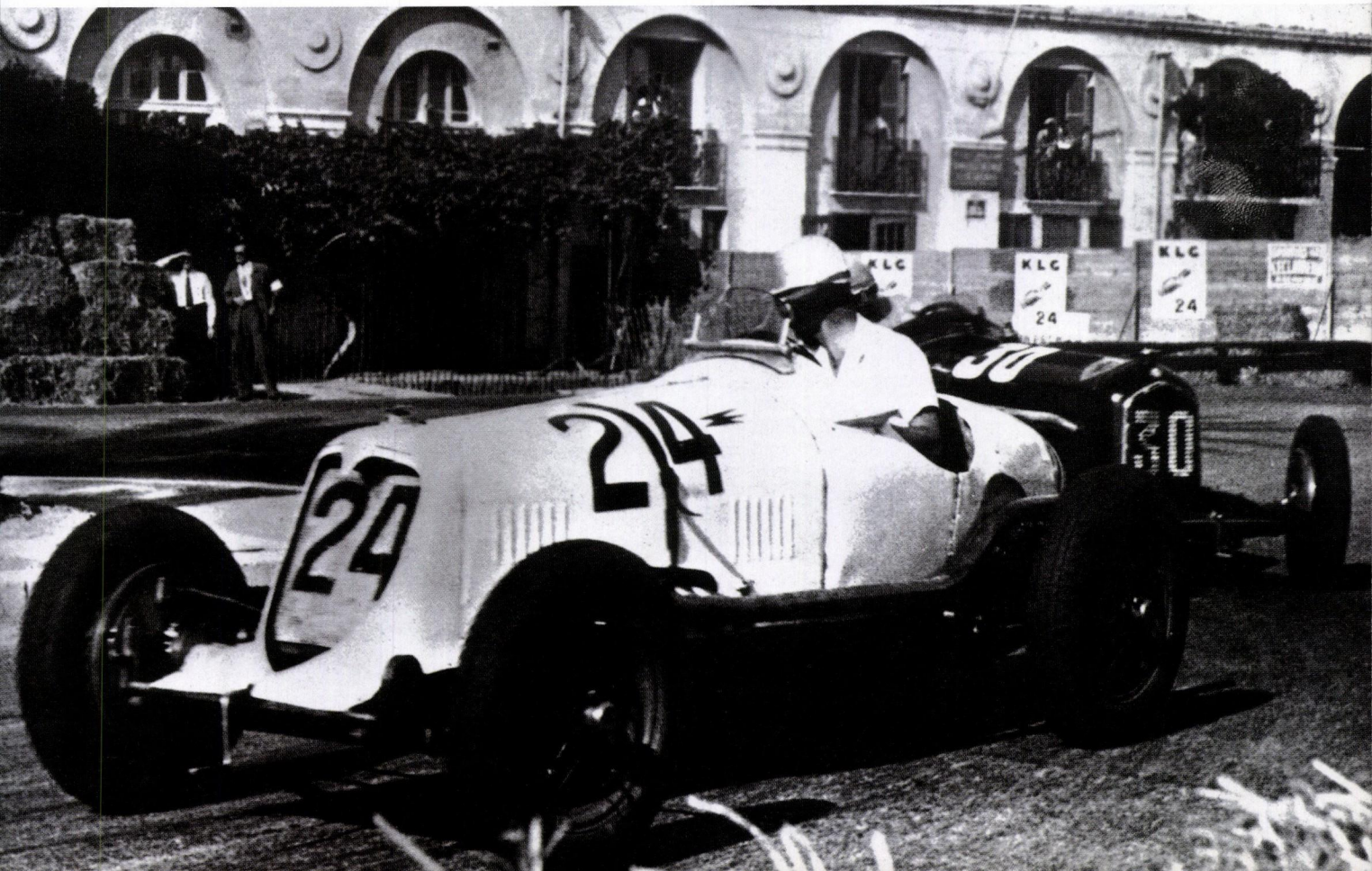
His performances were catching the attention of the right people. In 1935, Auto Union's Willy Walb offered Straight a works drive, starting with the 1935 South African Grand Prix. Though flattered, Whitney refused.

"I would have liked to have driven for Auto Union, but I doubt that I would have survived to tell the tale. I don't think the prospect held much in the way of life expectancy. The Auto Union was a tricky car to handle – 16 cylinders, 600bhp, weighed 12cwt, and spun its wheels up to 160mph! Plus I had got married by this time. I told them I wouldn't be racing anymore."

The 1934 South African Grand Prix, between Christmas and New Year, on the 16-mile East London course, was Straight's final race. He smiled as he thought of the deal he did with the organisers of the race that was entitled the Border 100, but would become known as the first South African Grand Prix. "I thought of a starting money figure, quadrupled it, and came home with a handsome profit."

He flew down in a De Havilland Dragon, with brother Michael, who was entered in a Railton, and Dick Seaman, who was to race his MG K3. "It was a long flight, averaging 95 mph, with no radio. We ran out of aerodrome on our take-off in Rhodesia and landed in a ditch. But we made it, eventually. And I won the race. Michael was third and Dick had engine problems with the MG."

Straight died in 1979 after a truly amazing life. M







all: National Motor Museum

Riddle of the mystery Fiat

IN THE STUPENDOUSLY READABLE AUTOBIOGRAPHY (*Adventure with Fate*, Airlife, 1984, ISBN 0 906393 36 1) of the late Harald Penrose, OBE, C.Eng, RAFO, MRINA, who was the Westland test pilot among other aeronautical accomplishments, there is reference to 'a dashing green Grand Prix Fiat racing car'.

It was owned by Major Laurence P Openshaw, who also had a 'glittering twin-cylinder Brough Superior motorcycle'. Openshaw had taken a postwar MA degree at Cambridge, and had managed a marble factory in Italy. He had been the chief test pilot of the Admiralty's Eastchurch Testing Establishment, and was later an RAF Reserve officer.

He took Penrose, then a student at Westland's Yeovil factory, in various aeroplanes, one flight almost ending in disaster when the engine of the Widgeon 1 monoplane gave out. It was in the Fiat that they went from Yeovil to Andover in 1925 for Openshaw to collect the Westland Limousine biplane.

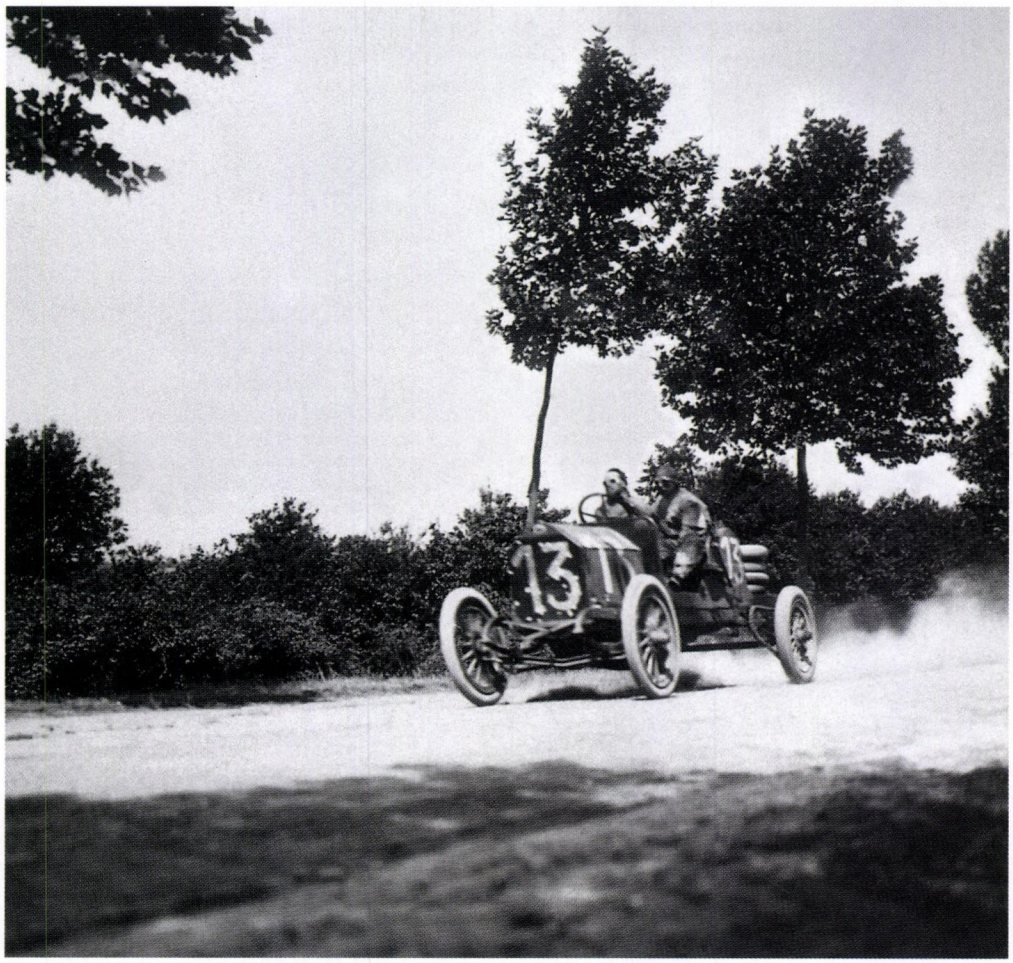
"We drove there in his big racing Fiat at what, to me, was an unbelievable 70mph, gales of wind thudding at my head and the big engine roaring." In those 60 miles, they met only two other cars.

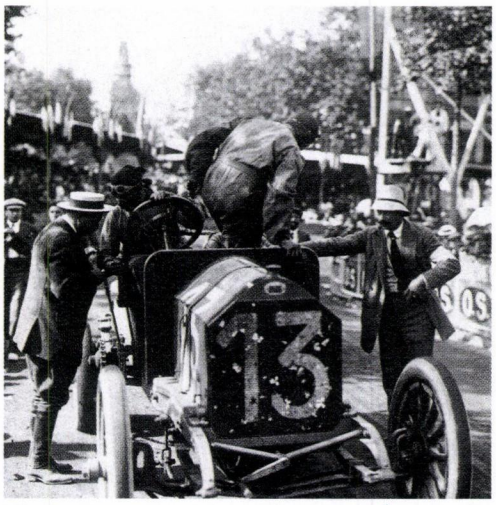
So what was this racing Fiat, which Openshaw worked on and drove?

I do not think it could have been one of the Fiats that contested the French GPs of 1906 (2nd), '07 (1st) or '12 (2nd), or we would have heard of it, although it does seem to have been driven *sans* windscreen and silencer. It could not have been the 10-litre overhead-camshaft Tipo S61 Fiat which was so well-known at Brooklands, because John Cobb was driving it there at the time.

I suspect it was a production touring car, of similar size and performance, perhaps a 9-litre Tipo 5 or a Tipo S61.

In May 1926, Lord Cunliffe's Fiat S61 was delivering the Government newspaper during the General Strike, and afterwards its engine went into the Brooklands S61. It might, or might not, have been the ex-Openshaw car.





All pics: Victor Hémery conducted the Fiat Tipo S61 in the 1911 Grand Prix de France. But is this car the same one that thrilled and impressed Harald Penrose, OBE, on the road?

Kent Karslake, who at the time was contributing his evocative *Sideslips* and *Veteran Types* articles to MOTOR SPORT, always thought that the Fiat which was doing so well at Weybridge was not a GP car but a touring Fiat made into a racing car, winning not the French GP but the lesser 1911 GP of the AC de France.

Major Openshaw continued as Westland's test pilot and raced the company's products until his Widgeon and Flt. Lt. Longton's Blackburn Bluebird collided at the 1927 Bournemouth Whitsun Flying Display. Openshaw burned to death, and Longton was also killed.

I have been unable to establish whether the Etonian Laurence Openshaw, who raced a 986cc Zenith Gradua-JAP motorcycle at Brooklands in 1913, and also in 1914 – when, as Flt.Sub.Lt. RN, he won his race – was the same man as the famous test pilot. But the dates do tie up.

Penrose wrote many other readable books, including his painstaking and invaluable five-volume *History of British Aviation*. In Volume Three, he says of Major Openshaw: "In Italy, he participated in the Grand Prix with a Fiat racing car painted in the official British racing green, and which is now garaged in the aerodrome hangar (at Yeovil)."

What, Fiat folk, are we to make of that?

Lord Carbery on land and in the air

IN MY PIECE ABOUT THE 1911 60HP Cottin et Desgouttes racing car in the December 2001 issue, I said that Lord Carbery had bought it before the 1914-18 war, after it had been given the touring body. He was the owner of several cars of this make.

At Brooklands, he had raced a 20/30, but had achieved little with a 40hp C-D. He did not race the 60hp car, perhaps because racing aeroplanes took so much of his time.

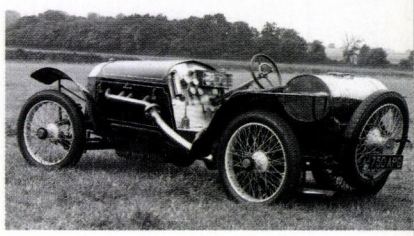
Having gained his pilot's licence at Villacoublay in 1912, he flew his Morane-Saulnier home.

In 1914, his 100mph Bristol Scout, bought for £400, and fitted with the 80hp Le Rhône rotary engine from the Morane, suffered a mild crash at Birmingham during the London-Manchester race.

Carbery then started from scratch in the London-Paris-London contest, but the Bristol came down with empty tanks in the English Channel on the return leg and was lost. On the plus side, its pilot and engine were rescued.

The Lord then had floats fitted to his Morane-Saulnier, and drove down to Monaco in the Cottin et Desgouttes, now in touring guise, for the 1914 Schneider Trophy race. He endured a troubled practice, but was able to borrow a reserve 160hp Le Rhône-engined Deperdussin. It proved little better, however, and after difficulty getting airborne, it gave out completely after just two race laps.

When war broke out in 1914, Lord Carbery joined the Royal Flying Corps.



C-D as rebodied by 'Jumbo' Goddard



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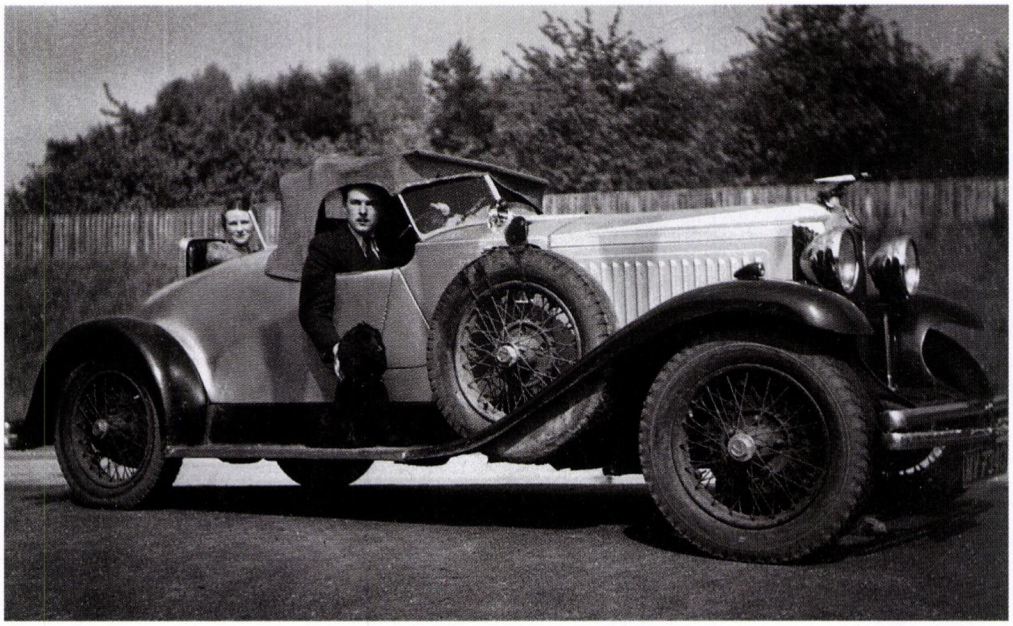
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The VSCC's need for speed



LAT

Vauxhall 30/98 was the cornerstone of the VSCC. But was the Amilcar (below) a match for post-vintage small sportscars?

THE VINTAGE SPORTS-CAR CLUB WAS FORMED IN 1934 FOR those owning pre-1931 cars, often of the calibre of 3-litre Bentley, 30/98 Vauxhall and 12/50 Alvis, who thought the design and construction of more modern cars, even of sportscars, was declining because sales and cost-saving were taking precedence over good engineering.

I thought it might be of interest to consider how right or wrong they were, by looking at cars which followed the formation of the VSCC. So I consulted *The Autocar*'s road tests for 1935.

In those faraway days, acceleration was somewhat less a factor in judging the merit of a car than it is now. Maximum speed was then a more appreciated attribute – remember there was no speed limit on 'open' roads.

The £1000 4.5-litre Lagonda was timed over a half-mile (used for the faster cars) at Brooklands at 100.56mph, two up with screen flat (two-way run, 98.36), and at 96.25mph with screen up. The £878 Railton Light Sports Tourer did 100.56 (98.9 two ways), and a Bertelli Aston Martin managed just 82.57 over Brooklands' quarter-mile as opposed to the 83.33 of both the AC Ace sports four-seater and the £325 Triumph Southern Cross two-seater.

Several American saloons were much faster, and even the £220 3.6-litre Ford V8 saloon was timed at 86.54 mph. Done by *The Autocar*'s test driver H S Linfield, these figures are revealing, and the better vintage sportscars would not have kept up, until in tuned-up form.

One or two of the 1935 saloons could outpace easily the faster vintage sportscars. The £785 3.5-litre Hotchkiss Paris-Nice was credited with 95.74mph, the Chrysler Airflow with 92.78, and the s/c Graham with 91.84.

Creditable, too, were the SS1 saloon (83.33mph), the Rover 14 Speed coupé (82.57), the 1.5-litre Riley Special Series saloon (81.82), and the 2-litre FN-BMW cabriolet and Humber Super Snipe saloon, both of which managed 80.36.

But in 1935, how sluggish some cars still were! An A7 Ruby could not quite get up to 51mph, the 7hp Jowett had to be content with 54.5 and the Standard 9 with 57. Lanchester's Light Six saloon was hard-pressed to better 64.75 and a Morris 10/6 so-called sports-tourer did just 60. The Sunbeam 20 saloon attained a mere 67, while several large cars struggled to do 70. The sports Singer 9 Le Mans four-seater did 68.18, the Hillman Aero Minx coupé 71.43 – little advance in half a decade over a blown A7 Ulster or MG Midget.

But whether any of these cars would be as good 10 years later could have been a valid argument for the pre-1930 machinery the VSCC chaps enthused over.



Bill Boddy

miscellany

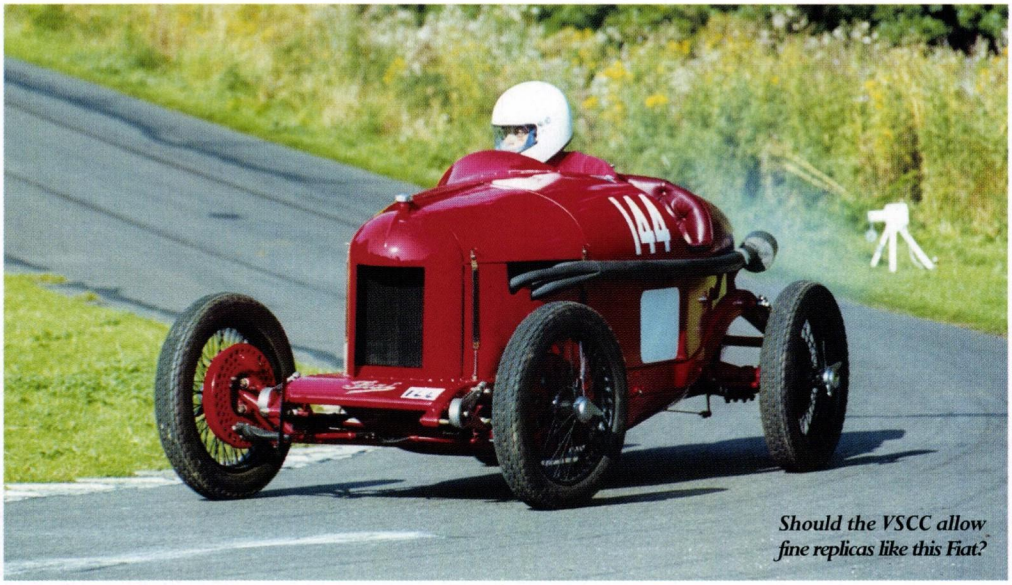
CONGRATULATIONS TO THE Vintage Motor Cycle Club, which has already issued its 2002 fixture list of no less than 498 events, from the territorial sections' happenings to main affairs like the legendary Banbury Run, etc. It also has a 2002 calendar illustrated with large colour pictures of lady riders of seven different twin-cylinder Royal-Enfield sidecar outfits around the time of World War I, taken from a publicity book which the company's enterprising publicity manager produced, the point being that each lady found the big Enfields easy to manage, and reliable. The VMCC can be contacted at Allen House, Wetmore Road, Burton-on-Trent, Staffordshire, DE14 1TR or by calling telephone number 01283 540557. Its activities may well make some vintage car owners want to add vintage motorcycles to their garages. The calendar costs £2.50 UK, £3.50 Europe, £4.50 rest of world, postage and packing is free.

* * *

THE POSTBAG I RECEIVE IS never dull. Recent enquiries have included one from the owner of the replica of the D6-75 Delage with which the French driver Gerard won the 1938 TT and drove subsequently at Brooklands. He asks what shade of blue the original car was painted. I once followed Gerard into Brooklands when he was driving there on a practice day, but I cannot remember. But maybe someone else will?

* * *

ANOTHER READER HAS REBUILT the Cooper-Bristol sports-prototype which was taken to America by Winkleman and reputedly brought back here by Stephen Longton. Can anyone fill in the gaps? Letters can be forwarded.



Stephen Welsh

Should the VSCC allow fine replicas like this Fiat?

Better 'fakes' than never

THE VSCC HAS EXPANDED SIGNIFICANTLY SINCE A GROUP of young enthusiasts founded it in 1934 to encourage the preservation, and especially the use, of what they regarded as proper sportscars, defined as those made prior to 1931. The club now caters for approved 1931-39 cars, Edwardians, historic racing and sportscars up to the 1960s, and has been lenient to post-1939 vintage-type cars which are deemed in specification to be the same as the pre-war version. But surely this cannot mean that a 1931 A7, for example, is a vintage car?

Now comes the question of whether or not to permit replicas. An excellent replica Fiat 803, with a non-racing engine, has already competed in a VSCC race, although the C&G-resuscitated Auto Union, and Napier 'Samson' replica, at present would not be permitted in VSCC races.

It could be argued that it's better to have a competently-made replica of a famous car than a vintage chassis with a body not conforming to any known previous car, as this is perpetuating the past mechanically without an historical element. If no example of a car from the past still exists, or such is incarcerated in a museum, a replica, as long as it is properly presented, may be permissible, even commendable.

It might be argued, too, that a brand-new product, if raced, could have an advantage over 40-year-old cars. But as new parts are used, necessarily or otherwise, in many old cars, this is probably not a valid argument.

Replicas of otherwise 'dodo' cars which have original components in their make-up seem to me acceptable, as are Specials made with the VSCC's accepted proportion of vintage components. Most Ulster A7s have replica bodies, but these are usually shells made to the correct shape and dimension of the original. Glass fibre Goulds, with plastic mudguards and running boards look even better, but I can see why glass fibre is a horror in the vintage movement.

I rest my case, while admitting an aversion to replica Bugattis, Frazer Nashes and such like, while many original cars actively exist.

Expect a Mors

THE LONDON-BRIGHTON VETERAN Car Run is not a race but, for the record, the first car to arrive in 2001 was Stuart Evison's 1902 Mors.

Of 365 pre-1905 veterans, only 30 failed to make it in the time limit.

The oldest, Daniel Ward's 1892 Peugeot, was successful, as was HM The Queen's chauffeur driving the 1900 Daimler from the Royal Mews at Sandringham. Lord Strathcarron's usually reliable 1903 Georges Richard was towed in by a modern car, but had presumably made the Pylons finish on time.

A lady reporter who was a friend of Charles Jarrott called this re-enactment of the 1896 Emancipation Run the world's oldest motoring event. But this overlooks the 1894 Paris-Rouen trial and the 1895 race from Paris to Bordeaux.



Elizabeth Bennett

Vets in practice: Ward's 1892 Peugeot

miscellany

THE VINTAGE MORRIS MINOR Register has been reformed, catering for owners worldwide of the 1928-1931 short wheelbase, overhead-camshaft Minors. Its Secretary, Ian Grace, is building a Morris Special based on the Morris Oxford hybrid with a surplus 18/800 MG Tigress engine, as built for Carl Skinner of SUs. It was named 'Smokey' by the SU boys. With registration YF15, Barbara Skinner took the Ladies' Cup with it at Shelsley Walsh in 1932 and used it to tow her well-known Skinner Special Morris to hill climbs in the 1930s. Can anyone fill in details of its subsequent history? The registration was transferred to other vehicles. The Register currently has 112 members and has located 267 ohc Minors. Mr Grace's address is 156 Deer Run Drive NE, Ada, MI 49301, USA. The Register's magazine is devoted mostly to British Minorism and contains much data about the production history of these little cars.

* * *

IT IS ENCOURAGING THAT THE MCC had 102 motorcycle and 3-wheeler and 233 car entries for the Exeter Trial in January. The Land's End Trial takes place on March 29/30 and the MCC's Brooklands Meeting on May 5. Its magazine *Triple* is edited by Charlotte Blight and the Secretary is M D Furze, 2 Templeman's Ash, Pilsdon, Bridport, Dorset DT6 6NX.

* * *

THE NEXT VSCC FIXTURE IS THE Measham Rally, on January 26/27, a tough 180-mile night bash for the non-faint-hearted, from Waddoe Hall hotel, near Clitheroe, Yorkshire and back. But there will be shorter routes and lower average speeds for those in pvt and non-sports cars and this time more "user-friendly" roads will be used. Indeed, a training seminar will be held just before the start.

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VSCC Cadwell	23rd June		1st September
VSCC Shelsley	6th July	VSCC Silverstone	
VSCC Mallory	21st July		21st September

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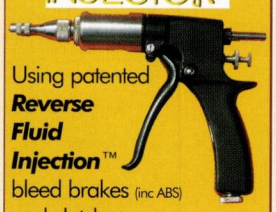




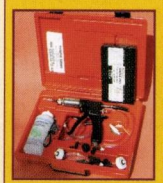
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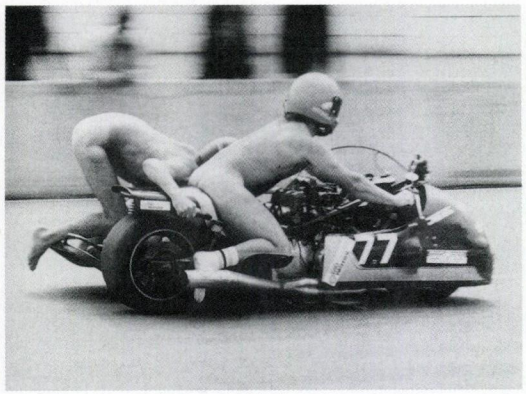
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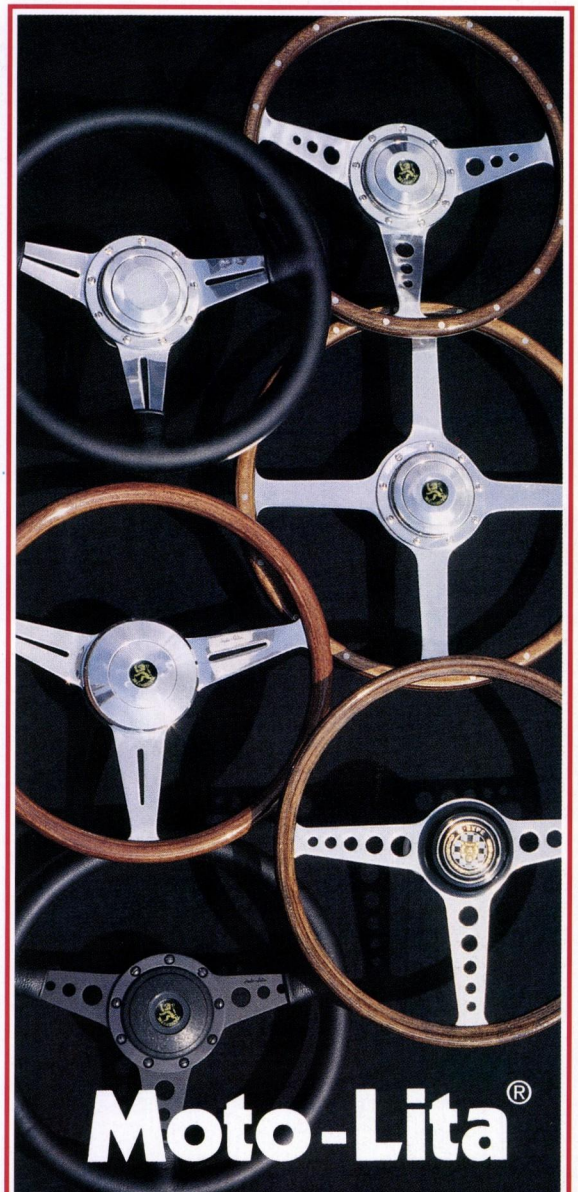
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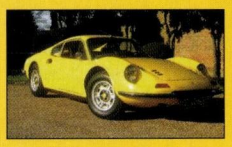
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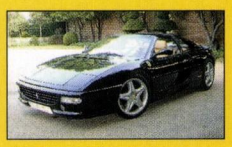




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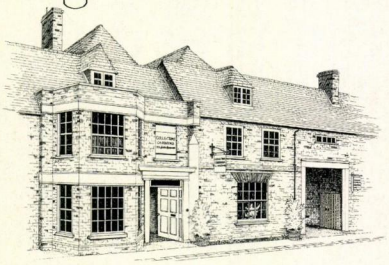
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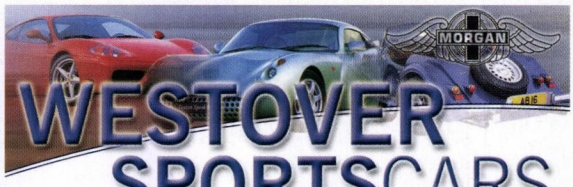
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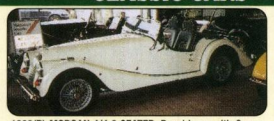
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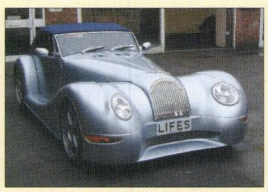
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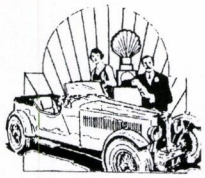
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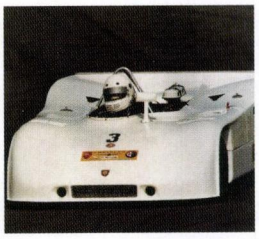
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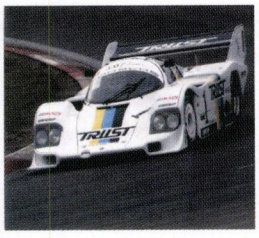
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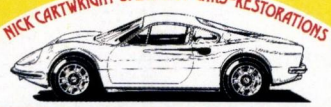
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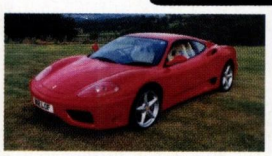


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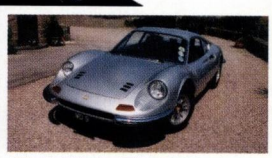


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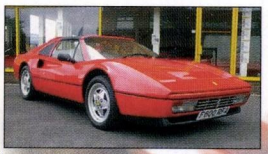
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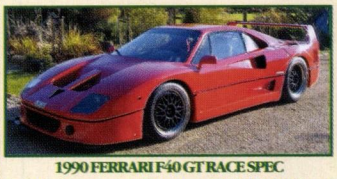


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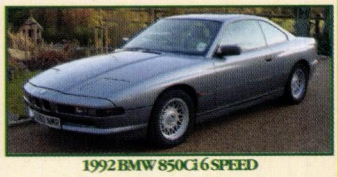
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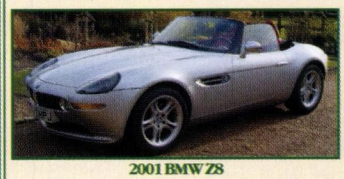
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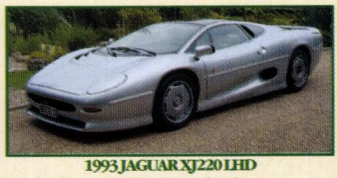
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Topaz Blue with Anthracite Leather, Full Spec, COMMAND, 1500Kms **£69,950**



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Granite Silver with Grey Leather, 13,000 miles, 1 Owner, Exceptional **£19,950**



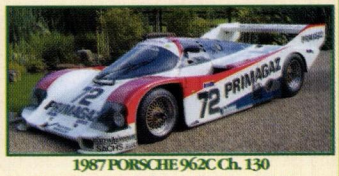
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Silver with Red/ Black Leather Interior, Only 4,500 KMS, 2 Owners **£59,950**



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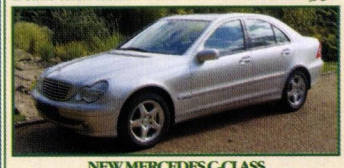
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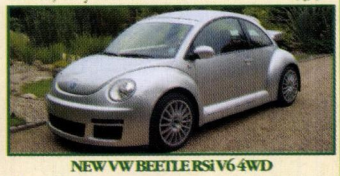
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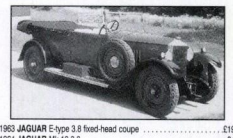
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1937 **M.G.** VA 4-seat tourer £27,000
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1960 **ROVER** 80 ..... £2,000
1961 **ALVIS** TD21 saloon. 4-speed manual £6,750
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1961 **SUNBEAM** Alpine Mkll 1750cc engine & overdrive £7,500
1963 **JAGUAR** Mkll 3.8 saloon. Manual gearbox with o/d £9,250

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1969 **DAIMLER** Sovereign 420 ..... £6,500
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1974 **M.G.** B GT V8 (Chrome bumpers) (Black) £10,250
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2000 PORSCHE 996 CABRIOLET MET BLACK 2000 miles
1999 PORSCHE 996 COUPE ARCTIC SILVER 19000 miles
1998 PORSCHE 996 COUPE ARCTIC SILVER 26000 miles
1997 PORSCHE 993 CABRIOLET SILVER 39500 miles
1997 PORSCHE 993 TARGA SILVER 30000 miles
1997 PORSCHE 993 TARGA BLACK 40000 miles
1997 PORSCHE 993 C2 S COUPE VERSUVIUS 29000 miles
1996 PORSCHE 993 COUPE TIP IRIS BLUE 17000 miles
1996 PORSCHE 993 COUPE MIDNIGHT 26000 miles
1995 PORSCHE 993 COUPE MIDNIGHT 32000 miles
1995 PORSCHE 993 COUPE TIP SLATE GREY 46000 miles
1995 PORSCHE 993 CABRIOLET 4 SLATE GREY 31000 miles
1995 PORSCHE 993 CABRIOLET BLACK 33000 miles
1995 PORSCHE 993 CABRIOLET MET BLACK 64000 miles
1999 PORSCHE 911 SSE CABRIOLET RED 71000 miles
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1996 FERRARI 456 GT YELLOW 32000 miles
1998 FERRARI 355 SPYDER MET BLACK 6000 miles
1997/8 FERRARI 355 FI GTS LHD 30000 miles
1997 FERRARI 355 GTS Red 12000 miles
1996 FERRARI 355 SPIDER RED 17000 miles
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1992 FERRARI 348 TB LHD RED 30000 miles
1990 FERRARI TESTAROSSA RED 25000 miles
1990 FERRARI MONDIAL CABRIOLET 3.4T RED 36000 miles
1988/9 FERRARI 412i BLUE 45000 miles
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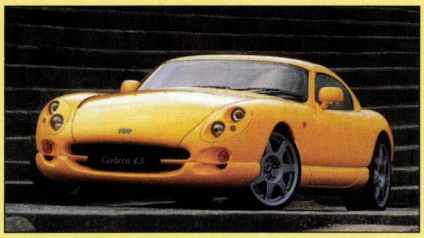




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Lotus Elise 2000 Inferno red with black leather removable steering wheel	£21,250
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Lotus Elise mustard yellow with green roof and leather	£20,995
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TVR Griffith 500 1997 blue with biscuit leather PAS	£25,995
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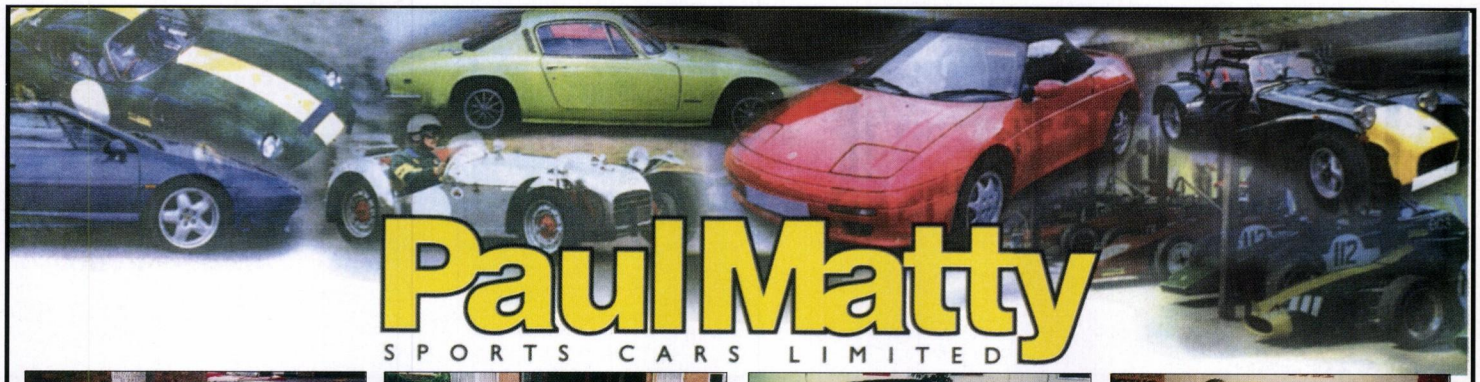


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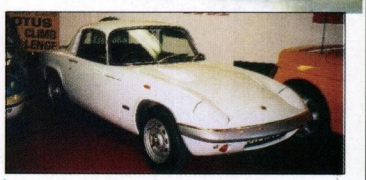
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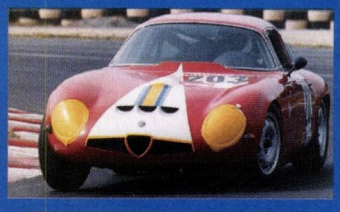
OSCA MT4



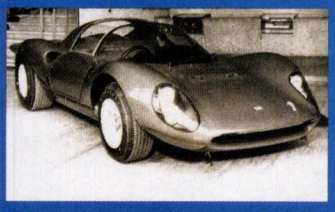
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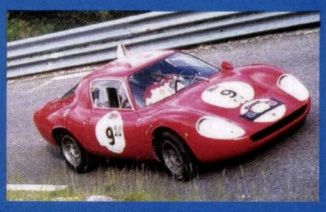
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1962 MERCEDES BENZ 190 SL. Silver with Dark Blue hide, 3 owners, 47K miles with extensive history believed genuine. Comprehensive restoration carried out including complete engine overhaul. An exceptional example. .....£29,995 - RHD



1963 LOLA MK6 GT, CHASSIS NO.1. The works Le Mans/Ford GT40prototype. Restored and race developed by Barry Hodson at a cost in excess of £350,000. Ran this year at Le Mans, Silverstone Festival, Goodwood Festival of Speed, Goodwood Revival, Snetterton Top Hat. The passport to any top event and a race winner. F.I.A. papers plus full spares package. Historically the most important GT car ever. .....£500,000 - RHD



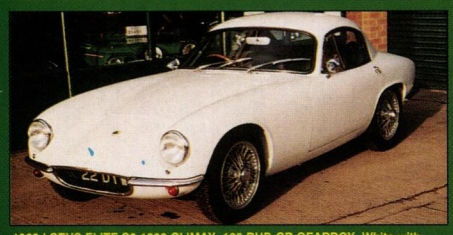
1955 JAGUAR XK140 DHC SE. Original UK car in Signal Red with Biscuit hide and weather equipment. CWW, O/D, C-Type head, disc brakes etc. Total body off restoration to the highest standard, only 700 miles since. It would be advisable to view all others first, then view the best.....£49,995 - RHD



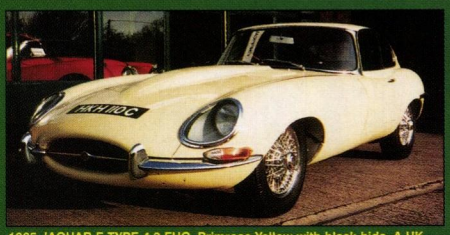
1971 TRIUMPH TR6 150 BHP. In BRG with Biscuit hide. CWW, O/D, works hard top, wood rim wheel etc. Restored to perfection some years ago. Benson & Hedges concours winner, used sparingly since, superb.....£16,995 - RHD



1963 MGB ROADSTER. Pull door handle. B.R.G. with Black hide, overdrive, wire wheels, period radio, an English example professionally restored to the highest standard, very little use since. They don't come any better ...£13,995



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order. .....£28,995 - RHD



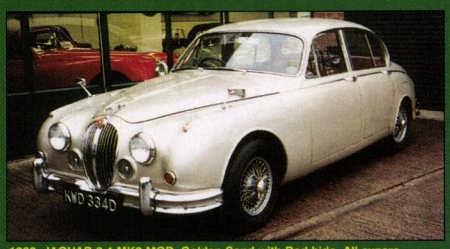
1965 JAGUAR E-TYPE 4.2 FHC. Primrose Yellow with black hide. A UK car, ground up restoration carried out 1995, 9,000 miles since. Equipped with CWW, webasto sun roof, period radio etc. A stunning example. .....£28,995 - RHD



1964 DAIMLER DART SP250 C SPEC. Ivory with Black hide piped Cream. Rack & pinion steering, hard top tonneau cover, over riders, wood rimmed wheel, fuel reserve etc. History from new, unrestored but lovely ... .£13,995 - RHD



1965 MORGAN 4/4 1500. Oxford Blue with Black trim piped Cream. Total ground up restoration on a new galvanised chassis. Uprated suspension, bucket seats, minilite wheels, roll cage etc. A stunning example. .....£16,995 RHD



1966. JAGUAR 3.4 MK2 MOD. Golden Sand with Red hide. All syncro gearbox, original radio, ace wheel discs, 61K, 3 owners, history from new, rare to find in such original condition and very sensibly priced. .....£12,995 - RHD



1923 HUMBER 8/18 APEX TOURER. Yellow over Black with Brown hide. 2 seat with small dickey, a correctly restored concours winning example with all correct period fittings & full weather equipment. I have never seen or driven a better example, superb. .....£9,995 - RHD

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1965 FRUA JAGUAR 3.8 COUPE. The 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. Equipped with overdrive, PAS, CWW, restored in 1990/95 at a then cost in excess of £100,000 to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why, other than maybe the cost of production, as the whole concept is absolutely stunning - 'unrepeatable' .....P.O.A.

1967 LANCIA FLAMINIA 2.8 3C. Ivory with Black hide. Last owner since 1972, a warranted 25K. 1 of only 17 RHD, out of a total production of 180. Works hard top, Nardi steering wheel, period radio. Quite unrepeatable £29,995

1963 FORD GALAXY COUPE 7 LITRE. A race prepared example in Team Willment colours, full cage, corbeau seat, 5 point harness. 550 bhp engine, T10 CR gearbox, Detroit locker, Airhart brakes, Koni shockers, 15x10 & 15x8 Shelby wheels. A perfect entry for Goodwood and possibly a race winner £25,000

1968 MGB 2.0 ROADSTER. Signal Red with Black hide. Osselli engine, CWW, up-rated suspension, overdrive, walnut dash & door cappings, Kenlowe fan, radio Total re-build on new shell, only 16,000 miles since. An exceptional example.....£13,995

1978 MERCEDES BENZ 450SL. Ice Blue Metallic with biscuit trim. 90K miles, used in summer months as a second car. Auto, PAS, radio, wash wipe, boot spoiler, front fogs, top tint etc. A stunning example.....£12,995

1973 TR6. Damson with black trim. Equipped with CWW, radio, sports exhaust, electronic ignition, wood rimmed wheel, twin spot lamps etc. Restored from chassis up at a cost in excess of £30,000. Only 6K miles since £9,995

1987 FORD SIERRA COSWORTH 3DR. Polar White with Anthracite cloth. 3 owners, 50K, FSH, original unmodified, unpainted and simply stunning. I have not seen a better example £8,995

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1972 TRIUMPH SPITFIRE MKIV. In Magenta with Black trim. A total body off chassis restoration carried out 96/97 to the highest standard. very little use since. Only three owners from new and low mileage. They don't come any better.....£6,995

1978 PILGRIM FAMILY TOURER. Finished in Primrose with contrasting Black interior. This fine example is fitted with the 2.3 V6 engine and Cortina running gear. Built to an exacting standard and totally detailed throughout. An awful lot of fun.....£6,495

1984 LOTUS EXCEL 2.2 COUPE. In metallic sapphire blue with blue trim. 21,00 miles believed correct. Equipped with PAS, elec windows, radio, alloy wheels, etc. An absolutely stunning example, priced very realistically £4,995

1973 TRIUMPH TR6 PI. White with black trim. An English car, uprated to 160bhp, overdrive, bucket seats, bills for in excess of £12,000. Drives superbly, needs a little tlc, but what value £4,995

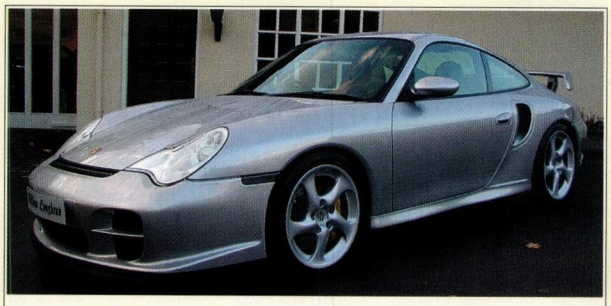
1970 TRIUMPH VITESSE CONVERTIBLE 2.0 MK2. Signal red with cream strip and black trim. 2 owners, 32K from new. A superb original example.....£4,995

1964 MINI COOPER 1275S. Blue, White roof, Black trim. 1340 eng, minilite wheels, twin tanks, Monza fillers, wood rimmed wheel. Not for the faint hearted £4,995

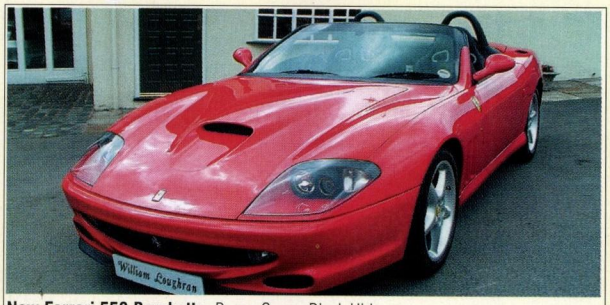
1975 ROVER P6 3500 S. Burnt Orange with Biscuit hide, PAS, CD, HRW etc. Just had £6,000 spent on total body chassis restoration by marque experts. Outstanding value £2,995

1972 ROVER P5 B COUPE AUTO. Ivory with Sandstone roof & hide. 86k miles believed genuine and new original wings. Needs a little TLC, they don't come any cheaper.....£2,000

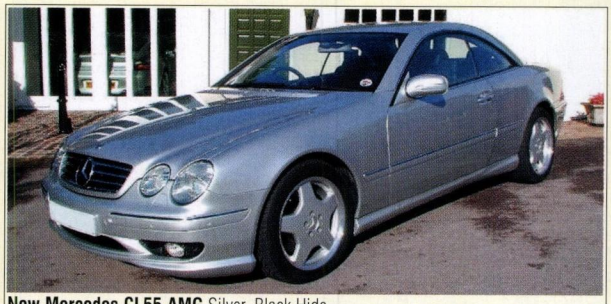
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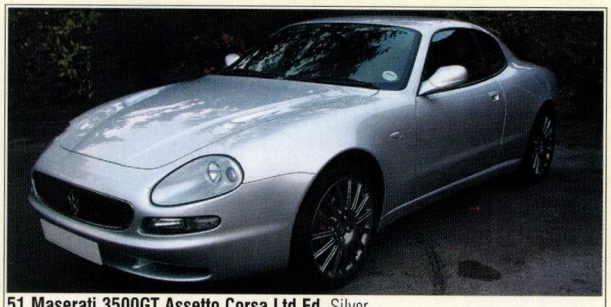
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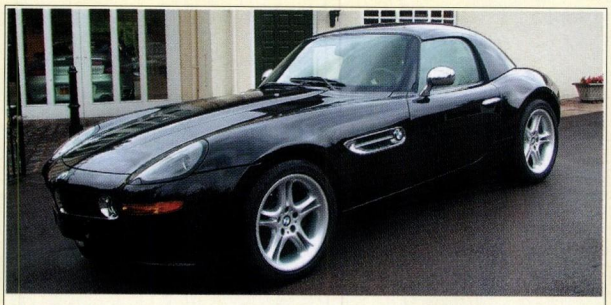
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JAGUAR XK 120 FIXED HEAD COUPE, LHD – Opalescent Bronze/Duo-tone Beige hide, Tan carpets, painted wire wheels, recent bare metal repaint, superb original interior, low ownership from new, excellent colour combination, very good example of this elegant car.

JAGUAR XK 140 ROADSTER, RHD – Dark Blue/Grey hide, Dark Blue carpets, Dark Blue hood, chromed wire wheels, total chassis off restoration to J.D. Sports specification including modified original C-Type engine, 5 speed gearbox (not Getrag), disc brakes, uprated suspension, rack and pinion power steering, uprated wiring loom with alternator, bucket seats, full harnesses, full burr walnut dashboard, etc. Only 300 miles since completion last year. Ideal touring/rally car.

JAGUAR XK 140 ROADSTER LHD – British Racing Green/Green hide and carpets, 16" wire wheels, fully restored 10 years ago to rally specification, very successful since, maintained regardless of cost. F.I.V.A. registered, excellent fun.

JAGUAR XK 140 ROADSTER RHD – Pastel Blue/Blue hide and carpets, 16" chromed wire wheels, 4 wheel disc brake conversion with Servo, subject of a total chassis off restoration to a high standard, an excellent useable example.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD. Red/Black hide and carpets, 16" chromed wire wheels, subject of a total chassis off restoration to the highest standards, original colour specification, rare example in excellent condition.

JAGUAR XK 150 3.8 LITRE DROPHEAD AUTOMATIC, RHD – Old English White, Red hide and carpets, Black hood, 16" chromed wire wheels. Subject of a total chassis off restoration. Wonderful example of this rare car.

JAGUAR XL 150 3.4 LITRE DROPHEAD RHD – Dark Blue/Grey hide, dark blue carpets, dark blue mohair hood. 16" chromed wire wheels, full chassis off restoration to J.D. Sport specification including mildly tuned engine, 5-speed J.D. Sport gearbox, alloy radiator, electric cooling fan, rack and pinion power steering alternator with modern wiring loom, uprated brakes, burr walnut dashboard and door cappings, uprated heater etc etc. 700 miles since completion. Stunning and as new.

JAGUAR XK 150 'S' 3.8 LITRE FIXED HEAD COUPÉ, RHD – Sherwood Green/Beige hide and carpets, 16" chromed wire wheels, full matching numbers and original colour specification, subject of a total chassis off restoration 12 years ago, now nicely mellowed, superb example of this very rare car.

JAGUAR E-TYPE SERIES 1 3.8 ROADSTER – LIGHTWEIGHT RECREATION. Silver/Black interior, modified engine, Webers, race exhaust system, correct lightweight wheels, vented hard top and boot lid etc. We have just completed a major mechanical overhaul and body detailing. A very early example ideal for Race/Rally or Road use.

JAGUAR E-TYPE SERIES 1 4.2 LITRE ROADSTER – LHD. Opalescent silver blue/black hide and carpets, chromed wire wheels. Genuine 17,000 miles from new. **Wonderful condition throughout. Unique. Please call for full details.**

JAGUAR 'E' TYPE SERIES III COMMEMORATIVE V12 ROADSTER – Black/Beige hide, Black hood, chromed wire wheels, one of sixteen manual cars built, subject of a sympathetic restoration 2 years ago. Stunning.

JAGUAR E-TYPE SERIES III V12 2+2 MANUAL. Red/beige hide and carpets, chromed wire wheels, subject of a major restoration 2 years ago, recently fitted with JD Sport Brakes and ignition system. Excellent example.

THE J.D. SPORT MARK II SALOON, XK 140 AND XK 150 – Developed over 10 years, and hand-built by J.D. Classics for modern motoring, with a little old-fashioned excitement! Colour specification to your choice, J.D. Classics sports front seats, complete leather interior, including door panels, parcel shelf etc., inertia reel belts to front and rear, our own unique walnut veneered centre dash to match your choice of woodwork, CD/music etc. to your choice. Highest specification, completely rebuilt sports engine, choice of either 3.4 or 3.8 litre, 4.2 litre fuel injection or our latest XJR V.8 Supercharge. 3.4 to 4.2 litre engines are gas flowed, lightened and balanced, unleaded fuel head, electronic ignition, fast road camshafts. 2" stainless steel manifolds and exhaust system, catalytic converter, rack and pinion power steering, remote adjustable sports suspension, competition wire wheels, sports braking system, VR tires, choice of gearbox, air-conditioning, etc. Our work is carried out to an impeccable finish, and we will build to your individual specification if you wish. The world is blessed with 'look-alike', efficient, luxury vehicles. But are you excited? Boredom can be very expensive! The "J.D. Sport" is exclusive. It is a car that will express your taste, and your individuality. You may even get excited, again...!

J.D. SPORT MK II SALOON V8 4.0 LITRE, 5 SPEED AUTOMATIC. Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, full V8 saloon normally aspirated drivetrain, independent rear suspension, rack and pinion power steering, ABS brakes, air conditioning, full leather interior, electric steering column, telephone, electric windows, electric roof, electric memory seats, powerfold mirrors, etc., etc. 5,000 miles only since completion, exchanged for new J.D. Sport Supercharge XK 150 Fixed Head Coupe, wonderful specification and as new throughout.

J.D. SPORT MK II SALOON, 4.0 LITRE 5 SPEED MANUAL – Opalescent Dark Blue/Grey hide and carpets, competition chromed wire wheels, X300 fuel injected engine, J.D. Sport 5 speed manual gearbox, ABS brakes, full climate control, electric steel sunroof, electric windows, central locking, inertia reel seat belts, electric heated seats, bespoke alloy switch gear, full leather interior etc, 6,000 miles only. STUNNING.

J.D. SPORT MK II SALOON, 3.8 LITRE MANUAL WITH OVERDRIVE – British Racing Green/Beige hide and carpets, competition chromed wire wheels, climate control, full leather interior, J.D. Sport front seats, inertia reel seat belts, modified engine and suspension etc. Tinted glass, rack and pinion power steering, hand made stainless steel exhaust system built to an impeccable standard 18 months ago, as new throughout.

JAGUAR MARK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Blue/Red hide and carpets, chromed wire wheels, subject of a total restoration, updates include rack and pinion power steering with alternator, air-conditioning, modern stereo etc. Excellent example.

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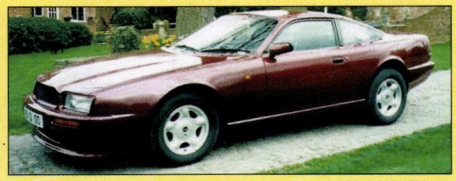
ASTON MARTIN IN THE THAMES VALLEY



1974 Aston Martin V8 Finished in Dubonnet Rosso with magnolia hide interior with deep red wilton carpet piped magnolia. This car is in exceptional condition and comes complete with thick and detailed history file of all of the expenditure which includes recent new sills. It is fitted with automatic transmission, PS, air conditioning and all other usual refinements. A much better car than the price would suggest **£16,950**



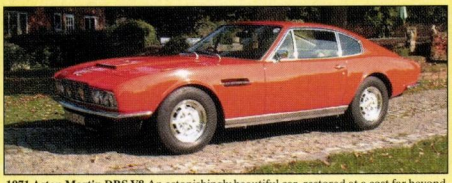
1988 Aston Martin Vantage. Finished in Royal cherry with contrasting pale grey hide piped red. Prefered by many to the later Virage model these cars are very quick, handle well and are comfortable high speed tourers. This late model example previously owned by Lord Gapp of Aylesbury has 5 speed manual transmission, Ronal wheels & air conditioning and comes with the benefit of a comprehensive service history **£49,500**



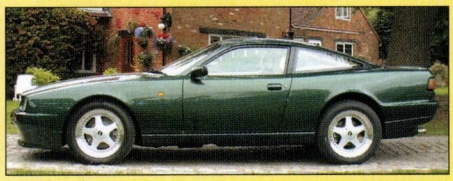
1990 Aston Martin Virage finished in burgundy with contrasting black hide. This car has covered only 38,000 miles from new and it's condition is comesurate with it's low mileage. Fitted with automatic transmission and air conditioning and is easy and rewarding to drive, wonderful value at **£33,950**



1979 Aston Martin V8 Oscar India. Finished in British Racing green with beige hide interior. This car is in extremely nice condition and comes with a very well documented history file detailing the considerable expenditure spent on the car. Fitted with automatic transmission and air conditioning and the later spec BBS cross spoke alloy wheels **£25,950**



1971 Aston Martin DBS V8 An astonishingly beautiful car, restored at a cost far beyond it's value by it's previous enthusiastic AMOC member owner.Finished in storm red with beige hide interior and fitted with deep veneer wood cappings and an engine bay that will win a concourse. We would like to sell this car to a caring individual who will keep it in the condition to which it has become accustomed **£25,000**



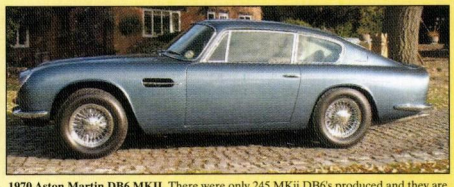
1991 Aston Martin Virage Finished in Buckingham green with magnolia hide piped grëen. This is probably the best colour combination and specification for a Virage having automatic transmission and fitted with the 6.3 style OZ alloy wheels.Previously registered as A8TON this car comes with detailed service history and is in excellent condition **£35995**



1969 Aston Martin DB6. Finished in Kingfisher blue with blue hide interior, fitted with automatic transmission, power assisted steering and chrome wire wheels and is in very nice all round usable condition, £29,590 also another similar car finished in midnight blue to the same specification @ **£32,950**



1966 Aston Martin DB6 Vantage. This is an original Vantage fitted with the ZF five speed gearbox and the car has been the subject of enormous expenditure by it's previous dutch owner. It is finished in Aston Martin racing green with black hide interior and is obviously in very fine conditure throughout **£49,950**



1970 Aston Martin DB6 MKII. There were only 245 MKii DB6's produced and they are the most refined and the most desirable of the range. This is an excellent example finished in steel blue with natural tan hide and fitted with manual 5 speed ZF transmission power assisted steering and chrome wire wheels. The MKII's have slightly flared wheel arches and improved interior trim **£42,500**



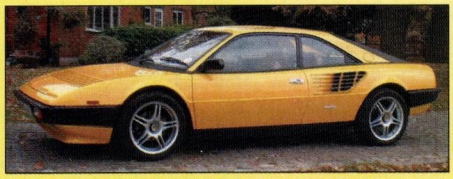
1955 A.C.Acceca This is a fine example of this very rare motor car. Finished in silver with sumptuos deep red hide interior and fitted with the desirable AC engine, 4 speed gearbox and wire wheels. This is one of the nicest examples of this model that has passed through our hands an is sensibly priced at **£22,950**



1965 TVR Griffith. This is undoubtedly the finest example of this very rare model having just undergone a full chassis up restoration by David Gerald TVR. No expense was spared in the reconstruction of this original Griffith and we have invoices with the car which exceed £40,000. Specification too detailed to print, please enquire for more details **£29,950**



1972 Jaguar E type V12 roadster. Finished in BRG with black hide interior. This car is in near perfect condition, it has never been restored and the last owner viewed 10 other E types before purchasing this one from an elderly Scottish gentleman. Fitted with power assisted steering, chrome disc wheels and automatic transmission. If you are looking for an E type as Jaguar built it and not one that has been bolted together by someone else, then look no further **£34,950**



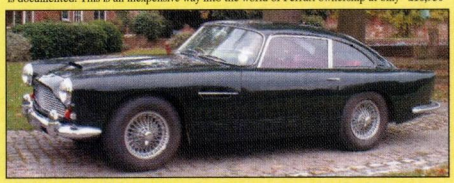
1982 Ferrari Mondial. Finished in Giallo Fly Yellow with tan hide interior and comes no only with the wheels shown, but the original wheels as well. It has covered a mere 42,000 miles from new, has a fully stamped service book and is in quite exceptional condition throughout. The cam belts were changed only 300 miles ago and the car has ben the subject expenditure, all of which is documented. This is an inexpensive way into the world of Ferrari ownership at only **£16,950**



1966 MGB Roadster. (Chrome bumper model). Finished in dark metallic blue with full black hide seats. This car is in very nice condition having had the benefit of some restoration. It is fitted with a new mohair hood, overdrive, wire wheels and an immobiliser alarm system. **£5,995**



1974 MG Midget. Finished in Inca yellow with black interior trim. This car has been the subject of a complete restoration with photographic record. The car was taken back to bare metal and all corrosion eradicated. As well the body, the engine has undergone a major refurbishment and all interior trim, hood and tonneau have been replaced. Excellent value at **£4,995**



1963 Aston Martin DB 4 srs V. A really excellent example finished in BRG with sumptuos red leather interior. This model is the last of the DB4 line and is the same length as the DB5 with slightly increased boot space, sitting on 15" wire wheels & radial tyres, fitted with overdrive and in splendid condition throughout. **£49,500**



1961 Aston Martin DB4 srs3 This is a very nice example finished in burgundy with black hide.It is one of the rarer overdrive models and was delivered new with electric windows. With the car we have a considerable service history file showing it's continous maintainance over the past years. It is currently fitted with the standard 3.7 engine but this could be upgraded to our much improved specification 4.2 at extra cost. An excellent car. **£39,950**



1959 Aston Martin DB4 Series I. Finished in British racing green with tan hide interior. Fitted with chrome wire wheels and webasto sun roof. This car is in very good condition, the engine was completely rebuilt three years ago by RS Williams and was also repainted at that time. **£39,950**

We are constantly seeking more stock – telephone us if you have something to sell – Commission sales undertaken. We are situated 12 miles west of Heathrow – please phone or fax for an appointment to view. We will pick up from Heathrow by prior arrangement. Photographs and more detailed specification on request.

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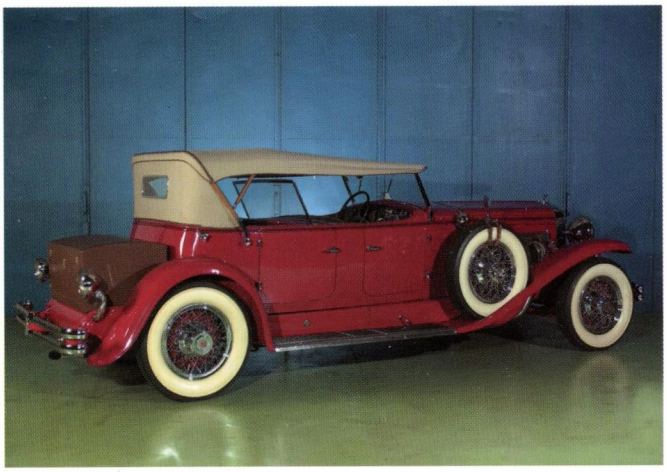
CALENDAR 2002

Saturday 6th April	Godmanchester, Huntingdon, Cambridgeshire
Saturday 18th May	In association with the **csma**, Brands Hatch, Kent
Saturday 22nd June	Shuttleworth Park, Biggleswade, Bedfordshire
Saturday 21st September	Shuttleworth Park, Biggleswade, Bedfordshire
Saturday 23rd November	Godmanchester, Huntingdon, Cambridgeshire

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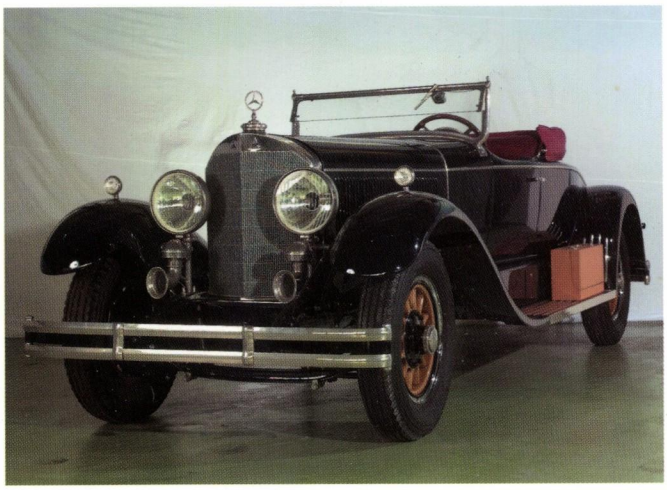
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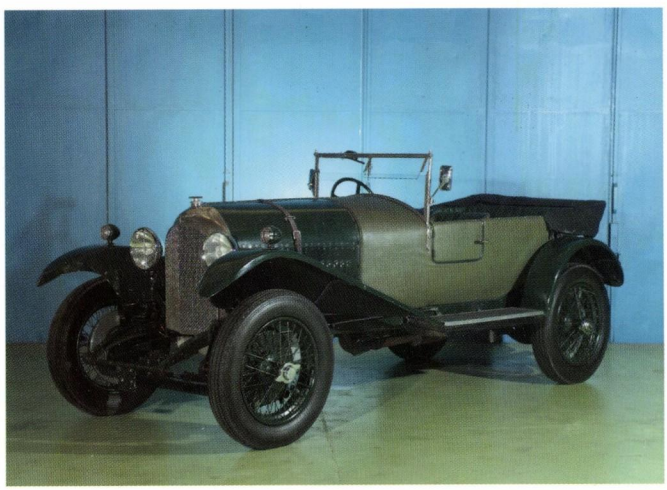
1932 Duesenberg Model J Tourster
€420,000-520,000 (Without Reserve)



1930 Cadillac V16 Sport Phaeton
€320,000-420,000 (Without Reserve)



1924 Mercedes Type 630K Roadster
€300,000-400,000 (Without Reserve)



1926 Bentley 3 Litre (4½) Red Label VDP Tourer
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