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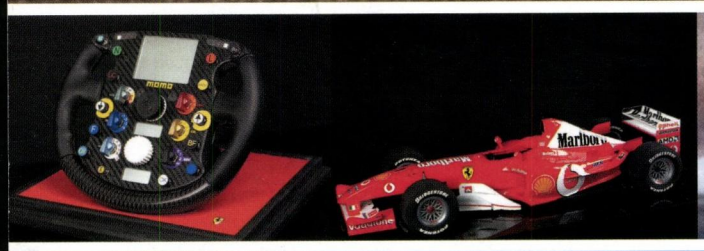
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editorial



IT'S ODD THE THINGS YOU REMEMBER. FOR INSTANCE, THE CAR THAT TOOK US there was a maroon Austin Maxi. Now here's the really odd bit. It wasn't ours, it was a friend's, yet I can still recall its registration number: FHE 340L. I was eight at the time. And it was about eight below zero. My father had stood me on a broken-off branch by way of insulation from the freezing ground. But the chill still got to me and I was poorly. And to compound it all, *they* were late.

And then they arrived. The first of them was Roger Albert Clark, barking BDA, Cossack hairspray and oversteer. I perked up no end. And then *it* arrived: the Lancia Stratos (see page 44). The photographer in front of us appeared to be as transfixed as I was, for only at the last minute did he realise that he and a large Swedish gentleman called Björn Waldegård were about to share the same bit of Yorkshire grass. He dived out of the way, corkscrewing mid-leap to somehow grab his under-attack camera bag.

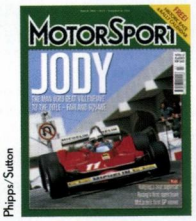
'The thrilling Ferrari V6 note rose in the distance. He burst into view. And spun. And spun again. Okay, so *he* had blown it on Harewood, second stage of the 1975 RAC Rally, but Waldegård had been clearly quickest.'

The huge crowd was still buzzing with the Stratos spectacle when some fool in an acid-green Saab trundled past. Where's Munari?

Here he comes. The thrilling Ferrari V6 note rose in the distance. He burst into view. And spun. And spun again. Okay, so *he* had blown it on Harewood, second stage of the 1975 RAC Rally, but Waldegård had been clearly quickest.

I waited almost two weeks for confirmation of this. *Motoring News* was duly bought and I flicked straight to the list of stage times. SS2 Harewood. Huh? Fastest, by a second... that guy in the Saab 96 was no fool. He was Stig Blomqvist. I realise now that a combination of slippery conditions and quite possibly the fastest front-wheel drive merchant of all time was a choice combination, and that Waldegård had probably worked wonders to keep within a second. But at the time I was dumbfounded. How could a Saab 96 V4 be faster than a Lancia Stratos? And how come Waldegård had not won the event when he had set fastest time on 44 of the 72 special stages?

Stratos never did win the RAC. But it had won me over; I was hooked. Today's WRC men and machines are impressive, but they lack that 'Harewood buzz'.



Phipps/Sutton

Jody Scheckter crossed-up at Long Beach in 1979

Paul Fearnley
Editor

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx TW11 8RT, Great Britain

E-mail (please include address): motorsport@haynet.com

The Editor reserves the right to edit all letters

BLACK SHEEP OR A WHITEWASH?

SIR,

I wonder how many other MOTOR SPORT readers were disgusted by the recent programme about Dick Seaman on Channel 4?

The contributions from Doug Nye, Chris Nixon, John Aldington and John Surtees were fine in themselves – but *not* in the context in which they were used. The programme was trying to make out that Seaman was a black sheep of motor racing – and the views of the contributors appeared to be presented as if they were supporting that stance. They must have been horrified when they saw it broadcast.

There was no mention in the programme of the Delage that Seaman drove in 1936 – though there were plenty of pictures of it – or of dear Giulio Ramponi, his engineer. There were, however, magnificent shots of the 1939 Belgian Grand Prix at Spa, which I had not previously seen.

Much more could have been made of Surtees, being the only person to be interviewed who has ever driven the monster that was the Mercedes Silver Arrows. The factual inaccuracies it is better, perhaps, not to list.

What a sad waste of time, money and effort.

PETER WHYBROW, AMPTHILL, BEDFORD



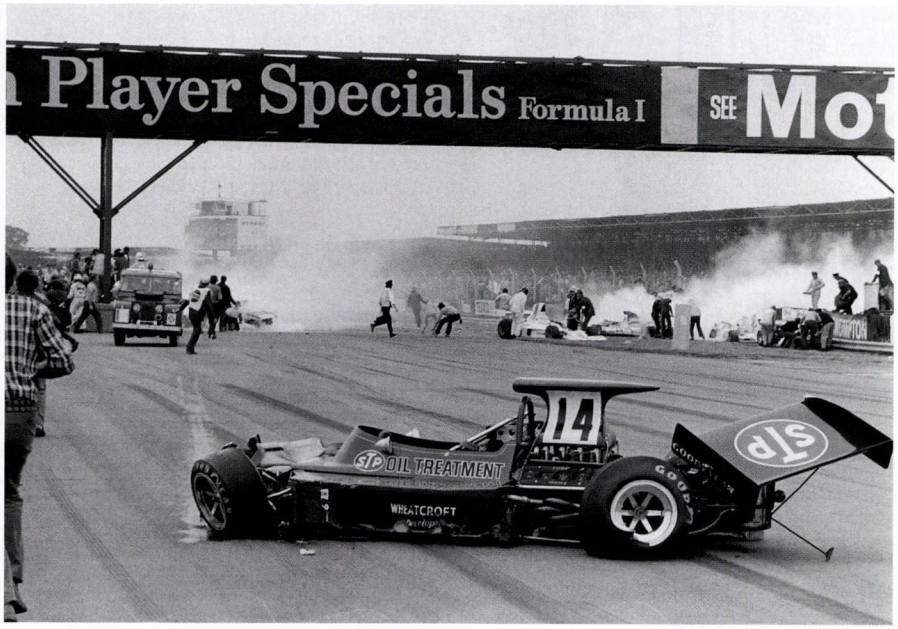
LAT

Seaman: unfair telly?

STAR LETTER

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Nine F1 cars, three tin-tops and a pan of sausages kept the Woodcote marshals busy at the '73 British GP

BANGER RACING

SIR,

My recent acquisition of Andrew Kitson's superb print of Ronnie Peterson's Lotus 72 at the exit of Woodcote during the 1973 British Grand Prix has brought back some of my marshalling memories.

I was a marshal in the days when the flagging team was organised by dear old Monty Terrel, chief flag marshal for the British Racing & Sports Car Club at Brands Hatch, ably assisted by Colin Holdorn.

We all signed-on comeThursday morning and I was put on Woodcote Corner's advance post. Looking back we were right in the thick of things. Practice went fairly smoothly, but we were surrounded by chaos on grand prix day.

First, there was the horrendous saloon car crash, up track from us at Farm, that included Gavin Booth (Mini), Dave Matthews (Lindrick Finance Racing Capri) and Dave Brodie (Reeves Escort) and ended in serious injury. No sooner had this been cleared up than we were into the grand prix.

Down track from us, rising star Jody Scheckter caused one of the biggest accidents ever seen. The car damage on the pit straight was immense (the whole Surtees team was destroyed), but remarkably the only injury was the broken ankle of Andrea de Adamich, who had taken avoiding action and hit the lower supports of the *Motor* bridge.

All these incidents were thoroughly reported at the time, but there was a lesser-known problem that our fire marshals had to deal with that day.

During the lengthy clean-up operation that followed the shunt, we heard a muffled explosion from the spectator bank midway around Woodcote. People scattered, and after the marshals had extinguished the small blaze that followed the bang, we discovered that a spectator, using the delay as his lunch break, had been frying sausages on a camping stove. We think he'd changed the gas canister without checking how much fuel was in the old one!

So much happened to us over the course of that weekend... yet it's the sight of a hardly damaged gas stove, complete with sausages in a frying pan, totally covered with a mixture of powder and foam that will live with me forever.

Oh by the way, Peter Revson won the GP.

FERGUS WATLING, SUFFOLK

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SPECIAL REQUEST

SIR,

The news concerning changes to the Goodwood Revival brought to mind a thought I had several years ago when Lord March started the event. This concerned a class catering for the Specials which constituted a large percentage of the entries at Goodwood and many other tracks around the country. I believe there are enough Specials – Riley, MG, etc – to make for a very interesting field.

Many of the current or late manufacturers started as Special builders: Healey, Allard, Cooper, Lotus and others. A race in tribute to the cars built and entered by the sometimes impecunious but always enthusiastic Special builders would not only be justified, but probably welcome to many owners – and spectators.

CHARLES TREEN, PULBOROUGH, WEST SUSSEX

* * * *

COLLINS DISPATCHED

SIR,

I'm sure I won't be the first to ask this: why was Peter Collins only 'Mentioned in Dispatches' in January's *20 Greatest Sportscar Drivers* feature story?

In the heroic age of sportscar racing, he won the Buenos Aires 1000Km, Sebring 12 Hours, Goodwood Nine Hours, Tourist Trophy, Targa Florio and Supercortemaggiore at Monza (in which he became the first driver to lap the track at over 200km/h in a sportscar). He was second at Le Mans (twice), in the Nürburgring 1000Km (twice) and in the Mille Miglia – an event he should have won in 1957.

Collins is always overlooked in Formula One, too – something else that baffles me.

JOSH DOVEY, JOHANNESBURG, SOUTH AFRICA



Collins and Phil Hill win 1958 Buenos Aires 1000Km

BORDERLINE GEOGRAPHY

SIR,

I'm afraid that Garmisch-Partenkirchen, mentioned in *This Month in 1929* in the February issue, is not in Austria as stated. It is some 60 miles south of Munich – close to the Austrian border but still in Germany's southernmost state, Bavaria.

The site of the ice race, with an Austro-Daimler and Bugatti pictured, is most likely the Eibsee lake directly at the bottom of the Zugspitze, close to the village of Grainau, where Hans Stuck Snr lived and his son Hans-Joachim was raised.

The Eibsee was a popular venue for a number of ice races (sometimes combined with an air show) before WWII. In fact, it was used in the post-war years, too, the last race being held some time in the 1970s. Nowadays, however, the weather is hardly ever cold enough to allow this exciting form of the sport to take place.

I am a Garmisch native who lives and works in Munich. I have been a MOTOR SPORT subscriber for more than a year now and I must say that I look forward to every issue. The modifications you have made recently are very attractive.

VALENTIN KRAEMER, GARMISCH, GERMANY

Continental Notes

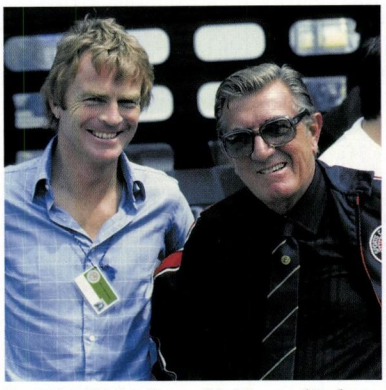
JENKS ON F1, 1982

ONE THING ABOUT THE WORLD OF FORMULA ONE is that you do know where you stand: nobody tells the truth, decisions that are made can be revoked and a statement of clarification is invariably made to fog the real issue. If in any doubt at all, then form a new committee and give it a title with initials that can be pronounced as a word.

'A statement of clarification is usually made to fog the real issue'

But it is all good fun and none of it should be taken seriously; it is all part of the scene to keep people interested. As Max Mosley said at Hockenheim one year when everyone was getting uptight, 'Don't worry, at the end of the day nobody is going to get shot.' What he did not mention was that at the end of the day somebody was going to lose some money and someone else was going to make some – and to some people that is more important than whether they get shot.

After the drivers' strike at the South African Grand Prix, the GPDA (Grand Prix Drivers' Association) was disbanded. In its place was formed PRDA (Purdah!), which stands for Professional Racing Drivers' Association. In the USA there also exists a PRDA, but this stands for Polish Racing Drivers' Association. To qualify was simple: you did not have to be Polish and you did not have to be a racing driver. I believe our features editor, Alan Henry, was made a member! – **Yours, DSJ**



Phipps/Sutton

Fe, FISA, FOCA, fum... it's Max and Balestre



Campbell scoots around with his beloved Bluebird

DONALD CAMPBELL

SIR,

My enjoyment of Gordon Cruickshank's kind review of my book *Donald Campbell – The Man Behind the Mask* in the February issue was tempered by Bill Boddy's allegations which impugn my professional standards by suggesting that the book seeks to debase Campbell in any way.

The three-page serialisation that appeared under my name in the *Daily Mail* was very much like the track on which Campbell was forced to run at Lake Eyre in 1964: good in places, but mushy in others. I recognised some of what I wrote in the book in the *Mail* story; the rest was invented by a ghost writer who chose to take a particular slant in tabloid style. Such is the way of these things, over which the author has no control.

Because I worked for MOTOR SPORT's sister publication *Motoring News* for 14 years I'm disappointed that WB, a fellow LSR historian, is not more familiar with my true style and beliefs.

Congratulations on the otherwise excellent standard to which you have raised the magazine.

DAVID TREMAYNE, HARROW

I have read David Tremayne's books and articles; I was thus all the more disappointed to see his name over the *Daily Mail* serialisation. Surely, to safeguard his 'true style and beliefs' he would have had these deleted or the project abandoned?

I had great respect for Donald Campbell. When the press and PR people became impatient at Coniston Water before his final WSR runs, MOTOR SPORT reminded them that it was Donald who had to get into *Bluebird*, not them. – **WB**

* * * *

FERRARI'S ICKX FACTOR

SIR,

I would like to add something to your fine articles about Jacky Ickx in the January and February issues of MOTOR SPORT. One has to notice that Ickx is the most successful Ferrari driver between 1950 and '99. He is only overshadowed by the still-active Michael Schumacher.

Ickx only spent four-and-a-half seasons with Ferrari, and although he didn't secure the Formula One title in that time, he did win seven F1 races (including the 1971 Jochen Rindt Memorial Race at Hockenheim) and nine sportscar events.

During his spell at Ferrari he almost added to his record tally of Le Mans wins; he and Brian Redman led the 1973 race until only 30min from the finish.

In fact this race, which was a classic duel between Matra and Ferrari, might be a very good subject for MOTOR SPORT to cover some time in the future. Ickx, Redman, Arturo Merzario and Henri Pescarolo are still around, so...

KRISTIAN FREDERIKSEN, GENTOFTE, DENMARK

* * * *

LOCKHART V16 RAN AND RAN

SIR,

Congratulations on the great Frank Lockhart article in a recent issue of MOTOR SPORT (*Genius versus Destiny*, January 2004).

It is worth recording that the 3-litre V16 engine from Lockhart's record car was used in a locally made frame to compete in US oval racing in 1938. And in '39, Bob Swanson's Sampson Special was the third-fastest qualifier (129.471mph) for the Indianapolis 500. He failed to finish, but he was sixth the following year, while Deacon Litz recorded a DNF in '41. The car ran again at the Brickyard, in '46 – Sam Hanks qualifying on the outside of the front row – but it did not finish once again.

By the way, Harry Hartz in a Miller was the 1926 AAA champion despite Lockhart's success at Indy. And Lockhart was born in 1903, not '08.

SIMON MOORE, LONDON

* * * *

POUR LA GLOIRE!

SIR,

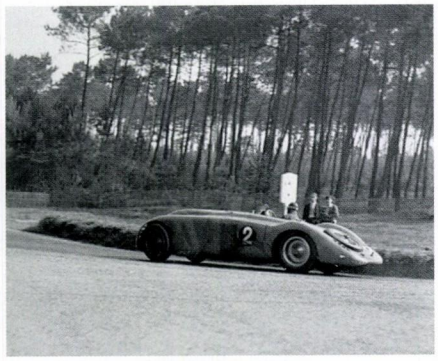
I am reminded to comment after reading your excellent article (*Liberté, Egalité, Velocity*, January 2004) about the Bugatti T57G driven to victory by Messrs Benoist and Wimille at Le Mans in 1937.

I have noticed that the memorial to Robert Benoist (on the back of the grandstand next to the Tribune) has disappeared. It was a fitting tribute to a great racing driver and brave Resistance fighter.

The words upon it were clearly written before political correctness took over modern Europe. The plaque read: *Fusilé par les Allemandes.*

What an excellent reminder that racing drivers put their lives on the line for freedom as well as for speed.

CHARLES NEWSOME, LONDON



both: LAT

The victorious Bugatti T57G at Le Mans in 1937

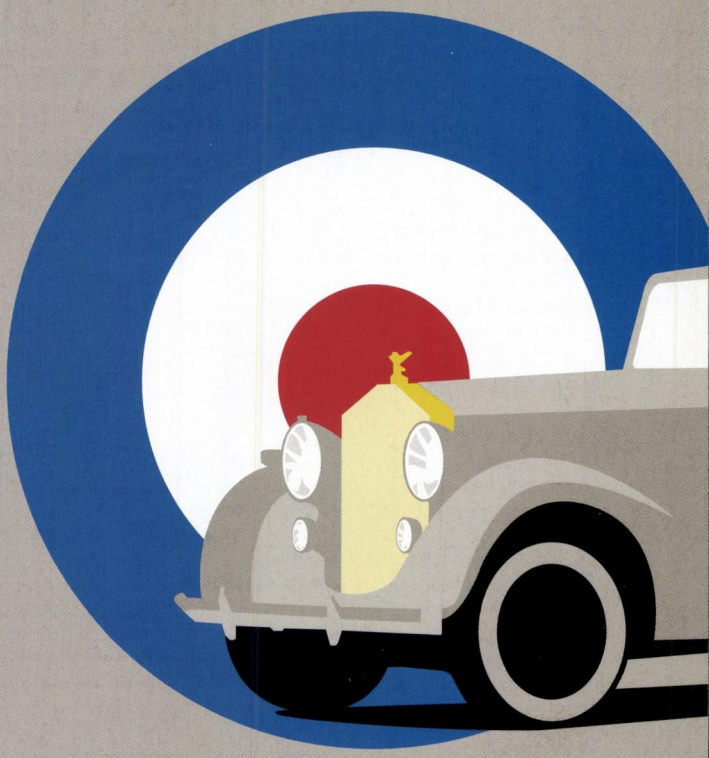
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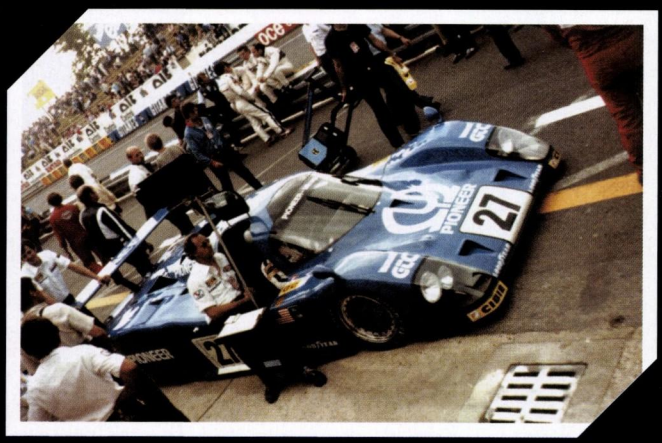
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British Car Auctions

YOU WERE THERE...

ANOTHER CHAPTER IN THE SERIES FOR AMATEUR MOTOR RACING PHOTOGRAPHS CONTRIBUTED BY OUR READERS. THIS MONTH'S SELECTION TAKES US TO LE MANS, SILVERSTONE, SEBRING AND SPA-FRANCORCHAMPS



Team manager John Horsman perches on the Mirage M12's sill in practice

THE ANDRETTIS WERE UNCEREMONIOUSLY SLUNG OUT OF THE 1982 LE MANS JUST hours before the start – because the oil cooler on Harley Cluxton's Mirage M12 GpC car was deemed to be in the wrong place. Mario and Michael were furious, but Jean-Paul Montupet was pretty miffed, too. He was a guest of his friend Cluxton and the Grand Touring Cars team, and took these pictures. Born in Paris, Jean-Paul was a regular spectator and amateur snapper at French meetings in the 1960s, but moved to the USA not long before these pictures were taken. In June 1982, he stayed with the team at the Hotel de France in La Châtre – the traditional Le Mans base of the legendary John Wyer who, though retired, was also with the squad.



Cluxton (left) looks on as Mario checks the practice times in the local paper



Legendary team boss John Wyer (right), by then retired, was a guest of GTC



Mario and Michael (at the wheel) in deep discussion in the Le Mans pitlane



Mario in the hot seat of the DFL-powered, Howden Ganley-penned M12

WE NEED YOUR PHOTOS

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see postal address on page 4). We suggest that where possible you keep hold of the negatives and send prints to us – and we, of course, undertake to look after your treasured items and return them safely after use.

YOU WERE THERE...

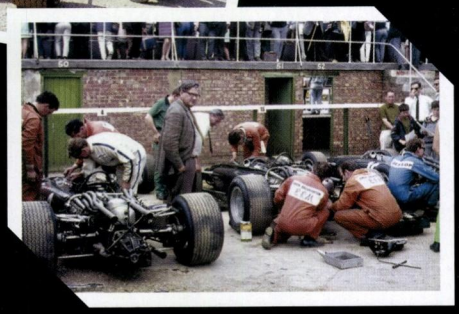


Jo Siffert's Rob Walker Lotus 49

GRAHAM HILL'S STIRRING DRIVE THROUGH THE field in the 1960 British Grand Prix at Silverstone grabbed 15-year-old Rob Palmer's attention. He also remembers getting free entry to two practice days at '60s GPs included in the price of a South Grandstand ticket (35 shillings) and sneaking over to the race control hut to acquire duplicated copies of practice time sheets. Those paddock visits also brought the opportunity to snatch some snaps of stars and team members. In '67, he took a shot of the BRM team in action in the paddock – Mike Spence, who died while testing at Indianapolis the following year, leaning into his car and a sports-jacketed team boss Tony Rudd supervising. In '68, he caught Bruce McLaren and Piers Courage (both to die in racing cars two years later) chatting, while his '69 snap is of the extravagantly winged Rob Walker Lotus 49 driven by Jo Siffert, who was killed when his BRM crashed at Brands Hatch late in '71. Vivid and poignant memories.



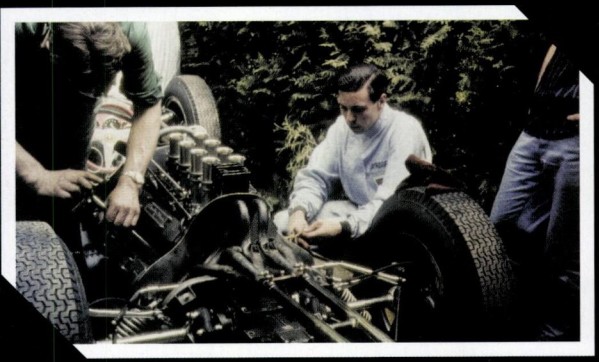
Left: McLaren (in the M7A) has a chat with Piers Courage. Below: Tony Rudd oversees BRM team



A CHANCE ENCOUNTER WITH JIM CLARK ON A GARAGE FORECOURT near Stavelot provided a fantastic memory for Hein Van Uchelen. It was 1962, when the Scot was driving the innovative monocoque Lotus 25. It had already shown its speed, but not yet the reliability to win. When Hein saw (and photographed) him at the garage, Jim was working with his mechanics on the Coventry-Climax V8. The original unit had blown in practice and a new one was sent out from the UK. A little later the engine was fired up, Clark clambered aboard, donned goggles, and drove off up the public road for a test run. Before long the 25 was back and Jimmy was indicating to the team that all was now well. Later that day – despite spending the first few laps putting in the practice he'd missed due to the engine woes – Clark and the 25 won the Belgian Grand Prix. It was the first of 25 grand prix wins for Jim – and the first of 14 for the 25.



The Alfonso de Portago/Jim Kimberly 857 Monza at Sebring in 1956



Clark lends a hand as the 25 gets attention on a Stavelot forecourt...



Scuderia Ferrari at Sebring in 1956 with two 860 Monzas and an 857



... and then sets off on an impromptu public-road test run near Spa

JACK WILKENING HAS WORN OUT THREE 35MM CAMERAS TAKING RACING pictures. These shots were taken at Sebring in 1956, with one of those hard-working devices: a Bolsey. The number 17 Ferrari 860 Monza driven by Juan Manuel Fangio/Eugenio Castellotti won that year's 12 Hours after a battle with the Mike Hawthorn/Ivor Bueb D-Type Jaguar. After the Jag retired, the number 18 860 Monza finished second in the hands of Luigi Musso/Harry Schell. The 857 (19), driven by Alfonso de Portago/Jim Kimberly, retired because of an engine failure after 137 laps. Jack kept on snapping and later competed himself. He became a member of the Sports Car Club of America in '61 and campaigned a Lotus Eleven through the 1965-67 seasons. The passion for all things Ferrari so evident from these shots also developed, and Jack has been a member of the Ferrari Club of America since 1971.

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The 'voice of the sport' speaks out on muddy men on muddy bikes, crazy Norweigans in muddy cars, muddled-up phrases and mislaid tortoise mascots. If we're not very much mistaken, it's Murray Walker...

For sheer entertainment value, what is your favourite branch of motorsport?
Andy McCafferty, County Down
Motocross. Motorcycles were my first love and I commentated on scrambling for the BBC and ITV. To see motorbikes going flat out across rough ground and flying through the air is extremely spectacular. Plus you can see the rider hard at work. In terms of four wheels, it has to be Formula One; it was a privilege to be so closely involved with it.

If you could combine any driver in history with any car from history, who and what would you choose?
Tim Little, Northampton
I think that Tazio Nuvolari in the 2002 F1 Ferrari would be worth watching. For me, he is the greatest driver who ever lived. Some people say that you can't compare drivers from different eras, and I understand their viewpoint. But can you imagine Nuvolari getting in Michael Schumacher's Ferrari and not driving the wheels off it? I can't.

What is your outstanding memory from the Donington grands prix of 1937 and '38?
David Scully, London
I was lucky enough to attend both races. A friend of my father's, a man called Joe Goodhouse, held the German distributor rights for MG. Whenever the German teams raced in an English-speaking country, Joe came with them to act as interpreter. As a result of this, although I was not an official member of the German teams, I was given privileged access to them: I stood next to Nuvolari and Caracciola, my mouth agape. The speed of those cars, the professionalism of those teams were light years better than what we were used to seeing. It was like getting a jet of ice-cold water in your face.

I only have one regret from those races. Auto Union handed out some little tortoise mascots, just like the one Nuvolari wore, and I got one! But I've since lost it. I would give my back teeth to find another.



An impressionable, teenage Murray met the German stars in '37



Rallycross star Martin Schanche kept commentators on their toes

Which was better: Donington in 1937 or '93?
Owen Thomas, West Sussex
Without a shadow of doubt it was 1993. When the Germans teams came they gave a fantastic demonstration of superiority against pedestrian opposition. But when Senna won the European GP, he gave a demonstration the like of which has rarely been seen of how to beat superior cars.

What is your best rallycross memory?
Brian Steele, Hampton Wick
Martin Schanche. He was an unbelievably fast driver, a brilliant engineer who built cars that were way better than his rivals', and a fantastic showman. I knew that wherever Martin was on the track there would be some great action going on.



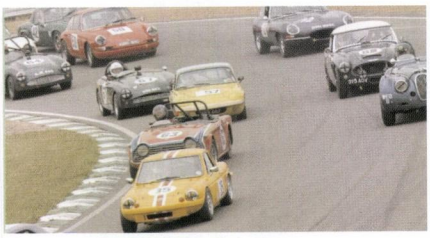
all: LAT

MOTORSPORT

Bumper season in prospect



HISTORIC SPORTS CAR CLUB



By any measure, 2003 was a supremely successful season for the Historic Sports Car Club. Bumper grids of period racing cars delivered great racing for competitors and fans alike, covering single-seaters, sports cars and saloons. Now, as the 2004 season approaches, the stage is set for an even better season.

At a time when other high-profile race organising clubs are having to radically re-structure and pull back, the HSCC is striding confidently into 2004, secure in the knowledge that it is delivering the type of racing that the drivers want.

A programme of 11 race meetings and eight championships and series points to one of the busiest seasons of racing in the club's history, which now spans nearly four decades. For the racers, all the regular circuits are on the calendar; joined by a first trip to the excellent Mondello Park facility near Dublin.

For race fans, three major events stand out as seasonal highlights. Over the weekend of July 17/18, the club will organise the Brands Hatch Historic Superprix and for two days the famous Grand Prix track at the Kent venue will witness some marvellous race action from packed grids.

At the end of August, the club will be at the helm for the superb Oulton Park Gold Cup meeting over the Bank Holiday weekend of August 29/30. Already firmly established as one of the highlight events of the classic racing calendar, the programme will include races for all of the club's championships as well as high-profile guest events for the Historic Grand Prix Cars Association.

Another HSCC event that is rapidly gaining in stature is the Silverstone Historic and Vintage Festival over the weekend of June 5/6. This event, together with the Vintage Sports Car Club, will dovetail a full HSCC programme with VSCC events and races for Thoroughbred Grand Prix cars and BRDC 1950's sportscars plus other invitation races.

Whilst the three headline events will all include the HSCC's own championships, the other dates on the calendar will major on the splendid array of other championships and series. Additionally, all of the club's categories will be catered for during the mighty Spa Classic Six Hour meeting over the weekend of September 17-19.

The full 2004 Historic Sports Car Club race programme is as follows:

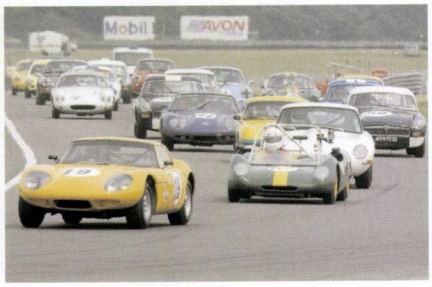
Sunday April 11th,	Donington Park
Sunday April 25th,	Cadwell Park
Sat/Sun May 8/9th,	Mondello Park
Sat/Sun June 5/6th,	Silverstone Historic
Sat/Sun June 26/27th,	Snetterton
Sat/Sun July 17/18th,	Brands Hatch Super Prix GP
Saturday August 7th,	Castle Combe (with BRSCC)
Sun/Mon August 29/30th,	Oulton Park Gold Cup
Fri-Sun September 17-19th,	Spa-Francorchamps
Sunday October 3rd,	Mallory Park
Saturday October 16th,	Silverstone

The HSCC in conjunction with Motor Sport will be offering throughout the season discounts on subscriptions and other exciting offers especially to encourage non racing members.

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk









Who was better: Graham or Damon Hill?
Roger Corman, Wolverhampton
It might sound like a cop-out, but I don't think I could put a fag paper between them. Graham was a great all-rounder – but by the time Damon was racing there was no need, or opportunity, to race lots of different cars. I don't think either of them were brilliantly gifted in the sense of a Senna or a Rosemeyer, but I do think that they were both extremely capable drivers who maximised the talent they had via graft and determination, and who reaped the rewards they deserved.

You competed on motorbikes – what was your best result?
Derek Howard, Peak Forest
I 'brilliantly' won a heat at Brands Hatch in 1947 on an AJS. Brands was a grasstrack in those days, and it ran in an anti-clockwise direction. I used to race against John Surtees and Eric Oliver, but I tended to only see their backs as they disappeared into the distance. I was just starting to make my way in the advertising business at that time, and so my win was also my last race.

How many teams do you think will be on the Formula One grid in 10 years' time?
Frank Melia, Normandy
I see no reason why there should be any less or any more than there are presently. The form that the competition takes might have changed by then, but I think the basic appeal of motor racing, which has been around since someone first dropped an engine into a frame with four wheels on it, will be just as strong as it is now.

Did you really get on with Nigel Mansell?
Duncan Ball, Montreal
Oh yes. Absolutely. I have always said that Nigel is a thin-skinned, prickly, easy-to-offend sort of bloke – and that I always got on well with him. It's true that anything I said was unlikely to offend him, but I make no apologies for always talking him up – he thoroughly deserved it. He has won more grands prix than any other British driver, and he was always exciting to watch; if he wasn't dicing with Senna on the track, he was grabbing him by the throat in the pits. He was manna from heaven for the BBC.

NEXT VICTIM...



ALAN JONES

Post, fax or email your questions to: Somerset House, Somerset Road, Teddington, Middx, TW11 8RT
00 44 (0)20 8267 5222
motorsport@haynet.com

COMING UP: Chris Amon & Tony Brooks

Your dad was a big man, how come he won a Lightweight TT on the Isle of Man?
Tom Wesley, North Shields
'Lightweight' is what they call the 250cc race on the Isle of Man; Dad won it on a Rudge in 1931. He weighed over 14 stone and did most of his winning on 500s, but his size didn't stop him being competitive on the smaller bikes. Rudge designer George Hack used to complain that he had spent weeks making the bike as light as possible – only for Dad to climb aboard. But he kept on winning and everyone was happy.

Should Moto GP and Superbike riders be paid more than F1 drivers?
Ken Walmsley, Accrington
In terms of the excitement they provide and the risk to their lives, yes, they should get paid more. But in terms of public interest, how much they are worth to the sponsors – the things that really determine the wage structure – no, they shouldn't get paid more. The bottom line is that Formula One is more popular around the world.

What's your favourite Murrayism
Bill Madeley, Hambledon
I have several. "Do my eyes deceive me, or is Senna's Lotus sounding rough?" "The car in the lead is absolutely unique – except for the one behind it, which is identical."

Did you ever speak to James Hunt in private about his anti-Patrese tirades?
David Mayne, Dukinfield
No.

Have you ever been scared while sitting in the passenger seat alongside a GP driver?
Alice Gilbert, Letterkenny
To be honest, I've not had many such trips. People seem to think that the drivers and the media live in each other's pockets – but that's not the case. In fact, it's only since I stopped commentating that I have had the opportunity to act as a co-driver. In the past two years I have done two events Down Under, one in Tasmania and one in New Zealand. The car was the same for both – a Toyota Camry – but the driver was different. The first of them was with Colin Bond, a Bathurst winner and Australian rally champion; the other was with Chris Amon. I was excited by their skill and the speeds involved rather than scared.

Your voice is instantly recogniseable – is it something that you worked on?
Oliver Mason, Ealing
Not at all. My voice just gets louder, faster and higher pitched the more excited I get. I was just lucky that my chosen sport is a loud, harsh and aggressive one – something that my voice fits exactly. Let's face it, Murray Walker commentating on snooker would have been a disaster!

NEXT MONTH

FEAST & FAMINE AT FERRARI



IT'S BOOM TIME FOR THE SCUDERIA – BUT WHAT HAPPENED TO THE SLUMPS?



GROUP C2 TRACK TEST

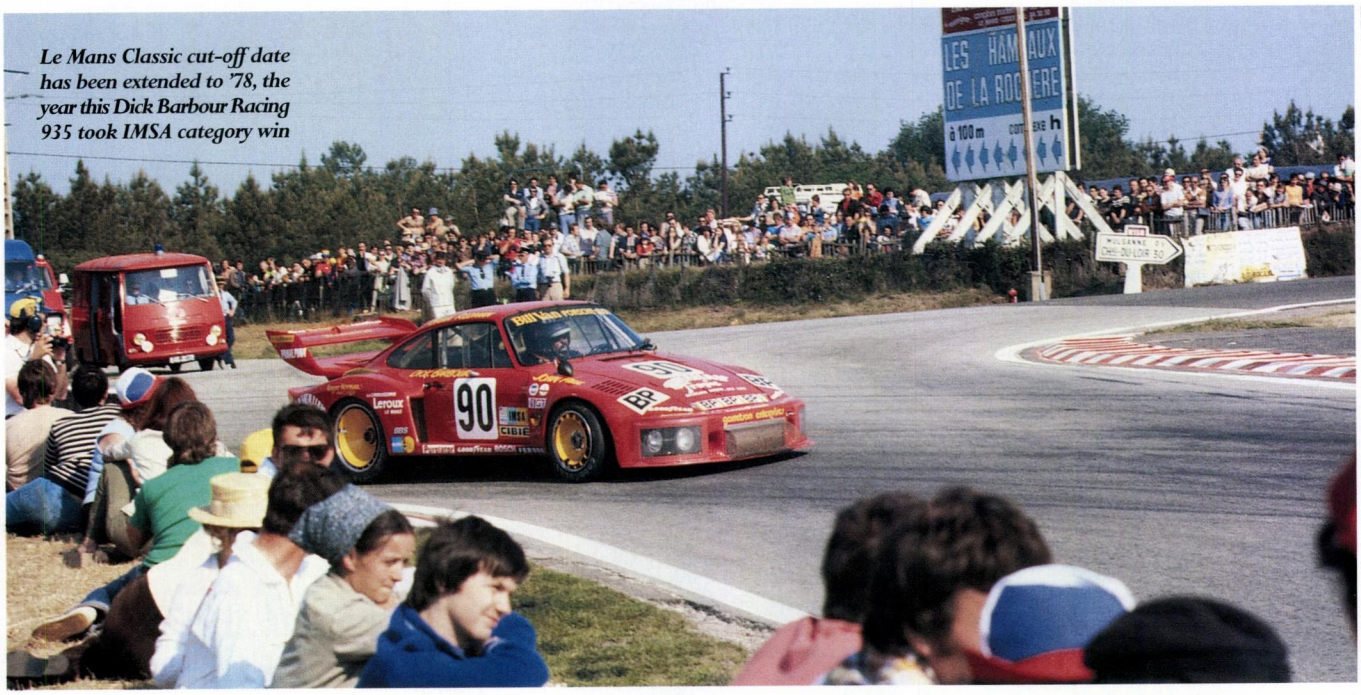
plus

Historic racing season preview
Gerry Birrell: a JYS in waiting?
America's Nuvolari: Rex Mays

ISSUE ON SALE MARCH 19

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Le Mans Classic cut-off date has been extended to '78, the year this Dick Barbour Racing 935 took IMSA category win

dlLAT

BARTH AND PORSCHE 935 HEAD LE MANS CLASSIC ENTRY

PORSCHE LEGEND JURGEN BARTH IS among the provisional entries for the second running of the Le Mans Classic on the full 8.5-mile circuit.

The Porsche 935-K3 to be raced by Barth, who won the Le Mans 24 Hours in 1977, is one of a number of cars new to the event on July 23-25. This is the result of Peter Auto, which organises the affair in conjunction with the Automobile Club de l'Ouest, extending the cut-off date for entries from 1975 to '78.

The new regulations have also allowed in a gaggle of French-entered prototypes, including a Matra MS670, a Porsche 936 and a 1976 Inaltera. Elsewhere, at least six Ford GT40s will compete, including those of Ray Bellm and Adrian Newey.

Revisions to the event for 2004 have allowed the organisers to raise the total entry to 366 cars, plus 72 reserves. To accommodate the greater number of cars, each of the six age categories will now compete only three times in the 24-hour period over which the races take place. The switch to a July date will increase the amount of daylight racing.

A 1923 Delage will be the oldest car on track, while Jean Sage will also contest the 1923-39 races in his 1935 Delahaye 135S. The definitive entry list will be finalised after Retromobile in Paris towards the end of February.

PRE-WAR SPORTS-RACERS ARE GOING DUTCH

THE MOTOR RACING LEGENDS SERIES for pre-war sportscars will visit Assen in the Netherlands.

Better known as a motorbike track, the circuit's open and flowing nature is likely to be very popular with the bumper fields that series founder Duncan Wiltshire is expecting.

The Assen races will be held over the weekend of August 14-15 during the British Classic Car Festival.

The series opens at Donington Park on May 1-3, and will include the Jan Wellem event at the Nürburgring (June 25-27) and the Spa Classic Six Hours meeting (September 17-19).



New series will take pre-war sportscars back to Spa. This is the 24 Hours of '31

VANWALL ALL SET TO RETURN

THE VANWALL NAME IS TO RETURN ON A replica of the marque's 1950s grand prix racer built for road and track-day use. Two-seater, Vanwall-inspired road cars are also being planned and a return to racing is possible.

Glacier Vandervell Bearings has granted use of the famous racing name to Arthur Wolstenholme's Vanwall Cars company. "It is a considerable responsibility to have guardianship of such a historic and well-respected marque," Wolstenholme said.

HUNT'S LAST HESKETH BACK ON TRACK

THE HESKETH CHASSIS IN WHICH JAMES HUNT MADE HIS final grand prix starts with the British team in 1975 will return to racing in the FORCE Classic GP series.

Hesketh 308C, chassis number 1, was raced in the non-championship Swiss GP and then the Italian and US events by Hunt before being sold to Walter Wolf and rebadged as a Williams FW05. This chassis was raced by Jacky Ickx in 1976, prior to being retired to a museum in Germany.

New owner Graham Wilcox acquired the car a year ago and a major rebuild by Fred Goddard Racing is now complete. "It had a dummy engine and a lot was missing," said Wilcox, who is aiming to give the car its historic debut at Spa-Francorchamps in May.



Hunt's 308C, here finishing fifth at Monza, will race again

DUBAI RACES FOR HGPCA

THE HISTORIC GRAND PRIX CARS ASSOCIATION will be central to the inaugural meeting at the new Dubai circuit.

Subject to the venue being finished on schedule, the HGPCA will provide three grids of cars for the first event on April 1-2.

Two events for single-seaters and one for drum-braked sportscars will race twice on the Friday of the meeting which will feature the circuit-opening festivities.

The HGPCA's cars are due to leave Europe in early March.



Historics were part of the one-off Dubai GP street event in '81

RINDT HONOURED BY HISTORIC F2



Rindt's 24 1600cc F2 wins included Rouen 1967 aboard a BT23

THE MEMORY OF JOCHEN RINDT WILL be perpetuated by a name change for the International Historic Formula Two Trophy. The series for 1600cc cars is being retitled the Jochen Rindt Historic F2 Trophy.

The Austrian superstar was the most successful driver of the 1600cc era and David McLaughlin's FORCE operation, the new series organiser, has agreed with Rindt's widow, Nina, that the series will now bear the name of the posthumous 1970 Formula One world champion.

"In period, Jochen fired the imagination and got people excited," said McLaughlin. "We're hoping that Nina may be able to attend a race this year and present the trophies."

Champion Robert Simac and race winner Fredy Kumschick are returning their cars to period livery.

THOROUGHBRED F1 CLAIMS BAHRAIN GP SLOT

A SUPPORT RACE TO THE INAUGURAL Bahrain Grand Prix in April will be the jewel in the 2004 Thoroughbred Grand Prix calendar.

A TGP demonstration event was on the bill at the British GP three seasons ago. The Bahrain event, however, is the first time that the category for three-litre F1 cars built between 1966-85 has included a championship round supporting a grand prix.

Series manager Stuart McCrudden said of the April 3-4 event: "The high profile of TGP in recent seasons has resulted in this invitation to help launch GP racing in the Middle East. This is a big boost for the series."

The 2004 TGP championship will include two races in Britain: a round at Donington Park on May 2-3 and a visit to Silverstone on June 5-6. It will also make its first appearance on the road course at the EuroSpeedy Lausitzring in Germany on July 3-4.

● THE THOROUGHBRED GRAND PRIX series is not the only high-profile historic championship heading for Bahrain this season – the Orwell International Supersports Cup is set to conclude its programme at the new track in early December.



Old F1s to race at high-tech Bahrain

news in brief

MOTOR SPORT IS SAD TO REPORT the death of Marshall Watson, father of five-time GP winner John. A seasoned racer in his own right, Marshall was famous for winning the first saloon car race to be held in Ireland – at the wheel of a Citroën Light 15. The Belfast motor trader funded John's racing right up to F2.

* * *

JULIUS THURGOOD HAS ADDED A series for historic touring cars to his range of Top Hat races. The Historic European Touring Car Series will run at six venues, including Pau and Montlhéry.

* * *

ORIGINALS BY RENOWNED FATHER and son motorsport artists Michael and Graham Turner will feature in a special exhibition on April 2-4. The event takes place at the Holiday Inn in Aylesbury.

* * *

NICK SHRIGLEY-FEIGL HAS UNVEILED his two-seater F5000 car (below). Designed to give passengers a taste of historic racing, the car is based on a Lola T192 and represents an investment of more than £500,000.



* * *

THE SWISS-BASED EUROPEAN Formula Two Club has unveiled its 2004 programme for F2 cars of the 1600cc *and* 2-litre eras. Oskar Christen has launched a six-race season, which includes an event at the Brands Hatch Historic Superprix in July.

* * *

HISTORIC RALLY ACE STEVE PEREZ has added the ex-Hannu Mikkola Audi Sport Quattro 'DMN 44' to his stable. Having acquired the car for nigh on £100,000 at auction, Perez is hoping to tempt the 1983 world champion into driving it once more.

obituaries

Louis Stanley

THE COMMANDING FIGURE OF 'BIG LOU' SWEPT through the Formula One paddocks of the 1960s and 70s like an ocean liner. When cowed 'foreigners' mistakenly addressed him as Lord Louis, he never corrected them; he liked to live up to his image. Likewise, his initial connection with BRM was tenuous, and his contribution to it has been debated fiercely: he has, in the main, been condemned for running the team into the ground; but people forget that he played a small, but key role in its early-1960s turnaround.

A managing director of the Dorchester Hotel, Stanley was the second husband of Jean Owen, sister of BRM patriarch Sir Alfred. The Stanleys attended the Monaco GP of 1959 – and fell in love with the sport. It was a propitious moment, for Jo Bonnier ended the team's long drought by winning the next grand prix, the Dutch at Zandvoort.

Sir Alfred, a devout man, did not go to Sunday races, and so the Stanleys became his eyes and ears. And despite his lack of a racing background, Louis proved astute, initially. In the immediate aftermath of the 1960 Dutch GP, with BRM's drivers in open revolt, he organised the hotel meeting that saw the weakening of Raymond Mays' and Peter Berthon's grip on the team. Not everyone saw that a widening of Tony Rudd's power base within the team was its best hope of success, but Louis did – and he helped push it through. By 1962, Rudd was in charge of all aspects of the Bourne outfit – and that season was to prove its zenith.

There is a downside. After brokering ground-breaking deals with Yardley and Marlboro in the early 1970s, Stanley was incapable of halting BRM's gradual slide. He was up against it, to be fair: the 1971 deaths of Jo Siffert and Pedro Rodriguez were hammer blows; and the thought of bolting a Cosworth DFV into the back of its cars was an anathema to BRM. From '75, the team carried the Stanley name – but this proved to be a sorry episode that did little for the reputations of BRM or Stanley.

It was during this time, however, that Stanley laid down his most important F1 legacy. After Jackie Stewart's crash in the 1966 Belgian GP, Stanley was the Scot's strongest supporter in the fight to improve track safety and medical back-up. He helped create the International Grand Prix Medical Service in 1967 and funded a mobile medical unit which was made available to every GP circuit in Europe. Not all accepted his 'offer' – he could be extremely brusque – but Stanley had started the ball rolling.

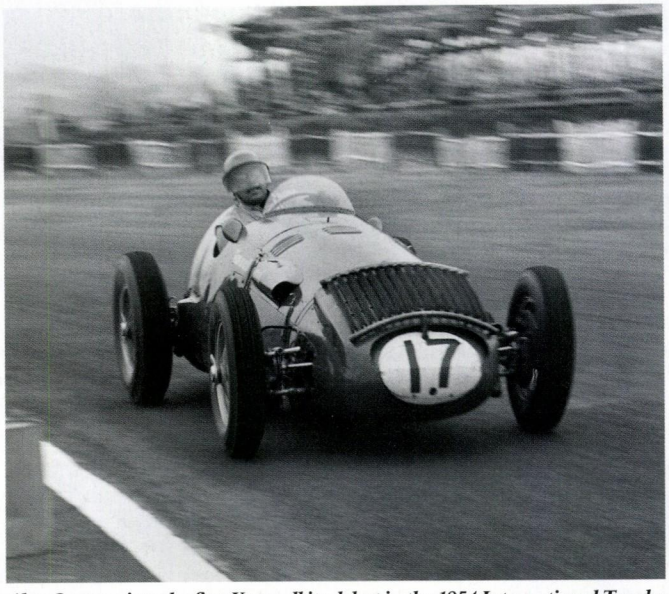
A prolific author on a bewildering array of topics, Stanley seemed to know everybody of note – and have been photographed with most of them!

He succumbed to a stroke, aged 92. **PF**

both: LAT



Dapper and domineering, Stanley was one of the true characters of the sport



Alan Brown gives the first Vanwall its debut in the 1954 International Trophy

Alan Brown

THE MAN WHO SCORED COOPER'S FIRST WORLD championship points and gave the first Vanwall its race debut has died.

Alan Brown made his name in the 500cc Formula Three of the early 1950s. Shrewd and charming, he was a businessman as well as a driver and brought a new level of professionalism to this branch of the sport.

Ecurie Richmond, which Brown ran with Jimmy Richmond, was well organised and had great success with Alan and Eric Brandon as its drivers: Brown won two F3 titles in 1951.

The subsequent prize and appearance money gave the team the chance to expand and field a pair of works-blessed Formula Two Cooper-Bristols in grands prix the next year. A fifth place for Brown in the Swiss GP at Bremgarten – his world championship debut – brought those first Cooper points. He also finished sixth in the following Belgian GP, a performance for which there was no official reward in those days.

Mike Hawthorn's outstanding performances in a third Cooper-Bristol tended to overshadow Brown's efforts, and the promise of 1950-51 was never really fulfilled. He still achieved considerable success, though, particularly in sportscars. And he was in great demand as a test driver – which was how the invitation to give the Vanwall its debut came about: he was holding fifth in the 1954 International Trophy when an oil pipe burst.

Brown retired from driving in 1956, but stayed in the trade, working with the likes of John Coombs, Ken Tyrrell and Rodney Clarke, founder of Connaught. He became MD of Connaught Cars and did a deal with Paul Emery to produce his Emerysons. Later he ran Ford saloons for Jim Clark, Dan Gurney and Jack Brabham, eventually becoming disillusioned when offered a bung for Brabham to throw a race in his Mustang.

Brown remained an enthusiastic member of the BRDC until his death, aged 84. **NP**



LAT

Big historic grids should soon return to the 'home of British motorsport'

NEW FESTIVAL FOR SILVERSTONE

SILVERSTONE WILL HOST A THREE-DAY HISTORIC AND vintage meeting in June. Organised jointly by the HSCC and VSCC, it is intended that the Silverstone Historic Tribute will build into a major festival in the course of the next couple of years.

More than 20 races are planned for the weekend of June 4-6, the highlights being rounds of the FIA Thoroughbred Grand Prix, FORCE Classic GP, Group 4, Group C and HGPCA Drum-Braked Sports Car series.

In addition there will be a full programme of HSCC championships and races for VSCC cars. Off-track displays will be incorporated and the meeting is expected to adopt specific themes in future years.

"This will be the first of many and the event should be huge in 2005," said Robin Murphy of the Motorsport Company, which is developing the event for Silverstone Motorsport.

● THE BRDC WILL CELEBRATE THE 1960S 1-LITRE Formula Three era with a meeting at Silverstone on Saturday July 31. The feature race will be for the Peter Hanson Trophy, while the day will conclude with an hour-long pre-war sportscar race that will run into the evening.

TON-UP BOYS FOR FOR SILVER JUBILEE?

A 100-MILE RACE FOR PRE-1958 GP CARS IS BEING mooted as the highlight of the Historic Grand Prix Cars Association's Silver Jubilee.

Subject to positive responses from the relevant car owners, this event would headline a three-day 'celebration' meeting at Donington Park.

Held on the May Bank Holiday weekend (May 1-3), this would also feature a packed programme of international historic categories, including two grids of Formula One cars and a competitive field of drum-braked sportscars.

Other notable races will include TGP, Group 4, the just-launched Pre-War Sports Cars series and the Gentlemen Drivers' Trophy.

A gala dinner will be held on one of the evenings.



Jeff Bloxham

100 miles to go – if HGPCA's plans come to fruition

MYSTERY CAR COMPETITION



both: LAT

A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the knowledgeable reader who recognises this month's mystery offering from LAT Photographic's archives. Answers must be received by March 8, and in the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

Please send your entry to:
MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, UK
Fax: 00 44 (0)20 8267 5222
E-mail: motorsport@haynet.com

Last Month: KMW-Porsche SP30 (Turbo), Hans Müller-Perschl, 1975 Nürburgring 1000Km.
Winner: We thought this was a tough one, but almost 20 of you got it right. The winner is Herbert Schneider of Nümbrecht, Germany, who states that the K in KMW stands for designer Jo Karasek, of McNamara fame. KMW was based in Rosenheim, not far from Karasek's HQ in Lenggries.



WHAT'S ON WHERE?

FEBRUARY
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MONTE CARLO HISTORIC

MONTY KARLAN DOESN'T BUST



DPPI

Sturdy Volvo outlasted and outsmarted 'plastic fantastic' Alpine A110s to beat them on their home patch

MONTY KARLAN AND STEIN ROED claimed victory on the seventh Monte Carlo Historic in early February. The Norwegians' Volvo 142 scored a narrow victory over the Porsche 911S of American star John Buffum and Ralph Beckman on an event tackled by more than 300 crews.

From five start points across Europe, the cars converged on Monaco for a series of regularity tests in the mountains.

French aces Jean Ragnotti and Erik Comas both entered Renault Alpine A110s, but Comas retired on the closing leg and Ragnotti finished down in 252nd position.

Best of the UK contingent was the Mercedes 220SE of Philip Armstrong and Frank Hussey in 18th place.

● PETER AND ANN LOCKS GAVE the Morris 1800 'Landcrab' a rare international rally victory when they prevailed in the 15th Winter Challenge in January. They saw off an extremely tough challenge from the Alfa Romeo Giulietta of Dutch pairing Berk Dolk/Jan Berkhof.

This Classic Rally Association event finished in Monaco.

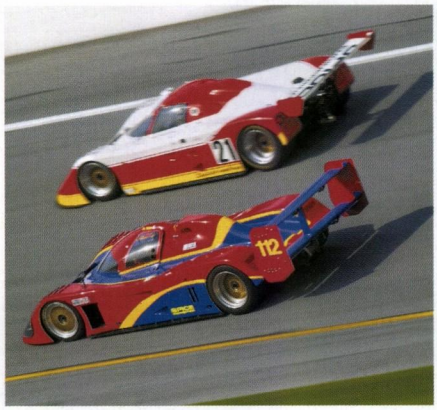
HISTORIC SPORTS RACING: DAYTONA

WATCH THIS SPICE

JIM MULLEN AND BRIAN DEVRIES CLAIMED THE FIRST round of America's Historic Sports Racing series, which took place on the support bill of the recent Daytona 24 Hours.

The pair triumphed in the former's twin-wing Spice-Chevrolet IMSA racer after Craig Bennett had suffered a series spins in the NPTI Nissan he shared with Jim Oppenheimer. Pole-sitter and early leader Stan Wattles, the former IRL driver, ended up third after a slow pitstop and gearbox problems in his ex-Euroracing Lola-Judd T92/10.

Wattles' pole position time in the 1992 Group C racer was 6sec faster than pole for the 24 Hours.

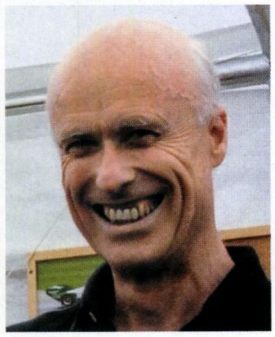


LAT

Winning IMSA Spice (112) passes Group C cousin

INSIDE LINE

JIM GRAHAM



Linzi Smart

DRIVING FORCE OF GROUP C/ GTP RACING MOVEMENT HAS HIGH HOPES FOR 2004 SEASON

What is your role in the category?
I'm the day-to-day director, supported by a committee of active GpC racers. The club, which is owned by proprietors, drivers, preparation companies and enthusiasts, was set up in 2003 to enable the people investing in these cars to have a say in the growth of this type of historic racing.

What's your background in the sport?
I was a Jaguar apprentice in the 1960s, one of Lofty England's lads, and worked on XJ13 in the competition shop. I competed in the '60s and '70s, mainly in E-types, and restarted in the mid-90s. In 2001, I joined the Group C contingent with a Cosworth DFZ-engined Tiga and now, with my wife Penny, I run a Porsche 962 and the Aston Martin-engined EMKA in Group C/GTP.

How is Group C/GTP developing?
In 2003, we attracted 37 cars, of which four came from the USA. An average grid of 19 was a good achievement in a difficult economic climate. We have nine Jaguars 'XJRs', seven Porsche 956/962s, and examples from Argo, Aston and EMKA, Ecosse, Lancia, Spice, March, Nissan, Rondeau and Tiga.

What are the prospects for 2004?
We've attracted new cars – a Tiga-Porsche, an ADA, an ALD and, from the USA, a Ford Probe, an Intrepid-Chevrolet GTP, Argo, Spice-Chevrolet and two more Nissan GTPs. There will be six race weekends in Europe, each having two 30-40min races. The ultimate aim of the club is to return to the place where, for many, it all began – Le Mans.

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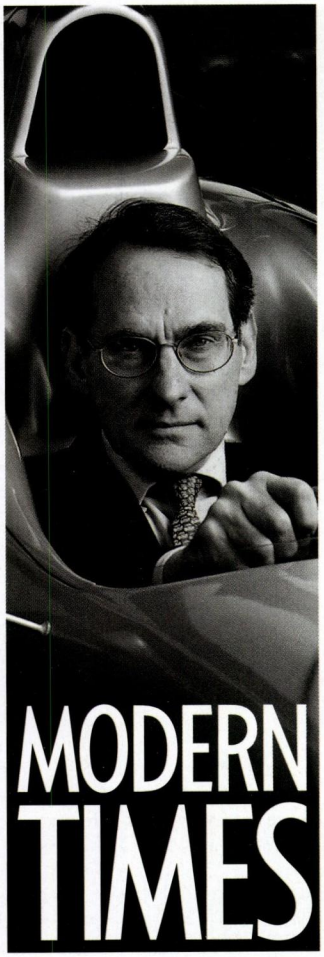
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MODERN TIMES



The Sicilian Job: Alonso gives the island a taste of F1 power during the Renault R24's launch

THE OPENING WORLD CHAMPIONSHIP round of 2004 looms, and the great airlift to Australia is days away. As always at this stage of the season, Formula One has more questions than answers. You can pick over each team's winter testing times as much as you like, but without knowledge of fuel loads, laps completed, or engine or tyre spec it is almost impossible to assess the true significance of a quick lap here, an engine failure there.

This year the process is even more unfathomable than usual, because among a clutch of regulation changes is the notorious new rule that obliges teams to field engines that will last an entire grand prix weekend. Max Mosley pushed the initiative through as part of his drive to lower F1's soaring costs, which he rightly believes threaten the very future of the sport. "Formula One is now dangerously expensive," he explains. "Everybody wants to get costs down. Otherwise it's doubtful whether the manufacturers will want to remain for the long term. They're in business, so they've got to feel they're getting more out [in marketing terms] than they put in."

Inevitably, the teams have complained that building a race engine to last 500 miles rather than 250 will raise costs, not lower them. Max's reply is tart: "Seen over the long run, those arguments just don't hold water. We can't control manufacturers' R&D budgets, of course. But if we force them to use fewer engines, the cost of replacement parts will be less. Once developed, an 800-kilometre piston costs the same to produce as a 400-kilometre piston."

So the will of Mosley prevailed, as it usually does, and no longer will a Saturday-night engine change be almost a matter of routine. Instead, the cost of a blow-up during practice will be measured not in dollars and man-hours but in the handicap of starting 10 places further down the grid. And the teams' dire warnings of disaster have given way to the inevitable bright-eyed optimism that goes with the drum rolls, dry ice and fixed smiles of The Launch.

If you're a big team, with big sponsors, you need to make a big splash when you announce your new car at the start of the year. In January, Renault chartered several aircraft and flew hundreds of journalists from several European airports to Sicily, where on the stage of the immense and historic *Teatro Massimo* opera house the new R24 was revealed. Then, in the state rooms upstairs, drivers, team bosses, chassis designers and engine men all gave press conferences in various languages. Afterwards, on a makeshift circuit laid out around the streets of the old city,



both: LAT

Fernando Alonso and Jarno Trulli took turns to demonstrate the sound and fury of a modern F1 car to the ecstatic populace.

It was a Thursday afternoon, but the Mayor of Palermo had decreed that shops and schools should be closed. Barriers and even grandstands had been erected, and an immense crowd lined the track to see and hear an F1 car for perhaps the first and last time in their lives. The tyre smoke, the doughnuts, the engine's shriek moved them almost to mass hysteria. When Alonso came to a halt with a stalled engine, they swamped the barriers, and car and driver disappeared beneath an excited mass of hundreds and hundreds of people. Alonso managed to escape the tide, but the police, hugely outnumbered, were still beating back the crowd as the journalists were bussed back to the airport.

It all seemed a far cry from the F1 launches of a less commercial era, not many years ago. I remember when a handful of favoured journalists were briefly shown the new Williams in a cold warehouse at the Didcot base and then, in lieu of refreshments, a photostat was handed out listing the whereabouts of reasonable pubs in the area. Frank and Patrick were happy to answer informed questions, but there was no hype, no unbridled optimism, no dry ice. And I seem to remember they won the world title that year.

Nevertheless, even the most cynical F1 watcher cannot fail to view the coming season with excitement. McLaren, after failing to get its much-vaunted MP4-18 to a race last year, was the first to be ready this time. The 19's testing has gone well, and the team is already working on a mid-season development, the 19B. In terms of cockpit talent, Kimi Raikkonen is seen by most as the pretender to Michael Schumacher's throne.

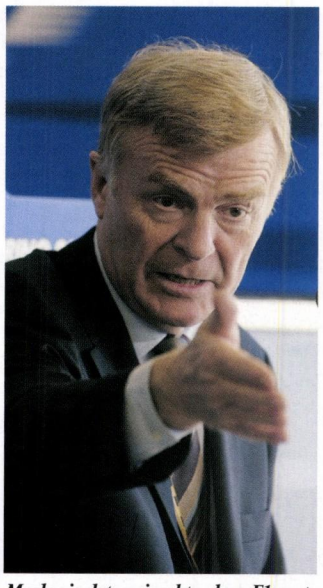
Williams has a new car that looks genuinely different from the rest. A couple of seasons ago it lured from Ferrari a talented young aerodynamicist, Antonia Terzi, and she has come up with a curious pug nose which, if it works, will be much copied. Juan Pablo Montoya, whose title challenge last season never quite came right, vows that his confirmed move to McLaren for 2005 will not affect his determination to work with Williams and put down M Schumacher. He's just as keen, of course, to put down R Schumacher, his own team-mate, not to mention K Raikkonen, his team-mate of next year.

'The tyre smoke, the doughnuts, the engine's shriek moved the immense crowd almost to mass hysteria'

At Ferrari there is the usual air of quiet confidence. Last year its wind tunnel was running 24 hours a day, seven days a week, and from the untold mass of data has emerged a subtly changed car which boasts a variety of carefully developed aero tweaks. The extraordinary Michael Schumacher says he is as hungry for title glory as ever, and you believe him. But the key to his title hopes probably lies in his Bridgestone tyres.

Ferrari is the only front-running team on Japanese rubber, and for much of 2003 Michelin had the upper hand. Each company has a different approach – Michelin uses a flexible sidewall, Bridgestone a much stiffer construction – and chassis designers have to take careful account of the characteristics of their contracted tyre to come up with a car that will make best use of its rubber. Both firms have been working ceaselessly during the winter, and it is possible that Bridgestone will come out with a magic Michelin-beater. If it does, Michael may start disappearing into the distance again, chased by that most motivated of bridesmaids, Rubens Barrichello. But the general consensus is that, in most weathers and on most circuits, Ferrari may be at a slight disadvantage to the Michelin-shod teams: McLaren, Williams, Renault, Toyota, Jaguar and now BAR.

The change of engine regulations should in theory affect each team equally, but there are signs that they may hurt Renault more. In 2003, the French outfit's adventurous 106-degree V10 didn't rival the 900-plus horsepower of BMW and Ferrari, but it was light and compact, helping the R23 to be one of the best handling cars on the grid. However, its ability to last for 500 hard racing miles was suspect, so Renault has had to make a rapid change in its philosophy and resort to the 72-degree layout last used during 2000. At that Palermo launch, Alonso averred that in testing the R24 already had more usable power than the R23. But team boss Flavio Briatore was more downbeat and said that it would be Imola before the team was realising the more conventional engine's potential.



Mosley is determined to chop F1 costs

Renault's aim for 2003 was to turn the Top Three of Ferrari, McLaren and Williams into a Top Four, and it more or less achieved this, helped by Alonso's historic win in Hungary. The team most favoured to make it a Top Five, or even to overtake Renault, is BAR. Honda's engines have yet to reach the levels of competitiveness they enjoyed when they powered Williams and McLaren over a decade ago. But designer Geoff Willis seems to have made a very effective car in the BAR 006 – complete with adventurous carbon-composite gearbox – and Jenson Button, always fast, has matured into a resilient, resourceful racer. Certainly, the atmosphere in the team seems more harmonious since the departure of Jacques Villeneuve, and both Button and Takuma Sato have been very quick in testing.

Of the rest, Sauber's new car seems to be as close as it can legally be to a 2003 Ferrari. Jaguar has the very talented Mark Webber, but a tight budget. Toyota, by contrast, has a monster budget, and has lured Mike Gascoyne from Renault to be its technical chief; but its learning curve still seems to be quite steep. The two most impoverished teams remain Jordan and Minardi, and it is hard to see Mosley's efforts to make F1 cheaper moving them very far up the grid in the foreseeable future.

Nevertheless, from today's viewpoint the new season bodes very well. What makes any sport exciting is unpredictability. There have been times recently – like the 2002 season – when Formula One has been far too predictable. Last season was better, but this season could see a real change in the balance of power. Perhaps Michael Schumacher will have one more year in the sun. Perhaps BAR will move towards the Top Four. Perhaps Montoya will add some consistency to his undoubted speed. And perhaps, just perhaps, Kimi Raikkonen will win his first world title. M

MOTOR RACING INTERNATIONAL

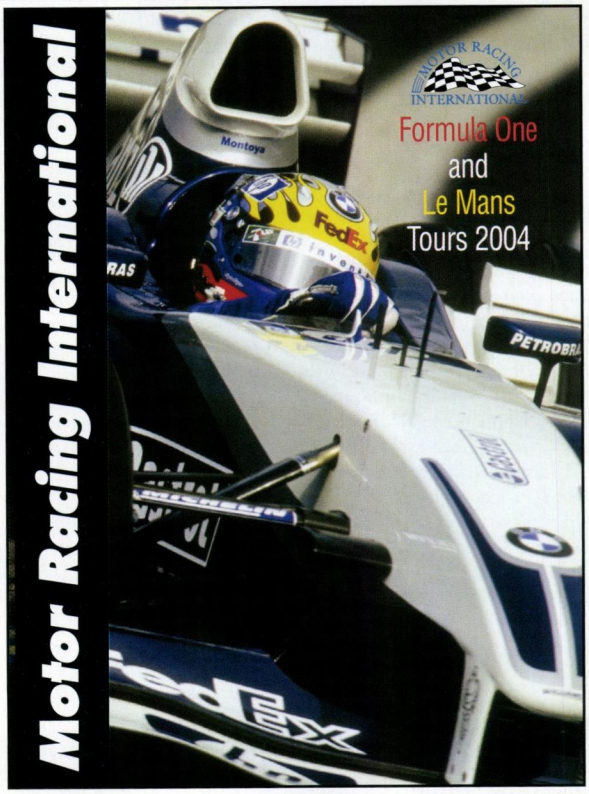
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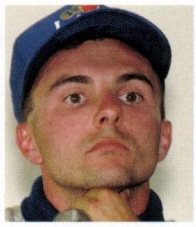
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MY ONLY GRAND PRIX

1993 ITALIAN *at* MONZA *by* MARCO APICELLA

You were racing in Japanese F3000 in 1993. How did you end up replacing Thierry Boutsen at Jordan?



I was in Japan and Eddie Jordan called me and asked if I wanted to race at Monza. He told me what he wanted, and we did a deal in a few minutes. Of course, it was a good opportunity, so I took it. It wasn't so much – something like £20,000. I found a sponsor.

By then you'd done seven years of F3000, but had you driven other F1 cars?

I'd tested for Minardi and Modena Lamborghini. They were not very competitive cars.

Did you test the Jordan beforehand?

I tested at Imola the week before, for a couple of hours. I couldn't get a good feeling with the car. It was set up for Monza, aerodynamics and everything. In Japan, we had quite a high level of grip at that time, but in F1 the tyres were quite a hard compound. That was a big difficulty for me.

Was it exciting going to your home race?

It was the opposite: I was under a lot of pressure because I knew there was only one chance – and I didn't feel comfortable in the car. But Eddie was fantastic and everybody in the team was friendly. Unfortunately, the Jordan wasn't performing well at high-speed circuits. Even Rubens Barrichello was slow with it. I wasn't confident, especially on the brakes and, at Monza, if you're not confident on the brakes, your lap time suffers.

You went off in first qualifying. What happened?

The circuit was a little bit damp when I had my first run. The team had sent me out first, I suppose because I was a new driver to Formula One and they were afraid that I would be in the middle of other drivers on their qualifying laps. On the first corner at the Lesmos there was a little river running across the track... I was pushing really hard, so I just lost the car. It was not so good.

You qualified 23rd. What went wrong at the start?

I really don't remember. I think Michele Alboreto moved over on me, I'm not sure. It wasn't his fault, but somebody hit me and broke the steering arm. It was even before the first corner, still on the straight. I parked the car and I went home! I think 10 cars were involved.

How frustrating was it?

I was thinking, 'That's it!' For sure, it wasn't a good performance. But I don't think frustrating is the right word, I don't feel like that. I know I'm a good driver, and I did everything I could to get into F1. But it just didn't happen. I don't blame myself, but nor do I blame anyone else. It's just life.

What did you think when Eddie Irvine finished sixth in 'your' car at Suzuka two races later?

I was hoping that would happen to me! But what a difference something can make to your life, some small thing, like some luck or some technical thing. On the other hand, I wasn't jealous – I was very happy for Eddie. But if I knew then what I know now... Jordan only asked me for Monza, but Suzuka would have been much better for me.

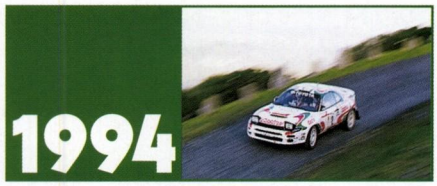
My hero BY SIR JACK BRABHAM



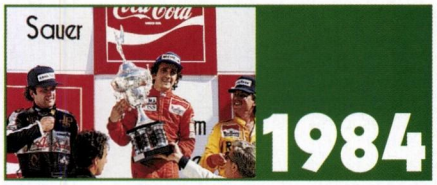
"Fangio was my hero and I was lucky enough to have the pleasure of racing with him on several occasions. Two races in particular that stick in my mind are Rouen and Nürburgring in 1957. He was the ultimate racing driver in every way and there has never been a comparison – until today...

"Today's hero would have to be Michael Schumacher, who is what motor racing should be all about: talent, intelligence, panache, good looks and the ability to talk sensibly with confidence in press interviews. He is unquestionably the driving force behind Ferrari. Had it not been for him, that team would be nowhere today."

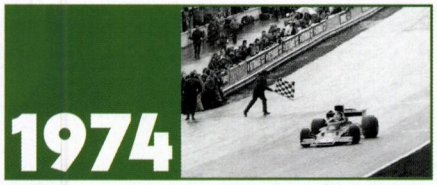
THIS MONTH IN



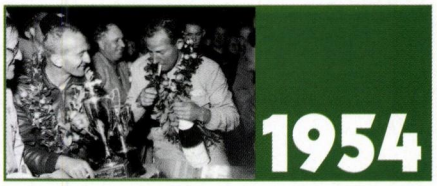
Juha Kankkunen (above) and Didier Auriol give Toyota a Portugal 1-2. Michael Schumacher takes Benetton to victory in Brazilian GP as Ayrton Senna spins; Eddie Irvine censured after huge shunt with Jos Verstappen, Martin Brundle and Eric Bernard.



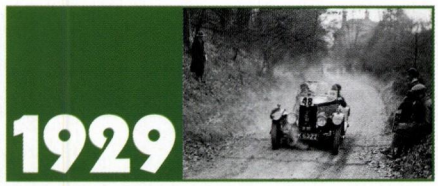
Alain Prost wins Brazilian GP (above) after leader Derek Warwick retires Renault RE50 with suspension failure. Hannu Mikkola takes Quattro to victory in Portugal ahead of a trio of Lancia 037s. Austin Rover unveils its GpB contender: MG 6R4.



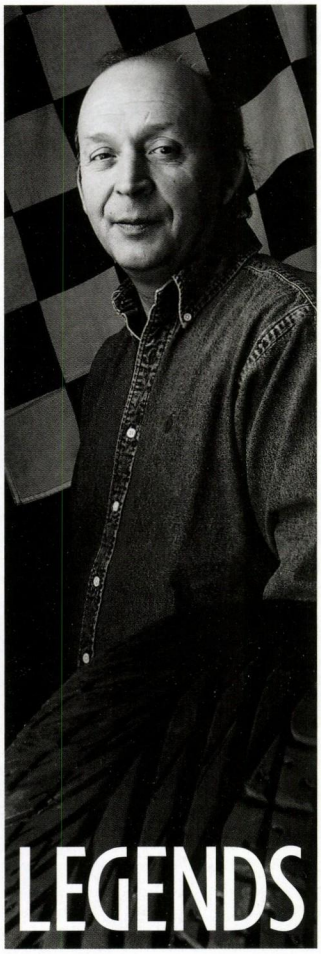
Jacky Ickx pulls off a legendary passing move on Niki Lauda's Ferrari to win Race of Champions at Brands Hatch in his Lotus 72 (above). Peter Revson dies in a testing accident at Kyalami. Raffaele Pinto leads Fiat 124 Spyder 1-2-3 on Portugal's TAP Rally.



Stirling Moss/Bill Lloyd (above) win Sebring 12 Hours in a 1500cc OSCA. Another OSCA – this one with a 1350cc engine – wins Lyons-Charbonières Rally. Stan Jones laps entire field to win Victoria Trophy at Fisherman's Bend in his Maybach Spl.

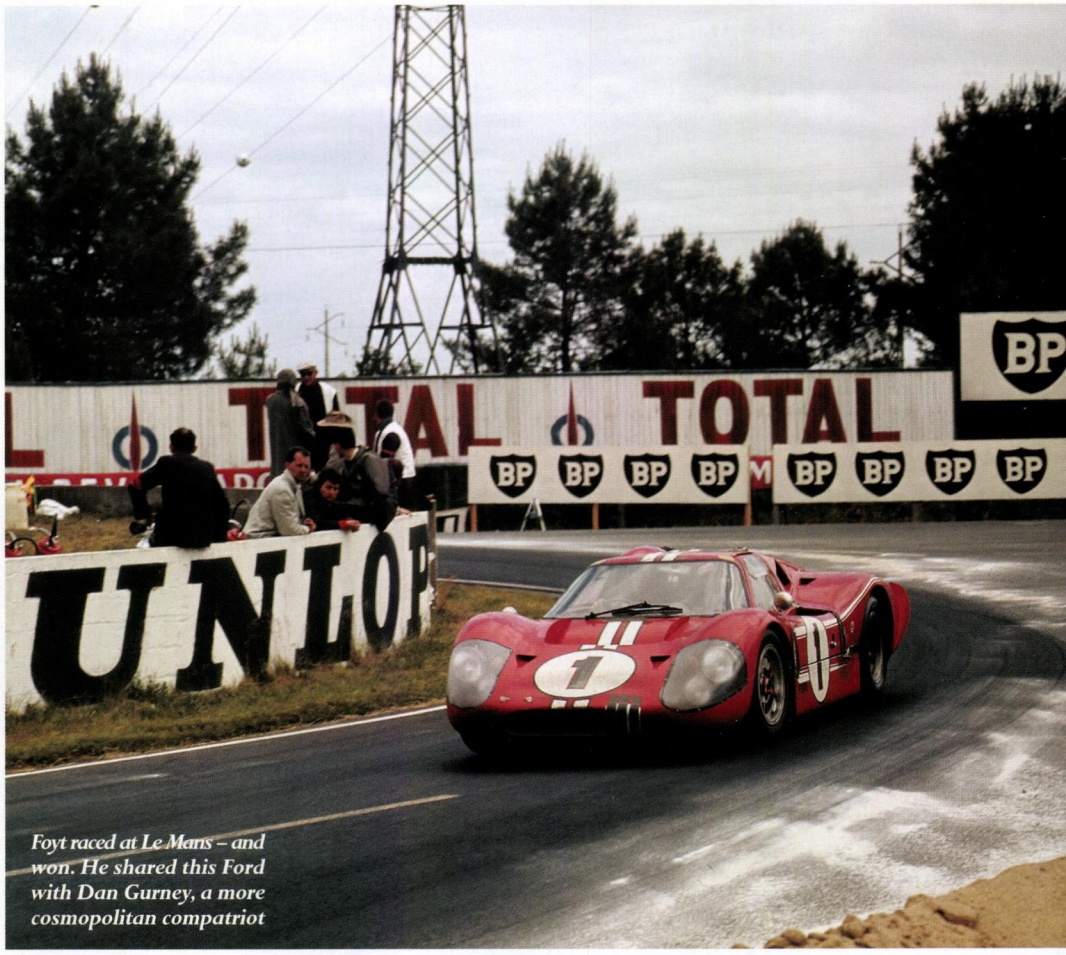


Mollart's AC (above) is reported to be "steaming lustily" on the Junior Car Club's Sporting Trial. Talbot driver WJ Brunell wins top award. AC does not suffer much: one week later it reappears at Leeds MC's trial, where it's described as "very good".



LEGENDS

AJ FOYT



Foyt raced at Le Mans – and won. He shared this Ford with Dan Gurney, a more cosmopolitan compatriot

both: LAT

AS LONG AS I CAN REMEMBER, MY feelings about AJ Foyt have been equivocal. On the one hand, I revere him as one of the greatest racing drivers of all time; on the other, he seems sometimes to stand for everything one dislikes about the worst sort of American: brash, aggressive, fundamentally contemptuous of anything and anybody outside the US of A.

A quote from Foyt's book: "I guess you could say that I'm a flag-waver – strictly American. I won't even drive foreign cars. Hell, I won't even wear a shirt with French cuffs. It was only natural that when the European cars and drivers started showing up at Indianapolis, it pissed me off."

There's another side to Foyt, though – and the only side that I, personally, ever saw. Whenever I had any dealings with him, I found him funny, charming, surprisingly modest. You speak as you find. And the man I last interviewed 20-odd years ago seemed, while 'refreshingly forthright', to be far from the one who called his autobiography, *AJ – My Life As America's Greatest Race Car Driver*. Did he really believe that to be the case? He looked sheepish: "I don't say that. I never say that. I'm good, I know that..."

Foyt did Le Mans just once, in 1967, and won it for Ford, sharing a 7-litre MkIV with Dan Gurney. It was a new experience for him – Le Mans, France, the whole thing – and he had his reservations, not least about the unfamiliar cuisine: "They brought me this fish on a plate, and it still had its goddam head on!"

The track, too, was different from anything he had encountered before – notably the trees which in those days lined most of the eight-and-three-quarter miles, including the length of Mulsanne, at which point the fastest cars were easily exceeding 200mph. "I guess it's a safety thing for the spectators," Foyt growled. "If a car goes off there, by the time it gets to them it isn't going to be in big enough pieces to hurt them."

When I talked to him about that race, he said this: "I guess I'd done but 10 hot laps in the car before I took over from Gurney for my first stint, and I followed Bruce McLaren in another Ford for a while, finding my way round. I guess he was in the lead at the time, and we were second. After a while I started to feel confident. I really enjoyed that win. I'd won Indy about 10 days before, and those two victories came right after 1966, which was my worst year in racing."

Pick up his book, though, and you get the impression that AJ as good as won Le Mans single-handed, that Gurney was merely along for the ride. Dan laughed when I mentioned it: "Oh, I don't worry about what AJ

says! That's been his *modus operandum* all the way along. But the fact is that he could drive very, *very* well. At that time he was not a road racer – it certainly wasn't his strong suit – but he was a great oval driver, and he was certainly right there from an engineering standpoint, too. He could shape a car up, and have it handling properly, better than any other driver of his time, I would say. I think back to those days in the Indycars, and it was usually AJ and Mario [Andretti] who ended up dukin' it out for the championship each year."

Foyt and Andretti. "AJ and I had our ups and downs," said Mario, "and certainly we never cut each other any slack on the racetrack. But the thing about Foyt was that he was always mature enough, regardless of his temper, never to do anything stupid on a racetrack. I'd happily race with him, any time, any place."

Foyt was in the paddock at Brands Hatch the first time I saw him. It was August 1964, Bank Holiday Monday, a blistering afternoon, yet he resolutely kept on his leather jacket, the front of which was adorned with a huge badge: 'Indianapolis 500 Mile Winners Club'. He chewed gum constantly. All this was very pleasing to me, for it fulfilled my preconceived notions about a real American race driver: the crew-cut, the mean expression, the helmet devoid of decoration – save a prominent '1' on the front of it. At 29, AJ, already a legend, was everything you would expect from a graduate of the sprint car school...

"I loved that time in racing," he said. "You know, we was runnin' the sprints three or four nights a week, and it was real dog eat dog, just goin', goin', goin' all the time."

Andretti, I said, had told me that, for pure pleasure, a dirt oval couldn't be beaten. "I'd go along with that," Foyt replied. "You get some big thrills with the sprints. You've got a lot of horsepower, you're runnin' them wide open, you're slidin' sideways... yeah, that's a great sensation.

"In the early days when I was sprint car racin', I believe maybe things were a little rougher than they are now and, yeah, you'd get fights occasionally afterwards. There was a lot of pressure on us all. A sprint car race, you know, is a short, sharp affair, and feelings do tend to run high afterwards, if you feel some guy's been doin' somethin' dangerous, or blocking you and things like that."

In the course of his career, Foyt won 67 Indycar races, more than any other driver. He won the Indy 500 on four occasions and the USAC National Championship six times. He won at Le Mans, as we said. And the Daytona 500, that most hallowed of all races in the south. And countless midget and sprint races.

"People don't understand what made Foyt great," said the veteran American journalist Chris Economaki. "It had nothing to do with how fast he went. AJ Foyt simply never made a mistake, never spun, never ran into anybody, never overshot his pit, never missed a gearshift... he was precision *exemplified*. He was as fast as the next guy, but not necessarily faster. It was his absolutely precise methods behind the wheel that made him eventually better than all of them – plus the fact that, as an individual, he was so colourful, which focused all the attention on him."

'AJ Foyt simply never made a mistake, never spun, never ran into anybody, never overshot his pit, never missed a gearshift... he was precision exemplified'

That being so, it always seemed to me a tragedy that, although he was entered to drive a BRM in the 1964 US Grand Prix, and an Eagle in the '67 Belgian Grand Prix, we never saw him in Formula One. When the USAC brigade came to England in 1978 for a pair of races, at Silverstone (where Foyt won) and Brands Hatch, I asked him why this had never come to be.

In part, the reason was financial, as with Parnelli Jones, who was invited to partner Jim Clark in the Lotus team in the mid-1960s, but turned Colin Chapman down. "There just wasn't any money in F1 at that time," said Jones. "If you wanted to make a decent living, you had to race in America – and I had a very good thing going."

Foyt agreed: "Yes, the money did come into it, but I've reached a point now where I feel maybe I should've gone Formula One racing. I think I would've enjoyed it, too. But the problem with Formula One now is that if you're gonna do it properly – and that's the only way to do it – you can't really do anything else. And I've got so many other businesses in the States that demand my time, and it's never really been possible for me to think about a full season of Formula One. Maybe if I was offered the right car in the right place, maybe you'd see me in one..."

Right afterwards I went to talk to Tyler Alexander, then working with the McLaren USAC team. Did he think AJ was half-serious about this Formula One bid?

"Oh, sure," Tyler replied. "And he's already spoken to me about it. He's serious all right. He says he'd test and learn the circuits, and lose 15-20 pounds or so. And, I'm telling you, even now he'd be bloody quick. I've seen him race a lot in the last few years, and when he's in the car there's no fooling around *at all*!"

It's a pity it never came to be. I have never forgotten Foyt's display of controlled aggression at that Silverstone 25 years ago. Persistent rain had made a fiasco of qualifying and his orange Coyote started a long way back, but AJ quickly got into the groove once the race was under way. Into Copse, every time around, he tried a run down the inside.

"I took the first half-dozen laps quietly. I mean, I had done but two hot laps of practice, and only 11 in total! So, for a while, I followed [Rick] Mears and those other guys, figurin' which way the road went and where to shut off for the turns and things like that. And then I felt ready to make my move..." M



Foyt and crew chief George Bignotti dominated American racing during the 1960s. Could they have done so in Europe?

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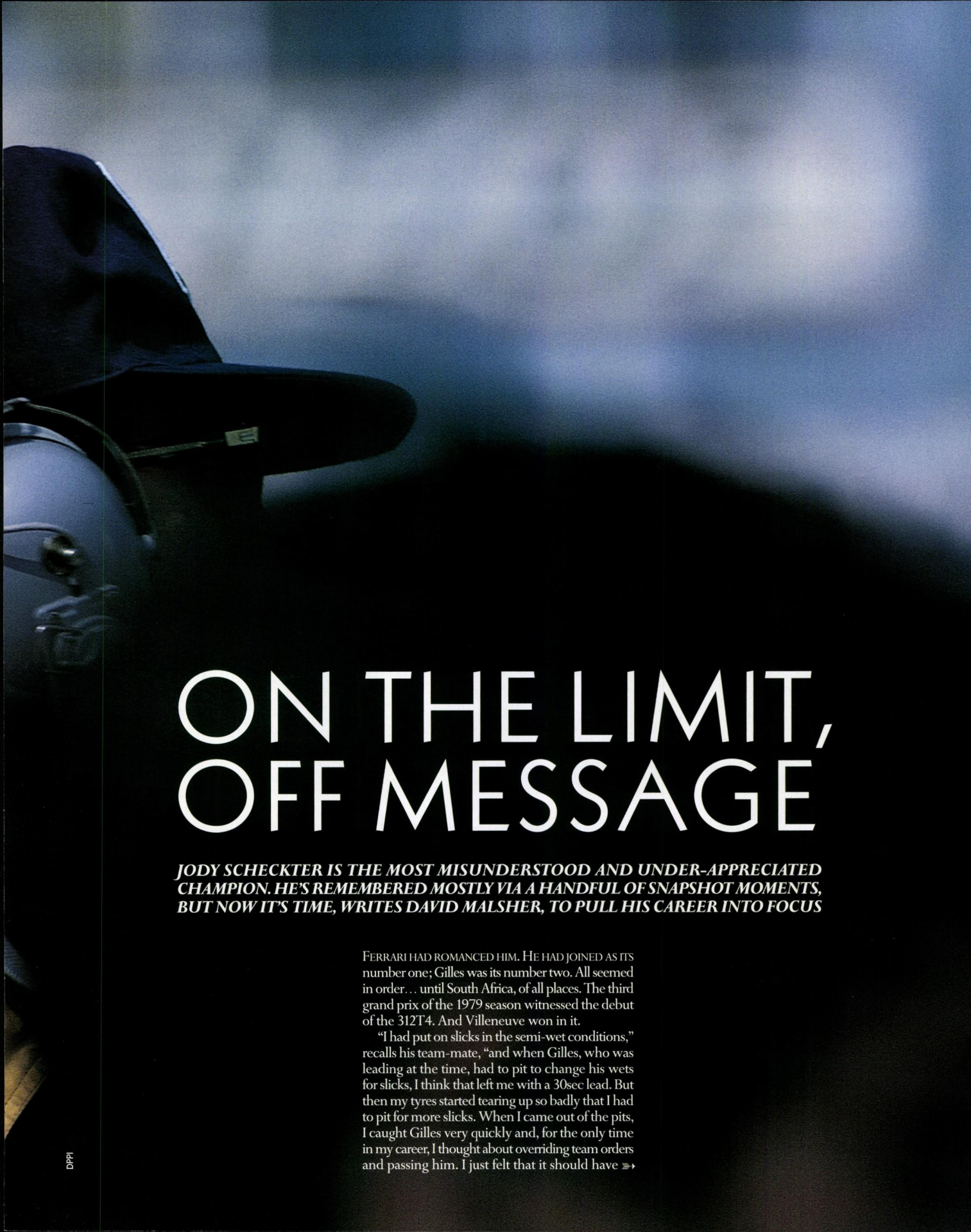
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ON THE LIMIT, OFF MESSAGE

JODY SCHECKTER IS THE MOST MISUNDERSTOOD AND UNDER-APPRECIATED CHAMPION. HE'S REMEMBERED MOSTLY VIA A HANDFUL OF SNAPSHOT MOMENTS, BUT NOW IT'S TIME, WRITES DAVID MALSHER, TO PULL HIS CAREER INTO FOCUS

FERRARI HAD ROMANCED HIM. HE HAD JOINED AS ITS number one; Gilles was its number two. All seemed in order… until South Africa, of all places. The third grand prix of the 1979 season witnessed the debut of the 312T4. And Villeneuve won in it.

"I had put on slicks in the semi-wet conditions," recalls his team-mate, "and when Gilles, who was leading at the time, had to pit to change his wets for slicks, I think that left me with a 30sec lead. But then my tyres started tearing up so badly that I had to pit for more slicks. When I came out of the pits, I caught Gilles very quickly and, for the only time in my career, I thought about overriding team orders and passing him. I just felt that it should have ➳

DPPI


BROOKLYN
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errari



DPPI

Shiny, happy people: Gilles and Jody got on well at Ferrari despite their world title battle

been my win." Less than half a second behind at the finish, Jody Scheckter bit back his annoyance.

Matters got even worse one month later. At Long Beach, Villeneuve trounced everyone with a quixotic display; Scheckter was a distant second. Both on and off the track, the momentum definitely lay with the Canadian. Scheckter was under the cosh: Enzo, understandably, adored Gilles, and it was clear that 'number one' was an interchangeable title at Maranello. "I was number one driver," asserts Scheckter, "but now I was in a massive pressure situation. I was the underdog. Gilles had won two races; I hadn't won any. I decided to concentrate and work even harder."

But had he stumbled across a desire to succeed that exceeded even his own?

THERE HAS BEEN MORE THAN ONE GOLDEN AGE of grand prix racing. The late 1970s, for example, possessed a glister of true authenticity. There were more than 25 drivers between 1974 and '79 with the talent to win a grand prix, and all of them (bar Keke Rosberg) at some point sat in a chassis that ranged from good to excellent. Throw into the mix engines within 35bhp of each other and you have Formula One at its most open: a phenomenal selection of drivers on the most level playing field since the world championship began.

So a driver who scored 10 wins and a world championship in this period without ever having the outright best machinery has got to be pretty hot, right? By this reckoning, Jody Scheckter is, in terms of talent over recognition, the most underrated world champion in grand prix history. But it's not hard to fathom why.

"For three years I got a prize from the journalists for being the least co-operative driver in Formula One," grins Jody. "I was very proud of that. But I couldn't do a Jackie Stewart – work with his team, turn round and talk to the media, then carry on with the team. For me, that was impossible."

The media instead garnered their quotes from Messrs Hunt, Andretti and Lauda. The pity is that Jody was as funny, acerbic and observant as any of them – and he is linked to many significant moments of F1 history. But because his side of the story was rarely told, these incidents cast an ever-lengthening shadow over his career's true worth.

Okay, so his spin at the end of the first lap of the 1973 British Grand Prix caused an accident that wiped out nine cars. But only a fortnight earlier, at Paul Ricard, his third GP and his first acquaintance with McLaren's M23, Jody had qualified second and led for more than half of the race. And he had done so in a calm, clinical manner under severe pressure from his peers. And it wasn't he who cracked under the strain and threw it off, it was the youngest-ever world champion Emerson Fittipaldi. Tired of following this even younger upstart, the Brazilian went for half a gap. Jody turned in. Both were out – but the South African had put down his marker just as effectively as a callow Schumacher ever would. Yes, he was an uncut diamond, but what else could be expected of a man who was in Formula Ford less than two years earlier?

"It was a very, very fast rise, yes," understates Jody. "While I was in Formula Ford, I had been

'For three years I got a prize from the journalists for being the least co-operative driver in Formula One'



Rainer Schlegelmilch

Scheckter had to win at Monaco in 1979 to restore his position within the Scuderia



Sutton/Phipps

Scheckter (30) begins his fateful lap of Silverstone



GP Photo

Wild and woolly? In fact, Jody proved a cut above





LAT

Having got the jump on his pole-sitting team-mate, Scheckter led the 1974 Swedish GP from flag to flag

offered Formula Two contracts with McLaren and Surtees, and so, after some F3, I joined McLaren's F2 team. Then Lotus offered me a drive in an F1 car. I mentioned this to McLaren and they said, 'Okay, we'll put you in a third car at Watkins Glen'. I don't remember any testing; I think the first practice session was my first time in a Formula One car, so it was a case of getting used to it and learning the circuit." He qualified eighth. He was 22.

In the race, he matched the times of his team-mates, Denny Hulme and Peter Revson, despite an older-spec M19, and his only blemish was a spin on a wet-but-drying track on his way to ninth place. Impressive. Even so, there would be no full-time ride for him in 1973. Jody reckons that his nationality counted against him with the team sponsors.

"I wasn't too bothered, though," he says. Huh? Times *have* changed. "In the meantime, I was doing the US F5000 series, which I won, Can-Am and some F2 for Rondel Racing." A sneering response from a don't-care hothead, or a cool approach from a talent who knew that his time would come? Taken in context, the latter, I reckon.

The next time a third McLaren came up for grabs was at Kyalami the following year. Hulme's new M23 took pole, but Scheckter's third on the grid in a M19C put him well ahead of the similarly mounted Revson. And at Ricard, given the same equipment, he was way quicker than Denny, too. Hulme appeared not to mind, but 'The Bear' and 'Baby Bear' did not quite enjoy the master-and-pupil relationship that the media liked to portray.

Scheckter: "At Ricard, Denny discovered that the quickest way to take that last corner was in first gear – and he didn't tell me. I eventually found out for myself, but it was then that I realised he wasn't helping me as much as everyone said he was." The youngster was quick *and* savvy.

After the Silverstone debacle there wasn't an opportunity for Jody to redeem himself until the penultimate round. At the fearsome Mosport, he gave another brilliant qualifying performance to line up third, but a collision with François Cevert's Tyrrell led to another DNF. However, by the time of Friday practice at Watkins Glen 12 days later, he had a signed Tyrrell contract in his pocket: he would be Cevert's 1974 team-mate. And then, on Saturday, he was first on the scene after the Frenchman's violent – and fatal – accident: "I went to the cockpit and bent down to undo the belts. And then I saw there was no point. It was frightening. It was the first time that I had seen a dead person."

A turning point? There are very few 'wild child' stories emanating from his post-McLaren career…

Scheckter denies, however, that Cevert's death fundamentally shifted his mentality: "I felt that it was Ken Tyrrell's guidance – his drilling in of, 'You must finish, you must stop making mistakes' – that changed me. Also, with the Tyrrell 007 the team wanted a car that was easy to drive for a young pair of drivers." Scheckter was to be be joined by Patrick Depailler – a man just two GPs behind him.

Tyrrell designer Derek Gardner concurs: "Having lost François, and with Jackie retiring, we had to make immediate changes. Jody had been testing the 006, a car that Jackie and François had been successful in, and he wasn't going quick enough. ➤

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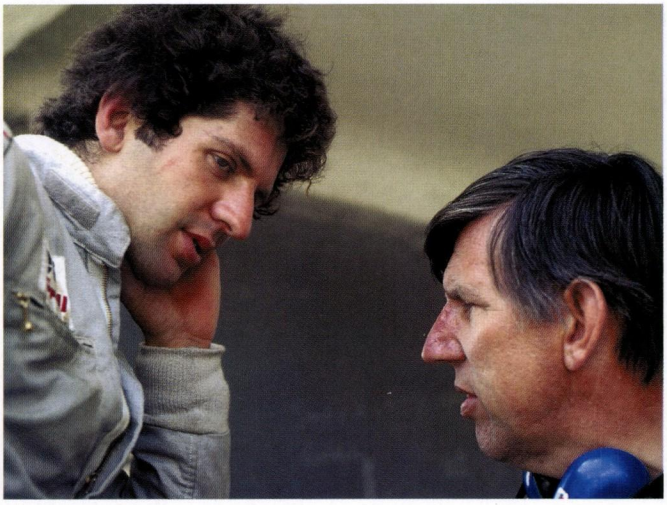
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Canny Ken: Tyrrell drummed into a young Scheckter the need for consistency



LAT

Beach bummer: a late puncture cost Jody's Wolf a win in the 1977 US GP West



Phipps/Sutton

Don't cry for me: Scheckter laps up the adulation after his 1977 Argentina win

So yes, I felt we needed a different approach."

The burden of replacing a three-time world champion was a heavy one, especially for a man with just six GPs under his belt, but Scheckter silenced (most of) his doubters with two wins – Anderstorp and Brands Hatch – and a handful of podiums that kept him in title contention until the penultimate round. But...

"Was Ken impressed? I don't think so," muses Scheckter. "Perhaps he thought – and he may have been right – that if Jackie had been there, the team would have won the title. I don't know how much speed we lost through Patrick and I not sorting the car not or giving the right feedback."

Gardner, however, dismisses (much of) this: "Yes, perhaps we would have won the title with Jackie in 1974, but Jody tends to put himself down. I never felt there was anything wrong with his technical feedback. It was only the finesse that was lacking. We all knew that he would be a force to be reckoned with."

Scheckter's rookie year bears comparison with any in Formula One history. However, Tyrrell's 1974 is best remembered as the beginning of the team's gradual decline. Similarly, the Swedish GP of '76 was the highlight of another astoundingly consistent Scheckter season – a dozen points finishes, and none of the four retirements caused by driver error – yet, predictably, all anyone remembers is that six-wheeled win. Scheckter finished third in the championship, but this time, it was he who was unimpressed: he didn't like the P34.

Gardner: "After the pre-season tests, I felt that Jody had almost talked himself out of liking a car which we felt was inherently – if not immediately – quicker than 007. Still, I never got the impression that he gave anything less than 100 per cent in the cockpit. I was sorry to see him go."

Most were *worried* to see him go... to Walter Wolf's new team for 1977. Jody, though, saw it as a logical move: "I'd looked into Walter's background and discovered that he delivered on most of what he said. He offered this opportunity of a team based around me. He got Harvey Postlethwaite on board. And Peter Warr..." And it was they who asked Walter to check the availability of four drivers: Niki Lauda, Jody, Ronnie Peterson and Andretti.

Lauda was bound to his Ferrari contract – and had little faith in the Wolf project. Jody was next on the list. He was in. Neither side would live to regret the decision. But once again a highlight – that debut win in Argentina – blinds people to Scheckter's performance with, and importance to, the team. Do you honestly think that he was simply dragged along in the draught of that instant success? Wolf WR1 was a very efficient car – but Jody was outstanding in it.

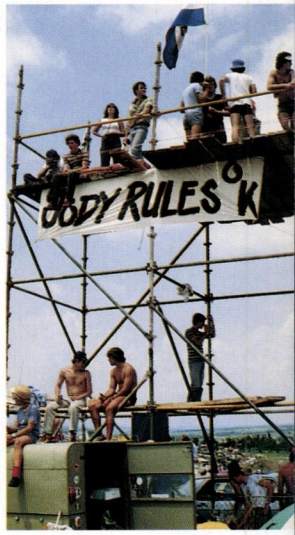
In 1978, however, the money and results were drying up – and Ferrari came calling...

AT ZOLDER, THE SIXTH GP OF 1979, SCHECKTER won. It was an important victory, but it didn't entirely turn the tables within the team. Villeneuve had charged from the back after a brush with Clay Regazzoni's Williams and was up to third when he ran out of fuel on the last lap. It was just the sort of performance that made everyone warm to ➠

'It was only the finesse he was lacking. We all knew that he'd be a force to be reckoned with'

Villeneuve wasn't the hero of every crowd. But to be fair, this is South Africa in 1980!

LAT





LAT

Four wheels good… Scheckter scored P34's only win, but was not the car's biggest fan

him. Everyone knew it: he was the fastest man out there… until Monaco, of all places. Scheckter was just plain quicker that weekend.

"I will always remember how close to the limit I was in qualifying. I was *so* determined to beat Gilles," says Jody. "On my final qualifying laps I was touching the guard rail in two places, and my steering arm was bent from where I'd hit the apex of one corner. That's how intense it was. I had to do it. I *had* to beat him. I don't think I could have taken it to the limit any more than I did."

On Sunday, he didn't have to. An immaculate race by him and a poor start by Villeneuve ensured the laurels – and the lead in the championship – went to the South African. He was still up against it, though. For when Gilles was quicker, it was by a more significant margin than when Jody held the upper hand. Villeneuve was otherworldly at Dijon; Scheckter wasn't at the races. But at Silverstone and Hockenheim, Jody enjoyed a slight edge.

At Zandvoort, Scheckter climbed from 18th to second after an overheating clutch caused him to almost stall at the start. It was his best drive of the year. But what does everyone remember about that race? Gilles three-wheeling to the pits after a blow-out. There are some things you can't fight – people's perceptions being one. For example, did you know that Gilles only outqualified Jody eight-seven that year, and that Scheckter was ahead in this 'race' up until he clinched the title at Monza?

Then there is the belief that Jody won the title only because of team orders. True, Villeneuve toed the line at Monza. But he was happy to do so: Scheckter had gained his respect, pushed him to his own personal limits. This was Jody's year; Villeneuve knew that his time would come…

Except it never did, and for 21 years Scheckter was 'the last driver to win a championship with Ferrari'. It was a title he could have done without, for it wasn't until the jinx was broken in 2000 that people could re-evaluate what he had brought to the team, acknowledge his talents.

Of course, 1980 didn't help either. Title won, Jody was rarely a match for Gilles in the awful 312T5. "What had changed was that I was no longer waking in the night thinking of set-ups or ways to improve the car – or myself," he explains. "At the tracks, I was working as hard as I ever worked, trying as hard as I ever tried."

Maybe, but it's hard to believe that the Scheckter who qualified 11 places behind Villeneuve at Monaco was the same Scheckter who one year earlier had been pinging off the barriers in a successful quest for pole. Grudgingly, he concedes: "Yeah, you get used to fighting for wins – so when you're fighting for 14th, it's hard to get excited."

The end was inevitable. Jody announced mid-season that he'd be retiring after the final round. He was 30. Renault flashed a blank cheque book under his nose, but he still walked away. And stayed away – until his sons got the itch for speed.

Tomas Scheckter has showed much of dad's youthful spark while seeking to establish himself, but it would be unwise of him to use his father as a yardstick. For in Jody, he would be measuring himself against one of the very best.

But then we'd all do well to remember that. M

'I was no longer waking in the night thinking of set-ups or ways to improve the car – or myself'



LAT

Belgian waffle? Laffite and Jody exchange pleasantries atop Zolder's podium



LAT

Villeneuve in typical pose… er, Scheckter knew a little bit about oversteer, too!



DPPI

Tech chief Forghieri grabs a bite in Austria, 1979. Jody's thoughts lie elsewhere

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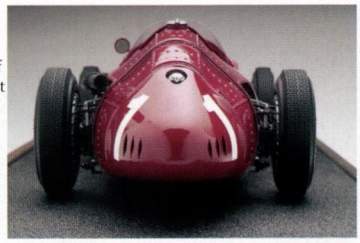
The 1957 German Grand Prix at the Nürburgring was probably Fangio's greatest race. He lost a full 56 seconds and the lead in a pit stop, but still went on to win after a spectacular pursuit of Mike Hawthorn, having overtaken Peter Collins, finally passing Hawthorn to take the last two laps as leader. In so doing Fangio broke the track record for the Nordeschlifer or North Ring, by an amazing 12 seconds on three consecutive laps. He went into the record books that year with his fifth World Championship, a record only recently equalled by Michael Schumacher.

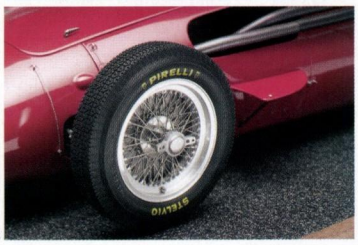
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The 1979 Ferrari 312T4 Scheckter/Villeneuve at 1/8th scale

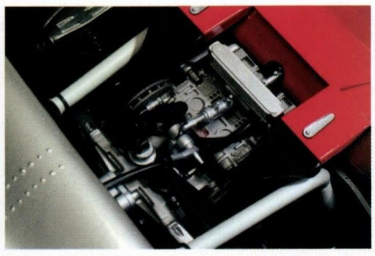
In a strictly limited edition of 100 models, liveried either as Jody Scheckter's Championship winning car, or as raced in the legendary 1979 French Grand Prix by Gilles Villeneuve.



Every era has its great moments and certainly one of the greatest in the entire history of Grand Prix racing occurred towards the end of the French Grand Prix of 1979 when Gilles Villeneuve and Rene Arnoux fought it out for 2nd place.. That degree of aggression and determination has not been witnessed in Formula 1 since. Villeneuve's victory over Arnoux in that epic joust eclipsed Jabouillet's victory in the race, and perhaps Jody Scheckter's victory in the Championship as well, the last Ferrari Championship win before Michael Schumacher brought it all back to Maranello in 2000. Whatever way you look at it this is one of the great Grand Prix cars of all time, and redolent of a time when Formula 1 was a sport for heroes.

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THE LITTLE TERRIER HAD A REPUTATION. THE ANIMAL WAS a drunk, there was no doubt about it. Every time his holiday minders took him out for a walk in Kensington, he pulled a sharp left at Peel Street – and headed straight into the sherry bar of *The Windsor Castle*.

The real culprit was, of course, the person more regularly found at the other end of his lead. While lunchtime salesmen loosened their ties and house-painters studied filling pints like birthday children, few savoured his pre-lunch half of bitter as much as Charles Martin. And if he was in reminiscent mood, the leisurely hum of exterior traffic would quickly give way to tales of revving engines, screaming superchargers, skidding tyres and a maelstrom of action from a much less mundane era of Bugattis, Alfa Romeos and Bentleys.

Charlie was synonymous with that halcyon 1930s period, part of a set of privileged Englishmen who raced privately entered grand prix cars cars at all sorts of circuits, from Donington Park to the Isle of Man, from Avus to Brno. "It was a good time to have driven, when racing was still a great sport," explained Charlie. "We took our chances, and some of us got killed. But we all had one bloody good time!"

It was always a fun pastime to him, but in a very short space of time he became one of Britain's best drivers – and attracted interest from the mighty Silver Arrows. I was lucky enough to meet the vigorous, fast-talking Charles in his favourite public house some time before he passed away six years ago. His happiest memory was his unexpected and richly rewarded Voiturette success at Avus in 1937.

"As part of their efforts to cement the Axis relationship, the Germans designed a special trophy for the race, which was certain to be a walkover for Maserati," he related. "But, sadly for the hosts, my ERA never missed a beat and I outpaced the Maseratis of [Franco] Cortese, [Enrico] Plate and [Edoardo] Teagno to win at 119mph. Goebbels' representative was politely complimentary, but he was plainly not as amused as I was. That was a memorable experience: I was far away from home and it was a great moment when I saw the Union Jack being hoisted up the flagpole, particularly in the midst of all that Nazi regalia."

'Racing was a sport. We took our chances, and some of us got killed. But we all had one bloody good time!'

Charles received a rapturous reception from the 380,000 crowd for what was the crowning glory of his action-packed five-year racing career. "I also received a wad of notes which we ate and drank our way through in the three days before we departed – and still had some left over to stuff the tyres with!"

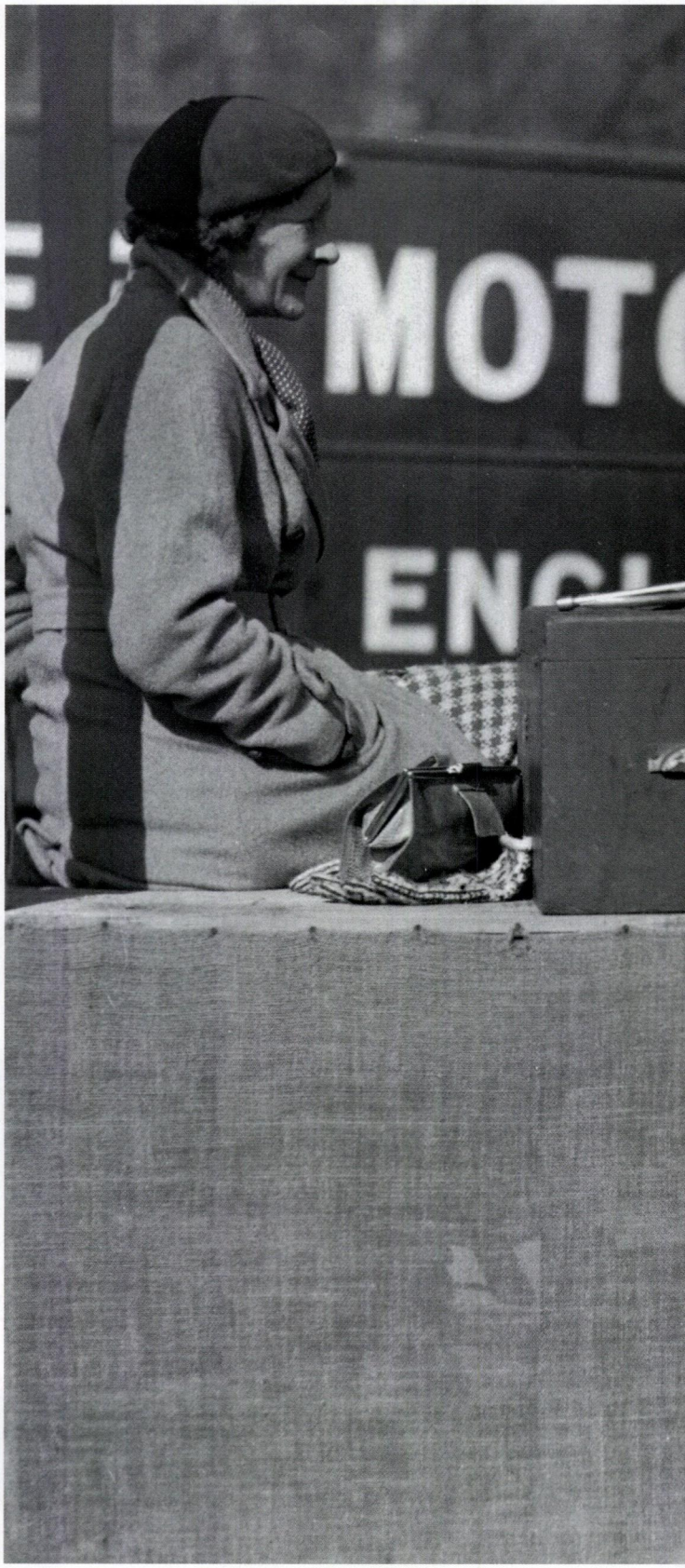
Brought up in Abergavenny in south Wales, Charlie's primary interest was boating. His fascination for speed was kindled while on holiday in London, when he was allowed to sit in one of Malcolm Campbell's grand prix Bugattis in St James's. A short time later he enjoyed a hairy trip in a Brescia Bugatti. After further exhilarating experiences with road cars, he made his speed debut, aged 20, at the Southport sand races in 1932.

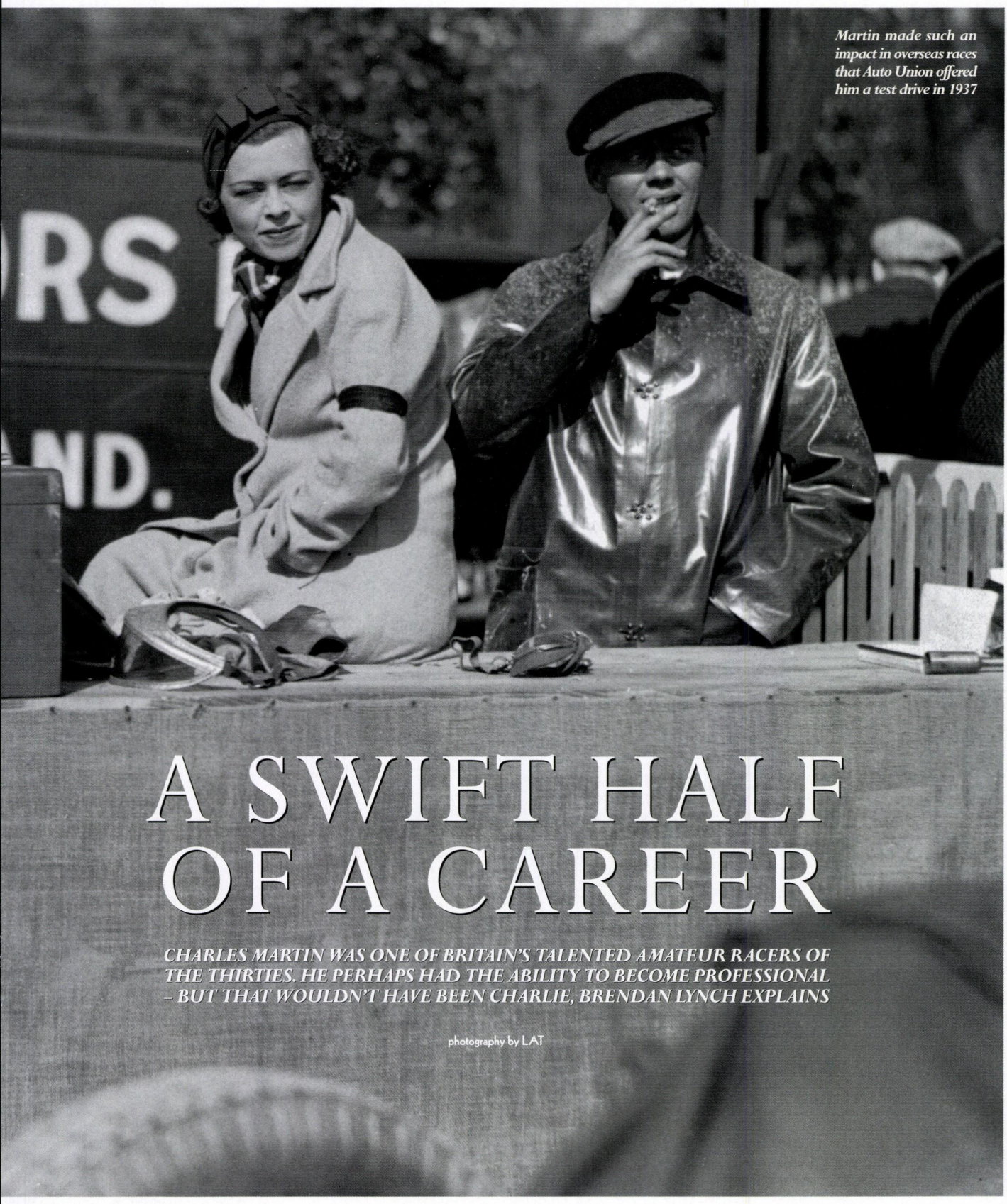
"By this stage the family was getting concerned about me. I'd failed to get into the army, failed to get into Oxford University – but I'd never wanted either. Instead, I served a brief apprenticeship with the Austin Motor Company.

"I finished second at Southport. But, more importantly, the racing was as exciting as I hoped it would be. I thought, 'This is the thing for me'. I was immediately hooked. Not on the sand, though, which was terrible. It just got everywhere – in your teeth, up your nose and down your back. And what it did to the machinery didn't bear thinking about."

Charles campaigned the Southport Austin in various trials before replacing it with a chain-driven Frazer Nash. This made an undignified debut at a trial in Buxton. "On the way there all the chains came off and, after spending the night in a barn, I arrived in Buxton in reverse! I still managed to compete but, with only two gears functioning, I left the venue as I had arrived – trophy-less.

"My family took pity on me and bought me an MG, in which I finished fourth in my first track race, at Donington in May 1933. This so impressed an MG representative that he invited me to take part in the Brooklands Relay ➳





Martin made such an impact in overseas races that Auto Union offered him a test drive in 1937

A SWIFT HALF OF A CAREER

CHARLES MARTIN WAS ONE OF BRITAIN'S TALENTED AMATEUR RACERS OF THE THIRTIES. HE PERHAPS HAD THE ABILITY TO BECOME PROFESSIONAL – BUT THAT WOULDN'T HAVE BEEN CHARLIE, BRENDAN LYNCH EXPLAINS

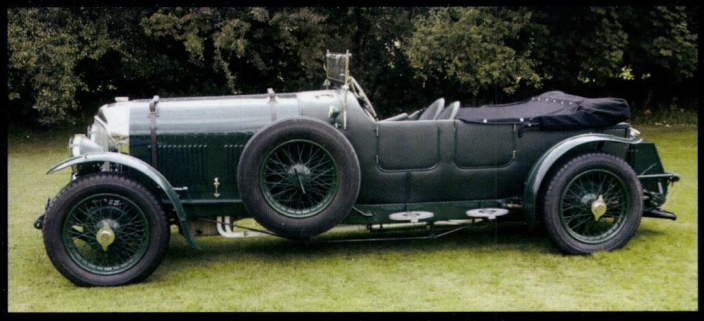
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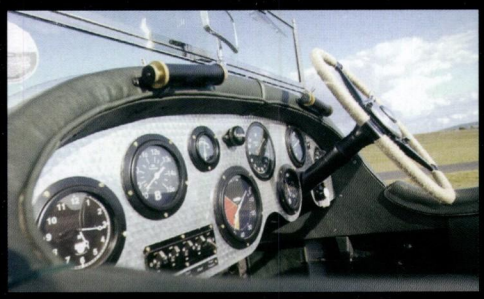




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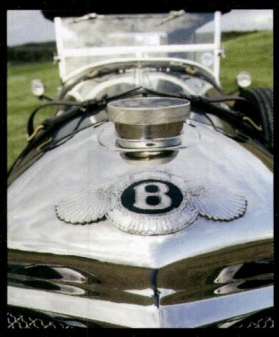
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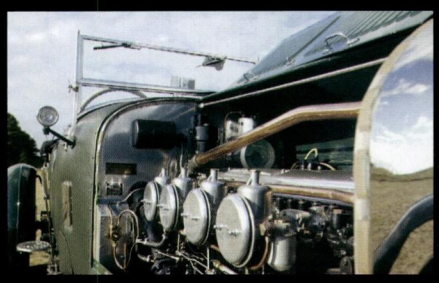
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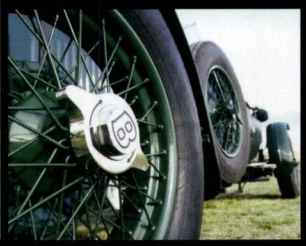












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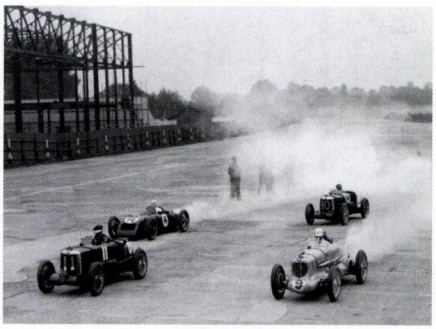
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race – which we won easily. This in turn led to MG providing a special engine which took me to second place in the BRDC 500-mile race. I knew the engine would be a great help but I was really surprised to do so well."

It was then that Charlie decided to put a lot of effort into his racing. After another second place at Donington, he replaced the MG with a Bugatti Type 35 and then, at the beginning of 1935, he went down to Molsheim to buy one of the previous year's Type 59 grand prix cars: "I had some hairy moments as I drove it back in racing trim in the pouring rain – exploring every ditch and culvert as I dodged slower cars, and many horses and carts."

The new car provided Charles with another second place – to Brian Lewis in the IOM Mannin Moar race – and after a sixth place in the Marne Grand Prix, he went on to dominate the inaugural Donington Grand Prix. "I still kick myself every time I remember that event," he confessed. "After three hours of racing, I was well clear of Richard Shuttleworth and Earl Howe, when I was called in for what was an unnecessary pitstop. That upset my rhythm, and I spun at McLeans. It took me so long to restart that the others got by and I couldn't catch them again. I finished third. Donington was one of my favourite circuits, and I was really upset."



Martin's MG (11) leads his class in 1934 BRDC 500

'That bloody Riley was the most uncomfortable car I ever raced. But it went like nobody's business'

Five decades after the event, Charles also bitterly regretted a similar mishap at Pau in 1936, when he was driving his 'new' ex-Scuderia Ferrari Alfa Tipo B: "I think I could have won but I spun the bloody car in the rain and Philippe Etancelin took it." Impetuosity also led to Charles rolling the Alfa at the Nürburgring. But he made up for this by winning the Nuffield Trophy race at Donington in ERA R9B. He also took excellent second places behind Richard Seaman and Jean-Pierre Wimille in the Donington and Deauville grands prix.

"Deauville was a terrifying experience," he said of the seaside course. "I only arrived at 11 o'clock the night before the race and I had no practice. In the race, I just followed the bunch around and, as the other drivers had problems, I made quick progress."

But the highlight of Charles' 1936 campaign was his Brooklands BRDC 500 win in a Riley shared with the irrepressible Freddie Dixon: "That was a race to remember. Freddie had little interest in comfort and that bloody Riley was the most uncomfortable car I ever raced. But it went like nobody's business and we won easily at over 116 mph. I was black and blue all over afterwards."

Charles particularly enjoyed racing in Ireland, where he had spent some of his childhood with his stepfather in Kilkenny: "On the Continent there was always a great atmosphere, but nowhere did I find anything to match the enthusiasm of the Irish. It was all so easy and relaxed. We used to take the cars to the Cork Grand Prix in racing trim – no problems about licences, number plates, tax or anything like that.

"Another thing which impressed me was the eagerness of the local drivers. There wasn't much money around, but some of the drivers had cobbled together some very fine cars. I'd never seen so many 'specials' in my life. But they went like hell, lasted the distance and gave the drivers of better cars a run for their money.

"I think the only time I saw anyone upset was when I'd damaged a big-end and, to run-in the new one, I drove around the countryside for over 150 miles. I came around a corner and found the road blocked by a herd of cows. The owner was not too happy with the effect my car was having so close to milking time!

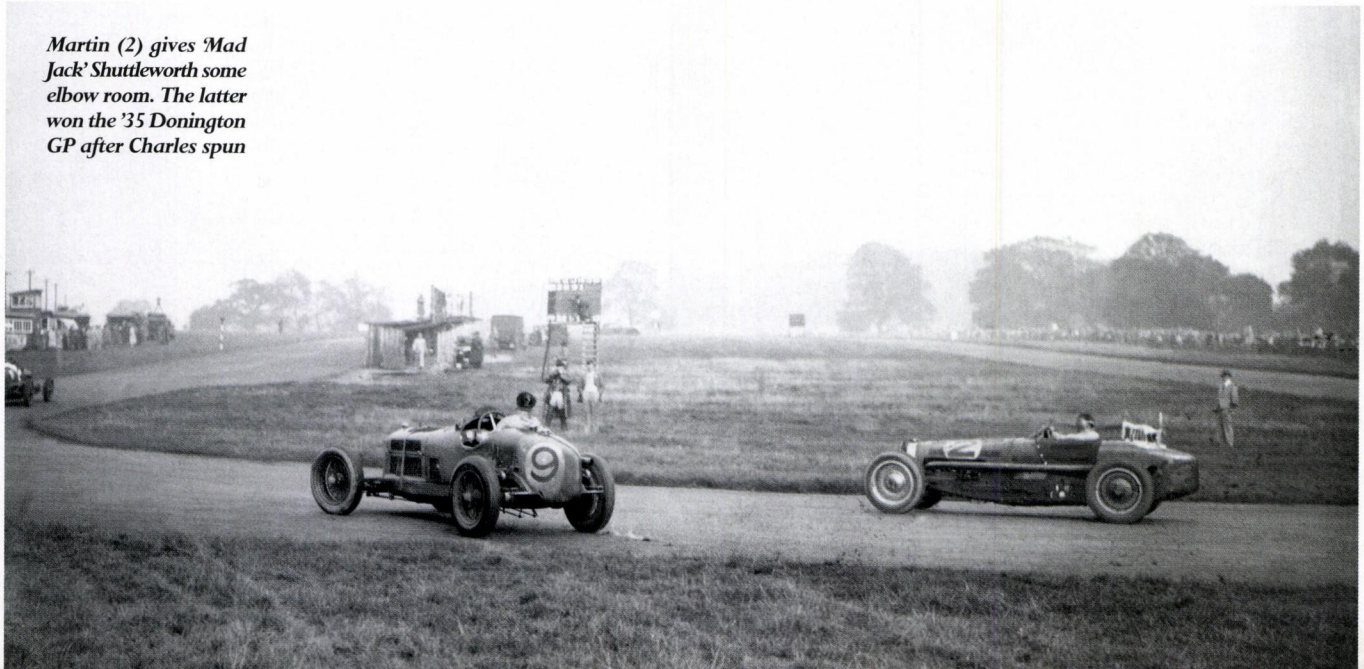
"The Cork circuit was absolutely top class. Its long straight was just right for the faster cars, and I got the old Alfa wound up there. It was a bit scary in the 1936 race because of a high wind; I had to aim for the gaps and gates while anticipating the gale which usually carried me back across the road – all at about 130mph! But I managed to set fastest lap and finish third on handicap."

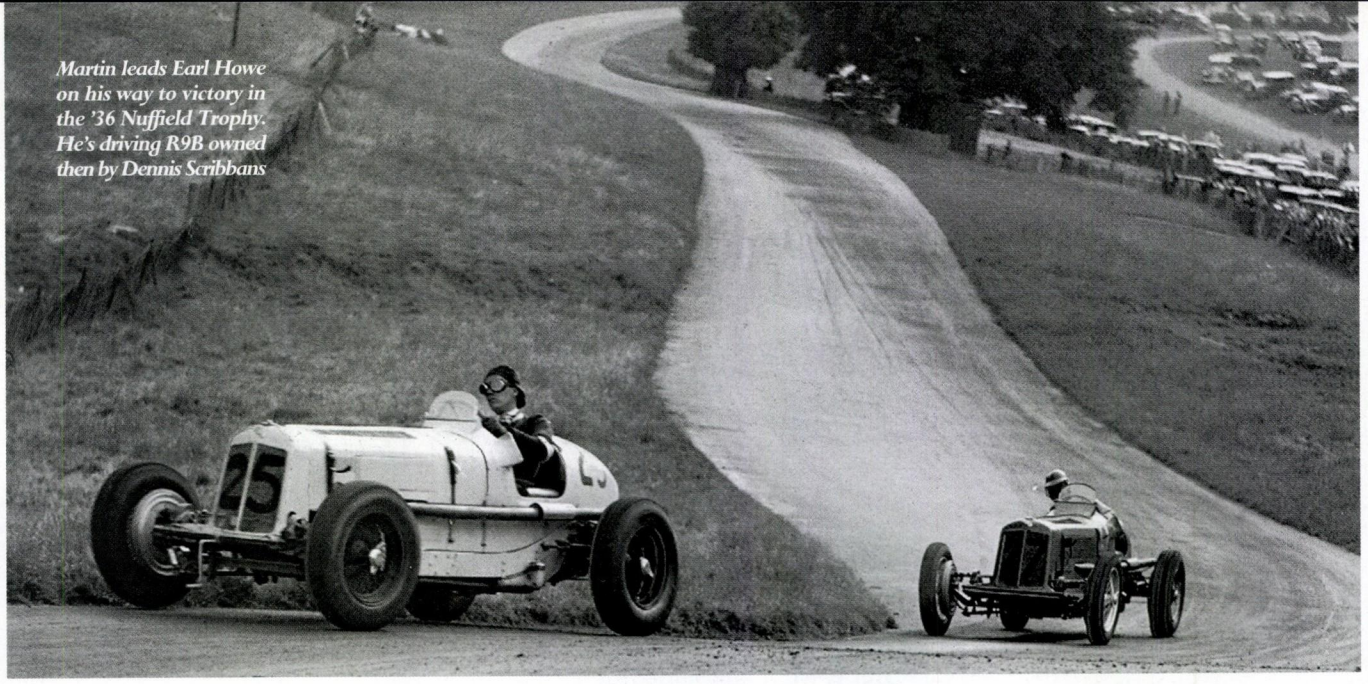
As well as his 1937 Avus success and yet another second place, at Albi, Charles also excelled in that year's Czechoslovakian Voiturette Grand Prix. "Everyone raves about the Nürburgring but, believe me, the original Brno was a much more difficult place. It was four miles longer than the 'Ring. Out at its back end it was extraordinary – one long hillclimb, going up and down for miles, with many dangerous drops. It took a lot of learning. But I got to know it well and I flew in the race until the very last lap, when the plugs oiled up and Luigi Villoresi [Maserati 6CM] got by."

Despite these successes, however, this season would be Martin's last.

"I decided to retire and concentrate on my boating. The racing was expensive and you had to win a lot of races to survive financially. There was no sponsorship like there is now, and it was far too expensive for a private owner. The only way to progress was through a works drive, and after Auto Union ➤

Martin (2) gives 'Mad Jack' Shuttleworth some elbow room. The latter won the '35 Donington GP after Charles spun





Martin leads Earl Howe on his way to victory in the '36 Nuffield Trophy. He's driving R9B owned then by Dennis Scribbans

had the good sense to pick Christian Kautz instead of me following a test at Monza, I packed it in."

Charles preferred to race single-seaters, but he also competed at Le Mans, each time finishing in the top four: "Our MG Magnette was barely moving in the 1934 race. We had a very high top gear and it wouldn't pull the skin off a rice pudding. Roy Eales and I just kept plodding on, and as everyone dropped out, we were fourth – at 67mph. No-one was as surprised as we were.

"The following year I drove an Aston Martin to third place with my great pal, Charlie Brackenbury. But again it was no real dice. Just three hours on, three hours off, just driving around."

Apart from his bum-numbing Brooklands experience with the ascetic Dixon, Charles enjoyed all his cars: "The Bugattis were beautiful machines. The Alfa certainly lapped well – though you had to be very careful, as it had a delicate back end. But the ERA was the best value, a marvellous car in which you could have great confidence. It was easy to drive after the Alfa."

Charles made many friends, too: "Dick Seaman and I were very close. I was a witness at his wedding and my son was called after him. Dick was his own man and didn't suffer fools gladly. He was colossally strong and very competent in everything he did. He learned to ski in an incredibly short time. He owed that Mercedes drive to a very good manager named Birch, who knew the racing scene inside out. As a driver, Dick was a perfectionist and totally dedicated. He drove around the 'Ring every day until he knew the place like the back of his hand. I was heartbroken when he died. When the war started, his widow Erica came to stay with us, before she emigrated to the USA.

"Of the other Mercedes drivers, Hermann Lang was a very nice chap. Rudi Caracciola was a bit distant and very tied up with his wife, who kept the times and had a great interest in the racing. Louis Chiron was a good friend of mine and I used to go skiing with him. I believe his racing was subsidised by a very rich woman!

"Auto Union's Bernd Rosemeyer was a brilliant driver and, I think, the best man in that car – even better than Tazio Nuvolari – as he had never driven any other machine.

"But of all the drivers I competed against, I think Nuvolari was the most exciting. He used to talk to the car, you know – and even pat it like a horse. And all the time he would be going in every direction but the right one! And the way he drove in the Ards TT, without ever having seen either the circuit or the MG Magnette... he was bloody magical. I don't think you will ever see his like again.

"It was a bit risky in those days. Pat Fairfield, a very nice man, copped it, and poor Marcel Lehoux was killed in an ERA near me at Deauville, when Guiseppe Farina and he collided."

And the 'excitement' wasn't confined to the tracks in those days: "I flew a lot with [Richard] Shuttleworth, who sadly died in a training plane accident during the war. I remember landing with him in the dark at Nice one night... we managed it, I don't know how. He was always game for a challenge.

"We also indulged in a bit of smuggling now and then. We would bring in crankshafts, wheels and other Bugatti bits and pieces from Molsheim. After dropping them off at a small landing strip, Dick would take the plane up to a great height and dive down on Brooklands, before landing nearby. 'Just back from Le Touquet', he would tell the Customs men. Eventually, of course, they rumbled him and he was lucky to escape with just a big fine."

Charles didn't think too much of the modern grand prix scene: "Formula One? I don't understand it. There's far too much money, politics and jealousy. The races are much too short. They only race for an hour-and-a-half; we drove for three or four hours. Instead of risking trees and stone walls, they have vast run-off areas. And one shower of rain and they're all off the track."

The war scuppered Charles' plans to sail around the world. But it didn't inhibit his adventurous spirit. After action at Dunkirk, he found additional excitement in ferrying undeclared passengers to night rendezvous in occupied France. As with his fellow racers Williams and Robert Benoist, many of these selfless characters failed to survive. Charlie did, and was awarded a DSC and the American Legion of Honor for his courageous efforts.

'The way Nuvolari drove the Ards TT without ever having seen the circuit or MG... he was magical'



Martin and Bira chew the fat at Donington Park

Charles spent his final years with his wife Joy in Notting Hill Gate, and died in 1998 at the age of 85. His speed proclivities still manifested themselves as he scorched around the local streets on his bicycle. Until he was 75, the man who swept off the Avus banking to confound Goebbels and co would flash down Camden Hill at 30mph. "The bike is absolutely great, you know," he enthused. "Fantastic exercise, easy to park – and just the ticket for passing all those slow drivers!"

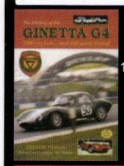
After a long absence, I recently revisited *The Windsor Castle*. Tippling quietly behind the braying suits, I met a surviving elder. His eyes lit up when I mentioned Charles Martin. "Ah, the man who raced the ERA – and who gave his dog such a bad name," he laughed.

Charles Martin had a reputation. M

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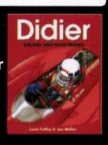


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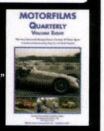
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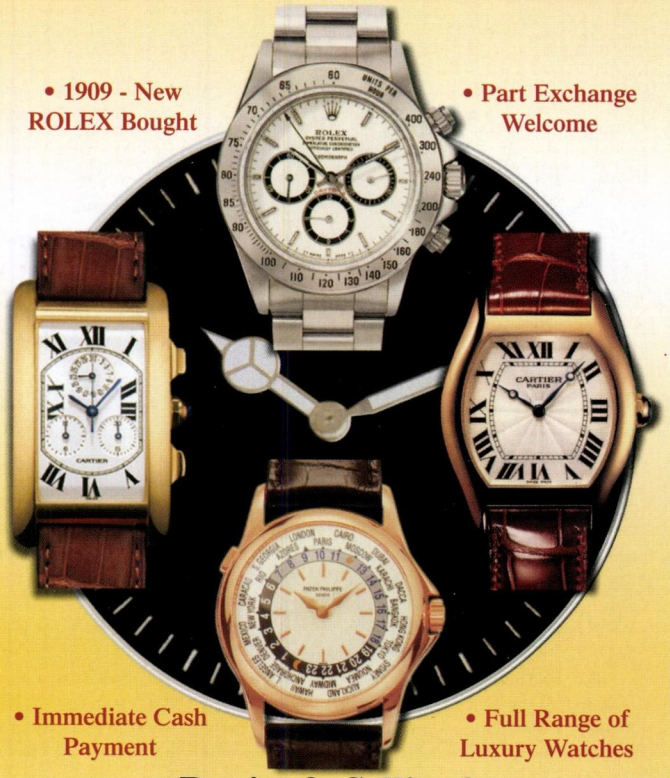
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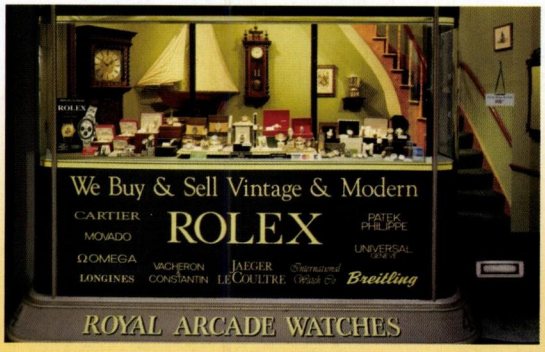


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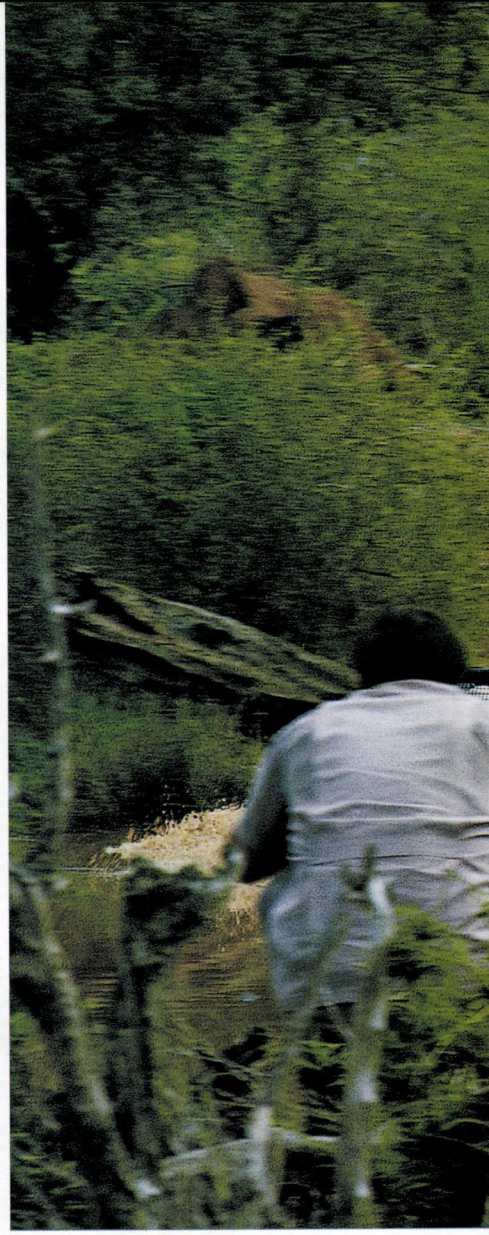
THE LANCIA STRATOS BROUGHT RALLYING OUT OF THE DARK AGES. JOHN DAVENPORT TALKS TO THOSE WHO HELPED MAKE THE LEGEND

WHAT IS THE SOUND SWEETEST TO YOUR EARS? THE call of the first cuckoo, real ale being pumped into a glass, the thud of leather on willow? Well, to rally fans over 30, the aural onslaught of a Lancia Stratos at full chat along a special stage, its Ferrari-based V6 playing a barely silenced symphony equal to anything by Vivaldi, is as good as it gets.

The Stratos was new, it was supersonic, it was downright sexy. Driven by superstars such as Sandro Munari, Jean-Claude Andruet, Björn Waldegård, Walter Röhrl and Bernard Darniche, it transformed the sport. During the 1960s, rallying was enjoyed by few and watched by less. If you saw a rally, it was probably by accident. This began to change as the sport moved into the '70s, nowhere more so than in Italy. Lancia successes and a phalanx of local drivers – Munari, Raffaele Pinto and Amilcare Ballestrieri – meant that Italian rallying had overtaken its European rivals by the middle of the decade.

But what really lured the thousands upon thousands of spectators into the mountains, caused them to sleep in their cars to be assured of the best vantage sport, was the sight – and sound – of the Stratos. It was the kind of car that created fanatics.

But what about the heroes in its cockpit – what did they think? What was it like to be shoehorned into the most macho seat in the world? The car's history is well known: concept car on a reversed Fulvia chassis at the 1970 Turin Motor Show; first appearance in Corsica three years later; homologated in 1974, the same year as it won the San Remo. But that's just the bare bones. We need flesh. After all, the switch from three-box saloon to mid-engined supercar was a huge step. Were new





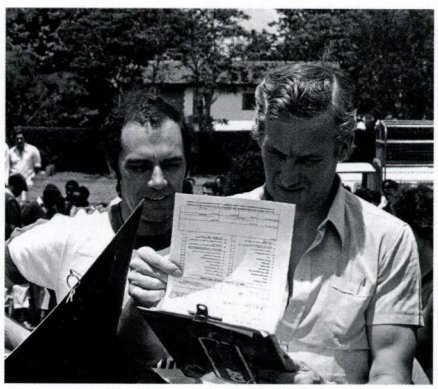
McKlein

Clockwise from main: The Stratos made waves from the moment it first appeared; former Ferrari F1 driver Mike Parkes, here talking to Munari, played a key role in the project; nowhere was the Stratos more at home than on the Monte Carlo Rally. Munari claimed his third victory there in '77

techniques required? What was it like approaching a yump when you were so close to the ground? And, come to that, how did it fly? And what was it like to live with? 'Live' because the Stratos was strutting its stuff at a time when rally drivers ploughed on through the night rather than snuggling down in a swanky hotel suite.

The man who knows the car best is Munari. He was involved in the project right from the day Lancia's Reparto Corse borrowed two Ferrari Dinos powered by the same engine that would propel the Stratos to three world titles. It took the two cars to the Col de Turini straight after the 1971 Monte Carlo Rally and Munari tried them against the clock. Once Lancia saw that the times were comparable with those from the event, it knew it was on the right track.

"The first rallies that I did with the Stratos were on Tarmac," Munari recalls. "We did the Tour of Corsica in 1972. The Stratos was not yet homologated, but that rally allowed prototypes to enter. It was very quick and fantastic on those roads, but we had a problem that we could not understand:



McKlein

there was something wrong with the rear suspension that made it difficult to drive. It took a long time working with Gianpiero Dallara, our engineer at the time, to find the problem. The trouble was that the rear upright was flexing when the suspension was put under load on racing tyres. You didn't notice it so much on gravel, but it made those early cars a bit of a handful. Our first win was the Firestone Rally [in Spain] at the beginning of 1973, but that took place partly on gravel.

"I knew we had the car fixed when we won the Tour de France in September. Because the Stratos was quite light at the front it was more nervous on very fast roads, so we fitted a front spoiler and a little wing at the rear to help us at the racetracks. I remember the race at Montjuich in Barcelona, a circuit I had never seen before. The car was good on that tight track and we were second instead of being behind all the proper racing cars. The Tour was a long event, which took place on small roads and went through the night every other day. The Stratos was not built for comfort or relaxation, ➤

DPPI

yet it was really good on rallies like Monte Carlo and Corsica. If you took a modern rally car and tried to do the old Corsica rally –750 miles in 24 hours, almost non-stop – you would be finished. Not with a Stratos – it was a joy to drive. Once we had sorted the rear suspension, you could set it up to handle just the way you wanted. By the time it had the 24-valve engine, it was brilliant. We went from maybe 260-270bhp to 330, with much better torque and much improved response. It was good before, but now it was perfect."

Munari did 36 international rallies in the Stratos and won 14 of them, including three Monte Carlos. But there are some regrets: the Safari and RAC Rally.

"On the RAC in 1974, I had just come from two unpractised gravel rallies in North America instead of, as normal, from Corsica. I was driving the best I ever did on the RAC, but from the middle of the rally Cesare Fiorio [his team boss] was telling me to be careful because we needed points. Of course, he was right – my engine failed in Corsica 10 days later. We finished third on the RAC, but I would have liked the chance to really go for the win.



"I was the one who pushed so hard for us to go to the Safari in 1975. I knew the car was very strong, and so fast that you could go afford to slowly where necessary. Our problem was with tyres. They would overheat because of the speeds we were doing and, even without touching anything, a sidewall would fail. We had maybe 15 tyres blow on that rally.

"We could still have won, but I had three punctures right near the end. The Lancia plane was on the ground, so there was no chance to fix it. I drove 30km on the rim and then Lofty [Drews, his co-driver] had to go in a taxi to get a spare. We were still second at the finish and that result put Lancia into the lead of the championship. But all the Italian press could write about was that we lost the Safari."

BJORN WALDEGARD SPENT TWO YEARS WITH THE Stratos, notching up victories in rallies as diverse as Sweden and San Remo.

"To drive a Stratos is not at all difficult, but to drive it fast, you have to be aggressive," he explains.



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MAY 1/3	HISTORIC FESTIVAL, DONINGTON PARK
JUN 5/6	VSCC/HSCC, SILVERSTONE
JUN 25/27	FESTIVAL OF SPEED, GOODWOOD
JUL 4	VSCC, SHELSLEY WALSH
JUL 17/18	HSCC SUPERPRIX, BRANDS HATCH
JUL 31/AUG 1	MOUNT STUART MOTORSPORT CLASSIC, ISLAND OF BUTE
AUG 7/8	VSCC, PRESCOTT
AUG 16/22	VSCC 70TH ANNIVERSARY WEEK, HARROGATE
AUG 29/30	OULTON PARK GOLD CUP
SEP 3/5	CIRCUIT REVIVAL MEETING, GOODWOOD
SEP 11/12	VSCC SEE RED, DONINGTON PARK
NOV 20/24	ROGER ALBERT CLARK RALLY

MAJOR INTERNATIONAL EVENTS

APR 1/2	DUBAI HISTORIC RACE MEETING (UAE)
APR 16/18	RAC ESPAGNE HISTORIC FESTIVAL, JARAMA (E)
APR 19/24	TOUR AUTO (F)
APR 27/MAY 2	TARGA TASMANIA (AUS)
MAY 6/9	MILLE MIGLIA RETROSPECTIVE (I)
MAY 8/12	SAN REMO RALLY CLASSIC (I)
MAY 15/16	4TH GRAND PRIX HISTORIQUE DE MONACO (MC)
MAY 22/23	GRAND PRIX DE HISTORIQUE, PAU (F)
MAY 28/30	COPPA INTER EUROPA, MONZA (I)
JUN 19/20	EUROPEAN HISTORIC GRAND PRIX, ZOLDER (B)
JUN 19/20	GRAND PRIX DE L'AGE D'OR, MONTLHERY (F)
JUN 20/26	LIEGE-ROME-LIEGE RALLY
JUN 25/27	JAN WELLEM POKAL, NURBURGRING (D)
JUL 2/4	YPRES HISTORIC RALLYE (B)
JUL 9/11	DIJON HISTORIC GRAND PRIX (F)
JUL 24/25	LE MANS CLASSIC, LE MANS (F)
JUL 31/AUG 1	CHIMAY HISTORIC RACE FESTIVAL (B)
AUG 6/8	OLDTIMER GP, NURBURGRING (D)
SEP 17/19	CIRCUIT DES REMPARTS, ANGOULEME (F)
SEP 17/19	CLASSIC SIX HOURS OF SPA SPA-FRANCORCHAMPS (B)
SEP 25/26	HISTORIC RACE FESTIVAL, ZANDVOORT (NL)

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APR 24/25	MAGNY COURS (F)
MAY 7/9	SPA-FRANCORCHAMPS (B)
JUN 5/6	SILVERSTONE
JUL 9/11	DIJON (F)

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APR 24/25	MAGNY COURS (F)
MAY 7/9	SPA-FRANCORCHAMPS (B)
MAY 28/30	MONZA (I)
JUN 25/27	NURBURGRING (D)
JUL 9/11	DIJON (F)
JUL 31/AUG 1	DONINGTON PARK
SEP 25/26	ZANDVOORT (NL)

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JUN 25/27	FESTIVAL OF SPEED
SEP 3/5	CIRCUIT REVIVAL MEETING

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MAR 20	SILVERSTONE
MAY 1/3	DONINGTON PARK
MAY 29	KIRKISTOWN
JUN 5/6	SILVERSTONE
JUL 17/18	BRANDS HATCH
JUL 31	SILVERSTONE
AUG 29/30	OULTON PARK
SEP 17/19	SPA-FRANCORCHAMPS (B)

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MAY 7/9	SPA-FRANCORCHAMPS (B)
JUN 5/6	SILVERSTONE
JUN 25/27	NURBURGRING (D)
AUG 13/15	SILVERSTONE
AUG 29/30	DONINGTON PARK
SEP 25/26	ZANDVOORT (NL)

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MAY 1/3	DONINGTON PARK
MAY 22/23	PAU (F)
JUN 5/6	SILVERSTONE
JUN 19/20	MONTLHERY (F)
JUL 9/11	DIJON (F)
AUG 29/30	OULTON PARK
SEP 17/19	SPA-FRANCORCHAMPS (B)

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JUN 3/6	WATKINS GLEN
JUL 8/11	VIRGINIA INTERNATIONAL RACEWAY
SEP 30/OCT 3	SEBRING
NOV 4/7	DAYTONA

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MAR 17/20	SEBRING
APR 1/4	ROEBLING ROAD
MAY 14/16	ROAD AMERICA
JUN 17/20	LEXINGTON
SEP 9/12	WATKINS GLEN
SEP 23/26	SUMMIT POINT
OCT 14/17	VIRGINIA INTERNATIONAL RACEWAY

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FEB 13/15	CALIFORNIA SPEEDWAY
MAR 12/14	LAS VEGAS MOTOR SPEEDWAY
APR 3/4	WILLOW SPRINGS
MAY 15/16	BUTTONWILLOW RACEWAY
JUN 12/13	WILLOWSPRINGS
JUL 30/AUG 1	CALIFORNIA SPEEDWAY
SEP 25/26	BUTTONWILLOW
OCT 16/17	LAS VEGAS MOTOR SPEEDWAY
NOV 13/14	WILLOWSPRINGS

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APR 17/18	PEMBREY
MAY 2	MALLORY PARK
MAY 22/23	BRANDS HATCH
MAY 31	OULTON PARK
JUL 4	THRUXTON
AUG 1	SNETTERTON
AUG 15	CADWELL PARK
SEP 11	SILVERSTONE
OCT 10	DONINGTON PARK

ASTON MARTIN OWNERS' CLUB RACE MEETINGS

CLUB HQ: 01865 400400
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MAY 2	MALLORY PARK
MAY 31	OULTON PARK
JUL 4	THRUXTON
AUG 22	PEMBREY
SEP 11	SILVERSTONE
OCT 10	DONINGTON PARK

AMOC INTER MARQUE CHAMPIONSHIP

CLUB HQ: 01865 400400
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MAY 2	MALLORY PARK
MAY 31	OULTON PARK
JUL 4	THRUXTON
AUG 22	PEMBREY
SEP 11	SILVERSTONE

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JUL 25	MALLORY PARK
SEP 11/12	DONINGTON PARK

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MAY 2	CURBOROUGH
MAY 9	WISCOMBE PARK
JUL 4	SHELSLEY WALSH
AUG 7/8	PRESCOTT
AUG 21	HAREWOOD
SEP 25/26	LOTON PARK
OCT 16	GOODWOOD

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AUG 21	SILVERSTONE

MG CAR CLUB RACE MEETINGS
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APR 10	SILVERSTONE
MAY 22/23	ROCKINGHAM
JUN 12	OULTON PARK
JUL 24/25	SILVERSTONE
AUG 8	SNETTERTON
AUG 29	MALLORY PARK
SEP 12	CADWELL PARK
SEP 25/26	BRANDS HATCH

HISTORIC SPORTS CAR CLUB RACE MEETINGS
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APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE (WITH BRSCC)
AUG 29/30	OULTON PARK
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC HISTORIC FORMULA FORD 1600 CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE
OCT 17	BRANDS HATCH

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APR 11	DONINGTON PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC HISTORIC ROAD SPORTS CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC '70S ROAD SPORTS CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

JEC JAGUAR XK CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 12	KNOCKHILL
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

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JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

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JUL 9//11	DIJON (F)
JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

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APR 3	ASTRA HISTORIC RALLY
MAY 1/2	WELSH HISTORIC RALLY
JUN 5	MUTINY HISTORIC RALLY
JUN 26/27	MID WALES STAGES
JUL 29/31	MANX HISTORIC RALLY
SEP 11/12	HISTORIC TOUR OF FLANDERS
OCT 2	TRACKROD HISTORIC STAGES
OCT 23	BULLDOG HISTORIC STAGES

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MAR 6/7	ROBIN HOOD HISTORIC RALLY
MAY 1/2	WELSH HISTORIC RALLY
MAY 22	RED DRAGON RALLY
JUN 26/27	MID WALES STAGES
SEP 11/12	HISTORIC TOUR OF FLANDERS
OCT 2	TRACKROD HISTORIC STAGES
OCT 23	BULLDOG HISTORIC STAGES

HRCR HISTORIC ROAD RALLY CHAMPIONSHIP
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FEB 28/29	GREMLIN RALLY
APR 4	ALUN ROGERS HISTORIC ROAD RALLY
MAY 8/9	EAST ANGLIAN CLASSIC
MAY 30	HUGHES RALLY
JUN 20	LEUKAEMIA RALLY
JUL 24	ROSS TRADERS HISTORIC TOUR
SEP 4	TARGA RUSTICANA
SEP 25/26	MERCIA RALLY
OCT 9	REGIS RALLY
NOV 7	PALLADWR RALLY
DEC 4/5	ILFRACOMBE RALLY

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MAR 16/20	TROFEO BALEARS CLASIDO (E)
APR 1/3	SAN REMO RALLY STORICO (I)
APR 16/18	HISTORIC RALLY ACROPOLIS (GR)
MAY 28/30	TROFEO FLORIO HISTORIC RALLY (I)
JUN 18/20	ADAC SAARLAND RALLY (D)
JUL 2/4	YPRES HISTORIC RALLYE (B)

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APR 2/4	BAHRAIN INTERNATIONAL (BH)
APR 16/18	JARAMA (E)
MAY 1/3	DONINGTON PARK
MAY 29/30	MONZA (I)
JUN 5/6	SILVERSTONE
JUN 19/20	EUROSPEEDWAY LAUSITZ (D)
SEP 17/20	MAGNY COURS (F)
OCT 9/10	ESTORIL (P)

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MAY 1/3	DONINGTON PARK
MAY 22/23	PAU (F)
MAY 28/30	MONZA (I)
JUN 19/20	ZOLDER (B) PROV
JUL 9/11	DIJON (F)
AUG 6/8	NURBURGRING (D)
AUG 29/30	OULTON PARK
SEP 25/26	ZANDVOORT (NL)
OCT 9/10	ESTORIL (P) PROV

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JUL 9/11	DIJON (F)
AUG 29/30	OULTON PARK
SEP 25/26	ZANDVOORT (NL)
OCT 9/10	ESTORIL (P) PROV

FORCE CLASSIC GRAND PRIX
WWW.FORCEGRANDPRIX.CO.UK

APR 24/25	MAGNY COURS (F)
MAY 7/9	SPA-FRANCORCHAMPS (B)
MAY 22/23	PAU (F)
JUN 5/6	SILVERSTONE
JUL 9/11	DIJON (F)
AUG 6/8	NURBURGRING (D)
SEP 25/26	ZANDVOORT (NL)
MAY 1/3	DONINGTON PARK
MAY 8/9	MONDELLO PARK (IRL)
JUN 19/20	ZOLDER (B)
AUG 6/8	NURBURGRING (D)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 9/10	ESTORIL (P)

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WWW.FIA.COM

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JUN 19/20	ZOLDER (B)
AUG 6/8	NURBURGRING (D)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 9/10	ESTORIL (P)

FIA LURANI TROPHY FOR FORMULA JUNIOR CARS
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MAY 29/30	MONZA (I)
AUG 6/8	NURBURGRING (D)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 9/10	ESTORIL (P)

CLASSIC ENDURANCE RACING SERIES
Patrick Peter: 0033 142 597340

MAY 7/9	MONZA (I)
JUL 2/4	NURBURGRING (D)
AUG 13/15	SILVERSTONE
SEP 10/12	SPA-FRANCORCHAMPS (B)

VDEV HISTORIC SPORTS RACING SERIES
Office: 00331 6988 0524
WWW.VDEVRACING.COM

MAR 20/21	JARAMA (E)
MAY 29/30	MAGNY COURS (F)
JUN 26/27	VAL DE VIENNE (F)
AUG 28/29	DIJON (F)
SEP 18/19	NOGARO (F)
OCT 9/10	LEDENON (F)

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WWW.HSRRACE.COM

JAN 28/31	DAYTONA
MAR 4/7	SEBRING
MAR 25/28	ROEBLING ROAD
APR 29/MAY 2	ROAD ATLANTA
SEP 25/26	BRANDS HATCH
OCT 10	DONINGTON PARK

AMOC ASTON MARTIN CHAMPIONSHIP
CLUB HQ: 01865 400400
WWW.AMOC.ORG

APR 12	CASTLE COMBE
MAY 2	MALLORY PARK
MAY 31	OULTON PARK
JUL 4	THRUXTON
AUG 22	PEMBREY
SEP 11	SILVERSTONE
SEP 25/26	BRANDS HATCH
OCT 10	DONINGTON PARK

AMOC HISTORIC FORMULA JUNIOR CHAMPIONSHIP
CLUB HQ: 01865 400400
WWW.AMOC.ORG

MAR 14	MALLORY PARK
APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 31	OULTON PARK
JUN 5/6	SILVERSTONE
JUN 26	BRANDS HATCH (CLASS D)
JUN 26/27	SNETTERTON (CLASSES A, B, C & E)
JUL 4	THRUXTON
JUL 17/18	BRANDS HATCH
AUG 22	PEMBREY
AUG 29	SILVERSTONE (CLASS D)
AUG 29/30	OULTON PARK (CLASSES A, B, C & E)
SEP 11	SILVERSTONE
OCT 3	MALLORY PARK
OCT 10	DONINGTON PARK

AMOC PRE WAR SPORTS CAR TEAM CHALLENGE
CLUB HQ: 01865 400400
WWW.AMOC.ORG

MAY 31	OULTON PARK
AUG 21	SILVERSTONE
OCT 10	DONINGTON PARK

VSCC RACE MEETINGS
CLUB HQ: 01608 644777
WWW.VSCC.CO.UK

APR 24	SILVERSTONE
JUN 5/6	SILVERSTONE
JUN 13	CADWELL PARK

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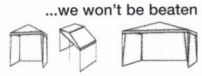
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JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC CLASSIC FORMULA 3 SERIES

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC CLASSIC RACING CAR CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC HISTORIC RACING SALOON REGISTER CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 5/6	SILVERSTONE
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 7	CASTLE COMBE
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

HSCC CLASSIC SPORTS CAR CHAMPIONSHIP

APR 11	DONINGTON PARK
APR 25	CADWELL PARK
MAY 8/9	MONDELLO PARK
JUN 26/27	SNETTERTON
JUL 17/18	BRANDS HATCH
AUG 29/30	OULTON PARK
SEP 17-19	SPA-FRANCORCHAMPS (B)
OCT 3	MALLORY PARK
OCT 16	SILVERSTONE

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MAY 22/23	PAU (F)
JUN 19/20	MONTLHERY (F)
JUL 9/11	DIJON (F)
JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

BEST OF BRITISH SPORTS CAR CHALLENGE (PRE '69)

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JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

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JUN 19/20	MONTLHERY (F)
JUL 9/11	DIJON (F)
JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

HISTORIC EUROPEAN TOURING CAR CHALLENGE

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JUN 19/20	MONTLHERY (F)
JUL 9/11	DIJON (F)
JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

SEBRING SALUTE

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JUL 31/AUG 1	CHIMAY (B)
SEP 17/19	SPA-FRANCORCHAMPS (B)
OCT 10	MALLORY PARK

PRE WAR SPORTS CAR SERIES

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MAY 1/3	DONINGTON PARK
JUN 25/27	NURBURGRING (D)
AUG 14/15	ASSEN (NL)
SEP 17/19	SPA-FRANCORCHAMPS (B)

AUG 20/21	LAHTI HISTORIC RALLY (FIN)
AUG 27/29	RALLYE ALPI ORIENTALI HISTORIC (I)
SEP 24/26	RALLYE ELBA STORICO (I)
OCT 22/24	RALLYE 500 MINUTI (I)
NOV 26/28	RALLY DU VAR (F)

GRAND TOURING CLUB 2004 EVENTS CALENDAR

FEB 13/22	SHORTBREAKS TO RETROMOBILE, PARIS (F)
MAR 29/APR 2	SUPERCARS & SUPERBIKES IN MODENA
MAR 25/29	WINE & GASTRONOMY RALLY IN BURGUNDY
MAY 2/18	MILLE MIGLIA TOUR
MAY 19/25	PAU HISTORIQUE GP TOUR
JUN 3/10	GRAND PRIX DE TOURS/LOIRE VALLEY TRIP
JUN 11/14	LE MANS 24 HOURS RACE TOUR (F)
JUN 18/21	GRAND PRIX DE L'AGE D'OR TRIP, MONTLHERY
JUN 25/27	CLASSIC HOSPITALITY AT GOODWOOD FESTIVAL OF SPEED
JUL 2/5	TOUR TO CHIMAY, (B)
JUL 9/12	RALLY TO NORMANDY
JUL 23/26	CLASSIC LE MANS TOUR (F)
JUL 21/AUG11	ROUTE 66, (USA)
AUG 11/16	MONTEREY TOUR, CALIFORNIA (USA)
SEP 3/5	CLASSIC HOSPITALITY AT GOODWOOD REVIVAL MEETING
SEP 15/20	CIRCUIT DES REMPARTS, ANGOULEME TOUR
SEP12/22	AUSTRIAN ALPINE RALLY EVENT
OCT 4/8	SUPERCARS & SUPERBIKES IN MODENA
JAN28/FEB 23 2005	SOUTHERN FESTIVAL OF SPEED, (NZ)

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all: McKlein

Clockwise from main: Stratos was still winning seven years after its first success. Its last big victory came in Corsica in '81 courtesy of Bernard Darniche; Munari's '76 Portugal winner is given a once-over; Stratos was a strong car, confirms Waldegård, but he didn't make it to the finish on the Safari in '76



"It handled very well in spite of a layout that has so much of the weight biased towards the rear. The first time I drove it, I was a bit afraid because of a previous bad experience with the Porsche 914/6 on the 1971 Monte Carlo. [He didn't like the car, but still finished joint third]. But it was nothing like that, it was more like the 911.

"I learned that you had to go into the corners hard to get the performance out of it. At first you felt that you would lose it completely, but it seemed to slide to a limit and then it was okay. It was a little bit like a modern 4WD car, which will put you off the road if you lift off mid-corner. It did not pay to be frightened with the Lancia Stratos, especially on gravel or snow.

"The traction was fantastic for its day. It is difficult to compare it with the Porsches I drove, because they had a maximum of 200bhp while the Stratos was 260, maybe 280. And the Stratos used so much wider wheels and tyres, so there was better grip. From the rear, the car looked all tyre.

"The first time in Sweden, when we won, the car was fantastic, but the second year [1976] it came with the big brakes,which meant that the track was much wider. So I had a real problem in the fresh snow trying to follow in the tracks of the other cars.

"One of my strongest Stratos memories is of working with Mike Parkes [chief development engineer]. I had a wonderful relationship with him and he was great to work with on set-up. It was the first time that I had a rally car that could be adjusted properly. We could even change things – the ride height, rollbar settings and all that – during a rally. That was new to me. I felt straight away that it was very sensitive to adjustment. You could feel the effect of a change, which was largely due to the rigidity of the chassis. It was was very strong, as you could see on the Safari Rally.

"The Stratos was a bit of a nightmare to live in. I was too tall and I had to sit leaning forward with my back not properly in the seat. It was uncomfortable, but when you have a car that good, you don't notice such things.

"The Safari Rally in a Stratos was bad for another reason. These were the years before team physiotherapists and isotonic drinks. There was no thought for the crew, and we were so hot and hungry that we were begging drinks and things off the spectators at all the service points. I had gearbox problems towards the end of the '75 Safari, but either Munari or I could have won that rally." Instead, they were second and third respectively.

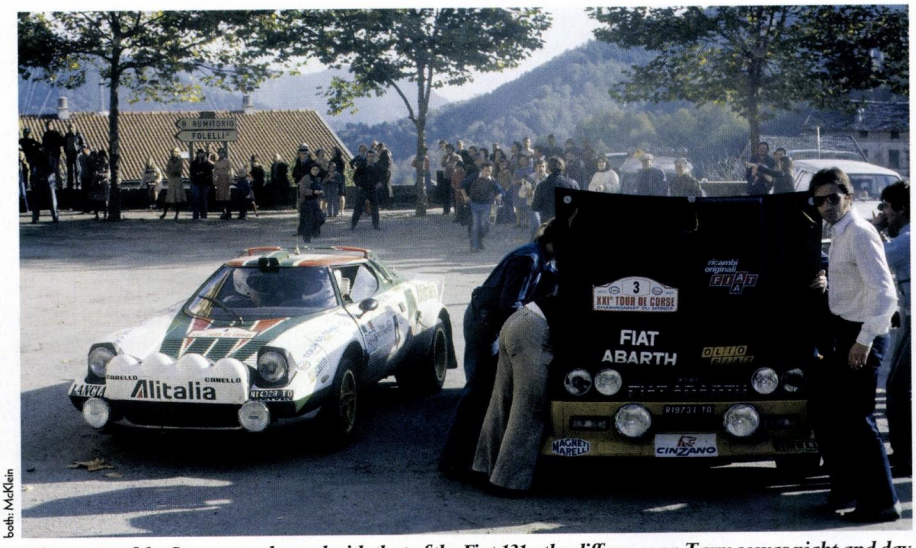
"Everyone thought that Sandro got the best in the team but that was not the case. I have the greatest respect for Fiorio and, when we had team orders, it was always in the best interests of Lancia. And he also shared the prize money and things in a proper fashion. It was a really great experience to do those events with a car built specifically for rallying and a great team working for you."

'There was no thought for the crew, and we were so hot that we were begging drinks off the spectators'

WALTER ROHRL CAME TO THE STRATOS IN ITS FINAL season as a works car and drove one on the 1979 German Championship while he plied his trade in the WRC with a Fiat 131 Abarth.

"The Stratos was made for the roads in Monte Carlo and San Remo," he recalls. "As soon as it was on a fast road, it was difficult because a short wheelbase and high speed is not a good combination. My first event in it was a German winter rally, where we did stages through forests on snow, with no spikes, at 120mph. I think it was the only time perhaps that Christian [Geistdörfer, his co-driver] was really frightened. I was going from maximum left lock to maximum right at high speed.

"But on twisty asphalt roads, it was just so fast, unbelievable. On the San Remo, I led for a long time in the Fiat before I had a silly accident and ➤



both: McKlein

The career of the Stratos overlapped with that of the Fiat 131 - the difference on Tarmac was night and day

retired. Then going back to Turin with my wife Monica, I drove Markku's practice car. Of course, we went past one of the stages, so I said I would show her – carefully – how it went. We started a stopwatch and, even going steady on an open road, I was quicker in that 24-valve Stratos than I had been on the rally with the Fiat 131 Abarth. The difference in performance was so big that it was like the gap between two- and four-wheel-drive.

"Because of my height, I always had trouble with my helmet touching the roof and I thought to myself that it would not be a good idea to roll since my head would take most of the impact. Then I rolled one! I took my recce car on a small event; I had done no practice and borrowed some pace notes. The first day was good and we were leading. The first stage on the second day, 200 metres from the start, was written 'left – full – over brow'. That might have been okay in a Toyota but not in a Stratos. I made a big jump, came down on a bank and the car went on its roof.

I told them, 'I don't want some old rally car for £6000'. Just five years later the car was worth £100,000!

"But my biggest mistake with the Stratos came after the season was over. They proposed to leave the rally car in Germany and said that I could buy it for £6000. I thought, 'I don't want some old rally car for that money', and I told them to take it away. Just five years later the car was worth £100,000!"

THE FINAL VERDICT ON THE STRATOS COMES FROM Simo Lampinen. He only drove two rallies in a works car, but they could not have been more different: the Swedish and the Safari.

"I had the chance to drive the Stratos before Sweden 1976, but I discussed it with Fiorio and I thought that it would be too difficult for me and that I should stick to front-wheel drive and left-foot braking," remembers the Finn. "So I drove the Beta Coupé which, when I went to Sweden with the Stratos, I discovered was a big mistake. The Stratos was very nice to drive. It was bit understeery because the front end was light. We were able to use narrow wheels and special Helenius snow tyres that made it better. In fact, if we had not spent 4min getting out of a snow bank, we would have been fighting for the lead and could have won instead of only taking fourth place.

"We did a test in San Remo on wet Tarmac. All the drivers were there: Sandro, Björn and 'Lele' [Pinto]. And even there I felt that its first tendency was to understeer, but it was so well suited to those twisty roads that the balance seemed to improve the faster you went.

"On the Safari, there were no such problems because you were not trying so hard in the corners, while it was very strong on the rough. We tried it out on the Pipeline Road where there was a really bad washboard effect. At 100mph you had to take your hands off the wheel because everything was shaking so much but, beyond that, the Stratos rode it really well. If you had to slow up for something really bad, you were so quickly back up to top speed that the others could not compete.

"The visibility was not bad, even in falling snow on the first night of the Swedish Rally. The pedals were well separated but offset quite a bit to the right, which presented no problem to someone like me who had driven Saabs for 15 years. There was not much space to put things, but it is amazing how quickly you get everything that you need stowed away. For sure, you travelled with light luggage in that car."

Uncomfortable, nowhere to put things, impossible to sleep in – not an ideal car for the rallies of the 1970s, one would think. But there is no doubt that any driver who has driven one would happily get back in and drive it again. And there would be queues to see them do it. M

TECHNICAL SPEC

ENGINE

Type:	60-degree V6, 2418cc
Power:	240bhp (12-valve on carbs) 260bhp (12-valve on injection) 330bhp (24-valve on injection)
Carburation:	48 Webers
Fuel injection:	Kügelfischer

DRIVETRAIN

Type:	rear-wheel drive
Gearbox:	5-speed

CONSTRUCTION

Body:	two-seater steel monocoque, incorporating rollcage; fibreglass front and rear bodywork
Weight:	960kg (100kg more on Safari)

RUNNING GEAR

Front suspension:	double-wishbone with coil spring and telescopic damper
Rear suspension:	MacPherson strut with lower wishbone and radius arm

IMPORTANT VICTORIES

1973	Firestone Rally	Munari/Mannucci
	Tour de France	Munari/Mannucci
1974	San Remo Rally	Munari/Mannucci
	Rideau Lakes Rally	Munari/Mannucci
	Tour of Corsica	Andruet/'Biche'
1975	Monte Carlo Rally	Munari/Mannucci
	Swedish Rally	Waldegård/Thorszelius
	San Remo Rally	Waldegård/Thorszelius
	Tour of Corsica	Darniche/Mahé
1976	Monte Carlo Rally	Munari/Maiga
	Portuguese Rally	Munari/Maiga
	San Remo Rally	Waldegård/Thorszelius
	Tour of Corsica	Munari/Maiga
1977	Monte Carlo Rally	Munari/Maiga
1978	San Remo Rally	Alén/Kivimäki
1979	Monte Carlo Rally	Darniche/Mahé
	San Remo Rally	Carello/Mannini
	Tour of Corsica	Darniche/Mahé
1981	Tour of Corsica	Darniche/Mahé

WORLD CHAMPIONSHIPS

1974	World Rally Championship for Manufacturers
1975	World Rally Championship for Manufacturers
1976	World Rally Championship for Manufacturers



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VENUES INCLUDE

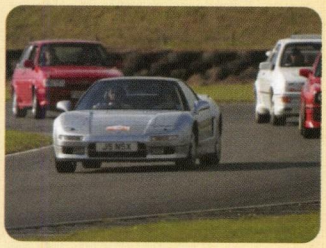
- Prescott - Hill Climb (2 runs)
- South Cerney - Sprint Track (2 runs)
- Bowood House - Rally Stage (2 runs)
- Keevil Airfield - Rally Stage (2 runs)
- Castle Combe - Racing Circuit (6 laps)



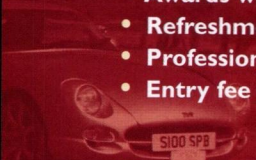
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SUNDAY 15th AUGUST 2004

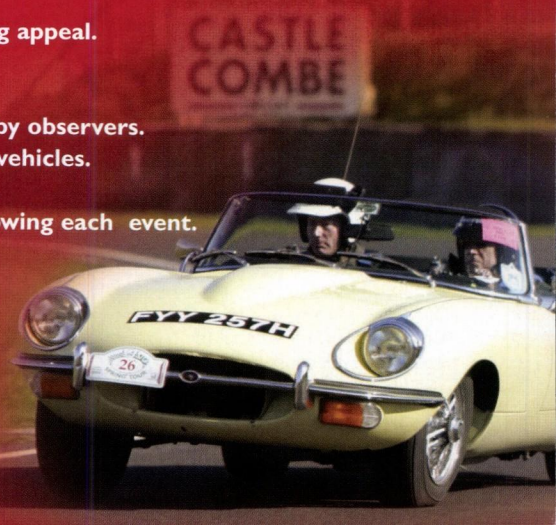
VENUES INCLUDE

- Pembrey Circuit - Race Track (6 laps)
- Severn Sisters - Rally Stage (2 runs)
- Llandow Circuit - Sprint Track (2 runs)
- Caerwent Camp - Rally Stage/Sprint (2 runs)
- Chepstow Racecourse - Rally Stage (2 runs)



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courtesy of Eugen Böhringer

AN IDEA THAT SNOWBALLED

TEN YEARS BEFORE THE LANCIA STRATOS SCORED ITS FIRST MONTE CARLO WIN, A MID-ENGINED SUPERCAR BLASTED THROUGH THE ALPS. HARTMUT LEHBRINK EXPLAINS HOW A PURE PORSCHE GT RACER ALMOST SPOILED THE MINI'S PARTY

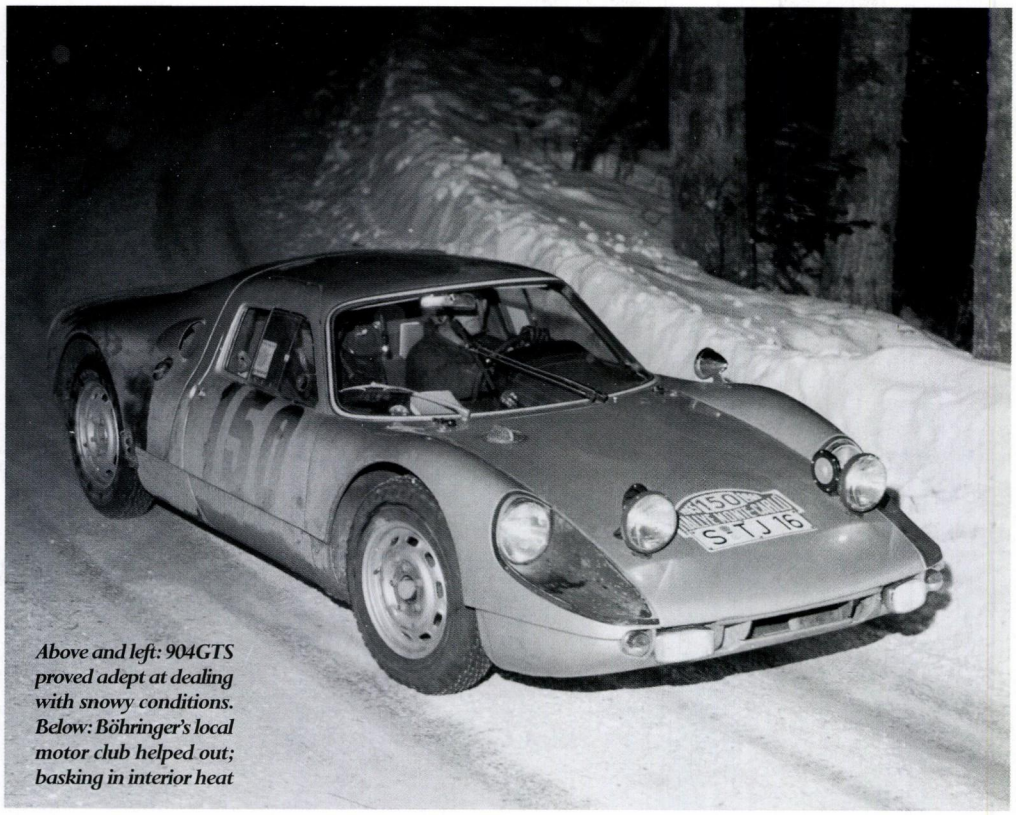
IT WAS SPUR OF THE MOMENT – AND IT had a tinge of the impossible about it. But it was to bear fruit.

The *Gran Premio Internacional de Turismo*, Argentina's gruelling saloon car marathon held on open roads – and won for a second straight year by Eugen Böhringer aboard a works Mercedes-Benz 300SE – had been postponed a week because of torrential rains in the San Juan region that had washed away or flooded parts of the route. This meant that the competitors did not return to Buenos Aires until November 7, whereupon Karl Kling, the former GP driver who was Merc's team manager, decided that it was too late to enter his cars for the 1965 Monte Carlo Rally: his equipment had still to be shipped back to Europe lock, stock and barrel, and his team had lost a crucial eight days. There was another reason not to rush back: the Monte Carlo's regulations, as well as most of its sections and stages, favoured small and nimble front-wheel-drive cars such as the Saabs and Minis...

But Böhringer, still addicted to competition at the age of 42, had a brainwave. He telexed Porsche's sporting director, Baron Huschke von Hanstein, to ask if he was prepared to entrust him with a 2-litre 904 GTS for the upcoming event. The new model had been rallied with some success by privateers in Spain, France and Belgium in 1964, and had shown well in the Targa Florio and Coupe des Alpes, but a long-distance mountain rally in *winter* was something far removed from the car's original remit. The moustachioed baron's answer was succinct: "You must be off your nut!" Böhringer, though, would not be denied. He telexed back: "You're off your onion yourself. We can work wonders with that car."

Back in Germany a fortnight later, Böhringer called on von Hanstein and, blessed with the gift of the gab like nobody else, finally coaxed him into giving the project his thumbs-up. "What I need from you is the car itself, works service, the tyres and the co-driver," Eugen explained.

As to the latter, he opted for Rolf Wütherich, the Porsche mechanic who had been seriously injured in the road crash that killed James Dean in September 1955. Wütherich knew Böhringer well, having built a Formula Junior fitted with a Mitter two-stroke within earshot of Eugen's hotel in Rotenberg, a Stuttgart suburb. Rolf had a knack for technical things, but tended to stutter when excited – hardly ideal pace note material.



Above and left: 904GTS proved adept at dealing with snowy conditions. Below: Böhringer's local motor club helped out; basking in interior heat

all: courtesy of Graham Robson





As the Monte project took shape, von Hanstein warmed to the idea and optimism soon prevailed among the Porsche tycoons: with Böhringer at the wheel of their spectacular coupé, winning the world's most famous rally was a distinct possibility. There was, however, a potential obstacle that had to be overcome as quickly as possible. Would Böhringer's Mercedes-Benz employers consent?

At least nothing formal stood in the way. "I never had a written contract [with Mercedes]," explains Böhringer. "Driving for them was just a matter of a telephone call or a friendly little chat over dinner, capped by shaking on the deal. No red tape at all."

'The car's road-holding was fantastic, not least because of it's perfect weight distribution'

Prof Fritz Nallinger, the Mercedes director in charge of all the marque's racing activities, was on holiday in St Moritz when the request was made, but he generously gave the go-ahead at once, ringing Ferry Porsche with the good news himself.

Once the basic decision had been taken, the Porsche racing department acted quickly and efficiently. "With such short communication channels, the Porsche people performed in one day what would have taken their Untertürkheim colleagues a week," muses Böhringer.

Eugen was given a stock 904 for a week to familiarise himself with a car which he had never driven before, and which was very different from the big Merc saloons he was used to. The first snow had fallen in the Black Forest and he plunged in, possibly the first time a 904 had hit icy roads.

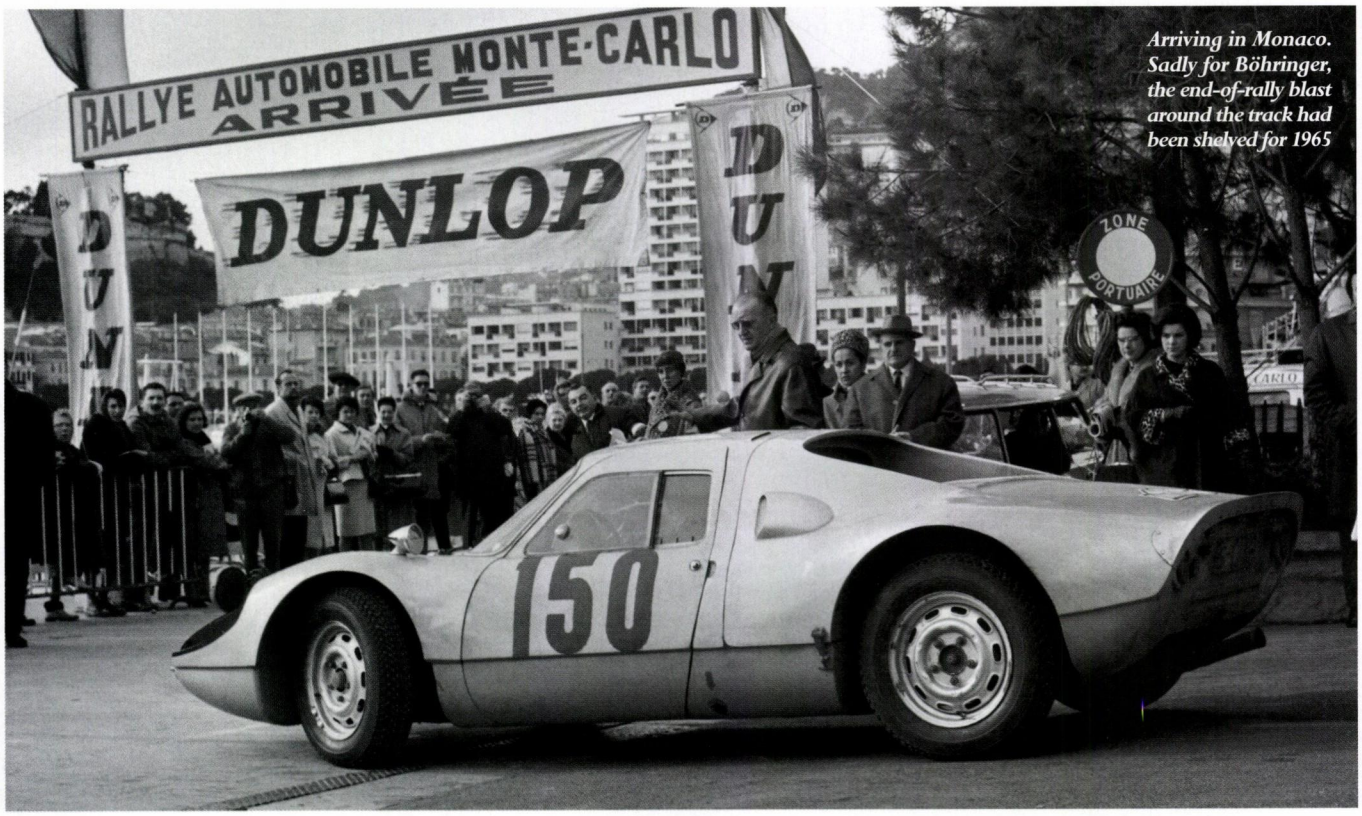
In the meantime, his Monte Carlo mount – chassis 006, a veteran of Targa Florio, Le Mans and the Tour de France – was being meticulously prepared. Its ground clearance was raised and an aluminium undertray fitted to cope with the snow and bumps. The passenger seat required by racing rules was just a dummy, so it had to be replaced by a proper one, although Wütherich would still have to live with the battery mounted in his footwell. Both the steering wheel and pedal set-up were adjustable and Böhringer quickly found a suitable long-distance driving position.

The racing 904s had no heater or demister, of course, so a petrol device – developed by Porsche in conjunction with Eberspächer during WWII to heat the engine compartments of tanks – was installed. It proved almost too effective. "We never needed to wear a pullover during the rally," laughs Böhringer. "But the problem was that the thing could not be regulated, just switched off or on, the noise of which always frightened the officials at the checkpoints."

The shortest of four potential rear axle ratios was chosen, reducing the car's top speed to 230km/h. At the same time second gear was made a bit longer and third a little shorter. This meant that the drivetrain was almost identical to the Targa Florio set-up used by the 1964 winners, Baron Antonio Pucci and Colin Davis. Böhringer was told that he could rev the noisy four-cylinder to over 7000rpm, but wisely decided not to exceed 6500 and instead make best use of the good torque from the Ernst Fuhrmann-devised unit.

The tyre situation was overseen by Porsche engineer Peter Falk, who was also going to take part in the rally as Herbert Linge's co-driver in a pre-production 911. It was a complex situation: Böhringer had the choice of various makes – Dunlop, Metzeler and the excellent Finnish Hakkapelita rubber – with either 125, 250 or 500 spikes of differing lengths shot into every tyre to cope with the varying conditions that were typical of this event. As Porsche could only man a couple of depots, Böhringer's local Motorsport-Club Stuttgart came to his aid, its enthusiastic members swarming all over the Alpine sections in particular.

Serious practice began soon after the turn of the year, von Hanstein providing Böhringer with yet another 904. "The car's road-holding was absolutely fantastic, not least because of its perfect weight distribution," ➤



Arriving in Monaco. Sadly for Böhringer, the end-of-rally blast around the track had been shelved for 1965

LAT

marvels Böhringer. He found it to be very user-friendly. His inexperience caused him some spins, but the car was never unduly "vicious", and soon he was throwing it accurately into tight hairpins, a useful skill given that its turning circle was a commodious 13 metres.

Böhringer was also full of praise for the braking of this 700kg lightweight: "We would arrive at a corner, say 50km/h faster than in the preceding year with the big Mercedes, but the braking point was the same."

Everything looked good, especially as the route was deemed to be faster and easier than ever before. Böhringer was confident of success. And then the weather turned with a vengeance. Epic snowstorms and high winds in the Massif Central ensured that this was one of the toughest Montes ever. The 904 was surely out of its depth...

Having started in Bad Homburg to reduce the overall distance to a minimum (unlike most others, who had chosen Stockholm, London, Warsaw and even Minsk), Böhringer's 904 was one of the last – only four cars seeded at 150 and above made it through – to survive the Arctic conditions that sidelined the bulk of the field, including the works sister 904GTS of Pauli Toivonen.

Peering out through that steeply raked windscreen, Böhringer drove superbly to set the fastest time over the snow-swept St Apollinaire stage... but he had still clocked up four precious minutes of road penalties – the lifeblood of the event – on the run to Chambéry and the struggle over the first two stages, Col du Granier and Chamrousse. He clocked the fastest time over the shorter, much easier Levens stage, and arrived in Monaco in fourth place. He would have been third but for the 20 penalty points collected for an overly noisy exhaust. Ahead of him were the Citroën DSs of Lucien Bianchi and Bob Neyret, and the leading Mini Cooper S of Timo Mäkinen, the only driver still without penalty.

After a day's rest in Monaco, just 35 cars – from the 237 that had started the event – took up the challenge of the last night, two 300km loops through deep snow and hard-bitten ice. Böhringer was just pipped on the opening Gorges de Piaon stage, and thereafter chased Mäkinen, the big Finn setting fastest time on the remaining five tests. Timo's night was not without drama, however, and a broken contact-breaker near Sospel cost him 4min. This meant that only Böhringer and Erik Carlsson's Saab 'cleaned' the section. The latter, however, was already out of contention because of iced-up carbs on the run down to Monaco; but the former, most definitely was in contention, and moved up to second after Bianchi had crashed out on the wrong tyres.

Mäkinen had dominated the event, but Böhringer had almost stolen the show. Von Hanstein was quietly content but would definitely have preferred first place. When Wütherich, who had shouted himself hoarse in his hopeless contest against the raucous power plant, groaned, "Huschke, water" at a checkpoint, the aristocrat ignored his plea. "Herr von Hanstein, water," repeated Wütherich.

"But your engine is air-cooled," came the unhelpful answer – eventually. At which point Wütherich had to grab a handful of snow as Eugen roared away. Von Hanstein had been indefatigable and ubiquitous in his efforts. He expected the same from his men. And more. M

SUPERB MINI VERSUS SUPERCAR

Chambery-Monaco	SS1	SS2	SS3	SS4	SS5	Total
Timo Mäkinen	41m 28s	**30.25**	20.32	**12.47**	6.59	**112.11**
Eugen Böhringer	52m 55s	35.05	**19.55**	13.25	**6.20**	127.40

Stages: SS1 Col du Granier (47km); SS2 Chamrousse (35.5km); SS3 St Apollinaire (17.5km); SS4 Col de Leques (14km); SS5 Levens (7km)

Monaco-Monaco	SS6	SS7	SS8	SS9	SS10	SS11	Total
Mäkinen	6.55	**24.39**	**22.29**	**25.10**	**22.51**	**24.28**	**126.32**
Böhringer	6.32	24.47	23.44	26.35	23.15	26.07	131.00

Stages: SS1 Gorges de Piaon (6km); SS2 Col de Turini, east-west (26km); SS3 Col de la Couillole (21km); SS4 Col de Turini, west-east (26km); SS5 Col de la Couillole (21km); SS6 Col de Turini, west-east (26km)

NB: Times in bold indicate a fastest stage time

Stage winners: SS1 Erik Carlsson (Saab), 40.00; SS6 Peter Harper (Sunbeam), 6.29

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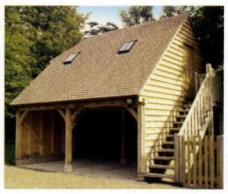
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ALTHOUGH IT NEVER CLAIMED A MAJOR WIN, THE ERSKINE STARIDE SET A FUTURE LOTUS FORMULA ONE RACER ON HIS WAY. NICK PHILLIPS LOOKS BACK AT THIS INNOVATIVE F3

THE 500CC FORMULA 3 ERA SPAWNED A HOST OF CARS. Among them was the innovative, though ultimately underperforming Erskine Staride. It won races and gave Trevor Taylor, a future Lotus team-mate to Jim Clark, his start in single-seaters – but the big wins never came.

The Staride was produced by motorcycle speedway ace Mike Erskine in his Southampton factory; it was designed by two men who later became pillars of the motorsport establishment in organisational and technical roles: Dean Delamont and Cecil Mitchell.

Erskine's factory produced car radiators, but the Wimbledon racer had also branched out into building very successful speedway bike frames: Freddy Williams used a Staride to win the world championship in 1950. But after a difficult '51 season, Erskine quit speedway and went looking for a new interest.

This is where Delamont and Mitchell, both heavily involved in the 500cc F3 scene, came in.

"Probably influenced by Dean, Erskine decided to get involved in F3," explains Mitchell. "They were old schoolfriends, I think."

Delamont and Mitchell had already played a part in the gestation of the 1950 Stirling Moss Kieft – an adopted Delamont design. "They needed someone who would do some stressing and draw it out," says Mitchell. "I was an engineering student at the time and was also a neighbour of Dean's, so I was given the job that led on to the Staride."

The project gave Delamont and Mitchell the chance to design a car from scratch: "It was a logical development of the Kieft," says Mitchell. "Same sort of weight distribution and suspension, and so on."

But the Staride, Mitchell reckons, moved the art of F3 design on a bit. It featured a centrally mounted fuel tank between the forward-seated driver and engine, and rising-rate suspension using a single shock absorber and torsion bars at the rear.

The Staride was a regular contender over the next few years and arguably had its finest hour at the big annual August Bank Holiday meeting at Brands Hatch in 1953. A crowd of 50,000 turned out to watch two big F3 contests – the August Sprint Race and *The Daily Telegraph* International Challenge Trophy – each with four heats and a final.

Reg Bicknell – another Southampton man, friend of Erskine's and later a works Lotus sportscar driver – won both his heats in his yellow Staride. In the August Sprint final, he was beaten only by F3 king Don Parker and emerging star Stuart Lewis-Evans. At the start of *The Daily Telegraph* final, heading into Clearways on a circuit that ran anti-clockwise then, Reg was involved in a first-lap skirmish, rolled and broke his shoulder.

There were another couple of top-three results in international events for Bicknell in 1953, and the following year Dennis Taylor had similar success, but otherwise the Starides (around 10 were built) usually notched up successes only in lesser events.

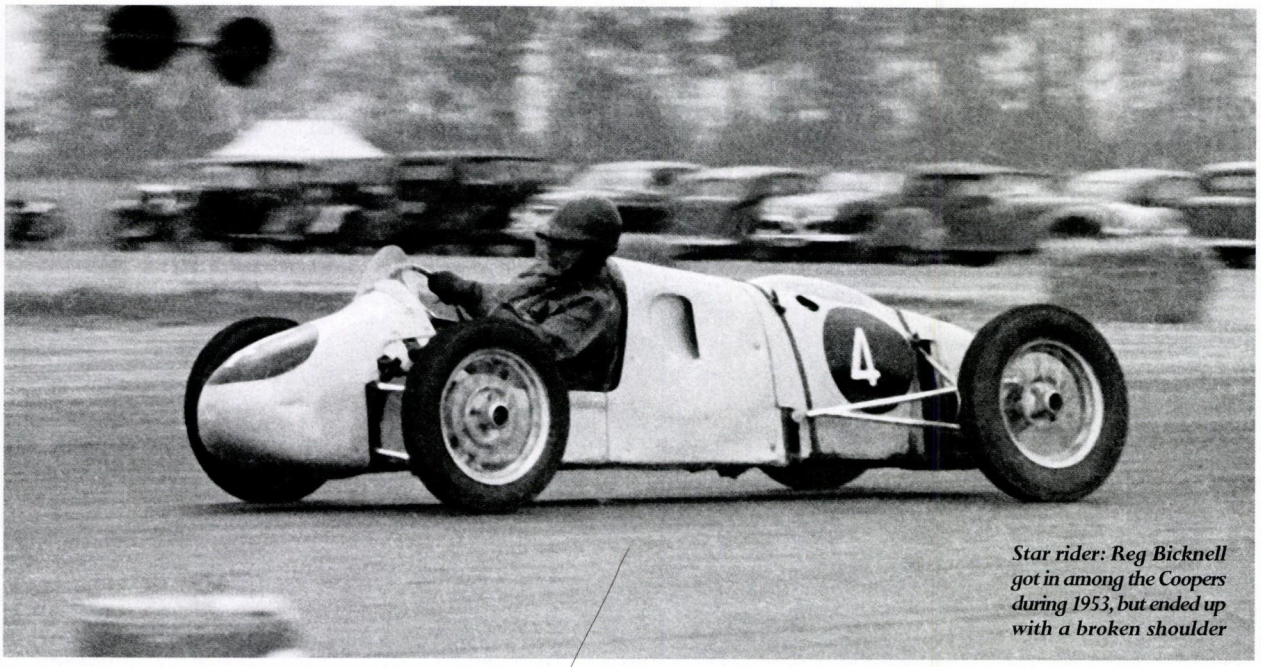
A couple of years later, though, it played a small yet significant role in racing history. In 1956, Yorkshire hopeful Taylor bought a JAP-engined Staride.

"The first race we entered was at Brough Aerodrome and we finished second to Parker," recalls Taylor. "We got a cheque for £20. That was a lot of money then."

Taylor didn't keep the Staride long, partly because an up-front driving position worried his father and partly because faster cars were by then around. He soon moved on to an ex-Lewis-Evans Cooper.

"It taught you one or two things," says Taylor of the Staride. "It was our first single-seater and we thought it was great – until the Coopers started to come past us, that is. It was quite a good car originally, but it was never a match for the Cooper-Nortons, especially with that JAP engine."

Taylor also found his car to be a bit of a handful. "You more or less sat right over the front wheels," he says "And, with the negative camber on the back wheels, if you lost it... It was sort of swinging about at the back and when it went, it really did go." M



Ferret Photographic

Star rider: Reg Bicknell got in among the Coopers during 1953, but ended up with a broken shoulder

AN ISLAND



NMM

RACE

BILL BODDY RECOUNTS THE GROWTH OF THE TARGA FLORIO FROM ONE MAN'S DREAM TO EVERYBODY'S IDEA OF A ROAD RACE ADVENTURE



THE EARLY TARGA FLORIOS HAVE HAD THEIR PLACE IN MOTOR RACING history obscured by European grands prix. That's a shame, because this daunting event was perhaps the greatest road race of them all. The low average winning speeds of these grim contests over the Sicilian mountains and unmade roads, compared with those of the classic grands prix of the same period, confirm the challenge the Targa presented. For example, the first such 277-mile race had a winning average speed of only 29.07mph; the 770-mile French Grand Prix of that same year was won at 62.89mph. The Targa's average did not rise above 40mph until 1924 – even though the cars involved were of GP calibre.

There might have been no Targa Florio had Vincenzo, the younger son of Ignazio Florio, not been keen on all things mechanical. His wealthy father, who was very influential in Sicily and used to entertain European royalty at his Palermo estate, died when the boy was only eight years old, and his brother, from the age of 23, became the head of the family. It was he who, in 1898, bought a very early De Dion motor tricycle in Paris and brought it home. This was of immediate interest to Vincenzo, who had tried all of the latest pedal bicycles from England and Europe; they were discarded when the new form of propulsion arrived.

Ignazio, named after his father, also became interested in motoring, acquiring not only a primitive Peugeot, but an equally primitive Benz, he and his brother having visited the Paris Motor Show. A Fiat was added to the collection of cars in the stable block, and naturally a mechanic was sent to tend their latest purchase. He happened to be Felice Nazzaro, who was working at the factory in Turin under Vincenzo Lancia. He and the younger Florio got on well, and Nazzaro, later to become one of Italy's star racing drivers, was persuaded to stay on to service the family's cars and act as its chauffeur.

Vincenzo got his series of races under way in 1906. It was run over the notoriously demanding, 92-mile Big Madonie circuit, which was to be covered three times. The route consisted of roads so rough as to be apparently suitable only for mule carts. It twisted, turned, rose and fell over two 3000ft mountain passes and through the narrow streets of several villages. And then there were the brigands and mafia – threats not to be discounted lightly! Communications, essential in the event of accidents, were almost absent. It was primitive in the extreme, but Vincenzo, who had driven in a few races, with a Panhard-Levassor and his Mercedes 60 – in which he ➳

Left: The Isotta-Fraschini team gather at Termini in 1908. The event was won by Trucco's 7A. Below: Florio congratulates the '07 winner, Fiat's ace Nazzaro



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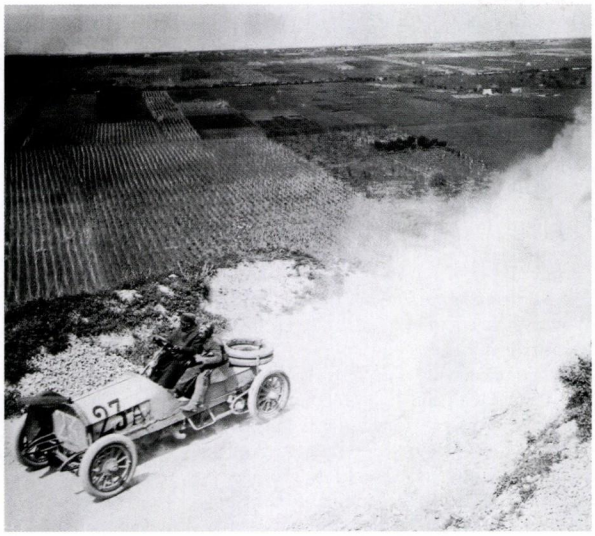
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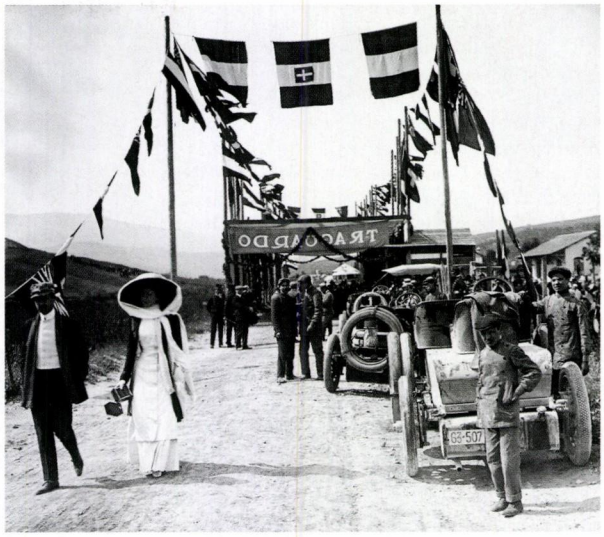
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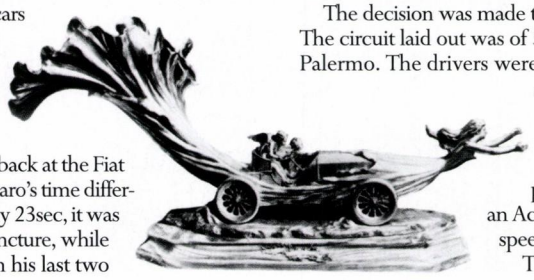
was third behind Lancia and Georges Teste in a Brescia race – refused to give up. And with encouragement from the non-driving editor of *L'Auto*, the influential magazine owned by the ACF, he went ahead. To organise a major race normally requires the foresight and experience of a prominent club. In faraway Sicily, Vincenzo was very much a one-man band; I understand that he had virtual control of the island.

Left: 1907 Targa had 46 starters. Fritz Erle's Benz finished 15th. Right: The race was rustic, but the fashionable still attended Bottom: The race's stylish prize

That first race was run on May 6. There were only 10 starters, but some well-established racing drivers were among them. (There would have been a better entry had strikes in France not prevented some notable cars and drivers from arriving.) Competitors were to pass through Cerda, Caltavuturo, Castellana, Soprana, Castelbuono and Campofelice – and back to the start/finish on the Messina-Palermo main road. After 9hr 32min 22sec, and having started at 6am, the calm winner was Alessandro Cagno, who was driving a big Itala with a 130x140mm engine. He'd been passed by Ettore Graziani on another Itala on lap two, but reassumed the lead to win by 30min. History relates that his car stripped its crown wheel as soon as the race was over.

The Targa Florio had been launched. It was intended for near-standard cars, of which 10 of each had to have been made – but this was not strictly enforced. Behind the victorious Italas came Paul Bablot's Berliet. The only other finishers were two more Italas, driven by Victor Rigal and Pierre de Caters, and a Hotchkiss, which Hubert le Blon brought in after more than 12 hours, his wife riding alongside him. The renowned Maurice Fournier, on a Clement-Bayard, exceeded the time limit set for this unique race, while those who retired were Lancia on a Fiat, the celebrated Henri Fournier on another Clement-Bayard and George Pope's Itala.

In spite of its car-breaking and dangerous nature, the race attracted 50 entries in 1907. The starters left at 3min intervals, and there was a minimum car weight of 1000kg; as in horse racing, weight penalties were imposed, cars over 130mm bore having to carry 20kg per mm. Thirty drivers got home in time, 16 retired. Fittingly, it was Nazzaro on a Fiat who prevailed, at an average of 33.4mph, from Lancia's Fiat. The two companions who had worked together back at the Fiat factory were extremely consistent: Nazzaro's time difference on his first and second laps was only 23sec, it was said, before he lost 5min changing a puncture, while Lancia's time varied by only 19.2sec on his last two laps, astonishing over such a circuit.



For 1908, the race was over two instead of three laps, and starters were down to 13, of which six retired, including Nazzaro's Fiat. A voiturette race over the same distance had a remarkable outcome. Giosue Giuppone won on one of the astonishing single-cylinder, six-valve Lion Peugeots, and he and the next three finishers, all De Dions, were faster than the first four in the main race. In fact, in winning the Targa, Trucco's Isotta-Fraschini had taken 7hr 49min 26.6sec, an average of 35.46mph. He was followed by Lancia's Fiat and Ernesto Ceirano's SPA. Florio himself took part in the voiturette race, but his De Dion didn't finish. (He had competed over the circuit before, but only in very minor events that he tended to organise for his friends. He had won two of them and finished second in another.)

In 1909, just one lap of the Big Madonie circuit was used, because the Messina earthquake had disrupted things. The winning speed was 34.0mph, set by Francesco Ciuppa's SPA, the runner-up being Florio himself in his Fiat, followed by Guido Airoldi's Lancia. The Targa voiturette race of '09, held over two laps, developed into a battle between Jules Goux and Giuppone in Lion-Peugeots. They finished in that order, with a De Dion third.

For 1910, the voiturettes ran with the Targa Florio cars, and the race provided a small-car triumph, Georges Boillot, soon to be the greatest, heading a Peugeot 1-2-3. The cars in the main race were outclassed, the Franco of Tullio Cariolato 'winning' at 29.1mph.

Florio was by now becoming interested in the new flying machines, for which he organised meetings, and the status of the motor race he had created was, to a small extent, diminished. The full three laps of the main circuit were reinstated for 1911, however, and Ceirano's SCAT won, also at 29.1mph. Mario Cortese's Lancia was second, a Mercedes third, ahead of another SCAT.

The decision was made to adopt a new round-Sicily race for 1912. The circuit laid out was of 599.6 miles, with its start in the centre of Palermo. The drivers were mostly unknown, the field embracing American Ford, Overland and Flanders. A SCAT won at 24.3mph.

The same pattern was followed in 1913, and this time Nazzaro took the prize in a car of his own devising, beating an Acquila-Italiana and a De Dion, the winning speed now up to 31.04mph.

The Targa Florio retained its place in the ➠

racing world after WWI. It resumed in November 1919, with 24 lined up for four laps of the Medium Madonie, which cut out the Caltavuturo loop of the full course. With drivers of the calibre of Andre Boillot, Carlo Masetti, René Thomas, Giuseppe Campari and Antonio Ascari, in cars of GP-type, a fresh flavour was imparted to the famous race. Boillot won for Peugeot from the Itala of Antonio Moriondo and Domenico Gamboni's Diatto. It was a very dramatic race. Despite the fact that Boillot had been off the road six times – and almost over a cliff once! – the lead battle was between him and Thomas' Ballot. With the roads drying out after three laps, Thomas changed treaded tyres for more suitable ones, and was told that his faster car could beat the Peugeot...

Legend has it that Boillot then fainted, with the words 'C'est pour la France' upon his lips'

Boillot was weary after eight hours of driving and, braking hard 30 yards from the finish, spun into the wooden grandstand. He and his mechanic were helped back into the car and, in reverse, Boillot drove across the line. A cry went up that this act might disqualify him. Thomas, meanwhile, had gone missing. He had been ahead of Boillot on the road, if not on time, when he lost it at one of the 1500 or so corners. His team patron Ernest Ballot, who had accepted defeat, told Boillot and his mechanic to get back in their car, drive those 30 yards, turn and cross the line properly. Once they had done so, legend has it that Boillot then fainted, with the words *"C'est pour la France"* upon his lips.

After Guido Meregalli's Nazzaro had won in 1920, from Enzo Ferrari's Alfa Romeo, a professional aspect entered the race. Giulio Masetti's Fiat won in 1921, at 36.2mph, from Max Sailer's Mercedes and the Alfas of Campari, Ugo Sivocci and Ferrari – the works cars were moving in.

This trend continued in 1922. Mercedes entered a strong team of two revised 1914 GP cars, now with front-wheel brakes, two supercharged 28/95s and, most importantly, two new supercharged 1.5-litre racers. Although these were driven by the likes of Christian Lautenschlager, Otto Salzer and Ferdinando Minoia, they would be upstaged by the privateer Masetti, who was in another of the revamped Lyons GP cars. Opposition came from the Alfas of Ascari, Campari, Sivocci and Ferrari; Alfred Neubauer drove an Austro-Daimler. Ballot relied on the impressive Goux and Giulio Foresti. Out of the field of 45, Masetti came in first, at 39.2mph, ahead of the Ballots.

The following year Sivocci, soon to be killed testing the P1, won for Alfa Romeo, only for Christian Werner to put Mercedes back in the winner's circle in 1924. Hard pressed by Alfa Romeos and Fiats, Werner was the first to average more than 40mph.

The Sicilian race was at its height, with enormous fields and a large contingent of German supporters. But it would be France that would dominate in the coming years, courtesy of Bugatti.

Meo Costantini scored the first win for Ettore's cars, in 1925, from the Peugeots of Louis Wagner and Boillot. He won again in '26, supported in a 1-2-3 by Minoia and Goux. Emilio Materassi made it a Bugatti hat-trick in '27, ahead of Caberto Conelli, Maserati's eponymous car and Boillot's Peugeot. The run continued in '28, with Albert Divo victorious. Campari's Alfa Romeo was second, but Bugattis, barring Luigi Fagioli's Maserati in seventh, filled out the rest of the top 10. Divo won again in '29, with team-mate Minoia second.

Italian pride was restored by Achille Varzi, who broke this Bugatti ascendancy with an Alfa Romeo in 1930, winning from the Bugattis of Louis Chiron and Conelli. Tazio Nuvolari was fifth in an Alfa.

This comes to my favoured vintage cut-off point – but the Targa Florio had scarcely run its course. From 1931, it was won by Nuvolari (and again in '32), Antonio Brivio, Varzi, and Brivio again – all in Alfa Romeos. This run was broken by Magistri's Lancia in 1936, whereupon the race moved to the short Favorita Park circuit near Palermo. Maserati won all four races here, courtesy of Francesco Severi, Giovanni Rocco and Luigi Villoresi (twice). This switch in venue had a lot to do with the fact that, as from '37, Vincenzo Florio, the race's driving force, no longer held an official position in the Sicilian Automobile Club.

The race resumed in 1948 (using the Tour of Sicily course) and extending almost into modern times as a round of the world sportscar championship. We should never forget how Stirling Moss, in spite of having to be hauled out of a ditch, was able, by his superb driving and that of his co-driver Peter Collins, to win in '55, at a record 59.8mph, with the Mercedes 300SLR. Nor should we forget the other great British victory of this period, Franco Cortese's win of 1951 in a Frazer Nash. This race marked the return to the Madonie after a 14-year absence.

In the main, however, the Targa in its later years was a straight fight between Ferrari and Porsche, and occasionally Alfa Romeo. And it was the German manufacturer that won the 'war', recording no less than 11 victories in the period 1956-1973; Ferrari won five times, Alfa Romeo once.

The event continued for four more years thereafter, the last race being won by a Chevron, but 1973 had marked the end of its championship status, after which its demise could only be delayed. M

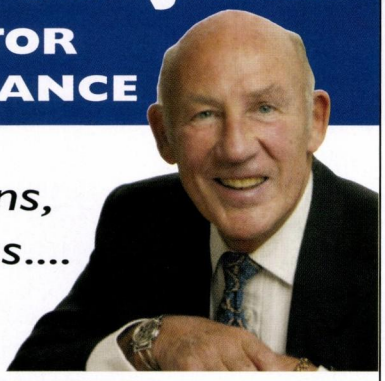
Left: Mercedes mounted a huge campaign in the early 1920s – Christian Werner won in '24. Right: Itala won in 1906, and finished third in '07 with Fabry





both: NMM

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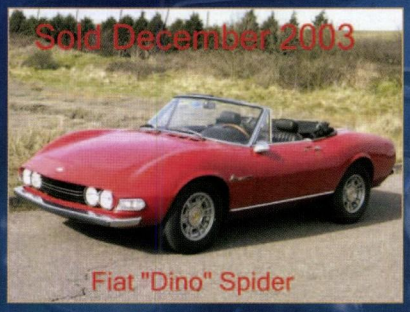
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courtesy of Len Terry

'COLIN CHAPMAN AND I CAME FROM DIFFERENT PLANETS. WE ADMIRED EACH OTHER BUT WERE NOT ON THE SAME WAVELENGTH. HE DIDN'T APPRECIATE MY SENSE OF HUMOUR, AND I DIDN'T APPRECIATE HIS LACK OF ONE'

LEN TERRY WAS A DESIGNER WITH AN INSTINCTIVE FEEL. HE WAS ALSO THE FASTEST PENCIL IN THE WEST. IF YOU NEEDED A RACING CAR IN A HURRY, HE WAS THE MAN TO TALK TO. GORDON CRUICKSHANK REPORTS

THERE ARE SOME NAMES WHICH JUST keep surfacing in the story of racing, certain phone numbers you keep ringing for first-hand comments. One of our office 'quick-dials' is a Lincoln number; call it and you're speaking to the unassuming man who put Colin Chapman right on a few things; who could design a race-winner in a trice; who created the most beautiful racing car ever. He has been part of plenty of racing stories; this time it's Len Terry's turn to be at the centre.

In his neat bungalow Len hands me a list of the 29 or so organisations he's been involved with. He has the photos lined up in order and works through this extensive career without notes. At 79, his mind is as fit as his spry frame, toughened by thousands of miles on bicycles. Being methodical is clearly one of his main strengths, though business never was. None of his companies made him rich, and he notes wryly: "I've worked out that today's designers get at least 1000 times what I got. At Lotus I had £1500 a year and a week's loan of an Elan. And if I went to an F1 race, I paid." Nor was there glory. "The trouble with being a freelance designer is that if your car wins, the company claims the credit; if it's a failure, it's the bloody designer's fault." But for Len, success on the track was its own reward – and he's had plenty of that.

With his record you'd expect a deeply technical background. Not so. He went straight from school at 14 to be an office boy for a theatrical agent in the West End of London. Instead of meeting Fangio and Farina, he was mixing with Ivor Novello, George Formby and Richard Tauber. In these wartime years his workmates were quickly drafted and Len was promoted by default. Very soon he was handling the promotion side, creating his own posters, slides, montages. "I cannot remember a time when I couldn't draw – I was born with it," he says. But he also had a passion for cars, visiting Crystal Palace and Brooklands. "I decided, aged 12, that I would both race and design racing cars. My dad said that I would never make a living out of drawing, and I decided to prove him wrong."



LAT

Flat as a pancake: Chapman and Terry fell out over Lotus 30. Len was right!

After his own stint in the RAF, Terry became a draughtsman. He soon found the 750MC and, in 1955, bought a special, the JVT, which he raced for five years – and "never won a thing!" At the same time he was devouring every book he could find on chassis design – and sending designs for a British Formula One car to the magazines, which led in turn to some technical illustration work for *Autosport*.

Moving to a contract design company finally pushed Terry into the car world: "I was farmed out to Aston Martin, where I drew up the notchback version of the DB2/4, and then to ERA, which was investigating ➤

a small road car: a rear-engined, air-cooled rival to the Mini." A spell at Falcon Shells, who made striking GRP bodies for mundane underpinnings, gave him some suspension experience before he was swept into the mainstream with a move to Lotus in 1958. His interview with Chapman was brief: having designed a space-frame to replace the JVT's chassis, he took along a model. This was so stiff Chapman couldn't twist it; he was in. Within two months he was chief draughtsman. And he wasn't over-awed by the great man.

"I don't think Colin was a particularly good automotive engineer," says Terry. "This was spelled out to me when he explained how he worked out his steering geometry; when I explained my way, he said, 'Right, we'll do it your way'."

So Terry set to work to revise that aspect of a whole slew of models – the Seven, 11, 12, 15, 16, 17 and Elite. On the track he was no more successful with his own new car, Terrier Mk1 (which he and his wife had assembled in their front room), but he teamed up with Brian Hart for the Mk2 and, in 1959, Hart won 18 out of 21 events entered – including the Chapman Trophy. Inevitably, people wanted copies of this Lotus Seven-beater, and Terry decided to build them. It didn't go down well with the boss, who fired him.

The new venture was not long under way when Sid Greene asked Terry across to Gilby, which had big plans. Len handed Terrier over to his partners and, by 1960, was designing a slippery FJ for Hart and a swooping sportscar for Gilby: "I always felt that I had an eye for line, and that most of my cars were good looking."

By 1961, Terry was working on Gilby's F1 car – "and don't forget, this is only three years after my first 1172 design". He shows me its slim shape, with swellings for elbow room. "We took it to Goodwood for testing, and Bruce McLaren and John Cooper were there with the new F1 Cooper. Bruce spent all day improving his lap times; then we asked if he would try our car. He did four laps and got within half a second of his best with the Cooper. But we never got a top driver to race it for us."

The Gilby's rear suspension took Chapman's ideas on: "It was a variation of his strut, but I eliminated some of the problems because I didn't put any side load into it."

Meanwhile, Hart was showing well in the parallel FJ Terrier Mk5. "The big problem was that Brian couldn't afford Weber carbs, so he suffered terrible fuel surge," recalls Terry. "It was the quickest in a straight line, but show it a corner and it spluttered."

It was at this point that Terry sealed his driving career by sticking a customer's Terrier into a tree. He was off work for eight months. It also cut short his wife Iris's race plans: having learned mechanics and welding, she had also landed the offer of a drive with a brand-new all-women team... Suddenly, she had to become a nurse instead, while her husband worked from home on his by-now usual spread of jobs.

'Bruce did four laps and got within half a second of his best in the Cooper. But we never got a top driver to race it for us'

"I was sitting at my drawing board, with my leg in plaster, redesigning the Gilby for the BRM V8, when Jean Rédélé rang. He asked me to design a Le Mans Alpine. I was also doing freelance stuff for Lotus, and designing Terrier Mk6 for the man whose car I'd bent – I started that car from my hospital bed." More photographs, of a sleek, low sportscar. Was it successful? Len does not hesitate. "No." He treats his successes and failures with the same frankness, explaining that he was trying a new principle but couldn't develop it while laid up. (But he was happy to come across the car recently and help with sorting it, satisfying himself that it did work.)

In the middle of all this, Gilby was bought out by people with no interest in racing. It was Chapman who rescued Len, late in '62...

"I didn't want to go back," admits Terry. "Colin and I came from different planets. We admired each other as designers, but we were not on the same wavelength. He didn't appreciate my sense of humour, and I didn't appreciate his lack of one. What got me back was that he was doing an Indycar. Since a kid I'd been keen on Indy, and by 1962-3 it was obvious that Indy design had been stationary for some years. I felt that, by adopting a Formula One approach, it should be simple to win it.

"Colin gave me all I wanted. He laid down a scheme for the 29 and I drew it up. I was also doing the 27 [FJ version of the monocoque 25] and sorting the Cortina's rear suspension, which Colin copied from my Terrier. But he had copied the unsuccessful mods my partners had made, so I had to alter it."

Soon the friction sparked again. Asked to do a body for the pancake-flat 30, Len also wrote two pages of criticism of the chassis; Chapman ignored him because his design was cheap to build. Just in case Terry is in danger of sounding arrogant here, history is with him.

The rear-engined Indycar almost took Jimmy Clark to victory in 1963, but frustratingly placed second when the Indy authorities delayed black-flagging Parnelli Jones' oil-spewing Watson roadster. Len is forthright – "We were cheated" – but he had other aggravations, too. "Although I went over there, I had to take four wheels and suspension as luggage, and Colin had me on a helicopter out before the race was finished, claiming there was urgent F1 work. There wasn't; he just didn't want to share the glory."

He's a straightforward sort of bloke, Len Terry, and he doesn't like to be messed about. The 1964 Indy attempt failed, too – tyre problems on the Type 34. And why? "Because they didn't have time for tyre testing. And the reason for that was that, whereas I had worked all hours on the 29, because of Colin's attitude I didn't work the hours the next year, so the car was behind schedule. It cost him the race."

For 1965, Chapman gave him carte blanche with the car, but he didn't get to the race: "I'd already arranged to go to Dan Gurney to do an F1 car, and my Lotus deal finished just days before Indy, so I wasn't invited. But I was confident the 38 would win." Which it did.

During 1964, Gurney had asked Chapman for a 19 sportscar to take a Ford V8. Colin handed the job to Terry, starting a connection that led to the immortal Eagle, that beautiful machine which we have discussed at length in these pages (MOTOR SPORT, September 2002).

Once that memorable project had run its parallel courses in F1 and Indycars, it was another American who scooped up Len's talents. Carroll Shelby wanted a Can-Am racer for 1967, and Terry teamed up with Elva's Frank Nichols to supply a V8 mid-engined beast to replace Shelby's 'King Cobra' Cooper-Monaco. This became another orphan child: Len was 6000 miles too far away to help sort it out.

Meanwhile, Tim Parnell, watching BRM struggle with the fated H16, had another job. Could Len build a simple Tasman car to use the reliable BRM V12 sportscar engine? That successful marriage was the 1968 P126, a rapid response which, translated to F1, saved BRM's reputation from sinking in the mire.

With a reputation for being fast and good, and available, Terry usually had several jobs lined up. The next came from John Wyer, keen to ➤



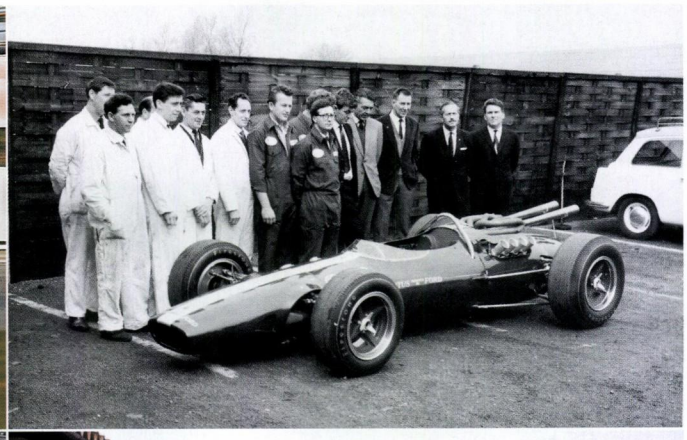
David Hobbs and Surtees TS5 at Oulton Park in 1969 – UK's first F5000 race

Clockwise from top: Dan Gurney and Terry pondering the Eagle's design; Brian Hart met with huge success in 1959 in 1172 Terrier Mk2 (14); Mk4 of Charles Berridge; Mk6 needed more sorting; Alpine used Len's suspension



courtesy of Len Terry, LAT





all LAT





back up the ageing GT40 and continue his Le Mans streak. For this Len and John Lambert, his associate since Lotus days, set up a new outfit called Design Auto, based in Poole. Here they drew up the Mirage M2, again using the BRM V12. Again the aerodynamics were done "by guess and by God"; though when the car was tunnel-tested later it was found to generate no lift at all. Len wasn't surprised: "I've always been an intuitive designer, I suppose because of my lack of formal education. I've always believed that what looks right, is right."

Wyer was occupied with GT40s in 1968 and it was over a year before the M2 took to the racetrack; by then increased tyre widths meant the suspension didn't suit. It was not very successful, although a Cosworth-powered variant did win later.

Being freelance means you can pick and choose your jobs; but as Terry was soon to discover, you are also prey to payment difficulties. He began work on a Formula 5000 design for the Nathans, but shelved it when no money arrived. Then John Surtees rang asking for an F5000 car. Perfect. The result was the car in which David Hobbs finished second in the 1969 US championship. And a variation of this chassis became the Formula Two car BMW asked him to design (we did that one last month – see what I mean about the constant phone calls?). It, too, briefly tasted success before the programme was canned.

Gradually, Len realised that all these commissions brought one-off fees but no ongoing income, so he decided he should be building cars, too, and started Leda. (The moniker dates from ideas for naming the Eagle – LEn-DAn.) Project one was another F5000 car – a mistake, Len feels now. An F3 or F2 design might have sold better. To avoid angering Surtees, the F5000 had to be different in every aspect. Len tried, in his words, to be too clever, to cut costs with interchangeable parts all round; but this compromised the design in a world where costs were very high anyway. Attempts to find financial support went wrong: Graham McRae ended up with the company; Terry finished up out of work.

'Even now, at nearly 80, I feel I could make a useful contribution to F1 car design. The laws of physics don't change'

After an attempt to sell build-it-yourself car plans failed, Len worked on a Porsche-powered silhouette Mini racer; when it won its championship, owner Tore Helle asked him to design him an F3 car, the Viking. Once again money ran short and a good design faltered, leaving Len out of pocket. Next, that BRM V12 came back into Terry's life: could he draw another F1 car to carry it? Answer: yes. But the P207 was not a happy collaboration.

"There were people at BRM who didn't want it to succeed," says Terry, citing a build short cut which disrupted the cooling system. "I couldn't convince Louis Stanley I was right, and they only paid me when I threatened to sue." This finally turned Len off racing cars. Latterly his projects veered from Mercedes SSK replicas, through period-looking delivery vans, to a prototype sportscar that would have anticipated the Lotus Elise. That car's backers baled out at the last moment, making Terry redundant at the age of 68. He would happily have gone on: "Even now, at nearly 80, I feel I could make a useful contribution to F1 car design. The laws of physics don't change."

He's still watching, though: "F1 is not the sport I used to be interested in. It's too safe – no perceived danger, and that makes people drive like in touring cars. If I go to a race these days it's a VSCC or 750MC event." With his shelves spread with model cars (Dan sent him an Eagle at Christmas) he might be just another enthusiast. But the attic packed with technical drawings tells the real story. M

Clockwise from top left: 1972 Leda of Graham McRae; an Indy 500 winner is unveiled - Terry is third from right; Terry reworked front suspension on Lotus 77; Eagle V12s of Gurney and Ginther in 1967 Race of Champions

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X-RAY SPEC

MCLAREN M7A

IT WAS SINK OR SWIM WHEN A 24-YEAR-OLD WAS GIVEN SOLE CHARGE OF A NEW F1 PROJECT. KEITH HOWARD TALKS TO THE YOUNG MAN WHO WROTE HIS OWN RULES

ROBIN HERD CBE IS PERHAPS BEST KNOWN AS a co-founder, along with Max Mosley, Alan Rees and Graham Coaker, of March. But his first job in motor racing was as chief designer at McLaren, during the time it successfully battled Chaparral in Can-Am and took its first positive steps in Formula One.

For proof that the past is a foreign country where things are done differently, consider how Herd landed the job. As he tells it: "I got to within two weeks of starting finals [at Oxford] when I realised that I'd be on the dole in four weeks. So I went to the appointments bureau and they sent me to Farnborough. I worked there for three years on the development of Concorde, which was fascinating. They treated me marvellously, but I didn't like working in a large team. Motor racing had been my love from school: *Autosport* and *Motoring News* were the highlights of the week.

"It was one of those chains of coincidence: Howden Ganley was working for Bruce McLaren as a mechanic and heard him say that he wanted a chief designer. Howden said that a friend of his had a friend (Alan Rees, the driver, who'd I'd been in the same form as at school) who knew someone with the sort of background Bruce was looking for. Me. I had a phone call from Bruce asking if I was interested – not half! – and we met that evening. The following day I got a phone call from Teddy [Mayer] asking if I wanted to join.

"That was it: I was chief designer at the grand age of 24, having never designed anything, let alone a racing car, in my life. Bruce sat me down at a drawing board and said that Teddy and he were going off to the Tasman series, and would I design a Formula One car for Chris Amon!"

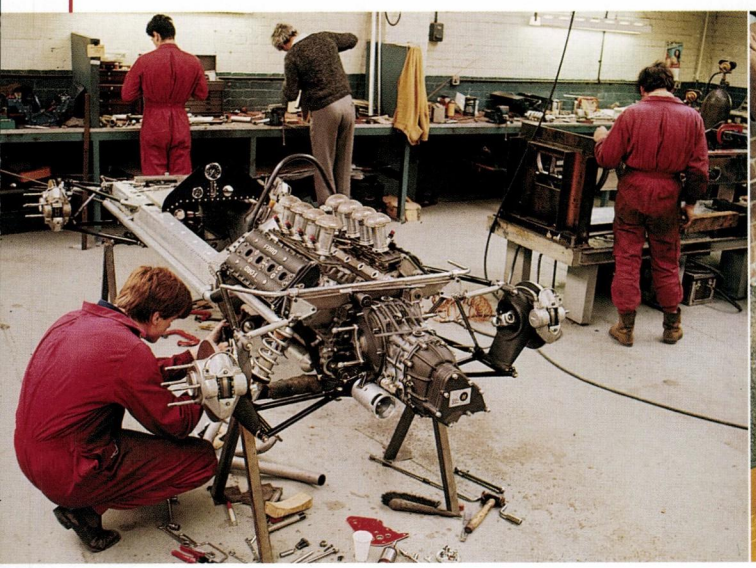
Such lack of experience can be a two-edged sword. The disadvantages are obvious, but ameliorated in McLaren by the corporate design process, involving numerous team members, not least McLaren himself. "It was an extraordinary group at McLaren then – Bruce, Teddy, Eoin Young, Tyler Alexander, Wally Willmott, Don Beresford, Howden Ganley. I don't think there has ever been one like it, before or since." Naivety's upside is that nobody has shackled you with received wisdom about the way things have to be done, which perhaps explains why that initial Herd design, the M2A, was the first F1 car to have a tub constructed of sandwich material (aluminium skins over an end-grain balsa wood core), and was glued throughout – an extraordinarily bold design decision given the knowledge and facilities of the time.

Unfortunately, the M2 was handicapped by its engine. So McLaren's and Herd's first 'proper' F1 car was the short-lived BRM-powered M5A of 1967; that was followed in '68 by the Cosworth DFV-powered M7A, featured overleaf. It secured third and fifth places for Denny Hulme and Bruce in that season's drivers' championship, and second in the constructors' title – outstanding for so recent a recruit to the sport's premier series.

Herd has an odd explanation for this: "To go to the toilet at McLaren I had to walk out of the drawing office and pass by everyone. They were all strong characters. That's why the cars I designed were easy to build, easy to maintain and inexpensive. Because if they'd been difficult to make Don would have collared me on the way past, or if they'd been difficult to maintain Tyler would've grabbed me. We set great store by this design simplicity. When Jim Hall saw the M6 he said it was a very simple car but the elegance of that simplicity would make it difficult to beat." ➳

Left: DFV engine finally added reliable power to Herd's simple chassis approach, bringing startling results in the car's first season. Right: Close-knit team kept designer Herd on course; chief mechanic Tyler Alexander talks to its guiding light Bruce McLaren (in car)

both: LAT

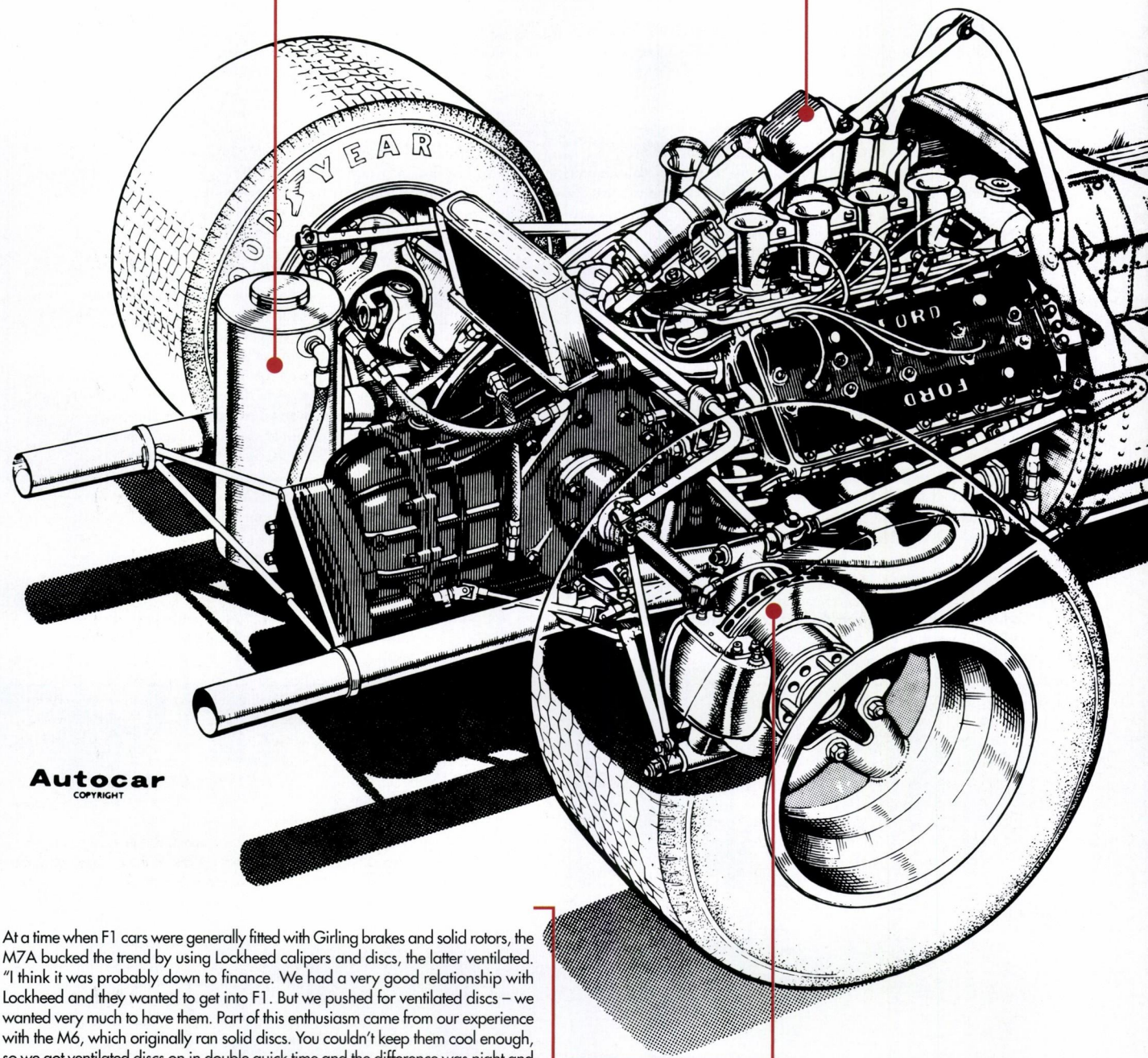




X-RAY SPEC: MCLAREN M7A

Herd: "The oil tank at the rear isn't exactly elegant, but it's inexpensive to make, very accessible and you also get cooling airflow around it. And, as I learnt later at Cosworth, you can make it closer to the shape an ideal oil tank should be, which is a narrow-angle V. Plus it balances out the radiator, whose front mounting didn't make achieving a good weight distribution particularly easy."

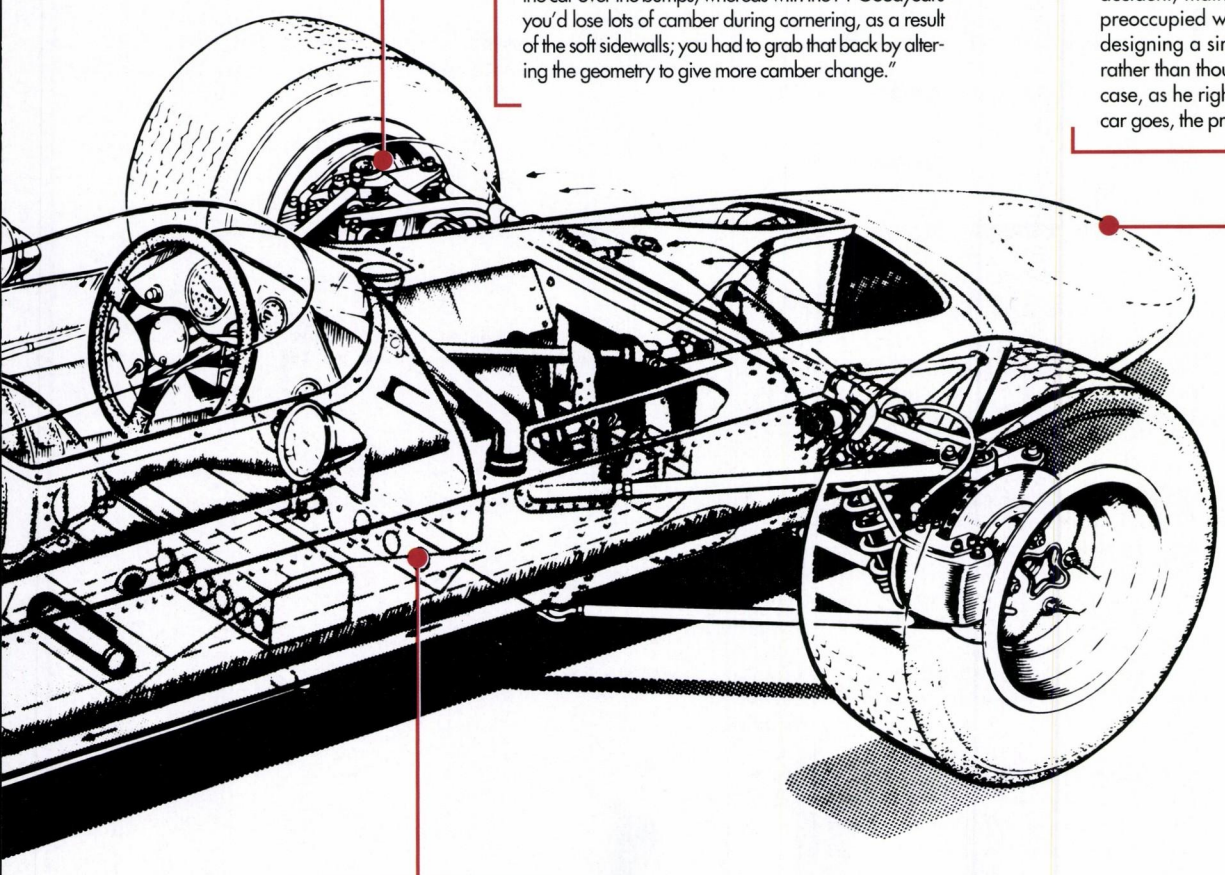
"Mounting the ignition components on the roll hoop's backstay meant you could get to them easily and they were also cooled. Those days, when the races were not so close, you could actually change a coil or a battery during the race, so accessibility was important, but it was difficult to find a place to mount the ignition components and still ensure this."



At a time when F1 cars were generally fitted with Girling brakes and solid rotors, the M7A bucked the trend by using Lockheed calipers and discs, the latter ventilated. "I think it was probably down to finance. We had a very good relationship with Lockheed and they wanted to get into F1. But we pushed for ventilated discs – we wanted very much to have them. Part of this enthusiasm came from our experience with the M6, which originally ran solid discs. You couldn't keep them cool enough, so we got ventilated discs on in double quick time and the difference was night and day." Lotus had experienced problems with ventilated discs cracking, but McLaren avoided that by the simple expedient of shielding the discs within the wheel, so that excess cooling didn't cause large temperature differentials within the disc material.

"By machining off the top of the front upright it wasn't hard to tune the suspension geometry [using packing plates]. The Firestones on our F2 car had stiff sidewalls so you had to have little camber change, otherwise, as the car moved vertically, it became difficult to drive. Down the straight at Goodwood the Firestone rears would steer the car over the bumps, whereas with the F1 Goodyears you'd lose lots of camber during cornering, as a result of the soft sidewalls; you had to grab that back by altering the geometry to give more camber change."

Aside from its remarkable track success, the M7A has also been called the most handsome F1 car of its era. A complete accident, maintains Herd, who was preoccupied with the imperatives of designing a simple, inexpensive car rather than thoughts of beauty. In any case, as he rightly says, "The faster a car goes, the prettier it tends to look".



Although the monocoque was a familiar bathtub design, incorporating three steel bulkheads, it was different from the norm in being adhesive-bonded as well as riveted. In fact, the rivets were there primarily to jig and clamp the structure while the two-part Shell epoxy adhesive cured. It was a technology McLaren carried over from its Can-Am programme. "There was an amicable rivalry between Jim Hall of Chaparral, backed by General Motors, and Teddy [Mayer] and, to a lesser degree, Bruce. Chaparral bonded their cars and used honeycomb; they pioneered it. Our aim was to beat Jim Hall – Can-Am almost rated more highly in importance to the company than F1 – so we felt we had to keep up. It was not a disadvantage in this respect for me to have worked at Farnborough! Our bonding process was very simple. There was no surface preparation except to ensure everything was chemically clean."

TRIAL AND AERO

ALTHOUGH DESIGNED TO BE FITTED WITH WINGS, THE M7A DIDN'T GET THEM UNTIL mid-season: Yet McLaren had experimented successfully with aerofoils years earlier. "The M2 was built to take an aerofoil and we actually ran it in a test at Zandvoort. On his first lap with it fitted, Bruce was 3sec faster. We took it off again: 3sec slower. Back on again: 3sec faster. It was very difficult to believe, and that's one of the reasons we didn't get in earlier with wings in races. Plus there were journalists around during the test and we didn't want them taking note, so we actually hacked up the wing and put it in the bin to persuade them it didn't work!

"It was mildly irritating that Ferrari and then Brabham came along with them when we had done it first. I wanted to attach the M7's wings to the suspension uprights, but the feeling was that that was asking for trouble, which events showed it was."

GROUND EFFECT HAD BEEN EXPLOITED IN THE CAN-AM M6, THE SUCCESS OF THE inverted aerofoil section under its nose being confirmed in a test at Goodwood where Herd sat alongside McLaren monitoring pressure taps on the car's underside. Was ground effect ever considered for the F1 car?

"With the M6 having gone so well, far better than we anticipated, Bruce and I would talk about this sort of thing over dinner. But there's only so much you can do, and with the M6 there was significant body width and surface area to play with, so you didn't need to generate much negative pressure. At that stage we thought we should just get the F1 car competitive."

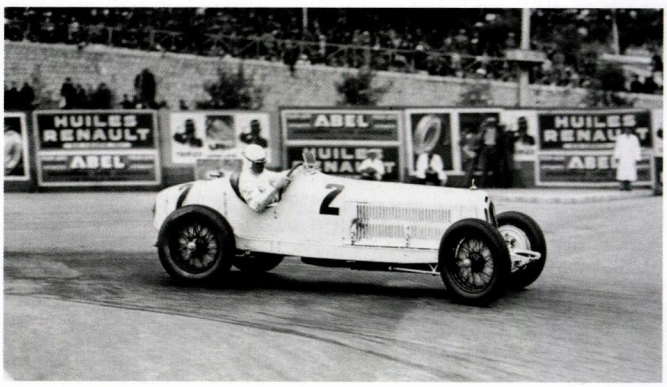
ALFA MALES

LONG BEFORE McLAREN'S TEAMING OF SENNA, PROST AND THE MP4/4, ALFA ROMEO FORMED THE FIRST GP SUPERTEAM: NUVOLARI, CARACCIOLA AND THE P3. LIKE ITS LATER COUNTERPART, IT WAS EXTREMELY SUCCESSFUL AND VERY POLITICAL. BY MARK HUGHES

THE LITTLE BRONZE MAN IN THE YELLOW SHIRT COULD NOT BE CONTAINED. Impossible genius allowed Tazio Nuvolari to dance on the dusty edge of the precipice. Even Mother Nature dared not question what he was doing there. Desire and attack that knew no restraint saw him live in that place all his professional life. Odds were no more to be respected than those who asked him why he took such risks. What are risks when you're an addict, hooked on the dazzling feats your God-given ability makes possible? He was in love with his own legend and in a permanent state of war, forcing the world to accept what he knew. He was incapable of climbing into a racing car without adding lustre to that legend. An overwhelming virtuoso, he was possibly the greatest racing driver who ever lived.

But as the cars checked in at Bologna, the end of the first stage of the 1932 Mille Miglia, his two deadliest, grimmest rivals were within 5sec of him. Achille Varzi he knew all about: a cold-blooded opponent from their motorcyle days, all immaculate technique and soaring ambition. Varzi's solution to the left field surprises that Nuvolari's ability threw at him when they were briefly team-mates at Alfa was to fly the coop and become number one at Bugatti instead. It was a move that could be construed as an intelligent application to the long game or the backing down from a challenge, something Nuvolari was incapable of.

But the other guy? That was Tazio's new team-mate: Rudolf Caracciola. For sure he had performed extraordinary feats in several years of wrestling with unsuitable Mercedes SSKs, but here he was in the known quantity of an Alfa 8C for the first time – and the scale of his challenge was self-evident. In contrast to Nuvolari, the German's steel lay within the silkiest, most gentle sheath imaginable. Contemporary photographic journalist George Monkhouse said of Rudi: "He appears to have some uncanny premonition of what the ➤



Adriano Cimarosti

White-out: Alfa refused to enter Caracciola as part of the works team at Monaco

Spitzley-Zagari



Nuvolari hunts down Caracciola in absolute contravention of team orders in the French GP



Spitzley-Zagari

Well-earned drink: Alfa personnel mob Tazio after he's given the P3 a debut win at Monza

car is likely to do before it does it, and makes the necessary correction on the steering wheel. Like a first-class horseman, Caracciola has perfect hands." Like an early-day Alain Prost – except much quicker in the rain – it was as if the same laws of physics that shied away from the enormity of taking on Nuvolari were hypnotised by the magic hands of the German ace.

Dour, undemonstrative but with a big heart, Caracciola pressed on through the mountains that were so familiar to him. In his SSKL, he'd won this race the previous year, the first non-Italian to do so, with a virtual start-to-finish domination. He'd used the same velvet skills and iron-fist car to take a staggering victory in the German GP later in the year, beating the racing thoroughbreds with this unsuitable brute by a combination of sympathetic genius and some rain to keep the tyres cool. In 1929, in the first Monaco GP, his gargantuan SSK had led for a long time through serpentine streets far more suitable for the half-scale Bugattis trailing in his wake. He, too, knew what it was to feel greatness. But he kept it to himself, contained as surely as was the oversteer and wheelspin.

With no silver spoon to help him, Mercedes had given Caracciola his break in 1926 and he'd remained loyal regardless of its lack of a pukka grand prix car. Only when informed that there would be no programme at all in '32 did he look away from home. Alfa didn't hesitate. Nor did he. With the promise of Vittorio Jano's new P3 to come – and the opportunity of going head to head with Nuvolari – it was a challenge that he could not back down from.

Late into the sport, Nuvolari was 37 by the time he got the big break of a factory grand prix drive, having been delayed by his feats in motorcycle racing. That had been in 1930, and in the intervening couple of years Alfa had not provided him with cutting-edge cars. The P3 would change all that. The first genuine single-seater grand prix car, it was low on frontal area and weight, high on power from its straight-eight. But now an interloper had jumped onto his bandwagon. A very quick interloper.

Soon after the Bologna control, Tazio was briefly distracted by a crashed Alfa at the roadside and lost control. Nuvolari was out! Caracciola took up the challenge, edged away from Varzi and put himself in a position to make a sensational Alfa debut. He led comfortably at Rome, but shortly afterwards a faulty fuel valve delayed him – and then a cracked chassis stopped him. Nuvolari had got away lightly.

Monaco was one week later. The P3s weren't ready and both men took to the wheel of the old Monza model. There was no qualifying back then and Nuvolari, drawing a better starting position than Caracciola, was soon leading going away. But once through the traffic, Rudi slowly drew him in, more dramatically so when the leader's car began to suffer an occasional fuel-feed stutter. There was an even sharper edge to this battle. Caracciola was miffed that Alfa had not entered him as a factory driver, but as an independent. His car was white (Germany's racing colour) and stuck out like a sore thumb. With a team full of Italians – Giuseppe Campari and Baconin Borzacchini as well as Nuvolari – his presence had pricked some egos and this was the factory's solution. But now, with his main rival struggling in front of him, Caracciola fleetingly thought of revenge, as recounted in his autobiography:

"During the last lap I was so close that I could look into his car. I saw him shifting with nervous, hasty gestures. I thought quickly: I was not part of the team. They had rejected me. I had no obligations towards the Alfa people. If I got Nuvolari now no-one could reproach me. Of course, it would be fairer if I let him win. I slowed down. While driving by, I glanced at the stands. The people were jumping to their feet and shouting. Then came the finish. Nuvolari drove through first with me following right behind. When I got out of the car

'I was not part of the team. They had rejected me. I had no obligations to the Alfa people. If I got Nuvolari now no-one could reproach me. Of course, it would be fairer if I let him win...'

there were jeers and whistles of contempt from the spectators. They felt betrayed, assuming I had made a deal with Nuvolari.

"I left the car and went over to the pits. My mechanic came towards me. 'Why did you do that, Signor Caracciola?' he asked. 'I don't know,' I replied, feeling miserable.

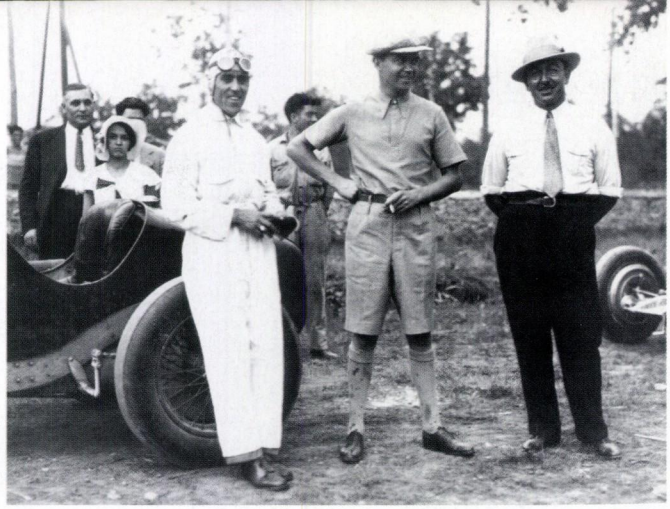
"Then I saw [Alfa team manager, Aldo] Giovannini coming toward me, holding out both arms. 'That was decent of you, Caracciola,' he said. 'That was really decent. And I'm to ask you, on behalf of the others, whether you'd like to be a member of the team…' Thus I became a [full] member of the team." Nuvolari, meanwhile, had again luckily avoided defeat by his new team-mate.

Caracciola had always been a team man. And now here he was putting his new team's interests above his own. A weakness? Perhaps. But it might be considered a strength, too. In Nuvolari's isolationist view, a team was there to supply him with the tools he demanded to display his genius, nothing more. For Caracciola, it was a more symbiotic relationship. Arguably, Nuvolari made himself vulnerable with his attitude if the less imperious man in the sister car had comparable talent. In such a situation, Rudi might have seemed more likely to get a team on his side. And so the German kept his head down, did his stuff.

Caracciola tested the P3 for the first time at Monza before June's Italian Grand Prix. He got out delighted, telling anxious designer Jano that it was "a prima ballerina of a car". This was in stark contrast to Nuvolari who, as ever, was demanding modifications, arguing with his technicians; the push of an unreasonable man. But also the mindset of a champion, a great lone warrior. Out of the cockpits their styles were as contrasting as in. Which would win out?

Only two P3s could be readied in time for the Italian GP and, probably with some inducement from the organisers, they were allocated to Nuvolari and Campari. Caracciola had to make do with a Monza for one more race. Nuvolari annihilated the field, the new car vastly superior to the old. Caracciola finished third in Borzacchini's Monza after his own had suffered magneto trouble. If there was any resentment in the team about Nuvolari's demands, how could bad feeling be harboured when he delivered the goods in this way?

Caracciola won in front of his home fans – after the team had held his great rival in the pits



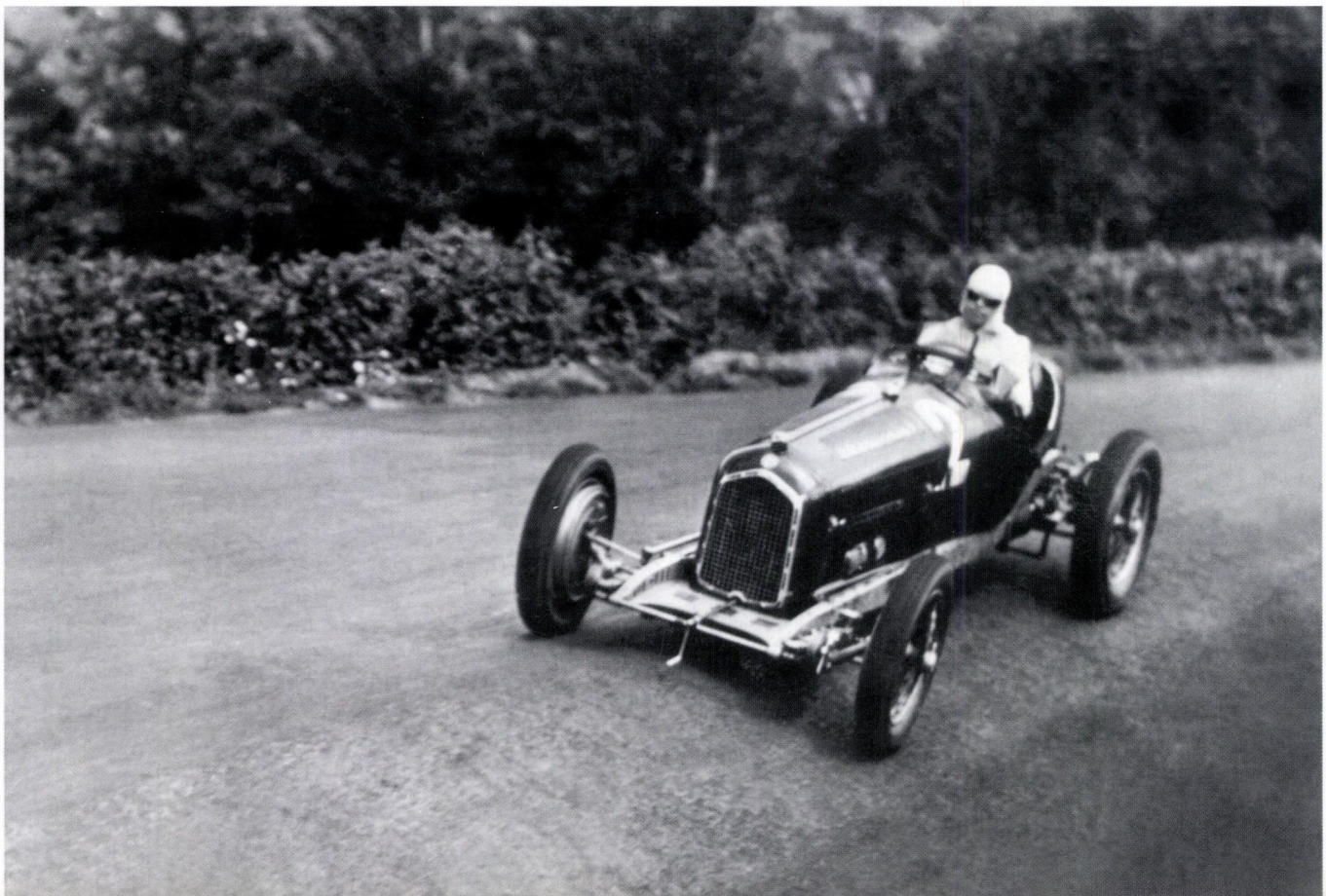
Ludvigsen Library

Nuvolari (left) and Caracciola (centre) got on well – outside of their cockpits!

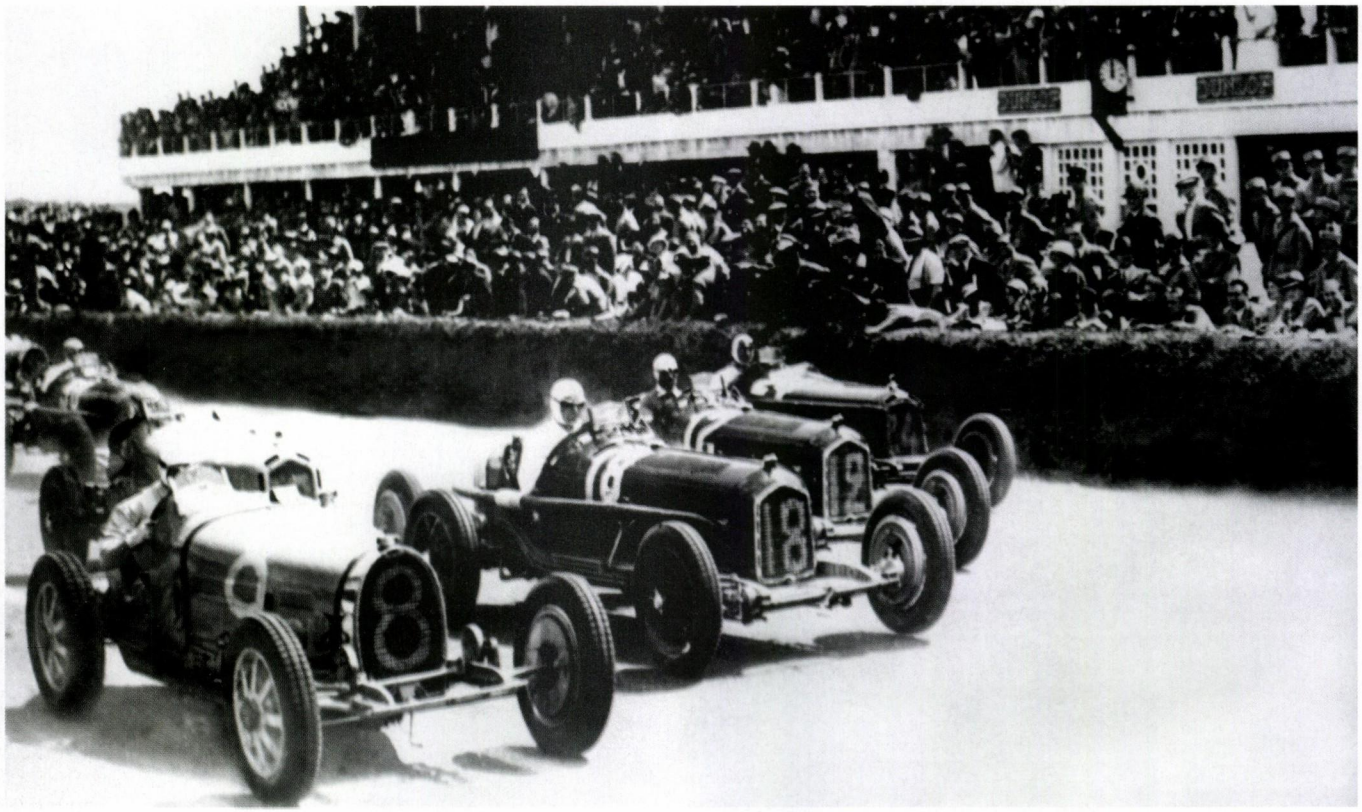
The scale of the P3's superiority being so clear, and with the obviously closely matched skills of its two leading drivers, Alfa had a strategy for the remainder of the season. Jano outlined it to both drivers: Caracciola would be designated the win in the French Grand Prix, presumably to even out Nuvolari getting the P3 at Monza; he would be gifted the following German Prix, too, on account of it being his home race; then Nuvolari would be given free rein in the Monza Grand Prix. Neither driver would unduly pressure or hinder the other in these races. Both agreed.

At Reims, Caracciola led from the start and all seemed to be going to plan. But then Nuvolari upped his pace, passed his team-mate and pulled away. Let Alfa associate Enzo Ferrari take up the story:

"The pit displayed the board and flag signifying 'slow down'. Nuvolari, though, accelerated and won by a long lead. On his return to the pit, he received a cold welcome and was asked why he had disobeyed the order, especially ➳



MMM



Keystone

Varzi's Bugatti T54 is briefly ahead of the P3s of Caracciola (18) and Nuvolari at Reims, '32

as the team tactics had been carefully explained just before the race. Nuvolari put on a surprised expression and replied that his green goggles and the sun must have played him false, for he had mistaken the colours of the flag for the one giving him free rein. All this was said with so natural an air that no-one knew what to say, and the great little man got away with his piece of bare-faced impudence."

Two weeks later at the Nürburgring he was at it again. The tension was heightened after the rivals had recorded near identical times around the 14-mile lap in practice. Caracciola led before his team-mate appeared on his tail and piled on the pressure, breaking the lap record as he did so. Nuvolari's biographer Count Johnny Lurani recalled how the Alfa team this time ensured the desired result by giving the little man a deliberately tardy pitstop: "The operation was going ridiculously slowly. It seemed as if the heat of that sunny, misty day had affected the mechanics' arms and legs. He [Tazio] then burst out of the car, seized the fuel hose and thrust the nozzle into the large orifice of the tank, yelling at them to hurry and telling them that they were a lot of good-for-nothings and that he would retire if nothing better could be done." And so Caracciola scored his first win of the year, Nuvolari a distant second, his fury apparently sated by the time of the podium rituals when he greeted Rudi warmly.

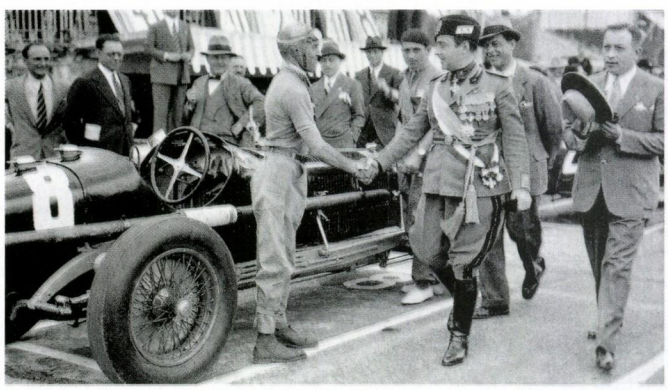
Before they met again in a front line grand prix, they were both entered in the Coppa Acerbo where Rudi obeyed team orders and made no challenge against his team-mate, their P3s a comfortable 1-2.

The Monza Grand Prix was supposed to be Nuvolari's, too, and probably would have been had not his fuel pipe come adrift when he was leading the final. He had, incidentally, taken the precaution of conducting his own fuel stops! Caracciola responded to his team's 'faster' signals and overhauled Luigi Fagioli's Maserati near the end to take the victory.

And that was it. They were not paired again. Early in 1933 a financial crisis forced Alfa to withdraw its works team and the P3s were mothballed. Caracciola, rather than accept the offer of being part of Scuderia Ferrari's ostensibly private Alfa team alongside Nuvolari, decided that he would be better off in his own privateer outfit in partnership with trusted friend Louis Chiron. Each would be equipped with Alfa Monzas theoretically just as good as those entered by Ferrari. However, in practice for the new team's first race, at Monaco, Caracciola crashed heavily and injured his right leg so badly that it was doubtful he'd race again.

Nuvolari stayed with Ferrari for half a season, despaired of how the outdated Monza model was unworthy of his talent, demanded he have a greater say in the running of the team, and had his proposal of a Scuderia Nuvolari-Ferrari partnership turned down by Enzo. In a fit of high dudgeon, he broke his contract and joined Maserati mid-season.

Caracciola did race again. And was very successful. But it's a little ironic that he's remembered for his three European Championship titles with Mercedes-Benz, for although still formidable in the absolute best car – and still supreme in the wet – there were days when he struggled to dominate team-mates who would surely have been easy prey for the pre-accident Caracciola, the man who forced the 'greatest of all' into duplicity to ensure the upper hand. M

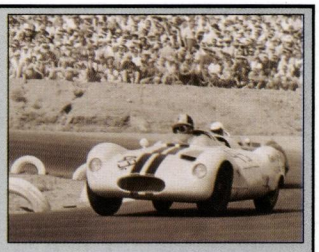


Spitzley-Zagari

There was a strong political agenda in 1930s racing. Nuvolari greets top brass

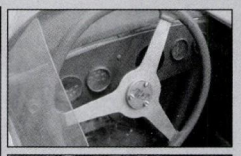
56 Cooper Bobtail FWA Climax

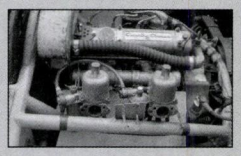
Chassis #MK9 165, Engine #FWB 400/8/6875, Gearbox #8EB 515703

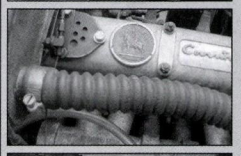


DOCUMENTED RACING HISTORY

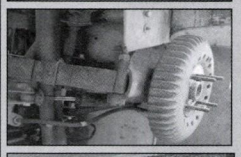
DATE	RACE
1-5-56	**Palm Springs**
	1.Bobby Drake (Cooper/Joe Lubin)
	2.Pete Lovely (550RS/John Edgar)
	3.Richie Ginther (550A/John von Neumann)
	4.Jack McAfee (550/John Edgar)
	5. Jim Kimberly(Osca MT4)
1-20-57	**Pomona**
	1. Ken Miles (Cooper Porsche)
	2. Bob Drake (Cooper/Joe Lubin)
	3. J. Kunstle (550A)
	4.Dan Gurney (Denzel)
3-10-57	**Paramount Ranch**
	1. Bobby Drake (Cooper/Joe Lubin)
	2. Ken Miles (550RS/John von Neumann)
8-20-57	**Riverside**
	1. Ricardo Rodriguez (550RS)
	2. Bobby Drake (Cooper/Joe Lubin)
11-3-57	**Palm Springs**
	Bobby Drake DNF/Gearbox (Cooper/Joe Lubin)
3-28-58	**Phoenix**
	1. Boby Drake (Cooper/Joe Lubin)

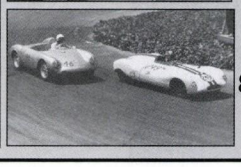












This Bobtail Cooper FWA Climax was imported here in May of 1956 by Joe Lubin, Cooper's West Coast distributor. The car driven by Bobby Drake was raced for Lubin's stable till the end of 59 season and then retired.

The car was stored in the warehouse in front of Lubin's office, and it stayed there till December of last year, when BB One exports acquired it. It is one of the very few unmolested Bobtails extant, probably the most original example.

The original FWB Climax runs like a dream after minor fettling. The car is free of any horror stories, or past repairs. It naturally needs to have brakes etc redone for todays vintage racing.

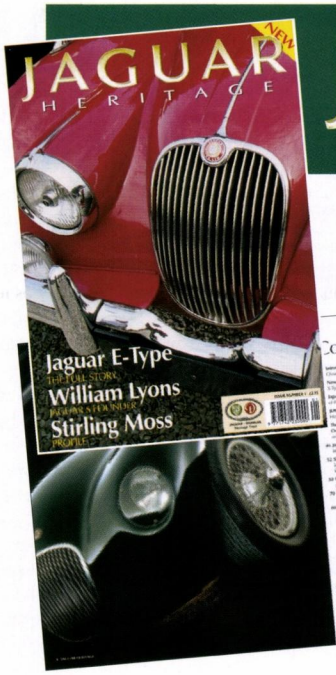
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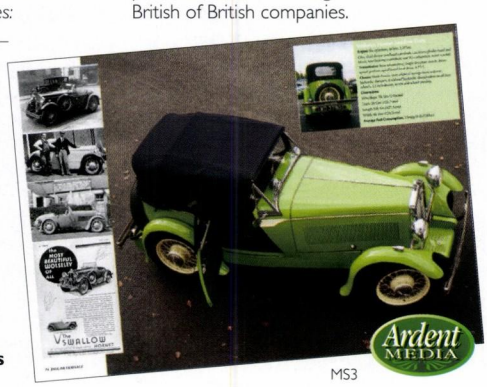
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Patrese leads Tambay's Ferrari and Renault of Prost. Huge crowd was not rooting for local man

both: LAT



NEW FASTEST LAPSE

A LOSS OF CONCENTRATION AFTER A HANDFUL OF CORNERS IN THE LEAD RESULTED IN A POPULAR FAUX PAS, THE ITALIAN ACE TELLS ADAM COOPER

"THERE WERE MANY RACES WHEN I WAS IN THE LEAD, LIKE South Africa 1978 or Monza '92, when the car broke down. But Imola '83 was even sadder, because in that case I had a crash that was purely my mistake. You were going to win… and then you lose, and you know that it's all on your shoulders. You made a mistake. It's even harder to accept.

"It's a story that I don't really like to remember much. Apart from the fact that I lost the race, the public was not very nice to me. Of course I was disappointed – I lost – but what made it even worse was that the fans were now much happier because Patrick Tambay went on to win the race for Ferrari.

"The previous year's Brabham-BMW was very quick, but if I had stayed with my normally aspirated car I might have had a chance to go for the title. At the time I went from the BT49 to the turbo I was ahead of Keke Rosberg – and he eventually won the title. Everybody thought that Ferrari was going to win; no one could have imagined that they would have a problem with Didier Pironi as well as Gilles Villeneuve. So we changed to the turbo to get some reliability into the engine for 1983. And Nelson Piquet and I had many, many failures.

"For 1983, Gordon Murray designed the BT52. The car was very good looking and good to drive, even though it was not very sophisticated from an aerodynamic point of view. It was performing well because of its powerful engine; we could afford to have a lot of downforce from the wings. We benefited also from the Michelin tyres, which were very good that year.

"I qualified fifth in Imola. Nelson stalled on the grid and, by about lap six, I was leading. It's always a good feeling when you lead a race, whether you are in Italy or not. But when you lead at the beginning, you never know if you're going to finish; you can only really think about winning when you see the chequered flag.

"I had a very poor pitstop and dropped to second behind Tambay. I had to push very hard to catch him. But I caught him very quickly and, with five or six laps to go, overtook the Ferrari for the lead.

"Because I thought that I'd won the grand prix at that moment, I relaxed a little bit. Unfortunately, the asphalt was breaking up: it was very hot that day, and the track's surface had just been laid. There was only one line because there were many, many small stones. I put my left-front tyre a little bit too wide in the second Minerali corner and I slid off as though I was on ice.

"The condition of the track played a part, though that's no excuse because it was the same for everybody. But after pushing so hard, and then relaxing, I lost concentration. I was in the lead and everything felt easy… I had learned a harsh lesson: you need to concentrate until the last metre. The second I thought that I had won was when I had the problem.

"I knew that I had lost a big chance. When I climbed out of the car I was so absorbed in my own thoughts about the fact that I had lost the grand prix that I did not really care what was going on around me. It was only in the evening when I watched on TV that I realised what the fans had been doing. For them, it was Ferrari or nothing – although when I got some better results, I think they came on my side. A little bit. It was only when I won the grand prix there in 1990 that I could again have a good feeling with the Imola crowd.

"In the short term, that crash took away any chance for me to go for the championship. The team now put its efforts behind Nelson. The idea was that if we had to test something new on the engine, it was tested on my car, because Nelson was fighting for the title. The team had sacrificed one driver to help the other and I retired from a lot of grands prix because of that."

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IT WAS NOISY, SURE, BUT THAT KEYNOTE SCREAM HAD gone. Formula Two had grown up, been dragged along by the Formula One 'return to power' of 1966. This Snetterton 100-miler was the first, and it would be 1600s, not 1-litres, from now on.

Not much else F2 had changed for 1967: Jochen Rindt was still the man to beat, a Brabham was still the privateer car to have, and Cosworth had come up trumps again. Keith Duckworth's modded-105E and SCA units had dominated the scene since 1960, and his pent-roofed, narrow-valve angle FVA would continue that theme for five more years.

Rindt's Brabham BT23-FVA prevailed that day in March. The Austrian couldn't buy a win in F1 at the time, yet he was the Gold Standard of its lesser sibling. In F2, he could win from the front, charge from the back or emerge from a jostling pack. He could keep it neat and tidy, or grandstand and showboat, without it altering the result: he won 12 of his 19 F2 starts (heats and finals) in 1967. The difference between Ron Tauranac's agile F2 and Rindt's lumbering F1 Cooper-Maserati can be imagined, but lots of capable men got in one of Ron's creations – there were 18 at Snetterton. No, it was Rindt that made the difference. If he was there, the other Brabhams rarely got a look in. Which is why Kurt Ahrens caught the eye in '68 (see panel, page 82).

There were several more BT23s – now in little-altered C spec – out and about that second season, and Ahrens' Caltex-backed version (chassis 8) was often best of the non-Rindt bunch. The Hanover driver was 27, and set for his first full F2 season, when he slid into his spanking BT. There was no need to wriggle, Tauranac had worked some kind of *Tardis* magic. The Aussie knew exactly what his customers wanted: easy-to-repair performance. Get in and go. And that's exactly what I plan to do...

'Rindt could keep it neat and tidy, or grandstand and showboat, without it altering the result'

FVAS ARE AS RARE AS HEN'S TEETH, AND SO CHASSIS 8 today features its later BDA cousin. Drawn up by Mike Hall, an unsung Cosworth hero, Belt Drive Series A is regarded as a road-going Four Valves Series A. There are several similarities: 40-degree valve angle, etc. But there are *more* differences: Cosworth's first belt-driven cams, block (based on a taller, 1600 item), bore and stroke (less oversquare) – and, on a sporting level, it was aimed squarely at rallying. But its peak revs and max power surprised even its creators. BDA would race, too.

This particular version has softer cams, and 48 Webers instead of Lucas mechanical injection, to make it more malleable: it ticks over at 2500rpm, pulls hard from below 5000 and peaks at 9200. Such 'broadband access' comes with a 15bhp price tag (215bhp), but I'll settle for that. For this is a superb car in which to acquaint yourself with F2. Mallory is damp and three-year-old Dunlop M-sections are hardly oozing grip, but the wrist-flick Hewland and pin-sharp rack make for a blissful experience.

My moment is shattered when something big



Left to right: Lotus 69, Brabham BT23C and Tecno 70 – a triptych of Formula Two icons

SIDEKICK PHENOMENA

FORMULA TWO WAS ITS FINEST WHEN ESTABLISHED GRAND PRIX STARS LIKE JOCHEN RINDT HAPPILY STEPPED DOWN TO PUT THEIR REPUTATIONS ON THE LINE AGAINST THE YOUNG HOTSHOTS. PAUL FEARNLEY DRIVES THREE CARS FROM THAT ERA AND DISCOVERS WHAT IT TOOK TO BE COMPETITIVE IN THE LITTLE TERRORS

photography by Ian Dawson

and heavy rockets around the outside at the never-ending Gerards. Stung, I up my pace. Which leads to a hamfooted lock-up at Shaws, heavier braking demanding a subtle alteration in my heel-and-toe 'technique'. The laps unwind, though, and smooth out. I never quite suss the right line at Gerards – is there one? – and I know in my heart that I should be up a gear everywhere, except perhaps at Shaws, where bottom, not second, might be the trick to finding that last punchy tenth. But none of this stops a warm glow tingling from my fingers to my toes.

THE FEELGOOD FACTOR CONTINUES TO BUILD AS I sidle over to the ex-Emerson Fittipaldi Lotus 69...

Perhaps the biggest F2 thrill was watching the established heroes go wheel to wheel with the up-and-comers. Graded versus non-graded (i.e. no F1 points to your name in the previous year, basically). People ask what Jim Clark was doing racing in the piffling Hockenheim F2 encounter that claimed him. Trying his damnedest to win it...

After this tragic loss, though, Colin Chapman was, understandably, hardly enamoured with the lesser formulae. And even when Rindt (along with Winkelmann Racing) swapped F2 allegiances to Lotus for 1969, it was left to Dave Baldwin and the offshoot Lotus Components to design and build his 59. The car was nothing trick – spaceframe, double-wishbone front, top link-lower wishbone rear, outboard brakes – but Rindt won four F2 races with it (and Emerson Fittipaldi dominated F3). By the season's end, however, Matra's superbly crafted MS7 was the car to beat, and so when the regs of 1970 called for bag tanks, Baldwin took the opportunity to design a bathtub monocoque: the 69 – the last 'volume' Lotus racing car.

Rindt, who was now running his own F2 team with help from a mate called Bernie, gave the 69 a winning start at Thruxton, then scored wins at Pau, Nürburgring and Zolder. He won his heat in May's London Trophy at Crystal Palace, too. But while leading its final, a battery lead came adrift. He wouldn't win in F2 again until the end of August, when he charged from the back of the grid at Salzburgring following an earlier DNF and a swift engine change between heats.

Less than a week later, he was dead. Formula Two would never be the same.

Fittipaldi did his best to carry the Lotus torch. He capped a steady season in Team Bardahl's car with an Imola heat win, and was third in the overall standings. By 1971, he was graded and destined for greater things, but he kept his F2 hand in and, barring a lucky Pau win for Reine Wisell, proved to be Lotus's only real hope (see panel, page 83).

The 69's numbers were dwindling as Britain's most famous racing marque went through a sea change. Lotus Components had flourished under the charismatic leadership of Mike Warner, but Chapman, with a hint of the green eye, changed its name to Lotus Racing Ltd, and then closed it down not long afterwards. He moved his F1 team into its vacated premises – and bought a boat firm called Moonraker. Lotus, he'd decided, was high-tech and high-profile, and need no longer concern itself with such dirt-under-the-fingernails racing. ➳



But Fittipaldi still wanted to go F2 – even in 1972. And Moonraker needed some promotion… There was a problem, though. The formula had changed and no new Lotus had been designed for it. Re-enter the 69. There was another problem: the FVA couldn't stretch to the 2-litre regs. Enter the BDA.

It was a strange season: just one Lotus in the field, and a wide variety of iron-block BDAs (the alloy unit was homologated in 1973). Some were bored out, some were completely gutted and had new liners brazed in. Cosworth's official version of the latter was its 1927cc BDF, of which just four were built in '72. Emmo's Team Lotus 69 got one, along with reworked suspension and inboard rear discs…

And this is that car, chassis 14. And within it lies another BD ticking over without fuss, this time on injection. It seems so un-Lotus. Chapman can't even have kicked its tyres such is the sturdiness that this 69 exudes. Its front and rear subframes, riveted and bonded to the tub, are positively meaty. Little wonder it went the distance in three seasons.

I wriggle in. The cockpit is tighter than the

BRABHAM BT23C-8

AHRENS FIRST RACED THIS CAR AT HOCKENHEIM'S FATEFUL Deutschland Trophy of 1968. He qualified third for the first heat and led it before a camshaft broke.

At Thruxton's BARC 200, he qualified seventh for heat two and finished fifth – a result he repeated in the final. He was second to Chris Irwin's Lola in the Eifelrennen and then finished third in the Madrid GP at Jarama.

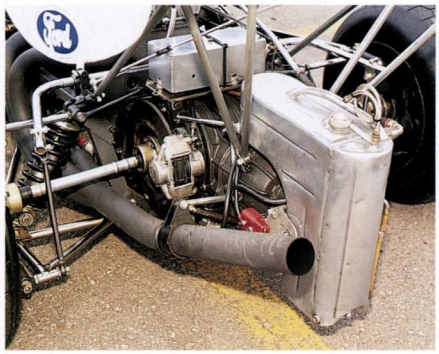
After retiring with ignition woes at Zolder, he returned to the UK in late May and qualified in the middle of the front row for heat two at Crystal Palace. He won it, too. Unfortunately, an early crash put him out of the final.

He was third in Hockenheim's Rhein-Pokalrennen, was involved in a multiple shunt in the Monza Lottery, and finished fourth in both heats at Tulln-Langenlebarn. He stopped a sequence of retirements with a seventh at Albi and ended the year joint seventh in the championship.

The car was sold to Bernd Terbeck, who ran it for two years – mainly with Montan Racing – with little success.

Main: Wings were filtering into F2 by 1968, but Ahrens eschewed them – thus preserving this pure shape. Original colour scheme was blue and white. Inset: Cockpit is uncluttered and uncramped. Trio of Smith dials tell you all that you need to know. Below: Simple spaceframe design. Upper-right and lower-left main tubes were thicker to carry coolant





Above: Huge oil tank needed to keep 2-litre fed. Inboard rear calipers another addition for 1972. Main: 69's cantilevered rear wing – and extended period of competitiveness – aped that of F1 cousin, the 72. Moonraker was Chapman's boat company. Inset. Famous badge graces wheel. Gear lever felt odd – for about a lap. Carpet welcome on chilly day

LOTUS 69-71-14

FITTIPALDI HAD THREE SEASONS OF F2 IN A 69. THE FIRST, 1970, was in chassis 1. This ran in Team Bardahl's colours and he was consistent in it rather than outstanding. The next two (partial) campaigns were in chassis 14 – believed to be an update of Graham Hill's chassis 5 of 1970.

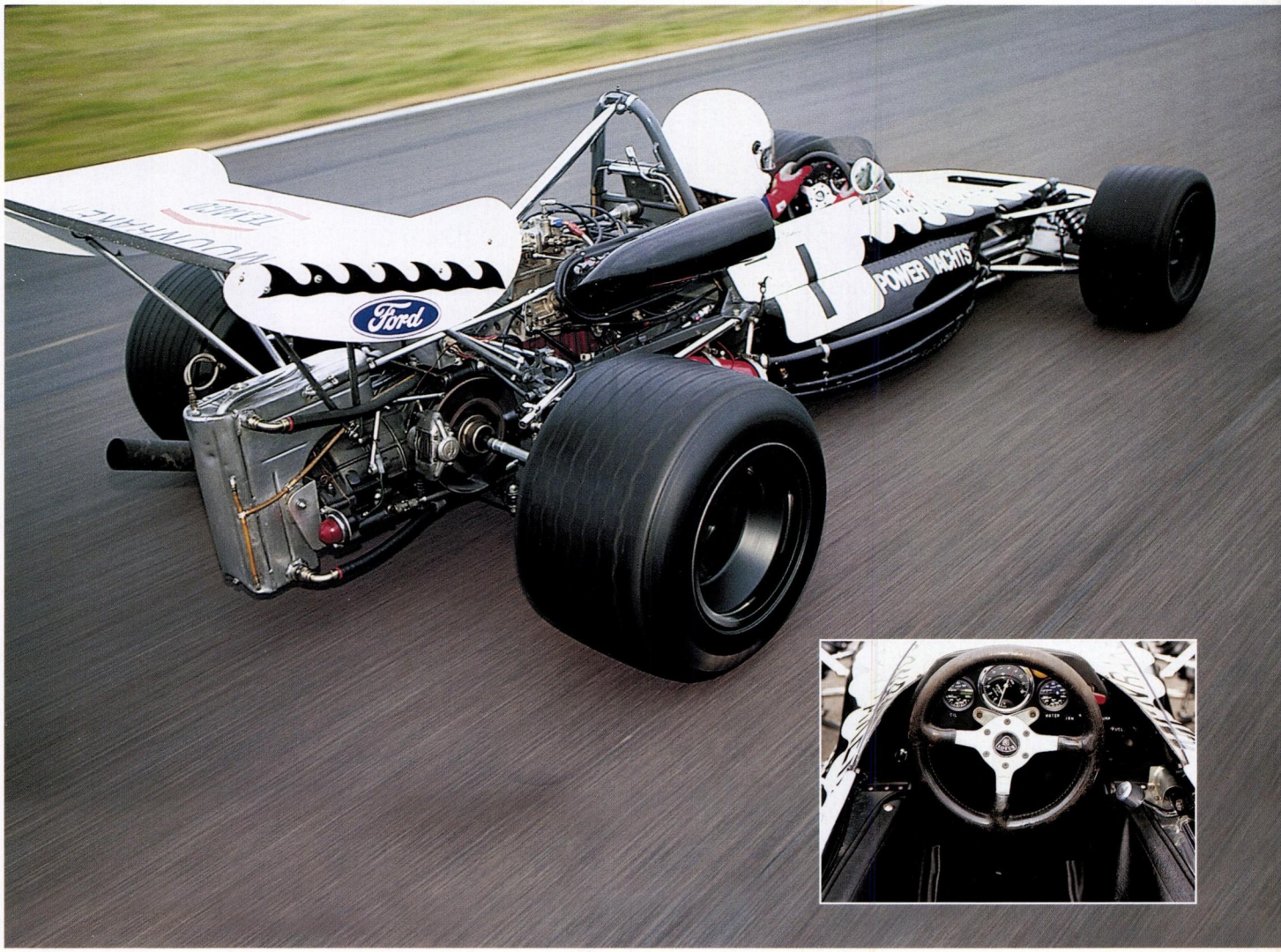
Emmo's 1971 kicked off late, at Pau, where he retired. He was second at Nürburgring, then won at Jarama and Crystal Palace. After a two-month gap he returned at Imola and retired because of overheating. DNFs at Kinnekullering, Brands Hatch and Vallelunga followed, and he concluded the season by winning the Brazilian Torneio, courtesy of two victories and a second place.

Despite being the only Lotus F2 representative in 1972, he won at Hockenheim, Rouen and Osterreichring – his second, third and fourth appearances of the year. He had one more European F2 outing – retiring with a blown engine at Hockenheim – before tackling another Torneio, which he won again, via a victory and a second place.

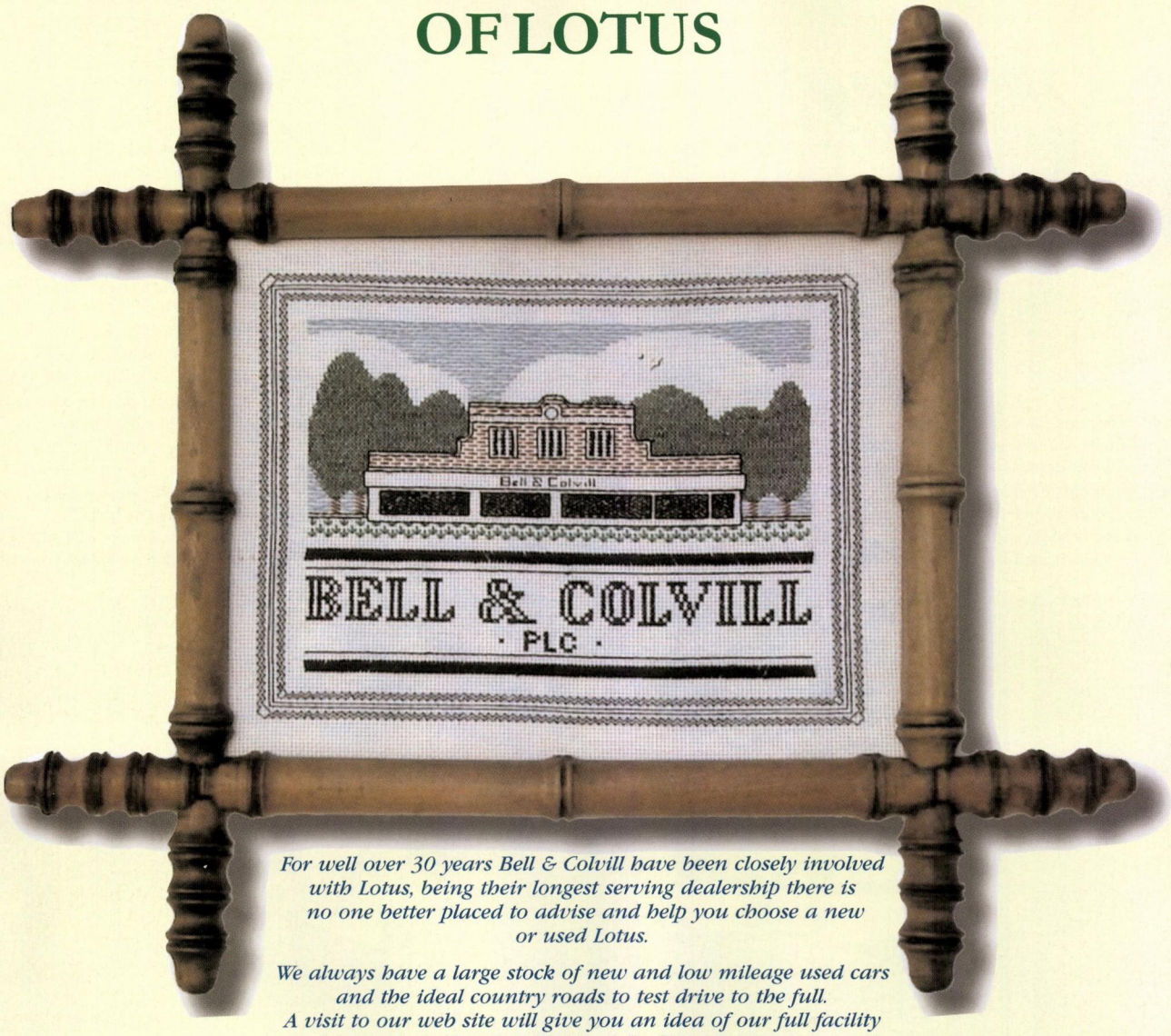
Brabham's – and carpeted! Central tacho, water and oil gauges either side of it – like the Brabham. But what's this? The high sides of the monocoque demand that the gear lever juts over your right thigh almost parallel with the ground. But at the end of the linkage lies that same greasy-quick FT200 and, once on the move, that 'angle of dangle' is hardly noticed. Unlike the extra grip and grunt (approx 270bhp) now available to me.

On cut Avon slicks, the 69 feels planted, although the occasional wet patch still demands caution. I'm sure Gerards is on in top, but even though I allow myself the luxury of a snicking downshift, nothing big and heavy comes around the outside this time. With the mixture left richer than would be the case in a race/better driver situation – done as a safety net against detonation should I let the revs drop too low – the BDF pulls eagerly from 6000rpm and, exiting Gerards in fourth, whips round to 9000 in a blink. It's more of the same in top.

Down Stebbe Straight, I notice a BT30 and Tecno in my mirrors. Cor! A dab on the brakes – later ➤



THE HOME SWEET HOME OF LOTUS



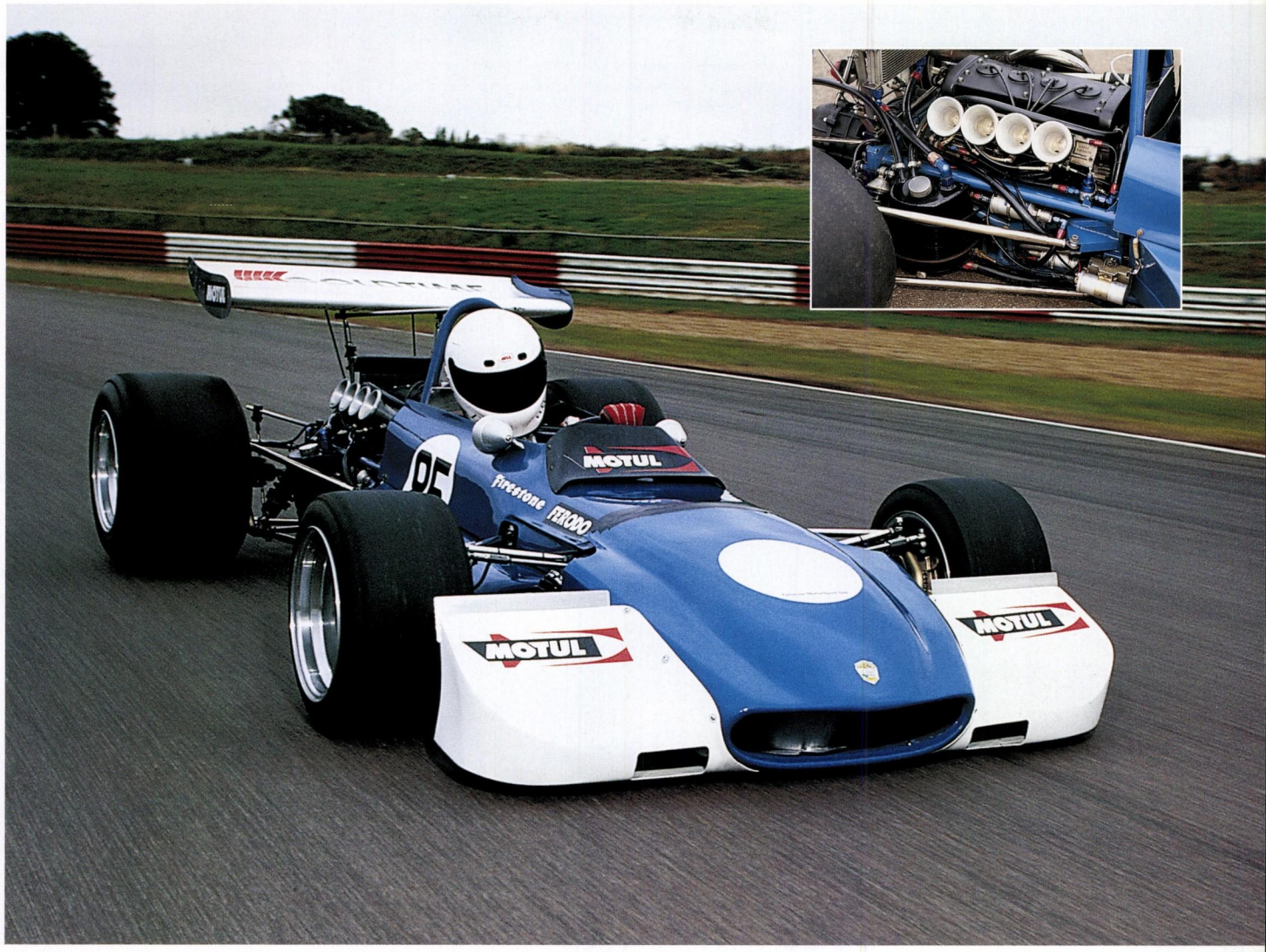
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Main: It ain't pretty, but it sure was effective. With what was effectively a works outfit, Italian Tecno put the wind up the British-based privateer teams. Inset: FVA was the first big step towards legendary DFV. Unit good for 250bhp – but not for torque! Below: Split rad set-up was introduced in mid-1970. Frame TIG-welded; UK teams used nickel brazing



TECNO 70 – 0810

CLAY REGAZZONI'S SUCCESSFUL 1970 TITLE PUSH WAS MAINLY in chassis 0804. He didn't get his hands on it until July, when he introduced the split-rad nose, and reaffirmed his speed with a dominant win against a quality field, at Paul Ricard. Before that he had driven a year-old car, whereas François Cevert had raced 0806 from the off. As the championship race hotted up, Tecno built 0808, but Regga clinched the title at Hockenheim in 806.

In 1971, Team Iris ran 0806 and 0808 – mainly for Arturo Merzario and Nanni Galli – and 0810 finally made an appearance in the hands of Helmut Gall. The Iris cars scored the odd good result, but Gall's Autofunk-run machine had no such straws at which to grasp. It was crashed in practice at Hockenheim in April and thereafter propped up the grid at Thruxton, Nürburgring and Hockenheim. Gall failed to qualify it at Vallelunga in October – and that was that.

A Tecno privateer's life was generally a tough one.

four-pot fronts and the wings make a big difference – and you 'think' the 69 through Lake Esses. Oh yes! And it's more than happy in second at Shaws. Better still. And it hunkers down and digs in around Devil's Elbow. Hey, I can do this…

I SWAGGER OVER TO THE IDDY-BIDDY TECNO – AND get a shock. Its uncompromising FVA is a banshee, the gears to its cams all thrash and slash. This is a very different kettle of fish.

And then I get (rightly) a long list of dos and don'ts, including a 'do' use first gear at the hairpin. That's a worry, for I'm having trouble selecting it here in the pitlane. My *sang froid* has already sung.

Tecnos were always a bit different. Fraternal co-creators Gianfranco and Luciano Pederzani started out building karts in 1962, and had won several world titles by the time their Bologna-based firm turned its attention to F3 in '66. Just two years later, with pretty much the same car – a short, stumpy spaceframe with rudimentary bodywork – Tecno was in F2 with the charging Clay Regazzoni. Its ➤

first category victory came the following season, François Cevert heading a seven-car train across the line at Reims. The marque was on a definite roll, and its works pairing of Regazzoni and Cevert was expected to be a force in 1970.

It proved to be much better than expected.

'Regga' won Hockenheim's Deutschland Trophy in early April but, following a poor run at Montjuich, the F2 Tecnos went missing. After a backlog of F3 cars had been cleared from the tiny factory, they returned at Crystal Palace in late May – and caused an upset. Regga diced with Stewart in heat and final, took second overall and maximum points. He was second at the non-championship Rouen, rocketed away with the prestigious Trophée de France at Paul Ricard, and then won at balls-out Enna after two epic ding-dongs with the BMWs of track expert Jo Siffert and Jacky Ickx. The latter pair was graded. Regga could have backed off and still collected maximum points. But that wasn't his style.

At godforsaken Tulln-Langenlebarn, he set pole and a fastest lap to win the first heat, only for his engine to blow while leading the second. At Imola, he was runner-up in heat one to Emmo, but won the second, thus taking the overall victory and the title down to the wire at Hockenheim in October.

Despite its short wheelbase, the Tecno was a force on high-speed circuits. BMW's M12 motor had broken the FVA stranglehold via an all-out manufacturer effort, and only the works Tecnos, their self-tuned FVAs allegedly spinning to 11,000, were still able to challenge them. And so it proved at the finale, Regga battling with Dieter Quester's Bimmer. Again Clay could have throttled back. But again he went for it – and almost threw it away with a last-lap spin. Rightly, though, he was crowned champion. Tecno looked set fair... Incredibly, its F2 story had little more than a year left to run.

With backing from Elf, in place of Motul, Cevert was the pace-setter in 1971, his BDA-powered car (Tecno was the only team to go this route that year) winning at Hockenheim and Nürburgring. By the season's end, however, a design that had hardly changed since '68 was off the pace, while the team itself was looking threadbare. Yet it still decided to go F1 – with its own flat-12. Professional suicide.

The car here today is chassis 0810, last of the four 1970-type, split-radiator cars built (see panel, page 85). It makes the BT23 look positively Vanden Plas. It's a sleeves-rolled-up sort of car, and a little weave and blip exiting the pits hints at its character: zip below 6000rpm, precious little below 7000.

An FT200 sits astern, but its linkage feels wider across the gate and a muffed attempt to select first in anger causes a stall. Oh. I'm on pure slicks, too, and can't summon sufficient courage to push hard enough to make them work. Hey, I *can't* do this! The commitment required to take these cars to the limit is being unceremoniously rammed home. Driving a Tecno is no sinecure: it's kart-like, nervy, alive. Fine if you're a Regga or a Cevert... Privateers who plumped for Tecnos got nowhere, slowly.

After three or four pathetic laps – third exiting Gerards! – I pit to save further embarrassment. The F in 'proper' F2 stands for ferocious. It's not for the faint of heart. M

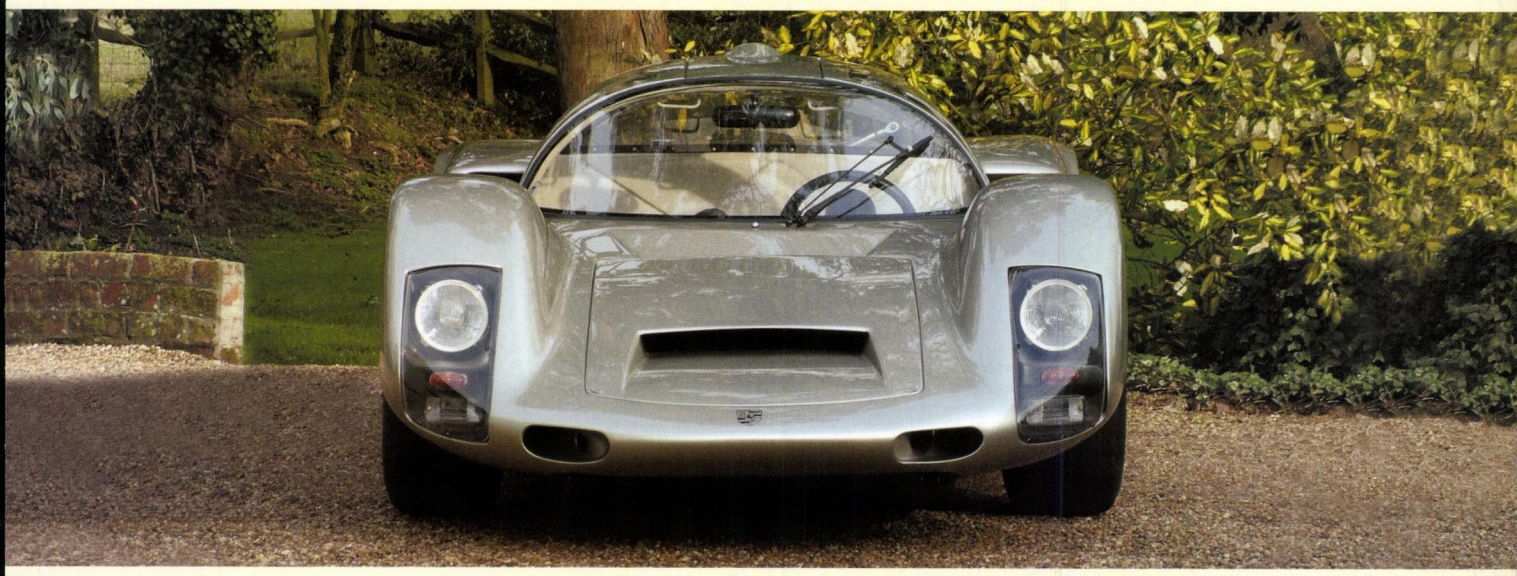


Our thanks to Mallory Park, FORCE, David Brown, Connaught Competition Engines, John Delane, Hall & Hall, Chris Lillingston-Price and Gelscoe Motorsport for their help with this feature.

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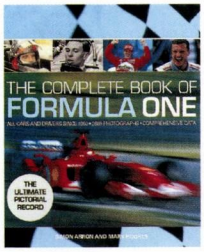
1952 Bentley MK VI Countryman II
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THE COMPLETE BOOK OF FORMULA ONE

BY SIMON ARRON AND MARK HUGHES
ISBN 0760316880
Published by Motor Books International, £34.99



THIS WORK BY PHOTOGRAPHIC AGENCY LAT is a fabulous idea that is sure to be welcomed by serious Formula One fans of all vintages.

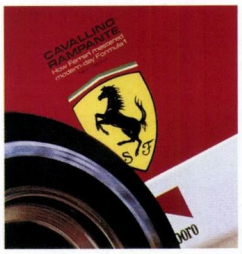
The aim of the book is simple and laudable: to publish a picture of every car to compete in a round of the F1 world championship from its inception in 1950 until 2003. That's 2765 in total – and LAT tracked down all bar 31.

While picturing every Ferrari car-driver combo is a matter of record, the book's great strength is that it also illustrates cars and drivers you might have forgotten or, indeed, of whom you may never have heard: from Veritas to Stebro to Connew and Marcel Balsa to Otterino Volonterio via Al Pease.

It's a wonderful book – let down only by poor photo reproduction. **BSJ**

CAVALLINO RAMPANTE

BY NICK GARTON
ISBN 1844250237
Published by Haynes, £19.99



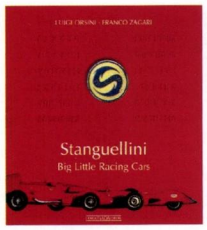
FERRARI BOOKS ARE hitting the shelves in a torrent. Blink, and another is upon them.

This work by Nick Garton charts Ferrari's 10-year course from Formula One wastrel to top achiever, telling the story of how this sleeping giant was turned around so that its massive resource could finally be used to gather the wins and titles that had been absent for so long. Yes, it's a book that champions the impact of Ferrari's power base of Jean Todt, tech gurus Ross Brawn and Rory Byrne, and most of all, Michael Schumacher.

Garton retells a tale that has been much told, but he makes his mark by dropping in side elements on Maranello, the test team and even on spying. **BSJ**

STANGUELLINI – BIG LITTLE RACING CARS

BY LUIGI ORSINI AND FRANCO ZAGARI
ISBN 8879113062
Published by Giorgio Nada Editore, £49.95



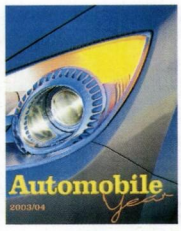
THIS BOOK OFFERS EVERYthing that you could ever wish to know about Stanguellini, the Italian racing car manufacturer so well known for its Formula Junior cars of the 1950s.

Beginning two generations before Vittorio Stanguellini turned to building racing machinery, the book travels through the firm's trials and tribulations up to 1971 when, with Formula Junior dead and its Formula Three programme shelved, it had its last roll of the dice with the Momo Mirage 2+2 sportscar.

Supporting the story, this exceedingly attractive book is packed with technical specifications of each model, a full race results section and photographs galore, covering everything from the firm's founder posing with Enzo Ferrari and Tazio Nuvolari in the 1920s to a guide to Stanguellini's museum. Indeed, the photos are the main strength, with more than 1000 of them sprinkled over the 384 pages. **BSJ**

AUTOMOBILE YEAR 2003/04

BY IAN NORRIS
ISBN 2883240698
Published by Editions JR, £35.00



THANKFULLY, SOME THINGS don't change: *Automobile Year* is a welcome constant.

The only book of high standing that reports on motorsport and road cars, it is an attractive if idiosyncratic annual. Its usual coverage of the year's new cars and the concepts that might make production in years to come are augmented by quirky features on the state of the American auto business, one on pre-war great Tazio Nuvolari, another on the early days of the Japanese motor industry, and even one asking whether sports utility vehicles are matchless or useless.

The motorsport section is more straightforward: David Tremayne supplies an overview of Formula One, and a selection of other specialist journalists chart the American scene, sportscars, Formula 3000, touring cars and the World Rally Championship. This is supported by a results section that includes an hour-by-hour 'lap chart' for the Le Mans 24 Hours.

Interesting, as always. **BSJ**

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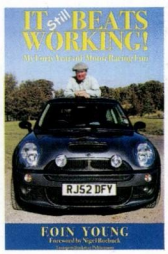


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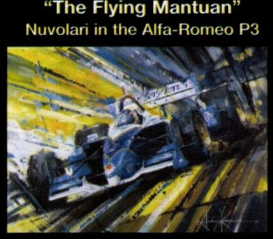
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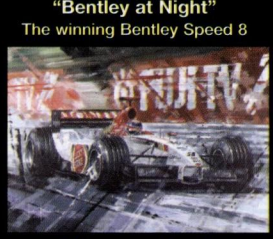
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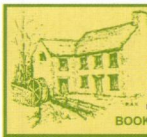


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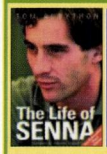
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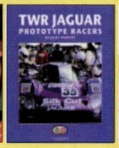
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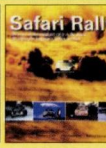
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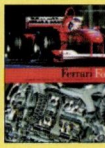
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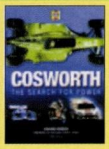












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Tazio at Brooklands

TAZIO NUVOLARI IS THOUGHT BY MANY to be the greatest racing driver of his era, perhaps the greatest ever. So when in 1933 it was announced that he would contest the 10-lap Mountain Championship race at Brooklands in Earl Howe's 2.3-litre Type 51 Bugatti, there was considerable excitement. The race was set for October 24 and Nuvolari duly arrived to compete in England for the first time. He practised on the Tuesday before the event. But on race-day, he left on important business in Paris. Why?

That is only one of many mysteries. Nuvolari had that year won the Mille Miglia, the GPs of Tunis, Nimes, Spa and Nice, the Coppa Ciano, the Alessandria and Eifel races, and at Le Mans, in 8C Alfa Romeos and 8CM Maseratis – and also the Ulster TT for MG, with a K3 Magnette. He would have known Earl Howe as a highly capable amateur driver, but what induced the great star to borrow the Earl's car for what was a minor contest here which, although I hate to admit it, was probably scarcely known about in Italy – and to then take his leave so mysteriously after a day's appearance?

Had he found the Bugatti not up to his high standards? His practice times and the subsequent race driven by Taruffi disproved this. He could not have scorned the rather odd 1.17-mile so-called 'Mountain' circuit, round which, as MOTOR SPORT said, "He quickly became accustomed to the corners and amused a little knot of spectators at the Fork by 'chipping off' a little piece of sandbank on every lap." He lapped within 0.2sec of the lap record, yet was called away...

One can only guess at the nature of that call. And why Paris? If he was discussing his plans for '34, Bologna, Molsheim, Stuttgart, or even Zwickau would have seemed more likely.

Did money enter into it? I don't think for a moment that Earl Howe offered any such inducement to come to Brooklands, but there may have been a deal with the BARC. Suppose this was misunderstood and Nuvolari found it less than had been agreed. Would this have caused him to disappoint Howe and the British fans? Again, I think not.

Could Tazio have overdriven the Type 51? Not by its race performance when Taruffi drove it, he couldn't. (As the latter came over with Tazio, could this have been some indication of official Bugatti support?)

In the Championship race, postponed for a week due to rain, Taruffi led from the start, against formidable opposition: Straight's Maserati, Rose-Richards' Type 51 Bugatti, Malcolm Campbell's 4-litre V12 Sunbeam and Raymond Mays' fast Riley Special. But at the first corner Rose-Richards spun and rammed the Sunbeam, immobilising it. This caused Taruffi, on his second lap, to almost stop. Later, Mays' Riley came to a halt right in the Bugatti's path and poor Taruffi actually stopped to avoid it. Straight slipped past him on the disastrous lap two, and Taruffi finished in second, 2sec behind the victorious Maserati, which won at 73.64mph. Taruffi had also equalled Straight's fastest race lap of 77.43mph. He'd behaved impeccably, as any Italian top driver would.

The damaged Sunbeam, meanwhile, remained where it was, and it was thought by many that the race should have been rerun, Earl Howe expressing a mild complaint at the next BARC committee meeting.

This 71-year-old racing mystery remains to be resolved one day in the future, perhaps from old Italian newspapers or other documents.



Nuvolari at Brooklands – but not for long. After practice in Howe's T51 Bugatti, he left for Paris

Brooklands Society



courtesy of Bill Boddy

We're all goin' on a winter holiday

THE NATIONAL MOTOR MUSEUM'S WORKSHOP has been busy. The blower Bentley has been given a reconditioned radiator and its two magnetos have been overhauled, while even more work was required on the 1922 14-seater Maxwell charabanc before it went on last year's HCVC Brighton Run. It needed new master front spring leaves and shackle pins, and attention to clutch and starter, after which it had a trouble-free run.

I recall going on the 1964 Brighton Run in this Maxwell (above), driven by Lord Montagu. It took 3hr 10min. We were accompanied by scantily clad showgirls from the *Black & White Minstrels* troupe. They had assumed that all motor coaches had heaters. They were thus terribly cold, and more so when ushered out at the halfway stop for a photocall. But as a 1931 Gilford coach, which had been provided to convey wives and friends of the party back to London after the run, slowly overtook the Maxwell up a gradient on the road to the seaside, it was difficult to warm up the dancers with our wives waving to us as the two coaches passed!

I'd had a comfortably warm Brighton ride a year earlier when I was invited to go in the cab of T T Brighton & Sons' 1928 Foden steam-waggon, with its driver W Hearn, but a much colder one in 1970 when I was allowed to ride on a pile of coal in the back of a 1916 Foden five-tonner named 'The Dorset Rambler', driven by Mr Hardwicke, his son stoking. That trip took just over six hours.

Keeping track of Buckler's cars

MY RECENT RECALL OF CONTESTING trials alongside Derek Buckler in his Buckler Specials has brought a letter from his youngest son, telling me that the Buckler Register has records of more than 250 cars and specials made by Derek, who died in 1964, his company being wound up four years later. Not all are still traceable, but the Register thrives.

Derek's Mk5 was based on his first special and the Mk10 was a refined version of it. In 1954, the streamlined Mk90 was introduced and the space-frame DD2 followed, with coil-spring suspension replacing the transverse springs and the option of a de Dion back axle and inboard Alfin drum or Dunlop disc brakes. It was too heavy for competition work in its 1172cc Ford-engined form but was suited to Coventry-Climax FWA and FWB power units. So Buckler designed the backbone-chassis car, which weighed just 7.5cwt, with a Ford Ten engine, but it was intended for the then-new Ford 105E ohv power plant. His son Malcolm drove the racing prototype on the road despite the fact that it had minimal weather protection.

It is estimated that 300 to 400 of these individual cars were made, in 12 model types, plus one-offs which included a Salmson-powered Mk5 for Cedric Brierley, a V12-Lincoln-engined special, the Daimler V8 DD2, Gordon Parker's twin-engined 'Jaguara', and some chassis for Jack Brabham's FJ racing machines. Colin Chapman used to personally collect the close-ratio Buckler gears for his 1172cc Lotuses.

Following our recent reference to Siddeley Specials, a reader sent us a photo of a very unusual car seen at VSCC Silverstone. The handiwork of Derrick Moores, this supercharged sports Siddeley is probably lighter than a blower Bentley and about as powerful. The original saloon body was too dilapidated to save, so the chassis was shortened to take a two-seater body. A Marshall blower with twin carburettors sits between the front dumb-irons, Bentley-fashion; new pistons and conrods have been installed. This fast and handsome car is a credit to its owner, who has been an Armstrong-Siddeley expert for many years.

miscellany

THE RAC/IMS has ended its joint stewardship of the London-Brighton Veteran Car Run. This popular historic event, dating from 1927, will now be organised by Motion Works on a five-year basis, if the plan is accepted. The chief executive of Motor Works is Roger Etcell, a former sales manager for Silverstone Circuits Ltd.

* * *

LORD MONTAGU OF BEAULIEU IS as active as ever in vintage and historic car affairs. Last October he accompanied Douglas Hill in the 1914 Alpine Eagle R-R on the Jordan Rally.

* * *

KENNETH DAY OF THE ALVIS OC is hopeful that the Brooklands Museum will be able to arrange a display to commemorate the work the late Kenneth Evans did in obtaining preservation orders appertaining to the Track, and who was a generous supporter financially.

* * *

THE BUGATTI TRUST PUBLISHES a nice little magazine which adds to knowledge about these famous and covetable cars, in addition to that in the BOC's *Bugantics*, as *Brescia Bits* also does for those owning or interested in the early eight- and 16-valve cars. The Trust's Curator is Richard Day, Prescott Hill, Gotherington, Cheltenham, GL52 9RD. You do not have to climb the hill to see the exhibits in the Trust's building there.

* * *

AT THE SHUTTLEWORTH workshop: the veteran Arrol-Johnston, which Dick Shuttleworth drove home from Dumfries after he had bought it, was prepared for the 2003 Brighton Run; an oil pump located in Switzerland is to be fitted to the Fiat Topolino; and the Museum's very first exhibit, the Panhard-Levassor, is away for a full engine rebuild.

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12 April The Morgan Motor Company Challenge 750 Motor Club - Snetterton
25 April Morgan SCC Speed Championship - Curborough

MAY

2 May Morgan SCC Speed Championship - Olivers Mount
15 May Morgan SCC Speed Championship - Shelsley Walsh
16 May The Morgan Motor Company Challenge Donington Park
22 May Morgan SCC Speed Championship - Knockhill

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JUNE

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12 June The Morgan Motor Company Challenge Oulton Park (provisional)
19 June Morgan SCC Speed Championship - Barbon Manor
19 June Morgan SCC Speed Championship - Gurston Down
26 June Morgan SCC Speed Championship - Aintree
27 June The Morgan Motor Company Challenge Brands Hatch

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JULY

3 July Morgan SCC Speed Championship - Colerne
11 July Morgan SCC Speed Championship - Harewood
17 July Morgan SCC Speed Championship - MIRA
18 July The Peter Morgan Memorial Race Meeting
(including the Morgan Motor Company Challenge)
Morgan Sports Car Club - Mallory Park
31 July Morgan SCC Speed Championship - Loton Park
31 July Morgan SCC Speed Championship - Goodwood

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AUGUST

7 August Morgan SCC Speed Championship - Goodwood
8 August The Morgan Motor Company Challenge - Snetterton
14 August Morgan SCC Speed Championship - Elvington
21 August The Morgan Motor Company Challenge - Silverstone
29 August Morgan SCC Speed Championship - Harewood

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SEPTEMBER

4 September Morgan SCC Speed Championship - Wiscombe Park
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25/26 September The Morgan Motor Company Challenge - Brands Hatch

OCTOBER

16 October Morgan SCC Speed Championship - Castle Combe

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Donington's two-wheeled history

NO EXPRESSION OF COMMISERATION can compensate the National Motorcycle Museum for the loss of so many historic machines in last year's disastrous fire. All the more reason to be pleased at what bikes are left, both at the Museum and elsewhere.

Tom Wheatcroft, for instance, has a new display of historic motorcycles at Donington Park. These include bikes that raced on that circuit pre-war. The exhibit was opened recently by Ron 'Rocket' Haslam.

'Titch' Allen, BEM, who in 1931 attended the first discussions about the suitability of Donington Park for motorcycle racing, was present, as were other pre-war riders. They included Arthur Welsted, the holder of the motorcycle lap record – a man who still rides his RD350 Yamaha though now in his 90s! – Dennis Jones and several others.

The display includes the Raleigh on which 'Squib' Burton won the inaugural bike race at Donington in May 1931. 'Titch' Allen has loaned it his 1921 Rex Acme, and Ivan Rhodes three Velocettes. The display – and the Grand Prix Collection – are open every day up to 4pm.

Elsewhere, there are plans for the return of the racing motorcycle which the well-known Welsh rider Charles Sgonina designed and built. It was of very advanced twin-ohc concept and he rode it successfully in speed trials and sand races, notably at Pendine, in the early 1920s.



Heritage Bike

'Titch' Allen, Ron Haslam, Arthur Welsted and Tom Wheatcroft open display

The Sgonina Special motorcycle was in the IoM Museum in the 1970s, owned by John Griffiths, but after his death in '83 it disappeared. It was thought to have gone to Japan or Switzerland, but Lynn Hughes has since discovered it in Austria.

The Museum of Speed at Pendine has on show in the summer months the famous Parry Thomas LSR car 'Babs' and would like to add the Sgonina Special and other motorbikes with Welsh speed connections to this interesting display.

Support for the scheme should be directed to Dr David Jenkins, National Museum of Wales, Department of Industry, Collections' Centre, Heol Crochendu, Parc Nantgarw, CF15 7QT.

Sgonina competed with a GN, too, and I visited one of his sons in Cardiff many years ago. We talked mostly about the 1914 TT Humber which his father had bought after the war and which I discovered much later, along with a 1913 Zust.

Potter and North rule in the north

JUST ONE PENALTY POINT SEPARATED the top two crews on the VSCC's 180-mile Measham Rally, but that was enough to give John Potter/Ian North a hat-trick of victories on this demanding event.

The winning Alvis 12/50 Sports was pushed all the way by the Frazer Nash Boulogne Vitesse of Richard Parsons/Tim Cork. Despite the lack of a speedo, the latter pair stayed in contention until within sight of the finish of this 12-hour night affair.

Michael Windsor-Price/Gillian Carr (MG NA) took the Newcomers Special Award.

The rally was based in Lancashire for a third – and final – time, and 46 cars made the start.



Mike Harwood Stone

Flower power: the Morris Oxford of David Biggins/Mike Dawes ploughs on

miscellany

FOR ANYONE WHO HAS ADDED a commercial vehicle, steam-waggon or coach to their historic vehicle stable, the Historic Commercial Vehicle Society can be contacted on 01580 892929. It has a good magazine, *Historic Commercial News*, from which I note that its Pennines Rally was enlivened by two enormous Scammell Pioneers; the one with a tank on its trailer caused quite a stir!

* * *

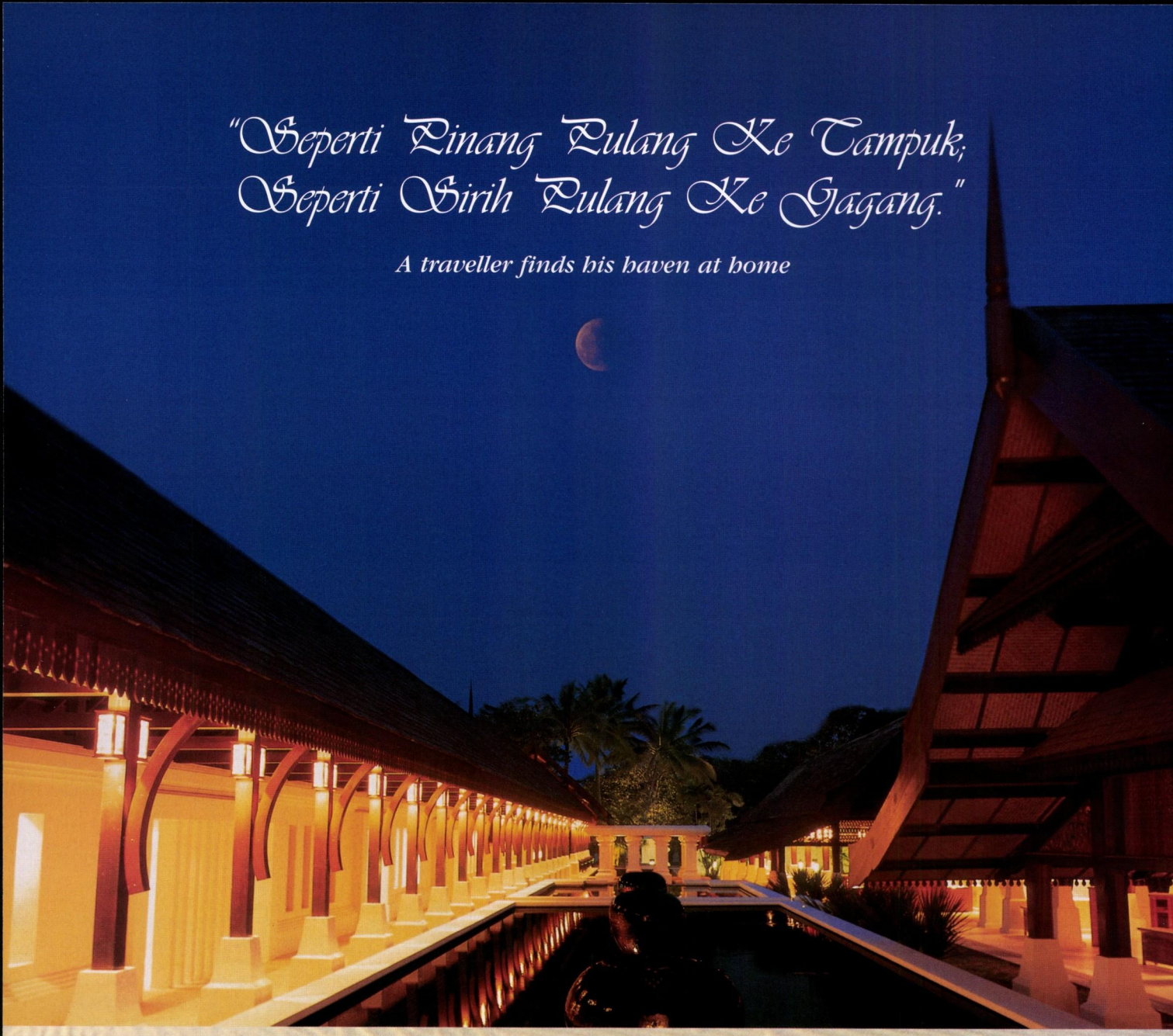
A MINOR PUZZLE IS HOW THE monthly Newsletter of the Trojan OC, edited by Derick Graham, manages to find 'new' items and pictures, issue after issue. The last number, as just one example, had illustrations of some Trojan vans, not only those of Brooke Bond, who probably had the biggest fleet, but of Dunlop, Savory & Moor, G Waterman, Phillips Soles and Heels, and Liptons, these last on solid tyres.

* * *

FROM THE JOURNAL OF THE Morris Register I learn of a commendable decision by Vicary's in Battle, Sussex. In 1972, they ceased using a petrol pump outside their showrooms due to restrictions on such devices feeding petrol over a pavement. This old pump was then hidden behind a wooden panel. This has been removed so that, 30 years after supplying National Benzole when 4-star cost just under 34p a gallon, the pump can be seen again, albeit behind a showroom window.

* * *

AT THE WELL-ATTENDED New Year's Day Verzon's VSCC Rally near Ledbury, a Piper Cub and a Cherokee flew overhead and dipped their wings in memory of Hamish Moffatt. A passenger in the Piper was Bunty Moffatt. The oldest car present at the event was a square-radiator 1906 Rover two-seater.



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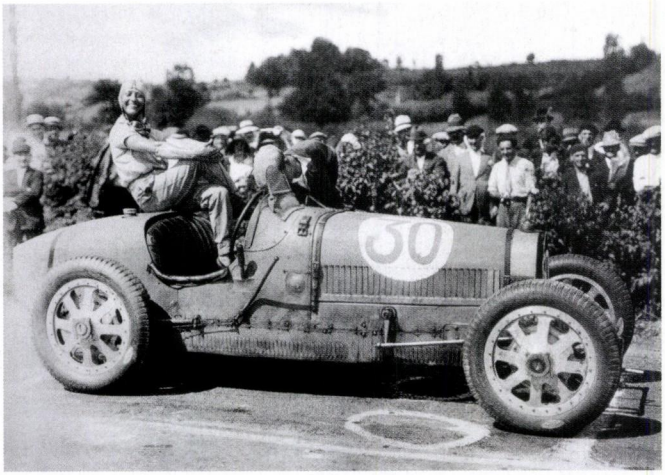
Fast woman and fast cars

ANOTHER LIFE STORY OF A RACING personality, that of the lady driver Hellé-Nice (aka Hélene Delangle), dancer, stripper, sex symbol and rally and racing driver, is well described by the esteemed Miranda Seymour, the biographer of Robert Graves, Mary Shelley, etc.

Her new book *The Bugatti Queen, In Search of a Motor Racing Legend* (Simon & Schuster, ISBN 1 3579 0684 2, £15.99) is doubly welcome because so little was known about the girl driver – until now, because this book is completely detailed. Dick Ploge provides a somewhat vague table, showing Hellé-Nice as having driven in minor GPs and other races, and in long-distance rallies with feminine co-drivers from 1928 to '51, too numerous to list here.

She was seriously injured at Sao Paulo, and in the end she died alone and in poverty. Hellé-Nice was accused of Gestapo connections by Louis Chiron after the war, but she was exonerated.

Hellé-Nice began her racing career in an Omega Six, but her cars were usually lent to her by Ettore Bugatti, although she also had a Monza Alfa Romeo. She raced and gave demonstrations on dirt and board circuits in the USA and, in 1937, helped Yacco set long-distance marks at Montlhéry. It was at that same track, in '39, where she completed 10km of lapping at 125.6mph in a works 35C Bugatti. After that doughty performance she was named as holder of the woman's LSR – which may have made Mrs Gwenda Stewart smile.



Bugatti Trust

Hellé-Nice enjoying herself at the 1931 Comminges GP. Her T35 was ninth

Incidentally, the Yacco records by the girls in 1937 are said to have given a lift to France in the Depression, but surely they would have been regarded as merely good publicity for Yacco Oil and not known to the general population? Their 3.6-litre Mathis-Ford averaged 86.5mph for 10 days.

Hellé-Nice knew most of the top racing drivers, aristocratic celebrities and playboys. The amount of research carried out by Seymour was clearly tremendous, but she admits to using novelistic imagination to fill in gaps. She provides the most interesting notes suggesting likely truths. For anyone who needs to know more about Hellé-Nice, here is *the* book.

For me *The Bugatti Queen* may have solved a puzzle. DSJ and I never knew why R L Duller had 'Helle' on the Duesenberg he drove at Brooklands. He is said to have known the French driver very well, so perhaps he wished to recall her.

A good read – and not only for motor-racing folk.

Looking on the lighter side of life

THE RAC HELD A ONE-OFF SIX-DAY Light Car Trial in 1924 to publicise such cars at a time when they were gaining in popularity. Two 170-mile road routes were used and the final day took the competitors down to Brooklands for drastic checking of condition and speed trials.

The large entry embraced AC, Argyll, Austin 7, BSA, Calthorpe, GWK, Gwynne, Lagonda, Lea-Francis, Marseal, Paladium, Rhode, Seabrook, Singer, Talbot, Trojan and Wolseley. The eventual winner was Chinnery's Gwynne 8.

The VSCC's Light Car Section plans to re-enact one of those routes, which will embrace Bwlch-y-Groes, the highest Welsh pass, on March 27/28. It is hoped that most of the original makes of car will participate, although they will be unlikely to get some of the now-rare ones.

As in 1924, the Metropole Hotel in Llandrindod Wells will be the HQ, and Sunday will be occupied with the usual trial, with lunch at the Elan Valley Hotel.

This will make for a very interesting weekend. It is not, however, the unique event the LCS believes: it has used the more interesting route twice previously and the whole two-day affair, with the encouragement of MOTOR SPORT, on another occasion.

Although this was a serious event, the drivers showed some signs of amusement. For example, the mud was thick enough for inscriptions to be shown therein, so that on the spare tyres of the two Rhodes whose front wheels were sagging was the word 'Tishy', the Derby horse that had a very odd gait and finished badly. On the spare wheel of the Seabrook, with a flat tyre, someone, presumably the Trojan crew, had written 'Try Solids', which tyres they were of course using.

No doubt the VSCC LCS event will be similar fun.

miscellany

THE VSCC OPENED ITS 2004 season with driving tests at Brooklands. Winners of First Class Awards: H Hickling (1917 Dodge), P Rosoman (A7), S Bennett (1923 8/18 Talbot), D Marsh (1925 Bugatti), T Lark (1930 MG), P Weston (1936 Frazer Nash TT Replica), P Cobb (1928/32 Frazer Nash-Salmson) and J Baxter (1928 Frazer Nash Fast Tourer).

* * *

THE SUNBEAM MCC'S PIONEER Run for pre-1915 machines is set for March 21, starting from Tattenham Corner, Epsom, and finishing at Madeira Drive, Brighton, from about 10am.

* * *

ENTRIES HAVE CLOSED FOR THE MCC's London-Land's End Trial on April 9/10. The event will include most of the traditional observed sections: Beggars Roost, Warleggan and Blue Hills 1 & 2. Times of expected first bikes: 00.45, 08.00, 10.15; OS map180, refs 720477, 157687 and 728517/8.

* * *

THE RILEY REGISTER CELEBRATES its Golden Jubilee this year. In conjunction with the Riley RM Club and the Riley MC, it intends that Riley users will meet others at strategic points on April 25 . In June there is to be a visit to Le Mans to commemorate the wonderful results Rileys had there in 1934. On July 26/27 the Club will hold the Coventry Rally, followed by a week's motoring to appropriate venues. Contact R Vince on 01753 824136.

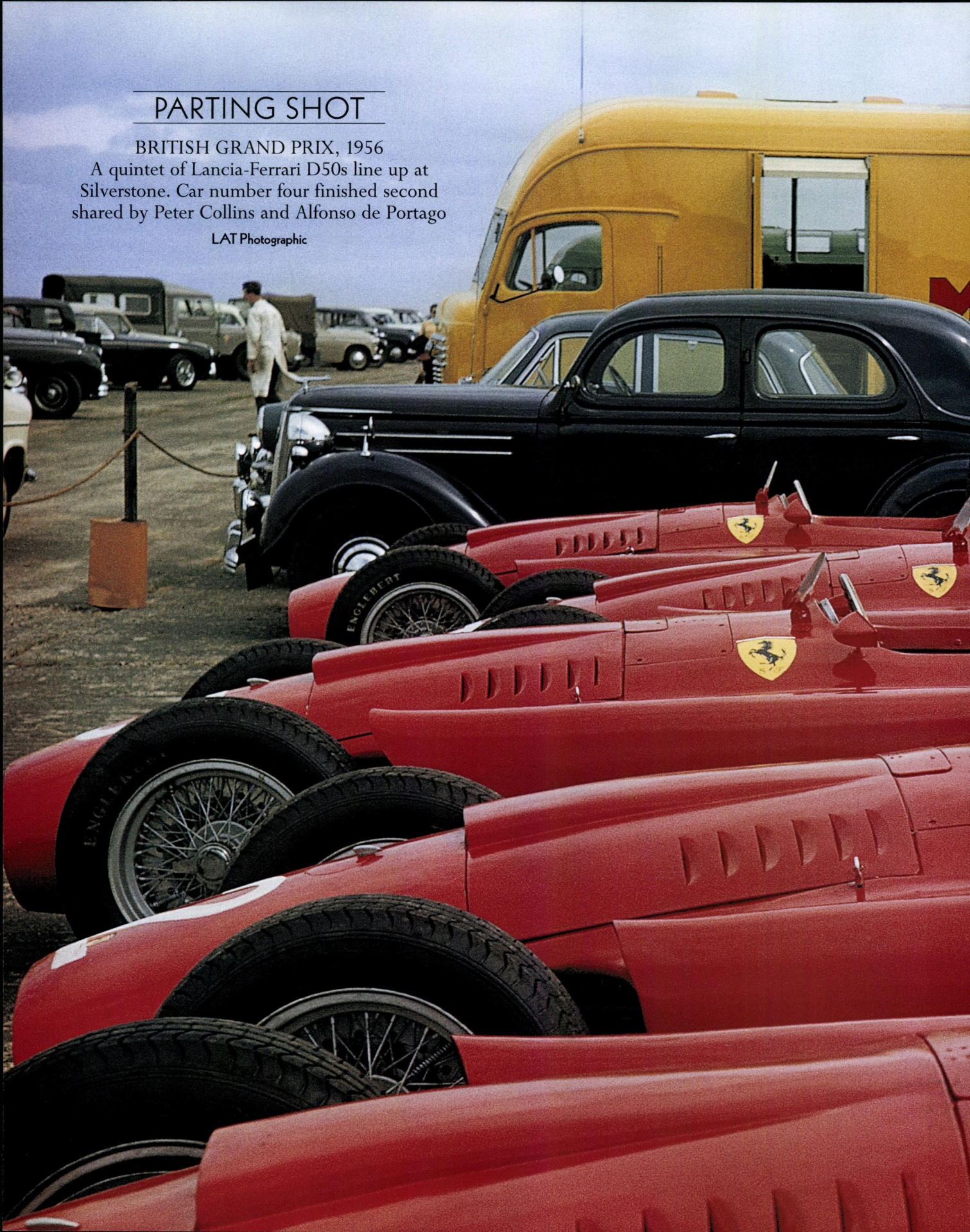
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A READER SEEKS INFO ABOUT AN early Vauxhall – once owned by a son of J S White, the famous Cowes ship-builder – the IoW Motorists' Association from 1905 and the IoW Vehicle Register. Reply to T Sargeant, Permanden, Goudhurst, Kent (01580 211303).

PARTING SHOT

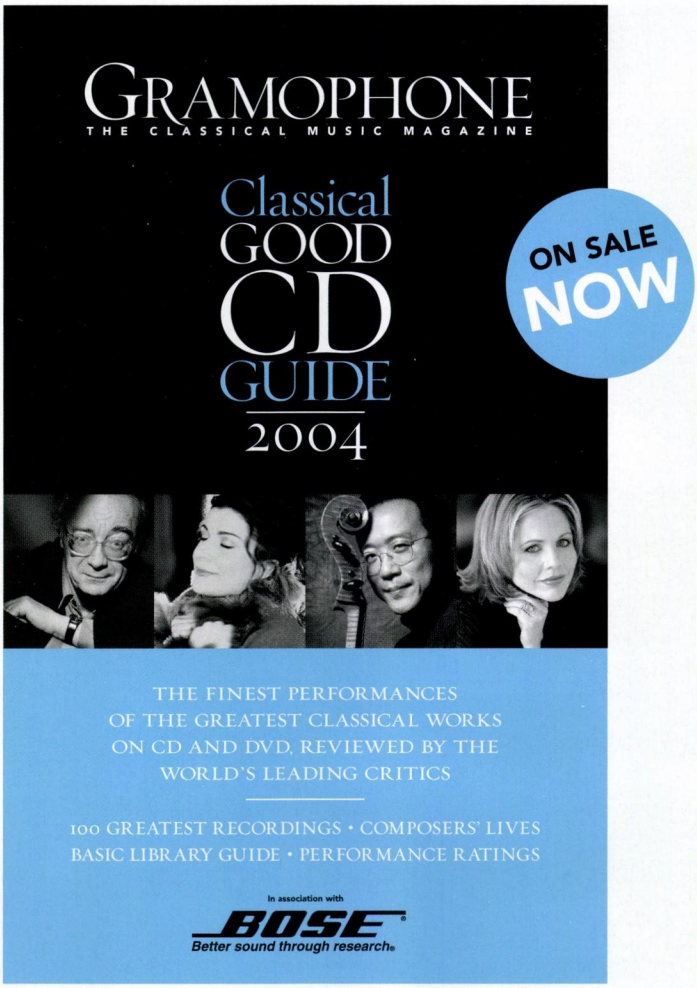
BRITISH GRAND PRIX, 1956
A quintet of Lancia-Ferrari D50s line up at Silverstone. Car number four finished second shared by Peter Collins and Alfonso de Portago

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13th June	Cadwell Park	11/12th September	Donington
4th July	Shelsley Walsh	25/26th September	Loton Park

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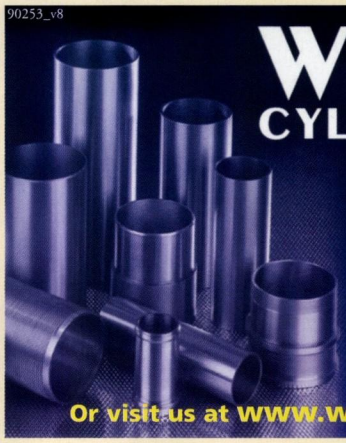

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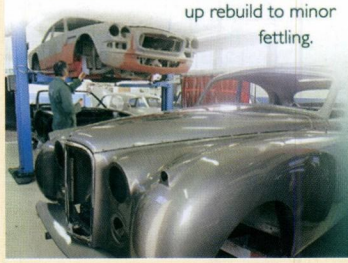


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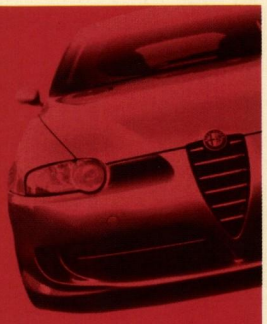
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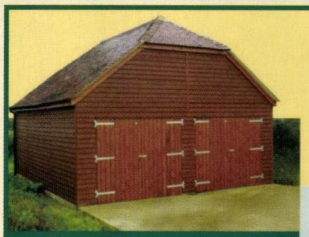

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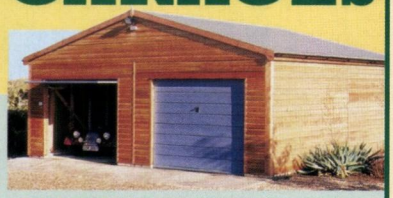
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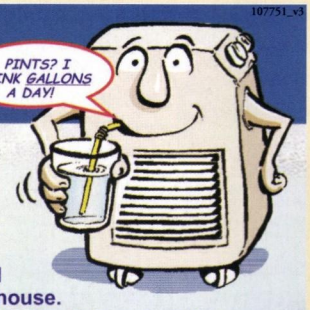
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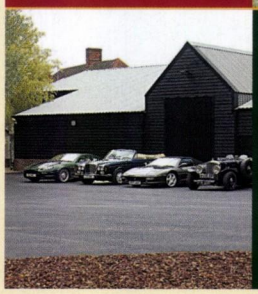


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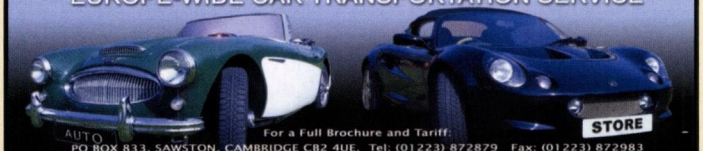
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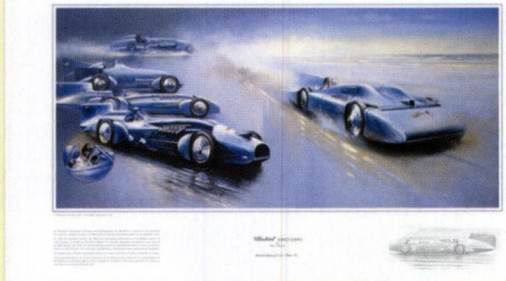
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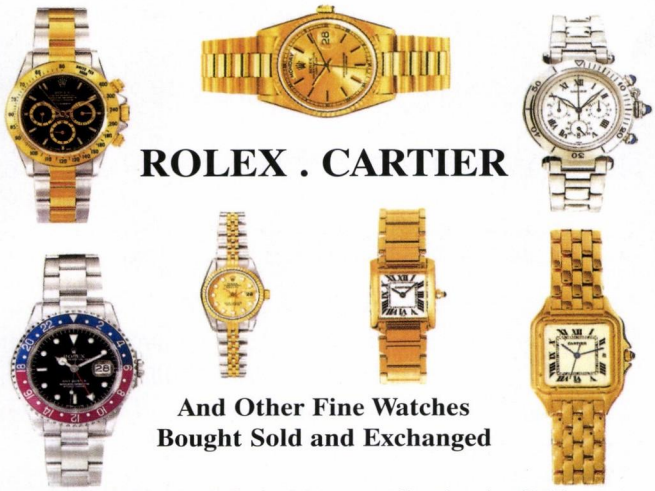
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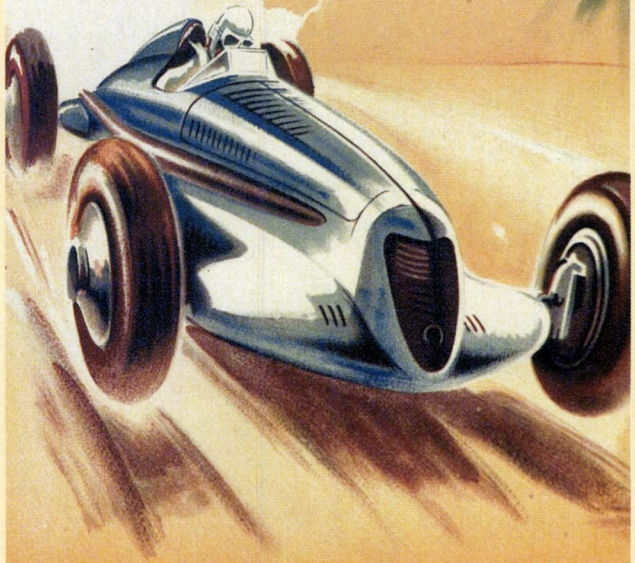
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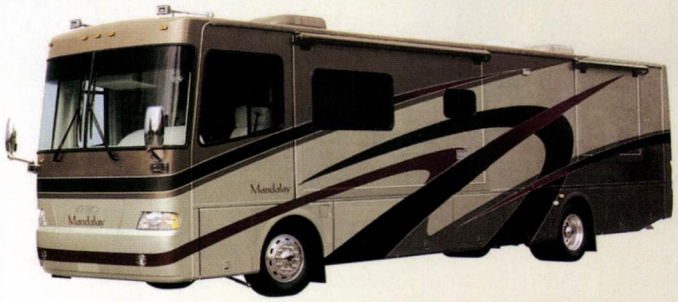
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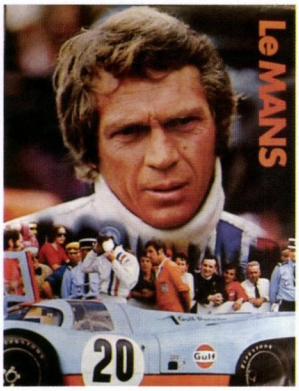


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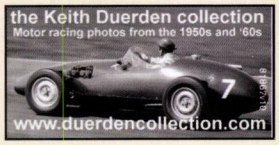


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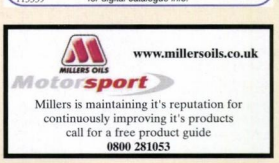








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CFS312	12 Drawer-extra deep	~~£152.69~~	£109.95	£129.19	
1 CFS308	8 Drawer Tool Chest	~~£93.94~~	£69.95	£82.19	
	CFS310	10 Drawer Tool Chest	~~£129.19~~	£89.95	£105.69

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

HEAVY DUTY PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209



3 REDUCED £119.95 EX-VAT £140.94 INC-VAT WAS £164.44 INC VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT



THE ULTIMATE IN TOOL STORAGE! Top quality HEAVY DUTY PLUS tool chests & cabinets.

6 REDUCED £199.95 EX-VAT £234.94 INC-VAT WAS £270.19 INC VAT

- Extra heavy gauge double wall steel construction

SAVE UP TO £35.25

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL CHEST/CABINET



REDUCED £219.95 EX-VAT £258.44 INC-VAT WAS £270.19 INC VAT

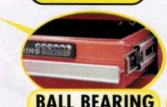
HEAVY DUTY

MAX LOADING 1000KG



EXTRA DEEP DRAWERS

REDUCED £369.95 EX-VAT £434.44 INC-VAT WAS £446.44 INC VAT



BALL BEARING RUNNERS

- Double wall reinforced indented end & base for extra strength & rigidity
- Extra heavy gauge steel
- Protective anti-slip drawer liners & cabinet top mat
- Fully locking for security

BLUE LINE INDUSTRIAL ALSO AVAILABLE

BEST BUY Auto Express



5" CASTORS

MASSIVE PRICE CUTS

	MODEL	DESCRIPTION	DRAWER LOAD*	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Dr chest	38kg	~~£105.69~~	£74.95	£88.07	REDUCED
2	CBB205	5 Dr chest	38kg	~~£117.44~~	£89.95	£105.69	
	CBB206	6 Dr chest	38kg	~~£129.19~~	£94.95	£111.57	
3	CBB209	9 Dr chest	38kg	~~£164.44~~	£119.95	£140.94	
4	CBB203	3 Dr step up	38kg	~~£79.84~~	£54.95	£64.57	
5	CBB215	5 Dr cabinet	43kg	~~£229.07~~	£169.95	£199.69	
6	CBB217	7 Dr cabinet	43kg	~~£270.19~~	£199.95	£234.94	
7	CBB212	3 Dr cabinet	43kg	~~£164.44~~	£129.95	£152.69	
	CBB213	3 Dr cabinet	43kg	~~£211.44~~	£159.95	£187.94	

*Maximum rating for full width drawers

SEE OUR MAIN ADVERT!

Clarke Machine Mart

NEW STORES GLASGOW ILFORD OPEN APRIL

MASSIVE PRICE CUTS

727 AMAZING REDUCTIONS

Where Quality Costs Less

Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

SAVE UP TO £11.75

MODEL	DESC.	EX VAT	INC VAT
CFC500S	1/2 ton	£119.95	£140.94
CFC500F	1/2 ton folding	£139.95	£164.44
CFC100	1 ton folding	£139.95	£164.44
CFC1000‡	1 ton large folding	£159.95	£187.94
CFC1000LR‡	1 ton long reach	£149.95	£176.19
HDC100	1 ton pro	£299.95	£352.44
HDC200	2 ton pro	£599.00	£703.83

REDUCED

‡ REDUCED! CFC1000LR WAS £187.94 inc.VAT CFC1000 WAS £199.69 inc. VAT

MASSIVE PRICE CUTS

Fully tested to proof load

TIGER TURBO AIR COMPRESSOR

TIGER 8/40 SLASHED £79.95 EX VAT £93.94 INC VAT

SAVE OVER £23

MASSIVE PRICE CUTS



TIGER 8/40

OF* Oil Free † Belt Driven

OTHER MODELS IN THE RANGE						
MODEL	MOTOR	CFM	TANK	WAS INC VAT	EX VAT	INC VAT
8/45*	1.5Hp	6.3	24ltr	£111.57	£84.95	£99.82
8/40	1.5Hp	7	24ltr	£117.44	£79.95	£93.94
8/65	1.5Hp	7	50ltr		£179.95	£211.44
9/55†	2.0Hp	8	50ltr	£317.19	£249.95	£293.69
10/70†	2.0Hp	9	50ltr	£364.19	£254.95	£299.57
15/55	3.0Hp	14	50ltr		£259.95	£305.44
15/65†	3.0Hp	14	50ltr		£349.95	£411.19

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC V

Clarke LOAD LEVELLER

CLL500

REDUCED £24.95 EX VAT £29.32 INC VAT WAS £37.84 INC VAT SAVE £3.52

FOR FAST EASY LOAD LEVELLING

MASSIVE PRICE CUTS

- Precision load leveller features fine screw adjustment for precise levelling of awkward shape engines/gearboxes up to 500kg
- Includes chain & hooks • 730x139x175 (LWH)

Clarke AXLE STANDS

SOLD IN PAIRS

MASSIVE PRICE CUTS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£17.95	£21.09

‡ REDUCED! CAX6TBC was £23.44 inc.VAT

Clarke AIR TOOLS & SPRAY GUNS

MASSIVE PRICE CUTS

TYPE	MODEL	EX VAT	INC VAT
Pro Spray Gun*	-	£17.95	£21.09
Super Pro Spray Gun	SP14C	£29.95	£35.19
Super Pro Spray Gun	SP18C	£29.95	£35.19
Air Hammer	CAT29B	£15.95	£18.74
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun*	SB1	£21.95	£25.79
Spot blast gun	SB2	£24.95	£29.32
6" Dual Action sander	CAT80	£24.95	£29.32
1/2" Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
14pce 1/2" Ratchet set	CAT221B	£35.95	£42.24
13pce 1/2" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

REDUCED SB1 was £28.14 inc.Vat. Pro spray gun was £23.44 inc.Vat CAT29B was £19.92 inc. Vat.

KLAMP-IT SECURITY POSTS

A range of security posts to protect against vehicle theft, ram raid attacks and restricts access to driveways. Zinc plate finish to withstand corrosion. Complete with high security padlock.

SEE CATALOGUE/ WEBSITE FOR FULL RANGE

FROM ONLY £39.95 EX VAT £46.94 INC VAT

KTP3T extends to 570mm, concrete into ground

KCP extends to 730mm, bolt mounted

MODEL	DESCRIPTION	DETERS	EX VAT	INC VAT
KCP	Removable compact	Parking/ theft	£39.95	£46.94
KTP3P	H/D telescopic	Ram raid	£79.95	£93.94

Clarke CHAIN BLOCKS

- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke BATTERY CHARGERS ENGINE STARTERS

FROM ONLY £34.95 EX VAT £41.07 INC VAT

SAVE UP TO £11.75

MASSIVE PRICE CUTS

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

MODEL	MAX CHARGE	MAX AMPS	WAS INC VAT	EX VAT	INC VAT
BC100B	15 amps	100		£34.95	£41.07
BC120E	15 amps	120	£69.27	£53.95	£63.39
BC130	15 amps	120	£49.94	£39.99	£46.99
BC210E	25 amps	200	£93.94	£74.95	£88.07
BC410E	35 amps	400	£117.44	£97.95	£115.09
BC320E	35 amps	310	£140.94	£109.95	£129.19
BC520E	50 amps	510		£154.95	£182.07

REDUCED

Clarke 5 PCE AIR TOOL KIT

KIT1000

REDUCED £16.99 EX VAT £19.96 INC VAT WAS £23.44 INC VAT SAVE £3.48

MASSIVE PRICE CUTS

- Paraffin spray gun • Blow gun • Paint Spray Gun • Tyre inflator • Recoil hose with quick couplers

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

These professional quality units offer the durability and reliabil demanded by professionals whilst maintai value for mo

CAST IRON CYLINDERS

UK MADE



All units feature:

- Cast iron pumps on SE11 & SE
- Maximum 150psi (10 bar)
- Fully automatic • Cast iron cylinders • Fully pai
- Twin cylinder pumps (except SE11) • Motor overload protection • Petrol, diesel and portabl models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.4
SE16	14	3	150	£299.95	£352.4
SE18	18	4	200	£479.95	£563.9
SE25#	23	5.5	200	£599.95	£704.9

#Supplied with direct on-line starter

Clarke ENGINE STANDS

MASSIVE PRICE CUTS

CES500A

- Rotates through 360°
- Engines up to 227Kg

FROM ONLY £27.95 EX VAT £32.84 INC VAT

REDUCED! NOW ONLY £27.95 EX VAT £32.84 INC VAT WAS £35.19 INC VAT

Fully tested to proof load

CES750A (shown)

- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

ONLY £39.95 EX VAT £46.94 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY

SOLD IN PAIRS

MASSIVE PRICE CUTS

BIG 3" CASTORS

REDUCED £42.50 EX VAT £49.94 INC VAT WAS £54.34 INC VAT SAVE £6.40

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly

Clarke JERRY CANS

Fixed & flexible spouts available

FROM ONLY £8.95 EX VAT £10.52 INC VAT

DESCRIPTION	EX VAT	INC VAT
Red 5ltr NEW	£8.95	£10.52
Red 10ltr	£10.95	£12.87
Red 20ltr	£12.95	£15.22
Green 20ltr	£12.95	£15.22

Optional vehicle bracket ONLY £17.95 Ex VAT £21.09 INC VAT

Clarke H/DUTY BLAST CABINET

MASSIVE PRICE CUTS

- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter included

REDUCED £94.95 EX VAT £111.57 INC VAT WAS £116.90 INC VAT SAVE £5.33

ALSO: Aluminium oxide powder from only £19.95 EX VAT £23.44 INC VAT

Clarke ANGLE GRINDER

CAG115C BEST BUY Practical Householder

FROM ON £12.9 £15.22 INC

MASSIVE PRICE CUTS

Inc. disc & hand

MODEL	DUTY	MOTOR	EX VAT	INC VAT
CAG121*	DIY	500w	£12.95	£15.22
CAG115*	PRO	500w	£25.95	£30.49
CAG115C*‡	PRO	720w	£24.95	£29.32
CAG230#	PRO	1700w	£32.95	£38.72

*115mm disc #230mm disc ‡ REDUCED CAG115C was £31.67 inc.VAT

Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

MASSIVE PRICE CUTS

- Powerful and compact general purpose winches
- Quick and easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

MODEL	POWER	x1 CABLE	x2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400‡	880	200kg	400kg	£149.95	£176.19

‡ REDUCED! CHP400 was £187.94 inc.VAT

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £22.95 EX VAT £26.97 INC VAT

MASSIVE PRICE CUTS

MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA‡	£22.95	£26.97
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

‡ REDUCED! CTJ2ZA was £29.32 inc.VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case. ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £64.95 EX VAT £76.32 INC VAT

MASSIVE PRICE CUTS

4 TON KIT Spreader wedge ram & accessories

REDUCED! NOW ONLY £64.95 EX VAT £76.32 INC VAT WAS £82.19 INC VAT

Clarke CAR TRANSPORTER LASHING

- 3.33M overall length • 5000kg max strength in straight pull • 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke CAR CREEPERS & MECHANICS SEAT

CMC45 FROM ONLY £10.99 EX VAT £12.91 INC VAT

- Car creepers feature padded backs and head rests for maximum comfort

‡ REDUCED! CMC36 was £22.27 inc.VAT CMC45 was £25.79

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36‡	Car Creeper	£16.95	£19.92
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45	Creeper with adj head	£19.95	£23.44
CMS1	Mechanics Seat	£10.99	£12.91

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

MASSIVE PRICE CUTS

BEST BUY CAR MECHANICS

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G‡	£46.95	£55.17

‡ REDUCED! CTJ2000G was £58.69 inc.VAT

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT

MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke IMPACT WRENCH

ONLY £24.95 EX VAT £29.32 INC VAT

12V DC 1/2" DRIVE CIR-13

BEST BUY Auto Express

- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke GENERATOR - G900

SLASHED £269.95 EX VAT £317.19 INC VAT WAS £352.44 INC VAT

4 STROKE ENGINE

700W SUPER QUIET

SAVE OVER £35

- 2 x 230v outlets
- 12v DC battery charge

Clarke HYDRAULIC PRESSES

FROM ONLY £169.95 EX VAT £199.69 INC VAT

PROFESSIONAL QUALITY

MASSIVE PRICE CUTS

MODEL	EX VAT	INC VAT
10 ton bench‡	£169.95	£199.69
10 ton floor‡	£189.95	£223.19
15 ton floor	£369.95	£434.69
25 ton floor‡	£569.95	£669.69
50 ton floor	£998.00	£1,172.65

‡ REDUCED 10 ton bench was £209.74 10 ton floor was £232.65 25 ton floor was £693.19

SAVE UP TO £23.60

Clarke DIGITAL MULTIMETERS

CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

Clarke POWER WASHER

REDUCED £54.95 EX VAT £64.57 INC VAT WAS £74.44 INC VAT SAVE £5.87

JETSTAR 1700 FULL 100 BAR PRESSURE

- 5M of high pressure hose
- 6lt/min max flow

Clarke ROTARY TOOL SYSTEM

CRT40

REDUCE £25.5 £29.9 INC WAS £35.1 INC SAVE £5.2

Kit includes:

- Rotary tool • 1m flexible drive
- Height adjustable stand with clamp
- 40x accessories/consumables

MASSI PRI CUT

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC

ONLY £84.95 EX VAT £99.82 INC VAT

- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

INVERTERS

- Converts 12v DC into 230v AC for the running of mains equipment direct from your vehicle • Will power a huge range of electrical appliances such as a laptop, playstation,TV, digital camera etc. See appliance for wattage requirement.

FROM ONLY £29.95 EX VAT £35.19 INC VAT

WATTS	APPLICATION EXAMPLE	EX VAT	INC VAT
150	Laptop, printer, TV, playstation, digital camera	£29.95	£35.19
330	Video & satallite system	£39.95	£46.94
600	Power tools, small appliances	£89.95	£105.69
800	Small microwave, toaster	£139.95	£164.44
1000	Small fridge	£189.95	£223.19
1500	Vacuum	£279.95	£328.94

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT

- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6'x 8'	£3.80	£4.47	£4.99	£5.86
8'x 10'	£5.95	£6.99	£5.99	£7.04
10' x 12'	£7.95	£9.34	£8.99	£10.56
12'x 16'	£9.95	£11.69	£13.95	£16.39
16'x 20'	£16.95	£19.92	£22.95	£26.97
18'x 24'	£18.95	£22.27	£29.95	£35.19
20'x 40'	£34.95	£41.07	£49.95	£58.69

SUPERWINCH

FROM ONLY £109.95 EX VAT £129.19 INC VAT

MASSIVE PRICE CUTS

- 12 volts
- Free spool

MODEL	CAP.	WAS INC VAT	EX VAT	INC VAT
T1500	680kg	£140.94	£109.95	£129.19
S2500	1130kg		£199.95	£234.94
S4500	2040kg		£329.95	£387.69

Clarke MEASURING INSTRUMENTS

OTHER SIZES AVAILABL

MODEL	DESCRIPTION	EX VAT	INC V
CM100	150mm/6" Vernier Caliper	£8.49	£9.9
CM145	150mm/6" Digital Vernier	£29.95	£35.1

Clarke JUMPSTART 910 WITH AIR COMPRESSOR



ONLY £42.49 EX VAT
£49.93 INC VAT

- 12v rechargeable power supply, booster starter & air compressor
- Up to 50 hrs of 12v DC supply
- 900 peak amps

QUALITY BATTERY FOR LONGER LIFE AND EXTRA DUTY

Also available without compressor
REDUCED! NOW ONLY £29.95 EX VAT
£35.19 INC VAT WAS £41.07 INC VAT

Clarke PARTS WASHER



FROM ONLY £33.49 EX VAT
£39.35 INC VAT

FLOOR STANDING
- 45 litre tank
- 1020Ltr/hr pump rate

REDUCED! NOW ONLY £71.95EX VAT £84.54 INC VAT WAS £88.07 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1020Ltr/hr pump rate

ONLY £33.49 EX VAT £39.35 INC VAT

WEBSITE
OVER 4000 PRODUCTS SEE THE FULL RANGE ORDER ONLINE
www.machinemart.co.uk



NEW!
SPRING/SUMMER CATALOGUE
plus 285 GREAT NEW PRODUCTS

Collect from your local branch
Order from www.machinemart.co.uk
e-mail: sales@machinemart.co.uk
Telephone 0845 450 1855 (local rate)

Clarke VICE



MULTI - PURPOSE CMV125
REDUCED £37.95 EX VAT £44.59 INC VAT WAS £46.94 INC VAT SAVE £2.35

- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke METAL LATHE

CL300M SLASHED £369.95 EX VAT £434.69 INC VAT WAS £469.94 INC VAT

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Gear change set • Power feed

FULL RANGE OF ACCESSORIES AVAILABLE SAVE OVER £34

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MID/DRILL HEAD - CL500M SLASHED £649.95 EX VAT £763.69 INC VAT WAS £823.44 INC VAT SAVE OVER £59

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling

FULL RANGE OF ACCESSORIES AVAILABLE!

Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.
REDUCED! NOW ONLY £549.95 EX VAT £680.33 INC VAT WAS £680.33 INC VAT
N.B: The Mill/Drill head is not available separately

Clarke DRILL PRESSES

FROM ONLY £29.95 EX VAT £35.19 INC VAT

- Tables tilt 0-45° left and right
- Depth gauge • Chuck guards

Chuck sizes:
13mm CDP5DD-CDP251F
16mm CDP301B-CDP451F
20mm CDP501F

Full range of Drill Vices available

B=Bench mounted F=Floor standing

MODEL	WATTS/ SPEEDS	WAS INC VAT	EX VAT	INC VAT
CDP5DD	245/5	£39.89	£29.95	£35.19
CDP10B	245/5		£54.95	£64.57
CDP15B	300/5	£99.82	£79.95	£93.94
CDP20B	370/12	£135.70	£109.95	£129.19
CDP25F	370/12	£158.57	£129.95	£152.69
CDP30B	510/12		£139.95	£164.44
CDP35F	510/12	£176.19	£147.95	£173.84
CDP40B	510/16		£159.95	£187.94
CDP45F*	510/16		£189.95	£223.19
CDP501F*	980/12		£379.95	£446.44

REDUCED

* Includes wet 'T' slot table & worklight

STAYER SANDERS/POLISHERS

PROFESSIONAL QUALITY



FROM ONLY £84.95 EX VAT £99.82 INC VAT

LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v • 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke POLISHING KITS

To fit bench grinders. Includes: • Tapered spindle, and polishing compound • Coloured cotton mop for initial cleaning • Pure cotton mop for a high polish finish



6" Kit £19.95 EX VAT £23.44 INC VAT
8" Kit £24.95 EX VAT £29.32 INC VAT
ALSO AVAILABLE:
4" Polishing Kit for Hand Drills

Clarke BENCH GRINDER STAND

BGS1
- Complete with bolt mountings & feet anchor holes

ONLY £25.95 EX VAT £30.49 INC VAT

Clarke BENCH GRINDERS

CBG8W features 8" wetstone & 6" drystone.

FROM ONLY £12.99 EX VAT £15.26 INC VAT

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RP	DIY	150mm	£12.99	£15.26
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC	HD	150mm	£26.95	£31.67
CBG6RWC	HD	150mm	£29.95	£35.19
CBG8RSC	HD	200mm	£33.95	£39.89
CBG8W	HD	200mm	£34.95	£41.07

REDUCED

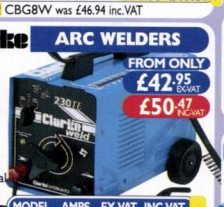
‡ REDUCED! CBG8W was £46.94 inc.VAT

Clarke ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!

FROM ONLY £42.95 EX VAT £50.47 INC VAT

For home user, automotive and industrial applications.



MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E‡	40-110	£44.95	£52.82
160E	50-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE*	40-140	£69.95	£82.19
165TE*	35-160	£89.95	£105.69
190TE*	35-180	£99.95	£117.44
230TE*	40-210	£109.95	£129.19

REDUCED

MASSIVE PRICE CUTS

*Turbo fan cooled

‡ REDUCED 115E was £56.34 inc.VAT

Clarke MIG WELDERS

Includes free:
- Gas regulator
- Earth clamp
- Face mask
- Welding wire
- Welding torch

Pro90-150 also includes CO_2 gas bottle

#150TE Turbo Best Buy Auto Express



FROM ONLY £119.95 EX VAT £140.94 INC VAT

MODEL	AMPS	EX VAT	INC VAT
Pro 90	24-90	£119.95	£140.94
100E	30-100	£139.95	£164.44
135TE Turbo*	30-130	£159.95	£187.94
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£329.95	£387.69

REDUCED

*Turbo fan cooled for longer welding at full output
‡ REDUCED! 205TE was £399.44 inc.VAT 135TE was £199.69 inc VAT

Clarke NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT £117.44 INC VAT

These can be converted to used gas with optional accessories.



MASSIVE PRICE CUTS SAVE UP TO £17.62

MODEL	AMPS	WAS INC VAT	EX VAT	INC VAT
85ENB	27-85		£99.95	£117.44
90EN	24-90	£135.07	£109.95	£129.19
105EN	30-100		£129.95	£152.69
130EN	30-130	£211.44	£169.95	£199.69
151EN	30-150	£211.44	£169.95	£199.69
160EN	30-150	£246.69	£194.95	£229.07

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Clarke SPOT WELDERS

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VARIETY OF ARMS AVAILABLE SEE CATALOGUE



#Microprocessor controlled

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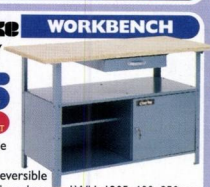
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MODEL	SHELF DIMS	CAPACITY	EX VAT	INC VAT
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REDUCED

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WALL MOUNTED - CWC48 Tools shown not supplied



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CB4



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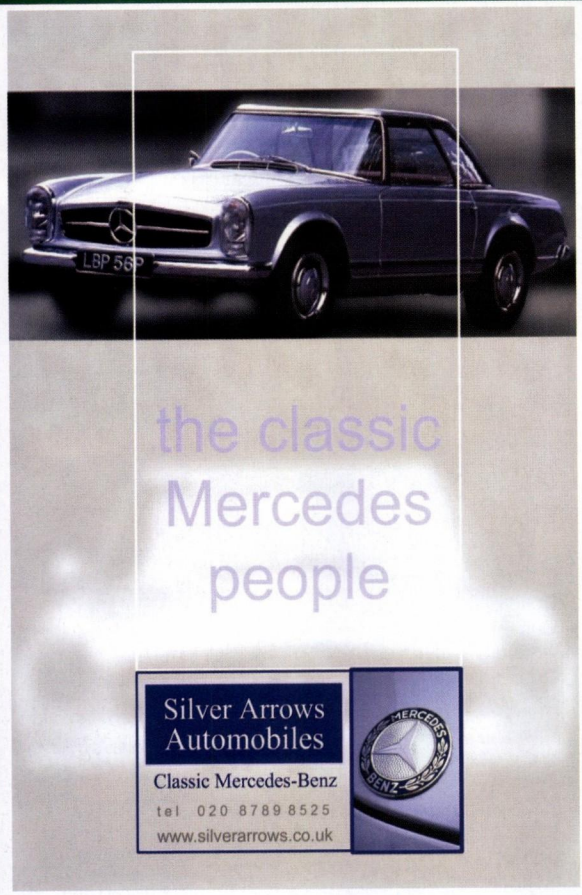
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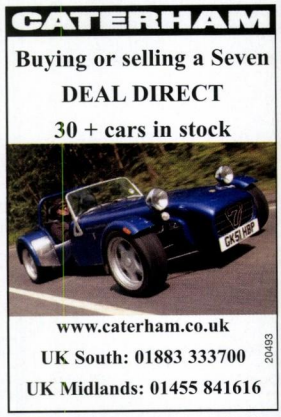
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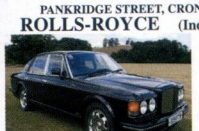
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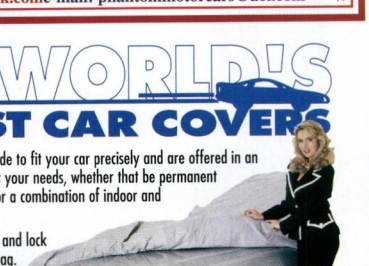
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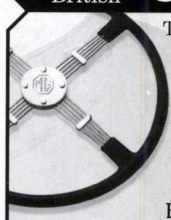


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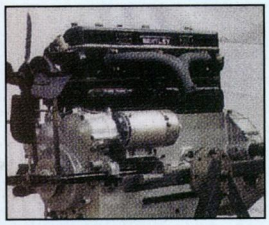
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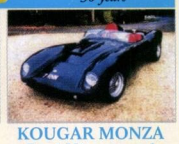
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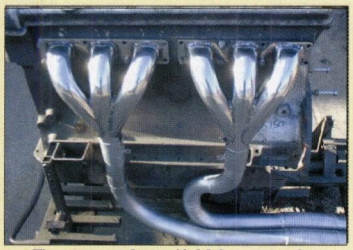
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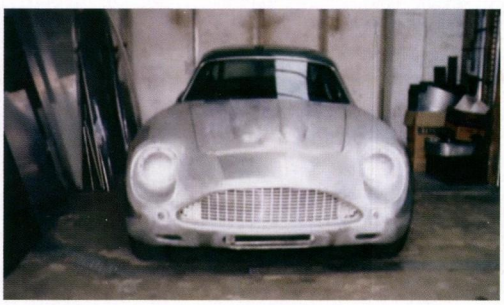
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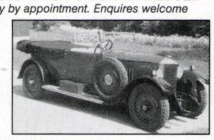
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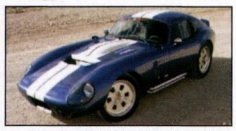


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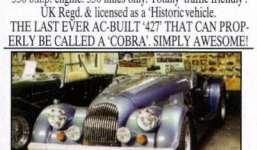
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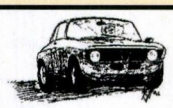


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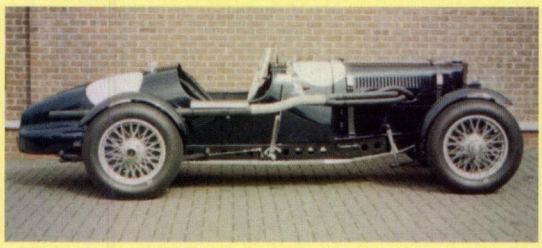
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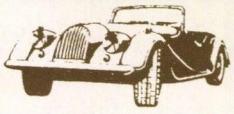


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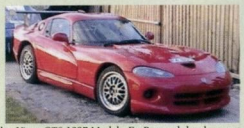
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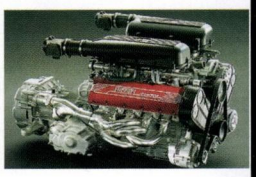
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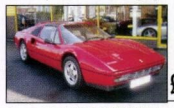
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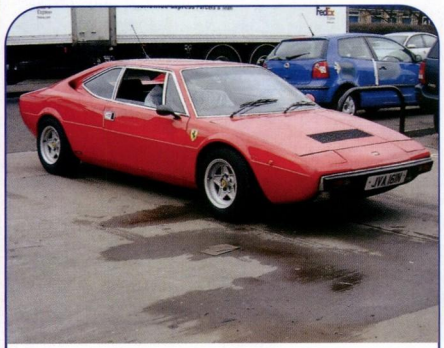
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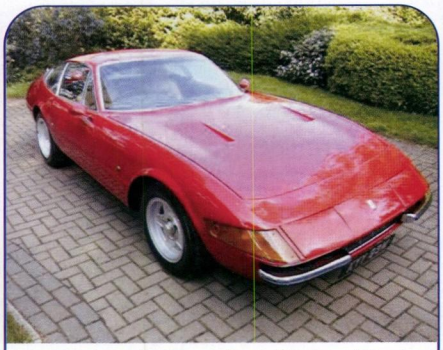
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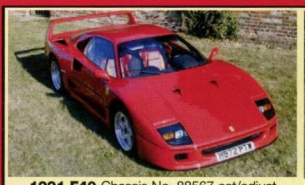


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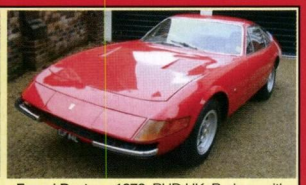
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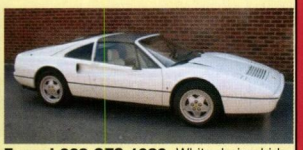
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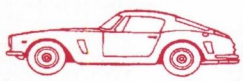
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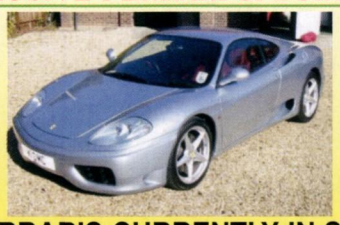
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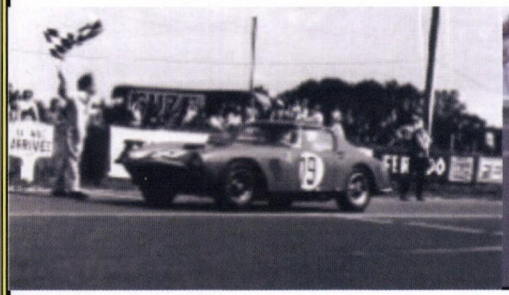
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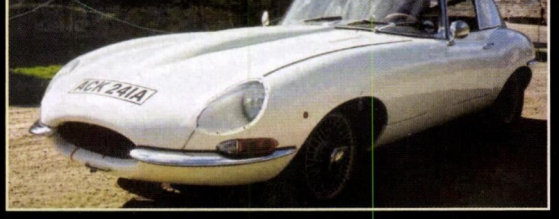




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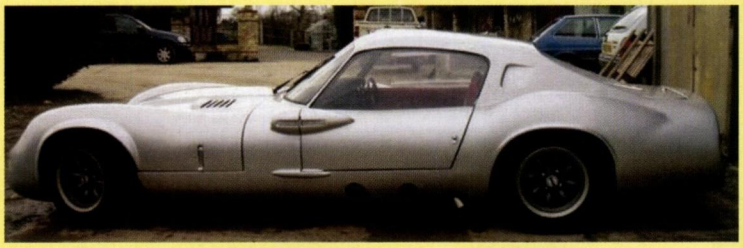
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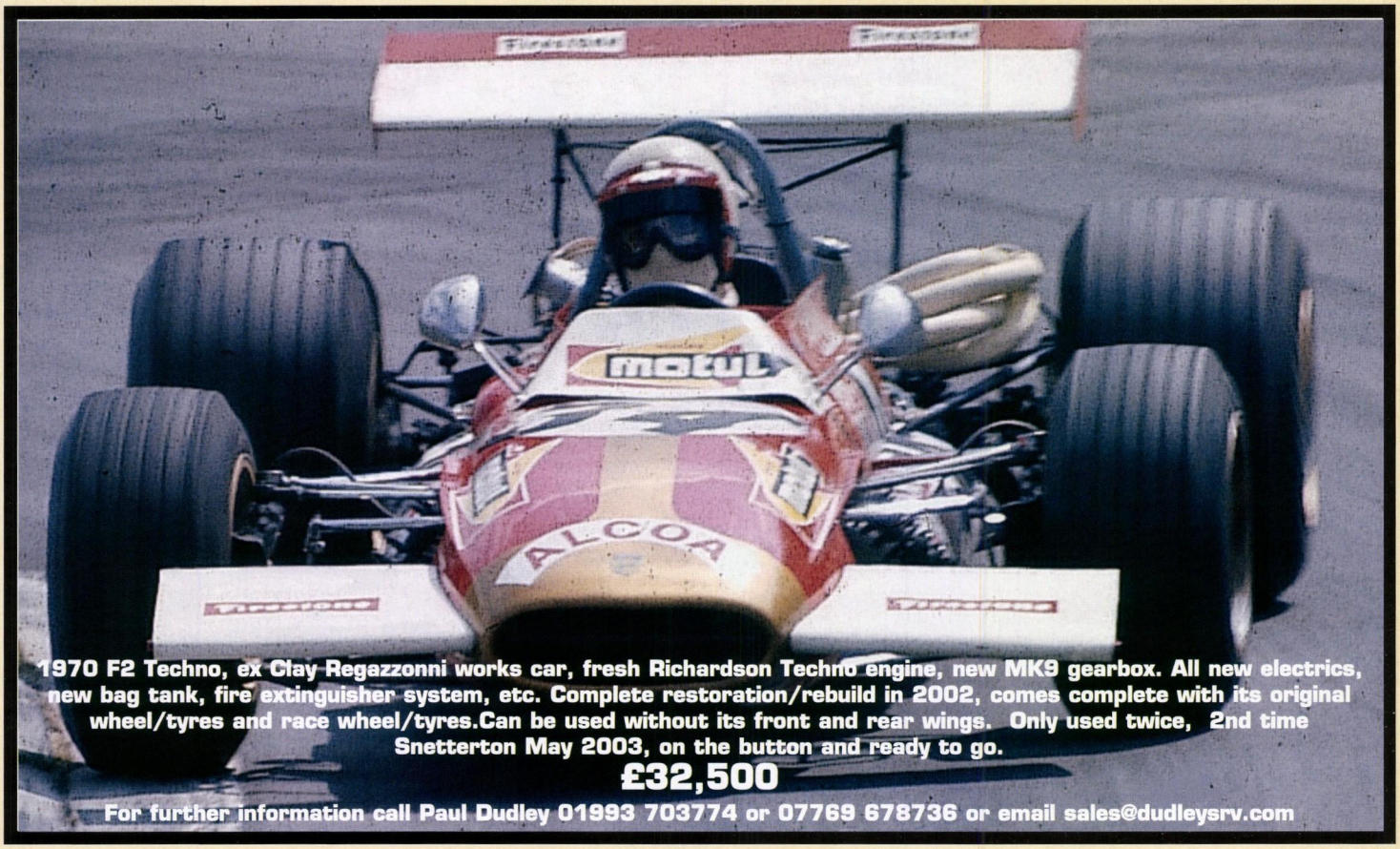


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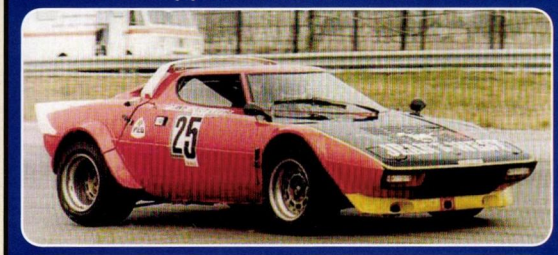


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A Historically significant 1956 Lotus Eleven Lemans

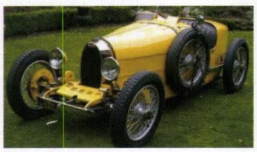
This is the first chassis numbered Lotus Eleven produced. It was driven by Graham Hill on February 23rd 1956 to the Southampton Docks to be shipped to Ralph Miller of Lincoln, Nebraska. Ralph raced the car at Sebring in the third week of March 1956. This is the competition debut of the Lotus Eleven since an Eleven did not debut in England until April 2nd at Goodwood. This car has been meticulously restored to concours perfection. It was invited to The Amelia Island Concours in 2002. It was restored to be an all out vintage race-car with no expense spared on performance and safety. Custom made spindles and axles were fabricated along with a roll bar that is aesthetic, but very safe. The engine is a 1490cc FWB Coventry Climax built by Hutton Engineering. It has a 5 bearing cam carrier along with steel rods and crank. The head was flowed by Comptune and the gearbox was built by Richmond Instruments. A Quaife Diff along with two extra diffs to be used for varying tracks. The car comes complete with an unbelievable documented history, including photos of the car taken at many tracks by the noted photo journalist of the time, Tom Burnside. The car has many vintage race victories, including 3-time Class Champion at Brian Redman's International Challenge at Elkhart Lake. This is truly a historically significant Lotus Eleven, being the first production numbered chassis and the first Lotus Eleven to race. The car has FIA papers. £70,000, Firm. Serious and genuine enquiries only.



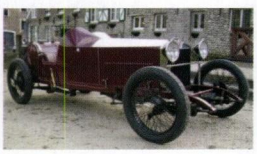
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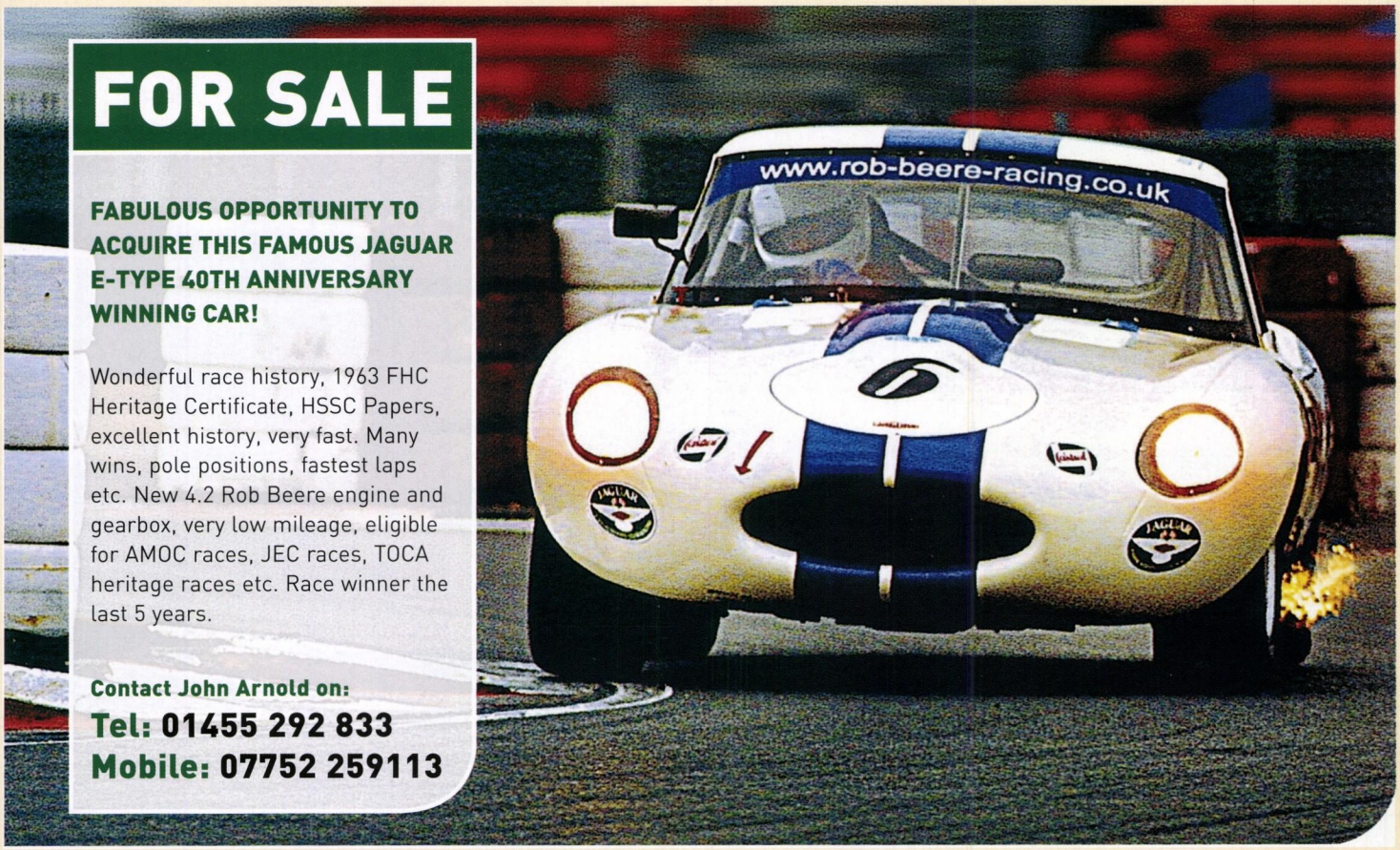


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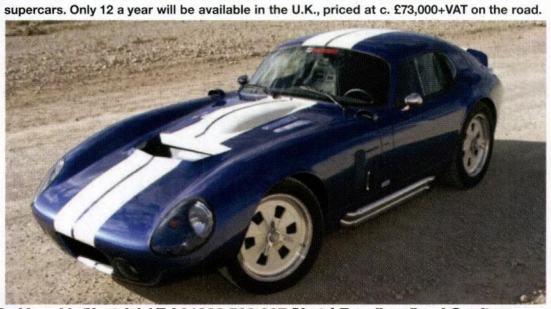
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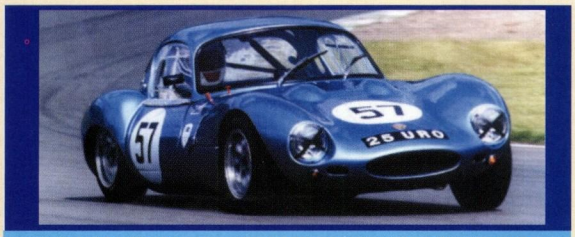
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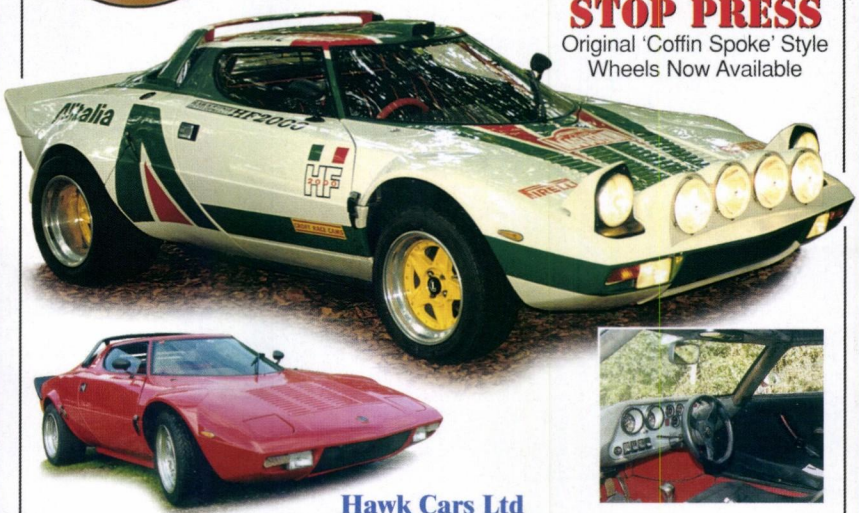
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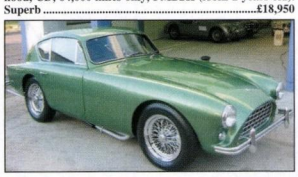
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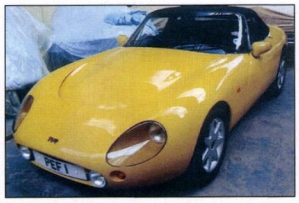
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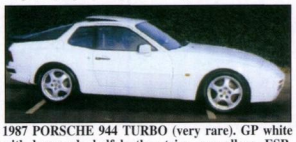
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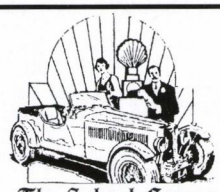
1987 PORSCHE 944 TURBO (very rare). GP white with burgundy half leather trim, cup alloys, ESR, total service history from new. Concours winning example. Possibly the best (hence).....£11,950



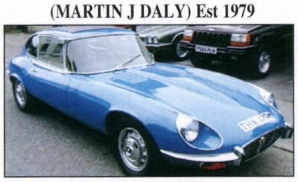
1989 (mdl) PORSCHE CARRERA SPEEDSTER TURBO BODY RHD. (One of 40 built). Jet black with Mushroom leather sports seats, AIR-COND, plus high spec. 25,000 miles only (Porsche concours winning car). Better than when it left the factory. Total history. See our web-site .....£POA



1991 PORSCHE CARRERA 4 TARGA. GP white with blue pinstripe trim, alloys, music, 80,000 miles with FSH – superb original example.....£19,950



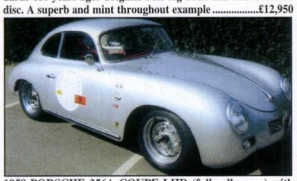
The School Garage
(MARTIN J DALY) Est 1979



1973 M JAGUAR E-TYPE V12 S3. FHC, auto, Azure blue with tan leather trim, Webasto sunroof, PAS, 45,000 miles only, superb history file, old MoT's etc.....£19,950



1928 SINGER JUNIOR FOUR-DOOR OPEN TOURER. Burgundy with black mudguards. Restored to concours standards c10 years ago. Original buff log-book and first ever tax disc. A superb and mint throughout example £12,950



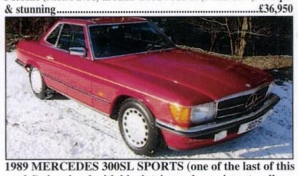
1958 PORSCHE 356A COUPE LHD (full rally spec) with Fiva documentation. Superb example, engine rebuilt by factory, vast history file, famous car. Please see our website £24,950



1962 JAGUAR 3.8 MK II M.O.D. Original English RHD example, in opalescent silver blue with blue leather, PAS and brake upgrades, 64,000 miles only, restored to concours condition, circa 7 years ago, still very sharp – one of the best at....£29,950



1992 PORSCHE 911 (964) CARRERA RS CLUB SPORT, LHD, factory welded matter cage, 300 bhp, fully adj. suspension, Nomex race seats, one owner in Germany (never raced), Don Manley engine rebuild last 500 miles, demonstrated by Mr Porsche (Nick Favre) around Goodwood in (1 min-25.7). Unique & stunning.....£36,950

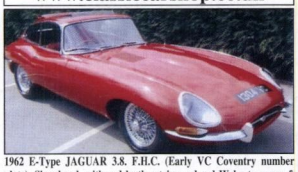


1989 MERCEDES 300SL SPORTS (one of the last of this model) signal red with black trim and grey inserts, alloys, alarm, H&S tops plus good spec, 19,000 miles only with FMBSH, one of the best left in the world.....£28,950



1963 JAGUAR 3.8 MK II M.O.D. (WITH UPGRADES). Original RHD with matching numbers, finished in BRG with suede green leather trim, c/coded wire wheels, upgraded brakes, PAS, stainless steel sports exhaust, suspension etc. Restored to concours standards between 1996 and 2001. One of the best, with excellent history £29,950

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1962 E-Type JAGUAR 3.8. F.H.C. (Early VC Coventry number plate). Signal red, with red leather trim and red Webasto sunroof, CWW. Restored by previous owners to a very high standard, original English matching numbers car. Original sales invoice and logbook, stunning £32,950



1939 BENTLEY MK 5 SPORTS SALOON by PARK WARD. 4¼ litre manual (the rarest of all Derby Bentleys), circa 100k spent on concours restoration by last owner, over a nine year period, perfect history file, two very famous owners (Jack Barclays) world fair example. Stunning.....£POA



1958 JAGUAR XK150 3.4 ROADSTER MOD, Pearl grey with red leather and blue mohair hood, original LHD example with matching numbers, subject of a 7 year ground-up restoration to concours standards, one of the best you will find (please see our website).....£49,950



1960 JAGUAR XK 150S 3.8 FHC (VERY RARE) with original factory upgrades and two famous owners. Indigo blue with unmarked red leather trim. CWW, high back touring seats, 50 gallon Le Mans tank, overdrive, original radio and low mileage, (you will not find a better example).....£POA



1968 MERCEDES 280 SL PAGODA. White with black hardtop, automatic with power steering, 3 owners from new, 91,000 miles, original interior and perfect hood. A superb and original motorcar. Hard to find like this (see our website) for more photos..... .....£28,950



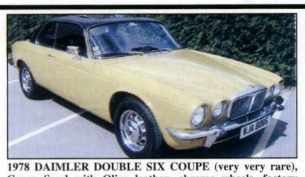
1947 BENTLEY MK 6 (rare manual/overdrive model), Black with tan leather, steel factory sunroof, original clock and tool draw - complete. Famous feature car in top classic magazine (has just undergone full re-commission. A lovely original example £20,950



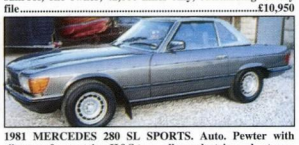
1972 MERCEDES 280 SE 3.5 COUPE AUTO (very rare like this). Silver with blue leather trim. Factory sunroof. One owner since 1974. Total concours rebuild over the last seven years. Thought to be the best in existence.....£POA

New arrivals due

1994 MERCEDES 500SL Sports mint, low mileage, FMBSH
1972 MERCEDES 280SE W108, stacked headlamp, concours winner
1947 TRIUMPH ROADSTER, superb and original
1959 BENTLEY CONTINENTAL S1 FLYING SPUR



1978 DAIMLER DOUBLE SIX COUPE (very very rare), Green Sand with Olive leather, chrome wheels, factory sunroof, one owner, 42,000 miles only, outstanding history file.....£10,950



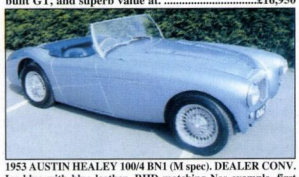
1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file. Stunning £13,950



1965 AUSTIN HEALEY 3000 MK III. RHD. Finished in special order Kingfisher blue with Navy blue leather and blue hood, stainless exhaust and lead-free engine. Total ground-up restoration to concours standard. The nearest thing to a brand new Healey you will find. See our website for detailed photos..... .....£36,950



1977 BRISTOL 603 Coupe. Silver with full blue leather. Circa 40k spent by previous owner, lovely to drive, hand built GT, and superb value at. £16,950



1953 AUSTIN HEALEY 100/4 BN1 (M spec). DEALER CONV. Ice blue with blue leather, RHD matching Nos example, first owner was (the Donald Healey Motor Co). Superb interesting history file, very rare like this. See our web-site £26,950



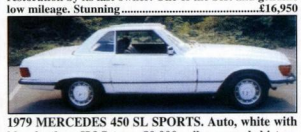
1973 ROLLS-ROYCE SHADOW ONE. Fern green with black leather trim, one famous owner, 73,000 genuine miles, superb history (Harvey-Bailey kit). Mint example, see our website.....£14,950



1966 ASTON MARTIN DB6 MK 1 Manual. Silver birch with blue leather trim, CWW. A lovely original example with a vast comprehensive history, drives very, very well and very realistically priced. Stunning value at £39,950



1969 JAGUAR 420G AUTO finished in Opalescent green with tan leather trim, subject of a very comprehensive restoration by its last owner. One of the best and genuine low mileage. Stunning.....£16,950



1979 MERCEDES 450 SL SPORTS. Auto, white with blue leather, H&S tops, 80,000 miles, superb history file (looks 5 years old). One of the best you will find.... .....£13,950

1972 PORSCHE 911 RS Mint
1992 MERCEDES 500 SEC Mint, low mileage, FSH
1990 MERCEDES 560 SEC Mint, FSH
1989 MERCEDES 560 SEC Superb and FSH

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Classics



1957 Bentley "S" Continental Park-Ward convertible. The most sought after of all post-war Bentleys. One of only 31 left hand drives built. Power steering, power hood, air conditioning. Concours condition!. .....P.O.A



1956 Bentley "S" Continental Park-Ward Sports Coupe. One of only 33 left hand drives built. Last owner: The famous body designer Mr Giulio Vignale. Only 122,000 km from new ....135,000 Euros



1957 Bentley "S1" Continental H.J. Mulliner Flying Spur. Tudor grey, tan hide. 72,000 km. one of only 18 left hand drives built! Show condition.....130,000 Euros



1986 Bentley Continental convertible Brewster Green, tan hide. 22,000 km certified. L.H.D. Immaculate condition .....115,000 Euros



1950 Cisitalia 202 SC Spyder sport one-off alloy. Coachwork by Castagna, originally fitted with full belly pans and Mille Miglia engine. This car is eligible for any event: Mille Miglia / Targa Florio etc .....P.O.A



1965 Ferrari 275 GTB short - nose, 9,300 original miles! Sold new in USA 100% original except for the colour (The original colour was silver). Exceptional condition .....P.O.A



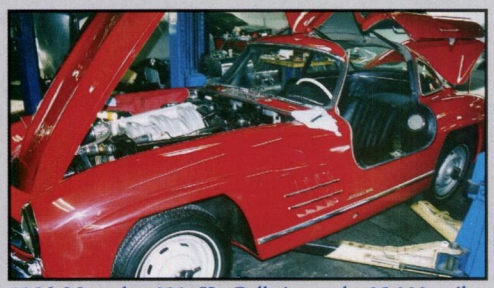
1967 Ferrari 330 GTC Rosso Dino, Black leather, only 56,000 km from new. Original everything! Runs and drives. Perfect .....P.O.A.



1950 Jaguar XK 120 Roadster. Completely restored in 1996 (over 80,000 Euros in receipts!) The best of the best in restoration .....95,000 Euros

FOR FURTHER INFORMATION
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Gallery S.A



1956 Mercedes 300 SL Gullwing only 35,000 miles from new! In storage since 1970. Factory Rudge wheels, Belly-pans. Probably the best original Gullwing in existence .....280,000 Euros



1957 Porsche Speedster 55,000 original miles. Only 2 owners. 90 H.P. show condition. Sold new in Santa Barbara, California .....P.O.A.



1959 Rolls - Royce Silver Cloud I Drophead convertible. Extremely rare R.H.D. Only 3 cars made! Completely restored by Rolls - Royce workshop. As new .....P.O.A.



1963 Rolls - Royce Silver Cloud III. Only 1 owner 143,000 original km. Sold new in Brussels. Immaculate condition.....60,000 Euros



1965 Rolls - Royce Silver - Cloud III. Only one owner. Sold new in Beverley Hills, 55,000 original miles! L.H.D. Air conditioning, perfect condition .....
.....60,000 Euros



1959 Mercedes 190 SL Roadster + hard top. Fantastic restored 190 SL complete with all matching numbers as it came from the factory. As new condition .....
.....59,500 Euros

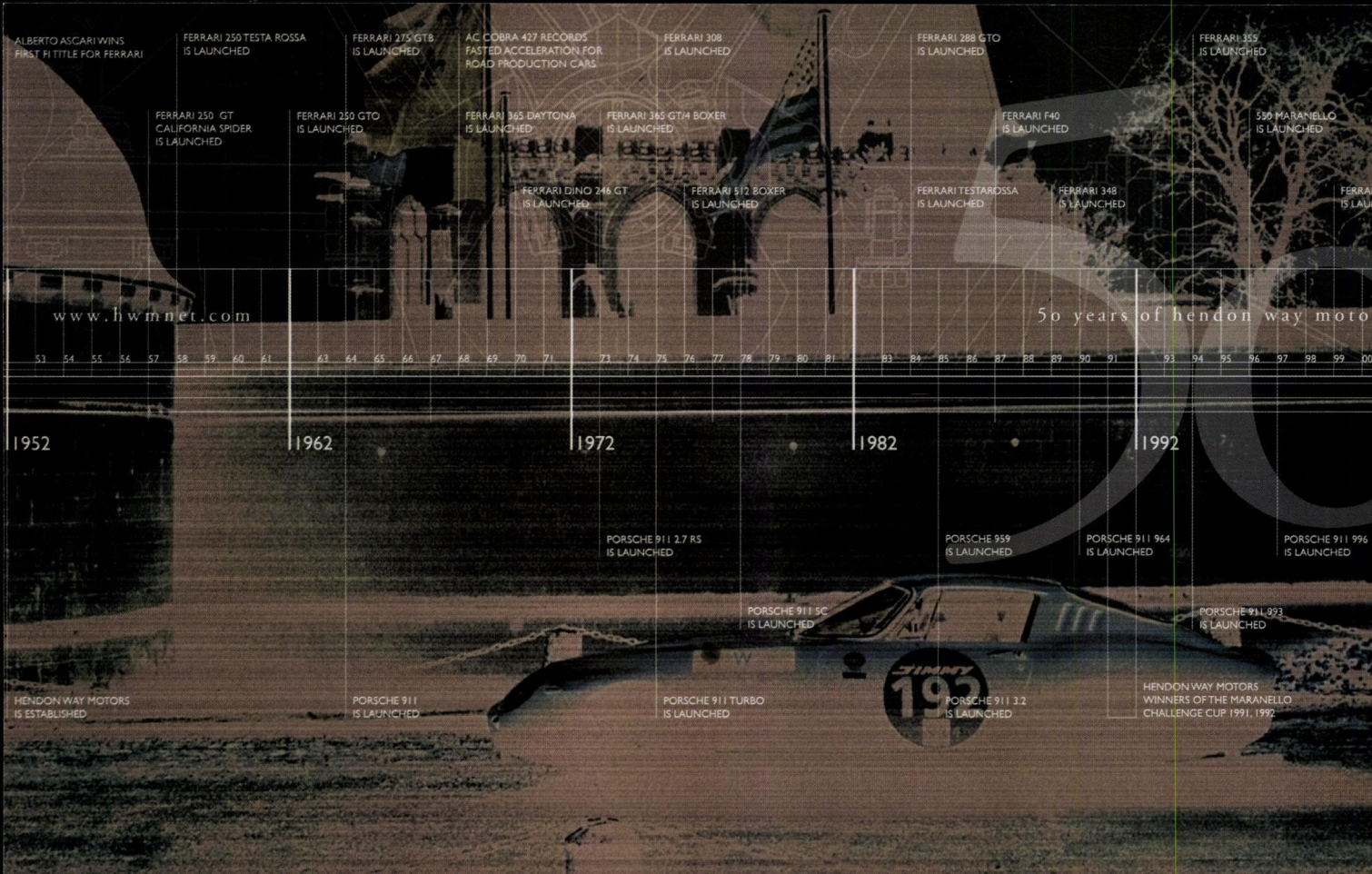


Riva Brava 1985 12.5 metres. 2 x 320 CV Cummins, Group Onan, Full options, one owner, only 650 hours. Immaculate condition. Located in Monaco .....
.....130,000 Euros.



1997 Bentley Continental "T" with only 14,000 km. From new! Blue metallic, tan hide. New condition .....
.....180,000 Euros (Price new was 370,000 Euros!)

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PORSCHE

2002/03 911 GT2 METALLIC BLACK 1300 miles
2003 996 TURBO ARCTIC SILVER 8000 miles
2002/3 996 TURBO TIP ARCTIC SILVER 7000 miles
2003 996 TURBO TIP COBALT BLUE 2000 miles
2002 996 4S COUPE ARCTIC SILVER 10000 miles
2002 996 4S COUPE ARCTIC SILVER 2000 miles
2002 996 4S COUPE LAPIS BLUE 12000 miles
2002 996 CABRIOLET FACELIFT SEAL GREY 9000 miles
2002 996 CABRIOLET FACELIFT LAPIS BLUE 11000 miles
2003 996 COUPE FACELIFT MIDNIGHT BLUE 11000 miles
2003 996 COUPE FACELIFT ARCTIC SILVER 7000 miles
2001/2 996 COUPE C4 TIP ARCTIC SILVER 20000 miles
1998 996 COUPE TIP OCEAN BLUE 35000 miles
1998 996 COUPE TIP OCEAN BLUE 41000 miles
2003 BOXSTER S SEAL GREY 7000 miles
2001 BOXSTER S LAPIS BLUE 18000 miles
2000/1 BOXSTER S TIP ARCTIC SILVER 6000 miles
2000/1 BOXSTER S TIP ARCTIC SILVER 9000 miles
2001 BOXSTER S ARCTIC SILVER 14000 miles
2000 BOXSTER S BLACK 19000 miles
2000 BOXSTER 2.7 ARCTIC SILVER 30000 miles
1997 993 2S COUPE TIP METALLIC BLACK 59000 miles
1997 993 COUPE 4 ARCTIC SILVER 39000 miles
1996 993 TURBO 4 POLAR SILVER 55000 miles
1996 993 TURBO 4 OCEAN BLUE 31000 miles
1996 993 TARGA METALLIC BLACK 42000 miles
1994 993 CABRIOLET BLUE 72000 miles
1994 993 COUPE TIP BLUE 36000 miles
1990 911/964 CABRIOLET RED 59000 miles
1990 911/964 TARGA RED 117000 miles
1988 911 TARGA GUARDS RED 70000 miles
1980 911 3.0 CARRERA WHITE 75000 miles
1977 911 CARRERA 3.0 COUPE SIENNA COPPER

FERRARI

2003 575M MARANELLO BLUE 1000 miles
2000 558 MARANELLO ROSSO RED 10000 miles
2000 360 MODENA F1 RED 12000 miles
1999 355 GTS F1 RED 15000 miles
1999 355 SPIDER F1 RED 20000 miles
1998 355 GTB RED 18000 miles
1998 355 GTS F1 RED 8000 miles
1997 355 SPIDER METALLIC BLACK 10000 miles
1997 456 GTA BLUE 25000 miles
1992 348 TS BLACK 9000 miles
1991 348 TS RED 27000 miles
1992 512 TR RED 18000 miles
1991 TESTAROSSA RED 5000 miles
1991 TESTAROSSA RED 17000 miles
1985/6 MONDIAL COUPE QV RED 54000 miles
1972 246 GT AZURE 48000 miles
1967 275 GTB4 RED 40000 miles

JAGUAR/AC

1968 E-TYPE 4.2 RDST SILVER 54000 miles
1963 E-TYPE 3.8 FHC BURGUNDY 85000 miles
1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1959 XK150 S DROPHEAD COUPE RED
1954 XK 120 DHC OLD ENGLISH WHITE 70000 miles
1989 AC COBRA MK IV DARK METALLIC BLUE 7000 miles

LOTUS

2002 LOTUS ELISE BLACK 10000 miles

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Pictured above is Hendon Way Motors'
Ferrari 275 GTB 4 competing in the Tour
Auto rally in April 2001

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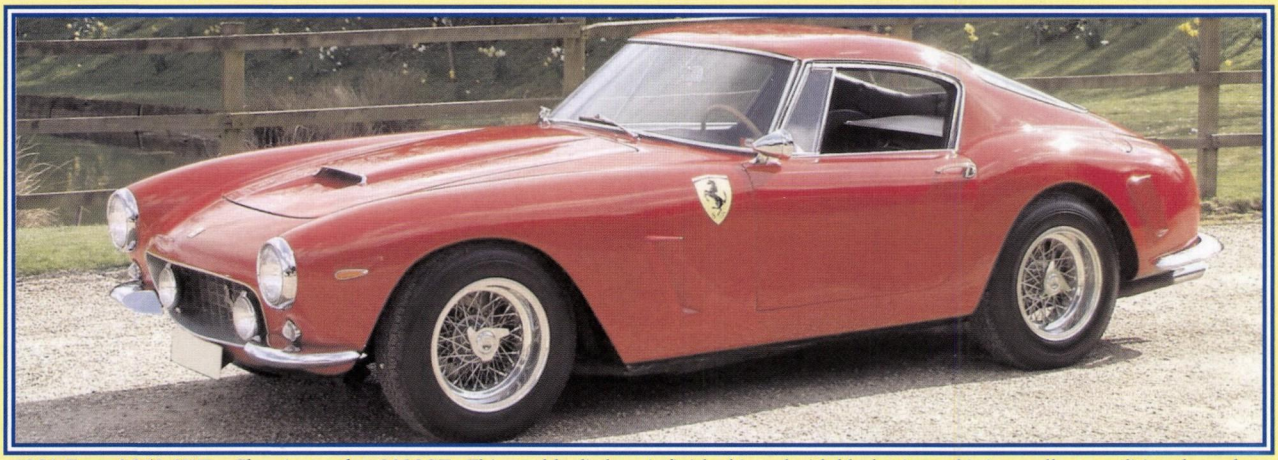
1961 250 SWB chassis # 2335 GT. One of only nine right hand drive cars built. Fitted outside filler cap and other competition features. Metallic dark grey with burgundy leather. This fully restored example is perfect throughout. ..... **£POA**



1986 Ferrari Testa Rossa. This unique example has covered just 2,600kms from new. Left hand drive. Finished in brilliant white with crema hide interior. Total history and as close as possible to a 'new' Testa Rossa. A rare opportunity **£43,500**



1991 AC Cobra MKIV Lightweight. Dark metallic blue with black hide interior. A rare opportunity to acquire a genuine Lightweight, one of only 26 built and in exceptional condition having covered less than 6,000 miles from new. 340 BHP blueprinted Ford 5.0 V8. ..... **£59,950**



1961 Ferrari 250 SWB. Chassis number 3039GT. This steel-bodied car is finished in red with black trim and is in excellent condition throughout. The car has an exceptionally good provenance and is available immediately ..... **£POA**

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1986 AC COBRA MK4 300BHP. In Chichester Blue with Black hide. 10K miles, FSH, equipped with roll hoop, 3 eared spinners, wind wings, sun visors, radio cassette, door mirror etc. Impeccable condition and outstanding value. RHD.....£39,995



1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic. RHD £16,495



1963 FORD LOTUS CORTINA MKI 'A BRACKET'.Team Lotus colours, just completed total re-build to F.I.A. spec, raced once. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable. RHD £50,000



1960 AUSTIN HEALEY 3000 BT7 MK1 TO WORKS RALLY SPEC. Red with Black int., alloy body, raised boot, spot lamp pods, 4 wheels disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine and suspension. Total re-build and upgrade to the highest standard by marque spec, could not be replicated for twice this price 'sensational'. RHD...£39,995



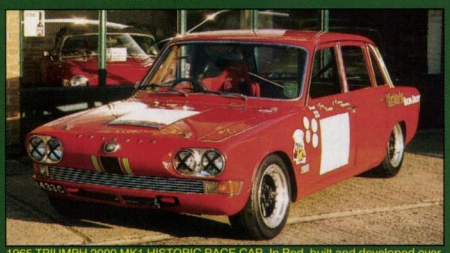
1962 AUSTIN HEALEY 3000 BN7 TRI CARB, 2 SEATER. Ice Blue with Dark Blue hide, ground up restoration to the highest of standards. Equipped with centre change overdrive gearbox, wire wheels, adjustable steering column, stage 2 unleaded head etc. The rarest of all Healeys and possibly the most desirable, an outstanding example. RHD.....£32,995



1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning. RHD .....WAS £24,995, NOW £21,995



1961 AUSTIN HEALEY 3000 MK2 TRI CARB. Dark Blue over Healey Blue, with Dark Blue hide. Ex-works "700 DON" race/rally demonstration car. Overdrive, 72 spoke wire wheels, Restall competition seats, halda speed pilot, uprated suspension, HS6 carbs, 3.5 high ratio diff, Kenlowe fan. F.I.A., H.S.C.C., F.I.V.A. papers. An outstanding example with a fantastic history.RHD £34,995



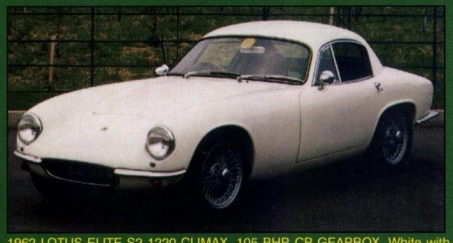
1965 TRIUMPH 2000 MK1 HISTORIC RACE CAR. In Red, built and developed over a period of 12 years by Carlow Engineering, and raced with great success by Tony Carlow-Bunton. 260bhp engine, CR gearbox, dry sump, LSD, safety cell, cost in excess of £70,000 to build. The bargain of the year.Registered with and eligible for the 2004 Classic Sports Car Club Swinging 60's Series. RHD.....£15,000



1985 MERCEDES BENZ 280SL AUTO. Signal Red with Tan trim. Hard & soft tops, cruise control, rear seat, wash wipe, alloy wheels, alarm, radio cassette etc. 100K, FSH, an exceptional example.RHD £12,995



1972 TRIUMPH STAG MKI. This restored and modified example in Concours winning condition is finished in Mimosa. Modifications include Holley carb, electronic ignition, stainless exhaust and manifolds, electric fan, adjustable suspension etc. This is the best.RHD.....£13,995



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP, CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.RHD .....WAS £28,995, NOW £24,995



1972 MGB ROADSTER. In Tartan Red with Black hide piped Red. Ground up restoration including new shell, many upgrades, cww, overdrive, sound system, spot lamps etc. A perfectly restored example. RHD £12,995

1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready May 04.....P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' . LHD £59,000

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available £19,995

1968 TRIUMPH 2000 MK1 In White with Red trim. Being prepared for historic rallying using the best of components in a superb shell. LSD, works type dash, adjustable suspension, spot lamps, rally seats, 15" minilite wheels, roll bar, motolita steering wheel etc. Stunning condition and on the button £15,000

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K miles, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for and virtually unique.....£14,995

1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows, CD, CSL brakes. A most outstanding example of this very usable road rocket £9,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

1963 MGB ROADSTER, PULL DOOR HANDLE. Totally restored & re-shelled, in OEW with Black trim. Overdrive, wire wheels, wood rimmed steering wheel. A UK car, 141 KEW, good value.....£9,995

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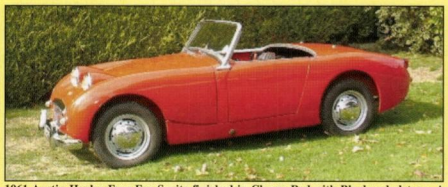
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2001 Jaguar XKR supercharged cabriolet. Finished in dark metallic green with oatmeal hide. Fitted with classic pack, winter pack and 18" alloys. This is a one owner vehicle, having covered 46,000 miles with full Jaguar service history £37,950



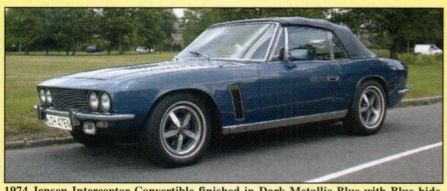
1961 Austin Healey Frog Eye Sprite finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well £7,995



1954 Jaguar XK120 SE FHC. Finished in Pearl Grey with Red hide interior. This is a really beautiful example, in timewarp condition, of this extremely desirable model. Well worth viewing and sensibly price at £37,500



1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. £19,950



1983 Ferrari 400i finished in Grand Prix White with Blue hide interior. Probably the best on offer having covered only 50,000 miles from new in the hands of two careful owners and having a complete service record. Pristine throughout £14,995



1970 MGB V8 Roadster finished in Carnival Red with Magnolia leather interior. Fitted with electric windows, 5 speed gearbox, Wilton carpets, Burr Walnut cappings, chrome wire wheels. Last owner 21 years. £12,950



1968 Bentley T finished in British Racing Green with Red hide interior. 91,000 miles from new with comprehensive service history. Fitted with air conditioning and has had 4 owners. Recent £6,000 service. Excellent value at only £8,995



1969 MGB Roadster. Finished in Mineral Blue with Black interior and fitted with wire wheels and overdrive. A very nice car and superb value at £6,995



1992 Alfa SZ With coachwork by Zagato, this car is left hand drive and finished in Alfa Racing Red with Tan hide interior. This car has covered 42740 km (approx. 26,000 miles) and is very rare and collectable £23,950



1988 Lotus Esprit Turbo finished in Silver with Blue leather interior. Fitted with air conditioning and glass roof. 56,000 miles and service history. £12,950



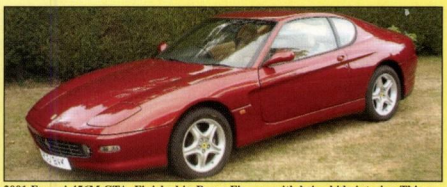
1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages. £16,950



1988 BMW 635 Coupe. Finished in Diamond Black with Grey leather interior. Fitted with automatic transmission, elecrtic windows, seats and sunroof and air conditioning. Full service history £5,950



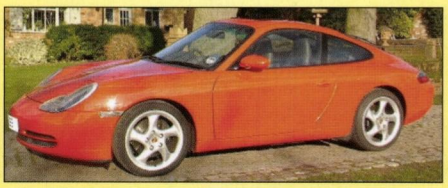
1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car £27,950



2001 Ferrari 456M GTA. Finished in Rosso Fiorano with beige hide interior. This car has only ever been owned by Ferrari UK and comes with all the usual refinements including 17.5" spoke alloys, air conditioning, high quality hi-fi system with CD, automatic transmission, PAS. This car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. £75,000



1989 Mercedes 500SL finished in Astral Silver with Black leather interior. Fitted with air conditioning, heated seats, stereo system, 8 hole alloy wheels. Total Mercedes service history. Very nice condition. (similar to photo) £13,995



1998/ R Porsche 996 C2 Coupe. Finished in Guard's Red with pale grey leather interior. Fitted with 5 spoke turbo alloys, electric sunroof and windows, air conditioning and CD system. Has covered 44,000 miles with full Porsche service history. In faultless condition throughout £33,950



1990 G Mazda MX5 Finished in Silver with black cloth interior, fitted with Alloy wheels air conditioning, CD player and electric windows. Low mileage at 53 thousand miles. Great Value car at only £3,950

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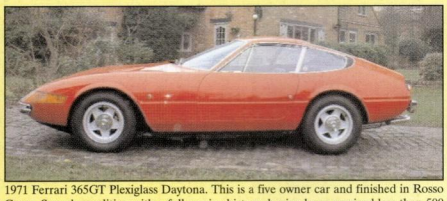
1979 Aston Martin V8 Oscar India finished in Storm Red with Magnolia hide piped Red. Fitted with Automatic transmission, power steering, air conditioning, electric windows, alloys, stereo and alarm. Good service history, 95,000 miles. (similar to photo) £24,950



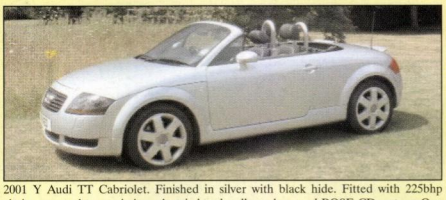
1979 Aston Martin Volante/Vantage finished in Rolls-Royce Royal Blue with Magnolia hide interior piped Blue and dark Blue mohair hood. Fitted with X Pack specification engine, Manual gearbox, 16" Ronal wheels, sports exhaust. Full history with low mileage at Aston Martin main agents. Superb throughout. £44,950



1980 Aston Martin V8 Oscar India finished in Burgundy with Beige hide interior. Automatic transmission, air conditioning, alloys and full service history..... £24,950



1971 Ferrari 365GT Plexiglass Daytona. This is a five owner car and finished in Rosso Corsa. Superb condition with a full service history, having been serviced less than 500 miles ago. Sesibly priced at..... £65,000



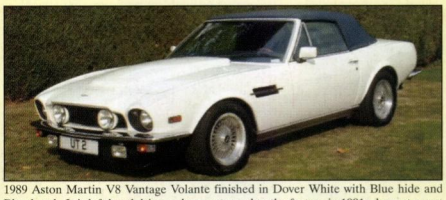
2001 Y Audi TT Cabriolet. Finished in silver with black hide. Fitted with 225bhp ebgine, manual transmission, electric hood, rollover bars and BOSE CD system. One owner, full service history, 37,000 miles. £19,995



1955 Aston Martin DB 2/4 Race Car finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competitive with numerous Class wins. Fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, Cunningham rods, DB3S valves - all of this producing 170bhp at the wheels. Please telephone for further specification. £42,500



1957 Aston Martin DB 2/4 Mk III finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950



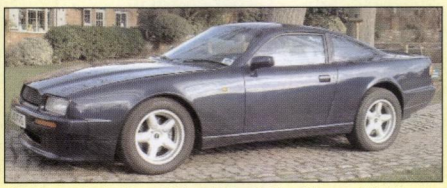
1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to POW spec and had a full 6.3 conversion carried out. £79,950



1971 Jaguar E-Type 2+2 finished in Wedgewood Blue with Dark Blue hide interior. Fitted with Manual transmission and chrome disc wheels. In excellent condition throughout and has been stored for the last seven years. (similar to photo)..... £15,950



1967 Ferrari 330GTC finished in red with Black hide interior and Black carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. £59,950



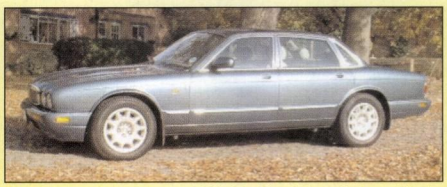
1991 J Aston Martin Virage. Finished in Mendip Blue with oatmeal hide interior. Fitted with automatic transmission, 17" Volante wheels and all other usual refinements. Outstanding value at only £29,995



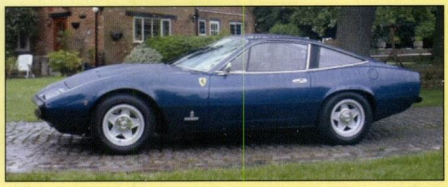
1965 TVR Griffith 400. Barnet Motor Company demonstrator run by Gerry Marshall and later sold to stunt man - Colin Skeaping. The car was returned to the TVR Factory after an accident, who then rebuilt the car to the later 400 specification. Accepted by the FIA as a 1965 built car and comes with full FIA papers £36,950



1964 Aston Martin DB5 finished in Dark Metallic Blue with Magnolia hide. This car is in beautiful condition and was in the same ownership for the last 15 years. It is fitted with a 5 speed gearbox, electric windows, chrome wire wheels and represents very good value at £69,950



2001 'Y' Jaguar XJ 3.2 Executive. Finished in Mistral Blue with Oatmeal leather interior. 27,000 miles, full service history, two owners. Fitted with automatic transmission, air conditioning, Parktronic, cruise control, CD auto changer and Starburst alloys £18,950



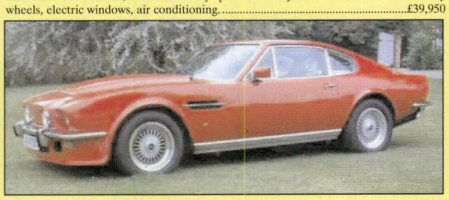
1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning..... £39,950



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuilt engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example. £44,950



1996 N Aston Martin DB7. Similar to photo. Finished in Chiltern Green with parchment and forest hide interior, this vehicle is in 'as new' condition, having covered only 14,000 miles from new. It has a complete Aston Martin service history and is very reasonably priced at £36,950



1988 Aston Martin V8 Vantage. Fitted with an X Pack engine and finished in Suffolk Red with Magnolia interior piped red. Ronal wheels, driving lamps, five speed manual gearbox. 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition..... £46,950

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Illustrated above and included in the sale 1934 Bentley 3 ½ litre VDP style tourer, 1934 Buick McLaughlin Series 90 Sedan, in the same family ownership from new and 1969 Jaguar E-type, road/race car with extensive and highly successful E-type Challenge history.

Further quality entries are invited for this all-indoor sale. Closing date for entries 3rd March 2004

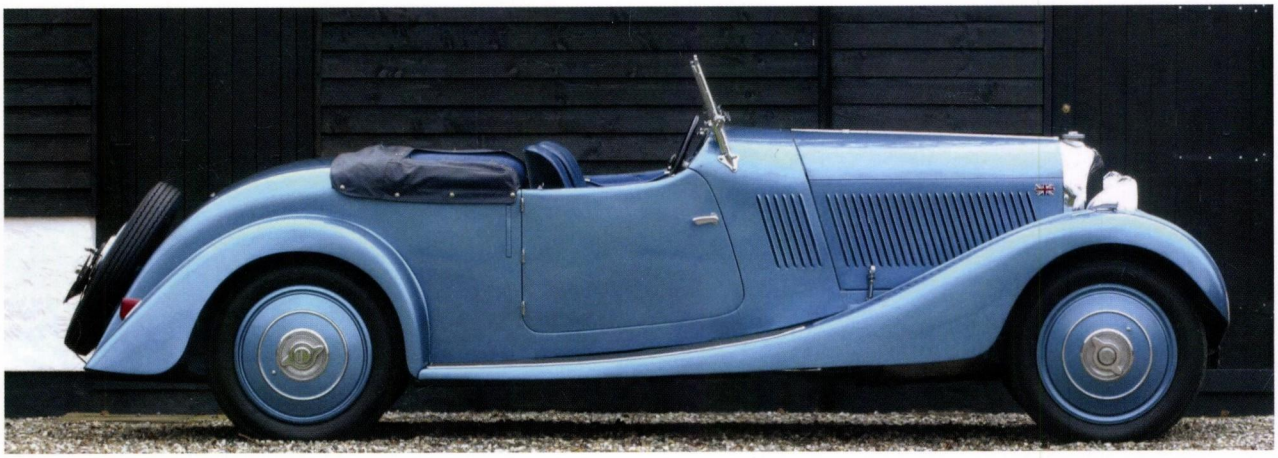
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1964 Ferrari 250 GT Lusso
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1928 Bentley 4.5 Litre Two Seater by Vanden Plas
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Other highlights include:

1964 Alfa Romeo Giulia Spider	Estimate: £15,000-18,000	1965 Alfa Romeo Giulia SS Coupé	Estimate: £14,000-17,000
1933 Maserati 4CS/6C (project requiring completion)	Estimate: £70,000-90,000	c.1934 Maserati 4CS (project requiring restoration)	Estimate: £30,000-50,000
1962 Porsche 356B Coupé	Estimate: £9,000-12,000	1924 Rolls-Royce Silver Ghost 40/50 Shooting Brake	Estimate: £50,000-70,000
1954 Rolls-Royce Silver Wraith State Landaulette	Estimate: £50,000-80,000	1965 Rolls-Royce Silver Cloud III Flying Spur	Estimate: £35,000-45,000
1962 Aston Martin DB4 (LHD)	Estimate: £40,000-60,000		

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