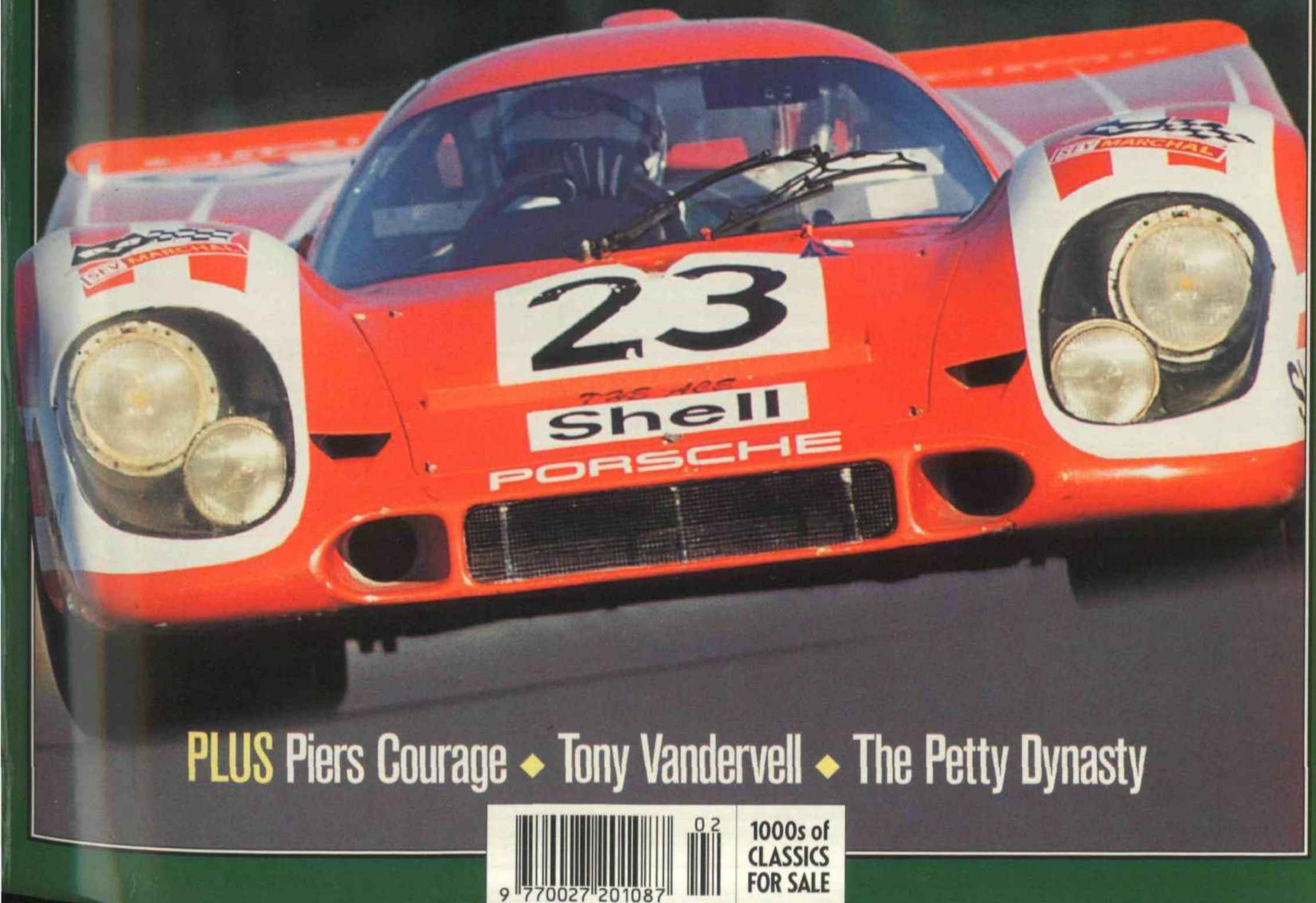
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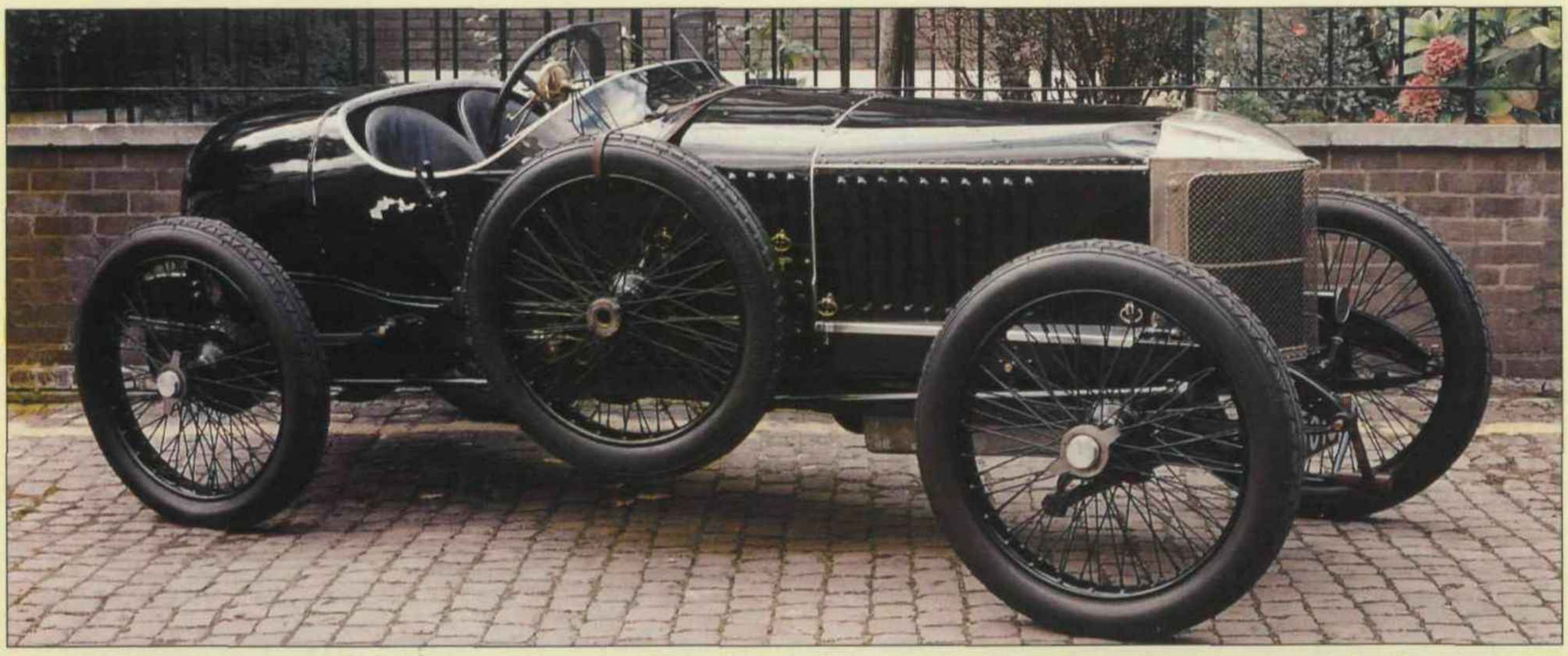
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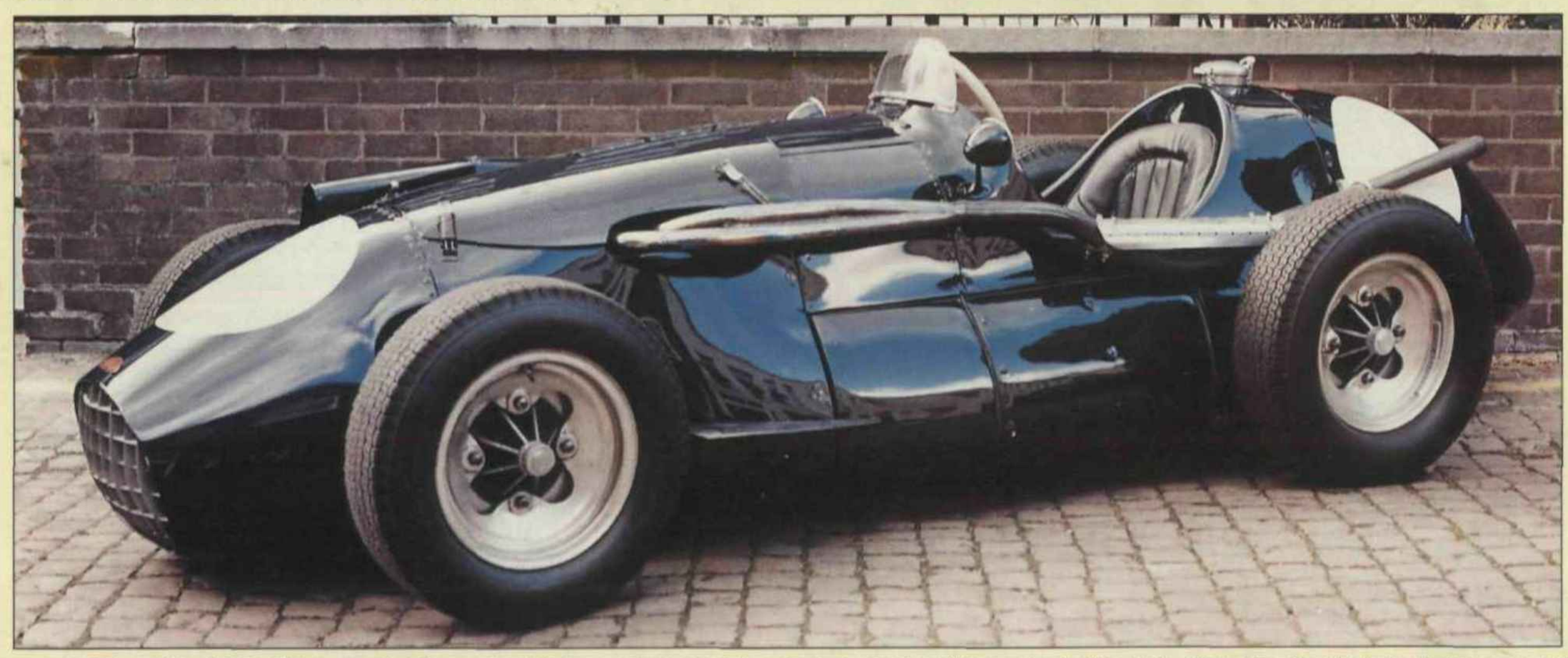
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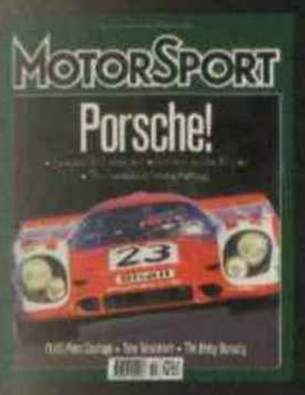
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COVER: RICHARD ATTWOOD'S PORSCHE 917 ON TEST FOR MOTOR SPORT, SILVERSTONE, NOVEMBER 1998

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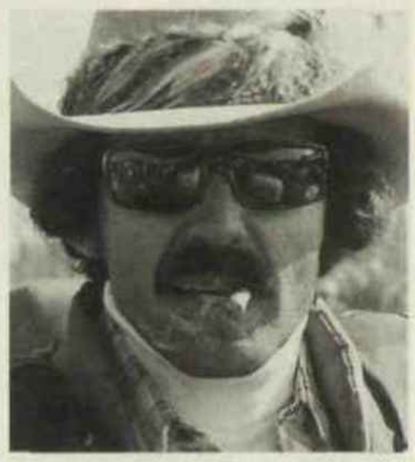
MOTOR SPORT incorporating SPEED and THE BROOKLANDS GAZETTE



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Worst Car... *A Renault 12 gets the treatment. Page 58*



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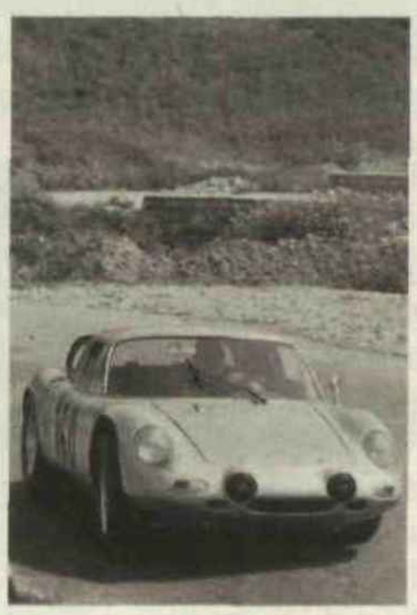
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Porsche *From the first win, past its F1 car to its scariest machine of all, we examine the Porsche enigma. Page 25*

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

I KNOW WE'RE NOT QUITE THERE YET BUT I FEEL the new season approaching fast. Last year we witnessed the most dramatic explosion in interest in historic motorsport there has ever been and I have not the slightest doubt it is set to continue. This season we will not only have a radically revised format for the Goodwood Festival of Speed and, of course, the second race meeting at the circuit but also the anticipation of waiting to see what the organisers of the Coys Historic Festival will do to combat its West Sussex opposition. All of us have all of that to look forward to.

Some of us, however, are looking forward to the season because we're going to be on the other side of the Armco, not neccesarily at the headline events mentioned above but at the myriad race meetings held up and down the country every weekend during the spring and summer. What I would like to suggest is that, if you possibly can, you join us.

You don't need to be super-talented to race an historic, nor do you need to be super-rich; much more important is a sense of humour and a desire to spend time mucking about at some of the greatest race tracks in the world with people who love old racing cars. And if you're reading this, I guess you qualify. All I would ask is that you don't do what I did and put it off for years for no good reason other than inertia. All that happens is that when you do finally discover how simple, fun and rewarding this sport is, you spend months kicking yourself for not having done it sooner. I speak with experience. If you have ever thought about racing an historic, please don't delay. The start of the fun is but weeks away and, once you have sampled it , you'll not want to miss a single moment.

◆ ◆ ◆

WHETHER YOU ATTEND HISTORIC EVENTS AS A COMPETITOR OR SPECTATOR, I'D ask you to bear the following in mind. We are always interested in and will pay good money to use any great photographs you take. Usually these will be very dramatic action shots but if you see the chance of an atmospheric portrait of a driver for example, do not hesitate to send it to us, complete with details of where and when it was taken and what's going on in the picture. All I would mention, to save you unnecessary effort, is that we sadly cannot use casual snapshots. What we are really looking for is the truly extraordinary and we will pay accordingly if we use it inside the magazine.

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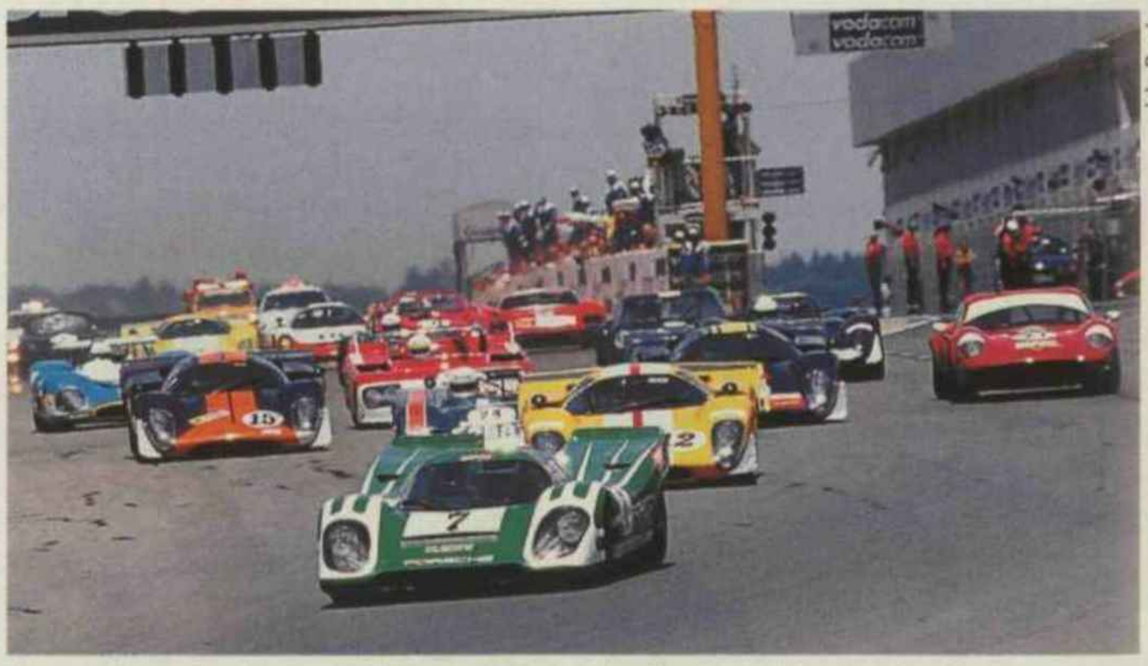
RECENTLY, I WAS TALKING TO RICHARD ATTWOOD ABOUT HIS CAREER FOR A STORY we will run in a future issue. One tale, however, could not wait to be told. It's the 1965 Belgian GP at Spa and Attwood is howling flat out down the Masta straight in a BRM P25 when he loses control. The car spins down the road and into a telegraph pole, wedging Attwood in the car. Two spectators lift the pole from the car only for Richard to discover his feet have gone beyond the pedals, the car is bent around him and he is stuck fast. Every ounce of strength he has will not budge him an inch. The next thing that happens is the fuel tank goes up and Attwood is engulfed in flames. "What happened," I asked. "I got out of the car," was the rather simple reply. Attwood escaped with minor burns. The BRM was reduced to cinders.

PORSCHE 917 DOMINANT AT KYALAMI

THE SPECTACLE OF A PORSCHE 917K driven at full chat at Kyalami, by Peter Hannen, evoked vivid memories of David Piper and Richard Attwood's 1969 Rand 9 Hours victory when Piper's International Sports Prototypes series graced the revamped South African circuit on December 4-6.

Despite using only second and third gears – the 240mph Le Mans gearing was far too long – Hannen relied on the flat-12's monstrous torque to blast the car clear of local ace Gary Dunkerley's 2-litre Chevron B19 in the first race. Andrew Fletcher's Alfa Romeo T33 V8 and Carlos Barbot's Lola T70 led the spirited chase.

It all went wrong for Hannen in the decider, for he lost control while lapping Chris Costas's Automa Special and snapped into a spin. The Porsche T-boned Piper's Ferrari P1, both drivers emerging unhurt. Dunkerley won on aggregate from Fletcher, Barbot and Jonathan du Toit's quick BDG-powered Chevron B8 replica. **MP**



John Brooks

Peter Hannen dominated the pack in the Porsche 917 for the first race

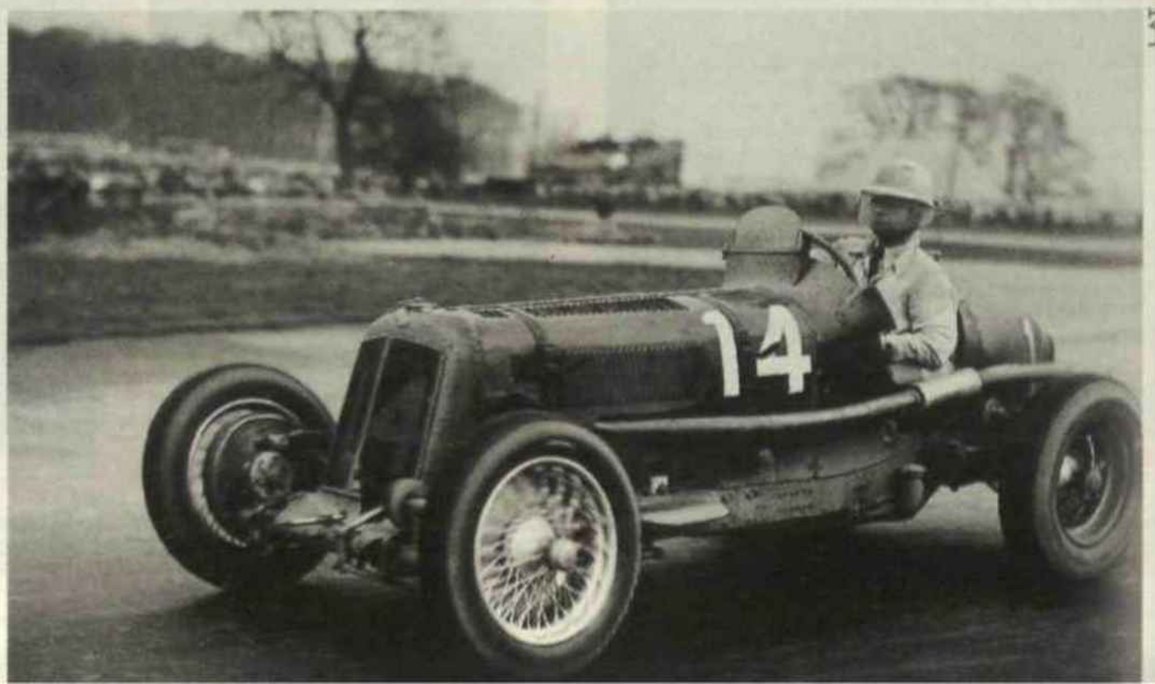
ERA R4D SELLS FOR £400,000

ERA R4D, perhaps the most celebrated chassis in the marque's history, was sold by Brooks last month for £406,300. It will be back on the circuits next season after a lengthy sabbatical.

The ex-works development car which won the first two RAC British Hillclimb Championships in 1947-48, had been owned by Indian brewing magnate Vijay Mallya since Brooks' inaugural Festival of Speed sale in 1993. It had previously been unbeatable in VSCC racing with the late Anthony Mayman.

At least two of the other 16 A-D-type chassis built in the 1930s found new custodians last year. American enthusiast Jerome Morici bought R1A, while Ecurie Ecosse fanatic Dick Skipworth has acquired R3A. The irrepressible Barrie Williams is set to race it in '99. **MP**

R4D, the most famed ERA of them all, will now be back in action in 1999



LAT



John Brooks

Paul Ingram's Shadow DN9 leads Joachin Folch's Lotus 87 to a hard-earned maiden victory in the Thoroughbred Grand Prix season finale at Kyalami.

F1 RETURNS TO SOUTH AFRICA

BRITON PAUL INGRAM SCORED A FINE victory in his ex-Lammers Shadow DN9-2B as F1 cars returned to Kyalami. The Thoroughbred Grand Prix race underlined the country's bid for a contemporary Championship round in 2001.

Six-time national champion Dave Charlton's demonstration of Michael Schryver's Lotus 72/3 set the tone for the event, seen by 20,000 enthusiasts.

The flat out sections of the old Kyalami may have been bulldozed, but much of the back link remains.

Joaquin Folch (Lotus 87/3) beat Ingram to pole with a superb display of car control. Behind them, Ian Giles (Brabham BT49D), Mike Whatley (Ensign) and Steve Pontin-Warltier (Arrows A5) were closely matched.

Ingram outdragged Folch at the start, but the Spaniard soon took the lead. Ingram applied pressure, survived a hairy moment, roared past and pulled away.

Despite his tyres going off, Folch closed Ingram down, but it wasn't until an exhaust shattered and the Lotus lost power that the result was beyond doubt. "I heard a loud boom, and thought the engine had blown," said a gutted Folch afterwards.

Giles had a lonely run to third once Whatley spun, but a fabulous battle for fourth embroiled the Arrows of Hachler, Pontin-Warltier and Nigel Smith. TGP debutant Smith drove beautifully to claim the place from Hachler.

Schryver took seventh in the Gold Leaf Team Lotus 72, ahead of the recovering Whatley

"I can't think of a better place to win my first race in an F1 car," said Ingram. "It's the most technically challenging place I've driven, but I feel for Joaquin who also deserved his first victory. He really made me work for it."

On the strength of their showing, and strong national media support, promoters immediately invited the TGP circus back to Kyalami in 1999, hopefully for the finale of the FIA Championship. **MP**

obituary

Maurice Gatsonides



Rodolfo Mailander; Ludvigsen Library

Maurice Gatsonides, who has died aged 88, was a giant of post-war rallying.

A one-time KLM flight engineer, Gatsonides entered a battered Hillman Minx in the Monte Carlo Rally in 1936, and then went on to enter the event a further 23 times.

In a rallying career that lasted 29 years, he entered 140 rallies, 60 races and 20 hillclimbs. His finest hour was his Monte win in 1953 in Ford's works Zephyr Six.

Gatsonides was as industrious as he was competitive. A successful garage owner since before the Second World War, he built and raced his own sports car in 1949 on an old Fiat chassis.

At Zandvoort It caused a real sensation when it set a 1.5-litre lap record of 63.7mph. The crowds loved it, nicknaming the waist-high two-seater "Flatje", or Flatty.

Gatsonides was then struggling to put his own V8-engined Gatso sports car, featuring a Perspex roof specially made by Fokker, into production. In 1950, however, he went bust and reluctantly sold Flatty to pay creditors.

Later, Gatsonides devised an electronic stopwatch for motor sport, to remove, he said, "the human factor in measuring time and distance". As the subsequent 'Gatso' camera, the affable Dutchman thus unwittingly created the bane of all enthusiastic drivers' lives. **Giles Chapman**



LAT

Among BRMs at Coys, look for V12 P160 which brought J-P Beltoise their last win.

BRM TO BE FEATURE THEME AT COYS HISTORIC FESTIVAL

THE 50TH ANNIVERSARY OF BRM WILL BE THE central theme of the BRDC's1999 Coys International Historic Festival at Silverstone, the site of the first public appearance of BRM's awesome V16, in May 1949. The venue was also the scene of its only World Championship appearance, in the 1951 British Grand Prix.

The rasping note of several of the supercharged 1.5-litre engines will ensure an unforgettable treat for younger generations of racegoers.

Also present will be the P25 with which Bonnier scored BRM's first Grand Prix win in '59, Graham Hill's Championship-winning P57, the bizarre H16 and the 3-litre V12 which powered Beltoise to the marque's 17th and last win in the 1972 Monaco GP.

Among great races there will be a cavalcade of cars from P15-P201 which, driven by some of the great drivers from their heyday, will tell the story of the Bourne concern.

The Coys Festival, with its central sale takes place on July 30-August 1. **MP**



BRANDS HATCH AND CASTLE COMBE TO BE REVISED

TWO OF BRITAIN'S MOST POPULAR CAR racing circuits, Brands Hatch and Castle Combe, will be realigned in the interests of greater safety when the 1999 season opens.

The major change to Brands Hatch's current layout – the original has been modified many times – concerns the remodelling of Graham Hill Bend (formerly Bottom Bend) which will not only be deeper and tighter than at present, but also considerably raised to improve trackside viewing.

The Grand Prix loop will not escape the bulldozers either, for, in an attempt to mollify vociferous noise complaints from locals (the vast majority of whom took up residence after the extension was opened in 1960), Stirlings Bend is now to be repositioned and a new straight to Clearways is being built behind a huge earth screen.

Castle Combe, whose contours of have remained unchanged since it first hosted racing in 1950, was modified in December with the addition of right-left deviations into the infield mid-way down the old Farm Straight and Westway. The 1.84-mile Wiltshire track was one of Britain's fastest. Its outright lap record now seems likely to stand for posterity to Nigel Greensall in an F1 Tyrrell at over 130mph. **MP**

SCOTT BROWN MEMORIAL

A MEMORIAL FUND TO ARCHIE SCOTT Brown has been established in Paisley, where the formidably fast and terribly handicapped racer was born. It aims to raise enough cash to erect a life-size commemorative statue of the man with any surplus funds going to help local charities for handicapped children.

If you want to help, you need to get in contact with ex-racing mechanic Alex Elliott who is organising the campaign. You can write to him at 68 Balfron Road, Odhall, Paisley PA1 3HD, or alternatively telephone him on 0141 883 7899. Stirling Moss and Brian Lister are already helping, as is the town council which has already set aside space in the town centre for the statue. **AF**

HONDA MAN HONOURED



Nobuhiko Kawamoto has been made an honourary Knight of the British Empire.

The former president and CEO of the huge Honda company was the driving force behind the marque's participation in Formula One and is renowned both for his love of the sport of motor racing and the industry, as well as for having been a staunch Anglophile for many years. **AF**

PESCAROLO GIVES F2 AWARD

Henri Pescarolo presented the Acemai F2 Trophy to series champ Philippe Harper at a reunion in Paris before Christmas. Better known for his four Le Mans 24 Hours victories, Pescarolo was runner-up in the '68 European F2 Championship. The Acemai series caters for cars built from 1972-78. **MP**





The new Spada-designed OSCA 2500GT is tipped to be called 'Dromos'

THE RETURN OF OSCA

ONE OF THE GREAT NAMES IN MOTOR sport is to return with the sleek coupé shown above. The new OSCA 2500GT is a back-to-basics sportscar with the emphasis on pure dynamic excellence rather than chintz or gadgetry.

Styled by the legendary Ercole Spada (whose works includes the Aston Martin DB4GT Zagato), it has a mid-mounted 2.5-litre Subaru flat-four motor which should push the machine along at over 140mph. A production run is planned with deliveries starting later in the year.

OSCA was formed in 1947 by the Maserati brothers after selling their company to the Orsi family, and became renowned for making small, beautifully engineered sports-racers.

The name now belongs to GMP Automobili claiming to have decades of experience building such cars. The name has been inactive since financial difficulties in the early 1960s. **AF**

EVENTS OF NOTE

JANUARY 1999

17-21 MONTE CARLO (MC)
Competitors set out from Reims and Turin for two days of serious action at the climax of the ACM's 2nd Rallye Monte Carlo Historique.
☎00 33 9315 2600

23 BROOKLANDS
New Year Driving Tests bring VSCC members and their machines to the birthplace of British motor racing. After watching them blow away the winter cobwebs, visit the splendid award-winning museum.
☎01608 644777.

31-FEB 5 MONTE CARLO CHALLENGE
Landmark 10th 'Monte' in the Classic Rally Association's eventful series. Over 120 of the record 220 entries will set out from Brooklands and join others from continental starts for motoring fun and games in the principality.
☎01235 851291.

FEBRUARY 1999

5-7 SEBRING (USA)
HSR Sebring Endurance Challenge brings together some spectacular Historic cars on the historic and very bumpy Florida airfield track.
☎001 813 931 5642

20 SILVERSTONE
The multi-faceted Pomeroy Trophy competition kicks off the VSCC's 65th Anniversary circuit season. Tests, culminating with a High-Speed Trial, invariably spring some surprise, not to say embarrassing, results among entries which are both ancient and modern.
☎01608 644777.

20-21 KILLARNEY (ZA)
Speed Week Africa spotlights the Historic Grand Prix Cars Association's machines from the 1930s to the 1950s on the Cape Town circuit which opened in 1948. David Piper's Sports Prototype circus also appears on the bill, co-promoted by Peter Hannen of The European Championships.
☎0171 225 2088.





London Olympia

A Sale of Collectors' Motor Cars and Automobilia, 14 April 1999, Olympia 2, London

Entries are invited for Brooks London sale to be held at Olympia 2 on April 14th.

The sale already includes this amazingly rare and elegant 1934 Alfa Romeo 8C-2300 offered by order of the Executors of the late Brian Eckersley, Surrey chimney sweep, who owned the car as his preferred transport for the past 42 years. Chassis No. 2211075, with supercharged 2.3-litre straight 8 engine and Farina Cabriolet coachwork, has to be the ultimate 'British barn-find' Alfa Romeo.

If you would like to enter a motor car in this high profile sale, please contact Malcolm Barber, James Knight, Nick Lumby or Stewart Skilbeck (Motor Cars), Peter Card or Jonathan Vickers (*Automobilia*) on 0171 228 8000.

23 February 1999 Olympia 2, London
Entries are still invited for this sale.
Catalogues available shortly, price £15 + p&p.

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RACING DRIVERS DIRECTORY

The racing careers of the leading Grand Prix drivers have been repeated so many times that they are well known to most followers of the Sport. We feel that there are just as many interesting stories to be told about the men who race almost every week-end at Club and National meetings up and down the country. We hope that those people who watch the racing from the Grandstand and never visit the Paddock will derive some amusement and knowledge from this series. **MLT**

John Bekaert: A well-known performer in Restricted and National events, John Bekaert commenced racing in 1955 and since then has driven a Lotus Mk6, Aston Martin, C-type Jaguar, HWM-Jaguar and Lister-Jaguar, the last four indicating his decided preference for 'hairy' motor cars. Since 1955 he has gained 56 wins, 24 seconds and 17 third places, but despite several tries has never quite managed to pull off the MOTOR SPORT Silverstone Trophy. Of works drives he has driven once for the works Lister team and for Ecurie Ecosse, and has also had more exciting offers which he has refused for various reasons. For 1960 he will retain the 3.8 Lister-Jaguar and will also race the Cooper-Smith Formula Junior car.

John Bekaert has had his fair share of amusing incidents. Once he upset the occupants of a police car by approaching a 30mph sign at 130mph in the HWM-Jaguar! Last year he won a race in Eire with no clutch, a bent king-pin, bent de Dion tube, a collapsing wheel bearing and the bonnet almost off. The Irish spectators thought it was great fun. At Aintree, shortly after the Irish incident, he had a magnificent accident in which he took Bechers Brook in great style – unfortunately the car remained behind, where it had hit the bank!

When not motor racing, he is a textile manufacturer, is married, with two children, and for personal transport uses a Volvo and a Sprite.

David Buxton started serious racing in 1957 with an Austin Healey 100S of Team Healey, following up in 1958 and '59 with a Lotus 11 and 15, which gained him several places. He also drove a Lotus Elite which gained him nine wins, including the 1300cc GT class at the German GP meeting at Avus.

For 1960 he will be driving a works Team Elite car in all the International sports and GT events, and also his Lotus 17. There may also be a works Formula One drive but details are hush-hush at the moment. He will be organising the Elite team as well as driving in it, and also hopes to construct a GT car to his own design.

David Buxton is managing director of his own garage business, which deals in many exotic cars, including Lotus, TVR, Cooper, AC, Austin Healey, Triumph and Maserati. He is not yet married and is fortunate enough to own a Maserati 3500GT as a road car.



Clockwise from right: David Howard in the ruins of his burnt-out Jaguar; James Clark Junior, David Buxton, John Bekaert

Jim Clark: By the end of the year Jim Clark's face should be well known to everyone, as he will be joining the Aston Martin Formula One team along with Trintignant and Salvadori. Although most of his appearances have been in Restricted and National sportscar races, this has not prevented his undoubted talents from being spotted. He commenced racing in 1958 with a Porsche 1600S and a D-type Jaguar, both belonging to the Border Reivers. In Scotland he was unbeatable, and when his farming commitments allowed he made successful sorties across the border into England.

For 1958 Jim Clark drove the ex-Bruce Halford Lister-Jaguar and a Lotus Elite, in both of which he gained many successes, including 10th place at Le Mans with John Whitmore. In 1960, apart from World Championship races with Aston Martin, he will drive the Border Reivers DBR1 in major sportscar events, and will possibly drive a Formula Junior Lotus in certain events.

James Clark Junior (as he calls himself) is a farmer in Berwickshire, is not yet married, thinks that MOTOR SPORT is one of the more accurate magazines when it comes to reporting (we didn't twist his arm!) and drives a Porsche 1600 Super and a Land-Rover.

David Howard has driven an Aston Martin DB2/4 MkII in Club events during 1959, gaining 14 places, including the Aston Martin Owners' Club Cup for the David Brown Championship. In 1960 he will drive a 2.4 Jaguar and the aforementioned Aston Martin. In the photograph he is sitting in the burnt-out remains of the Jaguar warding off souvenir hunters. The car appears to need considerable renovation before the 1960 season. In case readers think it odd he should be wearing a topee, Mr Howard asks us to point out that the sun was shining at the time.

Pressed for comments, especially humourous ones, Mr Howard came up with the following: (a) English traffic police are wonderful; (b) the Volkswagen is a beautiful car; (c) Aston Martin well deserved to win the World Sportscar Championship.

In the daytime David Howard is a company director, is not yet married, and on the road he drives either the Aston or the Jaguar.

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SIMON TAYLOR



MODERN TIMES



LAT

The 1998 F3000 title battle went to the final round. For Schumacher and Hakkinen, read Montoya and Heidfeld

THESE DAYS, IF YOU'RE A FORMULA ONE driver, here's what you do: you drive in 16 motor races a year. Each lasts for between 80 minutes and two hours. So, even if your car is reliable and your season reasonably accident-free, you probably won't clock up much more than 24 hours' actual racing in a full season – plus, of course, some practice, qualifying and the inevitable testing.

You'd probably do all that for little more than a million or two, almost just for the love of it, because it involves driving a car round a track, fast. That's why you were put on this earth. It's when you do the rest of the stuff that you reckon you really earn your money.

For a start, your sponsors have purchased a carefully negotiated number of days in your life, during which you obediently promote cigarettes in Eastern Europe, tour car factories in Malaysia, or judge beauty pageants on tropical islands. Then you have meetings with your management team, to ensure that every T-shirt and sticker that bears your name will syphon the maximum number of pence into all your bank accounts around the world.

You face television cameras, radio microphones and banal questions in studios around the world. Journalists fight their way to you for interviews you will never read, and never be able to refute. You spend hundreds of hours in your own executive jet or up at the front of scheduled long-haul flights. And you devote any remaining moments to pummelling your body into a pitch of fitness that will yield that extra hundredth of a qualifying second, or that extra drop of stamina and sweat in a long hot race.

Even if you had time for relaxation, your famous face would prevent you from walking to your local for a quiet drink. You can afford the best restaurants, but your diet does not allow you the *menu gastronomique* or the pick of the cellar. You can afford the fastest, most glamorous road cars, but after what you're used to they seem slow and unresponsive, so you have to fall back on the latest helicopter or power boat to tickle your jaded fancy.

If you're the best in the world at all this, you will be earning £1 a second, every minute of every day of the year. Every morning when you wake up you'll be £30,000 richer than when you went to bed. You will earn so much money that you and your family will probably never be able to spend it all. And when you can no longer beat the next generation of drivers, you'll stop all of this and try to adjust to a more normal life. Some manage this rather well; some dramatically don't.

What a contrast to 40 years ago.

Then, Stirling Moss was commonly accepted as the best in the world. Racing Driver was his job, and he worked hard at it. Sixteen races a year wouldn't have got him far: so he'd drive in any race, for anyone who'd pay the going rate and come up with a competitive car. In 1961, his last full season, Stirling drove in no fewer than 57 events. And, after he'd paid his travel and business expenses, his taxable salary for the year was just over £8000 - perhaps £150,000 in today's money.

You couldn't really imagine David Coulthard driving in an F3 race today alongside his McLaren commitments - on a variety of counts, it wouldn't be allowed. But in 1954 Moss, by then driving for Maserati in F1, fitted in nine F3 races in his own 500cc Cooper - and won most of them. In that season he also raced Jaguar D-types in sports car races like Le Mans and the TT, a hefty Jaguar Mk VII in saloon events, and other mounts from Connaught and OSCA to Lister-Bristol and Leonard-MG. Not only that: he did the Monte Carlo Rally and the Coupe des Alpes in works Sunbeams, in the latter event winning a Gold Cup for three years' consecutive Alpines without losing a single mark. His fee from Rootes competitions manager Norman Garrard for this most gruelling of rallies was £50 plus expenses – such an excellent deal he got Mike Hawthorn and Peter Collins to do it too!

As GP drivers raced at all levels, newcomers could do battle with the top men of the day, and prove to themselves and others how good they were. The principle of a second single-seater category beneath F1 is long established, and on and off during the past 50 years Formula Two has exposed many ßstartling new talents.

Perhaps the vintage period of F2 was the 1600 cc formula from 1967 to 1971. Most of the F1 stars did F2 then, which was how, as *Autosport*'s F2 reporter, I first got to know the likes of Clark, Hill, Brabham, Stewart, McLaren, Surtees and Courage. In 1967 there were 24 F2 rounds in 10 European countries, and eight different winners. With their almost universal Cosworth FVA engines and similar Brabham, Lola, Lotus and Matra chassis, the cars were evenly matched.

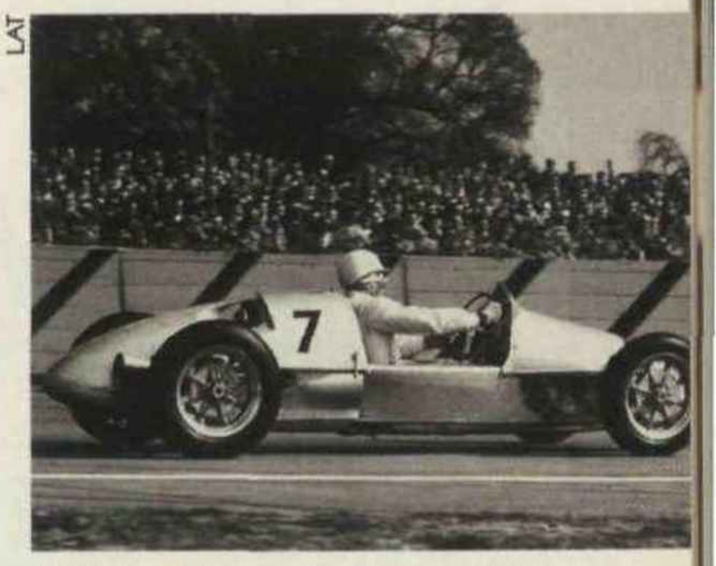
The atmosphere was wonderful, too: the drivers were enjoying themselves, with much less pressure than in F1, and the racing was often almost unbearably exciting. Following the F2 calendar around Europe I was able to witness in particular the rise to maturity of two great and meteoric drivers, Jochen Rindt and Ronnie Peterson. Both were winning in F2 while they still only had mediocre F1 drives, and both showed huge commitment and devastating car control in the little 220bhp single- seaters. Rindt was always wonderful to watch, as I wrote in a race report at the time:

"Jochen had built a nice lead of 15 secs by half distance when, braking hard and late into the chicane, he made one of his rare mistakes. The Brabham flicked sideways and backwards through a hoarding in a shower of splintering wood, on through an accommodating gap in the Armco barrier and into a dusty ditch. Before the car had finished having its accident, Jochen had the car in bottom gear, had trodden on the throttle to flick the tail round, powered the car out of the ditch, reappeared neatly through the hole he'd made in the hoarding, and shot back onto the road just in front of Beltoise and Courage to retain the lead..."

If all this smacks of an era of racing sadly departed, take a look at today's Formula 3000. No Grand Prix drivers take part, of course, but this final rung on the ladder to F1 has more than an echo of the great days of F2, and shares many of its attributes. It has the same cheerful travelling-circus atmosphere, and the cars are as closely matched as tough rules can make them: identical Lola chassis with minimal aerodynamic aids; control tyres; and uniform engines which are carefully monitored against any tampering or modification.

And, as those engines are 3-litre Zetec V8s, developing over 400 bhp, the result is a small-winged, slick-shod single-seater that is more or less a 1986 F1 car updated. So the cars are very quick, making F3000 an excellent breeding ground for tomorrow's F1 talent. And crucially, it has Bernie Ecclestone's blessing; this year every F3000 Championship round will be run at a Grand Prix on the Saturday afternoon, after F1 qualifying. No doubt the more shrewd F1 team bosses will be ducking out of post-qualifying debriefs to indulge in a little talent-spotting. Already there are some cosy relationships between several teams in F1 and F3000: the West outfit is basically a McLaren F3000 team.

LAT



F1 driver Moss in F3 Cooper, 1954

No fewer than 23 two-car teams have entered the 1999 championship, so two qualifying sessions will be needed to select the fastest 26. Neither of last year's top men, Juan Pablo Montoya and Nick Heidfeld, are in F1 yet, but Ricardo Zonta, the 1996 champion, has joined BAR, and will find a lot of fellow F3000 graduates on this year's GP grids. Jean Alesi was F3000 champion in 1989 (and run by one Eddie Jordan), Olivier Panis was champion in 1993, and Coulthard, Hill, Irvine, Herbert, Diniz, Frentzen, Barrichello, Zanardi and Tuero all came from the category.

Of course, F3000 suffers from the standard malady of all levels of modern motor racing: it's far too expensive. Estimates for a season vary between £350,000 and £500,000, and during '98 several promising F3000 hopefuls, including Ulstermen Jonny Kane and Dino Morelli, were forced to quit mid-season by lack of funds. But the exposure at Grand Prix weekends and on TV will help to bring the sponsors in, and the involvement of F1 teams should mean that, if you go well in F3000, you won't go unnoticed.

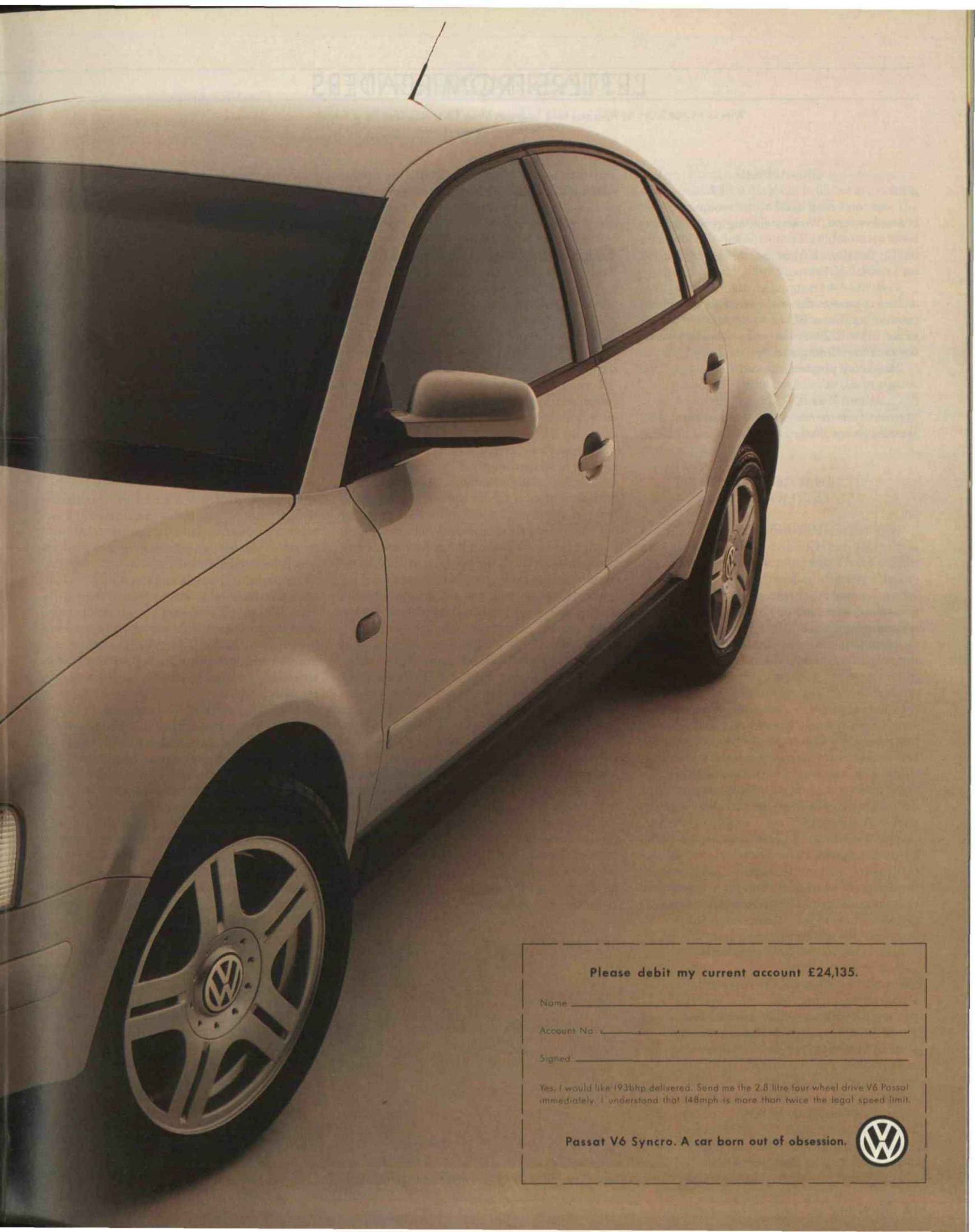
Not that it'll ever be easy to put your foot on that final rung and make it to F1. But if you can come to the top in this hard-fought and evenly-matched category, you are bound to be a bit special. And once you have made it to F1, perhaps you won't have quite as much fun, but think of all that money you'll have to count... M

LAT



Rindt and baby Brabham: Jochen was F2's king

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LETTERS FROM READERS

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

The Editor reserves the right to edit all letters

BEN APPEAL

SIR,

I write on behalf of BEN, the motor industry's benevolent fund. We are collecting items of motorsport memorabilia for our annual Auction to be held at Brooklands Museum, Weybridge, Surrey on Saturday 20 February 1999.

If any MOTOR SPORT reader would like to donate an item or more to the memorabilia auction, please contact Paul Finn of BEN, telephone: 01344 620191 or fax: 01344 622042, who will be pleased to make the necessary arrangements.

Thank you for your support.

I AM, YOURS, ETC.

MURRAY WALKER, O.B.E

(For those of you who may not already know, it was a BEN home that looked after Jenks so well in his final days - Ed)

* * * *

IT'S THAT GOODWOOD LETTER AGAIN

SIR,

With reference to the letter from John Aston on the inaugural Goodwood circuit meeting, he ought to have taken the trouble to get his facts straight. Nobody had to 'dress up' to attend the event, the only requirement being a jacket and a tie for those who went into the paddock itself. The spectators were admittedly lucky with the weather and experienced something genuinely out of this world. From a driver's point of view the track is nothing short of fantastic, even a bit scary in a pre-war GP car – it's the first time I've pulled full revs in top! His letter mentions Cadwell and Silverstone, at which I have won plenty of races but, believe me, nothing even comes close to the Goodwood experience. I knew Jenks well enough to know that he would have loved it. And as for ticket prices, no doubt it is possible to pay £15 or £20 to see cars like TVRs or McLarens running elsewhere – so what?

Mr Aston should consider attending one of the future circuit events (one per year) to see what is really going on, even if the only Morris men are the drivers of some of the laid-on transport! My only complaint would be directed at the specification of some of the vehicles racing but hopefully this will be tightened up in due course. Let's give credit where it's due.

I AM, YOURS, ETC.

JULIAN MAJZUB, LITTLE WOLFORD, WARWICKSHIRE.

(You would scarcely credit the amount of letters we have received on this subject; they have kept us amused for weeks. Still, there are limits and I've finally reached mine. This subject is now therefore closed - Ed)

* * * *

IMMORAL ASTON

SIR,

I am writing with reference to your test of the Aston Martin Vantage V600.

I think it is immoral that anyone should pay, or be asked to pay, £43,000 for the doubtful benefit of bettering his already impressive 0-60 mph and 0-100 mph times by 0.7 seconds and 0.2 seconds respectively.

Though a life-long Tory, this obscenity seems to suggest to me that the Communists are not ALL wrong.

I AM, YOURS, ETC.

DENNIS DENT, CHEMIN DE STE-COLUMBE, VENCE.

* * * *

THE KIWI CONNECTION

SIR,

I enjoyed the December issue as usual. I thought your readers might be interested in a couple of New Zealand-related snippets that articles in that issue raised.

The ex-works, ex-Roy James Brabham FJ lives in good hands just north of Wellington and is a solid and regular performer in historic events in the hands of John Rapley. Advertised for sale in '*Autosport*' in February 1964 this very early car has been in New Zealand since the mid-1960s. Drivers here have included Ray Thackwell and Graham McRae (who apparently used its 'corners' for his McRae-Ford single seater!). It then lay unraced for 11 years until Rapley bought it in 1987 and began its restoration and commenced its new racing career.

The reference to the great drivers being great in a variety of cars (Jim Clark in the ERA) is borne out by the fact that the fabulous NZ-built Lycoming Spécial (an inverted flat four 5-litre air-cooled Lycoming motor, space frame, aluminium body built in 1956) was lent to Bruce McLaren for the Trophy Race at Wigram in 1960.

Despite never having sat in the car before, McLaren finished a good (and almost brakeless) 4th behind Brabham, David Piper and Ian Burgess.

This wonderful special was registered for the road and was driven to race meetings over many thousands of miles. It was a frequent winner of the NZ sports car and hillclimb championships in the '60's. But one of the most memorable highlights was, in its creator Ralph Watson's words "A notable event was when World Champion Jim Clark tried the Lycoming at Teretonga, going faster and faster; unfortunately Jim (Boyd, the car's owner at the time) flagged him in before he broke any lap records"!

As your article suggests, the real greats were great in anything they drove.

All the best to the magazine for '99.

I AM YOURS ETC

MARK HOLMAN, WELLINGTON, NEW ZEALAND

* * * *

CONSPIRACY THEORIST

SIR,

"The sportsman and the friendly spirit that (Moss and Hawthorn) have shown each other throughout the season has been a pleasure to watch - and should settle once and for all any suggestion that motor racing is a cut-throat business in which there is little room remaining for finer feelings and good sportsmanship."

Quite so:- And quite a contrast to the tabloid-style screaming headlines and dumbed-down reportage that we have to put up with from some of our more contemporary motor sports journalists in the 1990s!

Yes I know about Senna's methods and the Michael Schumacher is The-Man-You-Love-To-Hate if many of our media persons are to be believed, but the reporters of the 1950's would have known all about Farina while the Second World War, and in some cases the First, was not something they just knew about from films, TV, books and comics.

After some of the speculation concerning the possible roles or tactics open to David Coulthard and particularly Eddie Irvine before the recent Showdown in Suzuka I cannot help but wonder what some of our latterday experts might have been made of one particular incident from that Morroccan Grand Prix.

Early on in the race Stirling Moss was nearly forced out when his Vanwall collided with a backmarker's Maserati just as he was about to lap it. Any significance? Well the car was being driven by the German amateur racer Wolfgang Seidel. And why should that account for anything? Well, not only was Seidel a close personal friend of Wolfgang von Trips (absent from Casablanca following an incident at Monza) but he was also driving a work-assisted Ferrari 250GT in sportscar events as well as occasionally making up the numbers for the official Scuderia Ferrari in rounds of the World Championship of Makes!

The Vanwall continued with a damaged nose (fortunately neither the radiator nor the front suspension were hit) while Seidel retired in the pits with a very bent Maserati. But why was he in the race at all? It was only the fourth GP in an undistinguished career and a long way to go just to drive an obsolete car. It must have been expensive but who paid? Was the incident a



Aston Martin's costly V600 – a good argument for communism?

genuine racing accident or an example of a driver out of his depth? Did he suddenly see an opportunity of ingratiating himself with the Commendatore or was it part of what Blackadder's dogsbody would have called "A Cunning Plan"?

Or what about Sebring fourteen months later? Von Trips put paid to any realistic chance of team mate Tony Brooks winning the 1959 World Championship when their Ferraris contacted on the first lap. Did he hit the wrong car by mistake? Did one of the other teams bribe him to take Brooks out? See how easy it is become totally cynical where motor racing is concerned? Even I can do it! It must be because of some of the rubbish I have been reading over the last few years...

I AM YOURS ETC

DAVID COLE, OAKHAM, RUTLAND.

* * * *

HOW QUICK WAS JIM CLARK?

SIR,

I appreciated very much your December issue and Matthew Franey's analysis of the elements which make some drivers great and different from others; of course, Jimmy Clark was one of them.

One of the examples about Clark, apart from being a testimony of his ability to be quick right from the start, may remind us that accuracy, in motor racing history, may be sometimes difficult to attain.

In the article, Trevor Taylor reminds us of the day (French Grand Prix at Rouen in 1964) when Clark tried a vintage ERA 'Remus' and was on his first lap – from a standing start from the pits – "four seconds a lap faster than the car had been around Rouen, even in its day."

But the memories of others seem more than a little at odds with this: Mr Mennem (in the book *The British Racing Hero* by Derick Allsop) says that Clark "climbed in, drove one lap and, on the second lap broke the record for vintage cars" In MOTOR SPORT (August 1964) Denis Jenkinson told that "Clark went faster than anyone has even driven an ERA in only four laps". And in *Supercar Classics* (April 1988), Cyril Posthumus recalled that when Clark tried Pat Lindsay's ERA that day "his first flying lap was only 10 seconds faster than Lindsay's best"(note : these ten seconds seem a bit suprising considering the four seconds, from a standing stand, in Trevor Taylor's example).

It would be very interesting to know if other people, who were at Rouen on that day, can supply more details on those Jimmy Clark laps in a vintage ERA.

I AM YOURS ETC

L. BEAUGAD, PARIS, FRANCE.

* * * *

FITTIPALDI: A FAN WRITES

SIR,

What a delight it was to read about the Fittipaldi Grand Prix team in the December issue. As a founding member of the FFF (Fittipaldi Fan Fraternity) the article stirred many fond memories.

Although his record of two Formula One World championships, two (not one) Indy 500 wins and the CART championship stands comparison with most racing greats, Emerson's achievements have never really been acknowledged by the racing 'purists'. His only weakness, if you could call it that, was that he allowed emotion to encroach into his racing. Had he had the calculating self-promotion of a Senna or Schumacher he could have kept Ronnie Peterson out of the JPS Lotus team in 1973, and probably romped to the title that year. Likewise, in 1976, he could have stayed at McLaren and conceivably won the title again. Two crucial decisions, two titles lost?

However he is judged in racing history, for many of us Emerson Fittipaldi will always be a hero. My favourite memory of him comes from 1993, after winning his second Indy 500. In the garage area, surrounded by hundreds of clamouring fans, Emerson and my mother (who ran his fan club throughout the wilderness years in F1) danced around in circles, hugging and crying together. Twelve years since they'd last met, this was the instinctive reaction of a truly great man.

I AM YOURS ETC

CHRIS BAILEY, BEDFORD.

PS: Roy James ran a Royale RP21 Formula Ford 1600, backed by MRD at Brands Hatch, throughout 1996.

* * * *

WHITMORE'S EARLY UPSETS

SIR,

With reference to your article in December's magazine on Sir John Whitmore in which he talks about his father, I thought you might be interested in the following:

The story concerns John's first event – a driving test in a borrowed Austin A30. Told by his mother not to win the event as it might get publicity in the local papers Sports section (and this would annoy his father), John went one better!

The photos are on the front page of the paper of the said A30 with wheels in the air, resting on its tin top, with John hanging in the straps. The rush to buy up all the copies of the paper in the close vicinity of Orsett had to be seen to be believed! Yet his father never found out.

The other story about the writing off of the Elite may be worth a trip to your photo archives – I remember a picture of the Elite trying to launch into space with doors, bonnet and boot lid open with John calmly sitting at the wheel about 15 feet above ground having launched the car over the banking) – no Armco at Lesmo in those days.

What was left came back to the UK in a space about four feet square! What the Americans call a basket case, but if my memory serves me right the Elite was rebodied and raced again by Count Stephen Ouvaroff.

I AM YOURS ETC

BOB EITHEY, PADSTOW, CORNWALL

* * * *

A NEW RECRUIT

SIR,

Earlier this year I was at Brands Hatch watching some rather boring touring car racing. During this meeting, between morning warm-up and the actual race, I decided to go and purchase my normal copy of *Autosport*, which I buy with regular anticipation each week. Unfortunately the kiosk selling magazines at the circuit had no copies, but I was recommended that I should buy MOTOR SPORT by the vendor. The following day, I had my yearly subscription in the post, and a new dimension of motor racing was presented to me.

Being only 28 years of age, your articles on drivers and cars of decades ago has opened up a whole new era of motor racing to me, and the recent video of the Cosworth DFV and Lotus was excellent. Seeing Hill, Surtees and Clark sliding about on the limit was truly great.

I now await my copy of MOTOR SPORT each month with even more relish than my *Autosport*. Just fantastic.

I AM YOURS ETC

GARY SPARKS, SOUTHAMPTON, HAMPSHIRE

* * * *

WHAT'S GREAT ABOUT MONACO?

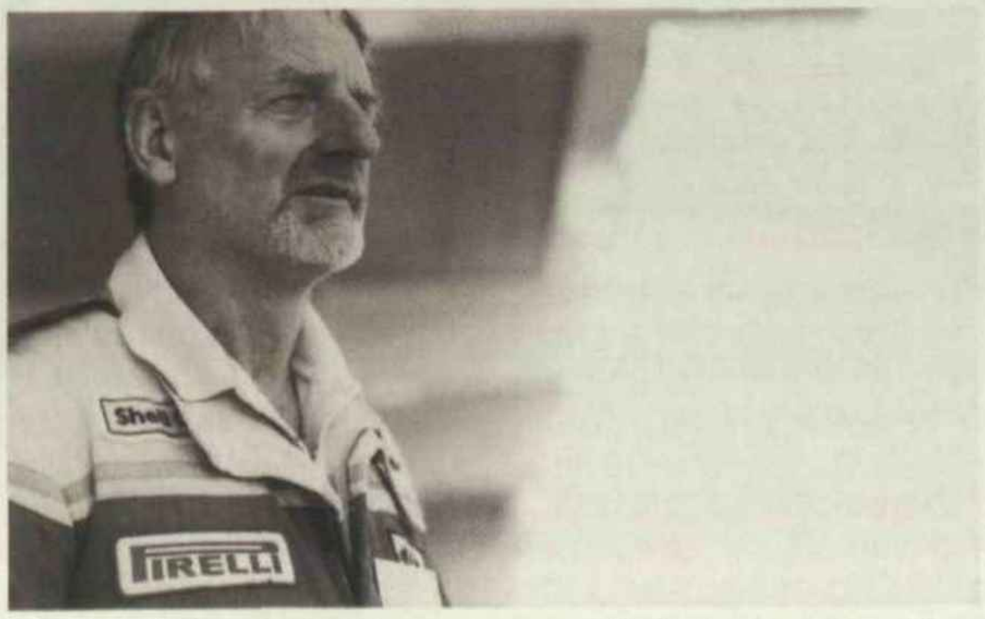
SIR,

What on earth possessed you to describe the 1982 Monaco Grand Prix as one of the best ever in your January edition?

Speaking as one who paid good money to be there, I can barely describe the disappointment as one clown after another failed to get to the flag. If I'd wanted to see a farce, it would have been rather cheaper not to say more entertaining to have gone to the West End where, if memory serves, *No Sex Please, We're British* was playing.

I AM YOURS ETC

GILES NEWTON, LLANISHEN, MONMOUTHSHIRE



Sir John Whitmore: front-page news on his first competitive drive

NIGEL ROEBUCK



ELIO DE ANGELIS AND THE GP DRIVERS STRIKE

DENIS JENKINSON HAD CATHOLIC TASTES in music, as in much else. If his particular devotion was to traditional jazz – Sidney Bechet was up there with Rosemeyer, Giles Villeneuve, Senna *et al* among his heroes – so also he loved to listen to Beethoven. And once in a while something quirky would catch his fancy: 'Song for Guy,' by Elton John was one such.

There is no vocal here, merely a piano solo, written in memory of a motorcycle messenger who worked for John's company and was killed in an accident. For Jenks, this added poignancy to an already haunting tune. I put it on a tape for him with some Bechet, Beiderbecke, and so on, and he soon wore it out.

He was touched, too, to learn that 'Song for Guy' was played at the funeral of Elio de Angelis, that lovely man who died in a testing accident at Paul Ricard in May 1986.

De Angelis, too, had adored this particular piece, and frequently played it himself. He was a wealthy young man, which is not uncommon among racing drivers, but also very cultured, which is. Natural ability in a car was but one of Elio gifts; many have said he might equally have had a successful career as a concert pianist.

This had come to the notice of his fellows in unusual circumstances. Prior to the 1982 season, the F1 drivers, as usual, received an application form for their 'Superlicence', and most blithely signed it without troubling to read the small print. Niki Lauda, though, noted a clause for which he did not care, and pointed it out to Didier Pironi, then President of the Grand Prix Drivers Association.

Worrying to Lauda was the proposal that, in future, superlicences be issued to a driver and team; at its foot, the form read, "I am committed to the above team to drive exclusively for them in the FIA World Championship until the....19..." Niki didn't go for that at all, envisaging trading between teams, with drivers being passed around like a tray of cakes.

Away everyone went to South Africa, but when the drivers arrived at Kyalami on the first morning of practice, they found a coach at the paddock entrance, which Lauda and Pironi invited them to board. Some, including Keke Rosberg, were reluctant, but only Jochen Mass refused.

Once loaded up, the bus set off to Johannesburg, to the Sunnyside Park Hotel, where the drivers installed themselves, while Pironi, at the circuit, negotiated with Jean-Marie Balestre, President of the FISA (then the motorsport arm of the FIA), and Bernie Ecclestone, President of FOCA, these two in agreement for once.

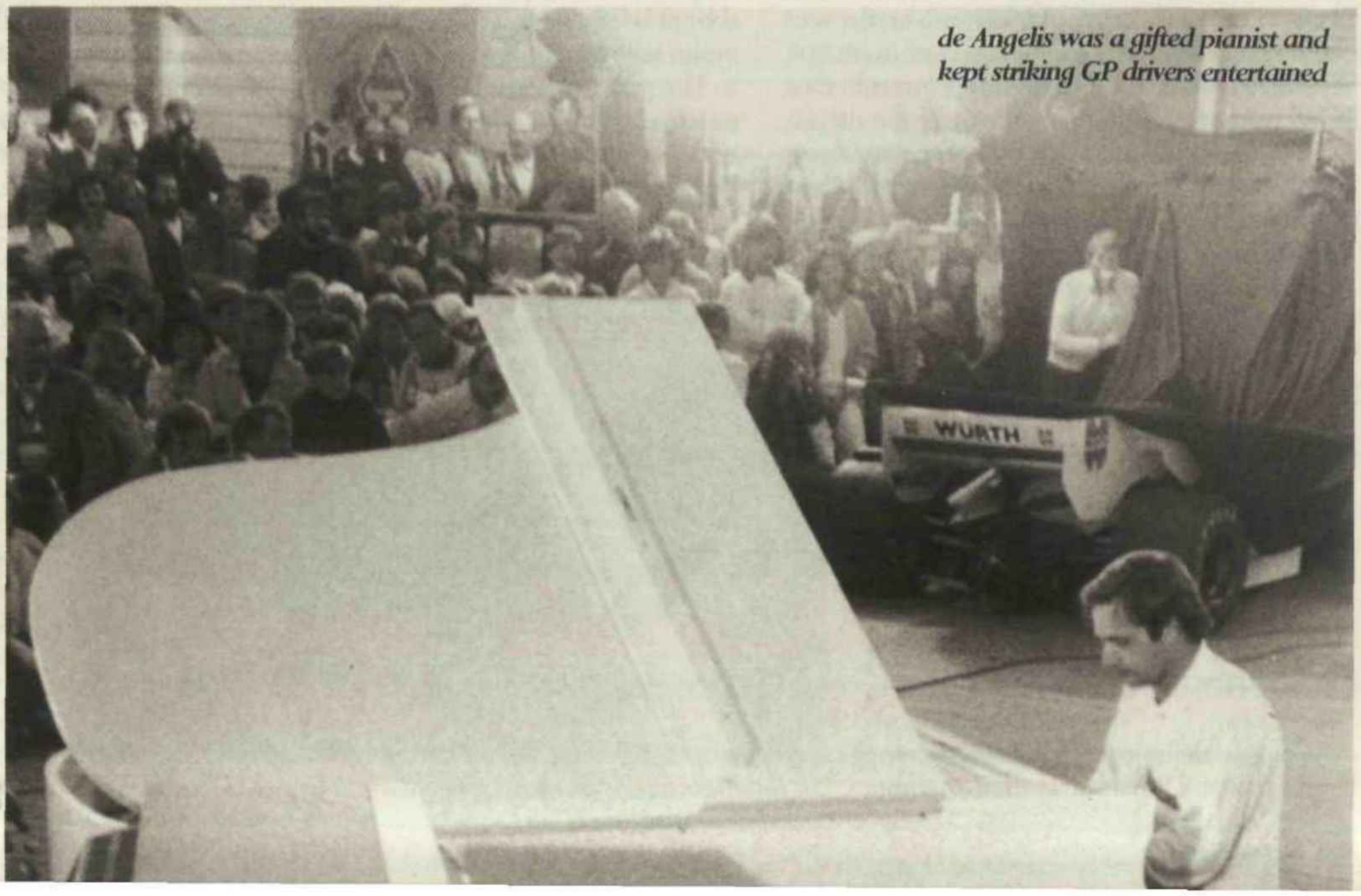
Ecclestone, predictably, had snapped into combat mode from the first: if his Brabham drivers Piquet and Patrese were not on parade for the first session, he said, they were sacked for breach of contract. As 10 o'clock came and went, Nelson and Riccardo, like their colleagues, lounged by the pool, now apparently out of work.

Up at the circuit it was difficult to have too much sympathy for anyone save the spectators, who had not come to look at a deserted track.

Pironi was no more in a mood to compromise than either Balestre or Ecclestone. "It was," commented Rosberg with evident distaste, "like a high point in his life." Late in the afternoon the FIA stewards announced the race was to be postponed, and that an application was to be made to suspend the drivers' licenses.

This was followed by an asinine statement from Bobby Hartslief, the MD of Kyalami Entertainment Enterprises, which stated that none of the drivers would be eligible for the World Championship – ever again... He added that the teams would be looking for new drivers. "Wanted: 26 young persons seeking a new career in motoring. Experience of 1000bhp turbo engines an advantage."

Back at the hotel, the drivers pondered their next move. Clearly they would now have to spend the night there, and Lauda decided that some sort of dormitory was the only answer; if they took single rooms he reasoned, unity would be lost, and with it the fight. Therefore he organised a small banquet suite, in which mattresses were installed.



de Angelis was a gifted pianist and kept striking GP drivers entertained



Lauda and Patrese on row one, Villeneuve, Prost and Giacomelli behind prepare to sleep out the dispute in their temporary Johannesburg hotel dormitory

Through the day, a gung-ho schoolboy atmosphere had prevailed, although the more junior drivers were mighty nervous as they contemplated the possible repercussions of going AWOL. Lauda and others stressed to them the importance of sticking together, and then Gilles Villeneuve found there was a piano in the room, and began playing Scott Joplin rags.

Periodically, Pironi would arrive with fresh news from the front, and Villeneuve would preface Didier's announcement with the dramatic opening chords of Beethoven's Fifth. Gilles's sense of irrepressible fun was never more appreciated than that night.

Then, after a lecture on the finer points of Italian terrorism from Bruno Giacomelli, de Angelis moved to the piano, sat down, and began to play some Mozart. "Elio was a close friend of mine," Rosberg said, "so I knew he could play the piano. But no-one knew he could play like that..."

The piano soothed everyone, and was later to serve another less spiritual purpose. When Arrows owner Jackie Oliver arrived with a local heavy and tried to force his way in, the drivers locked the door and shoved the instrument against it.

The next problem was the loo, which was across the hallway. Eventually it was decided to leave the 'dormitory' key on a plate in the middle of the room, and all present were put on their honour to relock the door and replace the key. All did – except Toleman's Teo Fabi, who went out and didn't come back.

"He ran like a chicken," said Keke Rosberg, " and lost all our respect for ever – not because he left, but because he betrayed us all. He went straight to Ecclestone and Balestre, and related everything we had discussed..."

Late that evening the stewards declared that if the drivers turned up the following day, and at least 15 of them practised, the race would go ahead, after all. But it wasn't until 10am that Pironi telephoned Lauda from the circuit to say that the drivers had won the day, and should immediately go up to the track.

After a night of indifferent sleep, and not really sure what had been agreed, they complied. A rather brief practice session, followed by an hour of qualifying, and that was it as far as race preparation was concerned.

The following day, Alan Prost drove one of his greatest races, puncturing a rear tyre while leading, crawling back to the pits, rejoining in eighth place, and taking the lead again nine laps from the flag.

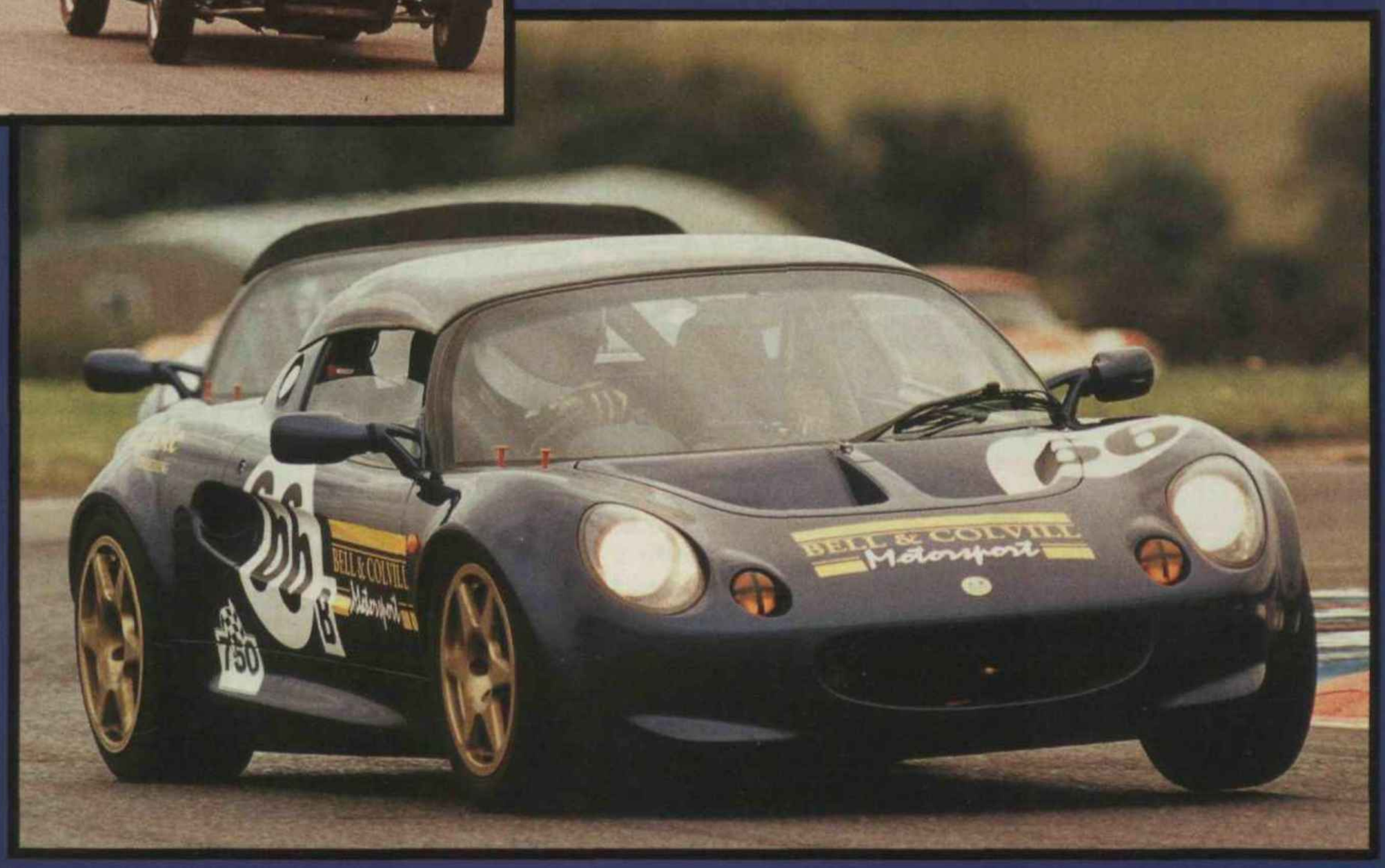
There weren't too many smiles on the podium, though, for during the race a statement was issued by the stewards: "for the purpose of running a race, a temporary truce was called in the disagreement between the drivers and officials. The truce lasted until the end of the race, when it was terminated. This means that the position which existed prior to the agreement is effectively reinstated. All the drivers named are suspended indefinitely."

Duplicitous this may have been, but it was all hot air. When they got to Rio for the next Grand Prix, it was still Lauda in a McLaren, Rosberg in a Williams, Prost in a Renault, Villeneuve in a Ferrari, Piquet in a Brabham. And while most of the team owners may have been livid about the drivers' behaviour, within a few weeks they went on strike again at Imola. And they didn't relent.

"Funny, wasn't it, that the drivers were so united at Kyalami?" mused Rosberg. "It's about the only good memory I have of that weekend. That, and Elio's playing..." M

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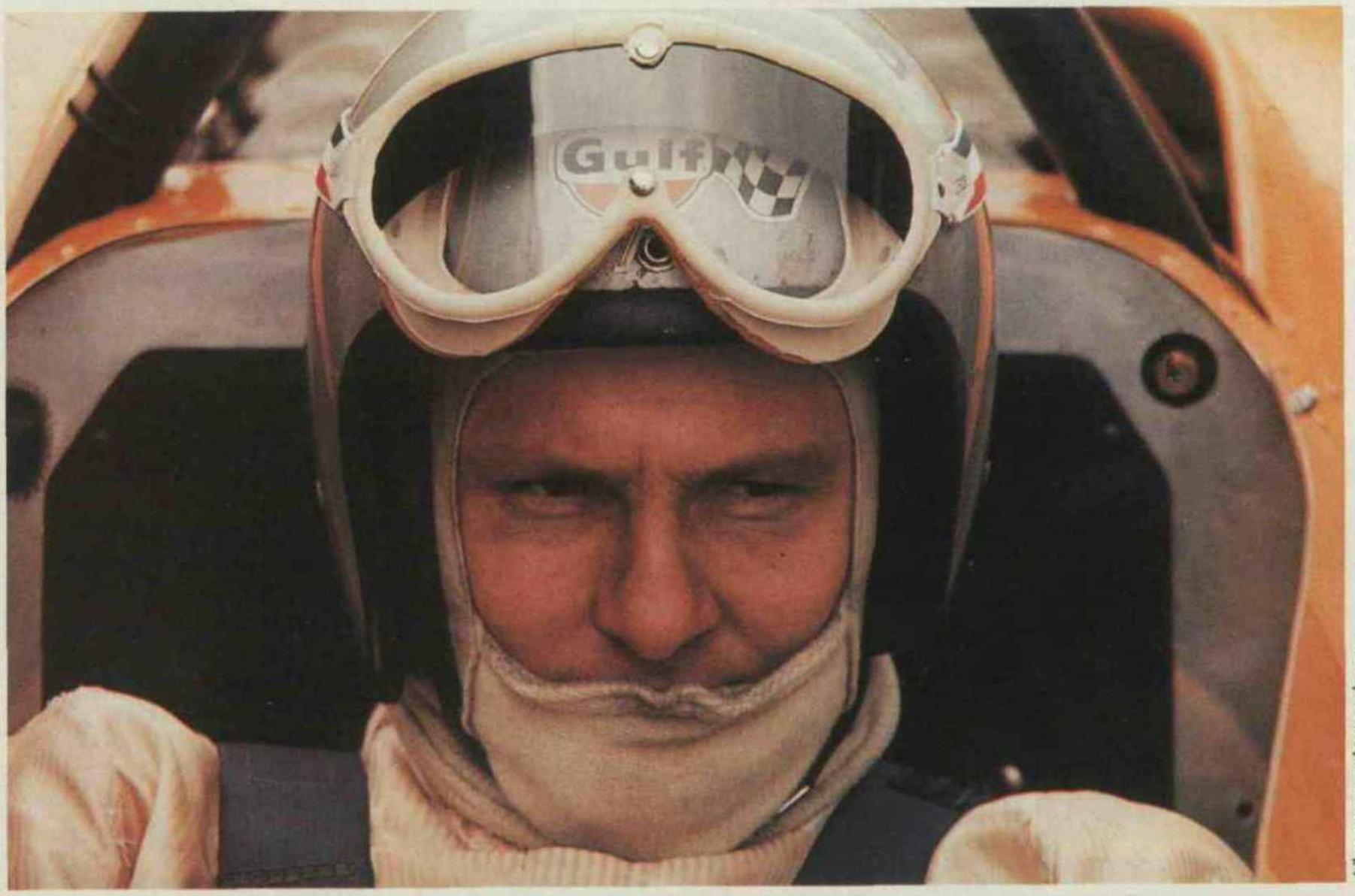
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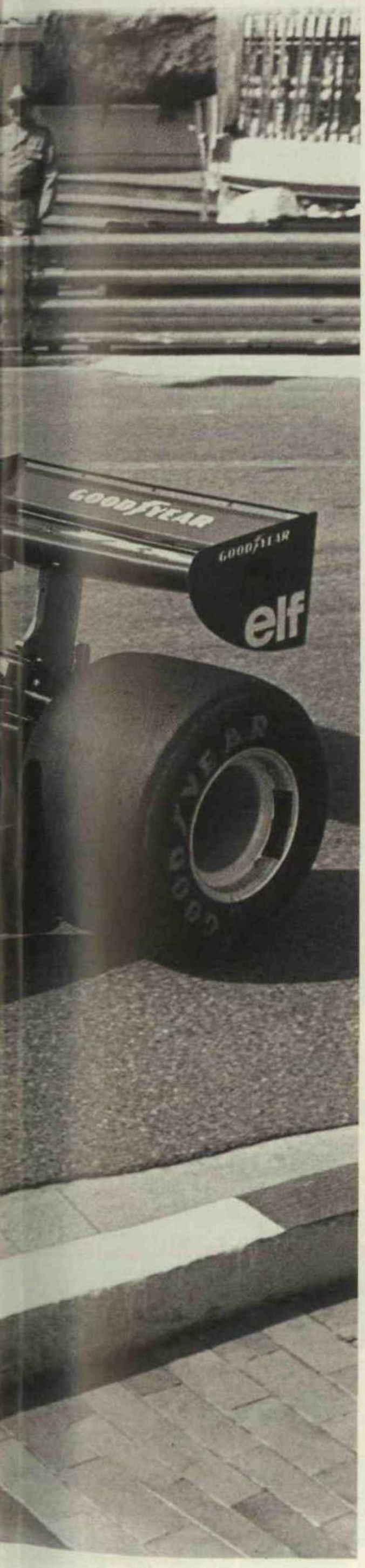
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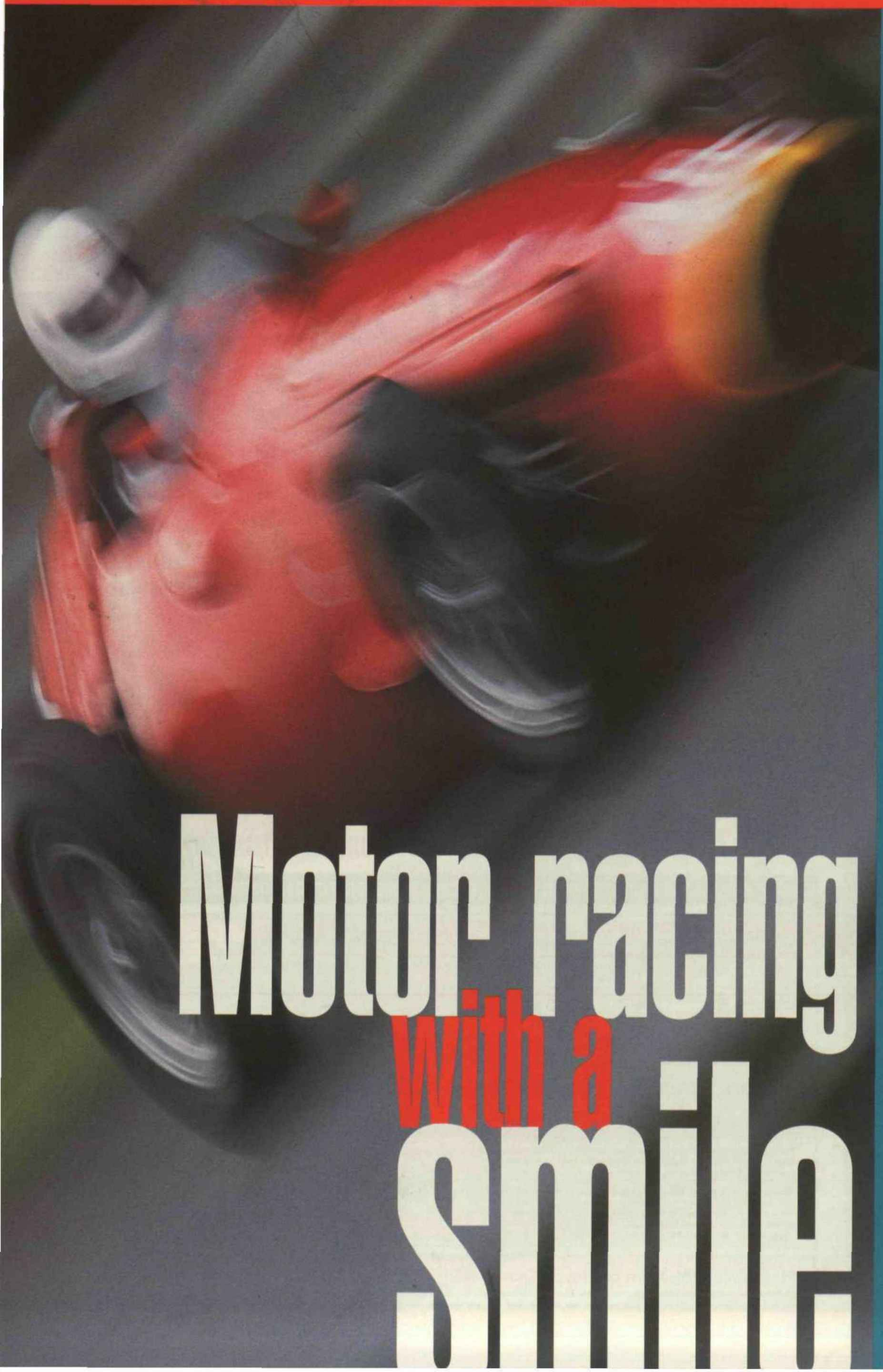
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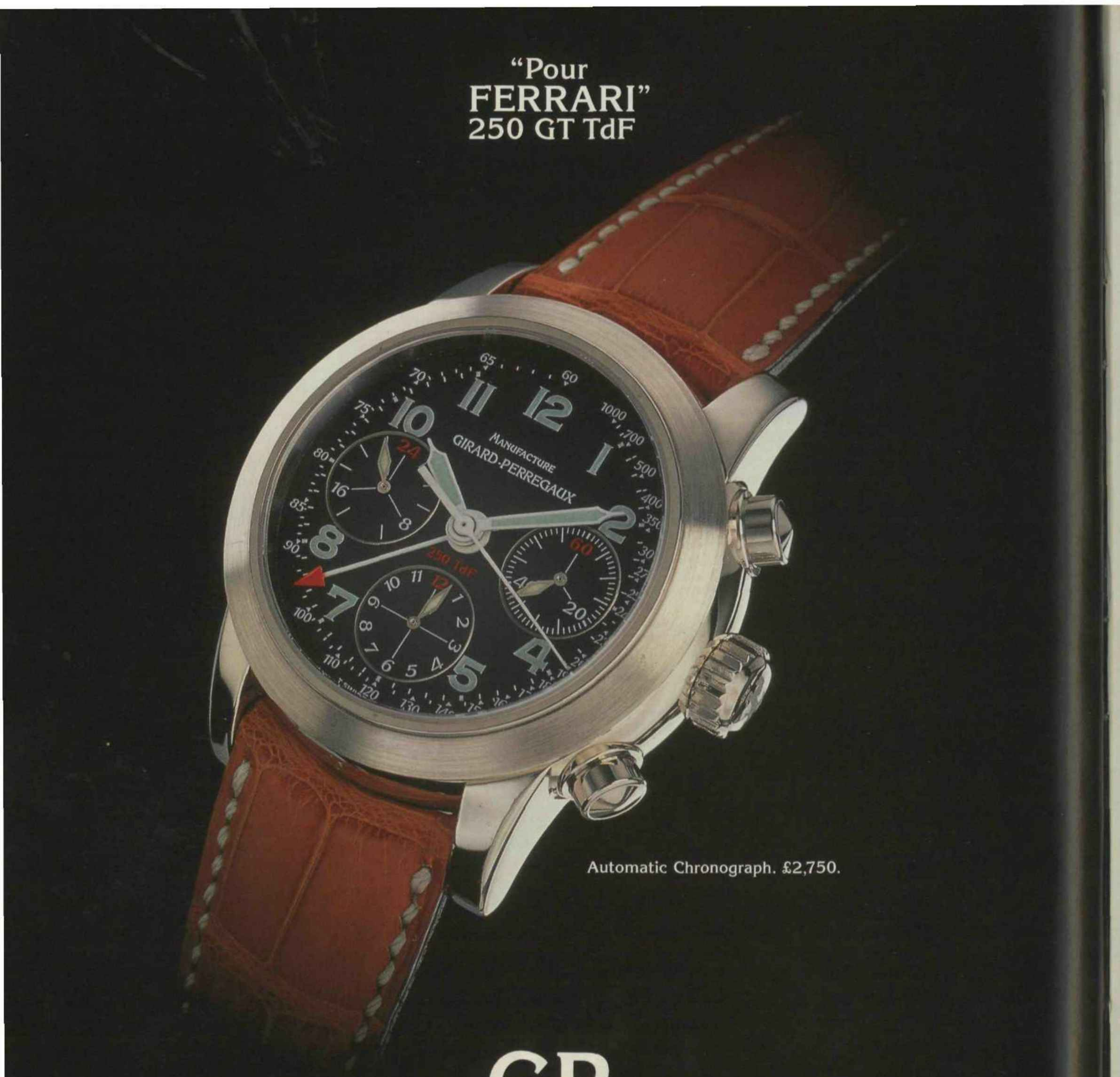
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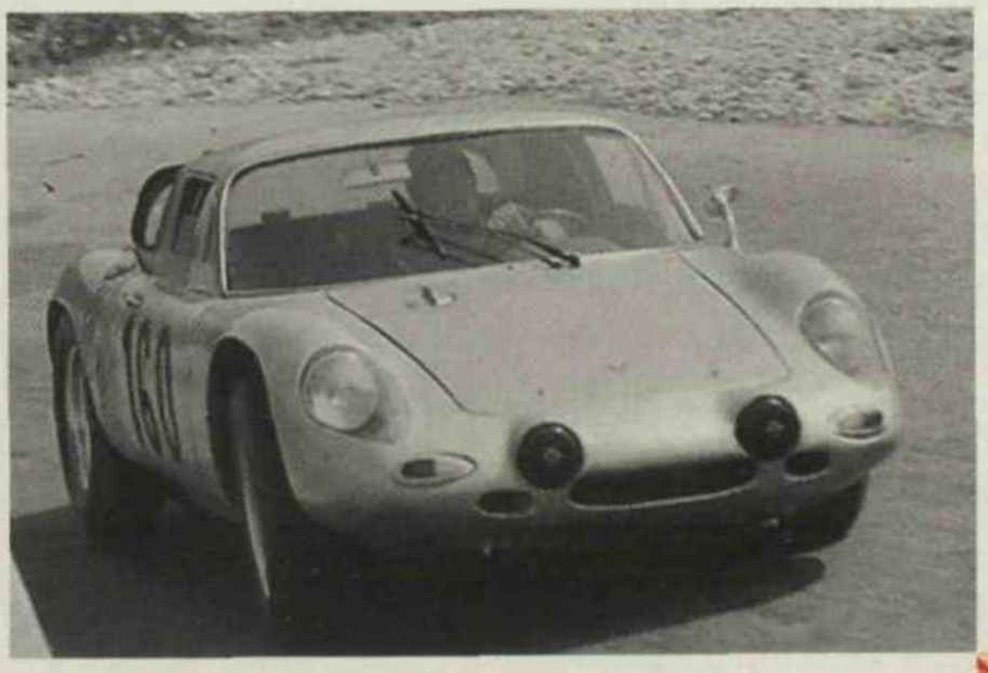
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PORSCHE

FROM THE FIRST TO THE FASTEST



PORSCHE'S RACING HERITAGE

PAGE 26

by Gavin Conway

PORSCHE 917 TRACK TEST

PAGE 30

by Andrew Frankel





DAN GURNEY ON F1 PORSCHES

PAGE 42

by Adam Cooper



Jo Bonnier races to victory in the 1963 Targa Florio carried by a 2-litre Porsche 904GTS

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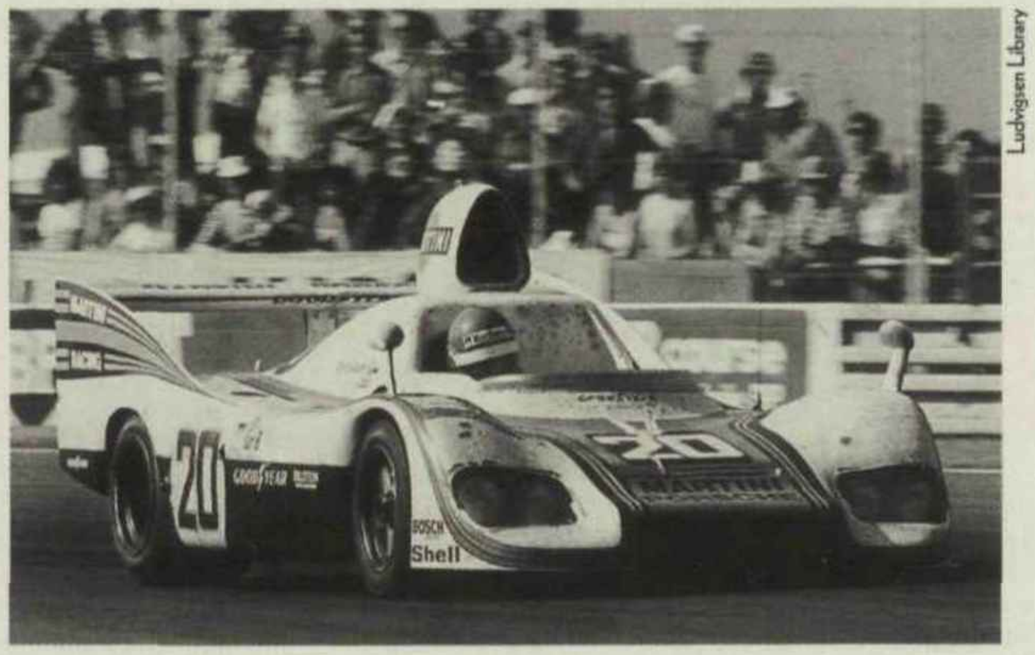
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Clockwise from top left: Porsche's first class win at Le Mans went to private 356 in '51; team leader, Huscke von Hanstein; unassailable Porsche powered McLaren MP4/2; Le Mans winning Porsche 936

The clues to greatness were there to be seen, even in that first car. Professor Ferdinand Porsche's passion for motorsport rivalled even that of Enzo Ferrari, and when he and his son Ferry created the first Porsche road car, motorsport would gain one of its most enduring icons. The 356 set a template, a design philosophy, that serves Porsche on road and in racing to this day. Simply put, the car was aerodynamic when that was uncommon, light in a world of leviathans, stupendously reliable and efficient in all senses of that word. And victorious from day one.

In fact, the very first road car out the door of the plant in Gmünd, Austria to which the Porsches had retreated after the war, was campaigned by its owner, taking victory in a minor, but hugely symbolic event at Innsbruck during the summer of 1948.

Ferdinand Porsche, sadly, did not live to see the factory seriously embrace racing though he did sketch out the lines of a low drag 356 racer which, he figured, could win its class at Le Mans; but by then the reins had been handed to the pragmatic and conservative Ferry. During the early '50s, a madly enthusiastic French importer had been pressing Ferry Porsche to bring his cars to Le Mans. He came, and saw for himself in 1951 that the little 356s contained the stuff of victory. Porsche watched as a scarcely modified 356 circulated consistently and reliably, using an average 87mph of its 99mph top speed on every lap. The duly car claimed class victory. For Ferry, that race was the physical expression of the company's never-abandoned philosophy.

It carried on with the even more spectacularly successful 550, launched in 1953. Its four-cam engine produced 110bhp at 7000rpm – in RSK form the engine delivered 155mph from 148bhp at 8000rpm – good enough to put Porsche on the podium 15 times that year. And nowhere was the car's mettle more tested than on the gruelling Carrera Panamericana, where a 1600cc 550 took class victory with Herrarte at the wheel.

The legend grew; the guiding hand behind Porsche's burgeoning race success, Huschke von Hanstein, would ensure that the marque's presence in motorsport would spread ever wider. But while it has been said that von Hanstein was to Porsche what Alfred Neubauer was to Mercedes, that falls far short of the mark. Where Neubauer restricted Mercedes' relatively infrequent forays into motorsport to Grand Prix and sportscar racing, von Hanstein was keen that Porsche be as feared on the rally stages as on the rumble strips.

That meant endless development and innovation. As always, lightness, efficiency and the relentless pursuit of reliability would figure in all Porsche did. When the 904 GTS was conceived, it was the first foray Porsche had made into glass fibre bodies. The result was an ultra-light body shell – held aloft by two young women in the publicity stills – mounted on a fabricated chassis frame. The hard points were 2-litres, 180bhp and 165mph. But even Zuffenhausen was fallible; the prettiest Porsche to date made its race debut at the Sebring 12-hours. In one of its most important market debuts, the new Porsche finished a dire 20th, the result of clutch trouble.

Time then, for Porsche to display another trait that helps explain its domination of sports racing throughout the '60s and '70s. They just try harder the next time around.

The 904 GTS had its first European outing on the Targa Florio in 1963. With Bonnier and Abate at the wheel, a 904 took overall victory, with second, sixth and seventh place also occupied by the Dinoesque Porsche.

Rallying, too, was always going to be a Porsche speciality, embraced as an integral part of its motorsport program. Indeed, the 356 had established early on its fitness for duty, with that rear-engined weight bias and those indestructible mechanicals. Porsche's storming of rallying's jewel, the Monte Carlo, is good evidence of the company's single-minded approach; Porsche enjoyed four class wins between 1962 and '67, with three overall victories going to the 911.

The company's first outright victory came to Vic Elford and navigator David Stone in 1968. The margin – reflecting Porsche's legendary preparedness – was huge. In fact, second place overall also went to a 911, piloted by Toivonen and Tiukkanen. Dejected BMC pilot and third place man Rauno Aaltonen reportedly said at the Monaco finish, "If I'd had another 100bhp, I could have competed."

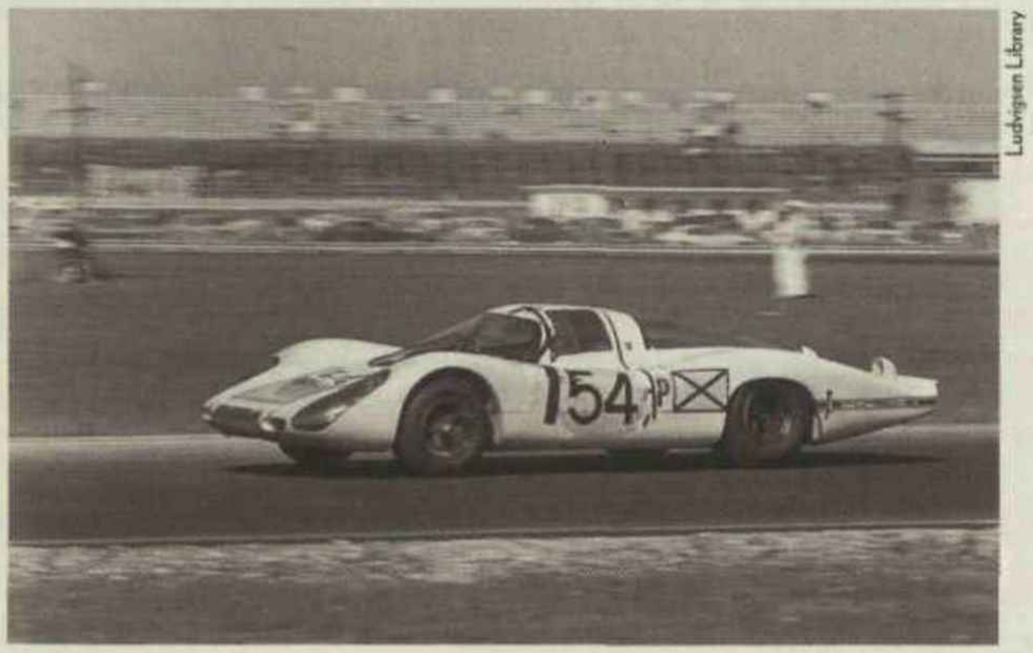
And then another signal victory in 1984. When Mercedes-Benz G-wagen driver Jacky Ickx took



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Clockwise from top left: 959 rally car, supreme on Paris-Dakar; Ferry and Ferdinand Porsche with early 356; 907/8 winning 1968 Daytona 24-hrs; Elford Porsche 911 victorious on 1968 Monte Carlo Rally

overall victory in the sand-blasted 6000 mile Paris-Dakar Rally in 1983, Porsche's interest was piqued. So much so that the company decided to field three four-wheel drive 911s for the next year's event. The absolutely punishing marathon was, almost inevitably, won by one of the 911s. And then Porsche came back in 1986,with the wildest rally car yet in its history. The 959 boasted 400bhp from its 2.8-litre turbo-charged 'six and a six-speed gearbox. It just ran away with the event, with René Metge and Dominique Lemoyne finishing first. This time, though, another duo of 959s finished second and sixth. And while the Paris-Dakar rally marked the end of Porsche's official involvement in rallying, the 959 lived on as a roadcar, developed as Porsche's most ambitious supercar project yet. The technical boss for the 959 program, Roland Kussmaul, moved on to develop the 961, basically a circuit-based version of the 959.

To the rallying, sportscars, GTs portfolio, add a surprisingly big Formula One presence. Once again, it is Porsche's thoroughness in engineering and preparation that brought success. It's easy to forget that in 1960, Porsche took victory in the Formula Two championship with the 718, running to regulations that Formula One would adopt the following year. And while it is better known in Formula One for its engines, there's no forgetting that Porsche fielded, if only briefly, its own Formula One car.

Much later and perhaps much more famously, McLaren deployed the 1.5-litre 750bhp Porsche-designed TAG V6 turbo engine in its MP4/2 during the 1984 season. The result was another piece of F1 history; that Porsche engine powered the McLaren to 12 victories in 16 races, handing the championship to Niki Lauda in the process. Between them, Alain Prost and Niki Lauda won 22 out of 48 Grands Prix between 1984 and '86.

In fact, the list of F1 drivers who have raced Porsches on the way to the top of their careers is one that comprises most of the greats from the past few decades. To name but a few: Ayrton Senna, Stirling Moss, Damon Hill, Alan Jones, Mario Andretti, Jochen Mass and Derek Warwick.

But it was the prototype 910 in 1967 that signalled the depth of Porsche's giant-killing aspirations. The car had echoes of the Carrera 6's gullwinged supercar styling and would lay the foundation for the greats to follow, first in the form of the 907. That car made its first appearance before an amazed audience at Le Mans in 1967. It finished fifth overall, not a bad result, but not good enough; in the Porsche way of things, the car's development continued apace, resulting in the far more competitive 908. That car produced a victory at the Nürburgring and third place at Le Mans in 1968. Good results, but just a teaser of what lay around the corner.

For 1968 was also the year that von Hanstein would be replaced in the racing department by Ferdinand Piech, grandson to Professor Porsche and the driven soul behind VW's current frenzy of acquisition. Piech's genius includes one of the greatest credits an engineer can produce; one of his first tasks at Porsche had been to design the 911's flat-six, but his real legacy would come with the 917, and a commitment to the highest reward that Le Mans offers.

Worth repeating. It's all about preparedness and development and nobody does that better than Porsche. Renowned car historian Karl Ludvigsen reckons Porsche's recent decision to move away from motorsport is unlikely to be permanent: "It's a shame that Porsche are going out on a bit of a downer. Sure, they did well at Le Mans, but they seem to have floundered everywhere else. But I doubt it's a decision they would take forever and ever. Porsche will be back when they see the right opportunity." And deservedly, reckons Ludvigsen; "As far as I'm concerned, the 550 was the sportscar of all time in terms of winning for both factory and private entries. But the really dramatic period for Porsche was through the 910 to 917."

Le Mans 1970 and the 917. Perhaps one of Porsche's greatest moments ever, celebrated elsewhere in this magazine. That car and that victory were the ultimate reward for decades of single-mindedness, an expectation of nothing less than perfection.

One of the most experienced chroniclers of Porsche's history, Julius Weitmann, had a pretty defining take on it all in the foreword to his book, *Porsche Story*: "It is by way of tribute to a handful of men who, on alien soil and starting with nothing apart from unbelievable idealism, began to work without knowing where their way would lead, and with one goal only – to create something after all had turned to smoke and dust."

They'll be back. M

You may know Silverstone's national circuit. For those who do not, it's short and very tight. After the pits it swerves right at Copse, left at Maggotts and then hard right again at Becketts. It then runs down a short straight to another sharp left at Brooklands, onto the long, slow right at Luffield which leads you to Woodcote and the start of a new lap.

I mention this now to put into perspective something it was difficult not to notice when driving Richard Attwood's Porsche 917 on the circuit. With admittedly short gear ratios and a rev-limit perhaps 800rpm below what would be used at Le Mans, I had to lift my foot off the accelerator while in top gear to avoid over-revving the engine on three occasions every lap. Just before Copse, again before Becketts and finally on the run down to Brooklands.

Consider next the car itself. Chassis number 022 has a standard 4.5-litre engine, a four-speed gearbox and bodywork so aerodynamically unfriendly that when Attwood drove its identically configured and liveried sister 023 to victory at Le Mans in 1970, it pulled just 205mph on the Mulsanne straight. A 5-litre, 5-speed long-tail 917 would be capable of perhaps 245mph. The point is this: in a straight line at least, Porsche 917s come no slower than this.

This is incredible. So explosive, so consuming is this car's acceleration, so lurid were the stories I had heard about what a 917 would do if refused the respect it deserved, that entire laps came and went before I chose even to put my foot to the floor.

"The point is this: in a straight line, at least, Porsche 917s come no slower than this"

Such is the luxury of time. Too often in this game you find yourself on a crowded and quite possibly wet track with an owner who, understandably, wants to see his pride and joy not simply returned in the requisite number of pieces but also within a very small number of laps. To be let loose for a day on a dry, safe and deserted circuit with an owner keen only to ensure that, by the close of play, no illusions remain about the nature of the beast is an almost mythologically rare occasion.

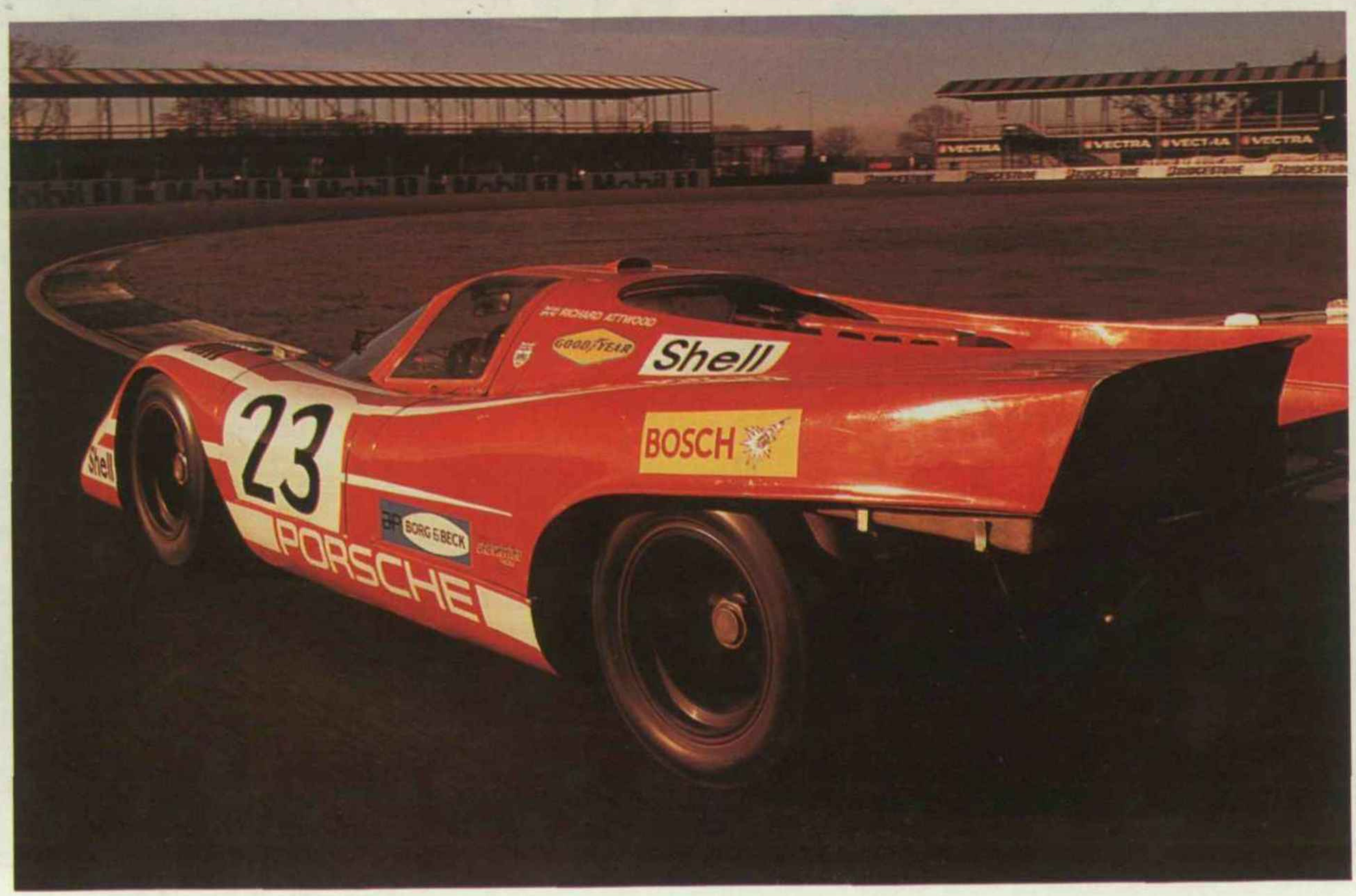
But first a small word from history. This 917 is not one of the most famous of the breed. Though built in 1969, its first duty did not come until 1970 when it was commandeered by Steve McQueen's Solar Productions for his film 'Le Mans'. Though it sported Gulf livery, its role was that of camera car and stand-in, should one of the other 917s break or be crashed. If you know where to look you can still see the brackets used for mounting the cameras.

It was not used in anger until 1971 when it was run and driven by Reinhold Joest. By then its 4.5-litre engine andfour-speed 'box offered scant opposition to the 5-litre, five-speed works cars and the season offered only a fourth at Spa and a sixth at Brands Hatch. From there it found its way to Brian Redman who sold it to Attwood in 1978; Richard has raced and demonstrated it only rarely since.

But if 022's life has been less glamorous than that of some of its bretheren so, equally, have the last 30 years taken a lesser toll on it. For a start, it is almost entirely original, the only major modification being the John Wyer rear bodywork bought by Attwood from David Piper to mimic the lines of his Le Mans winner; in all other respects it is as it was in 1970.

Until you see one in the flesh, you'll not credit how small a 917 is. Sitting in one of Silverstone's ➳

Porsche 917/022 hard at work at Silverstone. On the National Circuit, it would reach its maximum permissable engine speed in top gear on three separate occasions every single lap...



THE BIRTH OF THE 917

The Porsche 917 was born from regulations aimed to make sure such a car was never built. In 1967, alarmed by the expense of prototypes like Ferrari's P4, the CSI decreed that from 1968 all prototypes would be limited to 3 litres. It was a rule you could only duck if you produced 50 examples, something no-one building three or four highly specialised racers could countenance.

Fortunately for Porsche and marques such as Lola who stood no chance of manufacturing 50 of T70s, the CSI cut the requirement to 25 examples. This would allow cars like the Lola to race while restricting the big boys to a 3-litre limit.

At Porsche, Ferdinand Piech thought differently and presented a 917 plus 24 sets of parts for inspection. When this was rejected, he turned the parts into cars, ready for inspection in April 1969.

It was Piech's masterpiece, a car created from an almost uniquely harmonious marriage of technical innovation and pragmatism. The result was a super-light racing car, with huge power and, ultimately, almost impregnable reliability.

The lightness came not simply through the use of trick materials such as titanium and magnesium (both feature extensively) but by pushing more mundane materials to unprecedented levels. The outer skin of the glass-fibre bodywork, for instance, is just 1.2mm thick and complete with the windscreen, perspex, seats, wings and even the wiring loom, weighs just 95kgs.



LAT, Ludvigsen Library

The moment of truth: twenty-five 917s all in a row



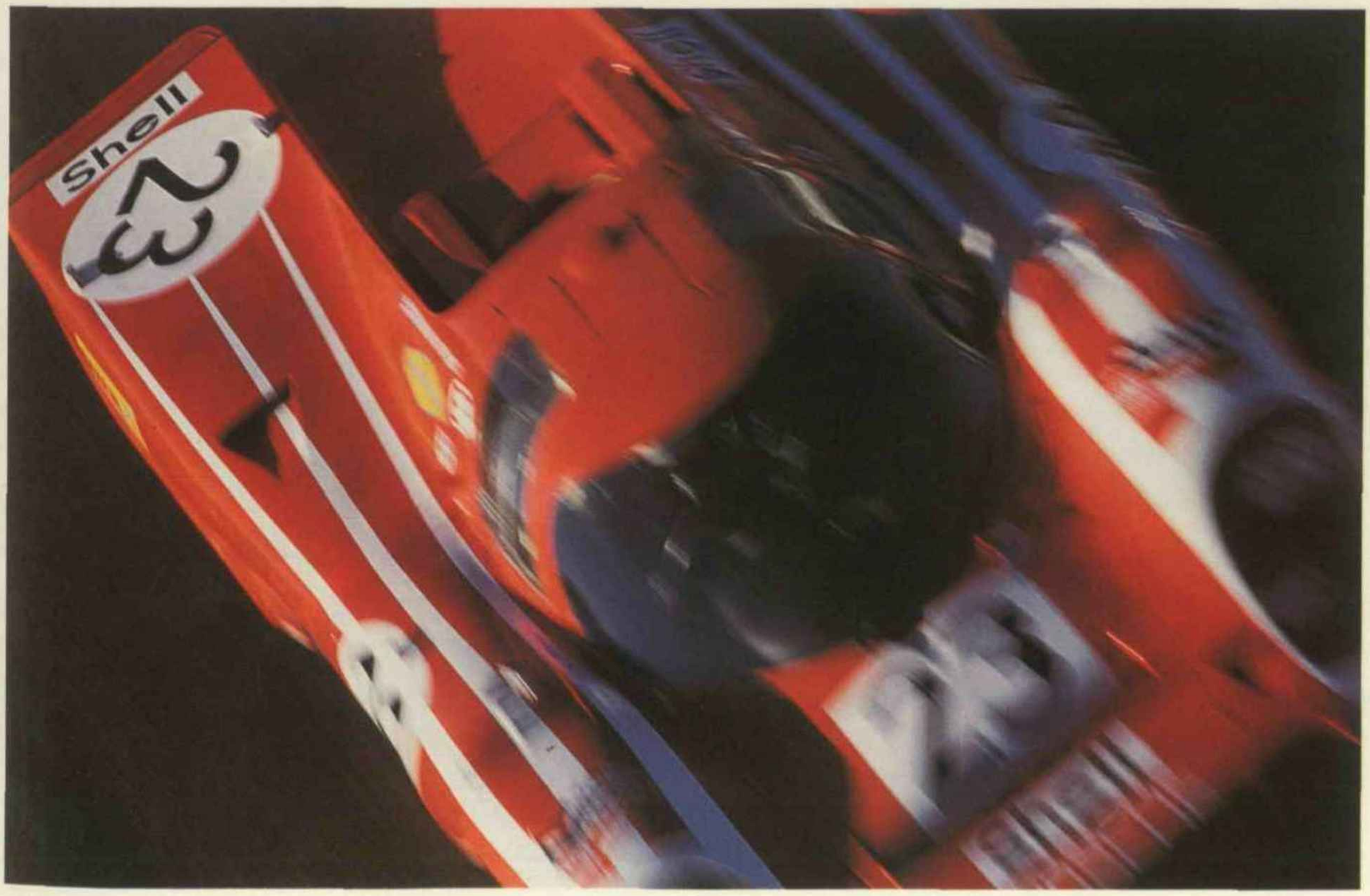
917/022 at Spa in 1971 and Silverstone in '98

The flat-12 engine, far from being a leap into the unknown, was based around technology Porsche had known for years. Each cylinder was fed by just two valves and the reason Porsche did not bother at first to use the full 5-litre allowance was simply that the engine was, at its heart, that of a 3-litre 908 with another four cylinders grafted on. A wide array of components were common to both, the engines differing most in the method of power take up which was taken from the end of the 908 and the middle of the 917 unit. This meant the 12-cylinder car could run with, in essence, two short and stiff crankshafts thereby allowing the engine to rev higher and produce more power.

According to Porsche figures, a 1969, 4.5-litre 917 engine produced over 580bhp, rising to more than 620bhp for the 1971 5-litre motor for 1971. Kerbweights rarely rose much above 800kgs.

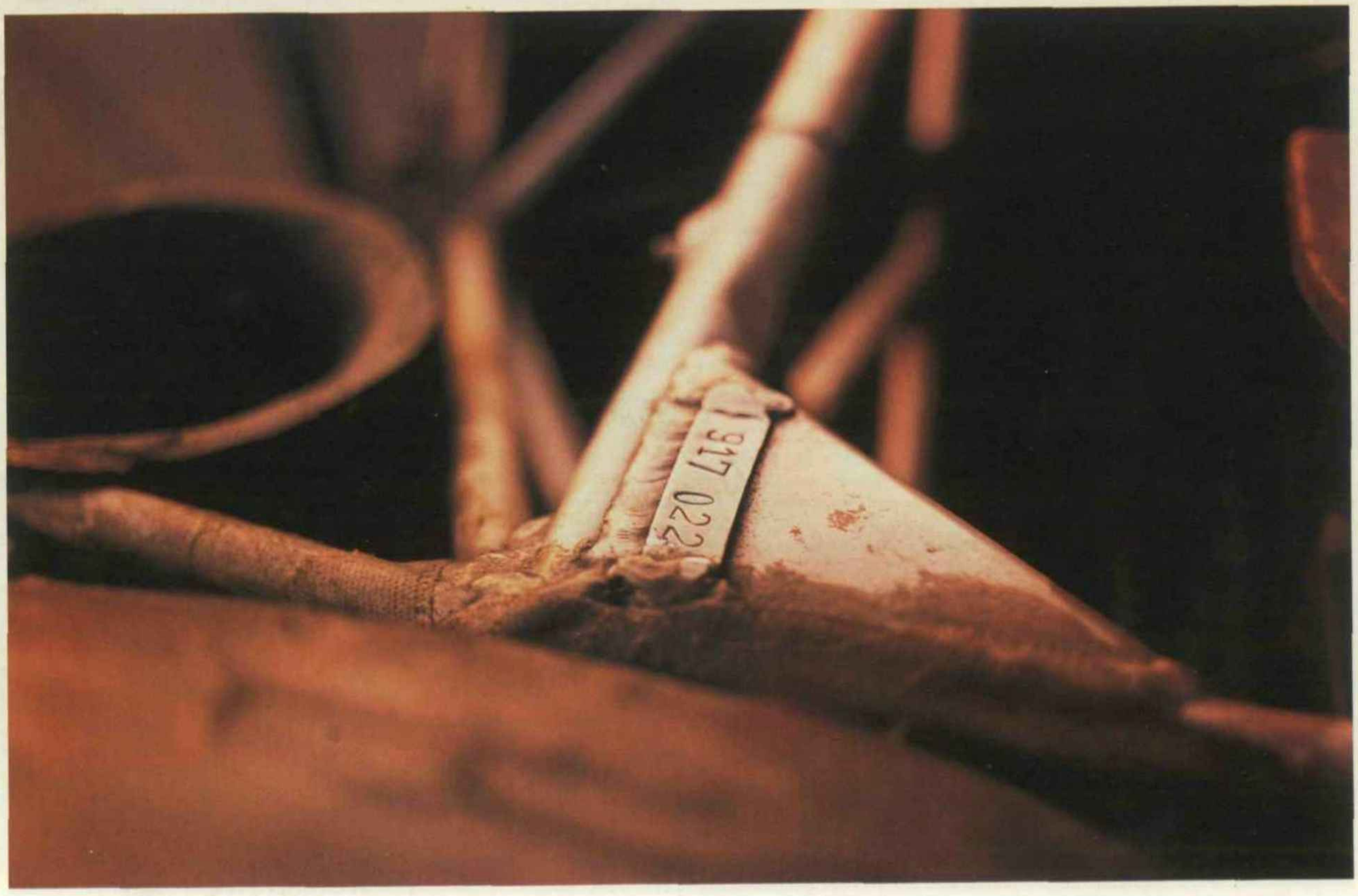
Take an intermediate 4.9-litre 917 from 1970 possessing a power-to-weight ratio of around 750bhp per tonne and compare it to the only car to offer opposition, the Ferrari 512S. That weighed 880kgs and produced just 550bhp to give a power-to-weight ratio of just 625bhp per tonne. Looked at in such terms, the dominance of the 917 was not so much surprising as inevitable.

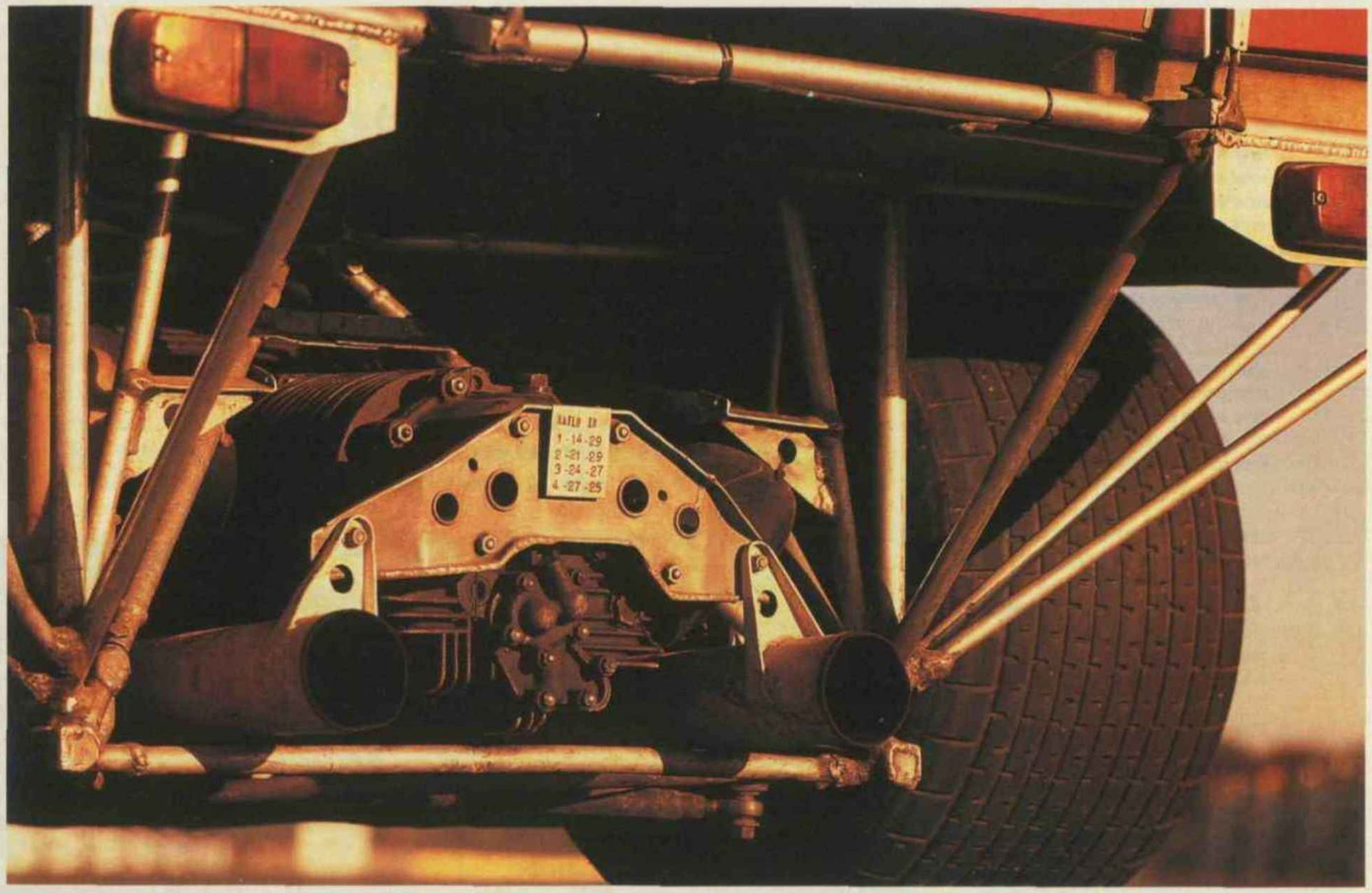
The tail of the 917 is only unorginal item, and was chosen by Attwood to mimic his Le Mans winner. It reduced top speed on the Mulsanne Straight by as much as 40mph but made car quicker overall



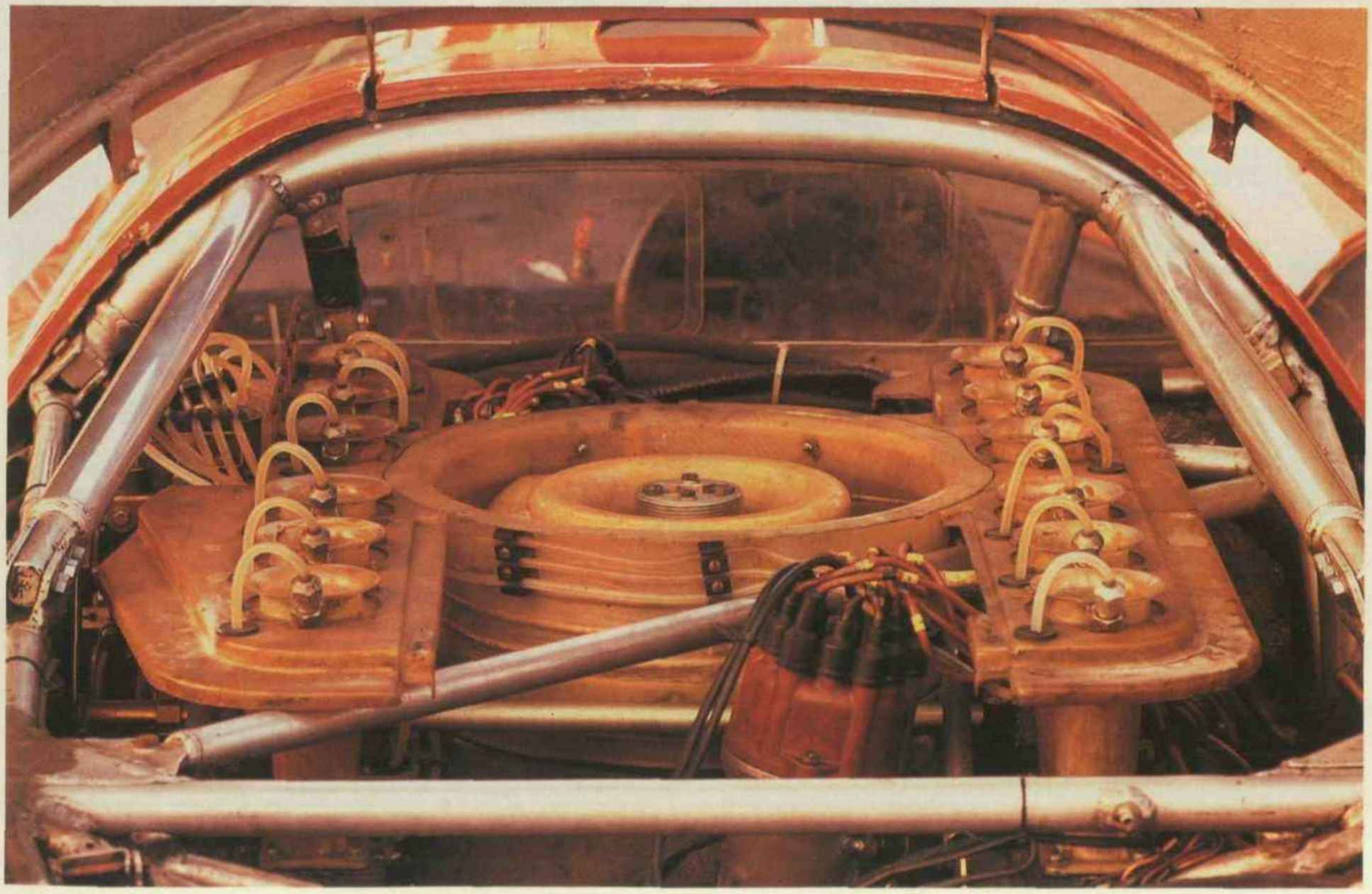


Simple cabin (above) is quite easy to access, wheel feels great to hold. Driving position is reclined. Chassis number shows this is number 22 out of original batch of 25 cars. Car 23 won '70 Le Mans





Current gear ratios in four-speed 'box (above). Note indicators and wet weather tyres used for test. Engine (below) produces 580bhp. Uses many 908 components but takes drive from centre of block



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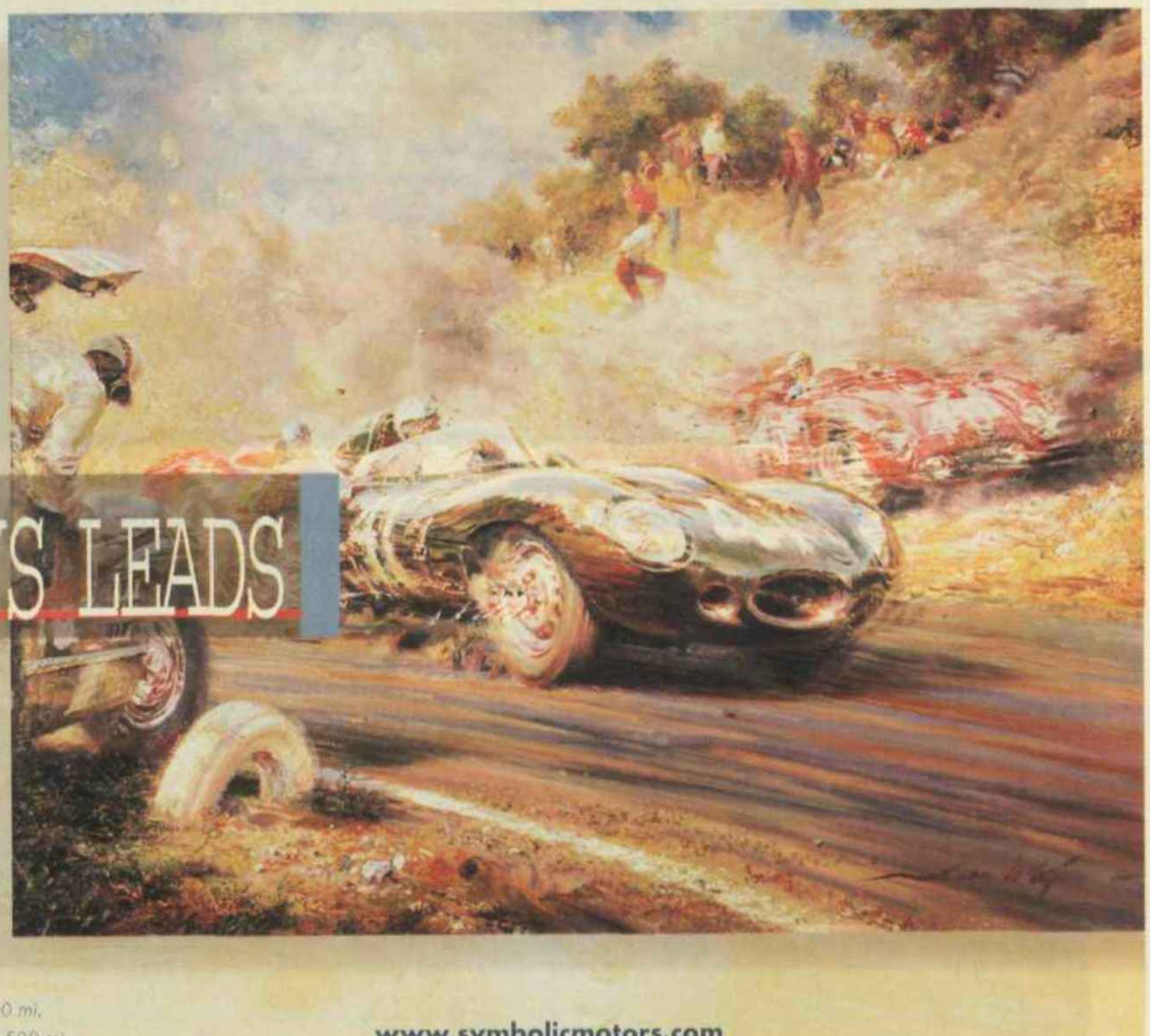
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1991 348TS, #2182, Red/Red, 19,000 mi.
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1993 VIRAGE VILANTE, #2129, Black/Black, 5,900 mi.
1991 VIRAGE, #2156 Burgandy/Grey, 9,500 mi.
1986 VOLANTE, #BH2011, Black/Black, 24,000 mi.

Lamborghini

1990 LM002, #2104, Red/Champagne, 27,000 kilometers
1988 1/2 COUNTACH, #2175, White/Black, 12,000 mi.

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pit garages it seems incredibly compact. The mind's eye says a 917 is a big bruiser of a racer; reality proves otherwise. Its only vastness is in the engine bay where the flat-12 sprawls across the back of the car pushing the cabin forward towards the front wheels.

The trick when climbing aboard is not to think about your feet too much. There is a removable panel in the nose of the car which reveals what stands between human flesh and whatever it might hit in a head-on accident; there's a tiny steel tube, 1.2mm of bodywork and the pedals. That's it. Those who found themselves in an out-of-control 917 went to extraordinary lengths to ensure that, one way or another, it did not hit nose first.

It's a reasonably easy car to jump into, though care must be taken where to stand and rest your hands. Most of the paper-thin bodywork, for instance, is off-limits and even the door must always be held open for you lest the merest puff of winds slams it shut or rips it open.

The cabin, to be frank, is not attractive but at least it all makes reasonable sense. You sit very low and so reclined your knees feel almost as high as your head. The wheel is a surprising stretch away but at least provides a clear view between its three simple spokes to the three simple dials in the instrument binnacle. There's a rev-counter flanked by readouts for oil pressure and temperature and, unless you count the ammeter, located almost out of sight in front of the passenger's space, that's it.

It's hard to remember that the rules required these cars to be two-seaters and harder still to imagine what shape an adult would have to be to squeeze in next to the driver. Nevertheless, regulations required those cars in the 'production' category of racing which the 917 had so sneakily infiltrated to have at least a passing resemblance to road cars and the evidence is all around the car, from the hand-brake to the tiny luggage stores under the rear wing.

So how do you drive this legendary beast, this car voted by a panel of 50 of the sport's greatest names as 'The Greatest Racing Car of All Time'? You turn the key and go. That's all; a Porsche 917 is as easy to start as a Ford Fiesta. This is instructive and suggests again that pragmatism plays as large a part in the secret of this car's success as pure power. As my day with the car elapsed, I learned more about this hidden talent. How many retirements were saved by its all-syncromesh gearbox and how many mistakes were avoided by a driver kept alert by the jet of cold air the ventilation system directs onto your face? Minimal instrumentation reduces the risk of distraction at over 200mph too...

Even so, all that's for later for, right now, the 917 is still sitting in the pits, bellowing its way to an acceptable working temperature. It takes an age of idling and blipping of the throttle before the oil temperature needle shows the smallest sign of life. Outside the air temperature hovers just a fraction above freezing and we decide to run the Porsche on wet weather tyres, their super-soft compound offering our only chance of generating some ➳

SPECIFICATIONS

Porsche 917/022

ENGINE

Type	12 cyl, dohc, 2 valves per cylinder
Capacity	4494cc
Bore/stroke	85 x 66mm
Comp ratio	10.5:1
Fuelling	Bosch mechanical fuel injection
Max power	580bhp at 8400 rpm
Max torque	366lb ft at 6800rpm
Specific output	129bhp/litre
Power/weight	725bhp/tonne
Transmission	4-speed all syncromesh

CHASSIS

Constuction	aluminium spaceframe
Brakes	Ventilated discs all round
Suspension (f)	Unequal length wishbones
Suspension (r)	Unequal length wishbones
Wheel rims	Typically 10.5x16/15.0x15
Tyres (f/r)	Avon wets and slicks

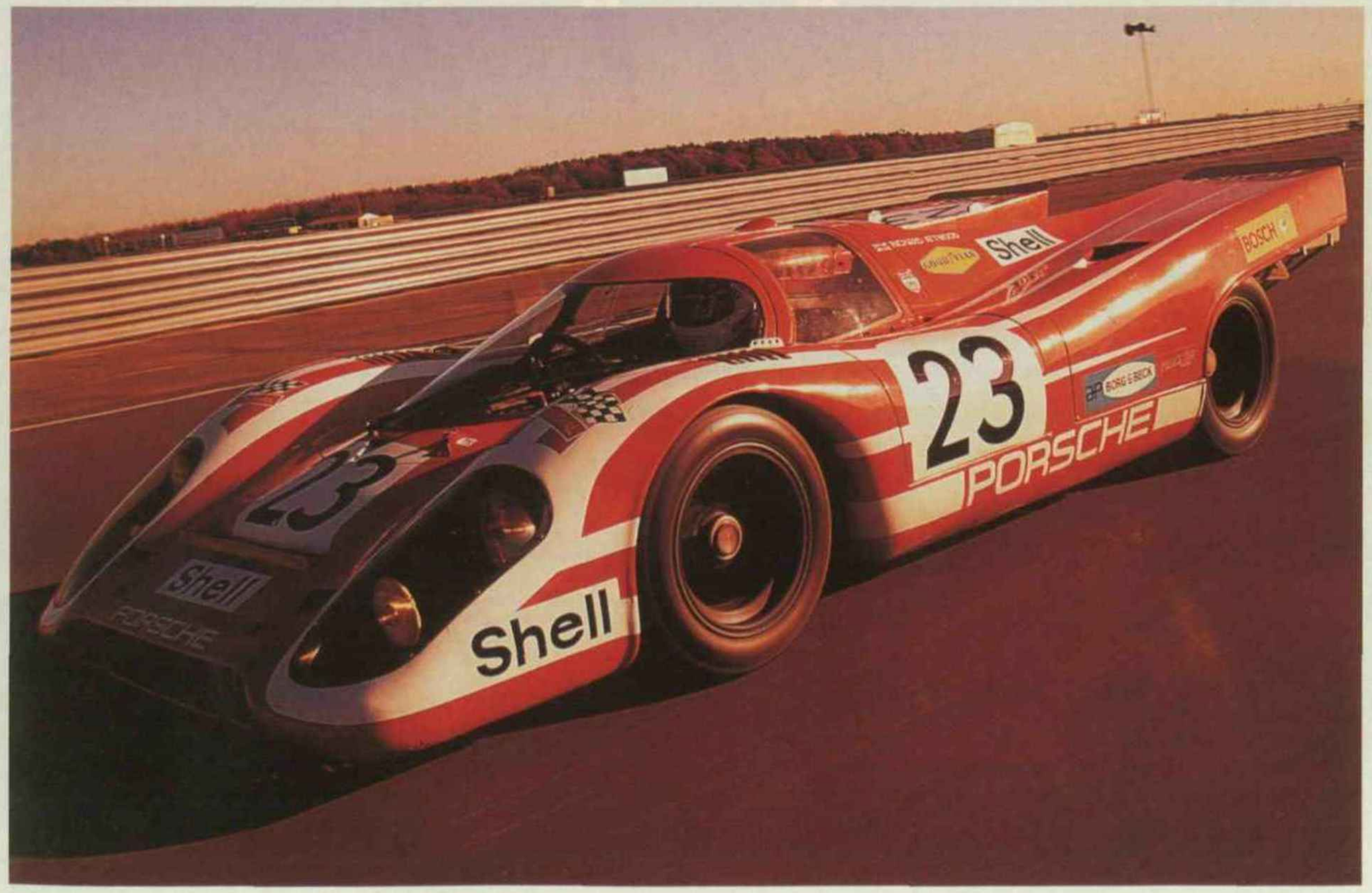
DIMENSIONS

Length	168.9in
Width	59.2in
Wheelbase	90.6in
Track (f/r)	61.6in/62.4in
Kerb weight	1762lb

ESTIMATED PEFORMANCE

0-60mph	2.7sec
0-100mph	5.5sec
Top speed	205mph

A gorgeous shape for sure and one which packs more aggression into its lines than perhaps any other sportscar. Makes the car appear huge; it is, in fact, extremely small and compact




23
Pirelli

warmth on a day such as this. The slicks the 917 usually uses stay under cover.

Easing out into the pit-lane is easy thanks to the bright spark who dropped oil all over the floor of the garage. With the oil temperature at last off the stop, the wheels spin as soon as the clutch bites and we trickle out into the sunlight at walking pace and idling speed. Neat trick, that.

There is no point at all driving as fast as possible right now. Quite apart from the clear and horrendous potential for disaster inherent in trying too hard too soon, there's always so much to be missed about a car's nature when flying around a circuit within a tenth of your own personal limit. It's much better to lap gently, at about the pace of, say, a modern Porsche 911 being driven flat out. For now.

Even at this pace, intimidation is everywhere. At first it stems from what you already know about its value and the fact that far better drivers than me have come to grief in such cars. Very soon, however, this recedes to be replaced by more practical worries. You can feel the flat-12 sitting behind you, occupying so much of the car's mass you feel as if attached to the wrong end of fast moving ball and chain.

Then there's the visibility; I'd be alright as I had the track to myself but how anyone was expected to race at a wet Le Mans with such vast performance differentials between competitors escapes me. There is little to be seen behind the car and nothing at all over the shoulder. I put this to Attwood who shrugged and said, "I never thought it was that bad; good enough for racing for sure. Besides, in one of these, cars tended not to come racing up behind you..." I'd not thought of that.

The 917 itself is easy enough to drive at such speeds, albeit surprisingly physical for such a light machine. The steering is heavy, the gearbox heavier still. But so long as you obey the one hard rule laid down by Attwood and make sure each gear is engaged before releasing the clutch, you'll not make a mistake with it. "Siffert needlessly lost Le Mans by doing exactly that," recalls Richard, "He was in traffic, going past the pits, grabbed a gear, missed it and blew the engine to bits." The throttle is heavy too.

Even short shifting at 5000rpm, the noise is all 917, unique to the only successful racing car ever to employ an air-cooled flat-12. I'd hoped it would sing the same complex yet peculiarly hollow song of the 917s employed in the McQueen movie and am delighted to hear the same music, albeit amplified to stadium volume.

Inside, I don't feel at home yet and can only hope it's because I'm not yet using the car for the purpose for which it was designed. Everything seems so deliberate, each gearchange more of a prod than a flick, each input to the steering calculated in advance by the head, not flowing without conscious thought from the shoulders and wrists. Only the brakes, offering sure and easy retardation in exchange for a surprisingly light stab at the pedal, offer much in the way of reassurance.

The only option is to go much faster. No-one is in the pits with a board telling me when to come in and, within reason, I have as long as I like; but there is now no reason at all not to drive the 917 as quickly as I can make it go.

The Porsche 917 engine will pull effectively from 3000rpm and is, therefore, an unreasonably flexible and accomodating racing motor. However, that and certain elements of its noise is the entire extent of the common ground it shares with its behaviour above 5000rpm. I discovered this at the exit of Becketts. Adjectives flooded my head as, according to bystanders, the Porsche almost got its front wheels off the ground as it leapt down the track. I think 'insane.' was the most popular. Mathematics will tell you no Le Mans car built today would keep up with even this most standard of 917s in a straight line and, inside, it's not difficult to believe.

Subjectively, it feels quicker than any other closed car I've driven. This is stomping performance, ➳

"The only option is to go much faster. I have as long as I like and there's no reason not to drive as quickly as I can make it go"

917/022 started life in Gulf colours but is now in identical livery to that worn by its sister, 023, which Richard Attwood and Hans Hermann drove to Porsche's first-ever victory at Le Mans in 1970








L. J. K. SETRIGHT

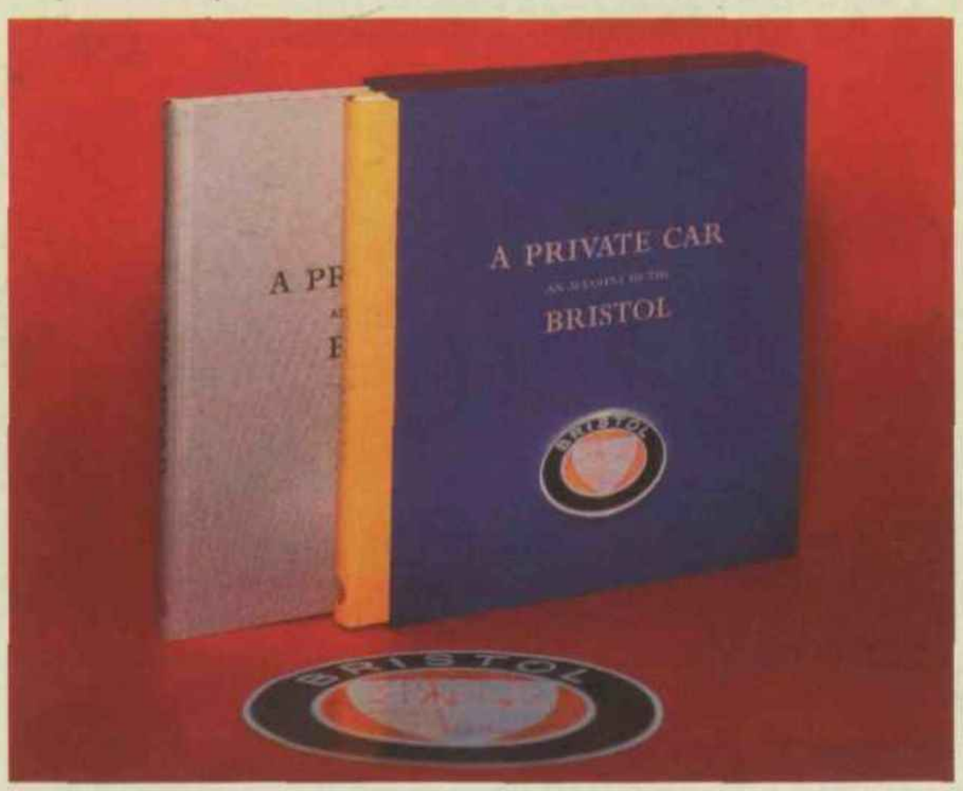
A PRIVATE CAR

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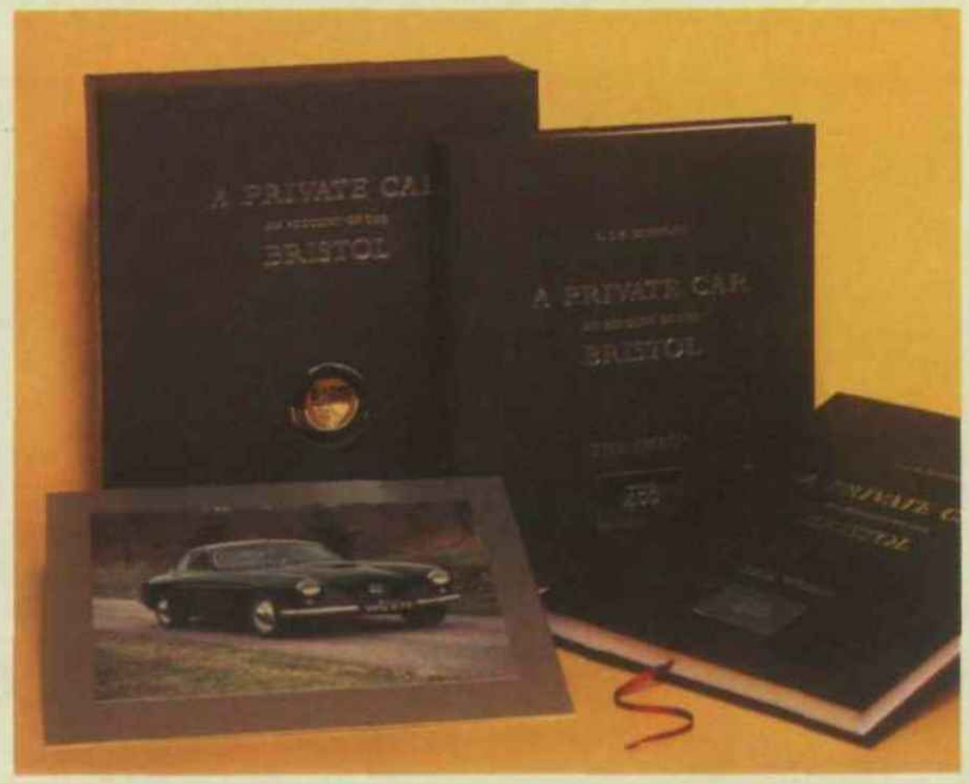
Today's Bristol car, the Blenheim 2, will set you back about £125,000, will set you forward at a great rate if you prod the right pedal, and will set you apart from the common ruck of other motorists –whatever they drive, be it popular whizzbang or luxury braggart – because the Bristol is like no other, and is reckoned to be the better for it.

Setright's Bristol book is essentially an account of all cars which have borne the name Bristol. It is written in the established Setright style, which is meant to be highly literate, comfortably personal, appropriately technical, adequately anecdotal, mildly scholarly, gently judgmental, and entirely honest.



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accompanied by a shrieking soundtrack, disturbed only by brief crackle between gears and the all too long periods spent in top gear with right foot pressed only gently forward, ensuring the tell-tale on the rev-counter goes no further than the specified 7200rpm. Once you have discovered such performance, you cannot help but use it all, all of the time.

You have to push it through the corners too. Attwood's promise that the car contained none of the handling foibles that wreaked such havoc with the undeveloped 917 and his suggestion that I really should have a proper charge in it clinched it.

The treaded Avons made sure that finding the adhesion limit would not be too difficult and it was simple enough to provoke the nose to err away from the apex in the third gear Luffield bend; even so it would still wolf down Copse in the business end of top gear so do not doubt the amount of grip available. Only through Becketts did I lack the imagination required to stop me jumping on the throttle too hard and early, just to see what happened next.

The answer is nothing particularly clever. There's oversteer, of course, but while the tail moves swiftly, it is not uncontainable and can be rounded up and dispatched without lurid, last-gasp drama or even an appreciable delay. One neat little wiggle and you're barrelling up the road to Brooklands again.



Richard Attwood, the car's proud owner

"There's oversteer, of course, but while the tail moves swiftly it can be rounded up and dispatched without lurid drama"

And it's only when you drive a 917 like this that it starts to feel what it is: a 30-year old racing car. Its John Wyer tail may have saved lives, stopped 917s flying off the Mulsanne Straight and won countless races but in terms of what's accepted today as downforce, it offers almost nothing. The car feels soft and restless in fast corners when a modern racer would be rooted to the spot. It squirms under hard braking and, in all respects other than brake effort, requires double the physical effort to drive slow or fast.

That it feels more alive than a modern racer is a given; it doesn't matter if you're driving a Porsche, Ford, Ferrari or Lola of this vintage, they communicate in a way that has long left the sportscar agenda. Yet the 917 feels different, even to its contemporaries.

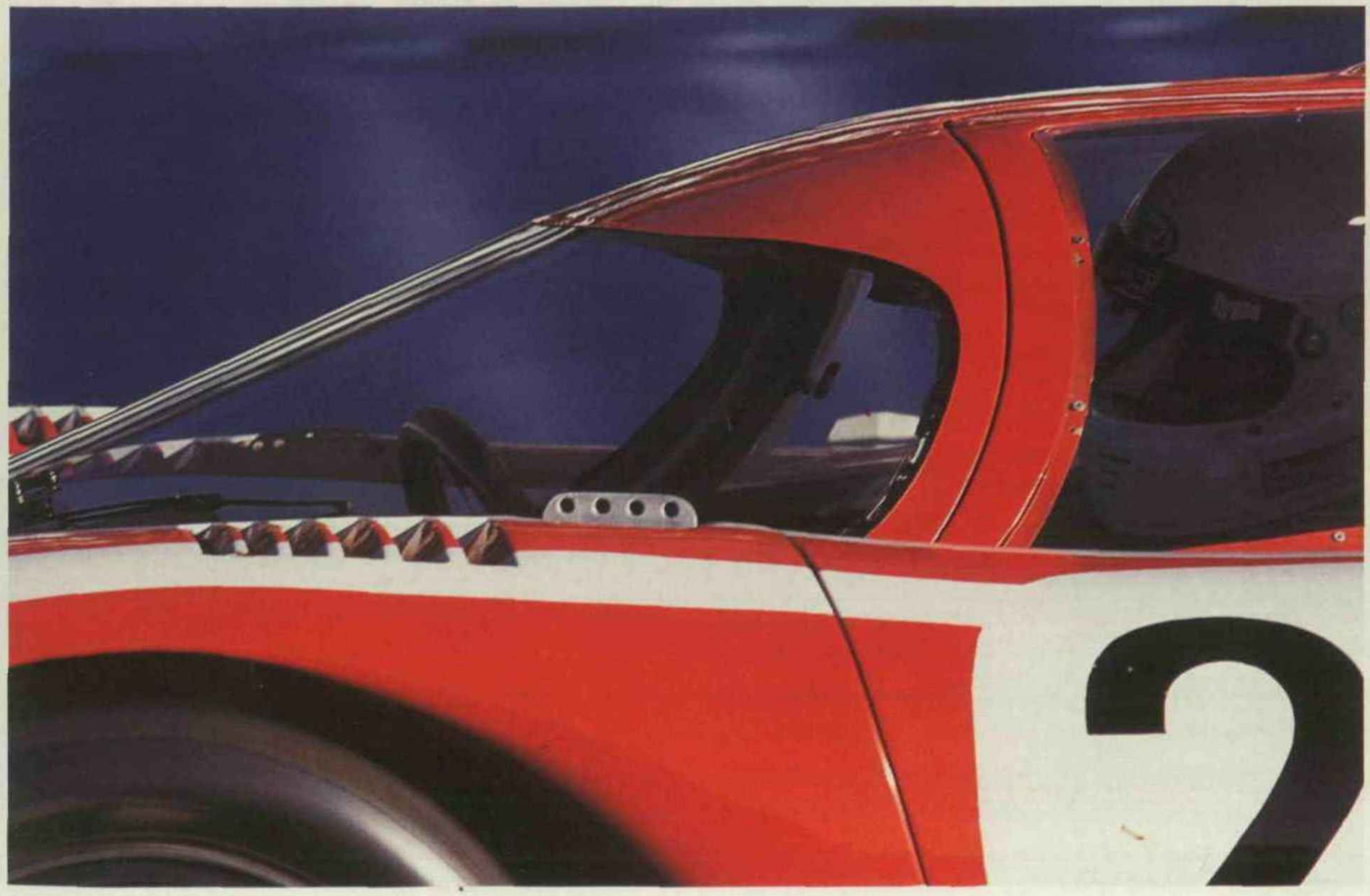
As you drive faster, the calculated progress required to pilot it at first dissolves and you find you no longer have to mentally check each gearchange, preset each pedal effort as the laps ease seamlessly into each other. But it never lets you forget that this is no toy, that it is not a car to be chucked about nor one likely to forgive those who do not respect it.

It is no less than I anticipated. The Porsche 917 is not a quaint old thing, a charming, antiquated geriatric racer: it is as serious a tool for a race track as you're likely to find, as thrilling now as it was then, still fast enough to challenge the world's greatest drivers, let alone me, and, I do not doubt, every bit as capable of wreaking human havoc should it all go wrong.

For perhaps two decades I have waited for the moment when I would be left with only a deserted track and a 917 for company. That's 20 years of expectation I had built up in my mind, an in-built mountain of childish hype no car could be expected to scale. Now the day is gone, the best and most honest thing I can tell you about the Porsche 917 is that it vaulted that mountain in one bound.

Our sincere thanks to Richard Attwood for lending us his Porsche, and to the British Racing Drivers Club for providing Silverstone for the day. M

Even in close up, the lines of the 917 are immistakeable. This shows what panoramic vision is available directly ahead and to the side of the driver. Rearward visibility, however, is minimal



A Place In The History Books

PORSCHE HAS, TO DATE, WON JUST ONE WORLD CHAMPIONSHIP GRAND PRIX. THE DRIVER WAS DAN GURNEY WHO NOW TALKS TO ADAM COOPER ABOUT THE MARQUE'S TROUBLED RELATIONSHIP WITH FORMULA ONE

Flag day... Gurney punches the air after taking Porsche's lone championship Grand Prix victory at Rouen in 1962



"Like a giraffe sitting on a plate" was how Dan Gurney described his less than commodious Grand Prix Porsches. The tall American's head was well clear of the flimsy roll hoop

Over the past few seasons in Formula One, Ferrari and McLaren have been embroiled in a battle for supremacy at the top of the all-time Grand Prix winners list. The current score is 119 to 116 in favour of the Italians, while third placed Williams has lost ground of late on *just* 103 victories. Go to the other end of this league table and you find some less successful names. Newcomers Jordan will probably score a second victory in the not too distant future, but there will no more chances for Eagle, Hesketh, Shadow and Penske, short-lived underdogs who scored a single victory apiece before disappearing into the history books.

And then there's Porsche, one of just seven road car marques to have won a World Championship GP with its own chassis-engine combination. The firm joined this elite group in July 1962, when Dan Gurney won the French GP at Rouen; but it was the marque's only world championship success before it pulled out of F1 at the end of its second season.

Porsche's subsequent forays into single seaters have usually been a disappointment, and sometimes utterly disastrous. The only time the marque found real success, with McLaren in the early '80s, it could not claim the credit; the turbocharged V6 was badged by TAG, the company which commissioned it. The Indy projects and the F1 V12 built for Footwork in 1991 proved to be flops.

At least the Rouen victory ensures Porsche has an oft-overlooked place in the record books. And yet, at the time, the company seemed to have the potential to achieve so much more; its motorsport department had grown in stature through the 1950s, and in 1960 the marque almost pipped Ferrari to the World Sportscar Championship.

Porsche also gained useful experience in F2, even taking part in the odd GP, initially with modified sportscars (see sidebar). The company introduced its first proper F2 machine, the 718, in 1959. Utilising the proven 1.5-litre air-cooled flat-4 motor, and based on the RSK, the car was notable for bloated bodywork. Its baptism was hardly low profile, as Porsche entered it in the Monaco GP! Wolfgang von Trips qualified a respectable 12th, ahead of the F1 cars of Bruce McLaren and Graham Hill, but he spun at the start of the second lap, famously taking the other F2 qualifiers – Bruce Halford and Cliff Allison – with him. Von Trips was due to give the 718 a second World Championship outing in the German GP at Avus, but he withdrew after Behra's fatal crash the day before.

In 1960 the F2 programme stepped up a gear. Stirling Moss drove a works-supported Rob Walker entry; the combination was competitive, and Moss won several races in Europe and South Africa, while the works cars were also successful. The factory also entered a pair of 718s for Hans Herrmann and Edgar Barth in the Italian GP; thanks to a controversial boycott by the British teams, the organisers were only too pleased to see the German cars. Despite an obvious lack of power, they finished sixth and seventh. It was an encouraging performance, so all concerned looked forward to going F1 fulltime in 1961 with considerable enthusiasm.

"I expected all this Teutonic efficiency and approach to everything. But they were very friendly. It was like a family thing..."

The timing of its entry to F1 could not have been more favourable. The change to 1.5-litre regulations for '61 represented a fresh start for everybody, and the combination of small capacity/rear engine was what the marque had specialised in for years. The 718 was ready-to-run, while much of the opposition had to scrabble around to get their efforts together.

Barth was deemed too old to become a fulltime F1 driver, and despite his experience Herrmann was only given the job of occasional number three. Instead Porsche chose Bonnier and his erstwhile BRM team-mate Dan Gurney.

"It was the switch over from the 2.5-litre formula, which I was very sad to see," Gurney recalls. "Nevertheless that's the way the mop flops ➠



LAT

Reliability was the key to Porsche finishing third in the 1961 constructors' championship, but the following year the new 804, seen here at the British GP, was a more recalcitrant machine

THE SPORTSCAR WITH A PENCHANT FOR F1...

Porsche's involvement in the World Championship actually began four years before its F1 debut, and at time when the marque didn't even make a open-wheeler... In those days the company stretched everyone's imagination to the limits by running stripped-down sportscars in F2, and since F2 entries were allowed in the odd GP, hey presto – Porsche got away with the impossible...

The company's debut was at the Nürburgring in 1957 – the year of Fangio's famous battle with Hawthorn and Collins. The factory entered a pair of 550RSs for Edgar Barth and Umberto Maglioli, while Dutch aristo Carel Godin de Beaufort ran a third under his Ecurie Maarsbergen banner. Barth outran the Coopers – including Roy Salvadori and Jack Brabham – to take the F2 class pole and victory, finishing 12th overall.

Folk were used to seeing some odd stragglers at the 'Ring, but the following year de Beaufort used his status to get an entry for his home Grand Prix at Zandvoort, this time with an RSK. The car looked utterly ridiculous amongst the Ferraris and BRMs, and as the only F2 contender it was not surprising that he qualified and finished last. He ran the car again in the German GP, where Barth took a works RSK to sixth overall, just behind F2 class winner Bruce McLaren.

De Beaufort's third outing with his RSK was at Zandvoort in '59. He again started and finished last, having persuaded pal Stirling Moss to try it in practice. Later that year obscure American Harry Blanchard was invited to make up the numbers in the inaugural US GP at Sebring with his RSK; he finished seventh and last. That final sportscar appearance marked the end of this unusual little chapter in GP history.



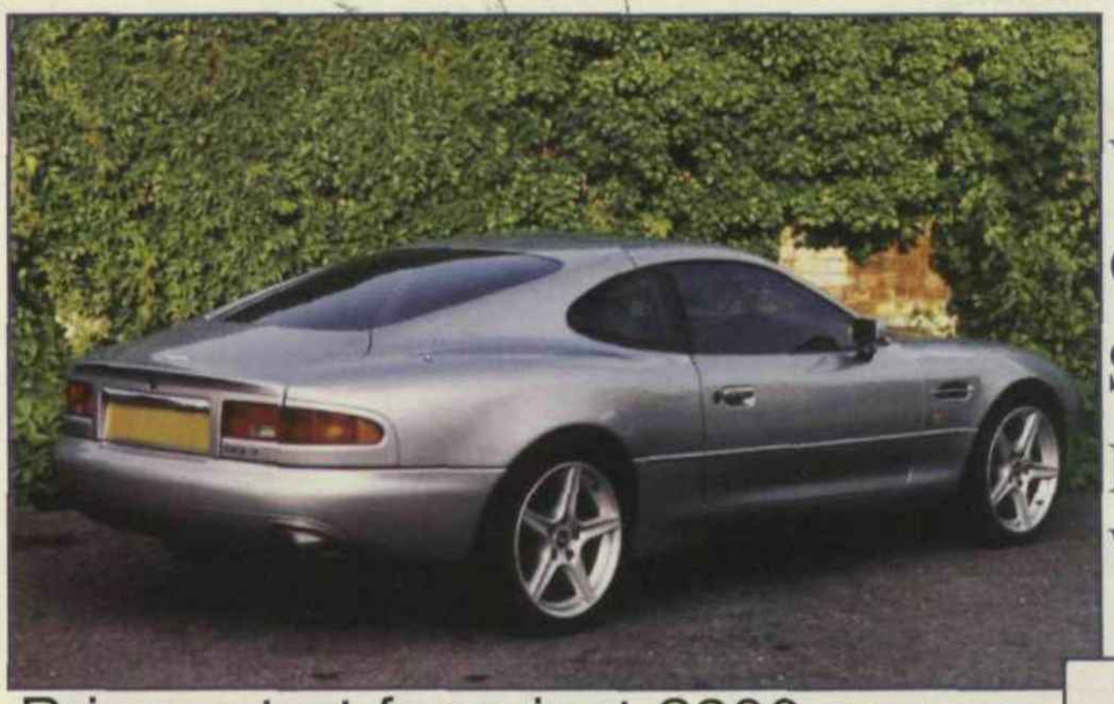
De Beaufort's RSK trails grid in '58 Dutch GP



Von Trips' unfortunate F2 debut at Monaco '59

By then Porsche's first 'proper' F2 car had already made its debut at Monaco, in the hands of Wolfgang Von Trips. Just to confuse the issue, another, non-works Porsche F2 single-seater also made its first World Championship appearance in the principality that year. Jean Behra had commissioned Valerio Colotti to build him a car based on RSK parts, and from some angles it looked more purposeful than the official 718. Since its owner was racing for Ferrari at Monaco, the 'Behra Porsche' was entrusted to Maria Theresa de Filippis, who failed to qualify. Behra was due to race it in the German GP at Avus, but he crashed fatally in the supporting sportscar race.

Masten Gregory finally gave the car its first GP start, taking it to 12th in Argentina in 1960. Later that year desperate Monza organisers invited journeyman Fred Gamble to drive it at the Italian GP; he finished last after a running back to the pits to pick up a churn of fuel.



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Porsche's response to the FIA's new-for-1968 Sports Car Formula was the fearsome 917. Eagles Race have released a stunning 1/18th scale die-cast replica of this legendary racer. Pictured is the victorious Elford/Larrousse 'Martini' entry from Sebring 1971, only £19.99 + £5.00 UK postage.



The original 1964 version of Porsche's 911 is available as a 1/43rd scale die-cast model from Minichamps. If, like many, you adore the 911 you will jump at the chance to own this superb replica. Finished in white and good value at £16.99 + £2.00 UK postage.



JWA, entrusted with the 917 programme for 1970, made significant changes. The effects were immediate as Rodriguez/Kinnunen won at Daytona. This important car has been modelled in 1/18th scale die-cast by Eagles Race, only £19.99 + £5.00 UK postage.



Running the 'underpowered' 4.5 litre engine and with only 3 effective gears, Attwood/Herrmann won Porsches and the 917's first Le Mans in 1970. An 1/18th scale replica of this historic car is produced by Eagles Race, only £19.99 + £5.00 UK postage.



The lightweight magnesium chassis 917, which won Le Mans 1971 in the hands of Marko/Van Lennep is available as an 1/18th scale die-cast replica from Eagles Race. Good value at £19.99 + £5.00 UK postage.

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sometimes in life. The previous year with BRM I only finished one race out of nine attempts. So I was getting pretty desperate...

"Nobody knew how the 1.5-litre formula was going to turn out. Porsche had been running their old 4-cylinder in a pretty bulbous car in F2, and looking pretty dominant. The rumours were all over the place as to what was going to happen. And the Porsche rumours were at least as good as any of the other ones that we heard. I didn't seek them out – I think they asked me – but in any case, I said I'd do it."

Gurney soon felt at home in the team.

"Having been through WW2 I was indoctrinated with all the preconceived notions of what the guys would be like. I expected all this teutonic efficiency and approach to everything. But they were very friendly, they had a sense of humour. There was no appreciable difference in terms of their structured behaviour to the British teams I'd been with. It was like a family thing; they worked hard, and had a good time also."

Porsche's readiness showed on the team's debut in the non-championship Brussels GP. Gurney took pole and Bonnier was third, and after Dan retired the Swede led until a controversial tangle with John Surtees. Second time out at Syracuse the cars were again frontrunners, but eventually lost out to Baghetti's Ferrari. The Porsches outran the Brits behind in these first two outings, but alarm bells should have sounded after Syracuse; Baghetti was driving a semi-works entry, he was a total novice, and the new 156 'sharknose' was making its race debut – and was not yet using the definitive 120 deg V6 engine.

At the first World Championship GP in Monaco, only Moss's Lotus could take the fight to the new Ferraris. Gurney finished fifth, Herrmann ninth, and Bonnier retired with fuel injection troubles. Suddenly it didn't seem quite so easy, and that became even more apparent at Zandvoort. An updated model, the 787, proved a disappointment, so the 718 was brought back into service at Spa. By then British teams had made big progress, and the Porsches were left trailing. The car's bulky frontal area did not help, and nor did Porsche's reluctance to switch from drum to disc brakes. Ongoing fuel injection problems meant that the cars sometimes raced with Weber carbs.

"They were predicting 200bhp," says Dan. "I found out many years later it was a little less than 120 at the time... The chassis had these individual characteristic to each and every one. They weren't stamped out like cookies! I remember they had built a batch of cars, and the one that was assigned to me was a good car. But on one occasion I drove the car that was used by Hans Herrmann. It had less of an understeer problem. I said, 'Hey, this is better!' But I couldn't get them to give me that one..."

If nothing else, the 718 was incredibly reliable: "Really it was just the opposite of the year that I'd spent with BRM."

Gurney survived to take second at Reims, but was outfumbled by winner Baghetti in a slip-streaming finish. He was second again at Monza and, with the Ferraris absent, Watkins Glen. He finished every one of the eight World Championship events, and with Bonnier contributing a few points, Porsche finished third in the constructors' table behind Ferrari and Lotus.

"They were predicting 200bhp from the 1.5-litre engine. I found out many years later it was a little less than 120."

Porsche worked hard over the winter, developing both a long-promised flat-8 engine and a new chassis, the 804. Disc brakes were now standard. A much sleeker machine, it almost matched the Ferrari for looks. But not when the driver was aboard...

"I looked like a giraffe driving round sitting on a plate. I couldn't get in the car. It had a roll bar about 10ins high, and I stuck up maybe 4ins above that. That wasn't very good at all"

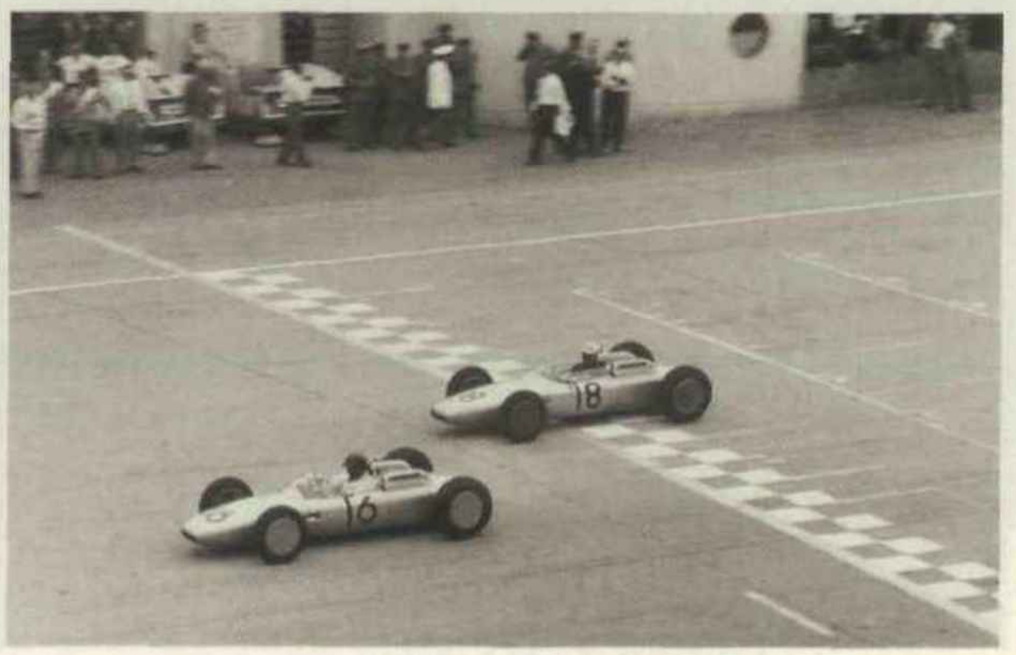
But everyone else had also moved forward. The new Climax V8 engine was now readily available, and Jim Clark's monocoque Lotus 25 moved the ➳

Clockwise from top left: Porsche 718 heads for 7th place at 'Ring in 1961; Gurney with eventual winner Stirling Moss; Bonnier chases Gurney at Monza '62; Team manager von Hanstein at Spa









goalposts in terms of chassis development. At Zandvoort Dan retired with gear selection problems having qualified eighth. After starting third at Monaco his car was badly damaged in a first lap shunt, while Bonnier finished fifth, but seven laps down after a troubled race. It was time to take stock.

"There were reliability problems. I think that's when Ferry Porsche decided that we would not go to any more races until we had run a full GP distance without failure."

A test programme at the Nürburgring ensued, and Porsche skipped the Belgian GP, although Dan turned up to drive Wolfgang Seidel's private Lotus.

After a month's break for testing, Porsche returned at the French GP, held that year at Rouen. Dan qualified sixth but dropped as low as 10th in the early stages. He gradually crept up the order as others hit trouble, and eventually won by a clear lap.

"Rouen was a reliability situation. It wasn't just a case of sitting back and trying to inherit it, but we couldn't run quite as fast as the front guys. However we did wear 'em down. That was a terrific thing. The Porsche people were stoked, they really loved it. If you're striving and failing, regardless of how dominant or not it was, once you have a victory in the history books, that's it. It meant a great deal to everyone."

Just a week later Gurney won again on Porsche's home crowd in the non-championship event at Solitude. "That was also a big one, very popular in Germany. It had a huge crowd; they said it was 350,000 people."

After a disappointing British GP at Aintree, Dan took a superb pole at the 'Ring – those testing miles certainly helped. In the race he fought a memorable battle with Graham Hill and John Surtees, but had to settle for third.

"The battery came loose inside in the cockpit. In those days we had aluminium tanks, and you were surrounded by fuel. It was sliding around, and I was thinking if that touches and sparks good enough, and burns through, it's going to be pretty warm in here. That's one reason why hardly anyone wore seatbelts in those days.

"It didn't catch fire, it didn't short out, and I figured out how to lodge it with my left calf in a position where it would stay. By then I was 17sec behind Graham and John. I caught them right back up, but I could not pass them. I could run through the turns a little bit faster, but I couldn't get off the turns, and on the straights it wouldn't happen. That was one of my most frustrating and difficult races."

At Monza Dan retired after a strong run, and then he finished fifth at Watkins Glen. However, the German team decided not to bother with the December finale in South Africa; the F1 programme was abandoned after just two seasons.

"They felt they had to pay attention to their core business, which was the road cars. They couldn't do both, and they had to make a business decision. If they were going to react to the fact that they were not as competitive as they'd like to be, they were going to have to skim off the cream of their engineering crop and do something about it. They felt the passenger car programme would suffer."

Gurney went to Brabham, and Bonnier joined Rob Walker. Several ageing Porsche chassis survived for a while in private hands, but the story ended in tragedy when marque stalwart Carel Godin de Beaufort was killed in practice for the 1964 German GP, exactly seven years after he was part of Porsche's first GP outing in the F2 class.

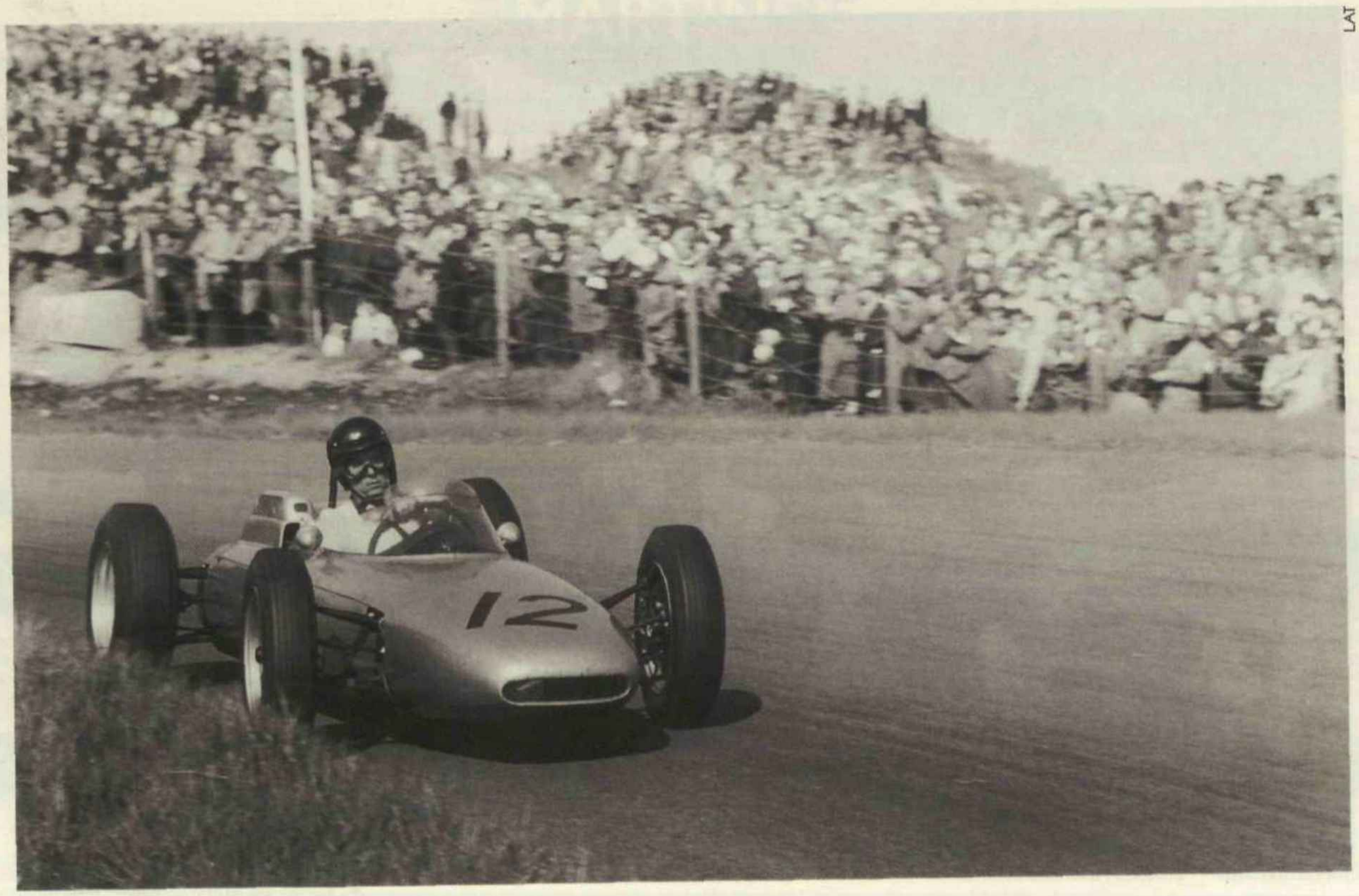
But could Porsche have made further progress in 1963 and beyond?

"I don't think so," says Gurney. "They were still running a 2-valve, air-cooled engine, and they were pretty strict in their adherence to things that had been handed down from Ferdinand Porsche to some degree. Grand Prix racing was going through rapid change, and they could probably see that." ■

"The Porsche people were stoked... Once you have a victory in the history books, that's it. It meant a great deal to everyone."

Gurney slots Porsche 804 through sand dunes of Zandvoort at Dutch GP in 1962. By the end of the season the team would be withdrawn from the championship to concentrate on road cars

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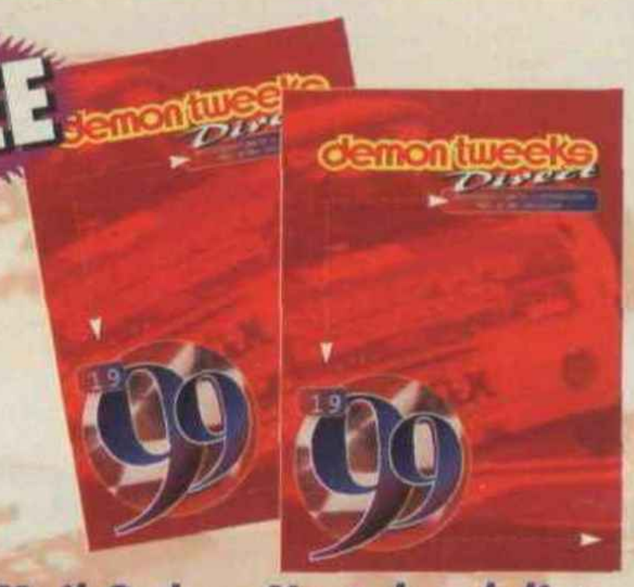
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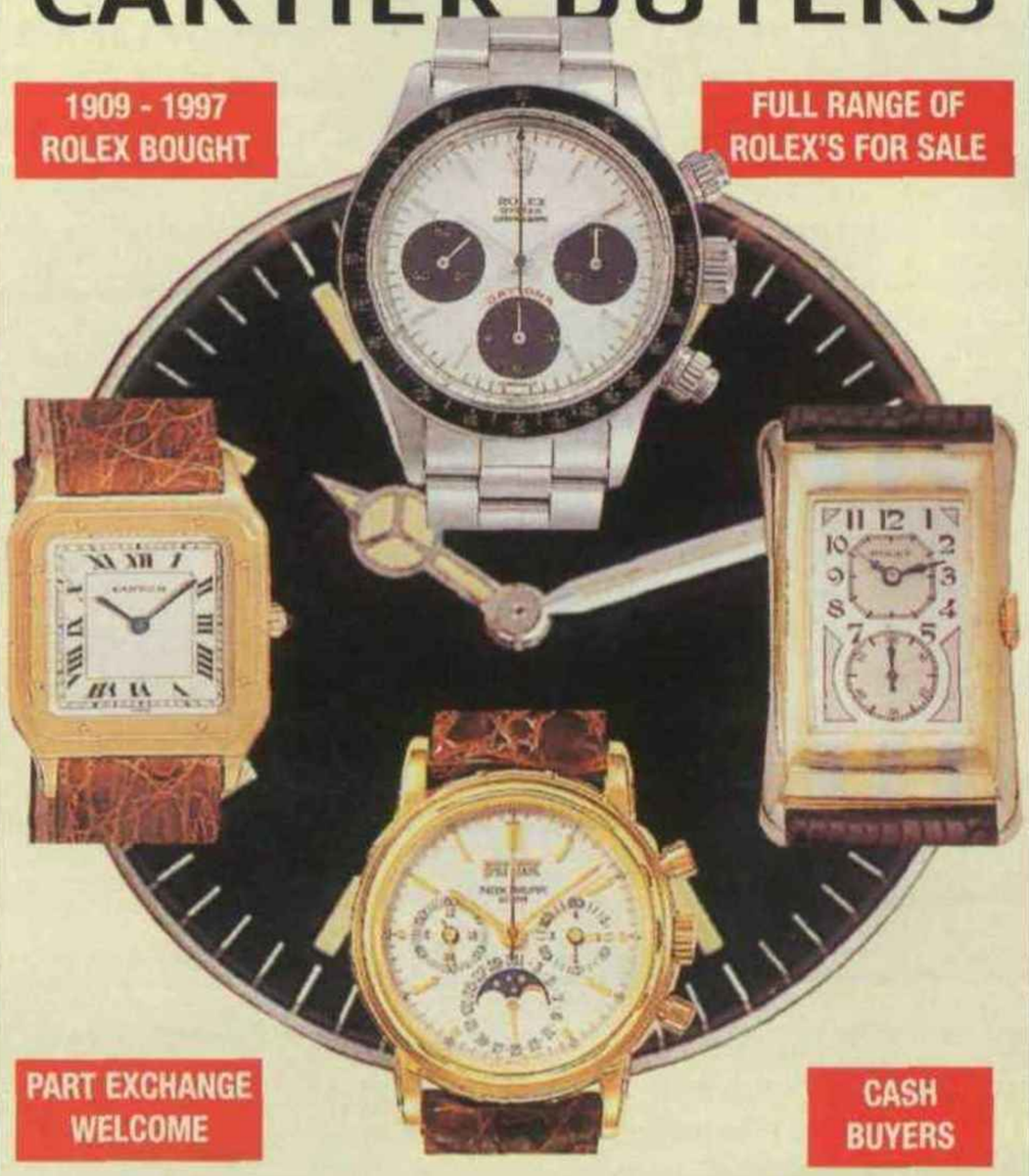
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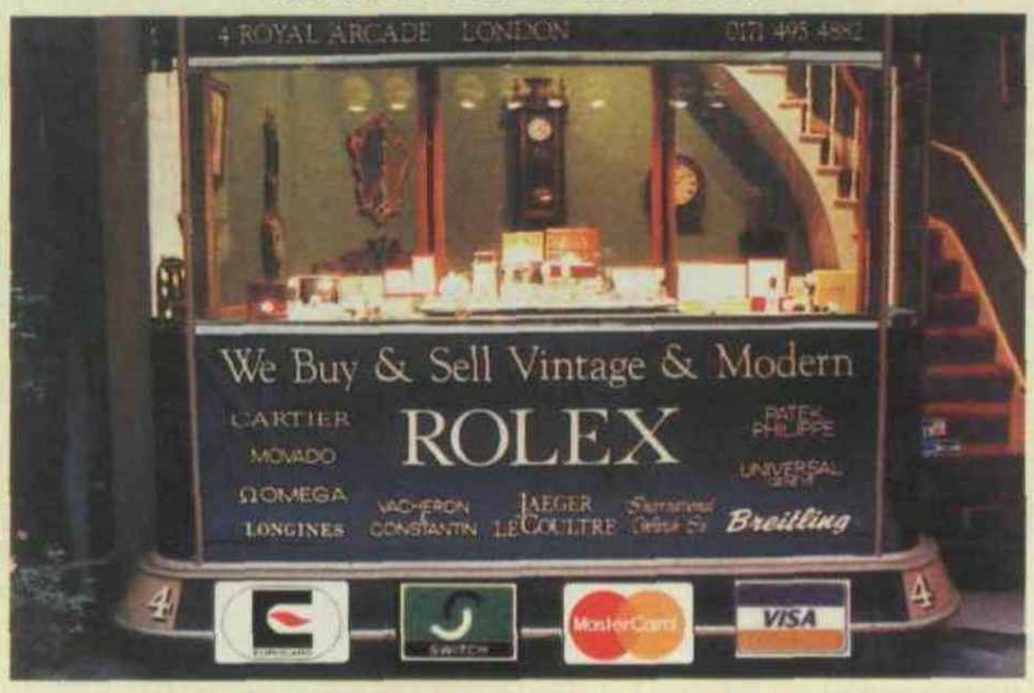


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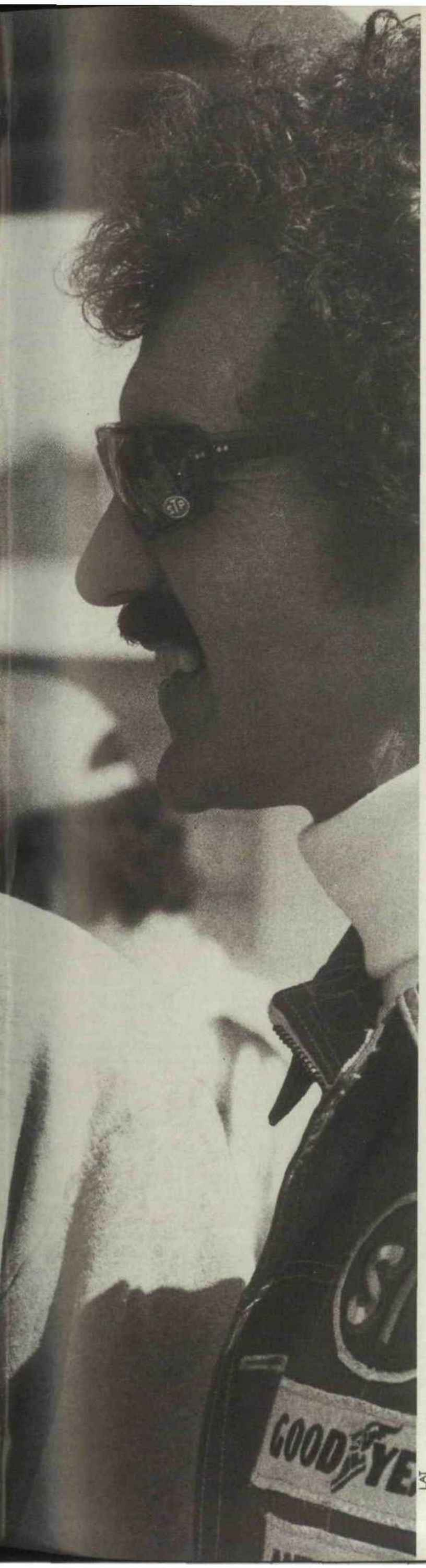
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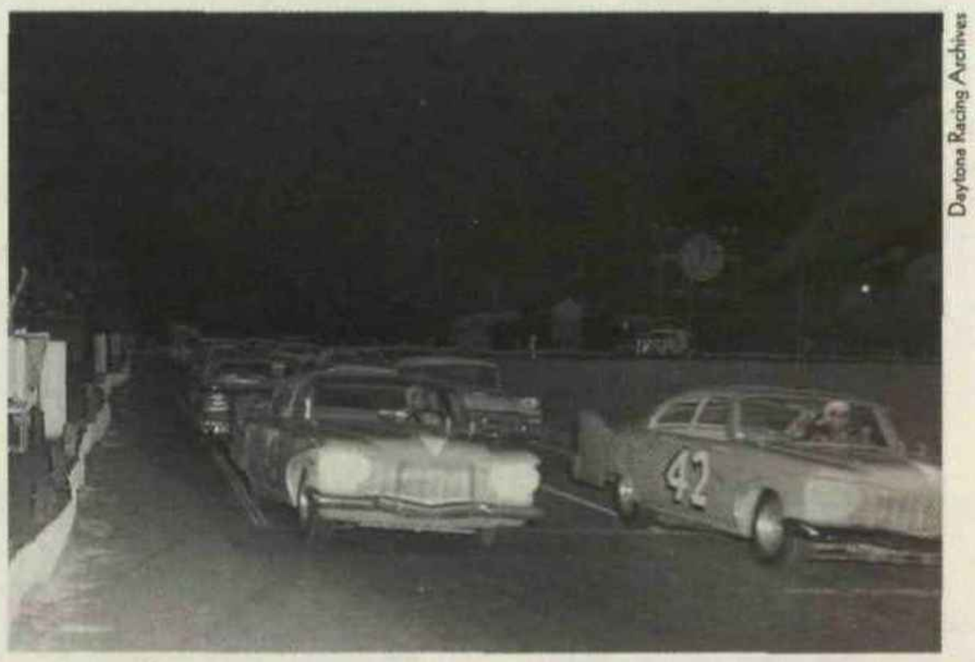
Three generations of Petty racers. From left to right: Kyle, Lee and Richard



LAT

FROM RACING STOCK

AS STOCK CAR RACING EVOLVED FROM DIRT TRACK DERBY TO BILLION DOLLAR BUSINESS, ONE FAMILY HAS LINKED FOUR GENERATIONS. MARK HUGHES EXAMINES THE PETTY DYNASTY



Daytona Racing Archives

Father and son... Richard (43) and Lee go head to head in 1960

AS US AIR FORCE ONE TOUCHED SAFELY DOWN, STP PONTIAC number 43 raced past it on the parallel back straight of Daytona. Its driver was in the midst of one of the most intense duels of his long career. As the aircraft's special passenger stepped down on this Independence Day and made his way to the reception area, the race, in its closing stages, went into a yellow period. By the time the green flag signalled its resumption, the VIP had a grandstand view of one of the great last laps of motor racing history: Richard Petty's Pontiac and Cale Yarborough's Chevrolet trading paint, banging fenders in an anything-goes fight to the line. Petty won, for the 200th time, and 200,000 fans went delirious. A few minutes later The President was granted an audience with The King.

Where myth meets reality, where Days of Thunder meet a real story far more remarkable, where Country converges with Western, steel guitar with iron men, Confederate flag with chequered. That's where the Pettys are found, the most charismatic racing dynasty of them all, now four generations old.

It's a flesh-and-blood southern state legend that has grown symbiotically with NASCAR, the National Association for Stock Car Auto Racing. For a long time by far the most commercially successful branch of motorsport in the world, it could have survived without the Pettys. But not half as well.

"I was there at the first ever NASCAR Strictly Stock race," says Richard, "as a schoolboy at Charlotte in 1949 and I'm at each race still." In between times he racked up that amazing 200 victory tally. The first came in 1960, the last, fittingly, that day in front of Ronald Reagan at Daytona 1984. Add to that seven Winston Cup championships and seven Daytona 500 victories. No-one in any frontline racing series has even come close, nor is ever likely to.

The reason he was at Charlotte that June day of '49 was to watch his father Lee in the inaugural event for current model American sedans, Strictly Stock, later re-named Grand National, then Winston Cup. Eleven year-old Richard and his brother ➳

Maurice watched excitedly as Lee forced his Buick Roadmaster to the front, with what became his characteristic no-prisoners style. He rolled out of that race in dramatic fashion, but soon started winning. By the time he retired he would be the most successful driver of NASCAR's short history, with three championships and victory in the first Daytona 500. Rather better still, so far as he was concerned, was that as the series rapidly grew he found he could make a living from prize money and preparing cars for others.

A farmer's son who'd been a road labourer, haulage contractor and eventually a garage proprietor, Lee was – and at 84, still is – a tough, flinty man. Unlike most of his rivals, he was never a bootlegger and didn't much care for the social scene around the racing. He didn't have much to say of a civil nature, and was more than ready to use his fists to defend his point of view. But Richard watched everything he did from his vantage point in the pits as an under-age crew member. "He was a smart driver," says Richard,



Daytona Racing Archives

A tough man on and off track, Lee won three NASCAR titles



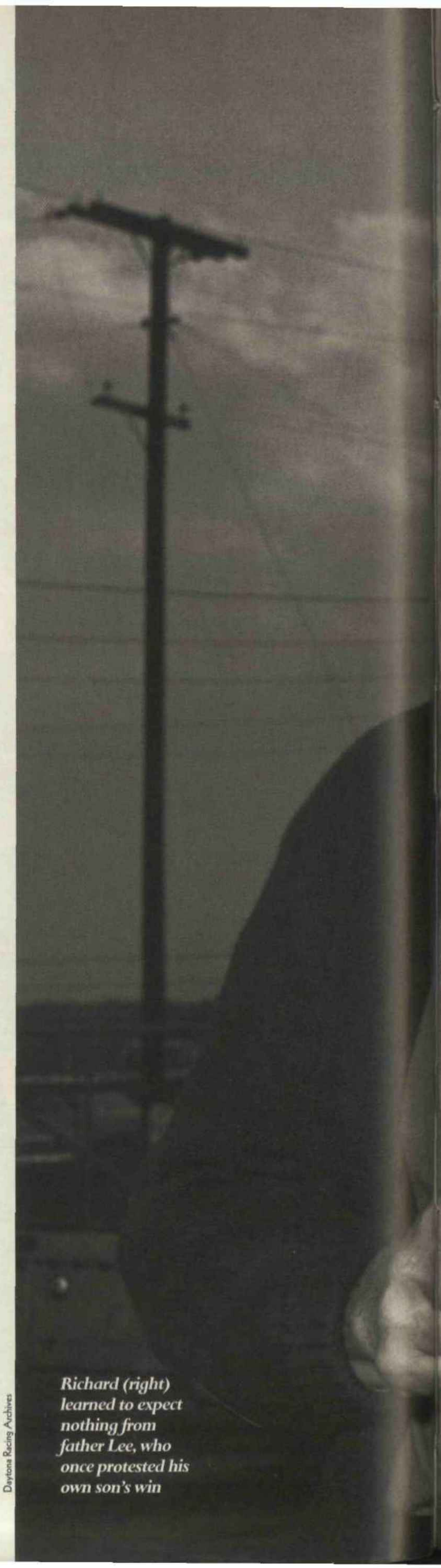
LAT

Despite early success, Kyle (centre) had big boots to step into

"and I learned a lot that stuck about taking care of your equipment and being patient, waiting until it's time to move up."

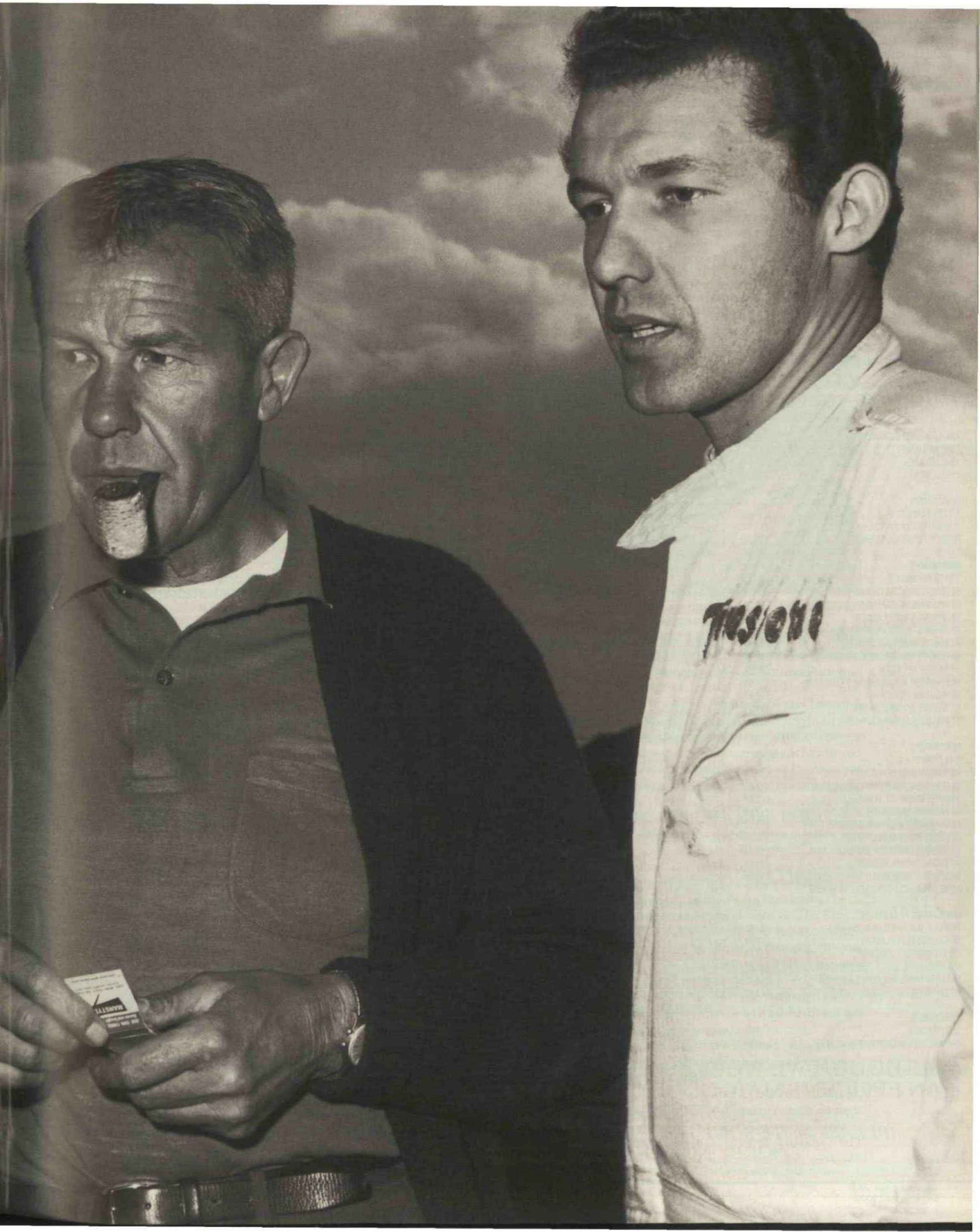
Learned a lot too – in between being thrown out the pits for being under-age – about the business of pit crewing. "There was a race at Highport, North Carolina in '54," he drawls, "a dirt track, and the windshield got dirty. Dad comes into the pit and wants it cleaned. I'm cleaning it but the pace car's coming out and Dad's about to go a lap down, so he takes off... with me still hanging on the windshield wiper, sprawled across the bonnet. It's a caution flag, so the car's running slow, but he takes me all the way round the track and comes back in the pee-hits and drops me off. I'd got the windshield clean by then. Then the officials found me an' gone threw me out again..."

With Richard and Maurice forming the crew, the Pettys were infamous for sticking together. One of Lee's rivals, Tiny Lund, once commented, after a run-in on the track: "Boy, when you took ➳



Daytona Racing Archives

Richard (right) learned to expect nothing from father Lee, who once protested his own son's win



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on the Pettys you took on the whole family." Richard remembers the incident clearly: "Dad and him got into a little scuffle after the race," he laughs, "they knocked each other off the scoring stand and were rolling round on the ground. So my brother and myself jumped in there and next thing mother came over with her pocket book and scattered us all."

It was, of course, inevitable that Richard would race too. "I just fell into it," he says. "I waited until I was 21 before I asked and Dad said, 'There's a car over there. Get it ready and you can drive it.'" It wasn't so much a father's indulgence, more that Lee reasoned if the boy was good he'd bring in more money than it cost to run him.

"When I started in '58-59 I was still learning and Dad was still winning. In '60 I got to win three races and then I raced him quite a bit." In fact, he almost won four but after taking the flag first at Lakewood, he was overtaken on the slow-down lap by Lee, still charging flat-out for a further lap. After the race Petty Snr insisted the officials had hung out the flag a lap early and demanded they check. He was right, Richard's win was removed and handed to Lee. Says Richard, "It was a lesson that you have to earn things, you don't get them given." What he'd earned, in fact, was a yearly prize money total of $35,180, well up on the previous year's $7,630. Most went into the business, with Richard taking a salary of $100 per week and a percentage of the winnings. When he suggested he might have his salary raised, Lee told him that was fine... so long as he paid for every car he wrecked.

1960 was, in fact, a big year for Richard; his wife Lynda gave birth to their first child, Kyle.

Lee's career came to a dramatic end the following year at Daytona. Richard had just returned from a hospital check-up, unhurt, remarkably, from an accident in which he crashed through fencing and landed in a car park below. He arrived back just in time to see Lee get shunted through the fence from behind. He was badly hurt and though he briefly returned, he called it a day soon after.

LAT



Lee's car had No 42 but it was Richard's 43 that became a legend

Not long after, Lee handed over the running of the entire team to Richard, with Maurice and cousin Dale Inman crewing for him. Lee took to playing golf, a pastime he pursues to this day. Interviews, however, are out. He evidently enjoys playing the role of curmudgeon. Richard: "Oh, he still comes in every once in a while, tells us how to set the car up, what we're doing wrong, how they did it in his day."

The Petty lineage was more than safe in Richard's hands. As well as building up a prodigious winning record on the track, he was Mr Charisma off it, in complete contrast to his father, and was soon idol to an ever-increasing army of fans. STP car number 43 became the most widely recognised racing car of all and, out of it, Petty became an American stereotype; long lean figure draped in denim, snakeskin cowboy boots, stetson, wrap-round shades, cigar, all illuminated by a flashing white-teeth smile as wide as the Mississippi.

The King nickname was hard to argue with; he took 101 wins in the '60s alone. Even a switch from his beloved Plymouth to GM in the late '70s didn't hurt his form. He didn't retire until '92, though the famed speed and aggression were long-gone. "I always felt that the Good Lord gave me 25 years of good luck and I was trying to stretch it to 35," he says. "I knew I weren't as good as what I was but I couldn't figure why I couldn't still win a race now and then. Finally I woke up one day and thought, 'you know we're going to need to get out of here while we've still got everything intact.'"

He's as modest as it's possible to be for one of such accomplishments: "I didn't care if people didn't think I was the best driver, just as long as I was the best winner. That's my legacy. We had tremendous equipment but we knew we had to finish a race before we could win it and we were more interested in reliability than in speed. A lot of races we won just because we was there when the race was over. Also, though I won more races than anyone

LAT



Richard changes plugs on team manager and brother Maurice

else, I lost more than anyone too. I won 200 but lost nearly 1000."

No-one, but no-one, has a bad word to say about King Richard. Not even Leonard Wood, half of the Wood Brothers team that for years ran Petty's fiercest rival, David Pearson. "He's the same thing as I've known him since I was a little kid," says Leonard. "He would stand there and sign autographs until everybody left. Even now when he walks through the garage area he'll have a flock of fans following him and signs autographs just like he did 30 years ago. I don't know who was better, him or Pearson, but they was the best of their time, with Bobby Allison not far behind."

Kyle says the Mr Nice Guy image wasn't just for public consumption. "Richard Petty is exactly what you see. He was a great guy to grow up with too. We used to ride dirt bikes together and had a lot of fun." It was a very religious upbringing. "That came particularly from my mother's side and it's something that's stayed with me. It helped, too, that I didn't have a celebrity upbringing. I grew up in the same town where the Pettys have always been and there Dad's just Richard, not 'Richard Petty' or 'The King'."

Like Richard before him, Kyle worked in the race shop, progressed to pit crewing and, at 18, drove his first race. "It's just a natural family progression," says Richard, "just like a farmer's son becoming a farmer. It's all we ever wanted to do." Maybe. And Kyle himself says so too. But he also says, "Although I never thought about doing anything else, maybe if I'd asked myself the question, there would have been some doubt."

"We took him to Daytona in '79," says Richard, "where he ran a 200-mile race in what was a fairly high category and responded by winning." Was this 'Prince Petty'?

It was a sensational debut, but today Kyle puts it down to, "beginners luck. That's all it was. I had nowhere near enough ability for where I wanted to be. The next year we ran Winston Cup and with hindsight it was too early for the big time. But I was 19 and having a ball." ➳

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It showed too; within NASCAR's deep south conservatism, Kyle was the brash new kid to whom it had all been handed on a plate. When he took to ponytails and earrings they really were perplexed and when he picked up a guitar and began a country and western singing career on the side... well. Leonard Wood: "He's er... different. I don't know exactly how to describe Kyle Petty, but he's different. Not in a bad way. He's just Kyle Petty."

With the colossus of 'The King' and his reputation hanging over him from the moment he stepped into a car, it's hardly surprising Kyle should decide to do things his own way. "That stuff never bothered me," he counters. "Maybe it bothered other people, but both my mother and father taught me just to do things as best you can and not worry about what anyone else might be doing."

Good home-boy talk, but others see it differently. Felix Sabates, whose Sabco team ran Kyle from 1989-96, says, "I think he'd like to do real well to show his father that he can, but on his own terms.



Like father, like son... Even the hairstyles ran in the family

I think Kyle wants his father to recognise him for what he is."

It was in one of Wood's cars that Kyle became the first third-generation NASCAR driver to win a race, in 1986. He's won another seven since, finished fifth in the '92 and '93 standings and sat on pole for the '93 Daytona 500. An impressive record of achievement for anyone other than Richard Petty's son.

It's something that perhaps has mildly disappointed Richard, who would, you sense, have loved that fairytale debut victory of Kyle's to have been a portent for 'King Kyle'. "Kyle has never been quite as dedicated to racing as I was," he says. "He had a lot of talents for a lot of different things and he tried a bit of everythang and sort of raced as a sideline. Now though he's getting a little more serious because he sees Adam coming along and he wants to set up his racing future."

"Kyle had awful big shoes to step into," adds Sabates, "but he didn't really step into them. He's a free spirit, always been his own person. They're as different as day and night. Kyle's more in tune with how the world is today rather than the old world of racing. You could sit down with Kyle and talk about anything – nuclear power reactors, what makes a war go off in Europe. He also does so many good things for other people, not for recognition, just because that's him. I understand why he went back to the family team. But I miss him."

Kyle returned to Petty Enterprises in '97, with an eye to the future. But he didn't get the prodigal son's welcome one might have expected. "Really," says Sabates, "they never have called him back properly because he's not in the number 43 car; they run that for John Andretti. It's almost like Kyle's the stepchild there until they put him into number 43. It's symbolic."

For all the apparent southern conviviality between them, one wonders about the tensions arising from the slightly conflicting values of Richard and Kyle, wonders what it is Kyle's getting away from when, as he says, "I sometimes just need to get a long period of time by myself and I'll go off on a motorcycle ride for a few days." One wonders also whether Kyle's free-spirited ways and lack of his father's focus had anything to do with Richard staying so long behind the wheel.

Kyle's son Adam, at 18, is about to embark on his first full season of the Busch Series, NASCAR's 'junior Winston Cup'. He's been racing since he began karting at six years old. He will run from the same Petty Enterprises compound in Level Cross, North Carolina that his great-grandfather and grandfather ran from and to where Kyle recently returned.

You sense in the grandfather an outpouring of the enthusiasm he would have loved to have expended on his son and there's an unmistakable sub-text when Richard says, "Adam is so determined he gets mad when the race is over. That's how much he wants to drive. The desire of Adam just sort of reminds me of me."

"He's a cross between my dad and me," says Kyle. "He can be a bit hot-headed like me. But he's got the focus and determination of my dad. We're careful not to push him too soon, to keep from making the mistakes that I did. Plus, he's one step removed from all that 'King' stuff. I haven't achieved as much as my Dad which has been maybe a curse for me but it'll be a blessing for Adam."

"My dad's been so great," says Adam. "If I'd wanted to be a lawyer or a doctor he would've been behind me 100%, just as he is about me racing. He's given me all the resources and I just had to go out there and prove to him that I was dedicated enough to be a race car driver and he's been there for me ever since."

His dream would be to go wheel-to-wheel with his Dad in a Winston Cup race. Asked if he's going to take a crack at his grandfather's record, he replies, "*Nobody* is ever going to take that record."

So is there a Petty trait responsible for this great racing lineage? Richard's reply is touchingly simple: "When we first started out we did it because we liked it and to make a living. We didn't set out to set no records or win the most races. We set out to win a

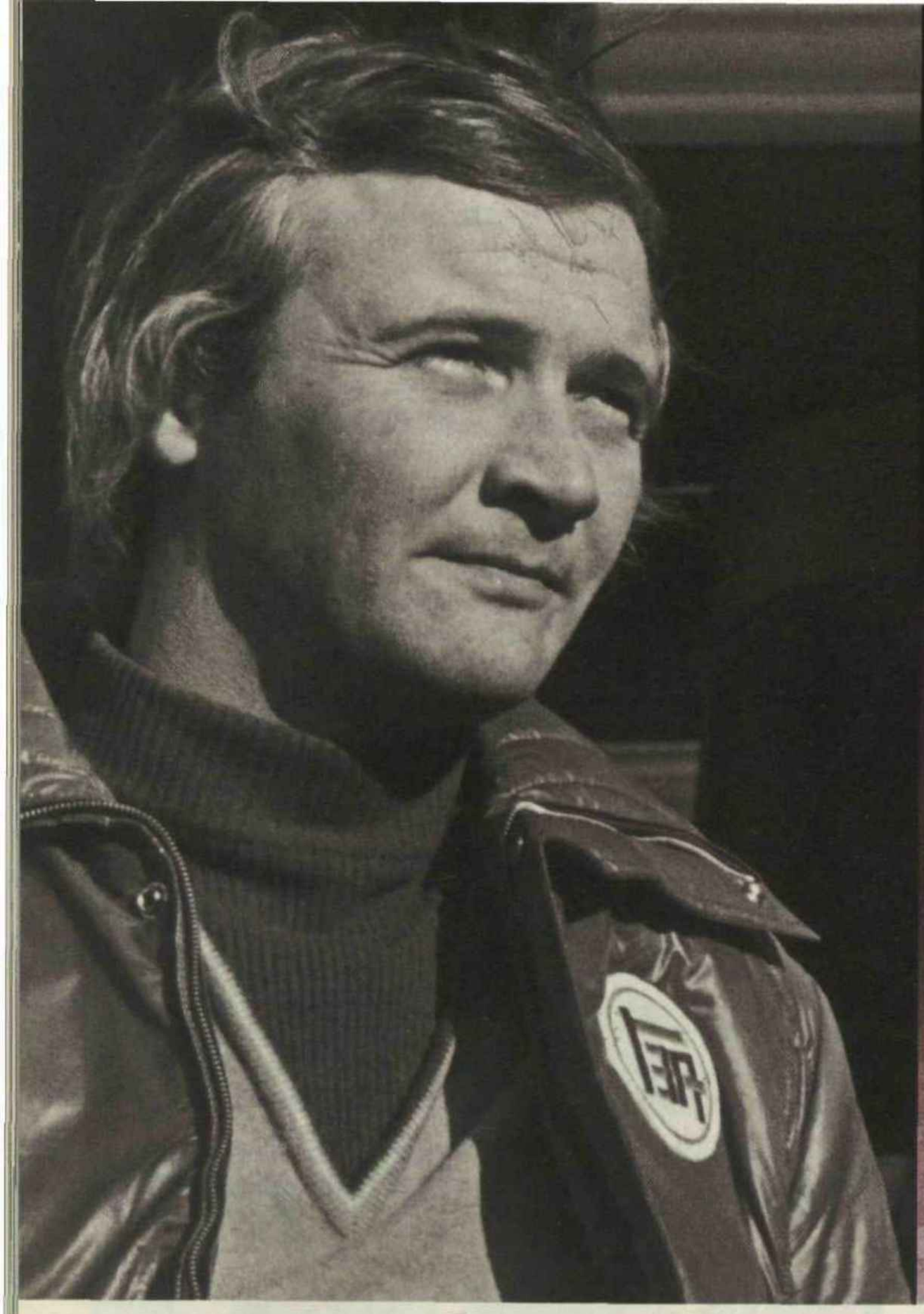


Seven victories for Kyle, but son Adam now carries the torch

race, then if we didn't win that one, go to the next one. It just happened. Then we added it all up and we had a pretty big number."

Whereas Lee was able to walk away from the business with scarcely a backward glance, Richard, whose love of the sport is rooted in his wide-eyed childhood, has been able to do no such thing. Six years out of the car now, The King still finds even that difficult to deal with. He finds it impossible therefore to contemplate ever not being involved with the team: "When *I* finally walk away from Petty Enterprises, there's no place to walk."

Kyle, meanwhile, has fewer qualms. "When we've got Adam established doing what he wants to do and I'm no longer having such a blast, I'm going to swop my race helmet for a motorcycle one and take off, ride for about four or five years as far and as fast as I can. I want to ride to Europe, go from Alaska down to Florida, there's a hundred rides I want to do, just spend time on the road and then decide what I want to do for a living." ■





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WHEN THE STEERING WHEEL CAME OFF, IT STILL STEERED FROM THE REAR... JOHN DAVENPORT HEARS ABOUT A SALOON WITH AN ATTITUDE PROBLEM

OVE ANDERSSON IS NOW BEST KNOWN AS THE President of Team Toyota Europe and the mastermind behind Toyota's six World Rally Championship titles – two manufacturer's and four driver's – and this year's brilliant Le Mans GT debut with the Toyota GT-One. Before that, he had a distinguished rally career with Saab, Lancia, Ford, Alpine-Renault and Peugeot, winning the Monte Carlo, Safari, Acropolis, San Remo and other major rallies.

During his very successful time with Alpine-Renault, he had several outings in Renault 12 Gordinis that at least added anecdotal colour to his CV even if they didn't swell his trophy cabinet.

"The first time I drove a Renault 12 Gordini was in South Africa. The local Renault importer had a competition department run by a nice chap called Scamp Porter. They invited Pat Moss and I down to join Scamp and Heini Dahms in a four-car team for the Total Rally in 1971. Scamp lots of experience in South African rallies and thus these little cars were set up quite well for the conditions."

The rally turned out to be an eye-opener and a lot tougher than most had expected. It was nominally a special-stage event, where one would expect to drive flat-out on closed roads. In fact, the stages were navigational nightmares using all kinds of roads and paths in the South African forests. It was more a matter of keeping on the correct route than sheer speed. Ove recalls that, "We met cars coming the other way or saw them crossing our path. As a driver used to European rallies, it was a unique experience. We soon dispensed with crash helmets on the stages as we were spending more time looking for roads than driving quickly. By contrast, the open roads were almost impossible to do on time since time lost in the stages had to be made up afterwards. At one point, to get into the main control on time, we had to average over 100mph."

The rally leader was Chris Swanepoel in a Toyota Corona with the Renaults of Andersson, Moss and Porter in line astern behind him. When the Toyota lost 12 minutes changing suspension going away from the re-start, all three passed him. But then, on the forest stages of Swaziland, the Gordinis started to show their darker side. Andersson had a



Gordini-tuned Renault 12 went well on Tarmac, but gave Andersson, left, a tricky ride on Swedish snow

puncture, Pat Moss had the wiring catch fire and retired, while Porter rolled his into a ditch. And then Andersson's car started to play up again.

"We knew something was wrong with the rear end and thought it was another rear wheel puncture. But it was the whole axle that was loose! We carried on at reduced speed but then a stub axle broke. The car would still move on three wheels, but the drag was so great that the engine boiled going up a hill and we had to stop."

Ove Andersson's next acquaintance with a Renault 12 Gordini came when Alpine-Renault entered two on the 1972 Swedish Rally for him and Jean-Luc Therier. The recce did not start well when Therier left the recce car for them in Karlstad... but not its keys. These had to be sent back by train from the northern town of Torsby. Ove recalls that, "These Gordinis had been used for circuit racing in France and were quite quick and nice to drive on tarmac. But the rear suspension was not right. There was a central 'A' link on the axle and two longer outer links that were inclined quite steeply upward. On a rutted surface in a corner, this meant that the rear end steered you further into it.

"On the Swedish Rally, the icy stages get made into ruts by the studded tyres of the rally cars and any car that cannot handle them is unpleasant to drive. With the rear end trying to do the steering for you, life was bound to be something of a trial. We actually rolled the recce car trying it out on a practice stage. I always remember that place as we had a 'soptunna' in our pace notes. That's Swedish for 'rubbish bin' and it's where I would like to have put that car after trying to drive it quickly."

It was a big disappointment for Andersson on his home event, especially after his outright wins on so many major rallies the previous year. On the rally, he grinned and bore it, being ultra-careful not to get the car out of line over any ruts, especially in fast corners, and even then did more than his usual share of demolishing snow banks with the rear end.

"I think the spectators may have enjoyed it but it was not nice for me, sitting behind the wheel and wondering when the accident was going to happen. And I couldn't help thinking that it was that rear end that had broken in Africa."

Somehow Ove Andersson kept the little blue streak on the road, and by the end of the rally was getting almost confident with it. On the last but one forest stage, he set fifth-fastest time only to have two massive spins on the following stage and a front wheel puncture. His finishing position was 15th.

"It was," says Andersson, "harder work driving the Gordini to 15th on the Swedish than winning the Monte Carlo with the Renault Alpine A110."

Ove did a couple more South African events with their Renault 12 Gordini, but no greater success came his way. On the BNU Rally, he and co-driver Arne Hertz heard a rattling that seemed to be coming from somewhere in front. "For ages we couldn't work out what it was. Then I turned the steering wheel to go into a corner and it just kept turning. Of the four bolts that held it to the column, three had dropped out. We went off the road a bit. The biggest problem was to get Arne to stop laughing, he thought it was so funny."

They continued, but then the exhaust fell off and the hot gases melted the wiring harness which promptly incinerated itself. With a jury rig to run the essentials, they pressed on towards Lourenco Marques and the finish. But then a drive shaft broke and they got stuck. Even that was fixed and they did get to the finish, only to discover that they were just one minute over maximum lateness and were thus excluded. On that unsatisfactory note ended Ove Andersson's relationship with the Renault 12. The factory did persist with *le douze* for a while. They sent Jean-Pierre Nicolas – now Andersson's opposite number at Peugeot – back to the Swedish Rally in 1973 where he finished 14th, just one place ahead of Ove Andersson the previous year... M



Jim Clarke and the DB4GT Zagato in action at the 1961 Tourist Trophy

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ASTON MARTIN DB4GT ZAGATO

The lithe, muscular Aston Martin DB4GT Zagato raced at Le Mans three years running, from 1961 to 1963. It was a lighter, rebodied version of the standard DB4GT, and although it enjoyed some success, notably in British events, it was never as effective or *reliable on the Sarthe circuit as it should have been.*

The 1962 Autocar road test produced some impressive figures for that, or any other, time: a top speed of 152.2mph, with 0-100mph coming up in just over 14 seconds, and 0-140mph in 32.2 seconds. But it never handled particularly well, weight distribution problems compromising its on-track performances.

Three Zagatos were entered for the 1961 Le Mans, two of them by John Ogier's Essex Racing Team, with Australians Lex Davison and Bob Stillwell in chassis no. 0183 (2 VEV), and Jack Fairman partnering French Tour de France ace Bernard Consten in chassis no. 0182 (1 VEV). The third entry was made by French *privateers 'Franc' (Jacques Dewes) and Jean Kerguen in chassis* no. 0180.

It had been hoped that the Zagatos would be a match for the omnipotent Ferrari 250 GTs, but both the British-entered cars retired with head gasket failure, 2 VEV from 18th place and 1 VEV from 51st, both ignominiously during the early stages. The French car did much better, reaching 9th place, only to retire after 23 hours when it failed to restart during a pit stop, apparently due to a flat battery.

1962 saw the debut of the works Aston Martin Project 212 and the appearance of two Zagatos, the much-raced dark blue car of *Mike Salmon (chassis no. 0200, 22 XKX) which he shared with* Major Iain Baillie, and Jean Kerguen back again with 'Franc' in chassis no. 0193. Sadly, both Zagatos succumbed mid-race, Salmon's car with piston failure having reached 11th place at one point. Kerguen's car expired with another head gasket failure while running in 20th position.

Jean Kerguen tried one last time with his light blue car, now sporting a modest tail spoiler, but 1963 was to be no more successful. This time, fate rather than mechanical failure played a part. Bruce McLaren's works Project 214 Aston Martin, whose major engine blow-up had spread oil all over the fearsomely fast Mulsanne straight. The ensuring accidents claimed the life of an Alpine driver and ended the Zagato's race through terminal transaxle damage when co-driver 'Franc' hit the wreckage at over 155mph while running in 23rd place. A sad end to the Zagato's Le *Mans career, a career dogged by undeserved ill fortune and* mishap

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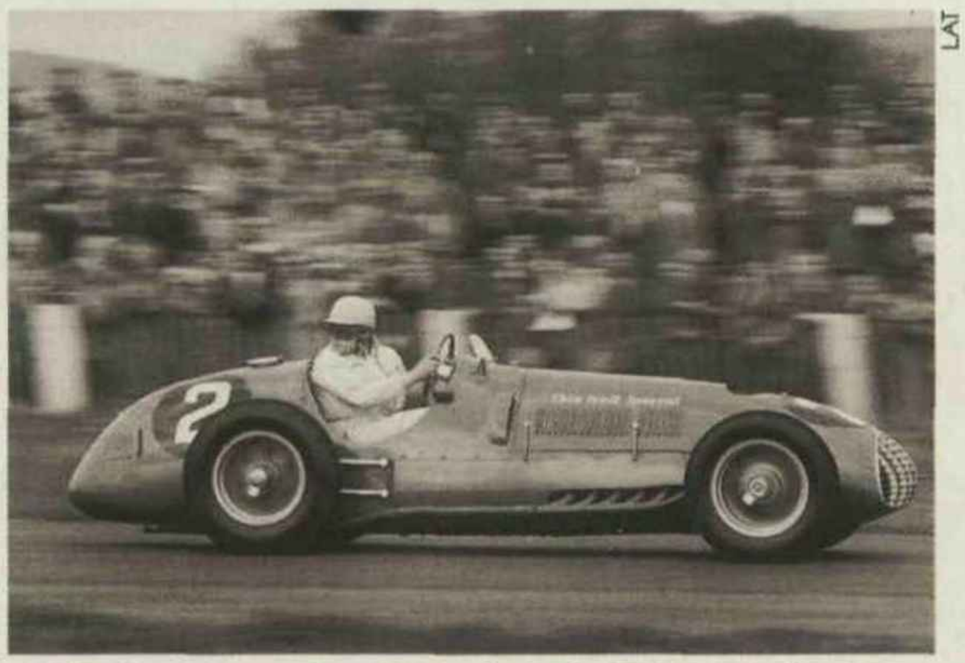
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Man on a mission... Tony Vandervell's commitment to winning brought him success ahead of rivals BRM

TEAM MANAGERS

Guy Anthony Vandervell

IN PART TWO OF OUR SERIES, ROBERT EDWARDS LOOKS AT THE MAN WHO WALKED OUT ON BRM AND YET BROUGHT BRITAIN ITS FIRST F1 WORLD TITLE



LAT

Winning ways... Parnell wins in Thin Wall Special in 1951

IT WAS TONY VANDERVELL'S IMPATIENCE AS much as anything else which created the machine which won the inaugural Formula One Constructors' Championship in 1958. He had, like other notables in British engineering, been on the advisory board of the British Motor Racing Research Trust, established after the war to guide Britain to laurels in the new racing world. He had, though, weighed the venture in the balance and found it wanting. The product of this vast committee was to be the BRM; its assumed success would pivot upon a host of little synergies which the companies involved would theoretically generate with each other – parts at cost, research facilities, and, of course, (for this was to be a racing car) testing, testing and more testing. With time and patience, the chimera would surely emerge.

But Guy Anthony Vandervell was not a patient man. As the inheritor of both a large sum of money and a place at the top table of the British Motor Industry, he had well-developed views about how projects should be taken forward, and his opinion of the BRM approach was that it was both disorganised and ill-directed. He took the view that a proper business plan with proper funding was the key requirement, if a proper car was to be the result. Famously, he was to be proved right, but to hammer home his point he abandoned any executive role in the BRM project at the end of 1949.

This was not merely petulance. Tony Vandervell had built up a vast business based upon his manufacturing licence of the American thin-walled 'Clevite' plain bearing. The war, with its insatiable appetite for all such material, had made him a wealthy man, and, more significantly, one who was used to taking fast decisions. It was not, therefore mere dilettante pique

"Vandervell had a genuine knowledge that projects need leaders."

which made him walk out on the BRM, for he had already invested in it more heavily than many, but rather a genuine knowledge, hard-earned, that projects need leaders more than managers.

So rather than start with the pre-war Mercedes-Benz, as the BMRRT had, Vandervell targeted the Ferrari Grand Prix car. It was to prove an expensive indulgence. To pay lip service to what was superficially a development tool for the bearings business, these cars (there were to be four) became known as Thin Wall Specials.

But when, having purchased a supercharged 1½-litre Ferrari Grand Prix car, his engineers took it apart, Vandervell found the Ferrari product surprisingly primitive; not only was it all engine and no handling, but the engine itself seemed rather thrown together. The unsolicited report which he sent to Ferrari bordered on the nit-picking, but it was characteristic of Vandervell to be somewhat hypercritical, not only of himself, but others.

Artlessly, Ferrari mentioned in his closely-worded reply that they had high expectations of their new two-stage, four cam supercharged engine and Vandervell fell for it; a new car was ordered, with a longer, less twitchy chassis and arrived in time for the BRDC International Trophy meeting in August 1950. Amusingly, the cam boxes were inscribed 'Thinwell Special' but spelling mistakes aside, the car did not prosper, despite having Alberto Ascari at the wheel.

Another post-mortem revealed that this second little Ferrari engine was, ahem, rather skimpily put together; when the discovery was made that the crank was not nitrided at all, relations between the two men hit a new low. But not for long.

Ferrari undertook to rebuild the chassis with a de Dion rear end and a new engine. Aurelio Lampredi had already developed the single-plug 4½-litre unit with which ➤➤



Ken Wharton miraculously survived this horrific inferno after crashing his Vanwall at the British GP in '55

Ascari had scored points and was well on the way to perfecting it with twin-plug heads, but, naturally, Vandervell received a prototype single-plug engine, possibly even a 'pre-owned' one. The rebuilt car survived long enough to provide the équipe with its first win, though, in Reg Parnell's hands at Silverstone on May 5, 1951 and again at Goodwood nine days later. All in all, 1951 was to be a valuable learning experience for Vandervell's team. The expression "bloody red cars" was still a thing of the future.

In contrast, BRM were having a miserable time; Reg Parnell, whose occasional drives for Vandervell had to be threaded around his commitments there, was well able to pass on the depressing catalogue of disappointments which were plaguing the venture. Not that Vandervell was at all ignorant of these, far from it, but the doubts he had expressed about the methodology behind the BRM effort were well proven by its results, or lack of them.

Vandervell, who had been a director of Norton since 1946, had long cherished the idea of a four-cylinder racing engine based on motorcycle practice. The holy grail of 100 bhp per litre had been available in fearsome speedway engines for some time, and while he knew that merely scaling up was not the answer, he still found the idea compelling. Initial conversations with Leo Kuzmicki, the Norton development engineer, were not at all encouraging, but Vandervell's view was not that four works Norton engines should merely be strapped together, but that the top end power of the Norton should be harnessed to a rigid bottom end. The objective was a four-cylinder 2-litre Formula Two engine, expandable to 2½ litres.

But the new engine, pleasing though it was, took 18 months to prepare and was too late to compete in Formula Two. Philosophically, the work had already begun to expand it. The chassis for this new car was made by Cooper, along the lines of their Cooper-Bristol but modified to accept the assorted Ferrari-derived steering and running gear which had been set aside for the new car. Also, as it was the intention to develop the engine out to 2½-litres for full 300-mile Grands Prix, the structure had to be robust. Owen Maddock was given the task.

The new car, the Vanwall Special, made its debut driven by Alan Brown at Silverstone on May 15, 1954; the inexperienced driver managed fifth fastest in practice and sixth in the first heat, but retired in the final with a broken oil pipe. The next stage was to increase the capacity of the new engine to an interim 2.3-litres. The car appeared next in July at the British GP with Peter Collins at the wheel. Eleventh on the grid was promising, but a gasket blew on lap 16. Another outing at the Italian GP, the last at this capacity, produced an excellent seventh for Collins; better still, he beat the entire Maserati 250F field home.

As a shake-down, 1954 had been instructive. Clearly, there were teething troubles with many of the 2½-litre machines, even the Mercedes at times, but the car had, by and large, become reasonably competitive (at least with the non-Mercedes cars) and so Vandervell decided that 1955 would be the year when he went motor racing properly. The car was no longer a slightly apologetic Vanwall Special, but simply a Vanwall.

The surreptitious introduction of the marque paid dividends in PR terms; there were no massive public expectations of this merely promising car, as Vandervell had avoided the trap which Raymond Mays had devised for himself and BRM, so development could go ahead logically and at its own pace.

Despite the attempts of the fourth estate to conjure up a huge rivalry between BRM's Alfred Owen and Vandervell, the truth was rather different. Owen was as unlike Vandervell as a man could be; he was patient to the point of saintliness, modest in his private life, and tolerant of others. He was neither profane nor vulgar and there was not an ounce of side in his ➳



Leader of industry… Vandervell's great influence in business allowed him to forge ahead with his team



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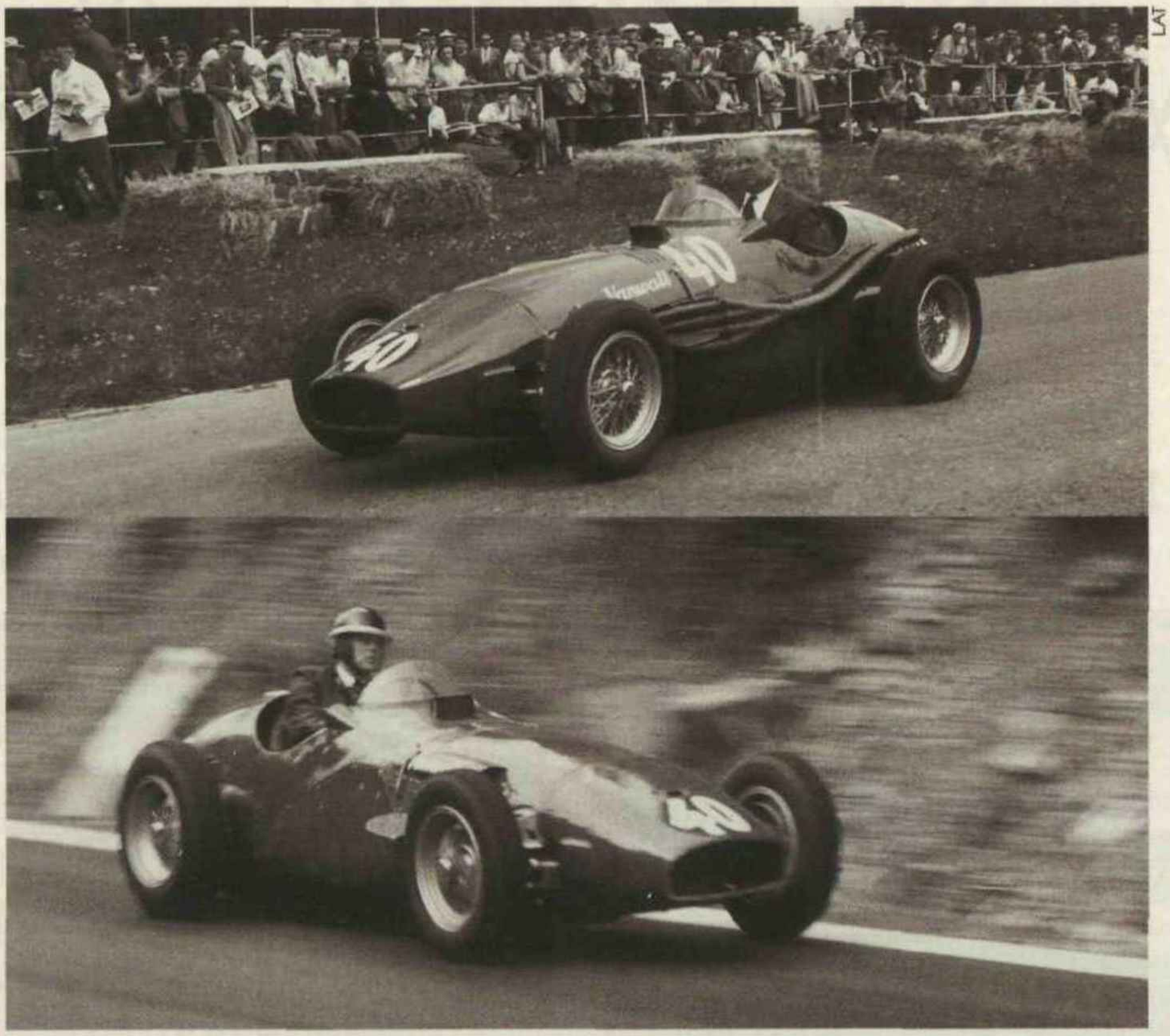
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Spa 1955: Vandervell drives to circuit, damages the clutch, causes Hawthorn to retire and quit the team

personality. He respected Vandervell's flair at risk-taking and, reciprocally, Vandervell thought well of him. As John Cooper put it: "At one end of the paddock would be old Vandervell dispensing caviar and champagne to all his friends from his vast caravan, with the Thin Wall Special looking proud and defiant, and at the other end of the paddock would be Alfred Owen with his BRMs and a packet of sandwiches."

So, 1955 would be the start of a serious and (crucially) public effort; no longer was there room to be casually disingenuous for whatever reason. As a driver commits to a difficult corner so Vandervell was now committing to Formula One. Every gruff utterance, every dismissive shrug, every bitten-back profanity at embarrassing failure would henceforth be public property and therefore subject to endless speculation and dissection by both the informed and uninformed alike. It would be hard work and on many levels...

Vandervell was 56 now; he had not yet reached that age, whenever it is, after which a man starts to look into his past rather than his future and, perhaps bolstered by the experience of Enzo Ferrari, for whom he had a profound respect, even though it was roughened by acquaintance, he buckled to.

One of the most troubled years in the history of any sport was to be another shakedown period for the Vanwall team; for in 1955 there was no serious hope of anyone actually beating the awesome Mercedes factory effort. One man who might come close was Mike Hawthorn, who, amid much media attention, was signed in January. To support him, Vandervell hired Ken Wharton, who had struggled manfully with the V16 BRM.

The season did not start well. May's International Trophy at Silverstone saw Hawthorn retire on lap 15 and Wharton

"The engine was fine but the rest was a load of rubbish."

crash on lap 23; the car caught fire and Wharton's burns put him out of racing for two months. At Monaco, Hawthorn, the sole entry, retired with a broken throttle linkage. At Spa in June, Hawthorn retired again, but Vandervell, exercising his customary *droit de seigneur*, had already wrecked the clutch when driving the car to the circuit which had impressed Hawthorn not at all, and while drowning his sorrows after the race he rather impulsively quit the team. He was back on Ferrari's F1 books within the week.

He was replaced by Harry Schell who, while not a driver of the calibre of Hawthorn, threw himself into the task with typical enthusiasm. Schell was to win four races that year, sadly none of them a championship event.

The issue of how the Vanwall would further evolve was guided by a simple co-incidence. At the suggestion of Derek Wootton, the team's transporter driver and general Vanwall factotum, Frank Costin, whose seminal moonlighting design of small Lotus sportscars had not escaped attention, was invited to inspect an evolutionary car which was being built at the Vanwall works. His opinion, typically trenchant, was that he thought the engine was fine but that the rest was "a load of rubbish". He particularly disliked the unstressed and flexible chassis; he knew perfectly well that Colin Chapman could design a structure which would be both lighter and more rigid, around which a low-drag body could be wrapped. Colin, upon consultation (he needed the money, too) agreed to attempt the task.

Chapman commenced work on the redesign of the chassis at the end of 1955. He was able to offer a set of drawings to Costin by Christmas. Frank studied them and came up with what was, at first sight, rather like a de Havilland fuselage; smooth, tapering and tear-drop in plan. The new ➤➤



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Brooks and Moss swap places during their British GP win in 1957 as Vandervell (left, glasses) looks on

car was ready in time for the BRDC International Trophy at Silverstone. Vandervell had hired Stirling Moss to debut the new car and Stirling, who had signed for Maserati for 1956, won with it, also setting a new lap record at 102.3 mph.

This was more like it; unfortunately, that was the car's only victory in the 1956 season. Worse than that, Vanwall were to complete only two more events, the Belgian Grand Prix in June, where Harry Schell managed fourth, and the French GP a month later, where he managed a lowly tenth. However, mere statistics did not convey the clear potential which the new car had displayed, so the work which now proceeded over the winter of 1956-7 was not really radical in any way.

For 1957 Moss was paired with Tony Brooks and, after the Monaco Grand Prix, Stuart Lewis-Evans. The Vanwall team finally had a competitive car with British drivers but were up against the very competent Lancia-Ferraris and an experienced team of drivers; Hawthorn, Collins, Musso and several skilled makeweights. Further, they faced Fangio, Behra and old friend Harry Schell in the Maserati team. It was, though, a three-cornered contest for 1957 and the outcome reflected that; Fangio first, Moss second and Musso third in the championship. Vanwall did win the British GP, but the triumph was Monza; Moss won from Fangio by 42 seconds and Tony Brooks made fastest lap. Added to the Pescara win the previous month, it was clear to the Italians that the eerily-quiet green cars were to be taken very seriously indeed.

For 1958 the driver line-up was the same, and although Vanwall did not enter the Argentine GP due to delays in modifying the fuel injection system, the impact of the cars was extraordinary. Looking back through the records, one sees that out of nine races entered, a Vanwall was on pole five times, won six, came second once, third twice and ran three fastest race laps. Shades of Mercedes-Benz.

The new constructors' championship, as well as the driver's crown, famously came down to the wire at Casablanca. 1958 had already been a dreadful season in terms of loss of life and poor Stuart Lewis-Evans was the final casualty in a year which had already seen three rated drivers lose their lives. For Tony Vandervell the loss of a driver was not something to which he had ever given much thought. Casablanca changed all that.

Vandervell decided to retire from racing; there is no thought that he felt that the cars were going to be uncompetitive, although he would not have been wrong had he done so, but his distress at Lewis-Evans' death was profound. He did not show it overmuch, except in private and in fact, contrary to this writer's belief, may well not have even have visited Lewis-Evans in hospital at East Grinstead, where he lingered for a week before dying.

Tony Vandervell died in March 1967 at a relatively early age. The late Frank Costin, clearly not wanting to be misinterpreted, said of him later: "He never got the recognition or public congratulations for his efforts to get the world championship which was the first one Britain had... When he died they more or less implied that he died of drink but he hadn't. He died of a bloody great heart attack because he worked so bloody hard, he played so damned hard, he did everything to the limit. I liked him, he was a good man."

The impact which Vandervell had on the sport, arriving and departing with the championship in the time it took BRM to become even competitive, was huge, but not often remembered. He left behind him a legacy of single-mindedness, a degree of ruthlessness, a total inability to suffer fools, and a much lighter chequebook. He had proved that a total-quality approach worked, but the price which he paid was not one which many could afford. That his model was Enzo Ferrari is, I think, self-evident. That he was able to beat him, and beat him fair and square, in such a short space of time is, coupled with Costin's remarks, obituary enough. M



Girardot and his trusty 12hp Panhard at the start of the 1899 Paris-Ostend race



Malcolm Jeal

France's second best racing driver

LEONCE GIRARDOT HAD A HABIT OF COMING SECOND. DID HE LACK THE ULTIMATE TALENT OR WAS IT ALL JUST BAD LUCK? BY BILL BODDY

WHEN THE GREAT SPORT OF MOTOR RACING COMMENCED, BEFORE the turn of the century, there was no question of following the profession of racing driver; this has not been established. There existed then only the pioneers, those who elected to drive racing motors over the dusty tree-lined, narrow roads in contests of remarkable length. They did this because their links with the new horseless carriages, barely out of the chrysalis stage, led, if they were sufficiently brave and inclined, to exciting associations with great racing cars built by rival makers soon after the car's birth.

Surprisingly, the organisations which gave birth to the races in these pioneer days settled for those vast distances, true tests of the new-found transport and decided upon to prove its efficiency to the public – cars as fast as trains and able to sustain the pace over equally long distances. So those who elected to climb into lofty driving seats were to the layman as gods, men who took unbelievable risks, did rapid repairs to ailing machinery, and tore deflated tyres off the wheel-rims with their bare hands.

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From these formative years great names soon emerged, some with nicknames to suit. Thus, Théry "The Chronometer" for his consistent driving, Jenatzy "The Red Devil", for the colour of his beard and his devilish drives for Mercedes, and Girardot – "The Eternal Second". Was he so often second because of bad luck or because his skills did not match those of the men who beat him?

Léonce Girardot had commenced this new adventure in 1897 with a 6hp Panhard, which he drove for the 107 miles of the Paris-Dieppe race. He did not do well but the next year he won the Paris-Boulogne from Levegh's Mors at 33.5mph. Then came Girardot's first second-placing, in the more arduous 901 miles of the Paris-Amsterdam-Paris contest. After missing several races he drove a new 8hp four-cylinder Panhards with a steering-wheel instead of a tiller in the 1898 Paris-Amsterdam-Paris race. The moustachioed Girardot, who might have been someone's favourite uncle, made very good use of his improved racing car. Almost unbelievably, the race was nearly halted before it started, by a 'difficult' police engineer who tried to enforce an obsolete law and cause abandonment, even to posting a half-squadron of the ➤➤



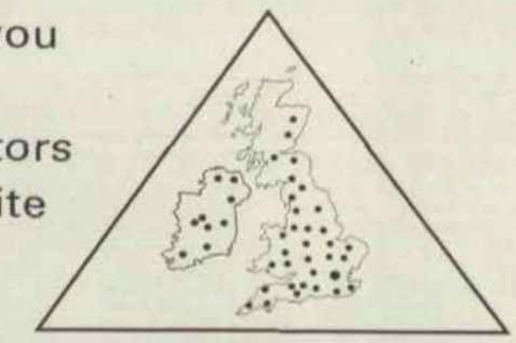
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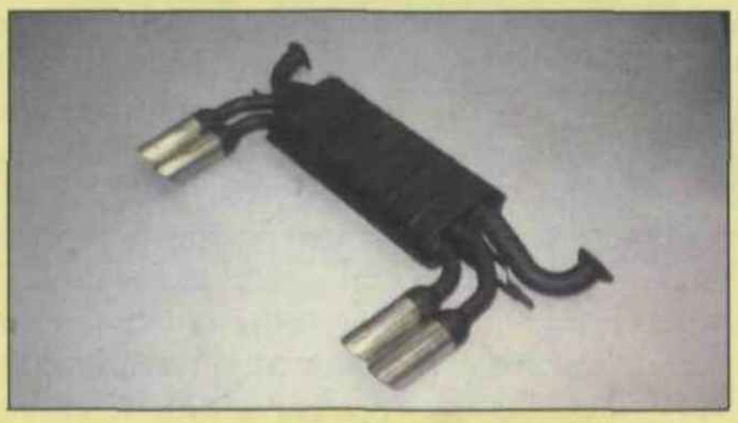
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23rd Hussars and two cannon at the starting point. But the racing cars were moved unseen to Villiers and their petrol supplies brought to them under cover of darkness, in a horse-drawn cart...

The 48 starters were dispatched at half-minute intervals, Charron's 8hp Panhard first, followed by that of Hourgières. The pace was hot, Charron averaging 32mph for the first 40 miles, with Hourgières only a second in arrears. But at the Chateau d' Ardenne control, in fine rain, Girardot was just two minutes behind. At the end of the second day, during which a Peugeot skidded into a canal, (its drenched driver proceeding by train in a borrowed too-small child's suit) much tyre trouble, and Hourgiéres failing to make up a 15-hour delay after repairing a seized engine, Girardot was well placed. On the sixth and final day, he finished second, 0.3mph slower than Charron's average of 26.9mph. It was a great drive, for Charron, ex-French champion racing cyclist, highly strung, dare-devil and dashing, was regarded as being without equal save Levegh "The Invincible". Girardot had also been second to a Peugeot of twice his power in a short race at Nice.

By 1899 Girardot had a more powerful 12hp Panhard for the Paris-Bordeaux challenge, in which these cars filled the first five places, Girardot third, at 28mph, to the 29.9mph and 29.6mph averages of Charron and de Knyff. This was a sort of build-up to the 1350-mile Tour de France, and guess who was second again... Only the calm de Knyff possessed the stamina for such a speed marathon to beat him, with a 16hp Panhard against Girardot's 12hp. Charron left first on the only other 16hp Panhard, but was to experience leaking water-pipes and two broken springs. Over the four-mile Col De La Moreno both these fast Panhards clocked 15 minutes. On the fifth day Charron retired and Girardot moved up. Charron's problem was no forward speeds and after a 25-mile drive *in reverse* to Alençon for new parts, the trouble returned... So Girardot was second, once more.

"After a 25-mile drive in reverse to Alençon, the troubles returned"

Malcolm Jeal



Sweet victory: Girardot's Panhard finally bests arch-rival Levegh's Mors in 1899 Paris-Boulogne race, despite having only 12hp compared to the Mors' 16hp motor

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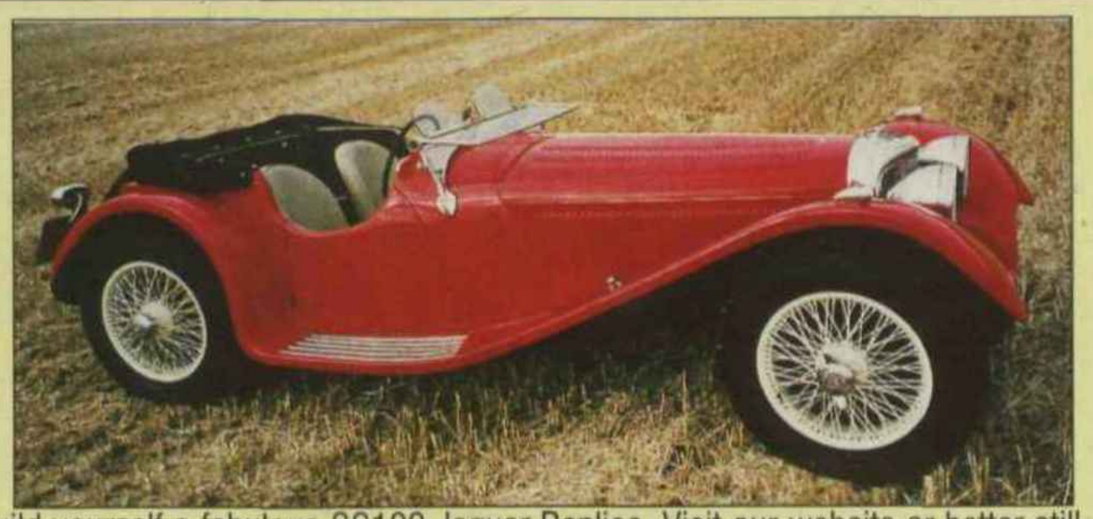
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"Bear in mind lady passengers were weighed on a station slot machine"

Later that year it was a close-run thing for his usual place in the Paris-Ostend race; he tied for a win as the unstable short-wheelbase cars raced in dust and torrential rain. The 12hp Panhard finished wheel-to-wheel with Levegh's bigger Mors. The "Eternal Second" then beat two 16hp Mors in the Paris-Boulogne event... 1900 opened with Charron crashing seriously in the circuit Du Sud Ouest, in which Girardot in his out-dated Panhard was fifth. By now racing cars were getting bigger and faster but one should bear in mind that lady passengers of the less-likely winners were weighed on a station slot machine before the Paris-Boulogne in 1899.

In 1901 Girardot got his 24hp Panhard, and in the GP de Pau was second to Farman's sister car, the only finishers in their class. By March, Girardot had a fearsome 40hp Panhard, but Fournier's Mors Sixty had the pace to beat five of them in the Paris-Bordeaux.

Back on form in the 1901 Paris to Berlin race, Girardot fended off de Knyff but their Panhard Fortys were no match for Fournier and the 60hp Mors, who won at 44.1mph. Girardot was second. at 41.3mph, just 1mph faster than de Knyff.

Although Girardot was not such a frequent competitor as most of the top drivers of his era, I think the point has been made. He built a 60hp CGV (for Charron, Girardot and Voight) in 1902 in an attempt to combat the big Mors and, after the fateful Paris-Madrid affair stopped town -to-town contests, he was second in the Circuit des Ardennes only to a monster 70hp Panhard.

His career, however, was shortly to end. Driving a CGV that packed a 12.8-litre engine into a car weighing only 1000kg, he had a bad crash in the French Gordon Bennett Eliminating Trials at Auvergne, when his unwieldy racer shed both front tyres as it came down the straight. He and his mechanic were flung off the CGV as it overturned and both were injured. Enough was enough, and Girardot turned to making GEM vehicles. The 'Eternal Second' lived until 1922, so saw the great growth of the motor world. M

Malcolm Jeal



The 16hp Mors whose winning ways so often meant Girardot came second. This is 1899 Paris-Ostend, tied between the Levegh's Mors and Girardot's Panhard

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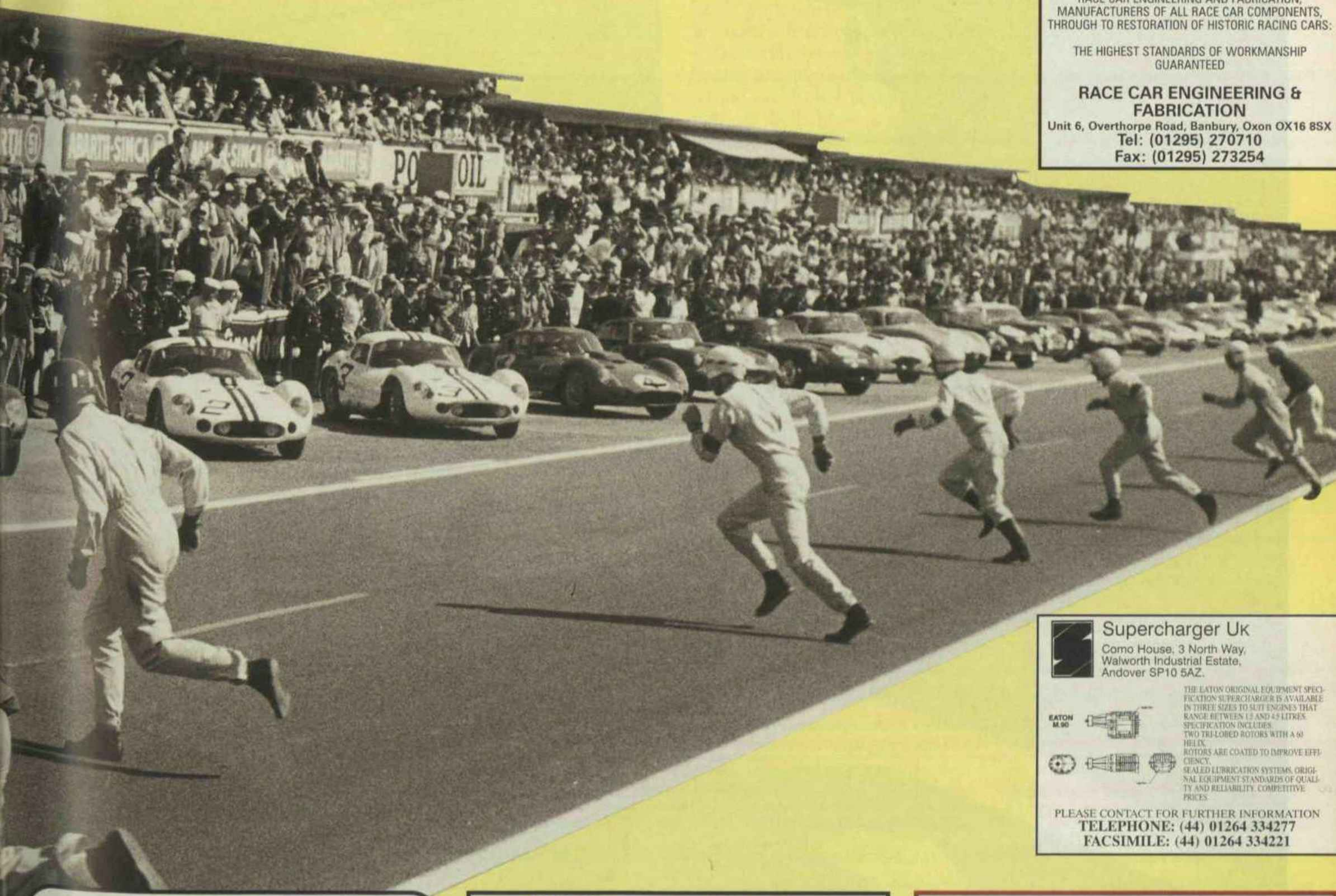
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Piers Courage: A great person, a gentleman through and through and a formidable racer

COURAGE



BEST

PIERS COURAGE WAS NOT JUST ANOTHER DRIVER WHO DIED BEFORE HIS TIME. HE WAS A GENUINELY GREAT MAN TOO. ADAM COOPER TALKS TO HIS FAMILY

SOMETIME, BACK IN THE EARLY SIXTIES, shortly after Piers Courage decided that motor racing was going to be his life, his father took him to one side and asked why he was so determined not to follow a conventional career. They were at Fitzwalters, the beloved family home where Piers grew up, set in attractive Essex countryside.

"I can still remember my father and brother standing there together," says second son Charlie Courage, pointing towards the hallway of the house where he still lives.

"My father asked Piers why he so wanted to go motor racing. 'Well Dad, you had the war,' he replied. I suppose it was all about the buzz it gave him..."

Piers Courage was the last of the gentleman racers. That is not to imply that he was in any way a playboy or amateur; racing was his living, and by the time he died he had developed into an outstanding driver. But he was a gentleman in the purest sense and perhaps he should really have been racing a decade or three earlier.

Piers Courage was born on May 26 1942, and was followed by Charlie and Andrew. Their father Richard was involved in the eponymous family brewery, and became chairman of the company in 1960. As a toddler Piers raced a pedal car around the grounds of Fitzwalters, but he didn't catch the racing bug until he was a teenager. A friend at Eton, where he picked up the nickname 'Porridge', loaned him a copy of 'The Vanishing Litres' by Rex Hayes. Piers was captivated by tales of the Bentley boys charging round Le Mans, and racing became an obsession.

"I know my father always bitterly complained about the money spent on *Autosport* on MOTOR SPORT," smiles Charlie. "There were racks of the things all over his bedroom. Piers made a chequered flag out of his ceiling; the black squares were photographs of racing cars. When he was bored he'd lie on his bed with his .22 air pistol and shoot the drivers. Mother took a terribly dim view of that..."

His first chance to see racing up close came on Easter Monday 1958. The solo trip from Essex to Goodwood by train and bus was an epic, but was worth it. What impressed him most was the atmosphere in the paddock, although he didn't have the nerve to interrupt Mike Hawthorn and Peter Collins for autographs.

Inevitably the plan was for Piers to go into the family business, and having failed to get into Cambridge he was pointed in the direction of accountancy. But cars always came first. An early experience involved racing some chums on a local airfield, at the wheel of his mother's Morris Minor Traveller.

"He showed me these photographs of a Le Mans start, and the Morris was one of the cars," says youngest brother Andrew. "There was another of him applying a tremendous amount of opposite lock. He said you mustn't show this to my mother or father. It was very hush-hush."

The authorities eventually put a stop to the fun, but Piers soon fell in with a bunch of real racers. One was Mini driver Jonathan Williams.

"I was at automotive college with a guy called Mark Fielden," recalls Jonathan. "He took me to a bar in South Kensington, and every evening all these motoring mad people would turn up there. Piers was one of them."

Piers and Jonathan became firm friends, and Courage began to follow his chum to club races. On July 2 1961, the day Giancarlo Baghetti won the French GP, the pair met a man who would loom large in both their lives. It happened at a wet Mallory Park.

"We were great chums by then," says Jonathan, "and Piers just tagged along to offer moral support. In the race I cocked it up and sat on top of the bank watching Frank Williams. I didn't know him then, but his name was in the programme, and I was certain that it wouldn't be long before we were talking. He was getting wilder and wilder, and then rolled his A35 completely. So there we sat."

The two namesakes met up in the paddock again afterwards, where Jonathan introduced Frank to Piers. Courage's circle of race-mad mates continued to grow. He shared a flat in Lower Sloane St with Jonathan, Fielden (who was later killed at Silverstone) and another Mini racer called Sheridan Thynne. All were supposed to be studying, but were, in fact, directing their funds towards their hobby.

"Frank appeared like a genie from Nottingham periodically," says Thynne, "on the Friday night before a Brands Hatch meeting. I can remember him eating with us on a Sunday night, and finishing about 10.30pm. We were quite keen to go to bed, and at that ➤



Piers always tried hard: Here he slides Tim Parnell's slow BRM P126 en route to a lowly eighth and last place at the 1968 British Grand Prix at Brands Hatch

stage Frank used to set off from Sloane Square to hitchhike to Nottingham. We thought that was a bit strange."

Piers made his first steps towards racing when his father gave him a Lotus 7 kit for his 20th birthday. When the tricky build process was complete, Piers drove to the Lotus factory for a check-up, where the wishbones were found to be fitted upside down...

"Piers wasn't so keen on that side," says Charlie Courage. "He just wanted to get in and drive the bloody thing."

At last Piers had something he could also race. His first outing was a three-lap sprint at Brands in 1962, and he had a busy season, gradually learning the ropes of racing.

"He was extremely carefree," says Thynne, "with massive energy and huge bubbling enthusiasm. We were all quite worried about him because he used to spin quite a lot on the road, as well as the track. Road journeys in the Lotus were never relaxing."

For 1963, Piers needed to progress. With his father's help he eventually traded up to an 1100cc Merlyn sports-car, but it wasn't easy.

"Piers wanted to go racing," says Charlie, "and my father said, 'Don't be bloody stupid, boy. You're training to be a chartered accountant, and I'm damned if I'm paying for you to do something I don't want you to do.' My mother then threw a wobbly and simply said, 'If you don't buy him a car, I'm leaving.' He said no; she left. She lived with my uncle and aunt for a week before he gave in."

The Merlyn fell off the trailer yards from the factory, but Piers made quiet progress through the '63 season. As far as his parents were concerned it was still a hobby and at the end of the year he was sent to an accountancy crammer in Wales. The unhappy Piers soon made a crucial decision; he quit the studies and escaped. His new home was Jonathan's base at a notorious flat in Harrow, owned by yet another racer, Charlie Crichton-Stuart.

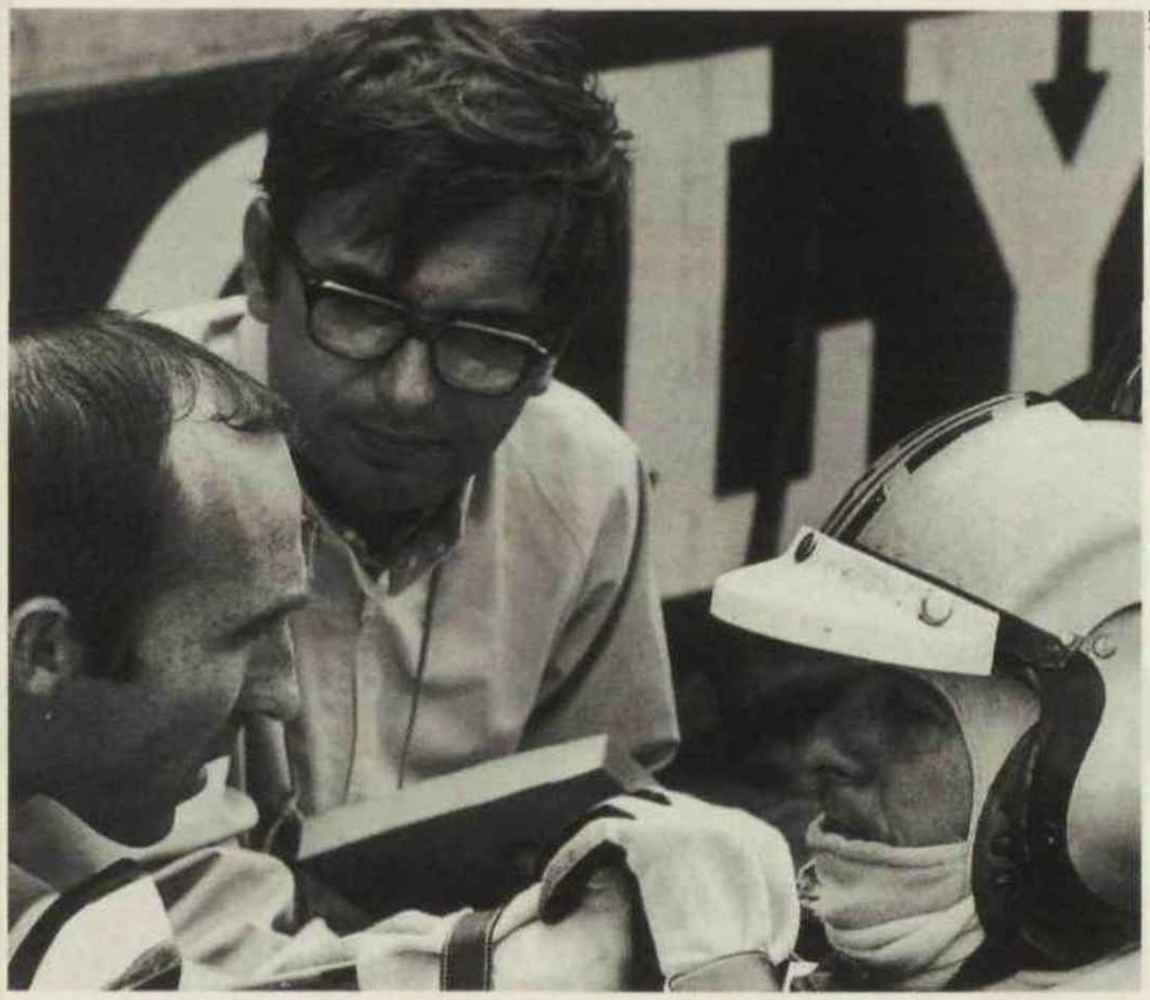
"He turned up one day, and said he'd given it up," says Jonathan. "His mother rang up and asked if I'd seen him. He was standing about a foot away from me. 'No, not at all...' It was the only time I lied to her, dear lady."

When Piers told his father that he wasn't going to be an accountant, the reaction was simple; if you want to go racing, don't expect any help.

Jonathan had already done a season of F3 in Europe, and invited Piers to



De Tomaso 505 debut at '70 South African GP. Piers helped make it competitive



LAT

Last time out. On the grid at Zandvoort, Frank talks to Piers for the last time



Courage enjoyed much success and made his name in Formula Three driving a Charles Lucas-entered Brabham. This is the Boxing Day meeting at Brands

join him in '64. They bought a pair of Lotus 22s, and called themselves Anglo-Swiss Racing, because their plan was to use Lausanne as a summer base. And so began an extraordinary adventure, as the pair set off around the continent to join a band of motor-racing gypsies who travelled from race to race, living off the start money and somehow keeping their abused machines going. All the time, Piers was learning. Life took a turn for the better when they met Charles Lucas. Charles had come into a huge inheritance and invited Piers and Jonathan to campaign his Brabhams in 1965.

"It was because he was a mate, not because he was an ace driver," says Lucas. "Piers was the dearest friend I ever had, and you just wanted to have him around if possible, because he was always a laugh. He always believed in himself, he always believed he was a racer. Although we tried to tell him that he wasn't! We thought we were Hawthorn and Collins, even to the extent of buying corduroy caps and folding them in the middle. It sounds so pathetic now – walking around and calling each other mon ami mate..."

Lucas created a competitive team, and Piers became a regular winner, capable of beating the top names of the day; he won the top Grovewood Award. For 1966 Lucas was invited to form the works Lotus team, and Piers stayed with him. That Easter he married Sally, also known as Lady Sarah Curzon, the daughter of 1931 Le Mans winner Earl Howe. The honeymoon was spent at a snowy Oulton Park...

Piers continued to shine on the track, and for 1967 gained the chance to do some GPs in Tim Parnell's second-string BRM outfit. His career was moving fast; too fast, in fact. The step was premature and with the wrong car.

"You would have to have been Superman to make one of those wrecks work," says Jonathan Williams, "I think Piers was overdriving trying make a rubbish car perform."

He only did three GPs, and for the rest of the year raced an F2 McLaren for John Coombs; there were good results, but a lot of crashes. In October he teamed up with old pal Frank Williams to do an F3 event at Brands, and planned a full F2 season in '68.

Meanwhile Piers scraped together enough money to buy the McLaren from Coombs and headed down under to do the Tasman series as a privateer. He turned himself into a quick and ➳

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Piers leaps his Brabham BT26A over the Flugplatz during 1969 German GP



LAT

With Jackie Stewart, with whom he would become great friends near the end



Zandvoort. Rindt's face says it all. Three months later he too would be killed



Piers drove Alfa-Romeo T33 sportscars in '70; this is the Nürburgring 1000kms

reliable contender, and outran all-comers – including Jim Clark – to win the wet finale at Longford. He returned home with his confidence high.

A full F1 season in Parnell's BRMs in '68 brought sixth in the rain at Rouen and fourth at Monza, but Piers enjoyed his F2 outings with Frank rather more. They planned another onslaught on the Tasman series, with a Brabham modified by Robin Herd. And if they could do that, why not F1 in '69? Piers readily agreed. "It really was a terrific relationship they had," says Lucas. "They both built each other up."

Frank acquired a BT26, and Herd modified it from Repco to DFV spec. The Williams team duly made its F1 debut in Spain, where Piers retired with engine failure. Monaco was rather better. Having started eighth Piers drove a strong race and, helped by retirements, gained a superb second. He finished 17sec behind Graham Hill's Lotus.

Piers followed up with fifths at Silverstone and Monza, and another excellent second at Watkins Glen, just behind rookie winner Jochen Rindt. Both the Austrian and Jackie Stewart had become close friends, and Piers joined their cosmopolitan set. He had grown up as a person and a driver, and had developed other interests. The arrival of sons Jason and Amos was also part of the maturing process, but he remained close to his old F3 pals.

"He had a lot more self respect," says Lucas, "He missed the laughs we had in the old days, because racing was actually now very serious. But I really don't think he changed at all."

For 1970 Piers received a tempting offer from Ferrari. Perhaps influenced by the bad experience of Jonathan Williams, briefly with the Scuderia in '67, he stayed loyal to Frank; a lucrative Alfa sportscar deal helped. But he still found himself driving an Italian F1 car, as Williams agreed a deal to run the new de Tomaso. On its debut in South Africa the bulbous 505 was hopeless, but after rapid development it soon improved.

In late June the circus moved to Zandvoort. The mood was sombre as Bruce McLaren had been killed but weeks earlier, and everyone breathed sighs of relief when Jack Brabham and Pedro Rodriguez escaped massive accidents in the days before the race.

Piers again qualified an encouraging ninth. He battled with Clay Regazzoni's Ferrari in the early laps, pulling clear of the works Lotus of John Miles. ➳

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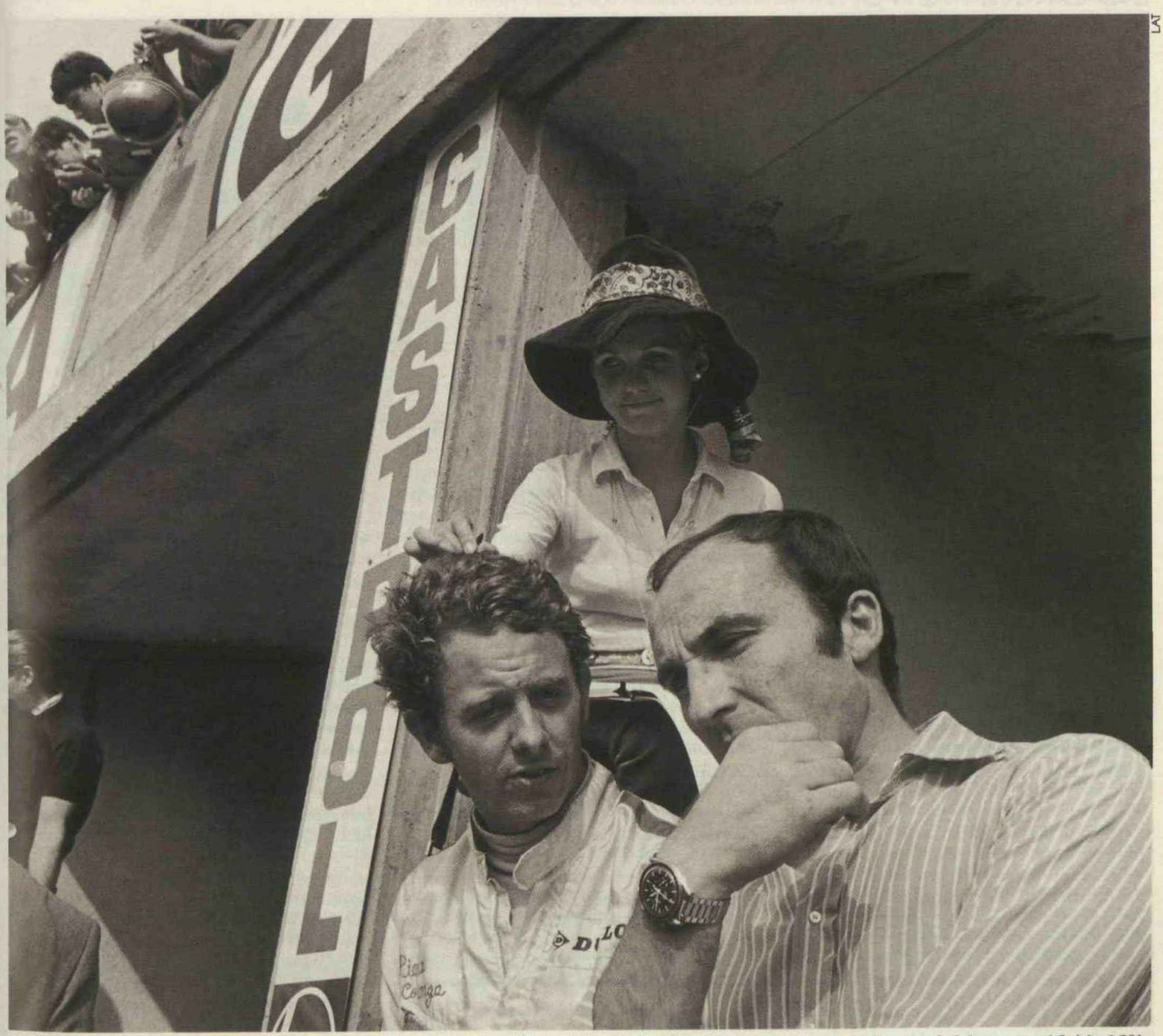
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In the pits at Monza for '69 Italian GP. Piers and Frank looking thoughtful while Sally, Earl Howe's daughter, looks on. Courage led the race and finished fifth

On lap 23, he went missing.

"Piers was flying," says Miles. "There were some fast sweeping corners at the back of the circuit, which were all almost flat or flat out. He had gained a couple of corners on me; all I saw was a plume of smoke, and a burning car. You pass so fast you're not absolutely sure who it is."

It was Courage. He'd struck the primitive catchfencing, and slammed into the bank. Early in the accident he'd lost his helmet. Eventual winner Rindt saw it at the trackside and knew who had gone off; he'd borrowed the same helmet at Clermont-Ferrand the previous year. The race wasn't stopped, and the marshals eventually gave up their futile attempts to get the driver out of the magnesium-fed fire; poor Piers stood no chance. Stewart wrote that, mercifully, head injuries may have killed him before the fire took hold.

Cruelly, early reports said he'd been seen walking around, but it wasn't long before a shocked Frank learned the truth. Sally was watching with Nina Rindt from the roof of the pits; she flew to England with Nina, Jochen and his manager, Bernie Ecclestone.

Piers was buried the day after a memorial service for McLaren at St Paul's Cathedral. Veterans like Rindt, Stewart and Brabham, used to such events, cried openly.

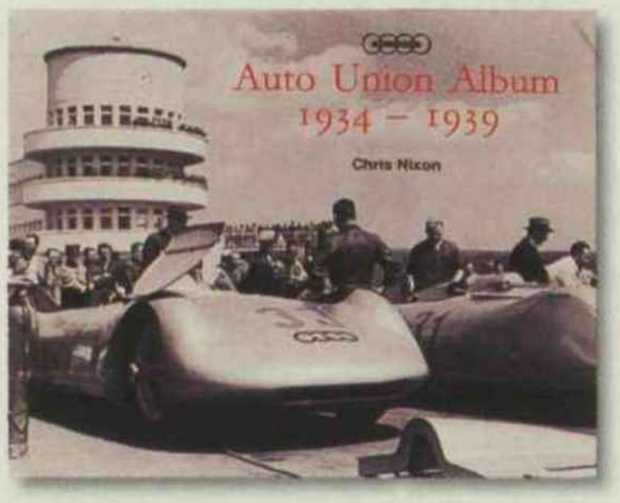
"My mother had been behind him hook, line and sinker," says Charles Courage, "it did her no good at all when he was killed. She blamed herself for the whole thing. Everyone had said this is daft, he's going to kill himself, and I think she sealed it off, put it the back of her mind. It was her number one son doing what he wanted to do."

"I wouldn't say my mother recovered," adds Andrew. "My father was a reserved person, mother was much more emotional. I suppose they weren't able to communicate about her grief."

Sadly Jean Courage was knocked over and killed in 1977. Twelve years later her grandson Jason began racing, but suffered spinal injuries after being knocked off his motorcycle in London. In 1998 he returned in the Renault Spider series, having been taught to use hand controls by Clay Regazzoni. Piers would have been proud.

"Piers stayed unspoiled and great fun to be with, and retained all the bubbly enthusiasm," says Thynne. "I think one of the saddest things was he was very fond of his children, and was going to be a very good father." M

BOOK REVIEWS



AUTO UNION ALBUM 1934-1939

By Chris Nixon

Published by: Transport Bookman, £39.95. ISBN 0 85184 056 6

I'll declare my interest now to save you pointing it out later. Chris Nixon is not only author of some of the best-known and respected motoring books ever written *(Mon Ami Mate* and *Racing the Silver Arrows* are both his*)* he is also a frequent contributor to this magazine. I'll be damned, however, if I'm going let that prevent us reviewing an important work, particularly as books by Nixon are appallingly infrequent occurrences these days.

The *Auto Union Album* is a photographic record of the great marque's pre-war struggle with Mercedes-Benz on the race circuits, hillclimb courses and *autobahnen* of Europe and Germany before the war. And in case you're thinking you have seen this all before, one look at the book will convince you otherwise. Incredibly you might think, Auto Union GmbH, now a subsidiary of Volkswagen, recently discovered piles of photographs that had lurked unseen since the war and it is these that form the bulk of this book, propped up only by the very best of the more familiar shots.

It makes charming and often illuminating viewing. It's hard to pick the best shot, though that of Caracciola grinning out of the window of a tyre-laden Mercedes truck as he arrived at the Avus in 1934 is particularly appealing. The award for best drama goes to the shot of Nuvolari's Auto Union and Lang's Mercedes in perfect formation drifts at Reims while the wreckage of Bernd Rosemeyer's record-breaker and the talent that died that day on the Frankfurt-Darmstadt autobahn is almost unbearably poignant.

If there is any disappointment at all it will come to those hoping to read thousands of words. The book is, as the title makes clear, an album and Nixon has taken the decision to let the pictures do the talking. Given the extraordinary impact of the unseen photographs, it's a choice that works. There is a brief introduction and, thereafter, simple captions which aim usually only to locate the photographs and place them in time.

The bottom line, so far as I can see, is that this is a book no enthusiast of pre-war Grand Prix racing could do without. To an era about which so many words have been written the *Auto Union Album* brings something that is not only genuinely new but also, at under £40, absurdly good value too. **AF**

THE RENAULT FILE

BY Eric Dymock

Published by Haynes, £19.99. ISBN 0 85429 995 5

Few car companies can boast a longer or more varied history than Renault. In their time, the people at Renault have produced tiny shopping cars and luxury limousines, Formula One racers and Le Mans winning sportscars. Given this, I suppose, it was inevitable that in the year of their centenary, someone would attempt to catalogue every car produced by the marque.

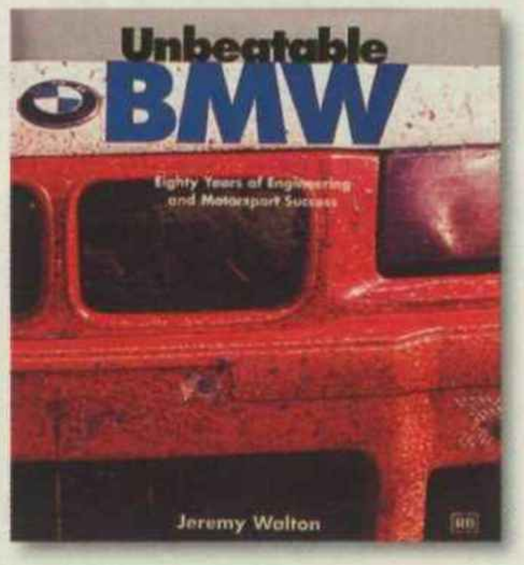
Usually I have little time for such works. What tends to happen is that either the result is nothing like as comprehensive as the author would like us to believe, or so little space is made available to each entry that there is insufficient room for meaningful comments to be made. I'm thankful, therefore, that it is Eric Dymock's name that appears on the cover. In fact it's his actual signature but we won't quibble over the details. If anyone is going to do a genuinely thorough job which is worth reading, it is Dymock, and you only have to read his recent biography of Jim Clark to know it.

In the event, 'thorough' barely does it justice. In over 400 admitted small pages are presented not simply all the production cars plus various racers and the famed rally cars in the marque's past but also such historical curiosities as the Renault Vesta 2 of 1987, an economy vehicle which looked even more strange than it sounds and the Etoile Filante, a turbine-powered record breaker which clocked 192.5mph in 1956 and established a class record which still stands to this day.

Other interest comes from generally forgotten facts like when Renault briefly sold Jeeps in France following their acquisition of 46 per cent of American Motors Corporation. The concept cars are interesting, more usually for their outlandish shapes and drive-trains than any particular relevance to cars you and I might drive. Of these, the F1-powered Espace is the prime example.

Frankly I can take or leave most entries which understandably major on the road cars and serve to remind how many truly dull motors will inevitably appear over 100 years even from a company with a reputation for innovation such as that enjoyed by Renault. So it is perhaps as well that it is a reference work, not a cover-to-cover read. It works because it is easy to dip into, extract the information you need and retreat without being delayed by the tedious story-telling many such works contain. **AF**





UNBEATABLE BMW

By Jeremy Walton

Published by: Robert Bentley Inc, £59.95. ISBN 0 8376 0206 8

We tend to keep reviews of books reaching their second editions to a minimum. Too often these days it is a device used by publishers to chuck a fresh coat of paint at an already well used product in the hope that some will believe the difference is more real than perceived.

This book is not like that. It was first published in 1979 and covered the previous twenty years of BMW's motorsport endeavours. Now, two further decades on, Walton has brought the story bang up to date. The result is not so much a second edition as a second book, grafted onto the original.

To give you an idea of what was involved, of the the new edition's 580-odd pages, 335 of them are new and come complete with nearly two hundred fresh photographs. A conventional second edition it is not.

Walton himself is an author many of you will know already, either from his time on the staff of Motor Sport, or from his other books which may well already be piled on your shelves. His tally just of individual marque histories stretches to over 25. *Unbeatable BMW* is told in his typically straightforward fashion, perhaps as well as there is a mountain of ground to cover. It goes into all areas of BMW's sporting aspirations from the familiar stories of the Batmobiles to the less well recognised efforts in snow-racing, a wonderful sport that enjoys a huge following in France yet is almost unrecognised here.

The book is rounded off by comprehensive indices giving all manner of information including complete technical specifications of the cars.

Curiously, given its British author and German subject, the book is actually published in America where the original attained what its press material describes as 'cult status'. Happily it is also being sold over here and while nearly £60 is undoubtedly a tidy sum to fork out for any book relying on volume rather than beauty for its appeal, I think there will be more than enough people out there who share Walton's view that, though frequently vaunted as a manufacturer of superb road cars, BMW has received inadequate credit over the years for the quality, variety and consistency of its racers. **AF**

AMERICAN SPORTSCAR RACING IN THE 1950S

By Michael Lynch, William Edgar, Ron Parravano

Published by Haynes, £29.99. ISBN 0 7603 0367 3

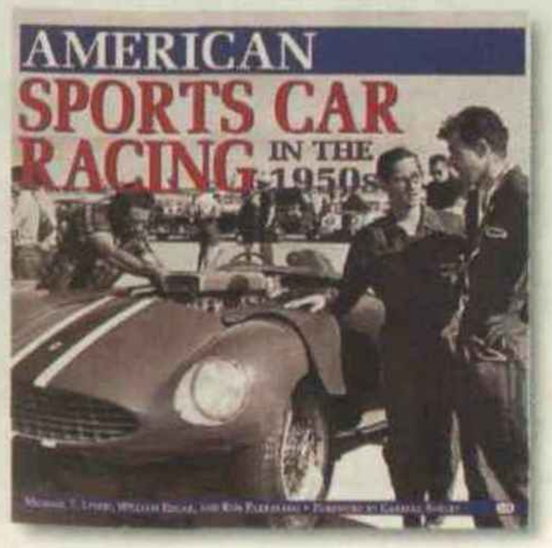
Author Lynch claims this to be "the first in-depth survey of the first decade of American road-racing," and it's hard think of another such comprehensive source of facts about this period. It was significant because, while road-racing had been arguably even more important to car development in Europe than racing cars, the same had not been true in the USA. Racing had focussed on ovals, specialised track cars or modified saloons rather than sportscars. What I didn't know was that it was the railways which began this trend, campaigning against road provision on the grounds that cars were elitist. Promoters liked tracks because of the gate-money and in the '20s, many states banned road-racing altogether.

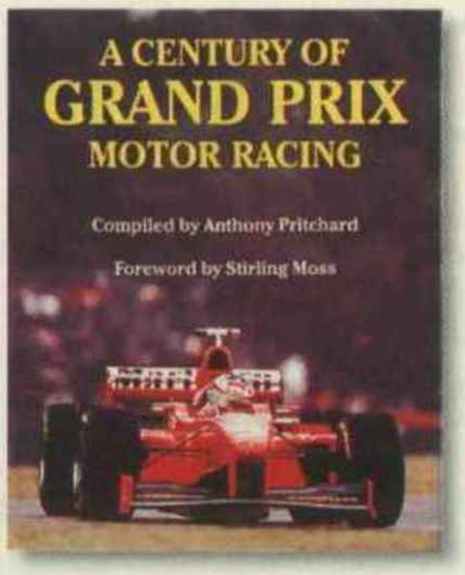
Also news to me was a club called ARCA, which alone flew the flag of European-style amateur road-racing in the '30s. Things changed after the war, when new optimism brought the Sports Car Club of America, and when Watkins Glen came into being, road-racing had found new and fertile ground.

From here the book gets down to the wonderful mixed grids of the early post-war years, where old Alfas, modified MGs, and Chevrolet and Ford roadsters fronted up to new Ferrari sportscars. Familiar names begin to appear – there's a lovely shot of a kid called Phil Hill behaving outrageously in his TC MG, plus those who bridged the Atlantic, particularly Luigi Chinetti and Briggs Cunningham, the one famed for bringing Europe's best to America, and the other for precisely the opposite.

Picture quality is high, supported by informative captions, and there is a remarkably healthy section of colour shots too. There is even personal intrigue, in the tale of Tony Parravano, the entrepreneur who at one point ran both Masten Gregory and Carroll Shelby in Maseratis and Ferraris, but who came to a mysterious end while being pursued by the law. That story is told by his son, while the book's third author, William Edgar, was involved in the period as a racer and entrant, so the authority is first-hand, as Carroll Shelby's foreword confirms.

The story is well told, with pride in US achievement plus respect for the European tradition. **GC**





A CENTURY OF GRAND PRIX MOTOR RACING

By Anthony Pritchard

Published by MRP, £19.95. ISBN 1 899870 38 5

Do not confuse this book with Ivan Rendell's *Chequered Flag, 100 Years of Motor Racing*. It's certainly an understandable thing to do as, though this new book restricts itself to Grand Prix racing while Rendell's work merely majors on the subject, the structure of both publications is disappointingly similar. Both are a chronological trot through their subjects and fall into the category of books that, rightly or wrongly seem to me to be bought by those who tend to know nothing about racing as presents for their enthusiast friends or relatives. It's an easy and safe thing for the uninformed to buy and, I guess, explains why, such was the rush to have it out in time for Christmas, it does not even acknowledge in its 1998 section the fact that Mika Hakkinen won the World Championship.

That said, this book does have an considerable trick up its sleeve that will guarantee it immunity from the dusty obscurity so many books that start life under the Christmas tree endure and, instead, ensure its safe passage to the book shelves of many of its recipients. The clue is on the front cover where author Pritchard admits only to having 'compiled' the book.

This is a veiled reference to the fact that a large bulk of the words are not those of the author but reprints of articles from books and magazines published at the time. This adds a genuinely new dimension to the book and contains some real gems, such as the interview of Jim Clark and Graham Hill on the eve of the 1962 South African Grand Prix, an event the Scot needed to win to have any chance of gaining the title. Similarly enthralling pieces pepper the rest of the book, and Pritchard's particular success has been rooting out the best stories from history and leaving the rather more popular but tired tales where they belong.

The result is not bad for £20 as it offers more than is at first apparent. I don't agree with the publisher's contention that the photographs are 'exceptional' and the layouts could have been more imaginative but, having opened the book with a heavy heart, I now find myself feeling well disposed towards it. **AF**

ACHIEVEMENTS: LAND, SEA AND AIR

By Richard Graves

Published by Bloomsbury, £30.00. ISBN: 0 7475 3771 2

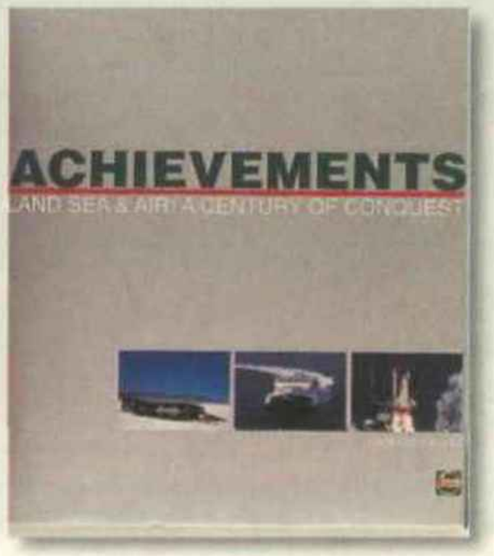
This book celebrates more or less a century of powered transport as helped along by the products of the Castrol company. Hence the title of this large-format book, because 'Achievements' was the title of the series of booklets published by Charles Wakefield, the company's founder, from 1912 onwards to publicise the firm's part in significant events on land, in the water and in the air – the same remit as Motor Sport carried on its masthead in the early 1930s.

After opening up with 'Pioneers', a straightforward run-through of the struggle to perfect the internal combustion engine, we soon get on to tanks, trams, primitive aircraft, submarines and speedboats. That pattern is then repeated era by era, with the automotive sections switching to trains, boats and aeroplanes in turn and, all the while boasting some beautiful monochrome photographs of the machinery interspersed with small but engaging colour details of various posters, intricate models and paraphernalia which make almost every spread a pleasure to look at.

You should not forget that the book is, of course, a promotional publication in essence (or perhaps *essence*), but Castrol has been so involved in racing and record-smashing for so very long now that the Castrol oilcans and pamphlets sit with complete appropriateness among the Land Speed Record and Blue Riband machines, adding to rather than detracting from its appeal as many a lesser company might.

Only in the closing chapters does the insertion of more recent and, dare one say, ordinary, Formula One, motorcycling, and power-boat racing look a little more calculated, though it does come balanced by a look at the progress of space exploration and possible future transport revolutions. Coverage comes right up to the ThrustSSC project (Richard Noble provides a Foreword) and the international space-station.

Backing this wide brief is some expert text by a variety of specialist writers, who do somehow manage to cover this extensive range without seeming rushed. Good value. **GC**



Cliff Allison

Argentine GP & 1000Km, January 1960

HE DIDN'T KNOW IT AT THE TIME, BUT CLIFF ALLISON'S CAREER WAS ABOUT TO COME TO AN ABRUPT HALT. HOW FITTING, HE SAYS, THAT AN EARLY SEASON TRIP TO ARGENTINA SHOULD RESULT IN HIS GREATEST EVER DRIVES

THE GREATEST RACE OF MY CAREER WAS NOT REALLY one event but a whole weekend. It came early in 1960 when I was driving for Ferrari. Funnily enough, it was the last championship Grand Prix I ever did because I then had the accident in practice at Monaco which finished my career. But we were entered in two races in Argentina because supporting the Grand Prix was the 1000 kilometre sportscar race.

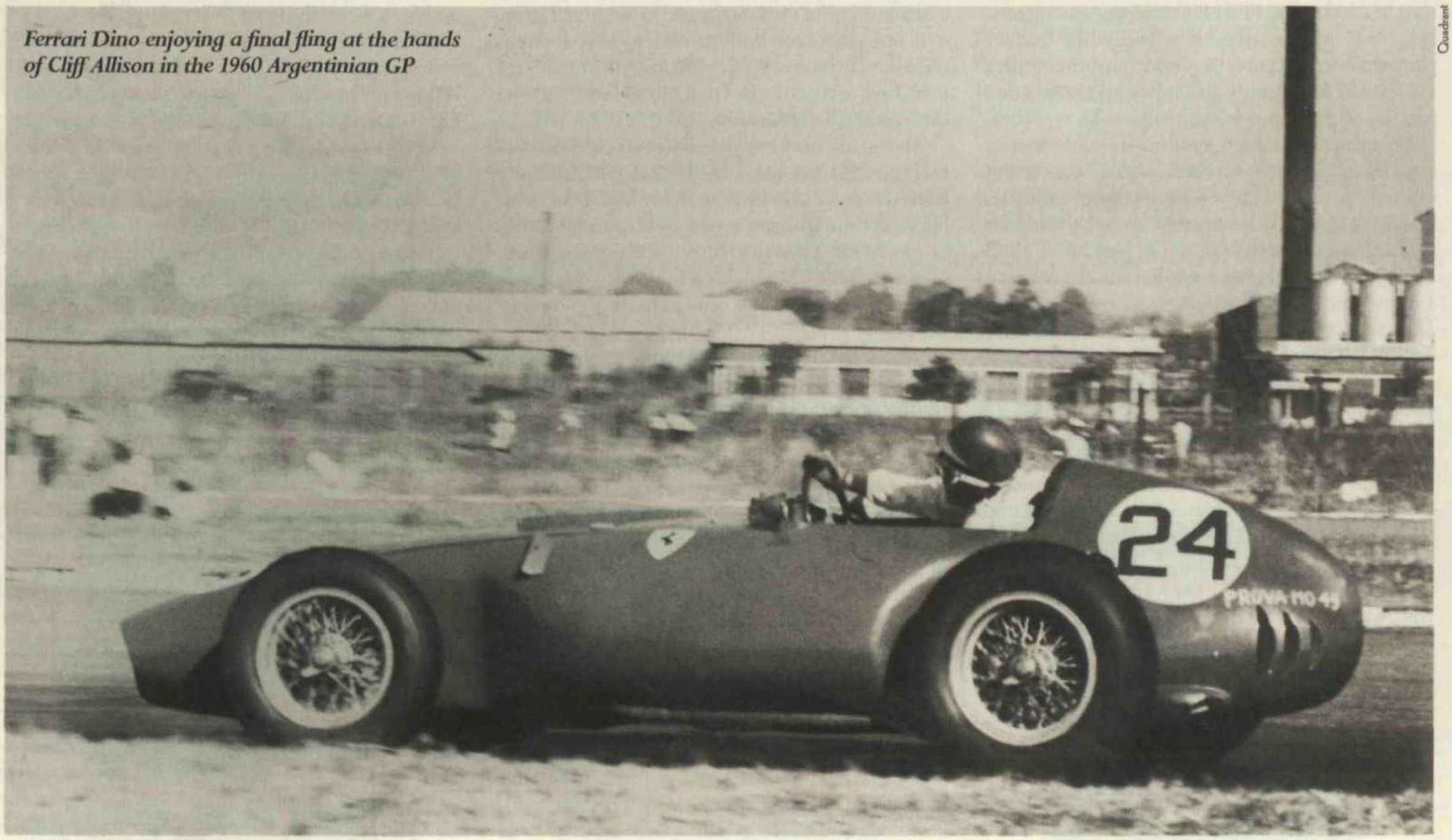
I was very lucky that I'd joined Ferrari in this period because the Testa Rossa in sportscars and the Dino in Formula One were such great cars. The Testa Rossa in particular was fantastic; I drove it again at Spa in 1992 and it just confirmed how terrific it was.

I remember it was quite a trek getting over there. I got a Comet from Heathrow which went to Dakar, then Rasif, then Buenos Aires. Ferrari paid for the hotels but we had to pay our own air fare. The prize and start money was split 50/50 between the team and driver and that was usually plenty to cover the travel. It certainly was on this trip...

But by the time I got to the track to practice the sportscar – which I was sharing with Phil Hill – I'd picked up a 'flu bug which I couldn't shake off. Now, Froilán González was sitting in the wings waiting to take my place so I was quite determined I was going to do the race, especially as I knew we had a good chance of winning. Anyway, Nino Vaccarella said "take one of these" and gave me a pill. I don't know what it was but it certainly put me right.

In the race Phil did the first stint. Dan Gurney's birdcage Maserati led for a time but then fell out and that left us with a bit of a lead over the other Ferrari which was shared by Richie Ginther and Taffy von Trips. As I changed over with Phil, he said, "we have no third gear," but it was a five-speed 'box and had such close ratios that it didn't matter much if you missed third out.

It was all going quite nicely but there was this part of the track that went down one side of a dual carriageway, turned round and went back up the other side. So you could soon tell if anyone was catching you. I noticed that suddenly Taffy



Ferrari Dino enjoying a final fling at the hands of Cliff Allison in the 1960 Argentinian GP

Quadrant

was beginning to close and at the same time I began to get the 'slow down' signal from the pits. Now Taffy was a marvellous man, we were good friends, but he was a bit of a desperado of a driver and I didn't want him getting too close. I began to think that probably he and Tavoni the team manager had made some arrangement for Taffy to win. So I speeded up.

Eventually Tavoni must have realised I wasn't going to play and fortunately he slowed Taffy back down. From then on it was straightforward, it was easy. At the end I felt like I could've done it again.

Then came the Grand Prix. The writing was already on the wall for the front-engined cars like ours and the Coopers and Innes Ireland in the new mid-engined Lotus were all very fast. But our car still felt quite good round there and I shared the second row with the other Dinos of Phil and Taffy.

I decided that I was going to run right through without a pit stop, I felt that was the way to go. Now Dunlop had two tyres out there – one with 5mm tread for those making a pit stop and one with a 7mm tread if you were going non-stop. Just before the race Dunlop's Vic Barlow said, "Oh Cliff, we've put the wrong tyres on your car." They had me on the 5mm treads but I had full tanks. So I said, "How will I know when they're worn out?" and he told me a white strip would appear on one side, then the other side and when a third strip appeared between them it meant they were totally bald.



LAT

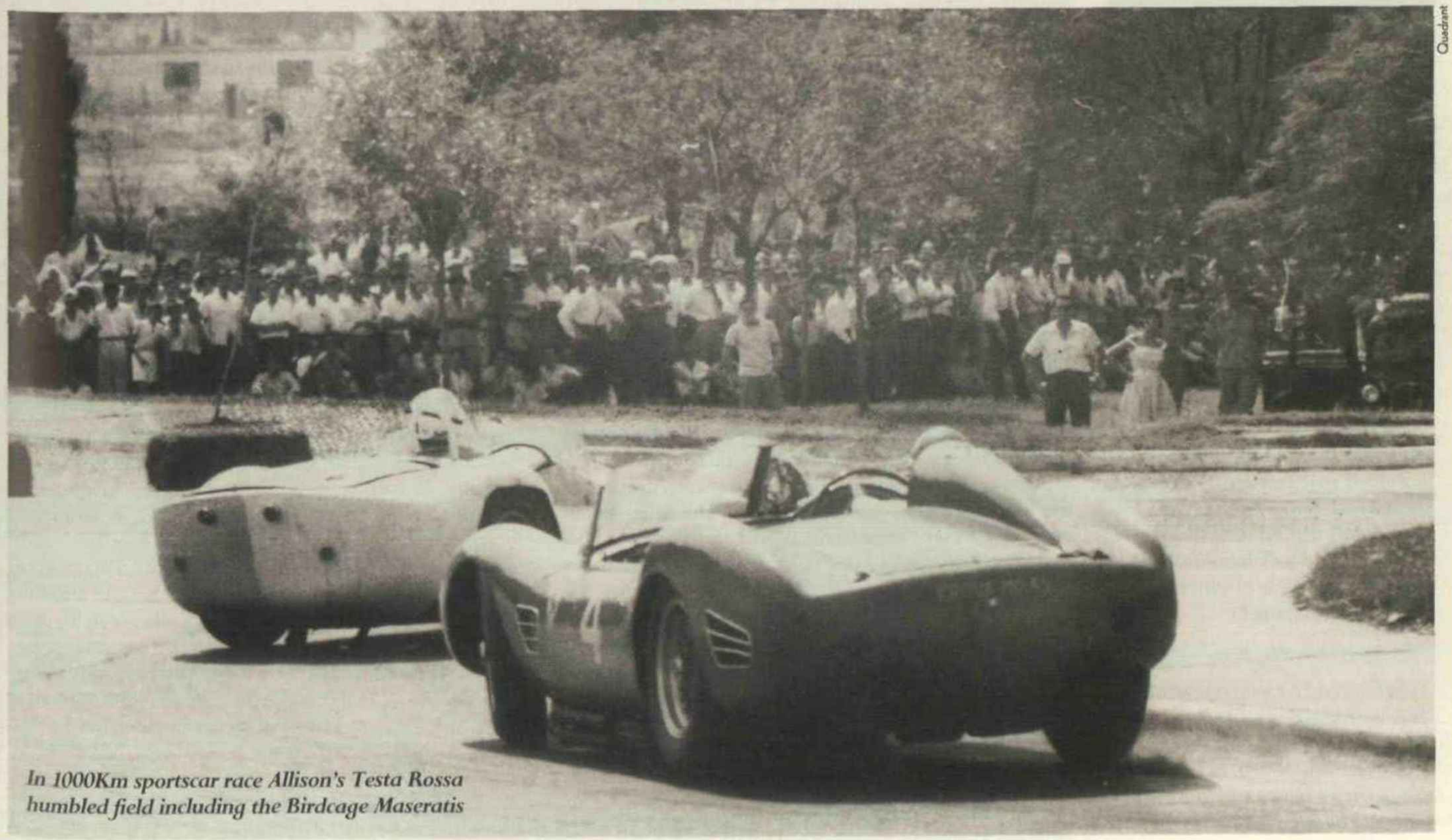
Despite his best ever result in a Grand Prix, Cliff Allison later incurred the wrath of Enzo Ferrari

I just bided my time in the early laps. I think I was about fourth or so. Moss' Cooper and Bonnier's BRM were leading but they both fell by the wayside and eventually it was just Bruce McLaren's Cooper and me. I was catching him, but all the time I'm worrying about my tyres and just pushing as hard as I dare. I'd got to within six seconds of him with 10 laps to go but by then all the white strips were showing and I had a little struggle with myself whether to throw caution to the wind or just back off and make sure I held on to second. Well, I backed off and settled for second, well ahead of the other Ferraris.

It was the best result I ever took in a Grand Prix, though I felt I could have won the previous year in America if my clutch hadn't failed. Anyway, I was quite pleased with Argentina, a win in the sports-car race and a second in the Grand Prix. But when we got back and had the normal post-race resume at Maranello, the Old Man wasn't very happy.

Now, I had a very good relationship with him. He even used to take me round with him in his own car and we'd go for great long three-hour meals. But I'd been very pally with Peter Collins and I knew just what pressure the Old Man had put on him. I'm sure it was this that caused Peter's fatal accident at the Nürburgring. He'd only just won the British GP, yet still he kept on at him. I never could reckon that.

Now here he was saying that I should've gone guts for garters for the win in Argentina. But it wasn't his neck on the line... ■



Quadrant

In 1000Km sportscar race Allison's Testa Rossa humbled field including the Birdcage Maseratis





The new Beetle. A good car but likely to find it tricky to match the huge sales of its much loved predecessor

The Beetle is back

THE ASTONISHING RESPONSE TO THE BEETLE AS IT EMERGED from war-time Germany may have tempted VW to come up with another beetle-shaped production.

I recall the party put on in 1955 to celebrate the one-millionth Beetle to come off its mile long assembly line. It was an epitome of Teutonic efficiency. The world's VW agents and the press were invited.

We left Heathrow in a chartered KLM Corvair 240 and flew at 238mph to Hanover, where Microbuses took us and 1000 other visitors to Wolfsburg. That afternoon, Head man Heinz Nordhoff fixed the chassis number to the VW's millionth, gold-plated saloon. The workers clustered round and cheered, and the visitors responded, VW badges in buttonholes as I waved my VW key aloft...

After lunch Nordhoff held the press conference. He called for better German roads to accommodate motoring ten years ahead, saying he saw this not from the back seat of a chauffeur-driven limousine but by driving a VW 40,000 miles a year. When one journalist said he had been disappointed not to see a Karmann Ghia, Nordhoff said it was an oversight but one would be sent for from Osnabruck, 180 miles away, through the night for him to see on the morrow...

Next day came the festival side of the affair. A stadium seating 160,000 people had been built with fire engines tactfully stationed, where each national VW agent provided entertainment representing his country. Our well received show was a performance by the band of the Irish Guards. Through the hot afternoon the festival spirit prevailed. The programme varied, as the various nations came on stage. We had Zulu dancing, Camino bands, scantily-clad girls – a wonderful occasion, with no VW publicity evident apart from the organisation down to the last detail.

We went home. At Heathrow I said goodbye to Mr Graydon, of VW in London, and drove in my Beetle home to Hampshire. I loved that car and later bought another, which my daughters commandeered, filled with luggage and possibly boy-friends, and thrashed around Europe. I had reminded them to top-up the battery in hot climes, but they didn't and it expired – the only trouble this hard-used Beetle gave them. I can't say I want to drive a Beetle today, but impressions of that Eine Million celebration linger.



What happened to Pegaso?

AS I TOLD YOU NOT LONG AGO, WHEN MOTOR SPORT FLEW to Barcelona for the 1950 Spanish GP I was accompanied by an alleged member of the Spanish Embassy, to aid my report by translating the race bulletins; the gentleman never returned with us!

Flying out for the same task in '51 was rather different. We survived the father-and-mother of an electrical storm over the Pyrenees. This time I had MOTOR SPORT's valued contributor. E.K.H.K (Kent) Karslake to interpret for me.

He was delighted when, on the day before the GP, we were able to visit the factory in Barcelona where Hispano-Suizas had been made after the company had moved from its original plant. It no longer made Hispano-Suizas; since the demise of the Spanish branch of the company, it had been taken over by ENSA, makers of large Pegaso trucks.

Now we had a purpose in our visit, because at the Paris salon the new Pegaso cars had been impressive exhibits. As Karslake said, "Time was when we used to think of the Hispano-Suiza as the only Spanish car but of course the experts changed all that, reeling off Iberian names for our delectation, and if most have remained more sonorous in the halls of motoring fame than they sound to the ear, the latest, Pegaso, does seem likely to prove an exception".

Alas, it was to be otherwise. But of this we were unaware as we took an ancient Citroën taxi to the factory outside Barcelona. We were met by none other than Carlos Carreras, head of ENSA's Production Department.

Karslake was intrigued to see a La Cundia, the very first Spanish car, designed by Birkigt, who was responsible for the great Hispano-Suiza from 1904 onwards. There were the fine Pegaso commercial vehicle chassis with 9.3-litre mid-mounted diesel engines, multi-speed gearboxes, and compressed air brakes. Among these we were shown the new 2½-litre vee-eight Pegaso car, looking a bit like a DB4 Aston Martin and seemingly a challenge to Ferrari's sales and racing. A polished, sectioned engine showed the potential of this new Spanish production. There was a spotless laboratory to serve the factory and Pegaso made most of their components themselves, relying only on Rudge wheels, Spanish Pirelli tyres, Lockheed brakes and Bosch ignition equipment. The new car had a de Dion back axle with the tube ahead of instead of behind the drive-shafts giving one in place of two transmission thrust points, and a five-speed gearbox. Torsion-bar suspension gave a high rear-end roll centre. The engine, was capable of development past the fast touring car stage, and the 24cwt weight was in keeping. Questioned about a racing programme, he was cautious, preferring to think first of making cars to sell...

It all seemed very promising. The engine had four camshafts and dry-sump lubrication and the first car, the Z102B, developed 180-210 bhp depending on whether two, four or eight Weber carburettors were fitted. Before the GP we saw two of them open the course, at a very respectable speed. It was intended to introduce the 2.8-litre 210bhp Z102B, the 3.2-litre Z102SS developing 210-230 bhp and the Z103 in push-rod ohv 4-litre to 4.7-litre versions. Various axle-ratios would give different standards of performances and Rootes supercharging was in prospect. All to the designs of Wilfredo Ricart. There was a racing appearance, in 1955 when Fernandez and Ray were second and third to a Ferrari at Pedralbes in the sportscar race for the Montjuich Cup. But in 1958 Ricart retired and it seems that Pegaso, like Guy, Maudsley and Leyland a long time earlier, thought that making complicated private cars was too much of a gamble, and that it was better to concentrate on commercials. Only about 125 Pegaso sportscars were sold, mainly to private orders.



Remarkable Pegaso sportscar on display in Paris with transparent bodywork

miscellany

WESTCOTT DRIVING TESTS

The spacious Westcott Venture Park in Bucks and its convenient clubhouse was used once again by the VSCC for its winter driving-tests on December 5 of last year. Best score was achieved by President David Marsh (Bugatti). The interestingly rare Chater Lea did well to beat Randall's big Stutz and the 1904 Wolseley. Nine cars withstood the rigours of the day and seventeen non-started.

* * *

RESULTS

1st Class Awards: C Tidball (1914 Chater Lea), J Seaward (Calthorpe), D Marsh (Bugatti), R Marsh (Bugatti) G Smith (MG), J Diffey (30/98), K MacMaster (FN-BMW), T Jones (A7)

2nd Class Awards: R Wills(Jowett), C Hamilton-Gould (Morris), J Williamson (MG), M Garfitt (FN-BMW) G Own (Frazer-Nash) B Roberts (Frazer-Nash), J Baxter (Frazer-Nash)

3rd Class Awards: T Nixon (Morris), P Rosoman(A7), Miss Pilkinton (Riley), M Ballard (Frazer-Nash), A Peacop (MG), S Welsh (A7), E Briscoe (A7)

* * *

VSCC LAKELAND TRIAL

The premier award winners in this long-established event were: Bridge Trophy (best performance): A Johnson (Bugatti), Kirkstile Plate (best in opposite class) : S Baxter (Chrysler). Roy Patterson Cup (best previous non-winner): J Wells (MG), Chris Browning Memorial Trophy (longest distance to start): F Zimmer (Vauxhall).

* * *

THE INDOMITABLE MORGAN THREE

Wheeler Club's Night Trial was seriously affected by gales and floods in Mid-Wales. Even so, six competitors did their 13 tests and revised 50-mile route.

Simms Hill

SIMMS HILL REMAINS ONE OF THE MOST FEARED sections in the MCC's Exeter Trial, the classic event dating back to 1910, and a formidable obstacle to winning a gold, silver or bronze medal.

The hill, near Islington in South Devon, was described by *The Autocar* as 3200 yards long, starting with a 1-in-5 stretch to a sharp right-hand bend, then rising for 60 yards of 1-in-3.5, where the gradient measured 1-in-2.75. It was discovered by the Junior Car Club in 1923, when it was regarded as a freak hill, not suitable for trials. This go-ahead Club held a rally there that year for those who wanted to see light cars with hopefully successful assaults on the horror. The Hon Victor Bruce went down the day before in a sports AC and got up, but on the day failed due to wheelspin. A great many people arrived that February to watch what *The Autocar* would call Stubbs Hill.

They would have seen men with chocks ready to catch any cars that began to run backwards. In fact, nearly 40 attempts were 'clean', three GNs being among the successful cars, proving that air-cooling was no detriment up the short climb. Most of their drivers were well-known professionals. All the GNs were the Vitesse models, of which Finch's made the quickest official time, in, followed by Walsgrove's Riley and a sports Marseal, both taking 19.4sec. The slowest successful ascent was that of Bennett's Rover 8, in 30.4sec.



Another brave triallist falls victim to Simms Hill

Quadrant

There were many failures we need not bother with, except to remark that W Bennett stood on his Rover's seat, that Harvey's Alvis had spiked back wheels sans tyres but failed, that Mr And Mrs Carr's Morgan overturned.

Even those who were 'clean' often were so only after several attempts "on one of England's worst hills." Pratt's sent down a fuel lorry and Topical Budget showed a film of it all. An interesting feature is the JCC checked bottom gear-ratios, which varied from 24:1 of the Rovers to 12:1 on the Marseal and 13:1 of the two faster GNs. Finch used Parson chains and his GN was driven unofficially by Norman Black, who clocked 13.0sec. I will refrain from listing the many famous makes which could not conquer this 'new' gradient...

It remained the greatest 'stopper' in these MCC Exeters, the next trickiest hill until 1938 being Fingle Bridge, which caused 85 to fail in 1933.

Severity notwithstanding, the MCC decided Simms should be used in its Exeter trials, providing one of the most difficult tests as it had in the '20s.

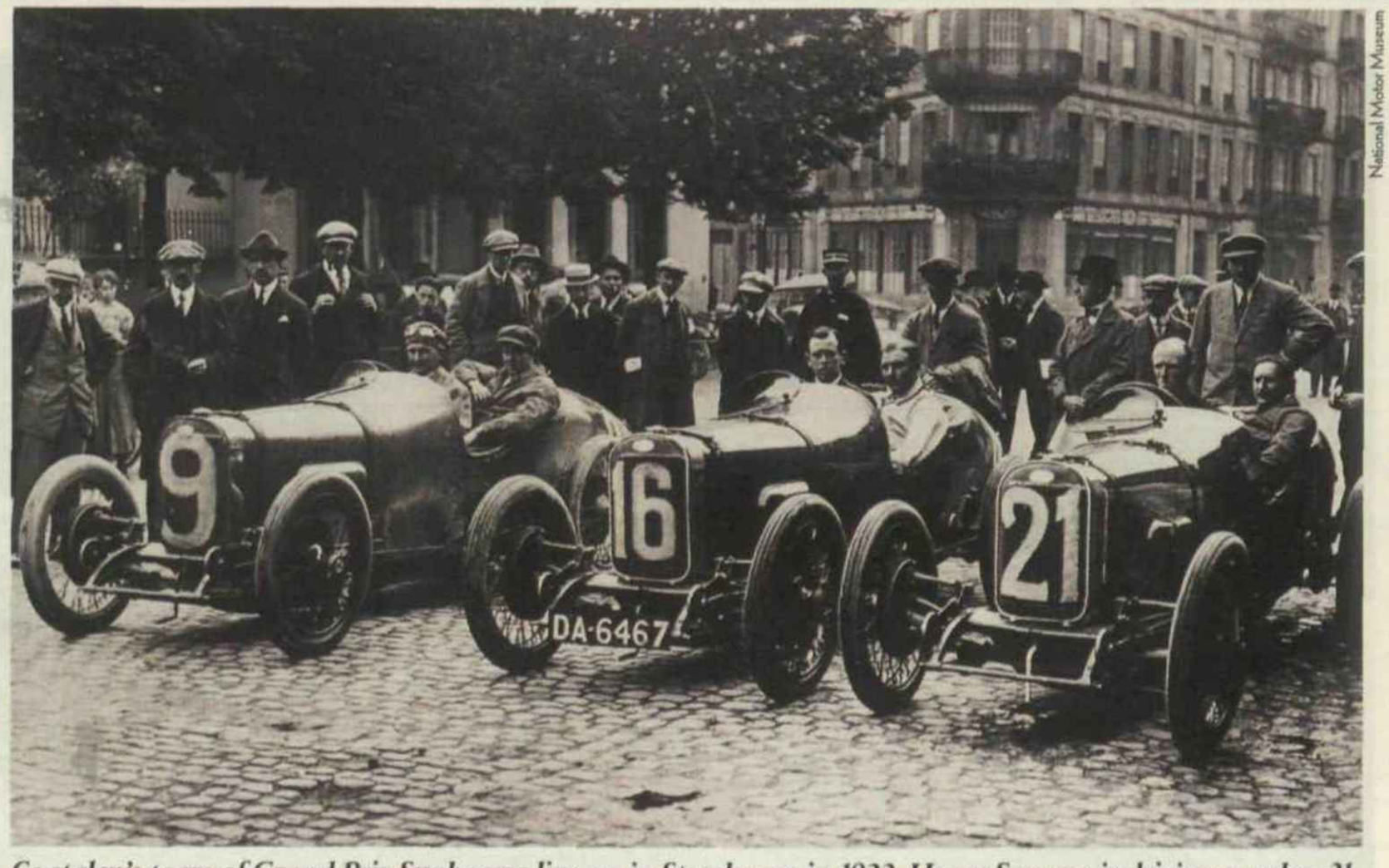
Sunbeam Sidetrack

A MOTOR-RACING SIDETRACK CENTRES ROUND Louis Coatalen. By 1922 he had a fine team of racing cars, in order that his drivers could encompass one of his favourite interests – another was marrying the daughters of directors of companies who employed him...

Coatalen had had racing cars built before the war, had seen his 3-litre Sunbeams finish 1,2,3 in the *Coupe de L'Auto* section of the 1912 Dieppe GP, and had driven specialised cars of this make fast and bravely at Brooklands.

When racing resumed after the Armistice, Louis had seen the 350hp V12 Sunbeam thrill the crowds at the Track. Keen to enhance this theme Coatalen had by 1922 a stable of four 3-litre straight-eights from the 1921 GP, the four-cylinder 2-litre GP cars and two specialised track cars. I have no need to say how this stable of cars from the Wolverhampton and Suresnes experimental shops fared – that has been done in the late Anthony Heal's book *Sunbeam Racing Cars* (Haynes, 1989); it is a side-track concerning the single-seater track car I find interesting.

Early in 1922 it was announced that this



National Motor Museum

Coatalen's team of Grand Prix Sunbeams line up in Strasbourg in 1922. Henry Segrave is driving number 21

Buying a Citroen

AT ABOUT THE TIME WHEN MR MAUREN whom I mentioned last month was ordering his new Bentley (1924 or so) I had decided that what I wanted was a 5CV Citroën, surely the best-styled of all the vintage baby cars? Not the three-seater Cloverleaf, mind, but the little two-seater. So off I went to Piccadilly with my mother where Citroën had its showrooms in the impressive Devonshire House, later occupied by the Rootes Group. Although the economic slump was yet a few years away, trade was not what you might call brisk, so when a young salesman caught sight of a lady entering the showroom, he stepped briskly forward, hoping that she might want to place an order for an 11.4hp saloon for £230.

Alas for him, my mother told him that it was, in fact, her son who was the customer and that he would be requiring one of the clockwork Citroëns. So the disappointed chap had to get a ladder and climb to the top shelf to find the boxes. From there he called down hopefully "Does he want the two-seater or the four-seater?" One cost 10/6d, the other 15/-. I remained adamant that the pointed-tail two-seater was what I wanted, so the poor chap lost out even on this deal!

These tinplate replicas, about a foot long, were delightfully detailed, right down to the luggage grid on the tail, neatly corrugated running-boards and, of course, the correctly flowing mudguards. How I wish that I still had mine now...

I was recently reminded of this happy story when I discovered a three-inch long JMK/RAM example of the same 7.5hp two-seater among the Dinky, Corgi Classic and other toys that I have languish in the attic. Even this has the proper luggage grid, steering wheel, lamps and even the filler caps are depicted.

All of which reminded me of a real 5CV (7.5hp here) Citroën we saw in France back in the 1950's on the way to the French Grand Prix, which a French peasant-lady, dressed all in black, with an enormously long loaf under one arm, cranked-up and drove away. And while I'm on the subject, there was a good picture of such a car on the front cover of the September 1998 issue of *Citroënian*, the Citroën Car Club's ambitious enthusiasts magazine.

I suppose if I had not already had an 8hp Talbot-Darracq I would have sought out a Citroën 5CV years ago...

car was destined for an attempt to average 100mph or more for 24 hours. Coatalen could not have forgotten the publicity that the Talbot's first hour run at over 100mph, a notable landmark, had generated in 1913. But this was to the benefit of Lord Shrewsbury and Talbot. A 24-hour stint at such high speed could hardly fail to bring the same acclaim to the Sunbeam itself. The drivers were named as K Lee Guinness and Major H O D Segrave, the place Brooklands, for an enforced double 12-hour spell, as night running was forbidden. Yet nowhere can I find any report of this record run being attempted.

Was Coatalen too busy with road-racing cars? Did he reluctantly decide that maintaining 'the ton' for a day was too ambitious? Certainly when W O Bentley had the same ambition his Bentleys never managed it, the final onslaught at Montlhery ending up after 16½ hours. It was left to Renault's 45 racing saloon to get this all-important benchmark that same year, at 107.9mph. A dozen years later the 25.3-litre Mormon Meteor had the 24-hour record up to 152.27mph.

A Rolls-Royce Conundrum

IN 1921 A MR GLICKSTEN JUNIOR CALLED AT Derby to complain about a Rolls-Royce limousine his family had purchased. To counter this the youth was given a run, in March 1921, when in London, in a R-R open car, and he asked to be driven up Highgate's West Hill. The driver started at 42mph and was pleased to see 22mph at the steepest curve. But Mr G said that a 40/50hp Napier tourer, starting at 22mph, reached 32mph at the summit although he "conceded that any top gear ascent was very commendable". He had weighed a Napier Cunard and a similar R-R and the smaller-engined Napier was 7cwt lighter. He said its driver offered to take him at 80mph on Brooklands in the same car. R-R's tester fairly said he doubted if this claim would have been uttered had it not been possible but the Alpine Trial 40/50 Napier was timed at 72.38mph. R-R thought "Mr Glicksten evidently spent most of his life using and racing motors". Could he have been S G Gliksten who crashed the new Singer Ten single-seater in June 1921 in avoiding another car, before competing a lap?

book reviews

AUTO-ARCHITECT - THE Autobiography of Gerald Palmer £19.95.
ISBN: 0 9519423 6 0

A book does not have to be elaborate or expensive to be of interest. Such is certainly the case with this publication of the work of Gerald Palmer, who was responsible for so many cars, beginning with the Jowett Javelin. Mr Palmer reveals much interesting information about these matters and the technical merits and problems with the cars he and others designed. He does not mince matters, nor fail to name cars he was associated with from childhood, like the Model-T Ford he made into a sportscar. But even more interesting are his reminiscences of work for Jowett, Nuffield, BMC, Yeoman and General Motors and memories of designers and executives, with outspoken details of their characters, charms and downsides.
Much material is woven into Palmer's story plus the facts about his dismissal, brought after Leonard Lord had read a too-critical *Autocar* road-test on the Wolseley 6/90 in 1955 – the power of the press!
Palmer tells of his Scammell days, a Monte Carlo Rally and devotes a chapter to the T44 Bugatti and 1924 Targa Florio Mercedes he rebuilt.
The pictures have intelligent captions to add to the interest. This very readable book is supplemented by further information and drawings. Highly recommended, particularly to those interested in car design and those who own any of the cars described.

BRITISH TRIALS DRIVERS - Their Cars and Awards, 1929-1939, by Donald Cowbourne £36.00.
ISBN: 85825 107 9

This is a companion book to Mr Cowbourne's work on rally drivers from 1929-39 h. Like its predecessor it is astonishingly complete, listing all competitors in major trials in the prewar decade. The tabulation occupies 720 large pages, and there are enough pictures to liven up the contents and capture the atmosphere of the era. A special feature has illustrations of badges, trophies, maps etc. Mike Worthington-Williams has done the foreword. Stupendous! I eagerly await the next 'Cowbourne', about the 1910 to 1920s trials.

* * *

LATEST IN THE VELOCE series on increasing the power output of popular cars is by Des Hammill, covering the 1275cc A-series BMC/BL/Rover cars. Useful data and explanatory pictures for those craving extra 'oomph' from these cars, it costs £14.99.

* * *

DAVID TREMAYNE HAS come up with a 240-page hardback on Jordan, about its efforts in F3 and F3000, and on to its F1 era. This is essential reading for all F1 followers. Published by Haynes, at £17.99.

* * *

HAYNES HAVE CONTINUED their well-known 'Buying, repairing and tuning' handbooks, of which that on the Audi Quattro is the latest, priced at £19.99.



PARTING SHOT

1974 MONACO GRAND PRIX
The origin of a nine car accident

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14

Absolute Quality



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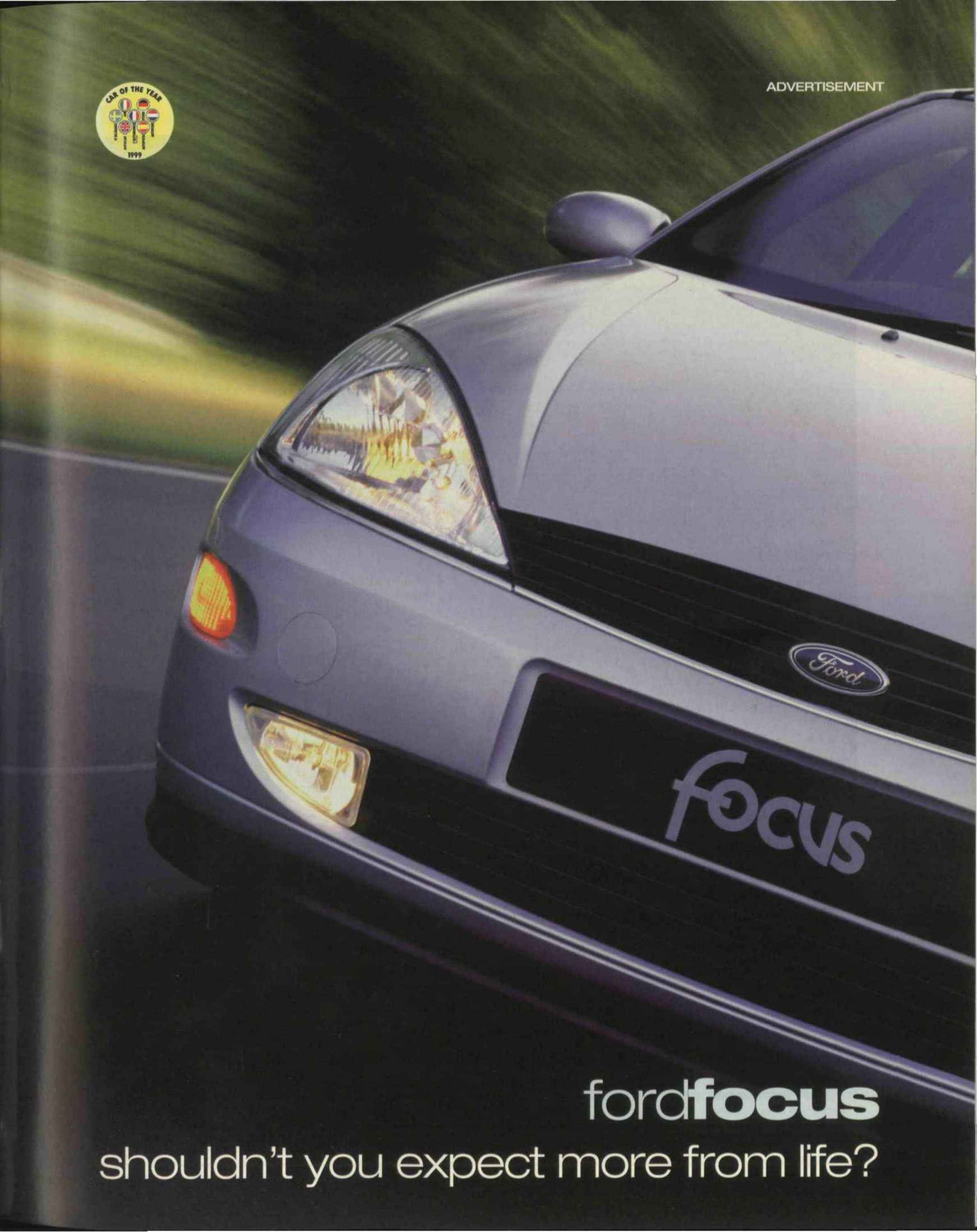
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William Loughran

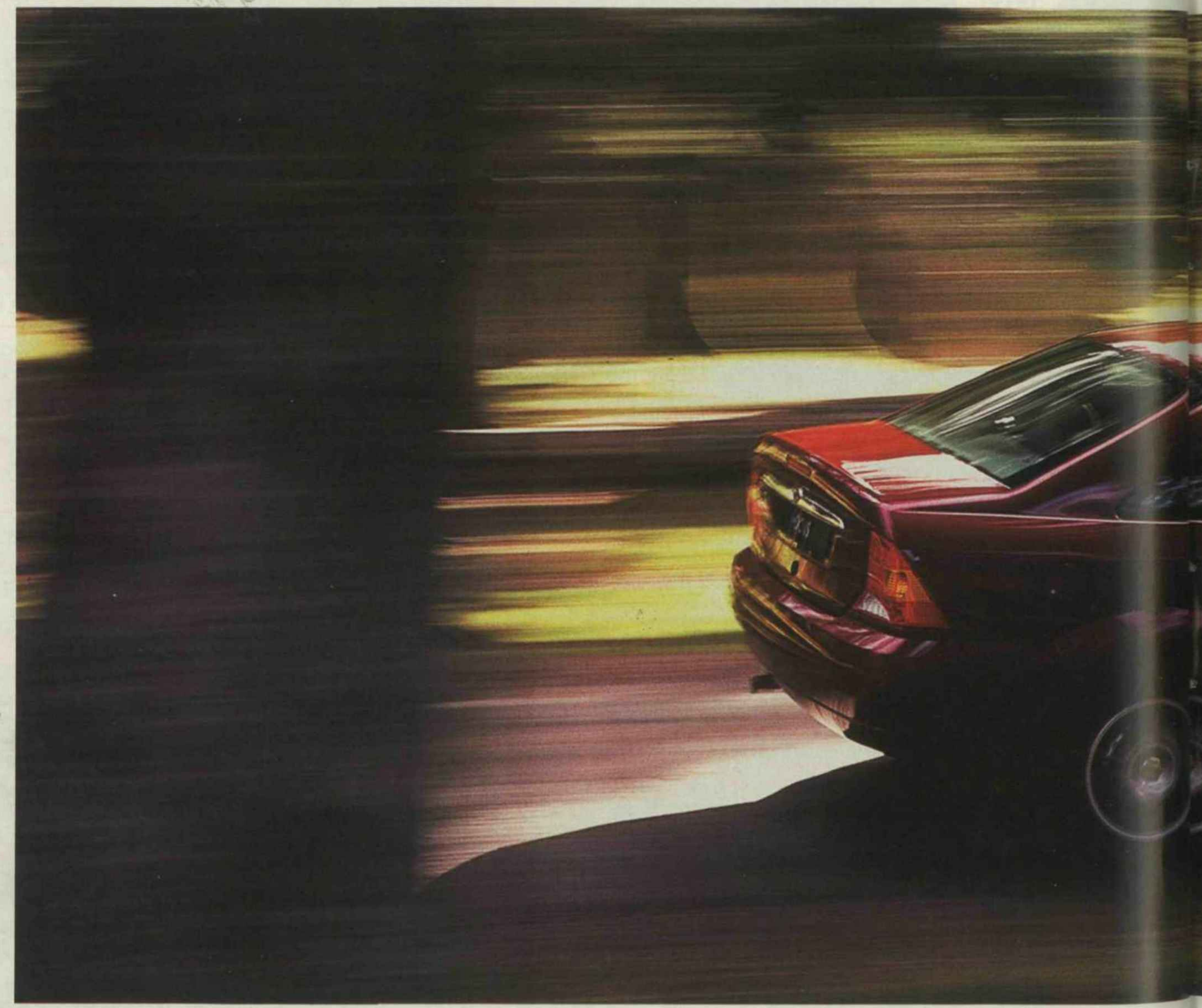
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'In its styling it excites, on the road it astonishes.'
'Utterly desirable.'
'The best car we have driven all year.'

(Autocar 9 September 1998)

What could the Autocar road testers be talking about? An exotic Latin sports bolide? A Teutonic limousine? Or some high-tech, megabucks road legal rally car?
No. They're talking about the Ford Focus, with prices starting at a decidedly un-mega £12,850 on the road for the Ford Focus 1.6 Zetec. The car illustrated here is the Ford Focus 1.6 Ghia at £14,350. Good value by any standards; by the new standards set by the Ford Focus, a veritable steal.

The Ford Focus is a new benchmark in affordable automotive excellence.

Ford is changing.

What we want in a car and what we get aren't always the same thing. It's a question of compromise. We all want great handling: but that doesn't always include great comfort. Performance, clearly, is highly desirable: but not if it costs you a fortune to use it. Style? That's relatively easy. But style with space? That's a bit trickier.

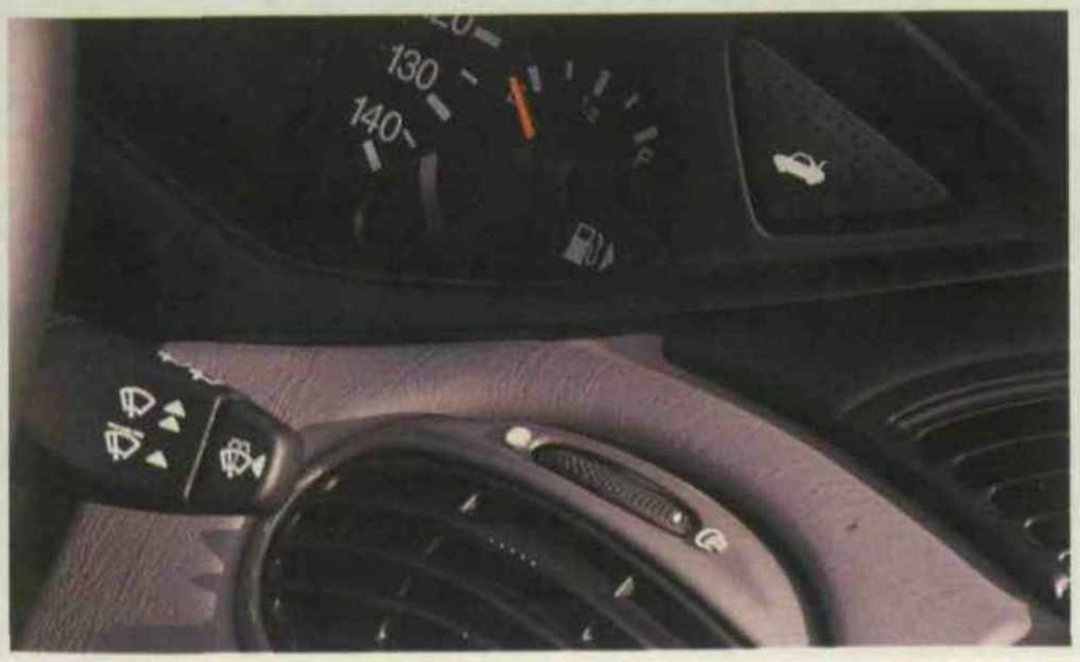
Size and safety don't always sit well together, either. And there's not much point in leading-edge design if it reduces functionality.

You could easily believe that there really is no such thing as a free lunch.

Fortunately, there's another cliché which says there's an exception to every rule. And that exception is the Ford Focus.

Created around the customer, Ford Focus was designed to challenge existing notions about what cars of this size and price should provide. Building on the acclaim first established with Ford Mondeo and continued by Fiesta, Ka, Puma and Cougar, Ford Focus has set out on a unique, all-new approach to motoring, one ▶









Striking yet sensible, sensuous yet safe, Ford Focus takes the average preconception and puts it firmly into the bin. Logic doesn't need to be boring: the tailgate release switch is on the dash, a quick finger stretch away. Exactly where you'd expect it to be. Obvious, really. Top quality cabin materials make the Focus interior a great place to be.

aimed at delivering agility, stability, precision and comfort in a crisp, taut package of superb dynamics and craftsmanship.

A massive customer research programme has produced a mainstream car which brings truly specialist driving pleasures to the ordinary motorist. A spacious car which, to quote *Autocar* once more, 'redefines the standards by which all family transport must now be judged.'

A car which, like no other, closes the gap between what you want and what you get.

Style and Space

Compact, athletic, machined, the Ford Focus is a paragon of contemporary style. But that's just one half of the equation. Focus is also a world-beater in practicality and space. Never before has function been so brilliantly fused with form.

Almost miraculously, flowing curves blend with crisply contrasting edges, sharp intersections and radical front and rear light clusters, to create a stunningly integrated expression of 'New Edge' automotive design.

A high roofline and the longest wheelbase in its class, endow the Focus with an astonishing big car feel. The chopped 'Kamm' tails of the 3- and 5-door hatchbacks combine wind-cheating aerodynamics with class-leading rear shoulder room, and boot space for two suitcases side-by-side.

The 4-door Focus provides a more traditional, luxurious tone, its six-light profile and short tail containing a wide, deep luggage compartment. The Ford Focus estate has extended rear side-windows and full-width tailgate for a vast, flexible load space — the largest load area in the class, in fact.

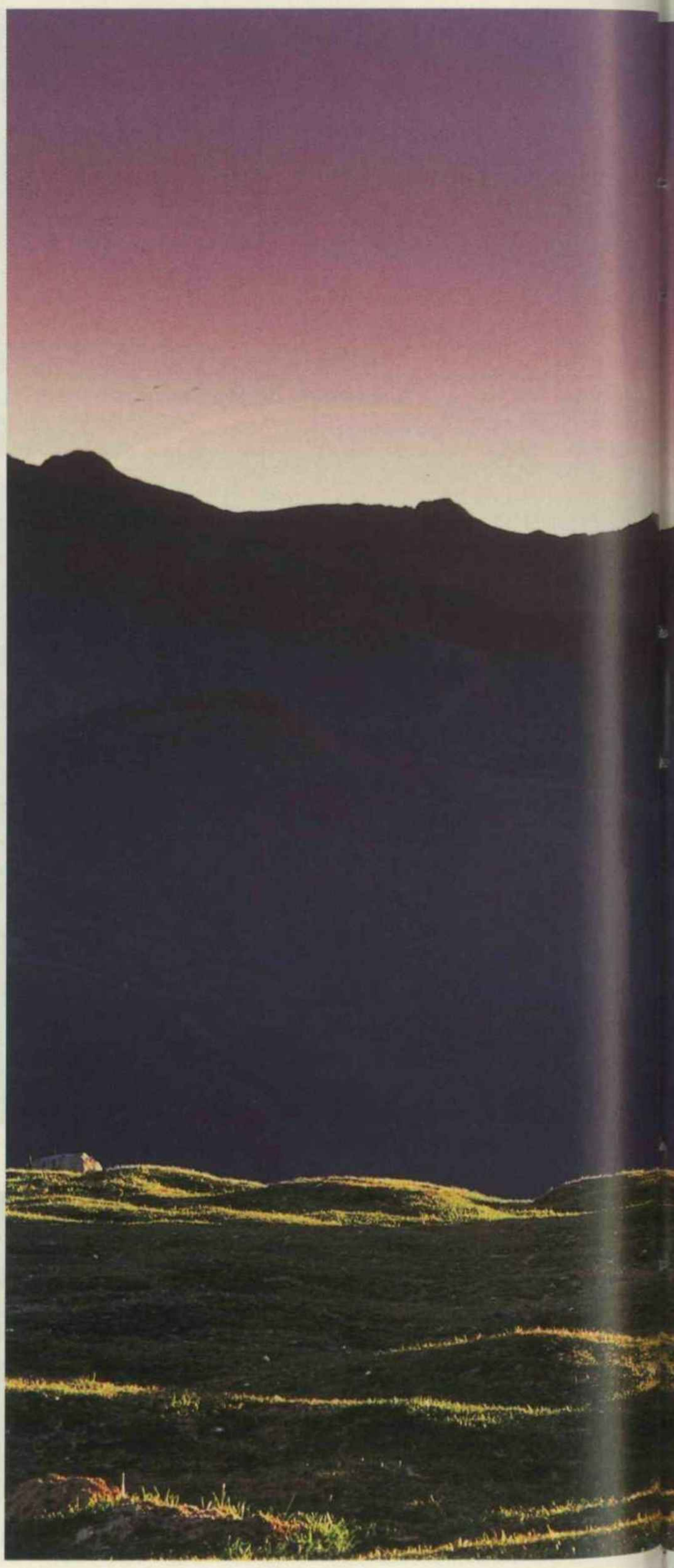
'Roomy' can sometimes be another word for 'dull'. Not with the Ford Focus. The enigmatic appeal of Ford Focus styling goes far beyond what you can see. It extends deep beneath the car's tightly stretched surface, deep into the drivetrain, reflecting the sharp precision of Ford Focus engineering — and fully delivering on the electrifying promise of the exterior.

Performance and Economy

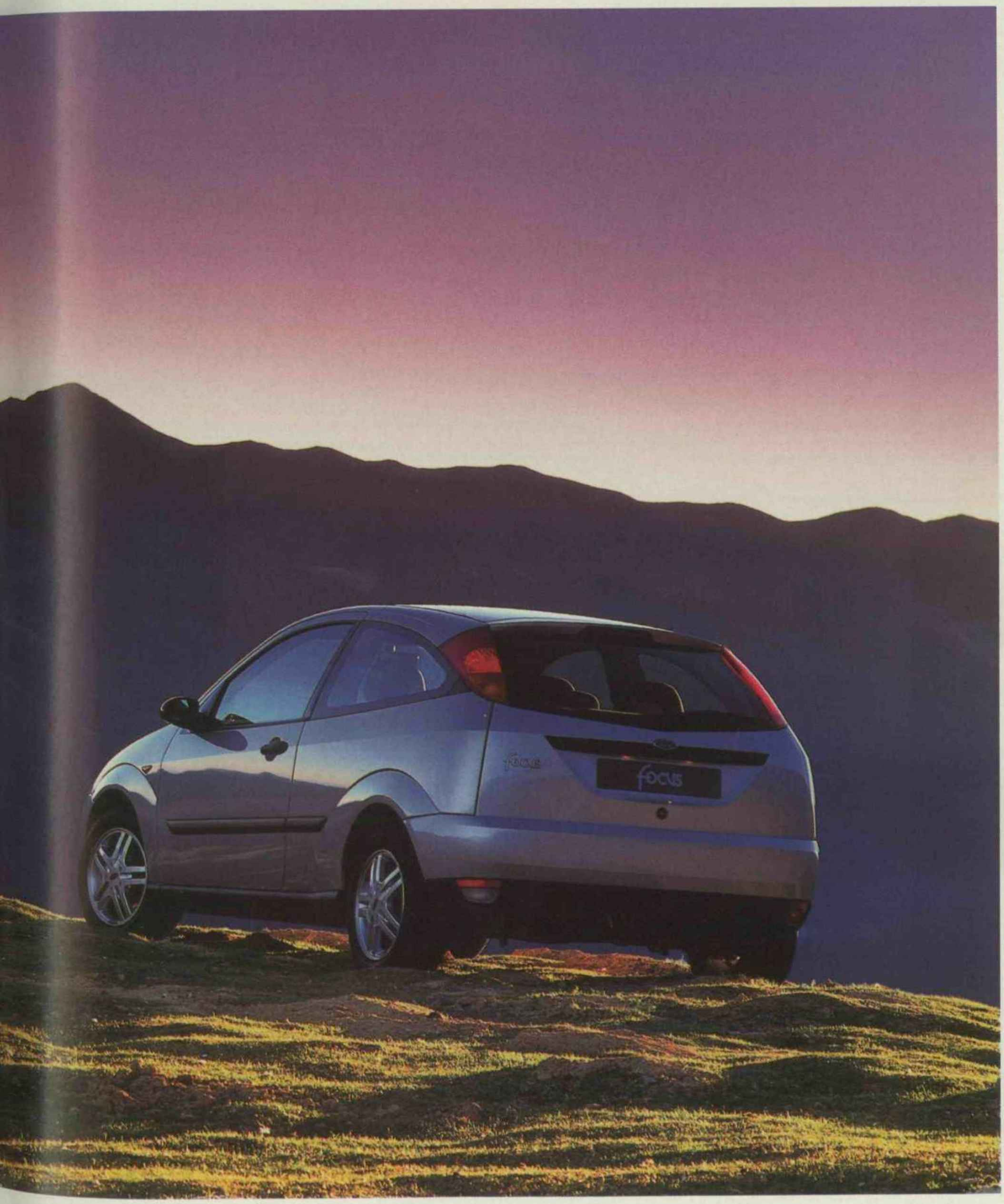
Powering the new Focus is a superb range of clean, free-revving multivalve engines, 1.4-, 1.6-, 1.8-, and 2.0-litre petrol units generating 75, 100, 115 and 130PS, with big improvements in both economy and noise. The combination of quiet engines and cleverly-engineered chassis components has resulted in very low noise levels.

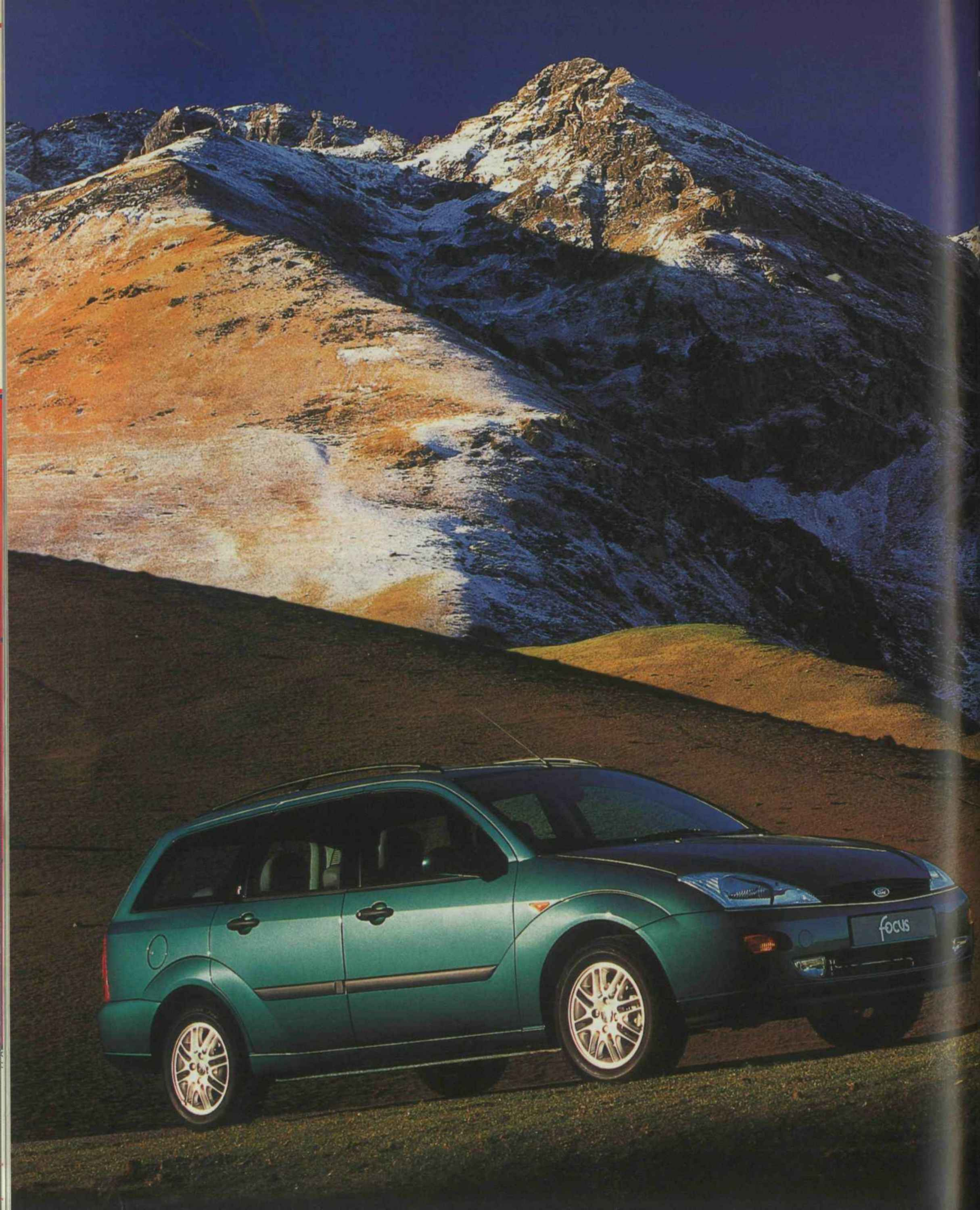
The much-lauded 1.4-litre Zetec engine has been re-prioritised in Focus guise for fuel economy and ease of driving. The all-new 1.6-litre Zetec is more sporting (0-62 mph in 10.9 seconds, top speed 115 mph), but is similarly economical, delivering over 40mpg.* Improved versions of the Zetec 1.8 and 2.0-litre engines, as ▶

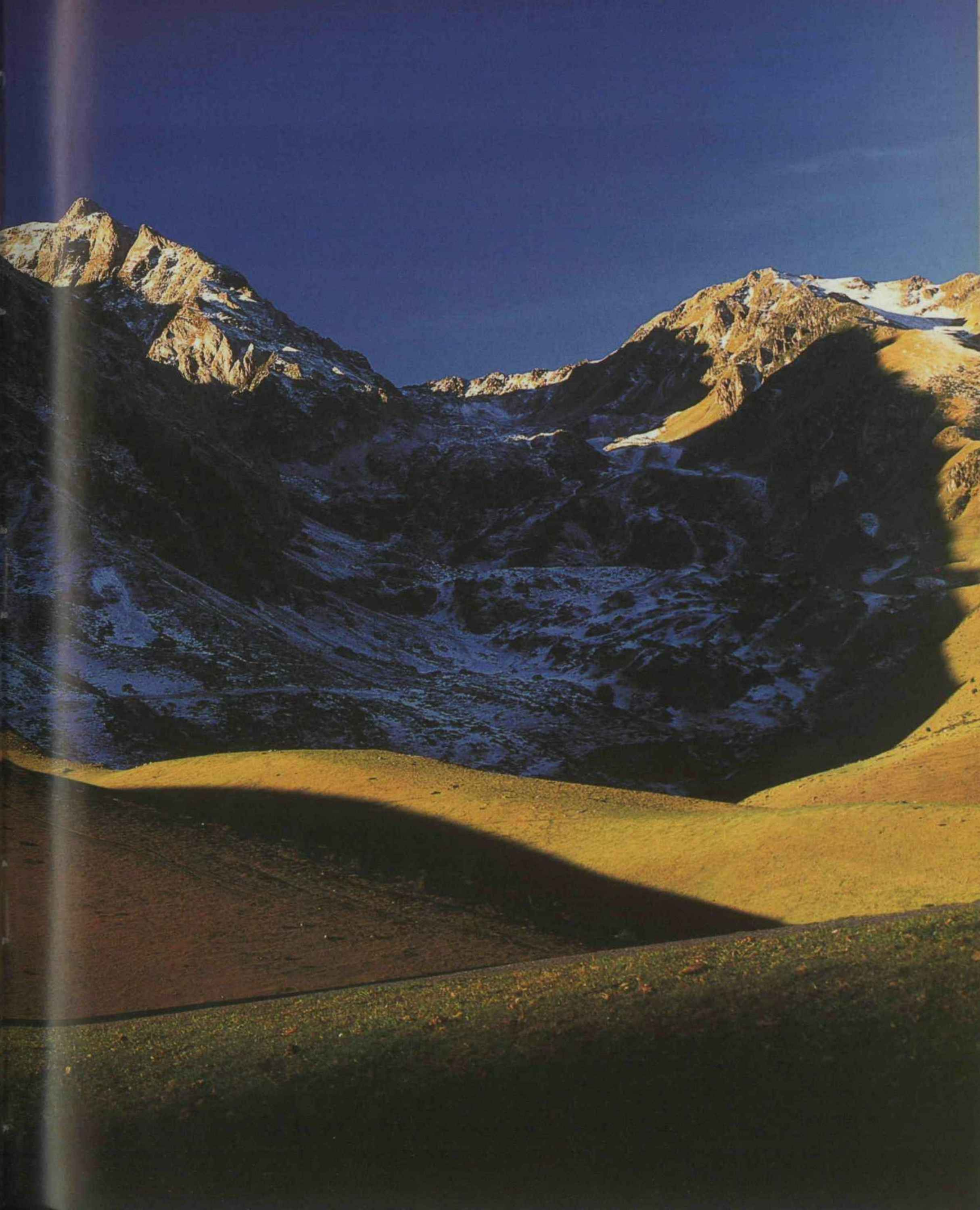




*Official fuel consumption: Urban 30.7mpg, Extra Urban 51.4, Combined 40.9


focus


focus



popularised by the Mondeo, power the Focus to 120mph-plus top speeds, again without compromising economy.

And there's an all-new 1.8-litre, direct-injection 90PS turbo diesel, combining a thumping maximum torque figure of 200Nm at just 2000rpm with excellent fuel economy.

On the European Combined Cycle, Ford Focus owners can expect returns of between 33.1mpg (2.0-litre) and 57.6mpg (diesel). Impressively, Ford Focus engines are 98 per cent cleaner than those in similar cars of just 10 years ago.

Low running costs aren't simply a consequence of good fuel economy. Service and repair costs play a big part too. That's why Focus has been designed for easy and rapid serviceability, with annual 10,000-mile service intervals. Modular construction methods for the galvanised, wax-injected bodyshell, allow a 12-year anti-perforation-warranty. This will not only simplify and speed up crash repairs: it'll help to make Ford Focus ownership costs the lowest in the class.

Handling and Comfort

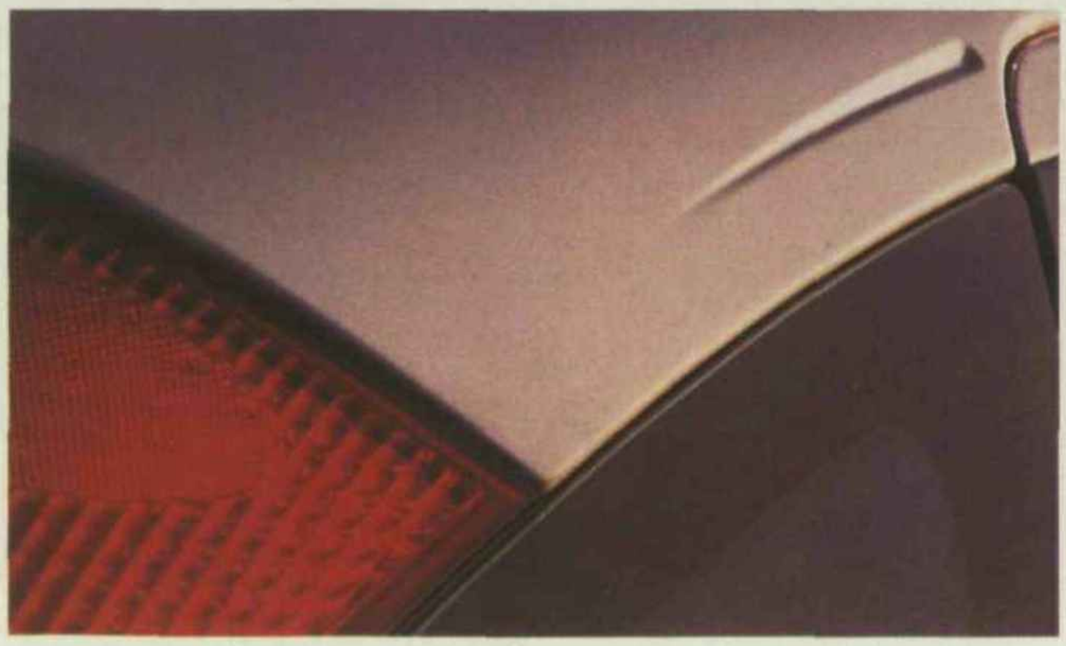
Do you ever get the impression that, for some manufacturers, designing and building a new car is, well, a bit of a chore? A brief to be followed, objectives to be met, hordes of accountants to dodge, directors to pacify, that sort of thing?

It wasn't like that on the Focus project. There were objectives, sure. Tough ones. Like making it the roomiest, most comfortable, most refined and most dynamic handling car in its class.

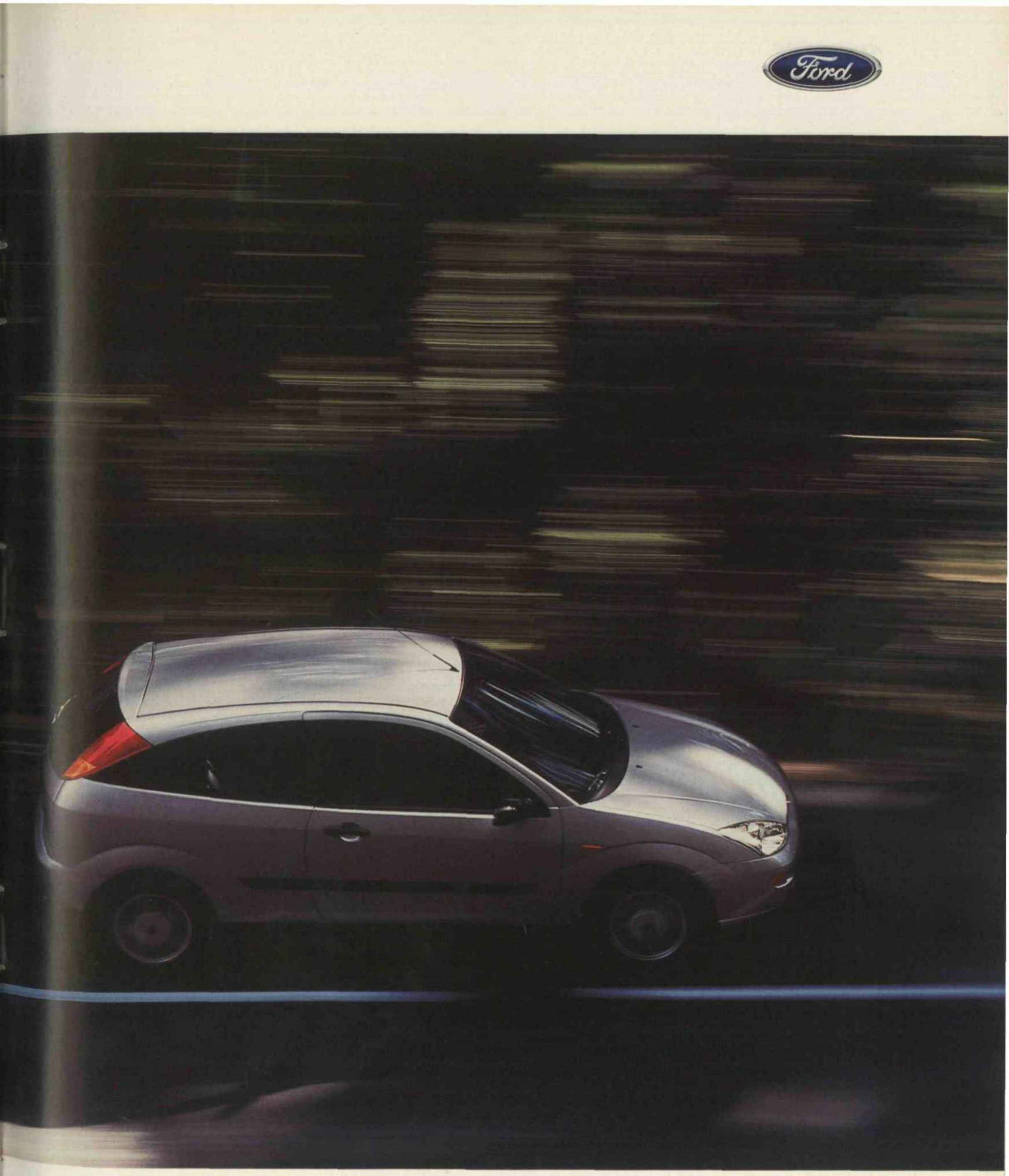
But overriding all those targets was one overall goal: to make Focus a rare treat to drive. There were few limits placed on ▶



In the old days you could have a practical but dull car. Or perhaps a dull and impractical car. Those days are over. Ford Focus has redefined the whole basis on which mass market cars are conceived, designed and built. Ford Focus brings driving excitement, flair, value, appeal and quality together in one unbeatable package.







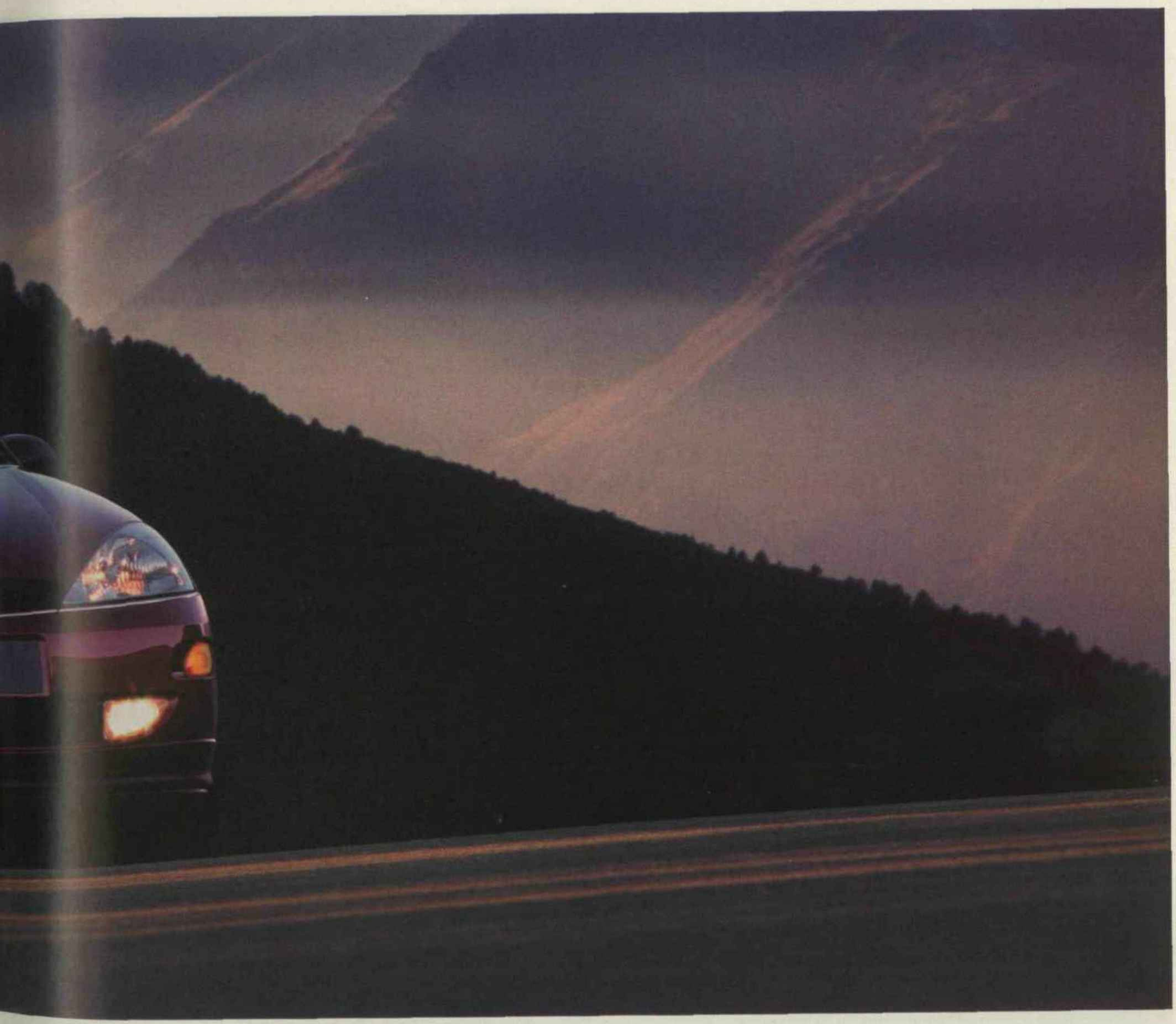


the design, or on the amount of encouragement and support given to the engineers. You could say it was a dream brief.

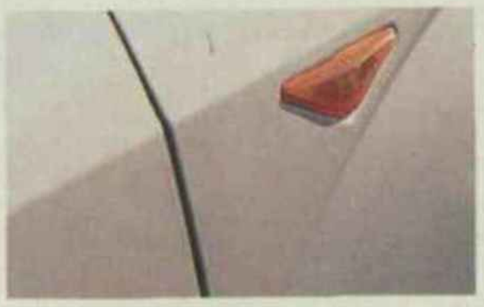
Still, even with carte blanche, the code to great handling wasn't easy to break. Admittedly, Ford engineers did have a head start from their experiences with Ka, Puma and Mondeo. One of the (many) keys for the Ford Focus was an ingenious new 'Control Blade' multi-link rear suspension system locked to an ultra-stiff body structure — easily the stiffest and lightest in its class, and a full 100 per cent stiffer than typical last-generation cars in the class.

Besides providing a rigid platform for the suspension and steering systems, that structural stiffness enabled Ford to optimise crash-worthiness and minimise noise, vibration and harshness (NVH). It also allowed precise window and door fits which, with special seals, minimise wind noise.

The next step was to cut down on friction. By eliminating excess friction, making control inputs linear and predictable and generating fluid, progressive responses in the Ford Focus powertrain and ride, Ford engineers have successfully established a new high-water mark for ride, handling, stability and comfort. Quick steering with finely-weighted power assistance and slick, positive gearshifting make the Ford Focus an intensely rewarding driving experience. An advanced four-channel anti-lock braking system provides new levels of driver reassurance. It will be available with integrated electronic brake-force distribution (EBD) and an improved Traction Control System (TCS). It also acts as the platform for Ford's soon-to-arrive Electronic Stability Program (ESP). Designed to help the driver restore stability in extreme situations, such as emergency lane changes on ice or snow, ESP is designed to electronically detect vehicle instability and apply stabilising forces through the anti-lock and traction control systems. ▶



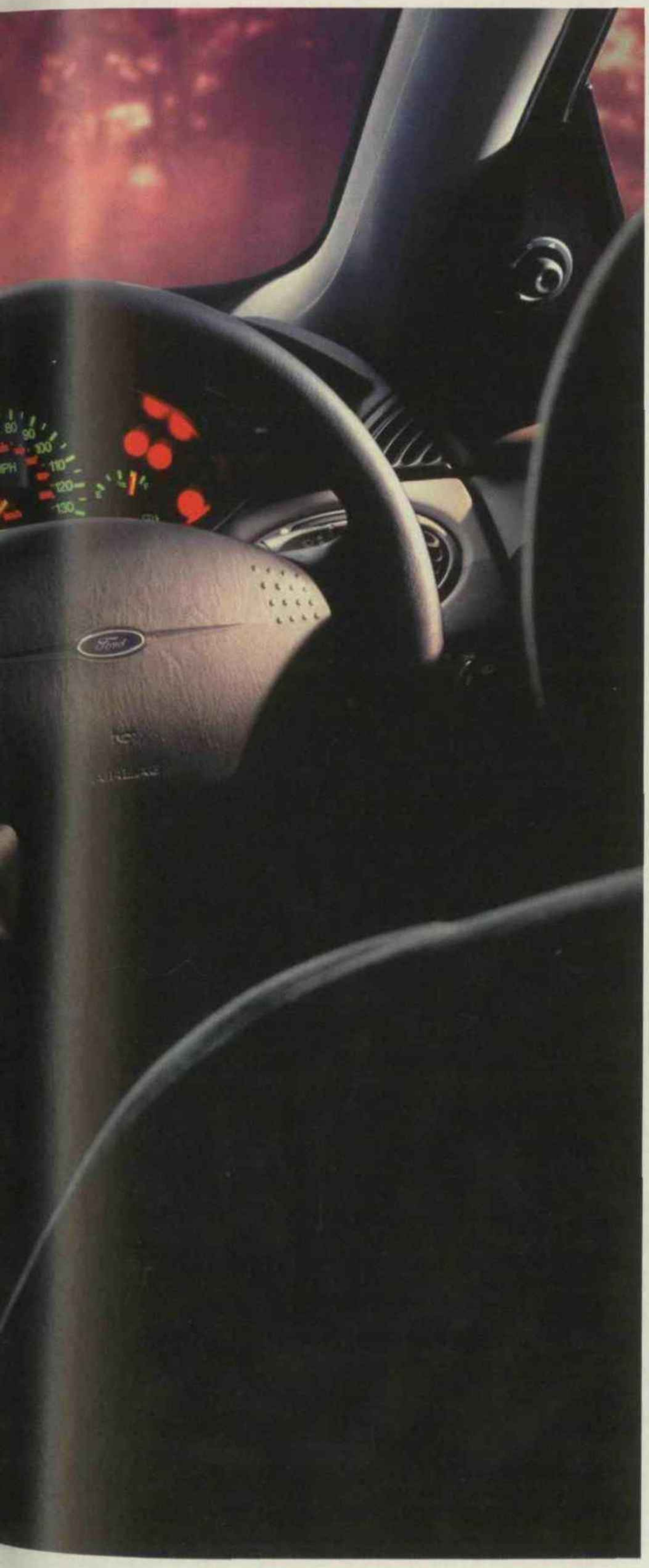






More logic: a bonnet that needs a key. Simple, effective, and yet strangely annoying — if your speciality is hot-wiring engines. Focus has lots of neat little features like that, thanks to a massive customer research programme which both validated Ford's own design process and filtered out all the 'nasties' motorists hated.


6000CD RDS EON
MENU
SEEK
TA
PTY
1
2
3
4
5
6
A/C



Size and Safety

Focus is 'dynamically' safe. Its chassis and suspension systems have been tuned for stability and controllability. The car's highly forgiving handling, allied to traction control working unobtrusively in the background, means that the Focus driver is always inside a comfortable 'bubble' of primary safety.

Should the worst happen, ultra-rigid safety cell and crumple zones provide interior compartment protection significantly exceeding (by 30%) current legislative requirements. Driver, passenger and new head-and-chest side airbags, are designed to minimise head injuries from side impact collisions. Advanced seatbelt systems, 'bounce back' power windows and ISOFIX child-seat attachments all go towards a secure passenger environment. Peace of mind doesn't end there. The Focus bonnet can be opened only by a key, preventing the bonnet from being opened from inside the car, virtually eliminating any possibility of 'hot wiring'. Fully shrouded security mechanisms and a self-arming immobiliser, render the car effectively dead unless the correct key is inserted in the ignition.



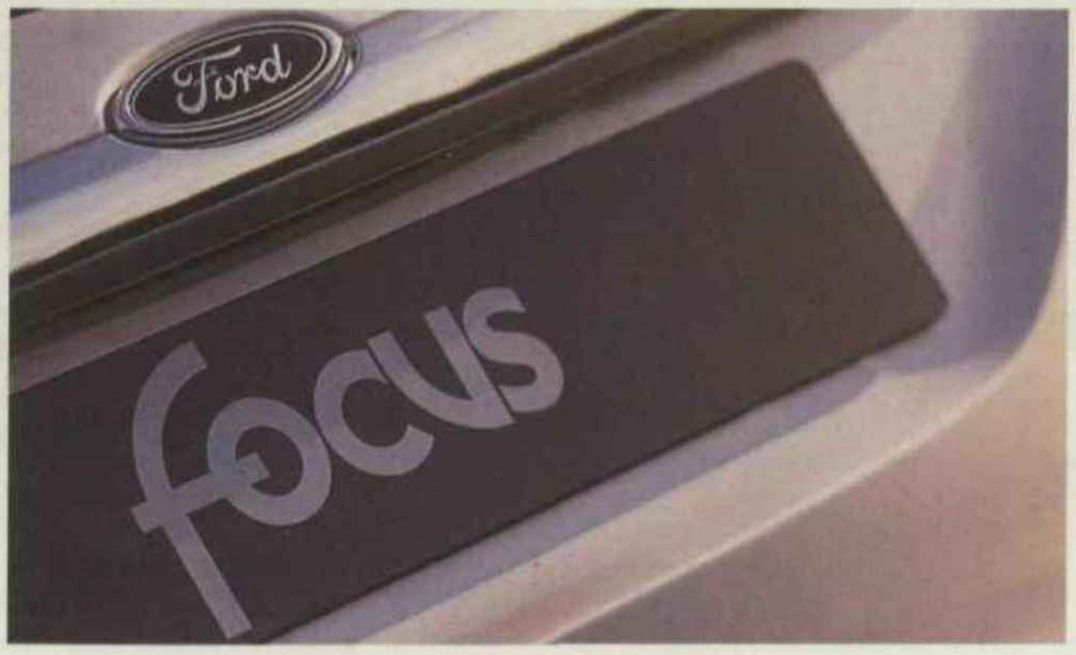
Design and Functionality

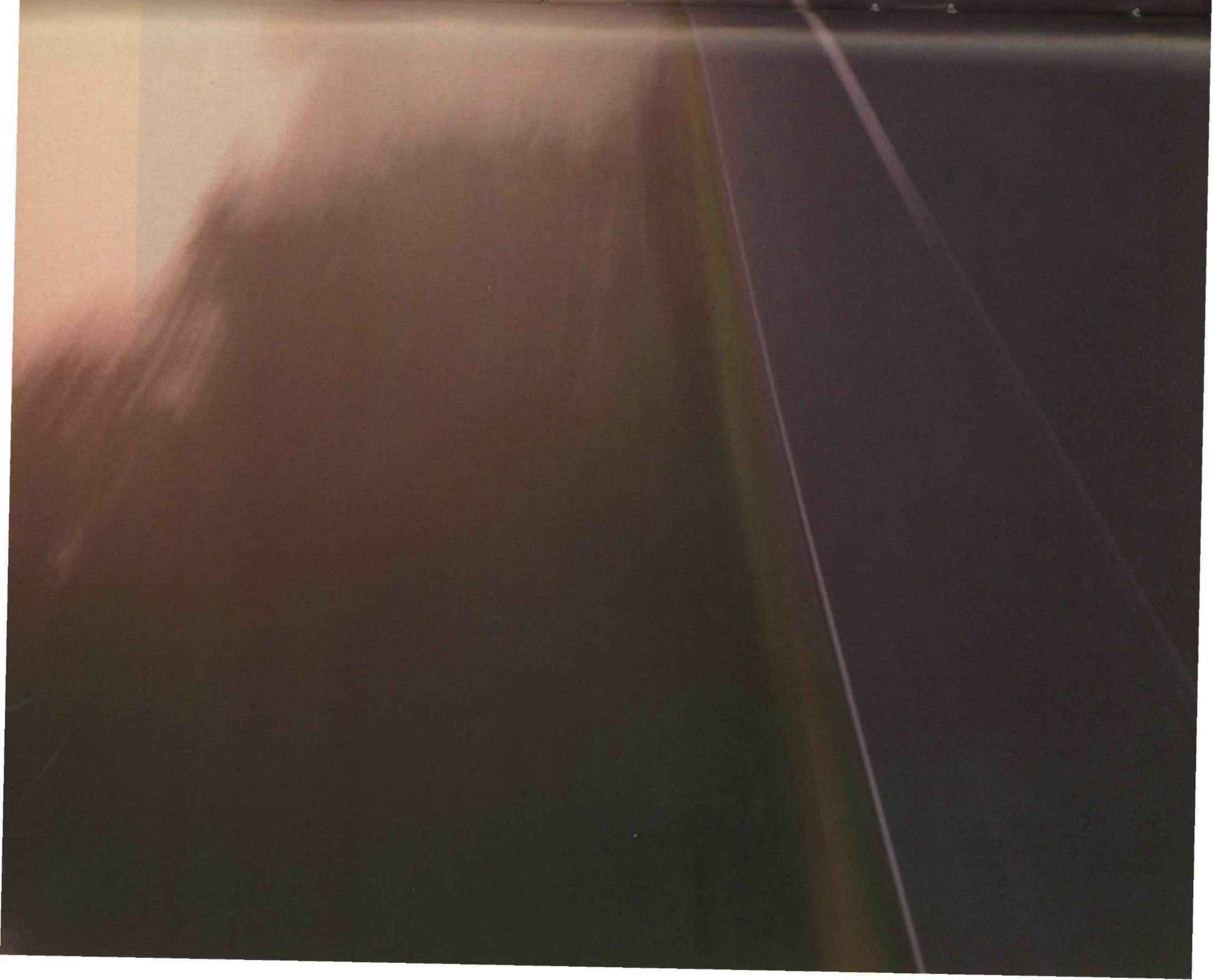
Ford's awesome computing power — equivalent to NASA's — enabled three-dimensional imaging software to design the passenger compartment, so that just about every shape and size of driver or passenger can find a comfortable seating position.

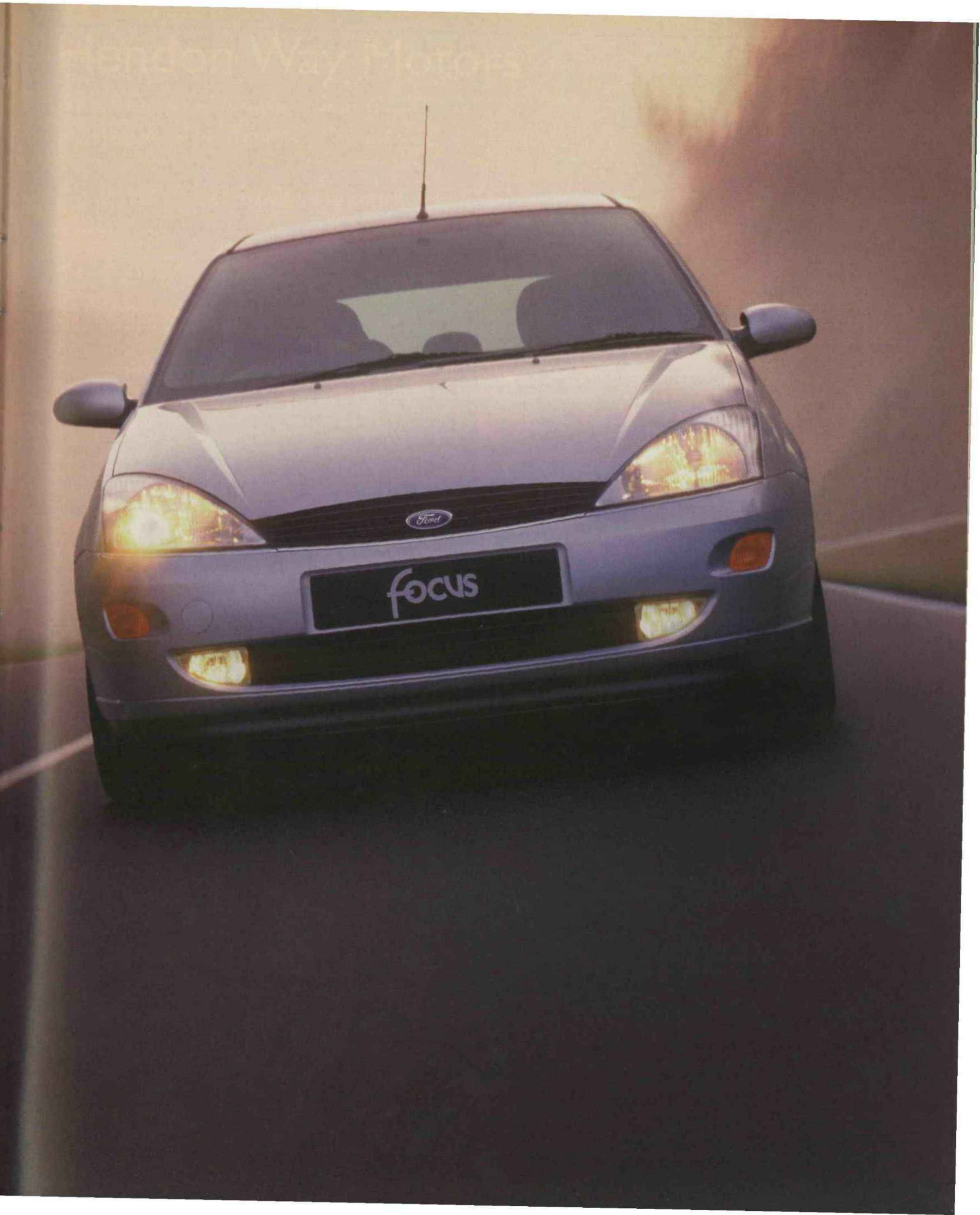
The skill of the ergonomist has been put to good use. Buttons and switches are shaped to the finger. The tailgate release is high on the instrument panel, enabling operation from inside or out without bending. Environmentally, Ford Focus is well ahead of the game. Recycled consumer goods have been used extensively in the manufacturing process — including denim jeans for sound-deadening. Ford Focus is over 85 per cent recyclable by weight.

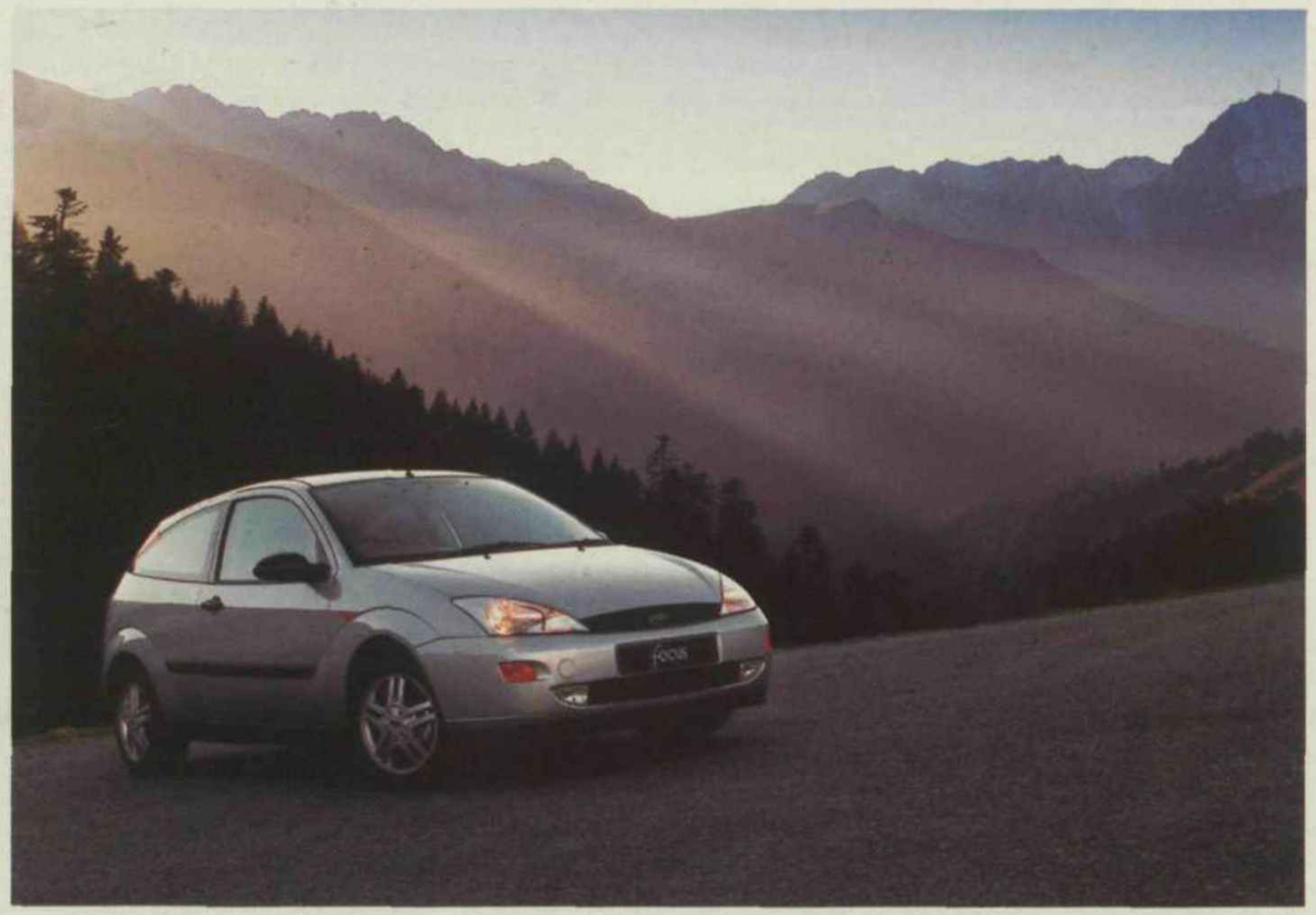
Ford Focus is 'the car the class has been waiting for.'

Ford Focus. Expect more.






Ford
focus



For more information on the all-new Ford Focus range, please call
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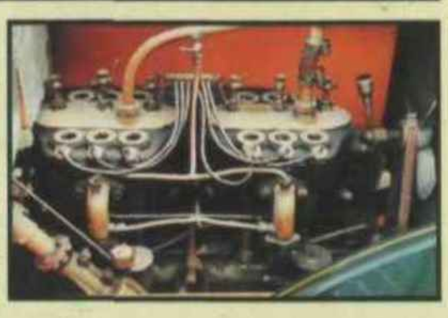
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Fax: 00 31 (0)570 670 027

The following cars are offered for sale on behalf of the museum.



1909 La Buire 6 cylinder



This large touring car is fitted with a 6 cylinder T head engine with 2 blocks of 3 of approx. 4 litre capacity. It has 4 pedals on the floor and a big oiler on the dashboard, shaft drive and full elliptic rear springs. The car came from the Malartre collection in Rochetaillee and is well known since the early 50's. It is definitely an older restoration, but it must be an ideal touring car with its strong engine and light body build by Ets. Decaulil of Lyon. Serie 3000, type A. Chassis number 3049, engine number 3046.



1902 Motobloc 2 cylinder 8 hp

This car is of an unique design, developed by Schaudel on behalf of the Motobloc company in Bordeaux, with its 2 cylinder inclined, transverse engine incorporating the gearbox. The earliest Mini in the world. The engine is an 8 hp twin coupled with a 3-speed gearbox and single chain drive on the rear wheels. The waterpump is systeme Panhard. The body is a rear entrance tonneau. This car also comes from the Malartre collection and is the actual car pictured in Georgano's encyclopedia. The condition is an older restoration, but presentable. Engine number 138.



Many other cars for sale. Part exchanges sometimes possible.

Please contact Tony Paalman or Jan Bruijn at the above address.

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B

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BENTLEY CONTINENTAL R, 1996, JB Special, black. Tel: 0181 7431599.

BENTLEY TURBO R, 1991, Brooklands green, 54,000 miles, FSH. Tel: 0181 7431599.

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BMW Z3, 1998 R, only 13,000 miles, Atlanta blue/black leather interior, electric everything, unique spec with boot lid spoiler, chrome pack inside and out, low insurance (catagory 1 Thatcham alarm), over 2 years full warranty left. Flared wheel arches, 17" roll spoke alloys, full BMW service history, CD player, £28,500. Tel: 0410 615091. Private sale.

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F

FERRARI ALL MODELS 90-99, to be sure of the best deals buying or selling, contact Tom Hartley, dealing nationally and internationally. Tel: 01283 762762.

FERRARI 355 BERLINETTA, 1995, yellow/black, FSH, 13k miles, just cam belt serviced, sports exhaust, CD, £67,750. Nick Cartwright Specialist Cars. Tel: 01629 56999/583287.

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FERRARI 328 GTS, 1988, ABS, red/crema, 26k miles, FSH, major service just carried out, concours condition, £38,995. Contact: Nick Cartwright Specialists on 01629 56999/583287.

FERRARI 328 GTS, 1989 G, red, magnolia hide, red carpets, air conditioning, ABS, full Ferrari history, 16,000 miles only and mint, £39,950. Tel: 01932 886866.

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G

GINETTA G16, full mechanical rebuild, prepared for long distance racing, full history, HSCC & FIA papers, £56,500. Tel: 01572 822006.
Email tnn97cj@aol.com

GINETTA G27, as featured in June KCI, zero miles, 2 litre pinto, twin 40 DCOEs, IRS version with disc brakes on rear, yellow with black hood, a very pretty car, registered and taxed, £12,500 ono. Contact: Roy Wooldridge on 01489 895906.

GINETTA G4 WANTED, for restoration, round or square tube, complete car also considered, please contact Rick Brown on 01222 764405.

J

E-TYPE CLEARANCE SALE. Space required. S2 4.2 Roadster, original RHD, complete, runs, unused for many years, requires work, £14,950. S3 V12 2+2 Auto, sound condition, £9,500. Offers considered. The E-Type Centre. Tel: 01827 373247 Midlands.

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JAGUAR XJRS, 1989, low mileage, Celebration model. Tel: 0181 7431599.

JAGUAR XJS V12 HE. Solent blue, 1987 E registration, 60,000 miles recorded by two owners from new. Jaguar service history, just had major service, new MoT, taxed, very good condiiton, £5,750. The E-Type Centre. Tel: 01827 373247 (Midlands).

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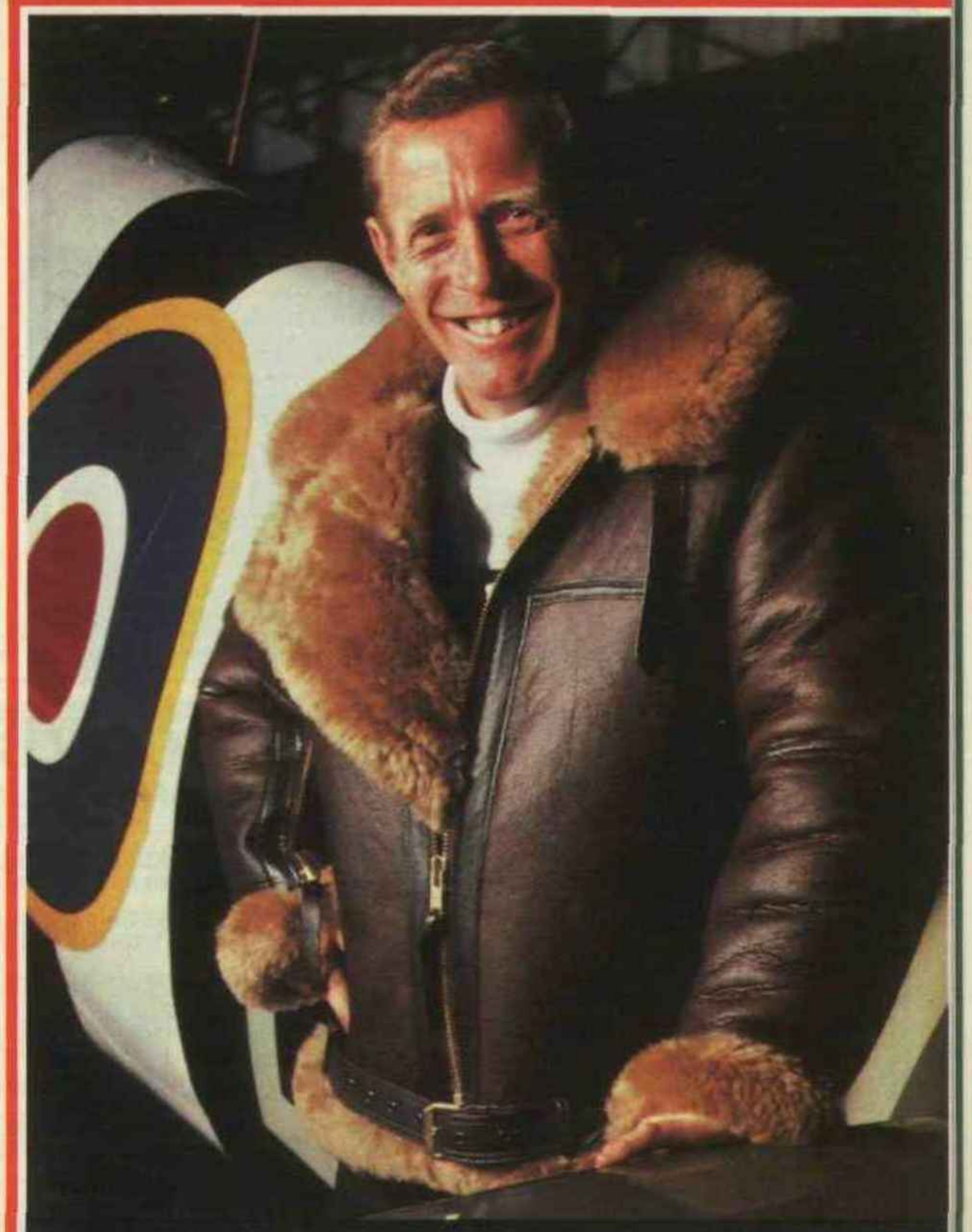
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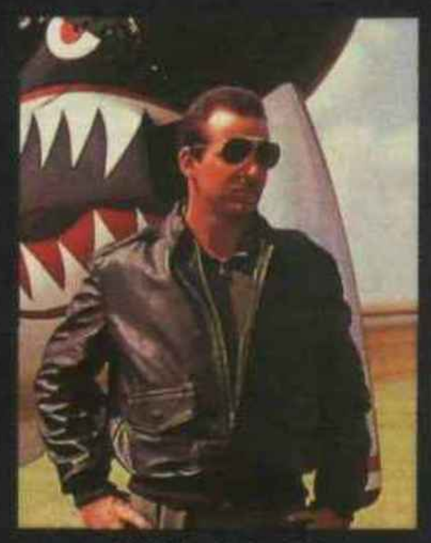
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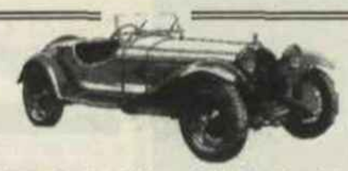
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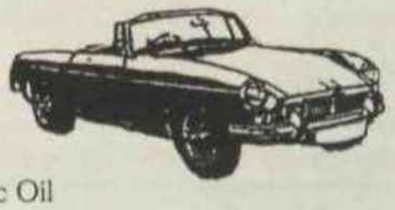
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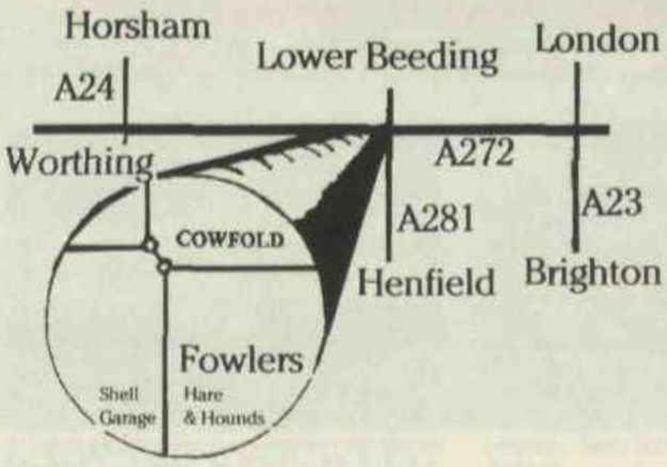
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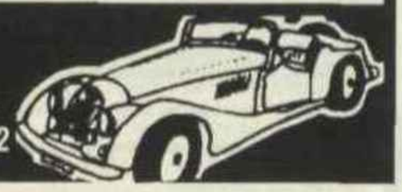
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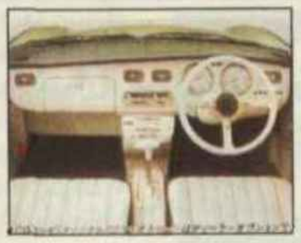


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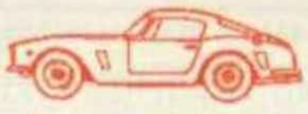


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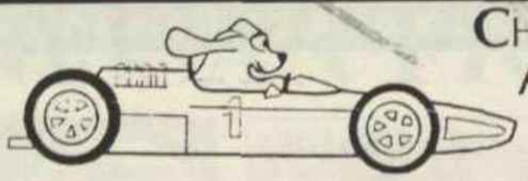
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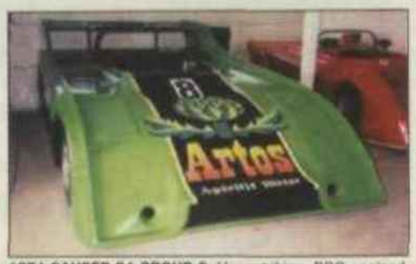
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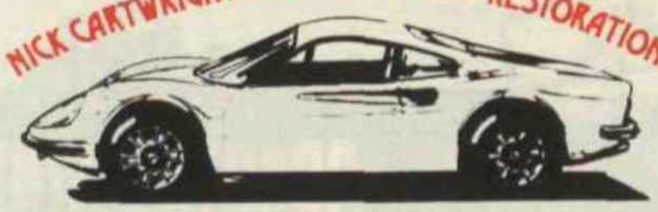


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1970 JAGUAR E-TYPE SERIES 2 FHC. Matching numbers UK RHD Series 2 FHC. British Racing Green paintwork with Barley interior. Chrome wire wheels. Stainless steel exhaust system. This car had one owner between 1982 & 1987. During this period the car was subjected to a very thorough process of restoration. Paintwork, panel fit, chrome work & trim repay close study & the under bonnet presentation is exceptional. The Series 2 FHC E-type is an under-rated car but it incorporates a multitude of engineering, safety & comfort improvements over the Series 1. These developments include larger bonnet air intake: twin fans; 3 pot calipers at the front; bigger brake pads all around; improved synchromesh; collapsible column; wrap around Bumpers; better lights; recessed switches & door handles; seats adjustable for rake. There is documentary evidence to support the mileage of 49,619. A very comfortable & practical sports car & rare indeed in this condition.

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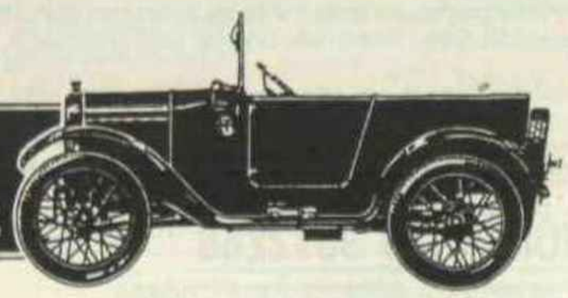
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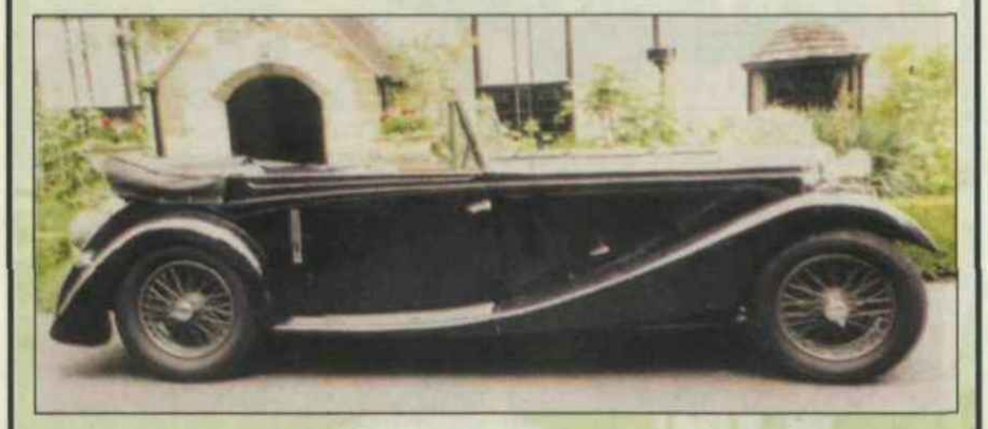
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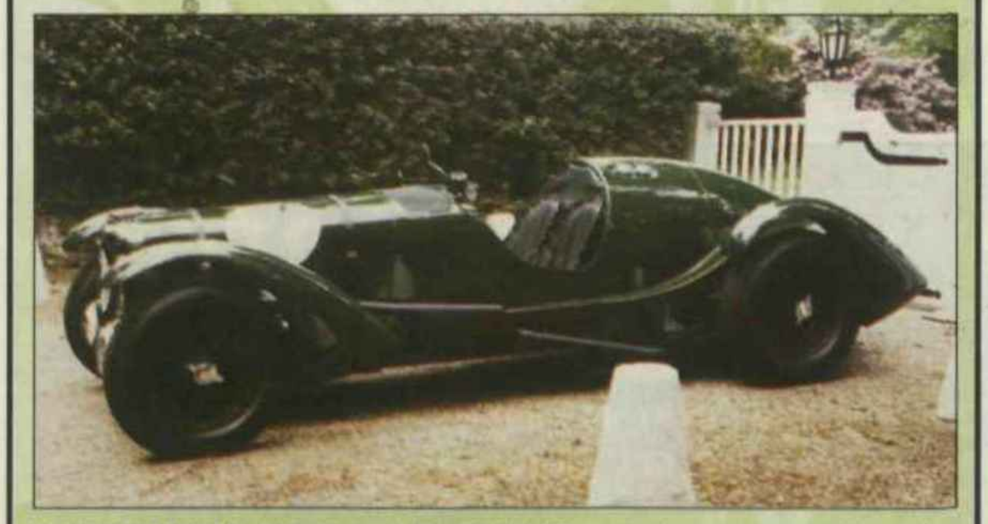
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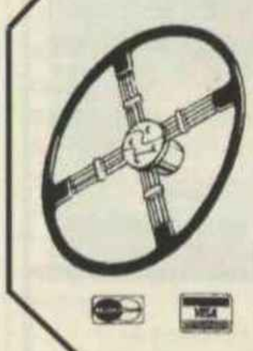


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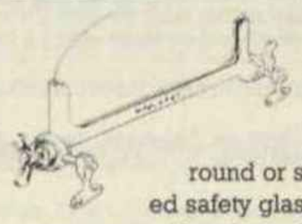
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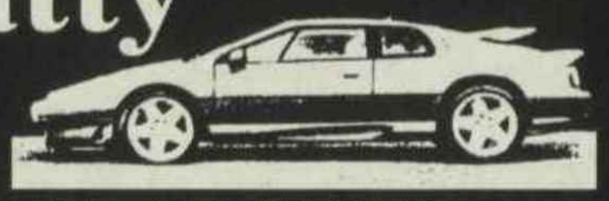
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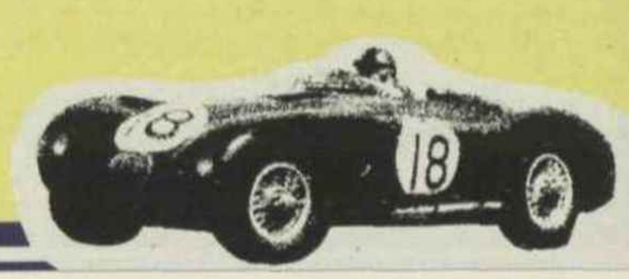
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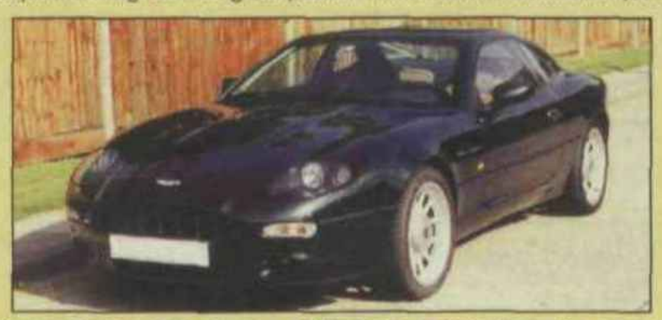
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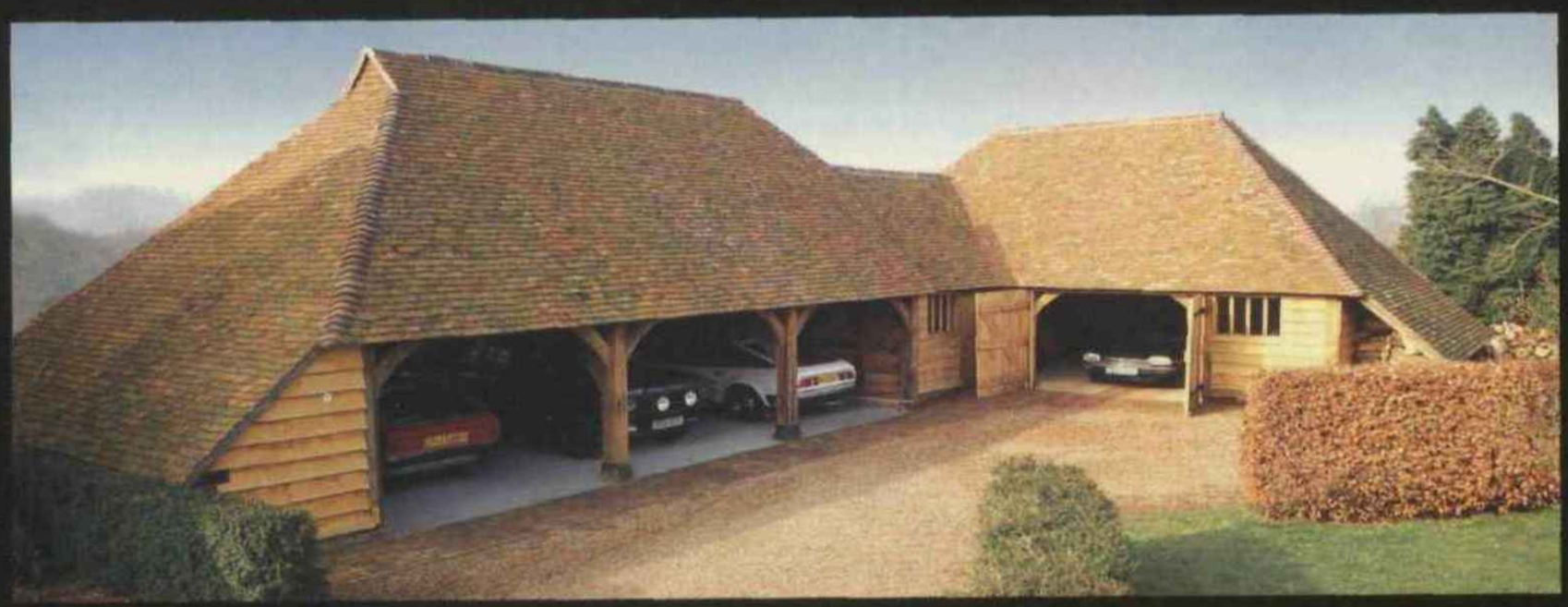
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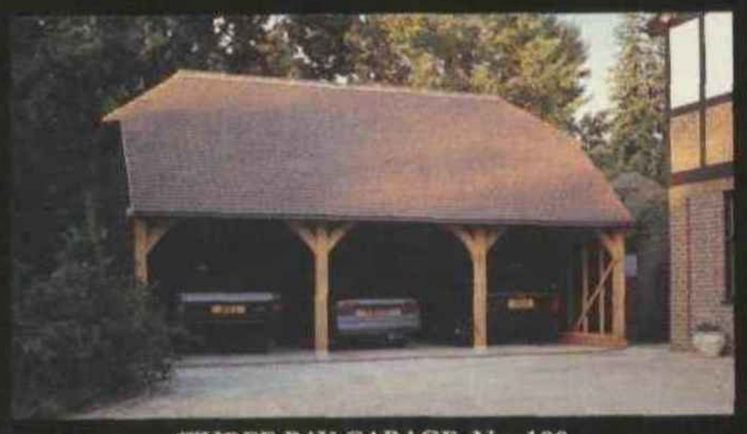
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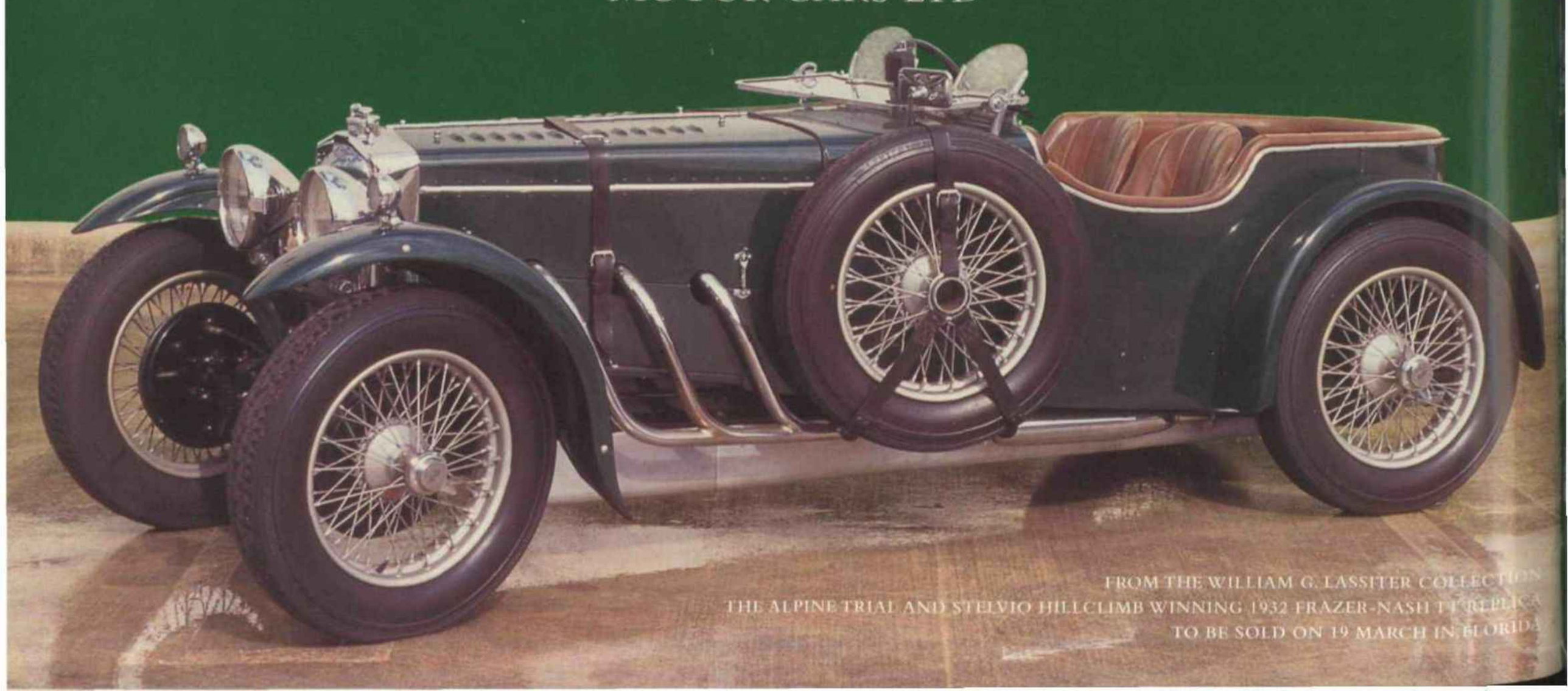
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