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Ferrari!

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- We race at Goodwood Revival
- François Cevert's untold story

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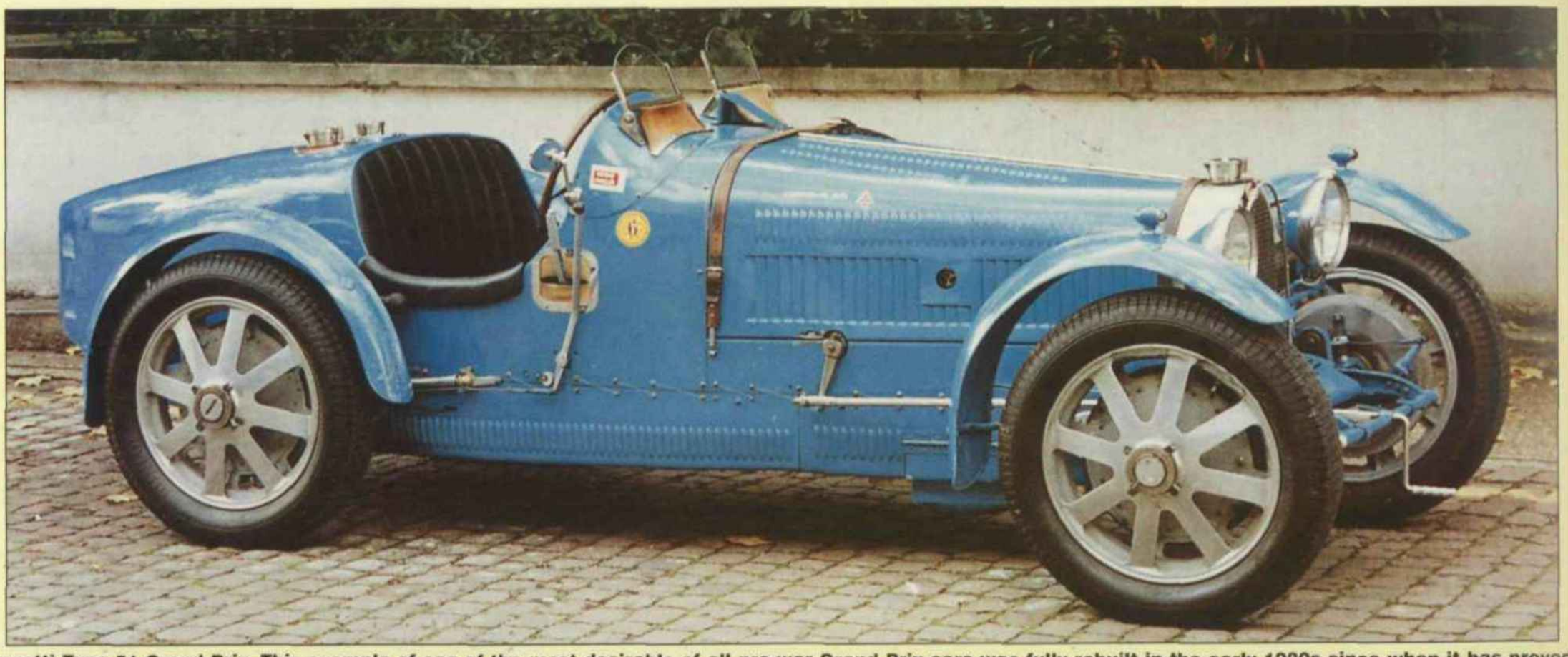
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FOUNDED *1919*

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TO OBTAIN A CLASSIC
MOTOR CAR"



1933 Bugatti Type 51 Grand Prix. This example of one of the most desirable of all pre-war Grand Prix cars was fully rebuilt in the early 1980s since when it has proved itself amongst the most competitive of pre-war Bugattis in such important events as the Monaco GP historic support race. Coming with full RAC F.I.A. papers this well-prepared car is eminently eligible and should continue to prove competitive in all manner of forthcoming historic events. Finished in dark blue with black upholstery this car is supplied with full road equipment.



1928 Aston Martin International. Chassis number S4 is the first production short chassis International built and is believed to have been used on Aston's 1927 Motor Show stand and as the spare car for Le Mans in 1928. In more recent years the car featured as the archetypal Englishman, Bertie Wooster's own private car in the successful television adaptation of P. G. Wodehouse's 'Jeeves and Wooster" and has undergone a comprehensive mechanical rebuild at considerable expense. One of the most historic and important pre-war Aston Martins of all.

1924 Alfa Romeo RL Sport Targa Florio Two Seater
1929 Aston Martin 1½ Litre Short Chassis, Ex Bertie Wooster
1928 Bentley 3 Litre Open Tourer
1930 Bentley Speed Six Le Mans Tourer
1930 Bentley Speed Six Sports Tourer by Wylders of Kew, the famous "Gert & Daisy"
1936 Bentley 4¼ Litre Malcolm Campbell design Sports Tourer
1926 Bugatti Type 51 Grand Prix Supercharged Bugatti Type 59 Grand Prix replica
1934 Bugatti Type 57 Series I Ventoux
1938 BMW 328 Roadster
1960 Ferrari 250SWB Competition
1961 Ferrari 161 'Sharknose' Grand Prix recreation as featured in motion picture 'La Passione'
1961 Ferrari 250TR/61 recreation as featured in the motion picture 'La Passione'
1965 Ferrari 275 GTB/2 Rosso Corsa, RHD
1974 Ferrari Daytona, RHD, 38,000 original miles
1956 Fraser-Nash V8 Continental Le Mans Rep
1935 Jaguar SS90
1955 Jaguar D-Type, XKD 527, exceptional car
1955 Jaguar D-Type Le Mans Winner
1967 Jaguar MkII Lhd m/od
1959 Lister-Jaguar BHL124
1965 Lola T70 Spyder, F.I.A. papers, ready to race
1962 Lotus 24 Grand Prix Single Seater, Ex Jim Clark
1930 Maserati 26M Ex-Count Luigi Fagioli, very important
1926 Mercedes-Benz 630K Torpedo Tourer by Parker
1955 Mercedes-Benz 300 SL Gullwing, silver, blue plaid
1958 Mercedes-Benz 300 SL Roadster, silver, black leather
1967 McLaren M1C, Class Winning Supersports Entrant with F.I.A. papers, Ex Harrah Museum
1912 Rolls Royce Silver Ghost 'Roi des Belges' Tourer
1927 Rolls Royce Phantom I Sedanca de Ville by Hooper
1930 Rolls Royce Phantom II Dual Cowl Tourer by Woodall Nicholson
1933 Rolls Royce Phantom II Continental Sedanca Coupe by Barker
1912 Vauxhall 'Coupe de l'Auto' 4 Litre Grand Prix

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MICHAEL SCHUMACHER DRIVING A FERRARI F300 DURING THE 1998 BRAZILIAN GRAND PRIX

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Ferrari 500 *In two Grand Prix seasons, it failed to win just one race. We test the most successful GP car of all. Page 34*

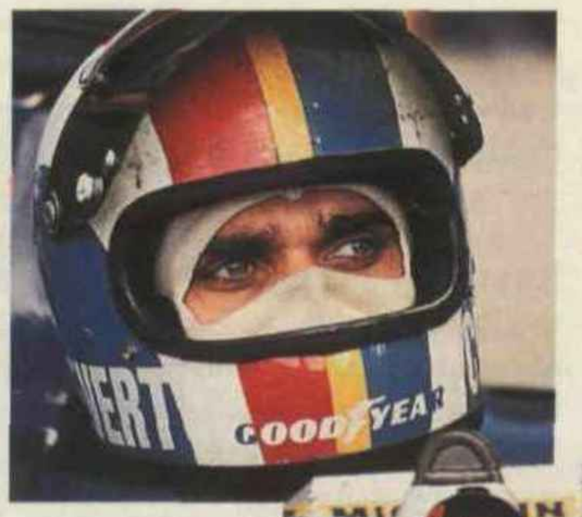


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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

editorial



Andrew Frankel
EDITOR

THE REASON FOR THE DISTINCTLY FERRARI flavour to this issue is simple enough. This year marks not only the tenth anniversary of the Old Man's death, but also the centenary of his birth; milestones like that should not go unrecognised in a magazine such as this. I never met the man as, at the time that he died, my duties in motoring journalism had rather more to with filing press releases than filing stories on one of the most influential figures in the industry.

In one way at least, I'm pleased. Having no first-hand knowledge of the man means I can conveniently ignore the gently swelling body of opinion which, emboldened by the fact he's no longer around to defend himself, finds it fashionable to say he was as poor a human being as he was a great race car constructor.

And even if Enzo did pitilessly set driver against driver, I wonder how far any race car constructor progressed by campaigning on the good bloke ticket. My guess is, had he taken a less authoritarian stance with his staff, I would not be typing these words now.

Besides, if he really was that difficult, why did so many drivers stay at Maranello even after their dreams had been realised and why did so many more spend a sizeable chunk of their careers banging on his door? It follows that, whatever the man's failings, the package more than made up for it. Besides, those who suggest Ferrari's attitude to the lives of his drivers bordered on the cavalier need to ask why he bothered to build such strength into his cars that the incidence of drivers being killed or injured by *bona fide* mechanical failure is so uncommonly small. Being a nice chap is all very well but, in racing, taking the trouble and inevitable penalties of making cars that keep their drivers alive is a rather more admirable quality.

◆ ◆ ◆

REGULARS MAY REMEMBER THAT, A COUPLE OF MONTHS BACK, I TOOK EXCEPTION to a Rover hatchback doing the rounds with BRM badges glued to its sides. My point was that I thought it a shame that one of the great names from our heritage had been press-ganged into flogging mass-produced shopping cars. When, inevitably, the people from Rover called, it was not, to their credit, to accuse me of living on a planet removed from the commercial realities of the real world but, instead, to offer me one of these Rover-BRMs to stooge around in for a few days. I now report as follows: the Rover-BRM offers engaging transport, confident handling and fine performance; the outside looks great, the interior simply terrible. It's a good car and an enjoyable one too. And it still doesn't deserve to wear a BRM badge any more than I do.

◆ ◆ ◆

WHILE ON BRM-RELATED MATTERS, I WOULD LIKE TO RECOGNISE FORMALLY the lengths to which the V16s that were slated to race at the Goodwood Revival went to honour fully the racing heritage of the breed. If you were there for the race you will have seen one complete a couple of laps before retiring and the second fail magnificently even to reach the first corner. The real praise for fully entering into the spirit of the occasion, however, must be reserved for Nick Mason's entry. The masterstroke of his V16 was to fail even to make it as far as the circuit. Quite brought a tear to my eye.



obituary

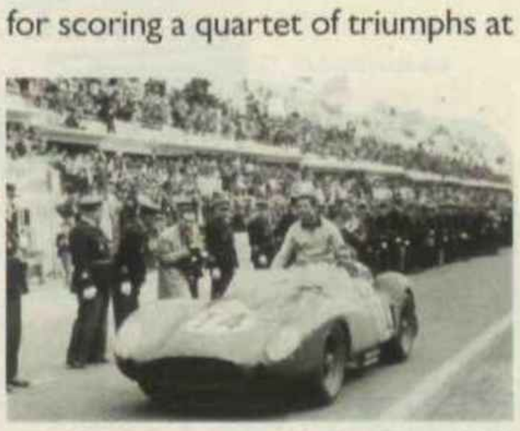
Olivier Gendebien

Olivier Gendebien, without doubt one of the greatest sportscar racers of all time, died on October 2, aged 74.

From a wealthy Belgian family, Brussels-born Gendebien came to motorsport relatively late. His colourful early life included service as a paratrooper in WW2, and a spell as a forester in the Belgian Congo.

Upon his return to Europe, his rally driving friend Charles Fraikin encouraged him to try his hand at motorsport, and it was in rallies that Gendebien first found success. That led to a sportscar racing contract with the Scuderia Ferrari in 1955. Although he also drove for Porsche in 1960, he was associated with Maranello for the rest of his career. In *My Terrible Joys* Enzo Ferrari memorably described Gendebien as: "A gentleman who never forgets that *noblesse oblige* and, when he is at the wheel, he translates this code of behaviour into an elegant and discerning forcefulness."

Gendebien is best remembered for scoring a quartet of triumphs at Le Mans in 1958-60-61-62 – sharing victory three times with Phil Hill, and once with countryman Paul Frère. His record of four wins was finally eclipsed by Jacky Ickx in 1982, but Le Mans was just the most famous of his wins; Olivier also triumphed in the Targa Florio in 1958-61-62, the Sebring 12 Hours in 1959-60-61 (the middle success coming in a Porsche), the Reims 12 Hours in 1957-58, and the Nürburgring 1000Km in 1962.



Gendebien and Hill, Le Mans '58

Gendebien's sportscar success overshadowed an impressive Grand Prix record. Although he managed just 14 starts between 1956-61, he scored points in half of them. For most of that time he was Ferrari's spare driver, filling in in odd races, but he scored his best results with a Yeoman Credit Cooper in 1960, finishing third at Spa (where teammate Chris Bristow was killed) and then a fine second to Jack Brabham at Reims. Despite missing four of the nine GPs, he earned a creditable sixth place in the World Championship. His last top six finish came at Spa in 1961, when he drove a 'sharknose' Ferrari 156 to fourth place.

Gendebien retired at 38 in 1962, after his fourth Le Mans success. A look at a list of former co-drivers (Peter Collins, Alfonso de Portago, Luigi Musso and Wolfgang von Trips) perhaps helps to explain his decision to get out at the top, and with his health intact. **Adam Cooper**



The ever-popular Goodwood Festival of Speed celebrates the achievements of motoring from June 18-20th, 1999

GOODWOOD SETS '99 DATES FOR FESTIVAL AND RETRO RACE MEETING

"YEAR ONE TO FORMULA ONE, A MILLENNIUM of Horsepower" – or as one Formula One wag has already dubbed it "Flintstone to Ecclestone" – is the theme of the Goodwood Road Racing Company's seventh Festival of Speed celebration, which is scheduled to take place in Goodwood Park on June 18-20.

"We will start with the invention of the wheel, and work our way towards the space age technology of the current F1 car," said GRRC prime mover the Earl of March. "Beside the hillclimb action, more flying displays and a greater variety of entertainment will appeal to the widest audience."



March: Festival backing

No fewer than four Auto Union GP cars will commemorate the 75th anniversary of Audi, and the event will also trace the 25 year history of Reynard cars, from Formula Ford to Indycars, and focus on Le Mans.

Star cars and drivers from the United States will also be a highlight of the Festival, Lord March being keen to sustain the event's connections with the Champ Car teams.

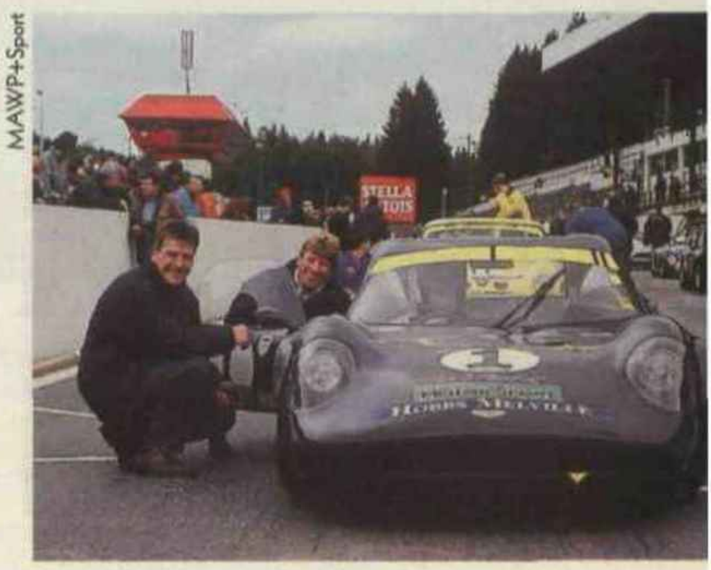
Following the rave reviews that followed its Motor Circuit Revival meeting (our full report starts on page 76), Goodwood has confirmed that its next track event will be run on September 17-19, 1999. **MP**

'SPA SIX' DOUBLE FOR CHEVRON

DRIVING THE OLDEST CHEVRON GT car in current competition, Michael Schryver and Simon Hadfield won Motor Classic's Six Hours of Spa-Francorchamps enduro for the second successive year on September 13.

Despite torrential rain in the latter stages, a reversal of last season's pattern, the pair shrugged off the Lotus 23B of David and Simon Ham and Martin Walford, and had a three-lap margin over Johannes Offergeld's Alfa, which came home half a minute clear of the Porsche 911 of Lucien Guitteny and Maxime Bochet.

Gerard Besson's fuel-efficient Le Mans Alpine finished a splendid fourth, while frantic driving from Alexandre Leens and François de Spa after an early collision in their Mini Cooper S was rewarded with 13th overall, and a Touring Car win. **MP**



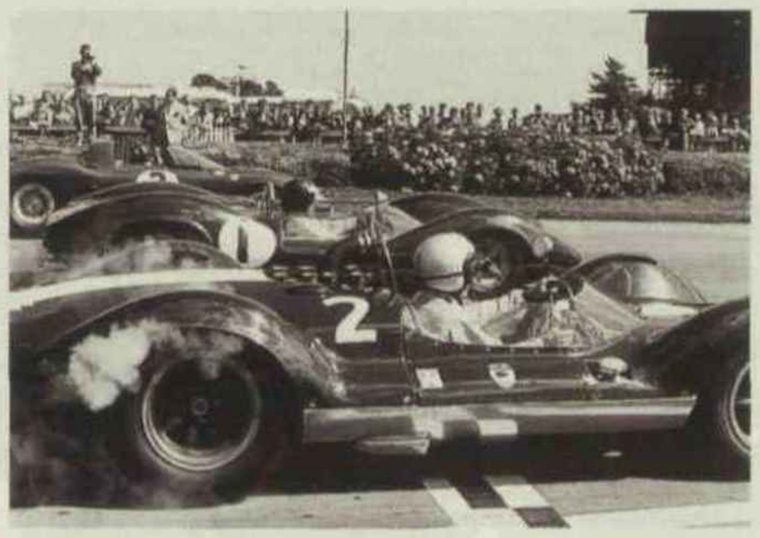
MAWP+Sport

Spa Six Hour-winning Chevron

Bill Blydenstein



The best Goodwood story was that, very early on the Friday, a 70-year old pilot flew a Spitfire down the pit straight at under 20ft. I would refer those who thought it exaggerated or untrue to the shot on the left of one Ray Hanna, 70, doing exactly the above. **AF**



STOP PRESS!
Following the amazing response to the Goodwood Revival Meeting, the LAT MOTOR SPORT calendar theme has changed. Twelve stunning images from the Sussex circuit have been chosen; details are on page 84.

THOROUGHBRED GRAND PRIX CARS SET FOR SOUTH AFRICAN RACE

FORMULA ONE CARS ARE SET TO RACE AT SOUTH AFRICA'S KYALAMI CIRCUIT FOR the first time since 1993 on December 5/6, as part of the big build up towards the country's proposed return to the FIA World Championship in 2001.

A field of 20 cars from the FIA Thoroughbred Grand Prix series, which covers the 1966-85 3-litre atmo-engined era, has been assembled by series manager Steve Lydon for the non-championship showpiece.

Former TGP champions Michael Schryver (in the Lotus 72 which Dave Charlton raced in South Africa) and Martin Stretton (Tyrrell 005) are among the entrants. Ermanno Ronchi and Ian Giles (Brabham BT49s) and Joaquin Folch (Lotus 91) are likely to set the pace. Prototypes from the contemporary International Sports Racing Series and an Historic Sports and GT car spectacular put together by David Piper are also on the bill.



Grids like this return to Kyalami

But before the GP cars head for South Africa, the championship proper will be decided. Four points separate Tony Smith and Bob Berridge going into the final round at Brands Hatch on October 25.

Bob Berridge's sixth successive round win at Spa on September 13 leaves Williams FW06 driver Tony Smith needing to finish second in his class on the Indy Circuit to clinch the MOTOR SPORT-backed series. **MP**

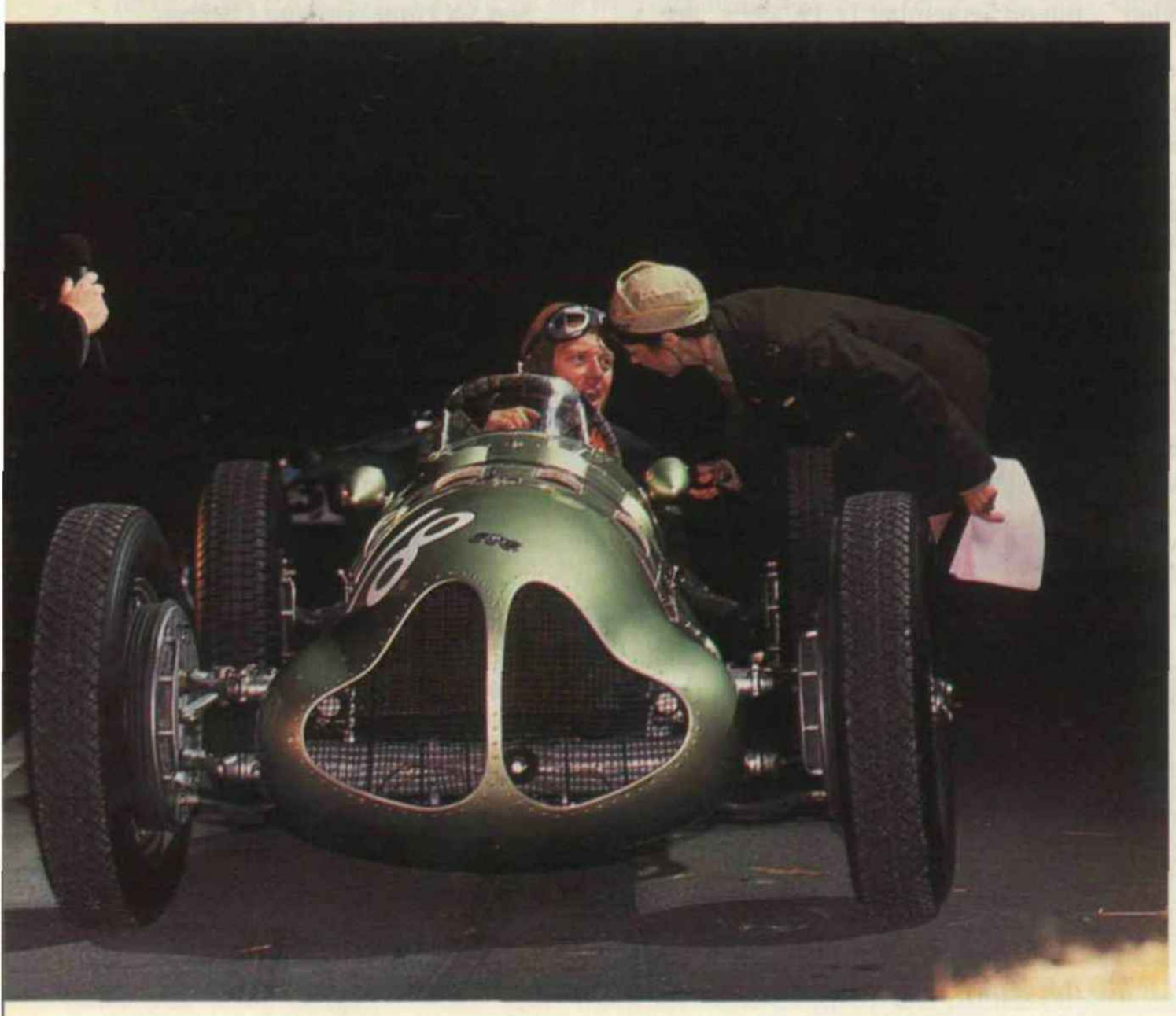
VSCC AT LOTON PARK
26-27 SEPTEMBER

Talbots figured twice on the results board at the scenic hillclimb: Robert Heelis (right) collected a handicap win among the big sportscars with the impressive 1936 Talbot-Darracq T150C, while Barry Clark's 1913 Talbot beat the other non aero-engined Edwardians. Spencer Flack made FTD in his Cooper-Bristol, Tony Stephens took ERA R12B up quickest of the pre-war cars, and fastest vintage driver was Westie Mitchell (1928 AC/GN). Simon and Dick Smith contrived to be first and second in 1½-litre sports in their Frazer Nash, below.

Ben Redgrove









Jeff Bloxham/LAT

BRDC SILVERSTONE CIRCUIT JUBILEE PARTY, OCTOBER 2

BRDC President Lord Hesketh greeted over 6,500 guests as Silverstone celebrated its Golden Jubilee with a giant awards ceremony at the Northamptonshire circuit this month.

Duncan Rickett's ERA E-type (left) starred, while other guests included Martin Brundle and Jackie Stewart (above). MOTOR SPORT readers voted the Lotus 25 greatest F1 car of all time.

HISTORIC MOTORSPORT AWARDS DINNER

TICKETS ARE NOW ON SALE FOR THE HISTORIC MOTOR SPORT AWARDS and Dinner, sponsored by Coys of Kensington and *Classic & Sportscar*, to be held at the Park Lane Hotel on Friday, November 13. Tickets cost £95 and can be obtained through Coys. Interested parties should call Catherine Brown on 0171 584 7444.



Christmas collection

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



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

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

This year's important sale includes this 1930 Alfa Romeo 6C 1750 Gran Sport Spider, coachwork in the style of Zagato and (left) a beautiful 1922 Hispano-Suiza H6B 37.2HP 6.6-litre Dual Cowl Torpedo Tourer, coachwork by Million-Guiet.

Setting new benchmarks in sports car design, the 6C 1750 model was to be inextricably linked with events such as the Mille Miglia, the Tourist Trophy Races, the Klausen hillclimb and endurance records at Montlhéry.

The H6B, reflecting the genius of Swiss engineer Marc Birkigt, comes to the market in the UK for the first time in over 25 years.

Further entries for this very important sale are now invited.

To enter a car for sale by auction or for further information please contact Malcolm Barber, James Knight, Nick Lumby, Stewart Skilbeck (motor cars), Peter Card or Jonathan Vickers (automobilia, Formula 1 and Motorsport memorabilia) on 0171 228 8000.

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EVENTS OF NOTE

OCTOBER

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

16-18 SYMBOLIC MOTOR TOUR (USA)
Second annual classic car blast through picturesque southern California.
☎001 619 454 1800

17 SILVERSTONE
Annual Eight Clubs race meeting always brings out some rarely-seen Historic machinery. Great fun event.
☎01494 531966.

17-18 DONINGTON PARK
Former Grand Prix driver Mike Wilds joins the line-up for one-hour final round of International S'sports Cup.
☎01420 87622

23-25 BRANDS HATCH
FIA Thoroughbred Grand Prix Championship title showdown between Tony Smith and Bob Berridge promises a thriller on the Indy circuit during frenetic Formula Ford Festival.
☎01451 810855

23-25 SAVANNAH (USA)
Super east coast circuit plays host to SVRA hordes.
Tel: 001 603 643 6161

23-25 500 MINUTIO (I)
Final round of FIA Rally Trophy series.
☎00 33 1 4265 9951

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

24-25 ILLUMINAT'NS RALLY
Traditional Blackpool finale to Safety Devices Rally Challenge.
☎01954 232292

24-25 RALLY FLANDERS (B)
☎00 32 5031 1046

24-26 RALLYE HISTORIQUE DE BOULOGNE (F)
Retro event on closed streets, commemorating the Boulogne Grand Prix.
☎01304 380244

24-DEC 4 LONDON-CAPE TOWN (ZA)
HERO's Classic Reliability Trial and 4x4 Adventure.
☎01886 833505.

30-1 JAPANESE GP (J)
FIA Formula One World Championship, final round. Will Mika Hakkinen win his first title or can Michael Schumacher snatch his third from under the Finn's nose at Suzuka?
☎00 33 1 4312 4471

31-1 NURBURGRING (D)
Final round of German Open Championship and 750-mile sportscar endurance race.
☎00 41 22 348 3286

31-1 DONINGTON
Season end for Flemings Thoroughbred Sportscar Championship protagonists.
☎01926 419464



Bob Berridge prepares for the TGP F1 showdown at Brands

NOVEMBER

1 LONDON-BRIGHTON VETERAN CAR RUN (GB)
Annual RAC Veteran Car Run exercises pioneering motor cars from London's Hyde Park to Brighton.
☎01753 681736

5-8 DAYTONA (USA)
HSR spotlights the great sports prototypes of yesteryear on Florida's classic 24 Hours circuit.
☎00 1 888 477 5999

5-8 API RALLY AUSTRALIA (AUS)
FIA World Rally Championship, round 13, based in Perth.
☎00 33 1 4312 4471

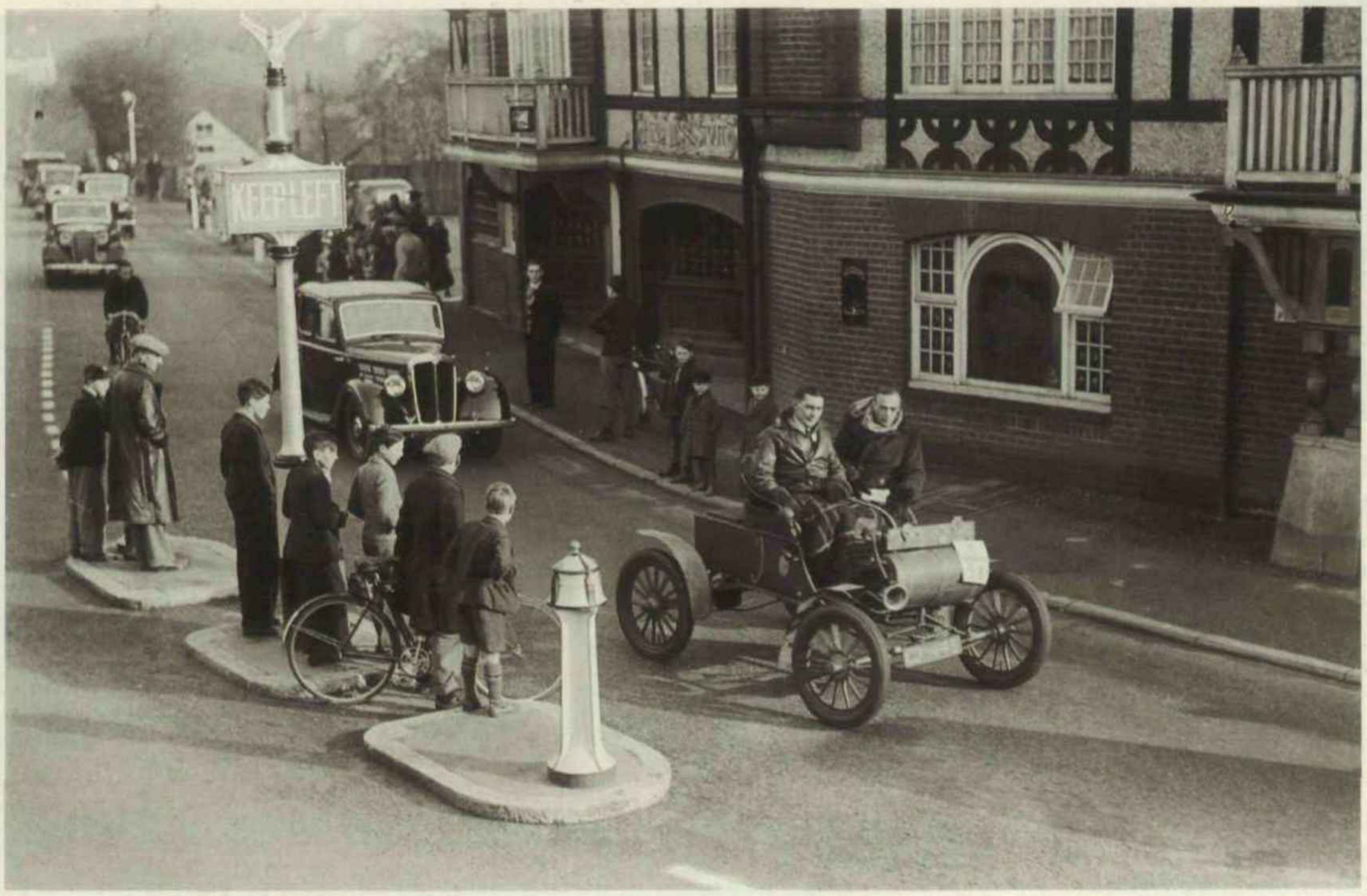
7 LAKELAND TRIAL
Classic VSCC event, run around Lorton in Cumbria.
☎01608 644777.

12-15 ADELAIDE (AUS)
Classic Adelaide Historic race meeting is biggest in Australia.
☎00 61 3 9889 3746

13-15 PAUL RICARD (F)
VdV Racing's ever-popular Deux Tours d'Horloge 24 Hour race wears out cars and crews prior to winter hibernation.
☎00 33 1 6988 0524

21-22 RAC HISTORIC RALLY
Historic competitors from far and wide tackle early stages of the longer Cheltenham-based international event.
☎01753 681736

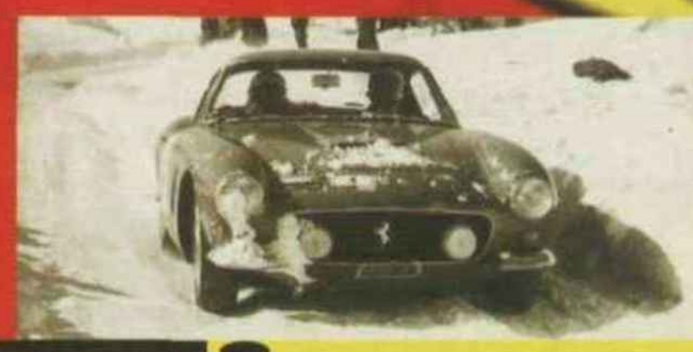
21-23 NETWORK Q RAC RALLY
FIA World Rally Championship, final round. Millions turn out to cheer on Colin McRae in his last event for Subaru before moving to Ford.
☎01753 681736



The cars may be the same but there will be fewer boys in short trousers to cheer on the London to Brighton Veteran Run



Gstaad Ferrari



An Important Sale of Historic Ferrari Motor Cars at the Palace Hotel, Gstaad, Switzerland, 19 December 1998



The Palace Hotel, Gstaad

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

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

Entries for this unique sale are now open.

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

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Vol XLIII No 3 March 1967

DRAG RACING IN BRITAIN

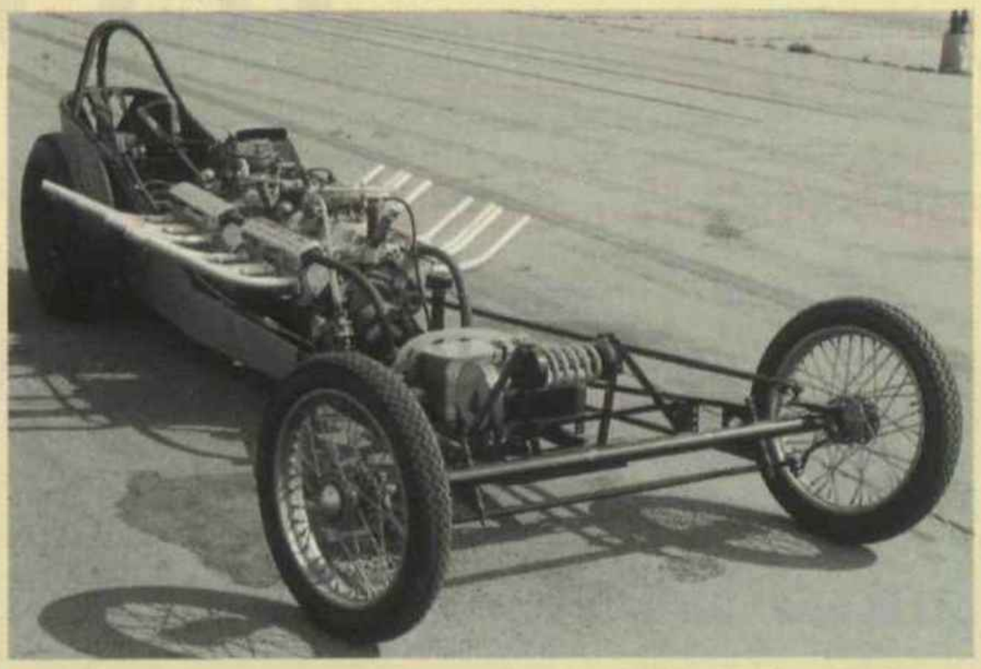
When the British Drag Racing Association in conjunction with Drag Festivals Ltd brought American-type Drag Racing to the public notice with their Festival in 1964 it seemed that there might be a big following for this type of motorsport. It offered a comparatively cheap and simple form of motoring competition, especially for those with mechanical ability, and though one could start Drag Racing with something simple in the way of machinery, there were endless possibilities for those with money and ingenuity.

One of the big problems was finding suitable lengths of straight flat tarmac on which to organise Drag Racing, so that the growth during 1965 was slow. However, Drag Festivals Ltd., with the BDRA and the British Hot Rod Association, put on a bigger and better Festival of Drag Racing at the end of the 1965 season. Whereas the first Festival had presented a variety of American Drag Racing machinery, in order to show the range of vehicles catered for, from standard saloon cars to specialised Dragsters, the 1965 Festival concentrated on the ultimate in Drag Racing machinery, the super charged nitro-methane burning V8 engined Dragsters that topped 200mph at the end of the standing quarter mile, and covered the distance in around 8 seconds. The Blackbush Aerodrome weekend was a disaster due to torrential rain, but at the following meeting at RAF Woodvale, near Southport, the American Dragster drivers put on a real show of no-nonsense drag racing which impressed everyone who witnessed it.

Unfortunately, the Blackbush weekend was a financial catastrophe, and though Woodvale reduced the losses considerably, it was not enough to save Drag Festivals Ltd., who were forced to go into liquidation. Due to this, the September Festival was not repeated in 1966, but luckily interest in drag racing was not dead and the British Hot Rod Association took over where the BDRA had stopped. Members formed National Dragways Ltd. and purchased the runway at Poddington Airfield, near Newport Pagnell, and set up the Santa Pod Dragstrip. Starting in a modest way this progressed during the 1966 season and, naturally enough, competitive interest increased at the same time.

After its initial season of drag racing the Santa Pod set-up has gone ahead with leaps and bounds, and more and more people are taking an active interest in this inexpensive form of motoring pastime, either with their road-going saloon or sports car, or by building special cars for the express purpose of accelerating furiously from A to B, these points being a quarter mile apart. With the limited number of competitors in the first full season of permanent drag racing it was not practical to run class eliminations, so everyone was lumped together on a personal handicap system.

The Santa Pod course has first-class timing equipment by beams and digital counters, the starting signal being given by pairs of coloured lights. The timing equipment has incorporated in it an electronic computer into which can be fed competitors' individual times recorded in practice, and the handicapping for any pair is then automatically fed into the starting light system, the individual green "go-light" coming on for each of the two lanes with the desired handicap timelag between them.



The rather low-tech solution to drag racing in the late Sixties

During the 1966 season this arrangement worked well, so that anyone with any type of car could come out "top eliminator" by consistent fast driving, and at the Championship meeting a small special powered by a 500cc Rudge motorcycle engine, won the overall award by reason of consistently fast times against all manner of competitors.

Mechanical variety is the keynote of drag racing, and the vehicles range from Mini Coopers and Shelby Cobras to Ford Populars powered by Jaguar engines and V8-powered dragsters. There are numerous small dragsters, built on the same lines as the big American dragsters, but scaled down to utilised Ford or BMC components, some of these vehicles breaking 11 seconds for the quarter-mile, which is no mean performance, and they provide exciting driving.

This coming season, which starts on March 12th, at Santa Pod, with a practice day, the first competitive meeting being on Easter Monday, should see a lot more activity, for during the winter months many more special cars have been completed. There are now at least six supercharged V8-engined dragsters in this country, numerous unsupercharged V8 cars and a variety of specials using Jaguar engines, while Cobras and Mustangs any other production car that really accelerates can be sure of being in the running at a drag meeting. During the 1967 season it is hoped that two more permanent dragstrips will be opened, one in south of England and the other as part of Jim Russell's great autodrome scheme for Norfolk, where he hopes to establish a permanent centre to accommodate his driving school, car racing and motorcycle racing, as well as space for other club activities.

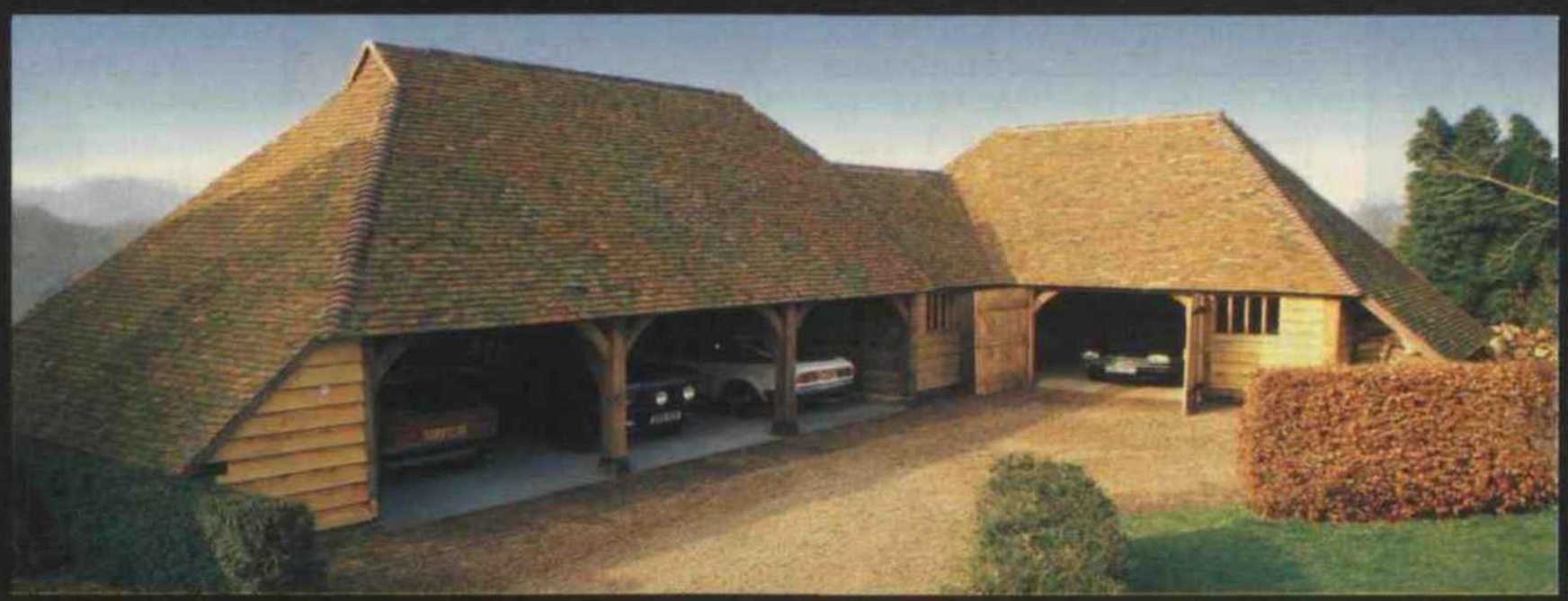
Any new sporting activity is bound to take a certain amount of time to get off the ground, but 1966 showed that the foundations for drag racing that were laid in 1964 and 1965 by the British Drag Racing Association were solid and the British Hot Rod Association are continuing the good work. At the Racing Car Show the BHRA had a very large stand which showed that drag racing is a colourful sport that offers vast scope to the special builder with ability and ingenuity, and the spectator is never likely to complain of a "sameness" about the competing vehicles. That people enjoy accelerating hard in a straight line is evidenced every year by the enormous entry that the Brighton speed trails attract, in which they are only competing against the clock. In organised drag racing you get the added attraction of competing directly against the other chap, and if you win you have another go against another winner, until an overall winner is found.

One complaint that is occasionally made against drag racing is that if you build a special car you can only use it for that one type of competition. This is true enough, but if 1967 sees three dragstrips in action there will hardly be time to use your drag-racing special for anything else. **DSJ**

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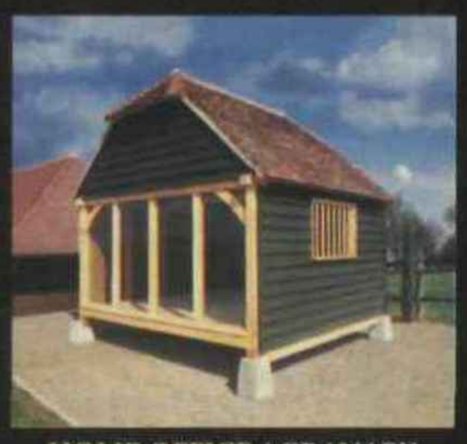
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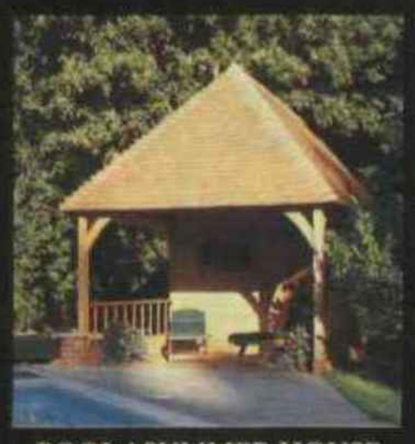
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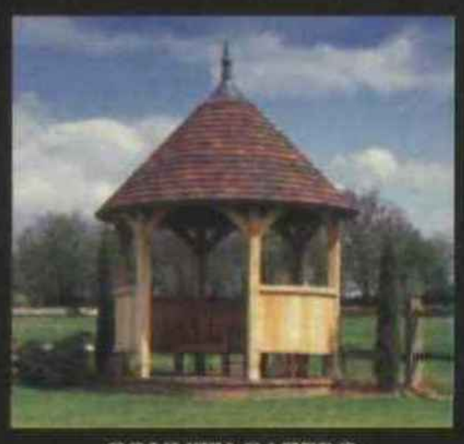
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SIMON TAYLOR



MODERN TIMES

SO THE CHAMPIONSHIP BATTLE GOES TO the final round: down, as journalists are fond of saying, to the wire. In the Luxembourg Grand Prix, in Michael Schumacher's back yard and in front of his adoring fans, Mika Hakkinen produced the race of his life. This see-saw season swung again, and set the scene for a Suzuka show-down.

Which is, of course, a major relief to the Japanese organisers, to TV moguls around the world, and to Bernie Ecclestone. If Hakkinen had won at the 'Ring and Schumacher had failed to score, the Finn would have been crowned there and then. As it is the world holds its breath until November 1, and will set its alarm clocks to share what Suzuka brings.

It hasn't always been like this. In 1992 Nigel Mansell was crowned in Hungary, with five races and three months still to go. Various systems have been tried to keep the result open to the end, and in the 1950s only your four best scores counted, out of eight or nine rounds. So if you won four races and set fastest lap in each, you could score a maximum (as Ascari did in 1952). Between 1985 and 1990 you could only count your best 11 scores out of 16 races. In 1979 it was even more complicated, with the best four scores from the first half of the season and the best four from the second half. Such permutations bewildered the average TV audience, and since 1991 every point in every race has counted.



Seminal: Mika leads at the 'Ring

Titles decided by the last race tend to be memorable ones. In the final 1958 round in Morocco, Stirling Moss had to win and set fastest lap to be a champion. Even then Mike Hawthorn could still take the title if he finished second. Moss did all that was required: Hawthorn, meanwhile, ran a distant third behind his Ferrari team-mate Phil Hill until the American got the signal to slow – and Hawthorn took the title by one point.

In 1962 it was Graham Hill's BRM versus Jimmy Clark's Lotus in the South African GP: that year the final race didn't happen until the Saturday after Christmas. Clark led until an oil leak handed the race and the title to Hill. In 1964 three drivers went to the final round in Mexico with a title chance. John Surtees took it for Ferrari after Clark had another oil leak, and Hill was conveniently hit from behind by Bandini's Ferrari.

The 1976 Japanese Grand Prix has gone into F1 lore. Niki Lauda withdrew after two laps, refusing to race in the dreadful conditions, and James Hunt scraped into fourth place to win the title by one point. Less often quoted is Lauda's achievement at Estoril in 1984. He needed second place to take the title by half a point, and from 13th at the start he came through brilliantly to get it.

Whatever happens in Japan, 1998 will be remembered for the McLaren/Ferrari duel. Which is as it should be: the best sporting battles end up as one man against one man, one team against one team. But back in March, after McLaren's crushing one-two in Melbourne, you wouldn't have put money on the title race lasting past Spa. By the end of May, Hakkinen had almost double Schumacher's points. Then Michael won three on the trot, only for Mika to take the next two, and at Hockenheim Ferrari were embarrassingly off the pace.

Then the see-saw moved again. Schumacher's win in Hungary was a masterpiece of strategy and sustained speed; he would have won Spa by miles had he not collided with Coulthard; and at Monza – helped, it must be said, by a bad bout of McLaren unreliability – he went from pole to

Head over heart, 1976: Lauda withdraws from the Fuji rain





Congratulations for Mike Hawthorn in Morocco from Phil Hill, whose gift of second place gave him the 1958 title

victory. And when we gathered in the Nürburgring press room for Saturday's post-qualifying conference, the see-saw still seemed to be firmly up for Maranello, down for Woking.

Not only had Michael sent the heaving, cheering crowd of red caps and yellow flags delirious with delight by taking an untouchable pole position: Eddie Irvine, in one of the two best minutes of his career, had joined him on the front row. The McLarens were humiliated in third and fifth places, and in the press room the body language told the story. Schumacher, head up, chin out, hair neat, positively glowed with confidence. Irvine was grinning at McLaren's discomfiture. Hakkinen's shoulders were slumped, beads of sweat dripping down his face from the roots of his unkempt hair.

And yet: the rueful half-grin when Mika said they had work to do showed the fighter still coiled inside, ready to spring from this setback.

As we saw, come the race, in a blinding drive. With the Ferraris first and second, and Schumacher building his lead while Irvine held back the pursuit, it seemed all over. But the see-saw was getting ready to tip again.

The Nürburgring race is a two-stopper. McLaren reasoned that with Hakkinen starting behind the Ferraris, the key would be when Schumacher had his first stop. If Mika could race on with a clear road and, light on fuel, be devastatingly quick at this point, he might just be able to build up enough cushion to make his own stop and get out ahead of Schumacher. McLaren was learning the lesson of Ferrari's Hungary victory.

But to make it work, Hakkinen first had to get ahead of Irvine. With the championship poised as it was, this needed a neat , confident move, or he could end up off the road minus a wheel or two. Patiently, he stalked, then pounced: from well back, an unanswerable charge into the chicane.

Then the McLaren started to fly. The gap between the leading Ferrari and the second-placed McLaren shrank – nearly ending in disaster when the Finn, on the absolute limit, had a big sideways moment under braking for the chicane. Somehow Mika gathered it all up and pressed on, consistently lapping faster and faster. At one-third distance, as the Ferrari pit gave Schumi the 'In' board, the gap was less than five seconds.

Schumacher's stop went well, and 8.6 seconds later he was under way again, with fresh tyres – he'd complained on the radio of oversteer on the first set – and fuel. Now Hakkinen, thinking and driving like Schumacher, gave his all. With light tanks and his Bridgestones holding up well, he put in four blistering laps before stopping himself. After 8.7 seconds he was off again, his thumb on the rev-limiter switch to keep under the pitlane speed limit, just as the Ferrari came barrelling out of the Coca-Cola Kurve.

It was one of the seminal moments of the season. Schumacher, to his astonishment, saw the McLaren rush out of the pit lane and swing across his bows to line up for the Castrol S. As they swung left then right through the third-gear sweep Hakkinen just hung on, and as his tyres warmed he eased away from the Ferrari.

He stayed ahead during the second stops; but Schumacher is not one to stop trying. The Ferrari was never far behind, and the margin at the flag was 2.2 seconds after 190 miles of racing. But the margin was also four points. At Suzuka that will mean a lot. Schumacher has to win; effectively, Hakkinen has to beat everyone else, but doesn't have to beat Schumacher.

But it's a long way from being over. Suzuka is a cold, bleak place in late autumn. The rain that would have helped Schumacher at the 'Ring is a frequent factor. And Eddie Irvine, having failed to hold off Hakkinen in Germany, is always brilliant there. It's where he served his racing apprenticeship, and scored a point in his first Grand Prix (earning the rage of Ayrton Senna for passing him in the wet). Last year he led, before obediently moving aside for his No1. If he can hold off Mika and finish second, he'll deliver the title to Michael.

Reliability could be a factor, too. As recently as Monza McLaren's race was ruined by a blown engine and severe braking problem. By contrast the Ferraris have been astonishingly reliable. In 30 starts this year they've had two mechanical failures: Irvine's transmission in Hungary and Schumacher's engine in Melbourne.

Recent history tells of last-round heartbreak (Mansell's 1986 puncture in Adelaide) and collision (Hill vs Schumacher in 1994 in Adelaide, Villeneuve vs Schumacher in 1997 in Jerez). There are further factors at Suzuka: it is Goodyear's last race, in Bridgestone's back yard. If Schumacher is champion, so is Goodyear; if it's Hakkinen it's Bridgestone. And if it's Schumacher, it's Ferrari, for the first time since Jody Scheckter was champion in 1979.

Whatever happens, history will be made at Suzuka. Set your alarm… M

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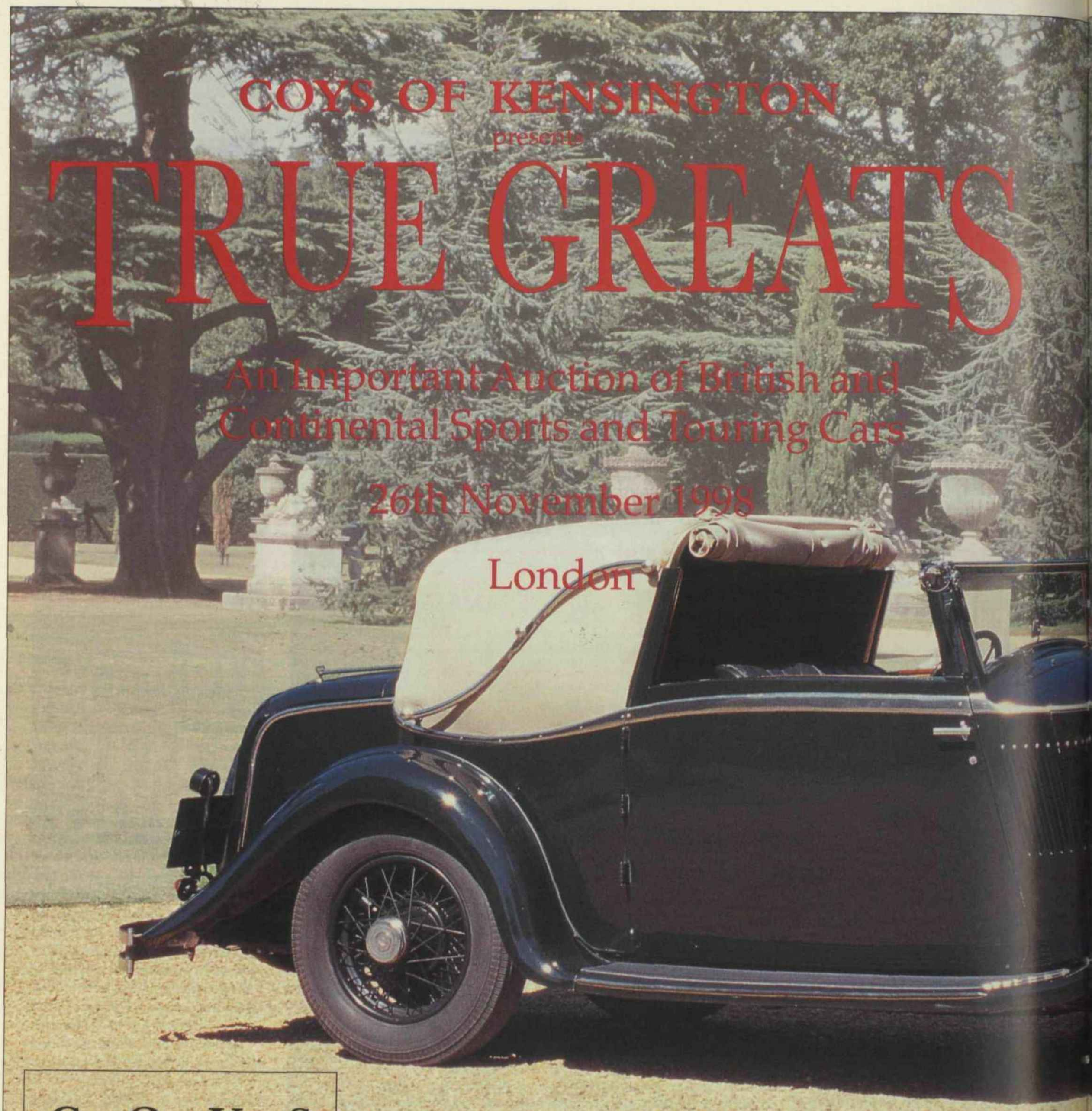
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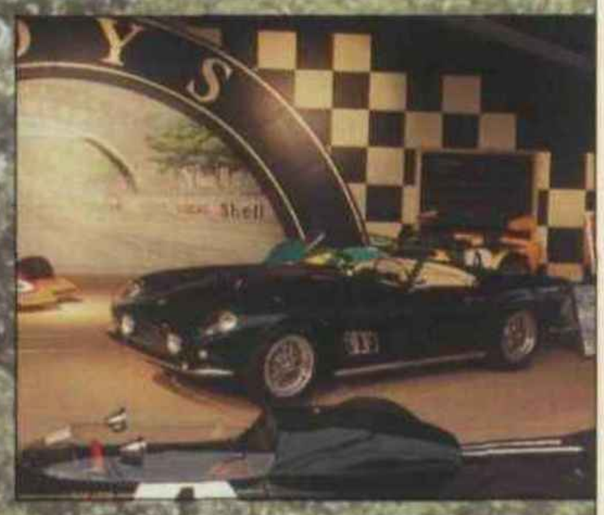
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The Editor reserves the right to edit all letters

REYNARD REQUEST

SIR,

Reynard Motorsport is fast approaching its 25th anniversary of manufacturing championship winning racing cars.

We are looking for FF1600, F2000, F3 and F3000 owners – whether they are currently racing or not – of Reynard chassis to complete and update our historic database. We'd also like to hear from past owners who have kept history records of cars when they have sold them on.

Please contact our project co-ordinator Penny Aston at Reynard Motorsport, Reynard Centre, Telford Road, Bicester, Oxon OX6 0UY. You can fax us on 01869 240280 or alternatively E-Mail: archives@reynard-racing.com

We would like to take this opportunity of thanking everyone who has owned and raced a Reynard over the last 25 years, for supporting us and putting the Reynard name where it is today.

I AM, YOURS, ETC.

ADRIAN REYNARD, CHAIRMAN

* * * *

TO STOP OR NOT TO STOP?

SIR,

There are extreme circumstances when the most important sporting fixtures must be cancelled, in the interests of the safety of both the participants and the spectators. This applies to all major sports, and I presume it applies to Formula One motor racing. What I would like to know is what circumstances would warrant the cancellation of an F1 meeting?

Like many other enthusiasts I feel that the 1998 Belgian Grand Prix should have been cancelled or postponed. Perhaps the FIA would throw some light on this subject and state when an F1 race would be cancelled.

Having made my point regarding safety, I would like to congratulate everybody at Jordan Grand Prix for their brilliant victory at Spa, a victory well deserved and long overdue. I hope it will be the first of many in the years to come.

I AM, YOURS, ETC.

FRANK LOUGHAN, DUBLIN, IRELAND

* * * *

A SHARP REPORT

SIR,

After a number of years absence I returned, in April 1997, to MOTOR SPORT and have enjoyed every issue since.

I should however like to make one small plea. You published earlier this year a 1998 International Historic Calendar and we have a monthly 'Events of Note' page in the magazine. For various reasons I do not take any other motoring publication, weekly or monthly; is it therefore at all possible that we could have a page devoted to the results of the more important historic events? A short write-up on the same races as well would be a big plus. That said, keep up the good work. I am looking forward to the next issue.

I AM, YOURS, ETC.

M ALLEN, BLANDFORD FORUM, DORSET

* * * *

LORD BROCKET

SIR,

Do you really have to include an item in your current issue about the departure from gaol of the convicted fraudster Lord Brocket? He is no credit to motorsport, the motor trade, or the aristocracy. You even wasted space on a photograph of him in his curious motor cycling trousers.

Is he a friend of yours, or do you admire him? If not, a brief factual item warning your readers would have been more appropriate – or better still, no mention of the scoundrel at all.

I AM, YOURS, ETC.

JCS DARWIN, BILLINGSHURST, WEST SUSSEX.

(Lord Brocket was in the magazine because his release was a bona fide news story which was of interest to our readers. As for your conspiracy theory, sadly I have never even spoken to Brocket, though, now you mention it, I'd very much like to. Any ideas how I might get in touch? – Ed)

* * * *

UNMAPPED TERRITORY

SIR,

Thank you for your marvellous series of 'Track Tests'. Might I suggest Clermont Ferrand as a subject for the future?

One criticism I have, though, was the lack of circuit maps, which I am sure would have enhanced my enjoyment. I found myself reaching for my *Boys Book of Motor Racing* to trace the old circuits.

Please take no notice of those readers who have complained that MOTOR SPORT is now too picture-orientated. I am a designer of sport pages for a newspaper and your pictures are not only brilliantly chosen but are superbly evocative.

I AM, YOURS, ETC

PAUL WATSON, DERBY



Reynard's latest race winner... but do you own an older example?

LAST OFF THE BLOCKS

SIR,

I was delighted to see your excellent articles on Goodwood in the September edition.

It may interest you to know a bit of historical nonsense. I was the last driver to leave the start-line of a race at Goodwood as I was the scratch man in the final handicap at the last meeting in 1966, driving my Triumph SLR.

I AM, YOURS, ETC

N H DANGERFIELD, JERSEY.

* * * *

REIMS REMINISCENCE

SIR,

I can confirm John Starkey's September letter regarding Paul Hawkins record lap at Reims, as I remember it well. I was one of the two mechanics working on this particular Lola at the time.

The T70 was owned by Jack Epstein and Co, and driven by Paul Hawkins for this and many other races. The lap record was probably set between 2 and 3 o'clock in the early hours of the morning, the race having started at midnight.

Not wishing to detract in any way from Paul's superb driving as always, the car did have a slight edge over our competitors – Jack had the foresight to get Mike Hewland to make a special pair of overdrive top gears; for those who might not know, the car had a six-speed gearbox and with the exception of first, all ratios could be changed, so with a fast circuit like Reims it was an extremely good idea to fit a high ratio so the car could pull a greater top speed at the top of the rev range.

This clever ploy was to keep our competitors – namely John Surtees – guessing. We felt sorry for his mechanics who were obliged to change an engine after practice, as it was considered to be underpowered. However, all this was to come to nought. Paul brought the car in for a routine pitstop, my fellow mechanic Barry and I refuelled the car, and Jackie took the wheel for his stint. As the car left the pits it moved forward a few feet and came to an abrupt halt. We knew it was terminal before we lifted the back up and sure enough the torque of the big V8 Chevy engine had torn the gearcase apart.

Some while later John Surtees was to retire as well with a blown engine, incurred while trying to chase the flying Aussie.

After the race I asked Paul how he managed to drive faster in the dark than he did in the daylight. "What's the difference, got lights haven't I?" Those of us who had the privilege of knowing this talented and amusing character will know exactly how that was said.

Incidentally, does anybody know if this car still exists, and if so is it racing? I would be very pleased to know.

I AM, YOURS, ETC.

TED DE LA RIVIERE, BASINGSTOKE, HANTS.

LETTERS FROM READERS

FROM INDONESIA TO GOODWOOD

SIR,

I moved to West Java a year ago and returned to Beaulieu recently for the Autojumble. On my return to the Far East I bought MOTOR SPORT at Heathrow. At around 30,000 feet I opened it at the 1948 Goodwood Paddock scene and there in front of me was my 1930 Alfa 1750 Testa Fissa FGU 108 which I have owned and campaigned for nearly 40 years. Many years ago I was fortunate enough to meet Major Baker of Stubble Fields Garage, St Leonard's, who entered and raced my car at that meeting. Have any other readers identified their car past or present from that evocative scene?

I AM, YOURS, ETC.

DAVID BAYLIS, WEST JAVA, INDONESIA.

* * * *

WHAT VALUE VOLKSWAGEN?

SIR,

I would have mentioned this sooner but I expected a reader living nearer London would already have done so.

After the end of the War the entire Volkswagen concern was offered to Great Britain as war reparations. It was turned down, the Beetle design being considered by the British motor industry (or the government) as 'of no future value'!

What a sad mistake.

I AM, YOURS, ETC.

A G RYAN, CANTERBURY, NEW ZEALAND.

* * * *

ISOTTA-FRASCHINI

SIR,

To add further to Bill Boddy's musings over the identity of the Isotta-Fraschini in the picture on page 92 of the October issue, and whether the car might be the ex-John Bolster YR 3294, he mentions that it apparently went to Count Johnny Lurani's stable in Italy when Stan Waine sold it.

The facts are slightly more prosaic – it actually went to Yorkshire. I bought the car from Stan Waine who lived in Birmingham at the time. A friend took me there in an XK120 which was my dream car but I did not have the £998.17.6 or whatever they cost at the time so I bought the Isotta for £140 instead.

The M1 and the M6 did not exist then and we drove up that lonely road through the Dukeries to Bawtry. The Isotta flew and even though the XK was regarded as the quickest thing on the roads at the time there was no way it could keep up.

Back in Ilkley, the moorland roads were not as smooth as the Dukeries road and the Isotta jumped about a bit on its extremely firm suspension so we decided to take a couple of leaves out of each spring. After this modification neither the brakes nor the steering were as sharp as they had been. We also resprayed the car pale green for some reason which did not suit it nearly as well as the stately maroon over black which had adorned it before, so we sold the car to Clive Tinker in Hudderfield.

With the money from the sale of the Isotta I bought a V12 Lagonda drophead from Norman Culpan who made blankets in Mytholmroyd. He tried to sell me his Le Mans Frazer Nash but I could not afford both. The combined price of both cars was still less than a new XK120 but we declined. I never did own an XK120 and now 40 years on I still have never owned one, but because I could only ever afford the 'cheap' alternative. I had the great good fortune to own not only the Isotta, but also a Renault 45, Vauxhall 30/98, 3-litre Bentley, Alfa 8C 2300, Type 51 Bugatti and many more wonderful cars which were available for a few hundred pounds. Happy days.

I enclose a photograph of YR3294 which adds credence to Bill Boddy's theory that it was the car in your photograph. The guy with his arm on the outside exhaust obviously got burned like Tim Birkin and the exhaust pipes were re-routed down to a lower level!

I have not seen or heard of the car since and wonder if it did end up in the Count's collection.

I AM, YOURS, ETC.

DAVID HARRISON, ILKLEY, YORKSHIRE

* * * *

MORGANS AND MUSTANGS DON'T MIX

SIR,

I was fascinated to read your account of racing the Camaro in the August Issue. I was in the UK on holiday in July and had a good look at your car in the paddock at Brands Hatch.

Later I was directly opposite the Marcos/Mustang crash and was appalled by it. I thought I was witnessing a fatality. Incidentally, contrary to the impression given by your report, the accident appeared to be the result of the Mustang entering the corner far too fast and spinning. The Marcos struck the rear corner of the Mustang and broke into two.

As a former Australian Porsche Cup competitor I fully agree with your decision to race a strong car. Surely people should be discouraged from going circuit racing in flimsy cars constructed of plywood. Alan Jones once said, when asked whether motor racing is dangerous, that it is only as dangerous as you want to make it. You may not be aware that the Mustang was driven back to the paddock after the race, whilst the Marcos departed on the back of *two* recovery trucks.

I AM, YOURS, ETC.

RICHARD BATCHELOR, TOORAK, AUSTRALIA

* * * *

AVUS CORRECTION

SIR,

I very much enjoyed the article 'Dire straights' by Adam Cooper in the October issue.

One oft-repeated error was however made regarding the Avus track in Berlin. The circuit was not shortened after the war because part of it was in the Soviet part of Berlin or Germany. In fact it was split between the American and British sectors and the reason for shortening was purely on financial grounds. This is confirmed by the book *Die Avus im Ruckspiegel* published in 1987.

I AM, YOURS, ETC.

ANDREW WALLACE, HITCHIN, HERTS.

* * * *

MAPS OF THE GODS

SIR,

Our touring holiday in France had been planned for some time before your brilliant series showing former circuits in their current state. Irrespective of the views of the rest of my party, as navigator I was able to take us to two old race circuits – Reims and Rouen – which it has long been my wish to see.

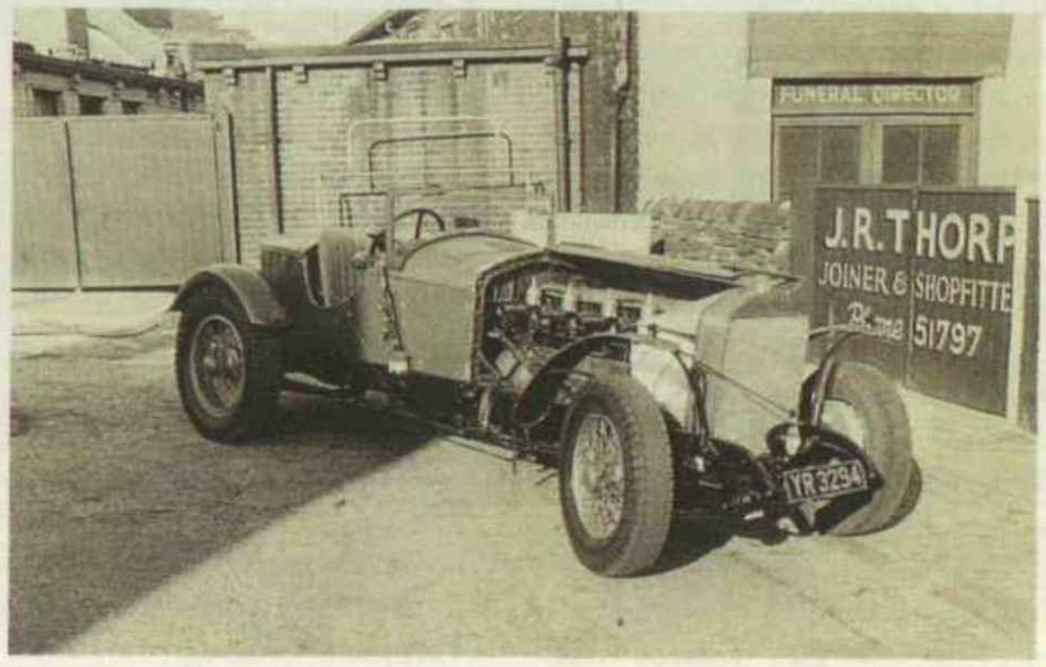
Two questions occur following my visit, and I wonder if any readers can shed any light on either of them. I have a video of the 1962 French GP at Rouen, and views of the pits show no separation between the pitlane and the circuit. There is now a wide pitlane, and a grass verge between the two. The pits have obviously been rebuilt, but can anyone say when that was?

My second problem has bothered me for years. I have several books of circuit maps, including the Autosport Directory, published in 1955, no less. In all these tomes, the Reims circuit map is wrong. The incorrect map shows the turn past the pits to be more than 90 degrees, followed by a longish straight, then a gentle right/left 'S'. In fact, the first turn is somewhat less than 90 degrees, and there is no 'S' bend, simply a right hander leading to a straight which ends in a left hander running up to the hairpin.

My question is, was there *ever* a circuit with the 'incorrect' shape? And if there was, when was it altered? I am not confused with the pre-war track here, which ran through the village of Gueux, and joined the Thillois straight halfway down.

I AM, YOURS, ETC.

BARRY J. BOOR, LLANDEGFAN, ANGLESEY



The 'missing' Isotta-Fraschini once owned by reader David Harrison

NIGEL ROEBUCK



DAN GURNEY

AT GOODWOOD, NO ONE WAS MORE caught by the atmosphere than Dan Gurney. "Yesterday I played in Lord March's cricket match," he said. "I was on his team, and – beginner's luck – I ended up making eight, er, runs, including a four, so I was pretty stoked about that! And also I got Doug Nye – he hit sort of a rounder to me, and I threw the ball, and hit the three posts before he got there…

"Charles March told me the first time cricket was played there was in 1702, and there we were, in the same setting. Then this Spitfire came by, banked over, flying down below the top of the trees. Just super! I was in tears, believe me."

Now 67, Gurney continues to have a handle on eternal youth, in part, I suppose, because he has never lost enthusiasm for the things which orignally captivated him. For Dan, the cars at Goodwood were merely one of the attractions: "I'm an aviation nut, too, and to see three or four different types of Spitfire here is something else – plus, I find it was from here that Douglas Bader flew his last mission…"

Charles March's flair had led to the constructing of a RAF-style 'mess', this a place where the drivers could go to relax. I had often interviewed Gurney before, so we talked not of his Eagles, or anything of the kind, but of his first years in Europe. It was typical of Dan that he should speak primarily of others.

"I was here in '59 for the TT, sharing a factory Testa Rossa with Tony Brooks, and Goodwood really is pretty much as I remember it. Kind of a time warp thing. I guess we should all have black-and-white film in our cameras."

Gurney's rise in the sport was extraordinarily swift – indeed, his Formula One debut, at the 1959 French Grand Prix, he reckons to be have been only his 23rd race. He'd made his name, like countrymen Carroll Shelby and Phil Hill in American sportscar racing.

"I got my big break in a 4.9 Ferrari owned by Frank Arciero, a car that used to belong to this amazing guy named Tony Paravano. I knew him a little bit. In '57, six or seven of us were invited to have a try-out for his team, at Willow Springs, California. There was Skip Hudson, Richie Ginther, Bob Drake, some fellow we called 'The Lone Ranger' who was from Hollywood, a guy named Bart Spiegelman, and me.

"Well, Tony showed up with a Maserati 250F, a 4.5-litre V8 Maserati, a 300S, a 4.9 Ferrari, a 4.4, a 3-litre… I mean, about eight cars in total! We'd not only never seen these cars, but just barely seen pictures of them, and here they were in Willow Springs, which had a population of about ten.

"I got an old 2-litre Ferrari Mondiale and managed to spin off. There was a hole in the fuel tank and although I'd run the car faster than the other guys, by a substantial margin, this fuel was leaking out, and Paravano says, 'Hey! Someone's been off the road in one of my cars!' I said, 'Well, I did it.' And he says, 'OK, you're fired!' "

Who finally came out on top in the test? "Bart Spiegelman. Never heard of him again. Maybe you shouldn't put too much importance on tests…"

Gurney came to Europe in the summer of '58, with Troy Ruttmann, who had won the Indianapolis 500 six years earlier. Dan admits he was more spectator than participant that first year, but he raced a Ferrari at Le Mans, and a Scuderia Centro-Sud Osca at the Nürburgring organised by journalist/photographer Bernard Cahier.

"Ruttmann drove in the Race of Two Worlds at Monza, and he and I got to know Bernard well. He organised a Renault Dauphine for us to get around, and we went to several Grands Prix in it.

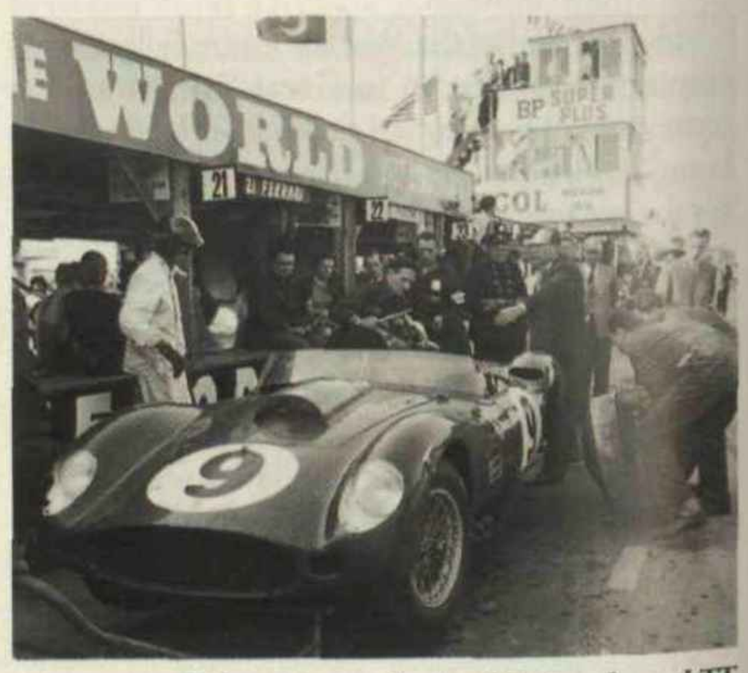
"Cahier arranged for Ruttmann to drive a Centro-Sud Maserati 250F at Reims, and he was supposed to drive at the 'Ring, too, but he really didn't want any part of it. Ruttmann was a very, very, talented driver, but all the notoriety of having won the 500 when he was so young – 21 or 22 – had caught up with him. I think he got in with the wrong crowd, and started drinking too much – which he was still very into at that time. It was sad, because Troy was a great guy and a really great driver. But it really wasn't a good time to be driving an F1 car at the Nürburgring…"

In the course of that summer, Gurney met Mike Hawthorn, then on the way to becoming World Champion. "Although they were very different in some ways, Hawthorn and Ruttmann got along very well, always joking, running around, doing crazy things. Mike was a fun-loving guy – who could also drive."

At the end of 1958, his title won, Hawthorn retired, and Gurney received 'The Call' from Maranello. In those days, when you joined Ferrari, you never knew what exactly the job would entail: simply, you were on the driver list, waiting to be summoned.

Still, you didn't say no. "In fact," Gurney said, "when I went to Modena, for a try-out with the team, I ended up driving the F1 car that Hawthorn had driven – he was a pretty tall guy, too, because I could barely reach the pedals, and I'm six-two.

"I went there at about eight in the morning, I remember; there were no other drivers, just Enzo Ferrari and six or seven other fellows, all with the big Fedoras and the dark overcoats. That was some big moment for me: there was the Scuderia Ferrari transporter, with two sportscars and an F1 car – I drove all of them."

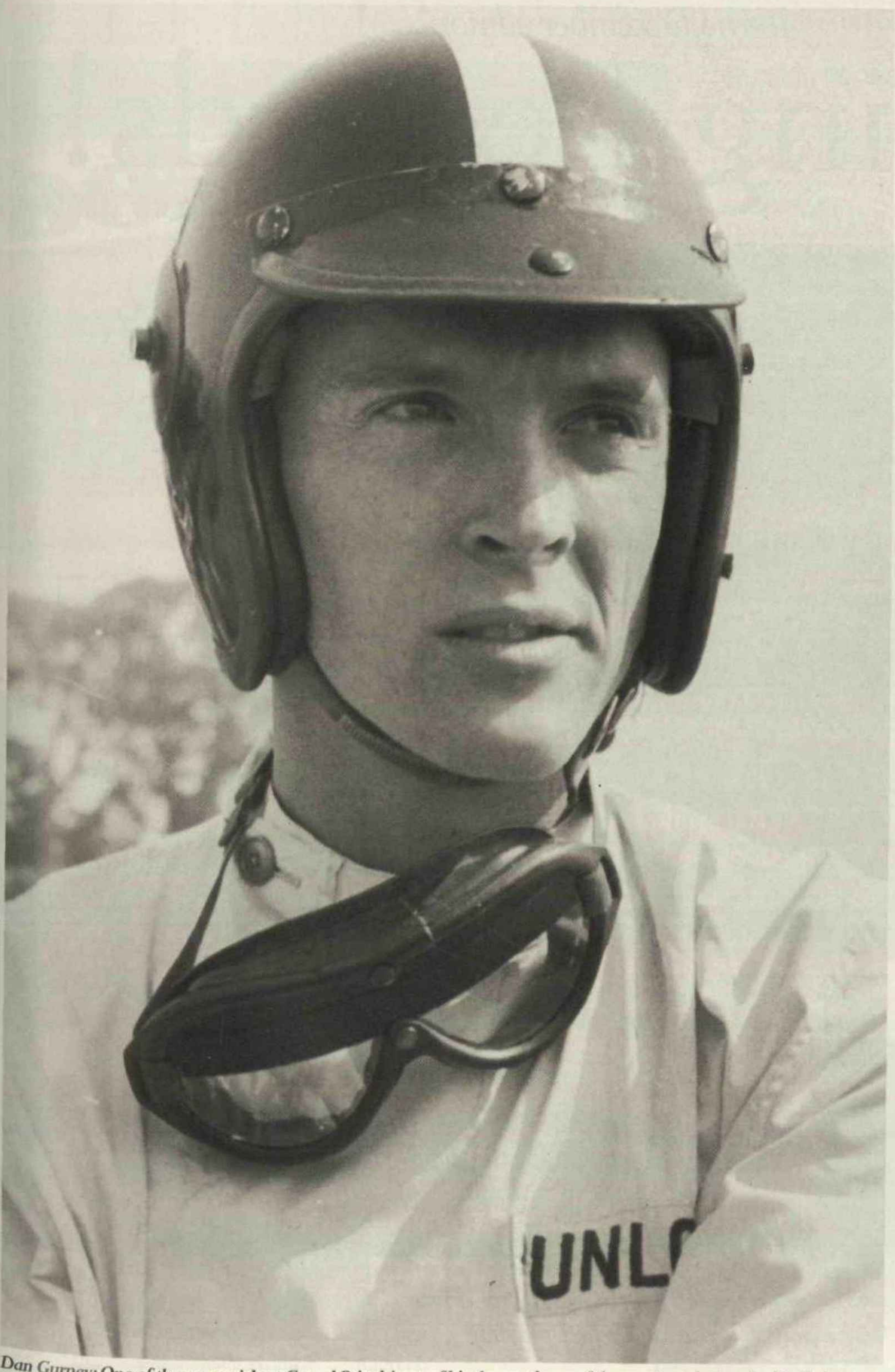


Gurney and Testa Rossa during '59 Goodwood TT

Impressively, too it would seem, for Ferrari promptly signed the crew-cut Gurney. As expected, his 1959 season began with a series of sportscar races, and among his co-drivers was Jean Behra, my great childhood hero.

"Looking back now," Gurney said, typically under-playing his own significance, "I was very fortunate: I shared a car with Behra, I shared a car with Brooks, and I shared cars with Stirling Moss on several occasions – a pretty strong list, that, and it was a fabulous experience.

"Behra didn't speak English, and I didn't speak French, but we drove at Le Mans together, and afterwards I travelled back to Modena with him,



Dan Gurney: One of the very quickest Grand Prix drivers of his day, and one of the most modest and self-effacing too

and we managed to communicate – it was pretty primitive, but we got along very well. Behra was a fighter, even then something of a throwback to a different time. He didn't moan at all; he was a fiery guy, and he was there to race. I thought that was great – I admired him a lot, because he had this incredibly combative spirit.

"At Le Mans he really flew, left everyone behind, including Stirling, and a lot of people said he over-stressed the car, but we were still leading in the early hours of Sunday morning, and then the crownwheel and pinion went. Yes, sure, he was going for it, but he was a proud man, and a battler – and, believe me, he wasn't slow. It was a shame he got wasted when he was still capable of winning races..."

At the French Grand Prix, where Gurney made his F1 debut, Behra's sister Ferrari retired at half-distance, after which manager Romolo Tavoni accused him of over-revving. Behra thumped Tavoni and was fired by Ferrari on the spot. "It was a doggone shame," Dan sighed. "Tavoni was a good guy, and so was Behra, so why did that have to happen? Didn't make sense. I guess sometimes, if you have a lot of honour and pride, you can get easily offended, and I think there was an element of that."

For political reasons, that year's German Grand Prix was run, not at the Nürburgring, but at the Avus, a ludicrous track in Berlin consisting of two long straights (separated only by a strip of grass), with a hairpin at one end, and the notorious banking at the other. It was here, in the sportscar race that preceded the Grand Prix, that Jean Behra crashed his own Porsche, and was killed.

"Phil (Hill) and I saw Behra's accident – as usual, he was on the limit, even though it was wet, and horribly dangerous. There wasn't a lot of skill involved in Avus; you just sat there for long periods, but where you turned off the autobahn, to go towards the banking, I remember I was the first guy to get through there flat, and that took a little bit of doing."

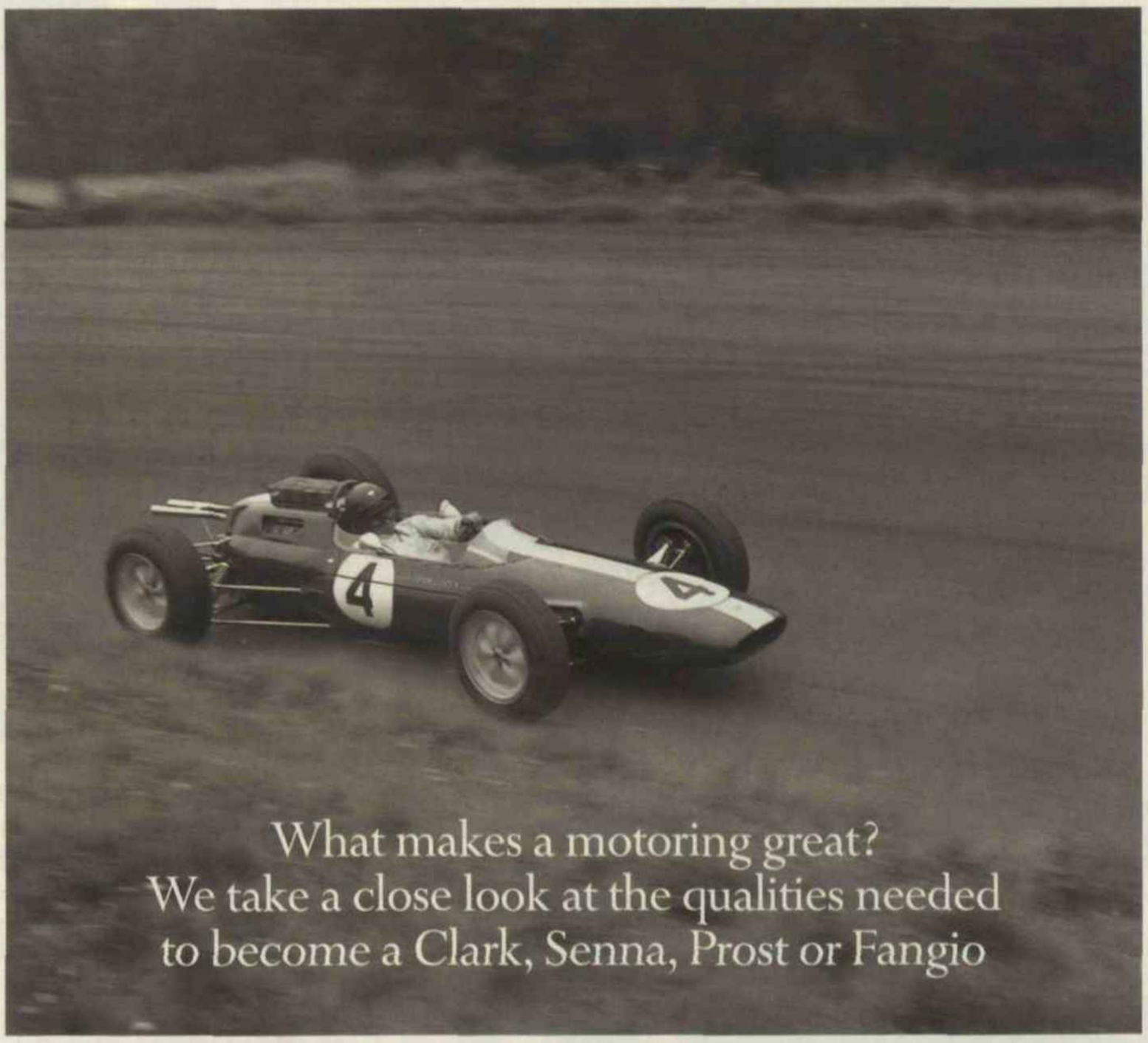
Gurney finished second to Brooks in what was only his second Grand Prix. Then you were third in Portugal, I said, and fourth at Monza; it was a pretty impressive beginning in F1. Dan smiled. "Yeah, you could say, I guess. Come on, let's go and see those Manx Nortons..." M

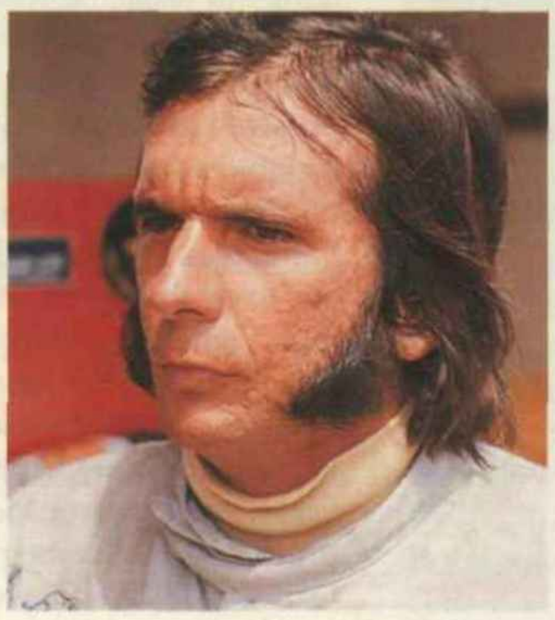
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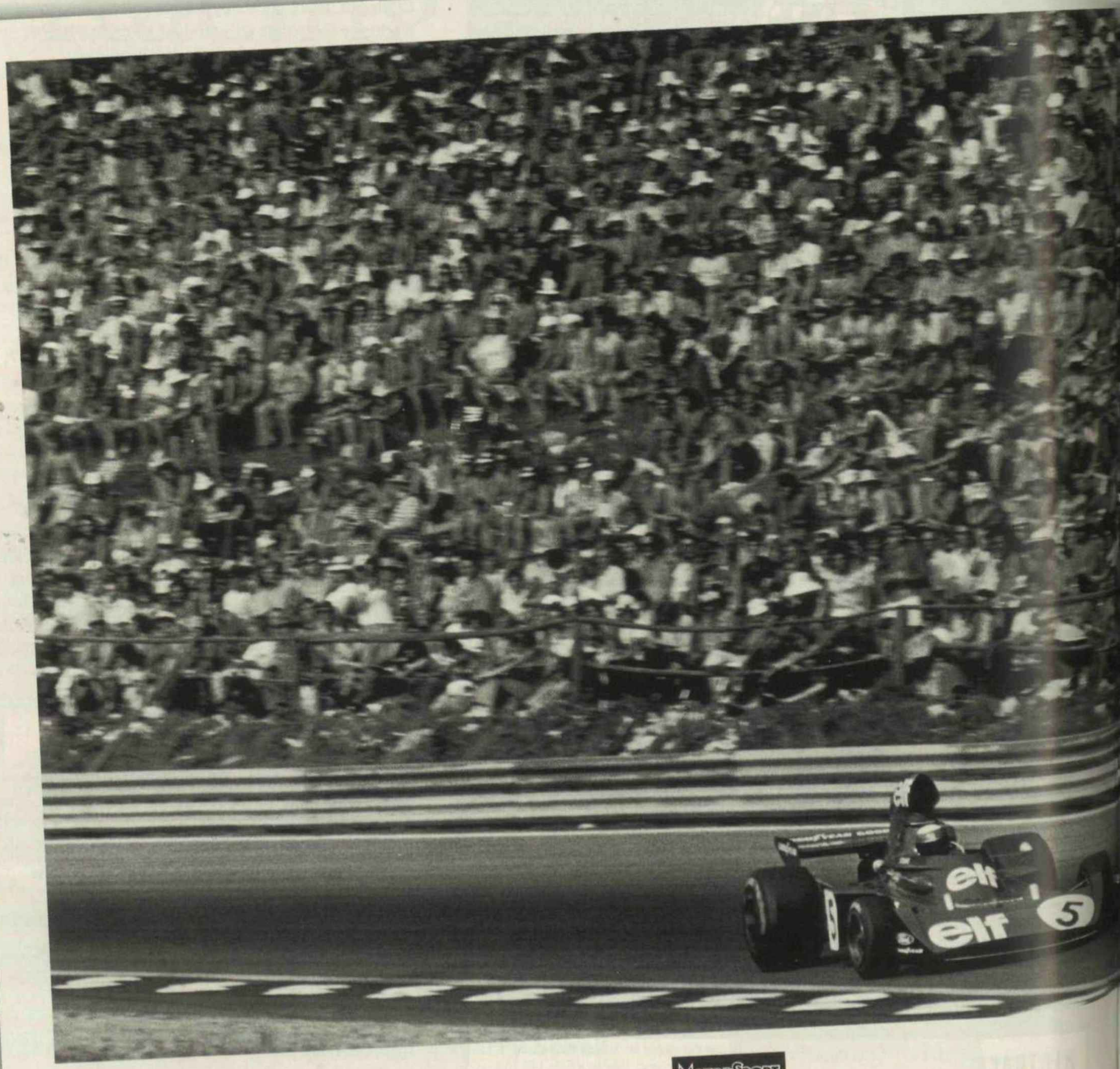
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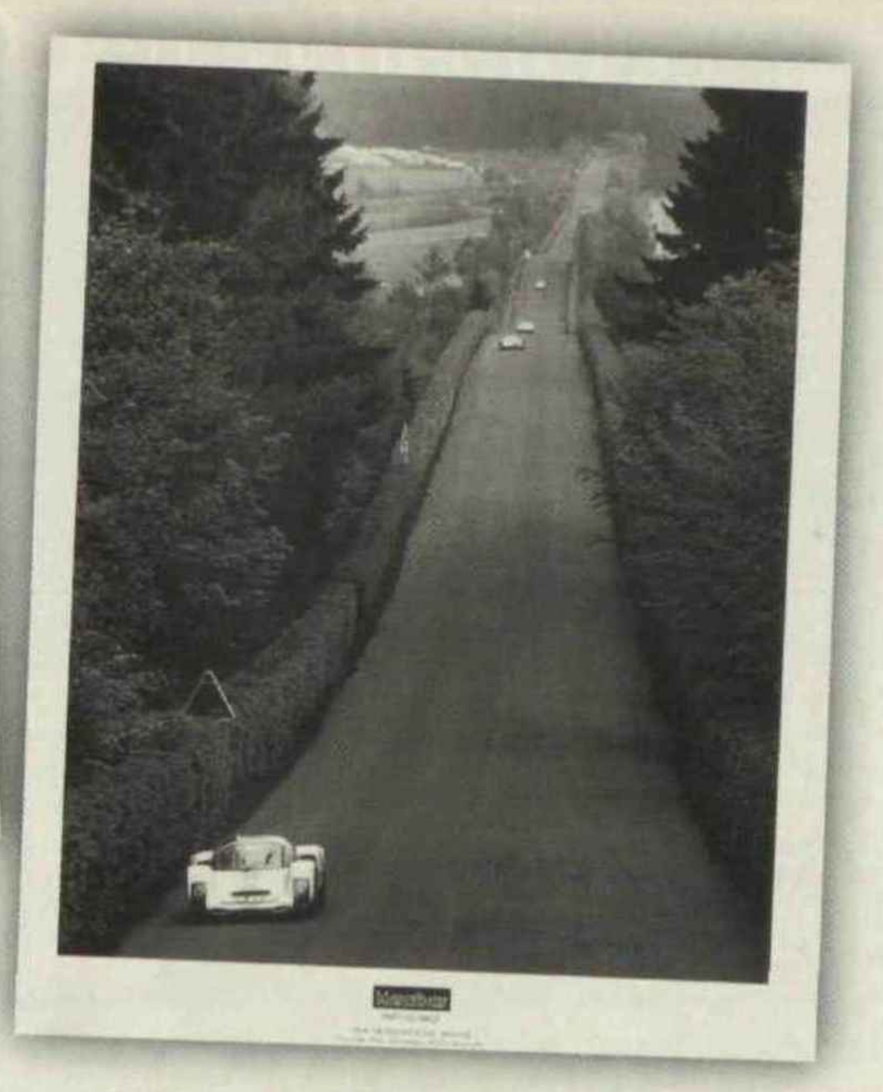
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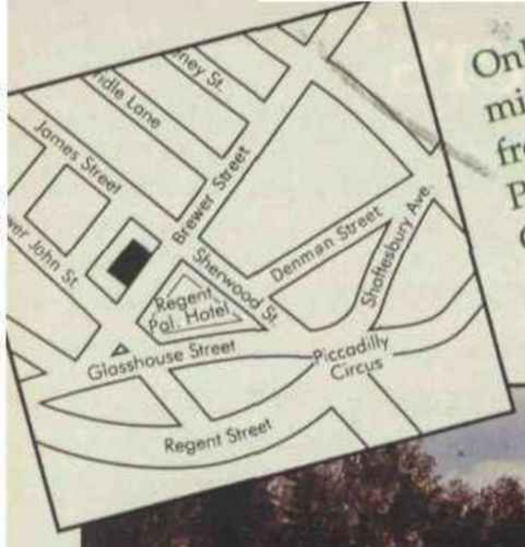
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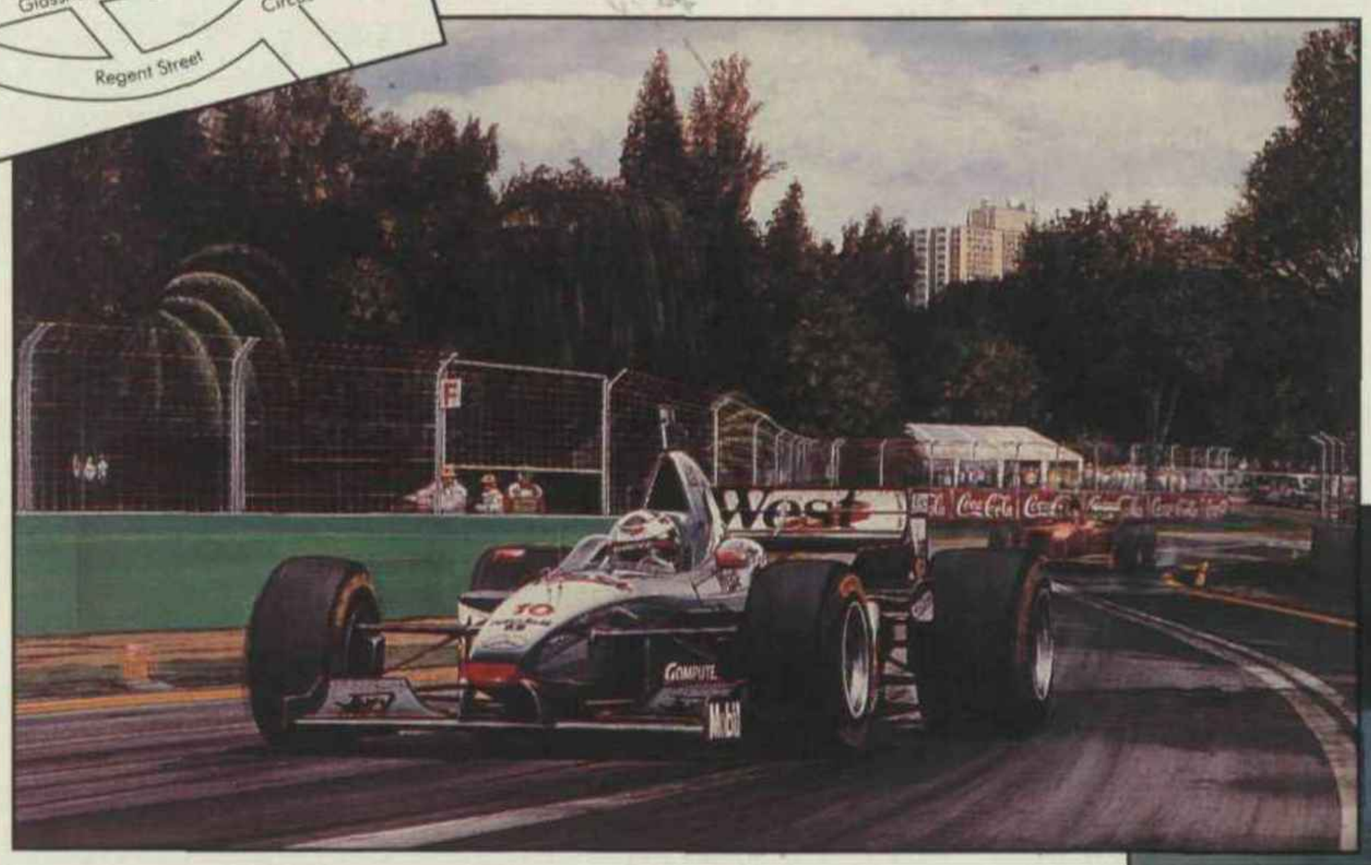
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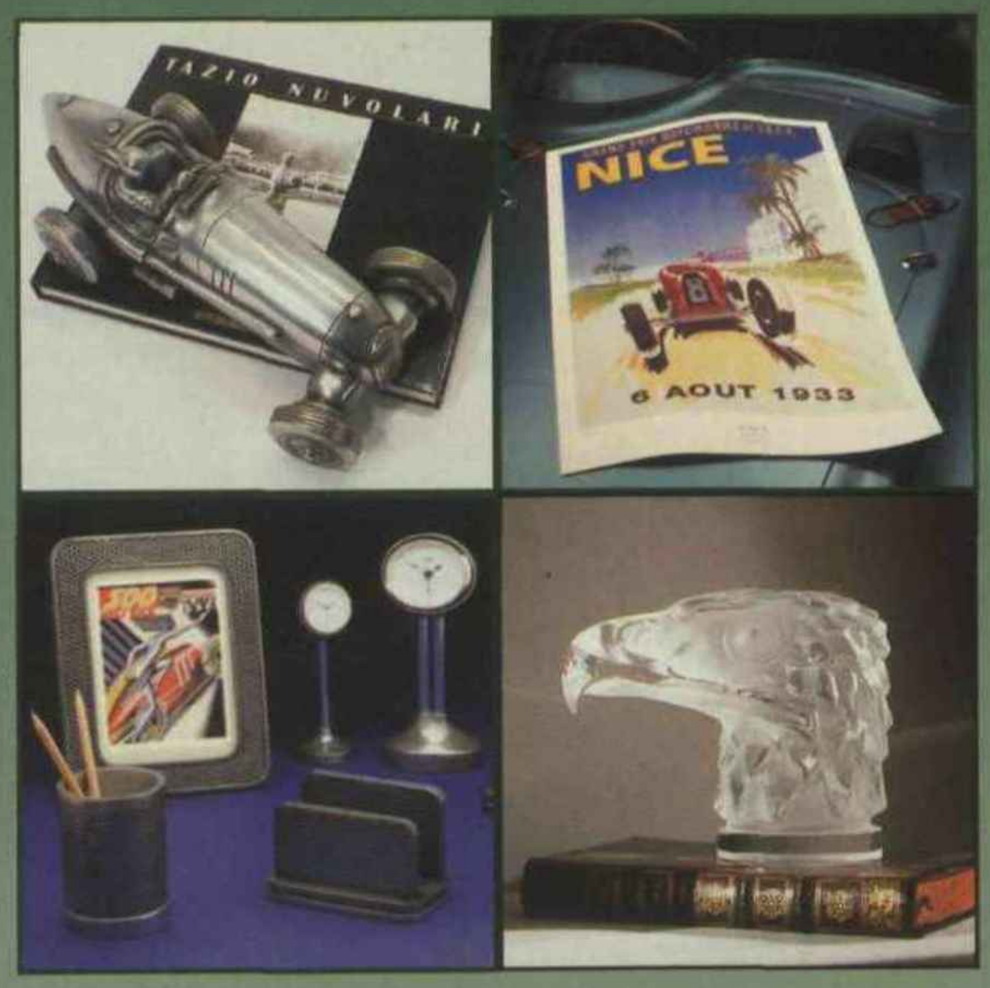
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ENZO FERRARI DIED A DECADE AGO, BUT, SAYS MARK HUGHES, IT'S TAKEN THE TEAM LONGER THAN THAT TO REALISE IT IS STABILITY AND FOCUS, NOT JUST PRIDE, WHICH WIN TITLES

FERRARI. JUST LOOKING AT THAT COLLECTION OF letters on the page conjures up a collage of intoxicating images; black prancing horse on a shield of yellow, a red Formula One car dancing on the razor edge of disaster and glory, any one of dozens of heroes at the wheel, savagely beautiful sportscars, their wailing exhaust notes the very sound of Italy. At the centre of it all, a broad-shouldered old man with grief in his heart for the lost son who wouldn't be around to carry it all on.

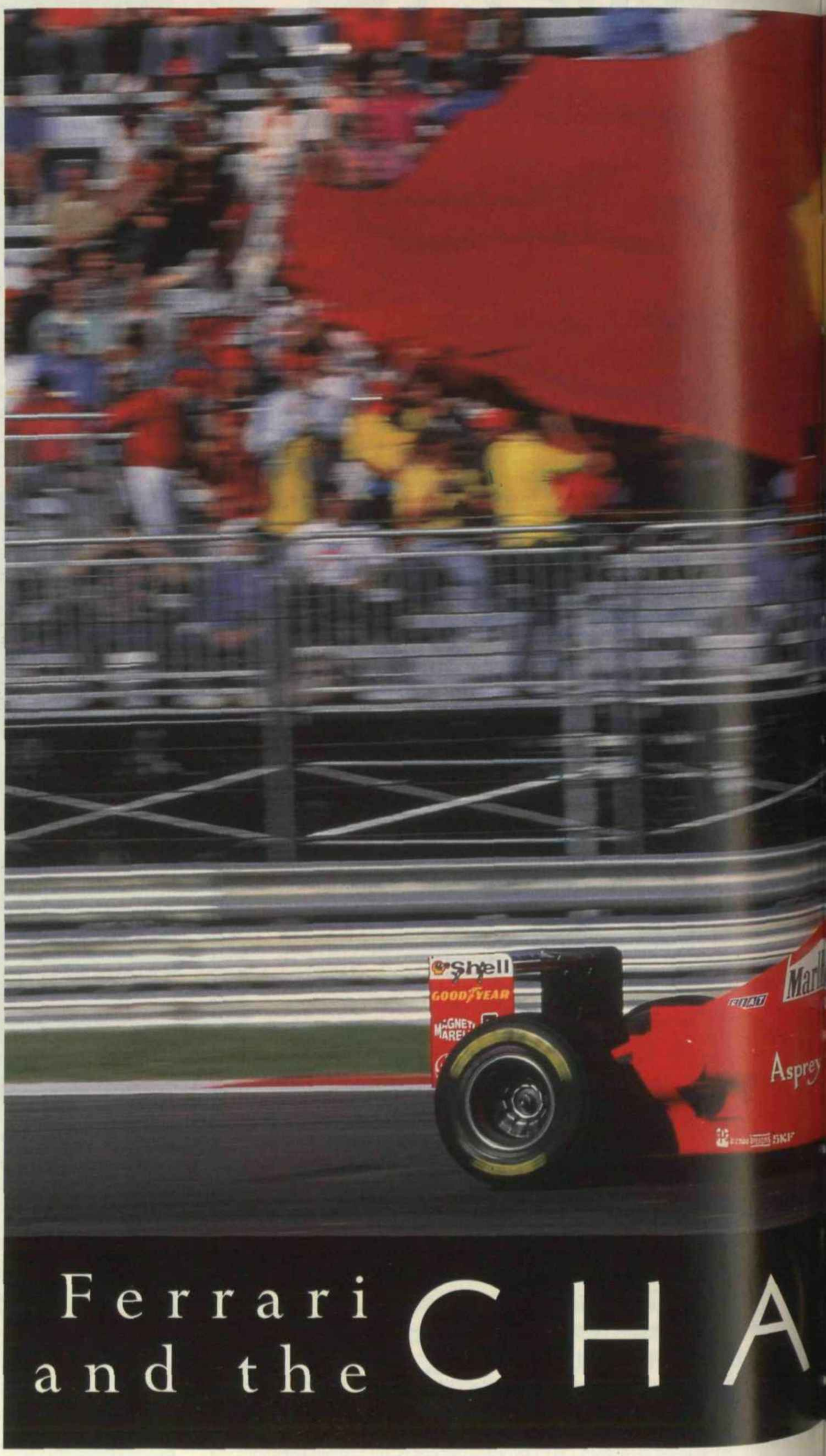
It's a story almost too operatic to be true. But where, within the story, truth really resides is almost an irrelevance, for there is a greater, undeniable truth: that Ferrari is regarded with a reverence that elevates it onto a different plane to any other car or race team. It's a name that transcends a world of cars, that has become a motif for an intangible mix of desires and aspirations for our lives, beyond the materialistic but encompassing it too.

But don't go looking to reconcile this greatness – for that is what it surely is – with the quantifiable achievements of the race team. That correlation is simply not there.

Sure, Ferrari has won 120 championship Grands Prix. But it's taken 48 years and 604 attempts to do it, a ratio of one victory every five races. By contrast, Williams Grand Prix Engineering's 103 victories have come on average once every 3.4 Grands Prix, McLaren International's one every 3.3. Similarly, the Italian team has taken one of its drivers to the world title nine times in 48 years, a feat Williams has achieved seven times in 21 years, McLaren International seven times in 18 seasons. Even more damming, if you consider only the 18 years that these three teams have raced against each other, the title score with one race still to run this year is McLaren seven, Williams seven, Ferrari zero.

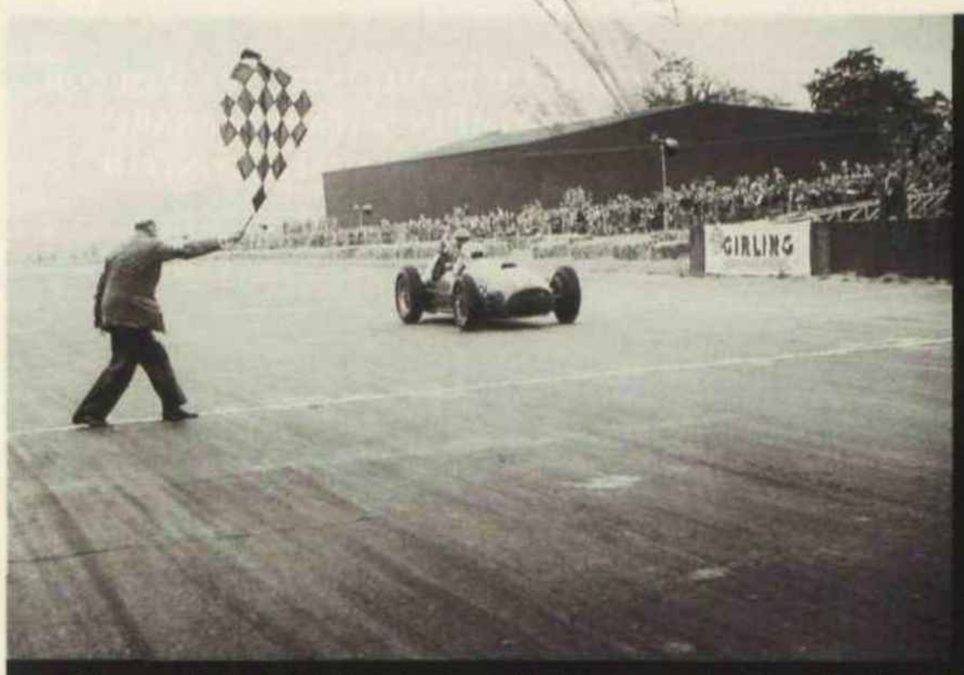
Its record in sportscars is impressive on paper, particularly its run of six consecutive Le Mans wins in the '60s. But even this doesn't stand up to closer scrutiny. In the '50s, when Mercedes, Jaguar and Aston Martin were serious players there, Ferrari won just twice. Its '60s run came in the face of little serious opposition and once Ford, then Porsche, committed to the event, the Ferrari wins dried up.

A starkly objective view of Ferrari's early years as a race team in the '50s would be: its first Grand Prix car failed to mount a serious challenge to a design, the Alfetta, which was 12 years old. Its second design was a worthwhile effort which managed to win the odd race against the by-now 14 year old Alfetta design. The team then won a series of F2 races – the '52 and '53 world championships – against little more than a bunch of privateers in the first year and the Maserati team in the second. Developments of this four-cylinder machine were completely outclassed in the new 2.5-litre formula by both Mercedes and Maserati and it wasn't until the team inherited a new design from Lancia that ➳



THEIR HEART IS STILL IN IT... BECAUSE FOR THE FIRST TIME IN 20 YEARS, FERRARI SEEMS TO BE LEARNING SELF-CONTROL

OS THEORY

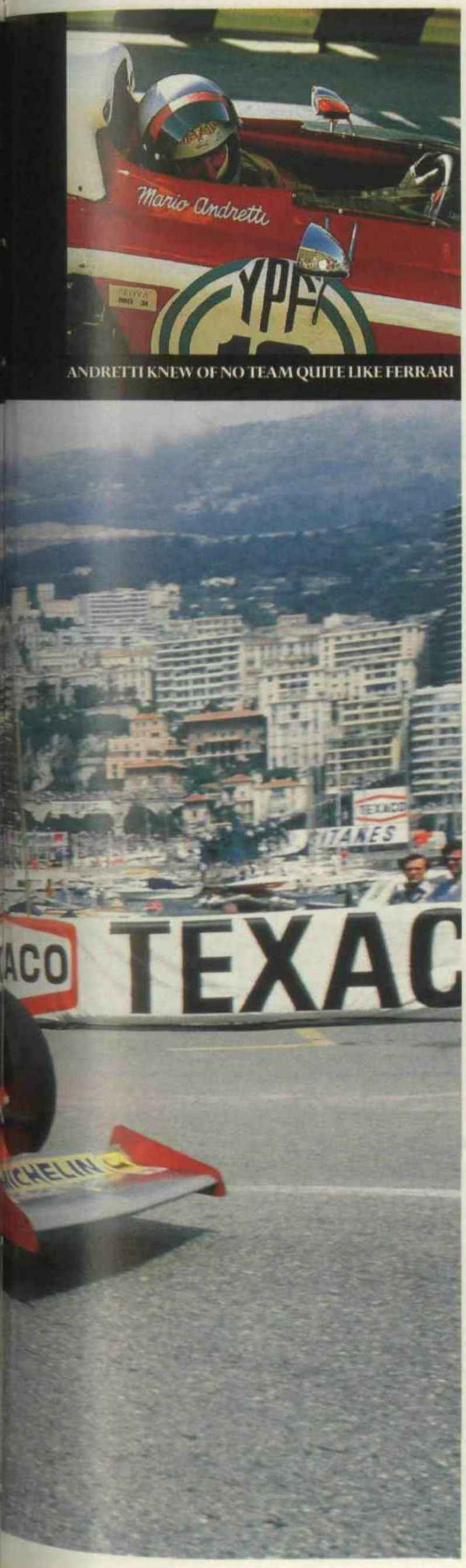






FIRST WIN CAME WITH GONZALEZ (ABOVE) IN '51 BUT WHILE SURTEES (CENTRE) TOOK A TITLE VILLENEUVE (RIGHT) BECAME A LEGEND WITHOUT DOING SO

JODY SCHECKTER TOOK THE WORLD TITLE IN 1979...AND THERE HASN'T BEEN ONE SINCE



ANDRETTI KNEW OF NO TEAM QUITE LIKE FERRARI

it took another title, albeit with only Maserati as a worthwhile rival. It got an honourable season in with the Dino 246 in 1958, before being outclassed by the new wave of British mid-engined cars.

But loving Ferrari is not about being starkly objective is it? John Surtees, world champion in the red cars in 1964, cites some of the obvious reasons for the reverence: "You had a single, very charismatic and controversial figurehead in Enzo Ferrari. The company he founded is after all these years still in the same town. There's a continuity in that the cars are still Italian red when everyone else changes colour every few years. It's the only team which makes the entire car itself and right from the start, with those V12s, they made a fantastic sound.

"All these things add up. As Montezemolo said, it's a firm dedicated to creating beauty and they actively promote themselves in that way. There's always an excitement about them, a passion and a style. Although I've been away from there for a long time, and I didn't leave on the best of terms, there's still an excitement for me in having been associated with them."

Chris Rea, who invested major time and money into a celluloid celebration of his love for Ferrari, *La Passione*, delves deeper into our psyche in his assessment of our enrapture: "It's a three-dimensional dream of an Italian image we all have a fascination for. Because we love the Italian culture; it's a striving culture. It's striving to do something fantastic and beautiful without compromise. Which is why it often screws up – because it shoots for the stars. I saw a Ferrari mechanic at a pit stop test in Monza actually clawing the ground as the car accelerated away. You get this feeling that because of their emotions getting in the way, it's harder for them than it is for Williams or McLaren. And that strikes a chord with everybody else in life – the struggle. It never looks easy for them to win and therefore the achievement seems all the greater."

The real world doesn't usually reward purity, passion, a love of beauty and refusal to compromise an ideal with quantifiable achievement. Where this leads cannot be put in a column and ticked off, won't be incorporated into a wind tunnel. You need to look elsewhere to see the greatness that is Ferrari. It's there in the tempestuousness of its struggle and sometimes, just sometimes, that struggle sees them soar.

Mario Andretti saw both good times and bad in two stints at Ferrari and says: "It's a very special place, more so than any other team. They put their heart and soul into it in a way that I never experienced anywhere else. This isn't always a good thing for you as a driver because if things aren't going well it's like you're at a funeral or something. But when it's a competitive situation it's like total euphoria and when it's like that, for me it's the ultimate."

The maelstrom of passion hasn't usually been channelled or directed in any one way and the struggle has often been as much with itself – between different elements within, all fervently believing their way is right – as with its rivals. A former designer with the team comments of his time there: "Almost everyone there worshipped the Old Man and adored what Ferrari stood for and were totally committed. But it was as if they each had their own idea about how they could best serve the team and consequently you got all these horrible factions. Of course the Old Man didn't come to the races which encouraged that sort of thing developing; he wasn't there to see with his own eyes and make decisions on the spot. But it was relentless, very wearing and you found yourself putting as much or more energy into dealing with that than with getting on with what was really needed."

"It's a very special place. They put their heart and soul into it"

Mario Andretti

Traditionally, the way of it has been that when the controlling faction doesn't bring immediate success, there's a bloodbath, an internal coup. Such infighting was, to an extent, the spice of life for Enzo, who revelled in conflict. "His way of operating," says John Barnard, who was hired by the old man for the first of his two design stints with the team, "was to generate conflict by throwing everyone into the melting pot and letting the strongest float to the top. That was how he believed you got the best out of people."

The bloodbaths were intensified by the insanely fervent rantings of the Italian sporting press – again driven by a passion unimaginable in a British culture – and the sensitivity of those within the factory gates to whatever was written. You begin to understand the storms that were forever brewing there. "I remember we had an engine blow on the dyno once," says Steve Nichols of his time there, "and it's not like when you do an engine in testing and everyone sees the smoke. This was hidden away in the dyno room. Yet in the papers the next day, there it was, and not only did they know about it and want to write about it, but they knew what had caused it! In my two and a quarter years there, every single day there was a feature about Ferrari in *Gazzetta dello Sport*, and the management took notice of what was said because they knew their bosses and in-house rivals would be reading them, and so they would react, which was not helpful."

In many ways the first really convincing era of sustained success from Maranello came during the Surtees days of 1963-66. Sure, it was more the time of Clark and Lotus, but Ferrari were genuine contenders for a longer period than ever before. The next such run didn't come until the Lauda years of the '70s, the changes made then keeping a momentum of success going for a few years after he left. Thereafter, there was no sustained run until the current Schumacher reign. The common factor seems to be a strong-willed man making himself more than a driver and taking an element of control, being strong enough to force the factions in one direction.

That, according to Surtees, is partly a function of the very macho Italian culture: "In an Italian team – and I found this in motorcycles as well as cars – you need to be sure of yourself and behave as if you are sure of yourself and then prove it by performance. Otherwise you're finished." But even he was tripped up by the politics eventually, and now feels he didn't make a sufficiently strong power base to keep progress going. "I was trying to develop things in a certain way – I was trying to make it a more international team, rather like it is now – and I had some success with that but it meant I fell ➤

foul of certain people within the team." People with a no-compromise passion about their vision of Ferrari, as always. And so came the coup.

"Stability is the most important commodity for success in any team," continues Surtees, "and, partly through the Old Man's mentality, partly through the way things are in that culture, the lack of that got in the way. I think there was a world title there for the taking in 1966 when I left and another one after that, and possibly a third in '68. It was a terrible shame, the way things turned out, but the Old Man later said to me, 'We must remember the good times and not the mistakes' and I said I couldn't agree more." There is real emotion in Surtees' voice when he says of the split: "It wasn't good for either of us. We both went into a barren patch."

It took until the mid-70s for Ferrari to come out of it. By then Fiat had acquired the company, though control of that part of the empire remained firmly in the Commendatore's hands. But the first hint of a businesslike approach that would become more apparent after Enzo died in 1988, came with Luca di Montezemolo. A law graduate in his mid-20s, as ostensibly a team manager he was the architect of the renaissance, one of the rare men in Ferrari history who got the factions to mould together. He used designer Mauro Forghieri and driver Lauda as the cornerstones of this plan. But he was more than a team manager in reality. Critically, he enjoyed the backing that Surtees hadn't been able to muster, through a close family link with an ally even stronger than the Old Man: Fiat's Gianni Agnelli.

"I always felt that the people there would die for the team"

Jody Scheckter

With that sort of clout implicitly behind his every move, Montezemolo was able to demonstrate just what a force Ferrari could be if its creativity and passionate energy were properly directed. From '75 to '79 Ferrari won four constructors and three drivers world titles and were by far the dominant force of F1. It was a dazzling display against intense competition, arguably the first time that all that talent and passion had achieved its potential. Montezemolo had left by '76, Lauda a year later, but the structures laid down during their time helped carry others, notably '79 champion Jody Scheckter, to success.

"It was a very together team, and well organised," Scheckter remembers. "I guess a lot of that was from Montezemolo's work before then. It only once threatened to deteriorate into *casino* when something I said after they'd given me the wrong pit signal found its way into the papers. There was a big meeting on Monday morning and the daggers were out, and I just said, 'Hey we shouldn't be fighting against each other but fighting together against everybody else'. The Old Man said 'Yes, you're absolutely right' and the whole tone of the meeting changed and was positive once more." That sort of clear focus didn't mean that the emotion wasn't still there. "I always felt," continues Scheckter, "that the people there, the mechanics especially, would be prepared to die for the team. When the Old Man gave his speech at the end of the year, some of them would be crying.

"The Old Man was still a very tough, smart guy then," remembers Scheckter, "and I think he was able to keep what was there together. But as he got older the team got weaker and weaker." Indeed, without a Montezemolo to keep the energy directed, Enzo's failing strength saw the team return to many of its old ways as different factions took hold.

Patrick Tambay enjoyed, in 1982 and '83, the team's last strong seasons before a long lean spell. "Structurally it was still a good team then, even though the management was not as efficient as it might have been," he remembers, "but the British teams were about to make big technical strides and Ferrari just didn't seem to be able to respond."

As Enzo's influence declined, Fiat took an increasing role, one which became more fully visible after his death in 1988. For a time it was the worst of both worlds: no one strong figure to pull it all together but a corporate mentality from people brought in without the understanding of what Ferrari meant. Nichols saw this period at first hand: "A lot of managers were brought in from Fiat and aside from the fact that it would take them a long time to adapt to F1, I got the impression that their time at Ferrari was a phase in their career. They'd have one eye on the rung below to keep anyone from grabbing them, one of the rung above and only their third eye on Ferrari."

As the downward spiral continued, the Fiat management thrashed around buying whoever was F1 technical flavour of the month, but without the necessary stability to back them up when they came. "They seemed to think if they got the name everything would just happen by osmosis," says Nichols.

It had already by then lost Barnard and Enrique Scalabroni and junked the superb car the two had created. It was a machine which could have been a solid foundation upon which to base long term success. When its successor was a failure and its driver Alain Prost criticised it in public, it was followed by as bloody a series of firings as had ever been seen in the old days. Lost from the battlefield in 1991 were Prost, two team managers and the Ferrari president.

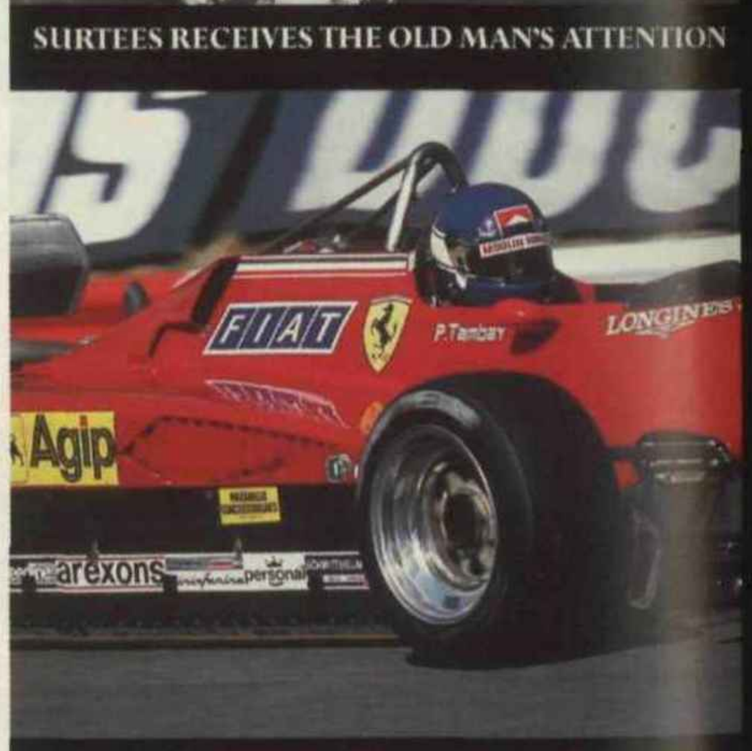
But from these smoking ruins came the genesis of a day when Ferrari would combine its passionate striving with a focus once again. Just as in the '70s, when it happened last, it was a process that would see Ferrari again become a devastating force, and just as in the '70s the man Fiat brought in to do this was Montezemolo, not in the pitlane, but sitting at a desk directing. This time his cornerstones are called Todt, Schumacher – like Surtees and Lauda, a strong-enough character to be more than merely a driver – Brawn and Byrne. It's a team which can now survive adversity but which still strives like no other.

Two disastrous races into this season, Surtees was asked what the team needed to do. His reply carried the tone of Maranello experience: "I would suggest that everybody places their faith in the people who are there." A look at what they've achieved since says all that needs to be said about both stability and striving. It's a potent combination and one which may, finally, see that correlation between greatness and results become apparent over time.

"When the old man died I had to make a little statement," says Surtees, "and I said, 'With all respect to Mr Ferrari and what he has created, Ferrari's best days are yet to come.' I think that is true." M



SURTEES RECEIVES THE OLD MAN'S ATTENTION



TAMBAY ENJOYED SOME SUCCESS IN THE 1980s



FORGHIERI (LEFT) BROUGHT SUCCESS FOR LAUDA



TOO MANY GENERALS? THE OLD MAN ENTERTAINS

CHRIS AMON ROUNDS THE PARABOLICA IN THE ITALIAN GP, 1968; A PERIOD WHEN SURTEES BELIEVES FERRARI SHOULD STILL HAVE BEEN WINNING TITLES







JACKY ICKX (LEFT) NEVER ENJOYED THE STABILITY THAT LAUDA (CENTRE) USED TO HIS ADVANTAGE. MANSELL (ABOVE) WAS LIONISED BUT PROST SUFFERED

THE FERRARI 500 IS THE MOST SUCCESSFUL GRAND PRIX CAR OF ALL TIME, WINNING EVERY RACE EXCEPT ONE IN TWO GRAND PRIX SEASONS. ANDREW FRANKEL SAMPLES A SLICE OF MARANELLO MOTORING LEGEND

All bar one

photography by Andrew Yeadon



First, a few basic facts. During the 1988 season, the McLaren MP4/4 won all bar one Grands Prix, a fact which makes the team proud to this day. It is not, however, a record. During 1952 the Ferrari 500 won every championship round and all bar one the following year, giving it, on paper, a better claim to being the most successful Grand Prix car ever, especially as the only race it did not claim was lost when the lead Ferrari spun on the final lap.

And while it is true in their respective heydays the Ferrari contested one fewer Grand Prix, that is the fault of the calendar not the car. For further evidence of the 500's dominance, consider that in its best season, a sister car came second in all bar one race.

There will be those who point out that Ferrari's dominance was helped in no small part by the withdrawal of Alfa-Romeo from Grand Prix racing and the fact that Juan Manuel Fangio was sitting out the season with a broken neck. Even so, it is only fair to point out that not only did McLaren have Honda power for the first time, but also that the same had been removed from Williams, which had won not only the driver's championship the previous year but also the constructors title with nearly twice as many points as any other team, including McLaren. In both cases, such extraordinary success came courtesy not simply of a couple of incredible racing cars, but also some unusually weak competition.

This matters not at all. You take your opposition as you find them and, back in '52, Ferrari was taking it all, as this final fact proves: in that season there was a total of 1889 miles of Grand Prix racing and the Ferrari 500 led for over 1739 of them, or a little more than 92 per cent. How boring it must have been.

It's not in the least boring today, listening to this 500 warming up at the test track. Though this particular chassis started its life as a customer car and, as such, possesses none of the vaunted history of the cars raced by Ascari, Farina, Hawthorn and Taruffi, it does have one trick under its bonnet. There you will find Lampredi's wondrous twin-cam, four-cylinder engine, but with a bore and stroke of 94mm and 90mm rather than 90mm and 78mm of the standard 500 engine. This denotes the unit as a 2.5-litre engine from the 625 which campaigned the 1954 season. As it burbles away to itself, waiting for the oil and water come up to temperature, my mind flicks back to the one man who will for all time be identified with Ferrari's 500.

Alberto Ascari, it is said, was quicker even than Fangio. He lacked the pure racecraft of the Argentine master and, as such, made an inferior racing driver overall, but when conditions were right for him, no-one could touch Ascari. In the 500, he found the car in which to express his genius. Between June 1952 and June 1953, not a single world championship Grand Prix was won by anyone else. In 1952 he failed to win only the Swiss Grand Prix – because he didn't take part. At both Silverstone and Rouen he lapped the entire field, including team-mates Farina and Taruffi in identical cars.

Oddly enough, it was an attempt by the authorities to stop Ferrari walking away with the championship that gave the 500 the chance it needed. By the end of 1951, the end was nigh for the Alfa-Romeo 159. A prewar design, it had mopped up in 1950 to make Dr Giuseppe Farina the inaugural World Champion, but by the time Froilàn Gonzalez's Ferrari 375 slid wildly to victory at Silverstone the following season the writing was on the wall for Alfa. The 159 could be developed no further, while the 375 was just getting warmed up, as its victory in three of the last four GPs of the season showed.

Worse, the great white hope of England, the V16 BRM, was fast turning into a great white whale with little chance even of finishing a Grand Prix, let alone winning There was no works Maserati team and the private 4CLTs that did venture out were utterly overwhelmed



500's mechanical simplicity was a radical departure from the previous V12; strong torquey four, delicate steering and sweet gearbox contribute to its gentle, predictable nature on the track

by their rivals on the other side of Modena. Unless something was done, Ferrari was going to march unopposed through the '52 season.

The following two seasons were thus run to Formula Two regulations, with a normally aspirated limit of 2-litres. Ferrari got its walkover all the same – it was simply the 500 rather than the 375 that took the credit. For 1953, though, Fangio was back and this time he was on board a works Maserati. Still the 500 was untouchable, until that last race at Monza, Ascari's spin and Fangio's lucky, inherited win.

In typical Ferrari fashion, you'll spend all day crawling over the 500 trying to find any particular trick to explain such absurd dominance. And you will fail. The engine, while a masterpiece, is entirely conventional. Yes, it has twin ignition with eight spark plugs, but that was scarcely rocket science even before the war. Four beautiful sidedraught Webers are bolted to one side of the light alloy engine which uses just two valves per cylinder to generate an honest 240bhp at 7200rpm in this 2.5-litre form, and around 180bhp in 2-litre F2 specification.

'Unless something was done, Ferrari was going to march unopposed through the 1952 season'

The engine, then, is utterly straightforward and, if it has a secret, this is it. Lampredi's motor was not only more compact and lighter than the V12 212 model that the 500 replaced, it was also stiffer, less complex, more reliable, less prone to frictional losses and, ultimately, a deal more powerful, not to mention the massive torque advantage four big pistons will always wield over twelve tiny ones.

And throughout the rest of the car, convention rules. The chassis comprises two parallel steel rails with transverse cross-members on which sits its elegant aluminium monoposto bodywork. Suspension followed traditional Ferrari thinking of the day, with double unequal length wishbones at the front linked by a transverse leaf spring and a similarly sprung De Dion rear axle located by radius arms.

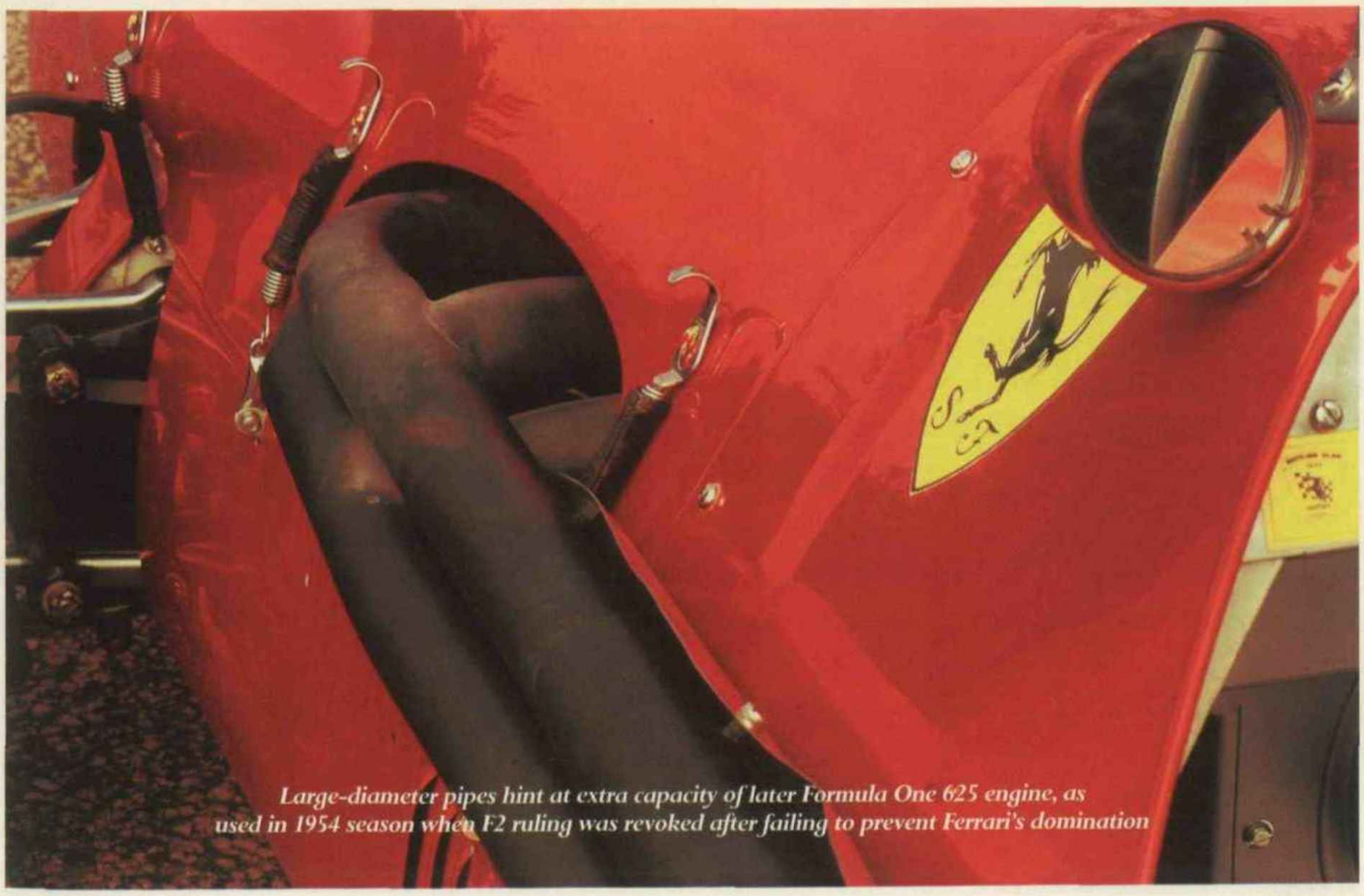
Now it is warm. At idle, to be honest, it sounds like anything other than a Ferrari. Enzo won World Championships with four, six, eight and twelve cylinders, but if your mind's ear has an idea of how a Grand Prix Ferrari should sound, you have my word it is nothing like this. It's loud, of course, but more crisp than mellow. At idle, there's none of the fascinating whirrings of a multi-cylinder Columbo unit, just a straightforward, baritone burble.

The cockpit sides are low, the aperture generous. There is, of course, nothing you'd mistake for roll-over protection: the drivers of the day considered their chances of survival in an accident were higher out of the car than in, which may explain why the cockpit seems purposely designed to facilitate rapid evacuation.

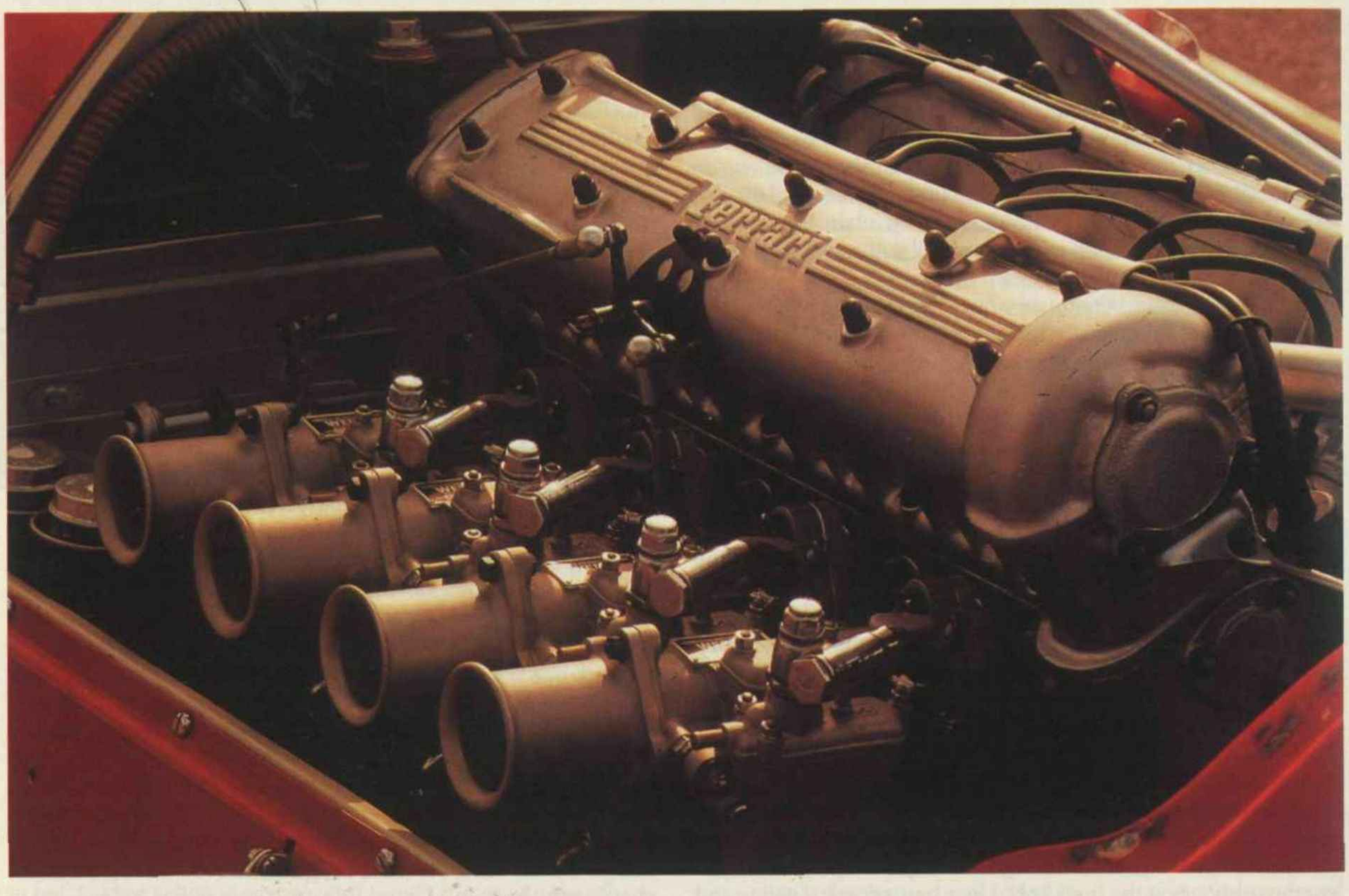
The driving position is wonderful and, if my calves were shorter, would approach perfection. Incorporating the driver in the aerodynamic envelope was not uppermost in the minds of the designers of the era; consequently you sit almost bolt upright with your legs splayed either side of the transmission tunnel. Ahead on the turned aluminium dashboard there is simply a rev-counter plus small dials for water and oil temperature, oil and fuel pressure. The steering wheel should be a larger wood-rimmed one; even so, its reduced diameter conveniently clears my legs.

The four-speed crash gearbox sits over the back axle to even up the weight distribution, and the gear lever, down by your leg, finds the first of its ratios with just a tiny click. The clutch is light and kind enough to allow a clean getaway first time. So now we are moving; me and Mr Ferrari's all conquering Grand Prix car.

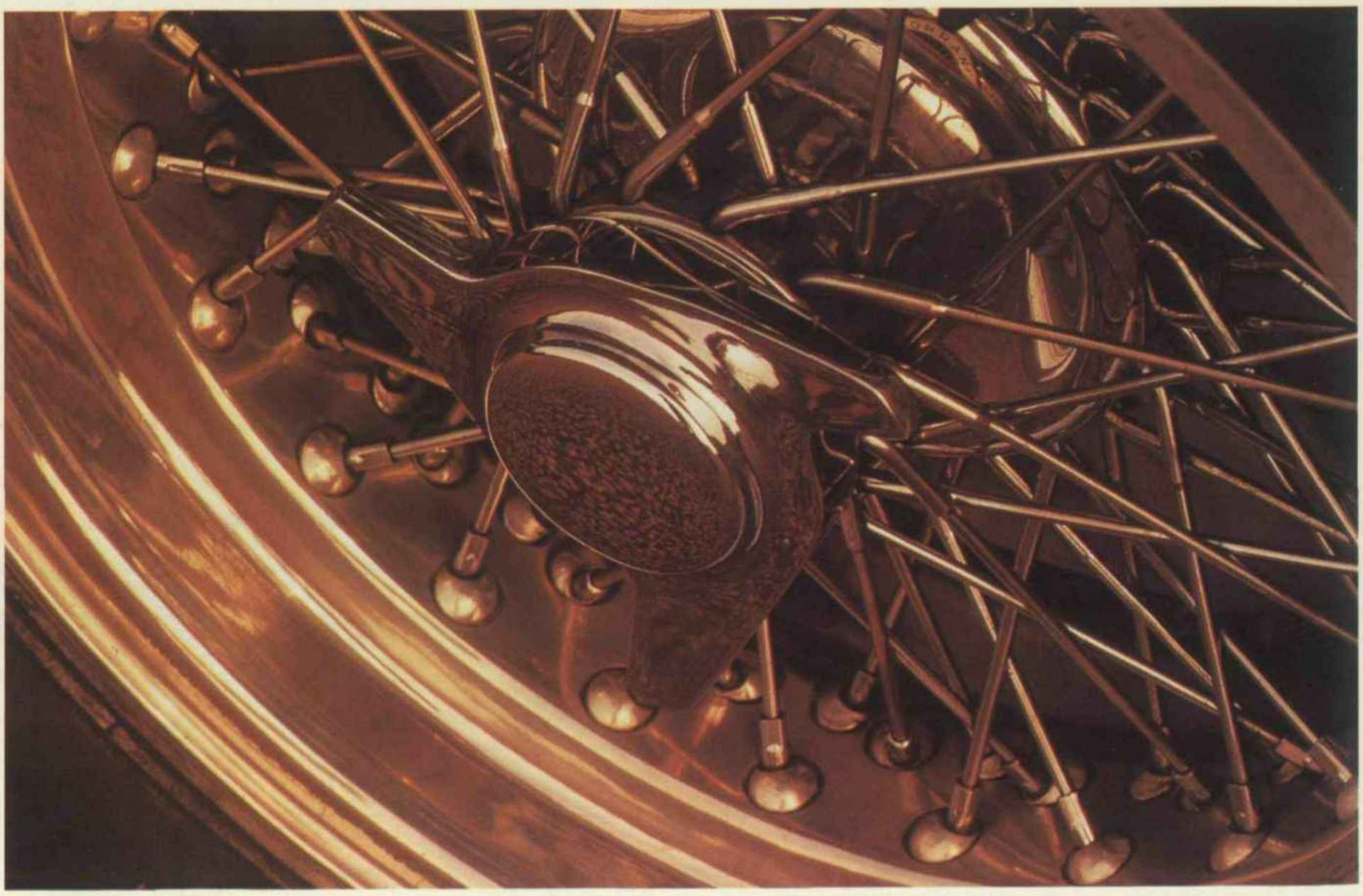
It's a moment to be savoured, appreciated and not forgotten. The chance even to sit in a Grand Prix car comes to few indeed, but to actually drive the most successful type to be produced by the world's ➳

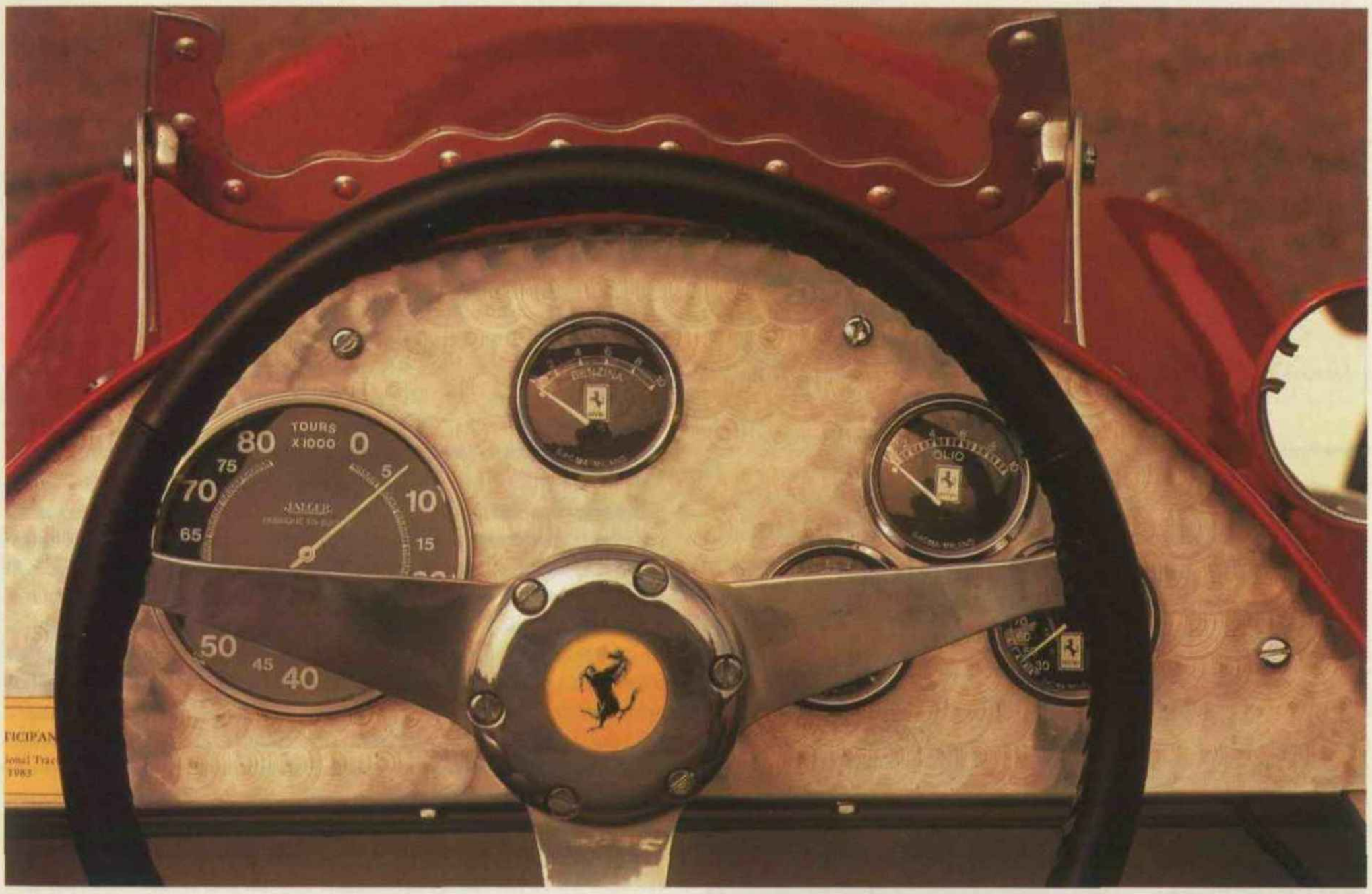


Large-diameter pipes hint at extra capacity of later Formula One 625 engine, as used in 1954 season when F2 ruling was revoked after failing to prevent Ferrari's domination

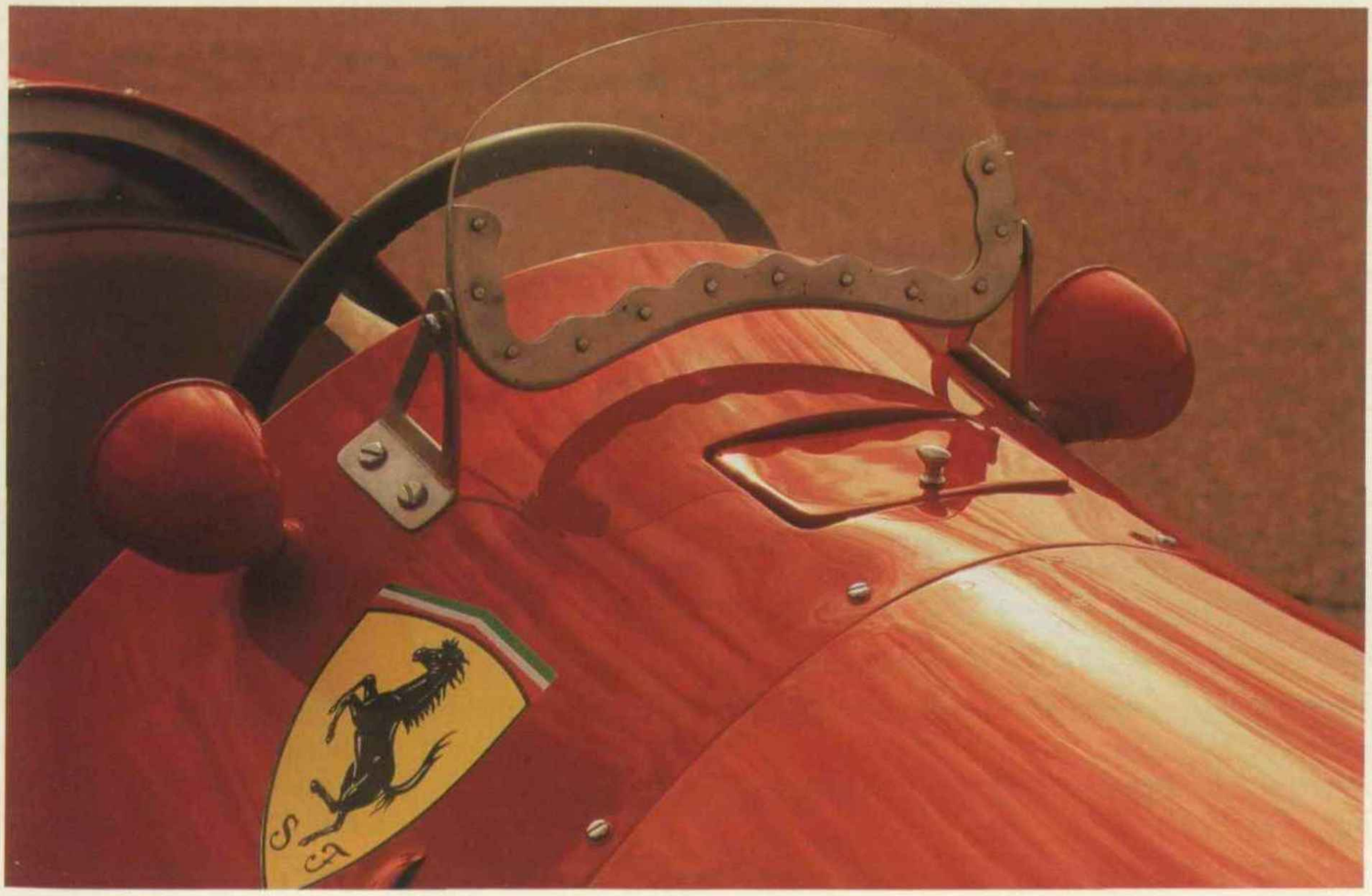


625 engine shares original 500 unit's compact scheme of twin cams and eight valves with sidedraught Weber carbs; sparkling Borrani wheels reveal strong drum brakes





Leather-bound wheel, smaller than wood-rimmed original, frames minimal spread of dials; tachometer confirms 8000rpm reach. Aero-screen adjusts to cope with upright driving position



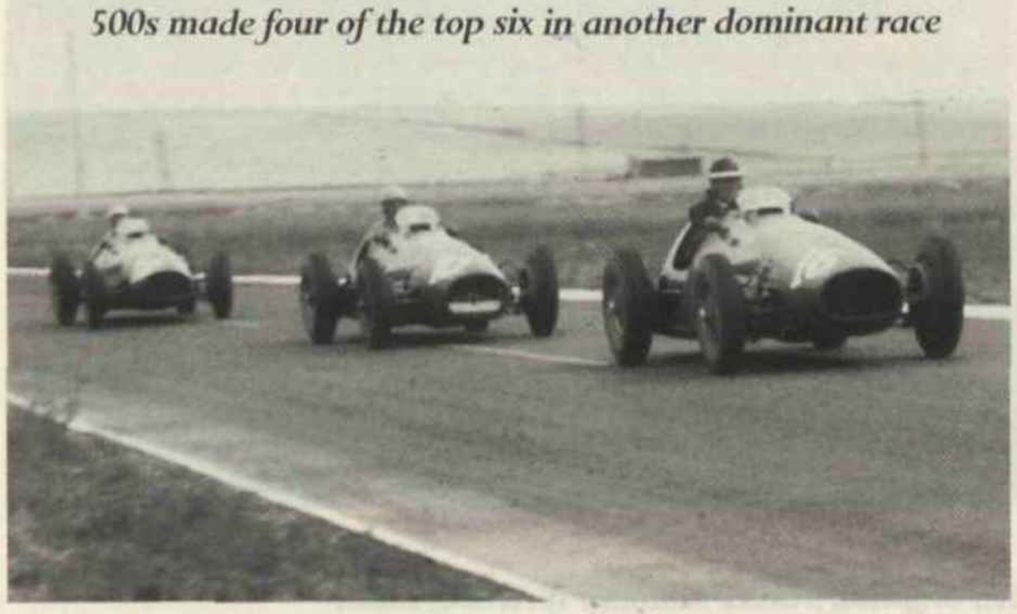
FERRARI 500 WORLD CHAMPIONSHIP RECORD 1952-3

1952	Venue	Result	Driver
Swiss GP	Bremgarten	1st	Taruffi
	... ...	2nd	Fischer*
Belgian GP	Spa ...	1st	Ascari
	... ...	2nd	Farina
French GP	Rouen ...	1st	Ascari
	... ...	2nd	Farina
British GP	Silverstone	1st	Ascari
	... ...	2nd	Farina
German GP	Nürburgring	1st	Ascari
	... ...	2nd	Farina
	... ...	3rd	Fischer*
	... ...	4th	Taruffi
Dutch GP	Zandvoort	1st	Ascari
	... ...	2nd	Fariná
	... ...	3rd	Villoresi
Italian GP	Monza ...	1st	Ascari
	... ...	3rd	Villoresi
	... ...	4th	Farina

1953	Venue	Result	Driver
Argentine GP	Buenos Aires	1st	Ascari
	... ...	2nd	Villoresi
	... ...	4th	Hawthorn
Dutch GP	Zandvoort	1st	Ascari
	... ...	2nd	Farina
Belgian GP	Spa ...	1st	Ascari
	... ...	2nd	Villoresi

1953	Venue	Result	Driver
French GP	Reims ...	1st	Hawthorn
	... ...	4th	Ascari
	... ...	5th	Farina
	... ...	6th	Villoresi
British GP	Silverstone	1st	Ascari
	... ...	3rd	Farina
	... ...	5th	Hawthorn
German GP	Nürburgring	1st	Farina
	... ...	3rd	Hawthorn
Swiss GP	Bremgarten	1st	Ascari
	... ...	2nd	Farina
	... ...	3rd	Hawthorn
Italian GP	Monza ...	2nd	Farina
	... ...	3rd	Villoresi
	... ...	4th	Hawthorn

*Private entrant



Winner Hawthorn leads a Ferrari train at Reims, 1953: 500s made four of the top six in another dominant race

greatest motor-racing marque, arguably the most dominant Grand Prix car ever built, that is something with which to bore the grand-children.

At first, I think I was slightly disappointed by how simple the 500 was to drive. The only real obstacle could be the crash gearbox, but that soon revealed itself as one of the sweetest ever built. It is childishly simple on the way up the 'box, requiring the merest double dab on the clutch as your hand flicks the lever into the next slot. The gears are predictably short and so close you don't have the time to make a mistake. Even on the way down a quick kick on the throttle between slots is all you need. My guess is that, if you were racing, you'd not bother with double declutching at all, but on a test track and in someone else's car there seems little to be gained from such abuse.

The best part of all is the engine, which, in its unique way, lives entirely up to the name on its cam covers. It is awash with torque, almost absurdly so by Grand Prix standards. It will pull from 2000rpm, and at 3000rpm it's sharp and strong. Maximum torque appears to

A beautifully balanced chassis, four big cylinders and not much grip makes the 500 simple and delightful to boot around on the throttle. Oversteer easy to achieve and hold with quick steering



be generated at around 4500rpm, by which stage the big four is heading for the hills. It will spin happily to 8000rpm, though today I'm stopping fully 1000rpm short of this, probably just a whisker below peak power. At the business end of its powerband, the character of the engine changes once more and, far from augmenting the coarseness inherent in its design, smooths out into a delightful yowl.

It's fast, this car, helped no doubt by the 625 engine. Remember that, in the '54 and '55 seasons when Mercedes-Benz had a stranglehold on Grand Prix racing, it was the 625 more than any other, including Ferrari's own Squalo and Super Squalo and Maserati's 250F, which most frequently provided what little opposition there was.

This, however, is not what's best about this Ferrari. Unlike the Lampredi-powered sports Ferraris of the era (like the 340 Mexico tested in MOTOR SPORT, January '98), the 500 is an exquisite handling car. The steering is so light you can scarcely credit there's an engine over the front wheels; yet it proves quick and positive for a car of its age.

Best of all, though, the car has precious little grip and, with all that torque, sliding the 500 around comes naturally and easily. Dunlop racing rubber graces each corner and can easily be persuaded to relinquish its grip on the tarmac, and once you have climbed on top of the fact that this is a ferociously valuable Grand Prix Ferrari you're sliding about, there's little to be feared from the car. Even the brakes are superb, better than any other drum-shod car I have driven.

In the end though, the 500 is, today, more about what it represents than how it drives. While it is a truly delightful racing car, a triumph of common sense and simplicity over technological overload, it lives today as a two-fingered salute to those who changed the rules specifically to stop Ferrari winning everything just six months after Maranello's first ever GP victory. That, in the face of this, it delivered to Ferrari two consecutive and unchallenged world championships was no less than this car and its extraordinary creator deserved.

Our sincere thanks to Sherman Wolf for lending us his Ferrari and to David Cottingham and the staff of DK Engineering for their valued help on the day M

SPECIFICATION

	Ferrari 500/625
ENGINE	
Type	All alloy, water-cooled, front-engined, four cylinders
Bore/Stroke ...	94mm/90mm
Ignition	two spark plugs per cylinder
Capacity	2498cc
Max power ...	240bhp at 7200rpm
Valve gear ...	dohc, 2 per cyl
Fuelling	Four single choke side-draught Weber carburettors
Transmission ...	Four-speed manual, no syncromesh
CHASSIS	
Suspension (f) ...	Double unequal length wishbones transverse leaf spring, Houdaille dampers
Suspension (r) ...	De Dion rear axle located by radius arms, transverse leaf spring, Houdaille dampers
Brakes	Hydraulic finned drums all round
Wheels (f/r) ...	6 x 16in (f)/6.5x16in (r), Borrani spoked
Tyres	Dunlop Racing
DIMENSIONS	
Wheelbase ...	86.5in
Track (front) ...	51.5in
Track (rear) ...	50.0in
Kerb weight ...	1323lbs
Fuel capacity ...	33 gallons

With its clean lines and straightforward design, what started as a simple F2 car was still an occasional challenger several years on in the era of the complex and dominant Mercedes 196



Enzo's right-hand man

IN THE MID-1950S, ROMOLO TAVONI WAS FACED WITH A CHOICE: HE COULD WORK ALONGSIDE A TYRANNICAL ENZO FERRARI... OR GET THE SACK. FIFTY YEARS ON, HE TELLS CHRIS NIXON HE MADE THE RIGHT DECISION

IN JANUARY 1950 A YOUNG EMPLOYEE WAS CALLED IN to see the manager of the Credito Italiano bank in Modena. The bank had a new client and, keen to help out in any way, had offered the man's services to the firm for the first two months of the relationship. The client's name was Enzo Ferrari and the manager had just given him a loan to build a new factory in a small town in northern Italy: Maranello.

During the drive to Ferrari's existing factory at Via Trento Trieste in Modena, the bank's employee thought nervously about the job ahead. "I did not want to work for him," he admits nearly 50 years on. "I'd heard that he had a new secretary every two or three months and worked from eight in the morning until ten at night. We went into his office and he asked where I worked before joining the bank.

"I told him I had worked as a bookkeeper for Maserati, hoping that he would say, 'Go away!', because in Modena if you worked for Maserati you never worked for Ferrari. But he said, 'Fine, I think you are the secretary for me, but why only two months – why not 10 years?' That was my introduction to Mr Ferrari."

We are sitting in Romolo Tavoni's office at the Monza *Autodromo*, where he has worked since 1972. A big man, well over six feet tall, he has a deep, *basso profundo* voice and a laugh that is seldom more than a sentence away.

"A week after our meeting I joined him as his secretary, first at Auto Avio Costruzione, because he was then building machine tools, and then at Scuderia Ferrari. The first day I was at the Modena office he gave me some letters to type and asked, 'When do you take your lunch?'

"'Twelve o'clock, Mr Ferrari.'

"'No, no, half-past one! I work until one o'clock and then I go to Maranello and sometimes you will come with me and sometimes you will work here.'

"At five o'clock most people left for the day, but Mr Ferrari told me he would phone me before I could leave. At seven he phoned to say he would be in Modena at eight and I was to wait. When he arrived he asked me to type and post some letters. When I got home, my father, mother and sister were waiting up for me and said, 'Why are you home at 11 o'clock?' I told them I was working for Mr Ferrari, but they didn't believe me!

"At Maranello Ferrari talked with everyone – not just the department heads, with whom he was very tough. But I soon learned that he was not dangerous when he was talking tough, it was just his way of expressing himself. When he sat round the table with them he talked very softly, and it was in these moments that I realised he made his decisions.

"When he posed a question he wanted a reply very quickly and he started with the little man, not the big chief of department, and that was a problem. Although Ferrari regarded them highly he always told them, 'If the people in your department don't work properly it is your fault.' He always took the side of the workers and so they worked for him with a *grande passione*. When he stopped making machine tools to concentrate on cars the factory was deeply in debt to the banks, but his workers were paid every month without fail. Perhaps not the suppliers, but the workers always..."

Generous to a fault with his blue-collar staff, Ferrari, it seems was less charitable when it came to the young Tavoni's own job prospects.

"My two months went very fast and at the end he asked, 'Have you received your money?' I said, 'Yes...' and was about to thank him when he said, 'Stop! I am speaking, you listen. I have spoken with the bank manager and told him you are right for me and I have asked him not to take you back.'"

Bravely, Tavoni told Ferrari that he was keen to return to his old job. "He was astounded. 'Why? Ferrari is not as good as the bank?' I told him that I was tired of staying until ten at night. At the bank I started at nine, at eleven took a cappucino, at twelve had lunch and at six it was time to go home. 'Are you stupid?', said Mr Ferrari."

Tavoni roars with laughter at the memory of his boss's incredulity. " 'Maybe you get a job in a bar or a restaurant? At Ferrari this is work. If you'd like to stay you can, otherwise I will see to it that there is no place for you at the bank.' He paid me the same money as I was getting at the bank, but I stayed and I am glad, because it was fantastic."

Tavoni recalls how, as the racing side of the empire grew, Mike Hawthorn soon came to Ferrari's attention. "In 1952 he wrote to Tony Vandervell, asking him to sell some of his sportscars in England. Mr Vandervell told him, 'I race the Thinwall Special Ferrari, I don't sell cars. But I have a driver for you who is very fast, young and intelligent.' "

Hawthorn was to become Tavoni's favourite driver of all. "He was a great driver, very intelligent and a gentleman. Also very direct. Mr Ferrari once said to him, 'Why you have difficulty in this race?' Mike said, 'The gearbox is bad, it was impossible for me to change gear properly.'

"Ferrari was furious. 'You say my gearbox is no good? My gearbox is the best and if you say it is no good a second time you can leave!'

"'Goodbye!' said Mike, and he left. Ferrari quickly called him back. He liked a driver who spoke for himself. If a driver just complained about his car he got nowhere with Ferrari, but after a race Mike would say, 'Romolo, the brakes were no good,' and when we were back at Maranello he would tell Ferrari, 'The car was fantastic, but we had some difficulties with the brakes. Maybe we should do some testing.' Ferrari liked this and he would stay night and day in the Competitions Department to try and put things right. He always built the best car possible and the drivers admired him because first he was a driver himself, then a manager and then the owner. He was a fantastic man."

By the mid-1950s financial troubles forced Gianni Lancia to sell his company and abandon racing. In a remarkable deal all the Grand Prix cars, the spares and designer Vittorio Jano were handed over to Scuderia Ferrari, which had been having a terrible season with Aurelio Lampredi's Super Squalos.

Lampredi's days at the Scuderia were already numbered, for his promised two-cylinder GP engine was showing no promise at all. Now, with the Lancias and their designer under his roof, Ferrari had no further need of Lampredi, so he fired him.

He did need Juan Manuel Fangio, however. At the end of 1955 Mercedes-Benz withdrew from racing, leaving their double World Champion without a drive. He joined Ferrari for 1956 and although he was to retain his championship with the Lancia-Ferraris it was not a happy association. ➡



Ludvigsen Library

Tavoni at 'Ring with Collins in 1958

Romolo Tavoni saw life at Ferrari from behind the scenes for six turbulent years as team manager

As far as Juan Manuel was concerned, the reason was that Ferrari refused to nominate him as his number one driver, despite the fact that he was now three-times World Champion. From Enzo Ferrari's point of view, however, the problem with Fangio was one of money.

"Usually, Mr Ferrari split the prize money 50-50 with his drivers. At Mercedes Fangio had been given 50 per cent *and* a big salary and he demanded the same at Ferrari. Mr Ferrari liked Fangio the driver, but not Fangio the man, saying, 'I provide the cars, you provide the driving skills, so I think 50-50 is correct.' When Fangio insisted on a salary also, Ferrari felt that he was breaking with tradition.

"He won the title for Ferrari and then moved to Maserati for '57 where Mr Orsi was happy to pay his demands. He won again, but Ferrari retorted, 'Fine, Orsi has won the Championship, but I have money in my pocket.' "

All this time Nello Ugolini had been the Scuderia's team manager but, at the end of 1956 he caused a sensation in Modena by leaving Ferrari... for Maserati. This was to bring about a great change in Romolo Tavoni's life.

Ugolini was replaced by Eraldo Sculati, but very soon a failure to inform Ferrari – who hadn't attended a race since 1934 – of the result of the 1957 Argentinian GP was to cost him his job.

"On the Sunday we waited in his office till 11pm for the phone call from Mr Sculati, but it never came. We went to the Real Fini restaurant in Modena and quietly Ferrari murmured, 'I have to change.'

"When Sculati came back, Mr Ferrari was very nice to him but didn't ask about the race. He simply took him to a restaurant for lunch and told him he was fired! A few weeks later Ferrari called me: 'Mr Amarotti, my friend and race technician, needs you as team manager. You have all the contacts with the race organisers and drivers and I know you will do your best for me.'"

Tavoni had a brutal introduction to his new job. Before he had even been to a race Eugenio Castellotti died while testing at Modena Autodromo and then Fon de Portago and several spectators were killed in the Mille Miglia. Badly shaken by these tragedies, Romolo asked if he could return to his old job in the factory, but Ferrari insisted that he stay on. All went well until the French GP at Reims in 1958, where Hawthorn won but Luigi Musso was killed.

"The magazine *Civilita Catholica* criticised publications which wrote about the Ferrari victory," recalls Tavoni, "saying that the factory was nothing because it was built on dead men. That was terrible for Mr Ferrari and he didn't know whether to continue racing. He talked with a priest, who told him, 'God gives each of us a way – sometimes it is difficult, sometimes it is easy. You have chosen the difficult way – you must have the courage to follow it.'

"A few weeks later we lost Peter Collins at the Nürburgring. Mr Ferrari was very fond of Peter because in 1956 he was a good friend to his dying son, Dino. After Peter was killed Ferrari said, 'We must stop Grand Prix racing now. We will continue with GT and think about the future.'

"But Mike Hawthorn told Mr Ferrari, 'I am responsible for myself and I know the risks. If I don't have a Ferrari I will race another car, but I want to race a Ferrari for the rest of the season.'

So the team carried on, Hawthorn finishing second in Portugal, at Monza and in Casablanca and in doing so taking the championship. Ferrari won the drivers' title again in 1961, with the beautiful



Tavoni (right) looks on as Laura Ferrari (in scarf) celebrates with Phil Hill



Hawthorn and Collins were two of Ferrari – and Tavoni's – favourites

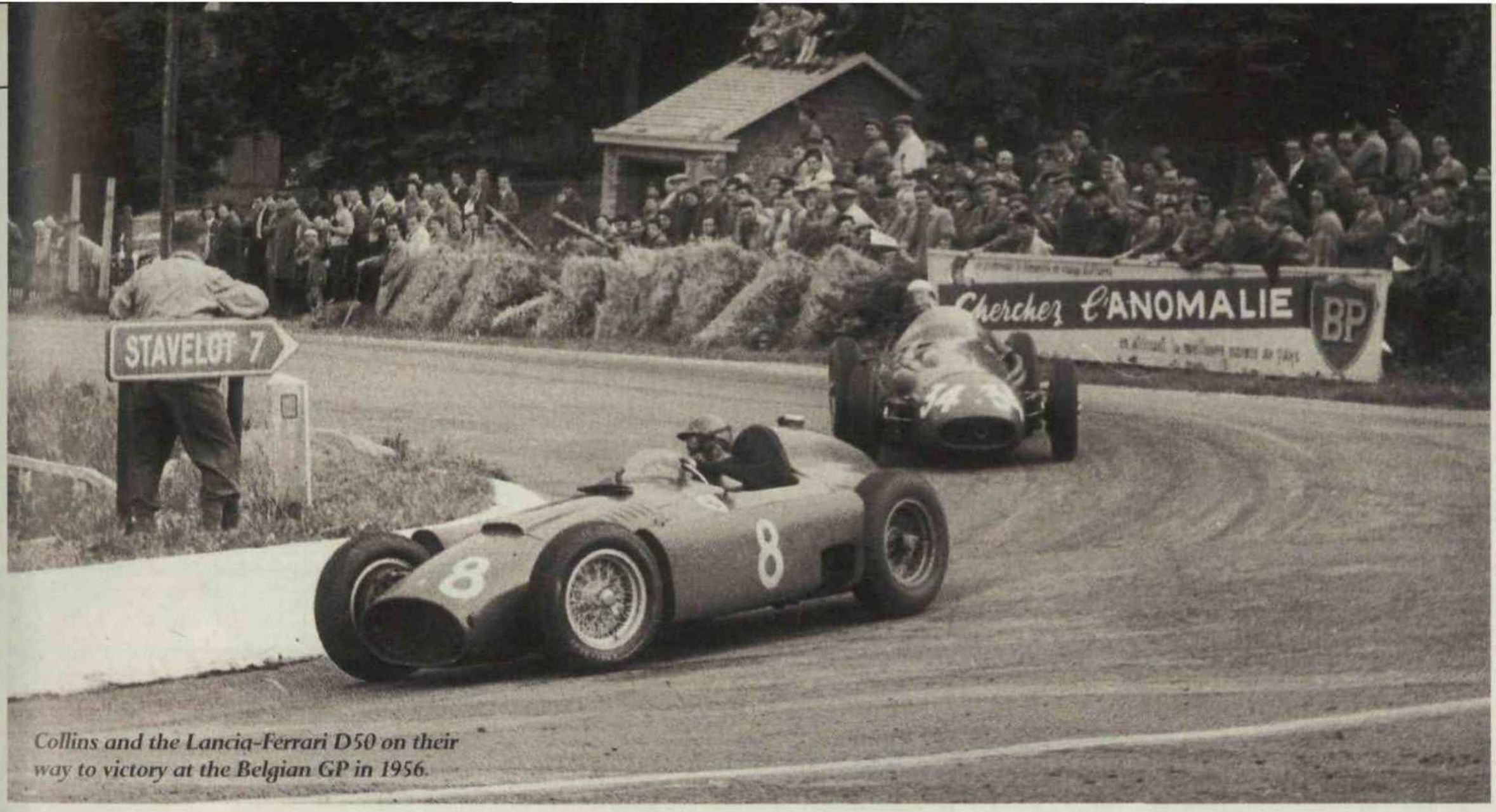


Ferrari and Fangio – it wasn't always so amicable



Concerned looks during the '59 Targa Florio for (from left) Cliff Allison, Tavoni and Olivier Gendebien

Edward Eves/Ludvigsen Library



Collins and the Lancia-Ferrari D50 on their way to victory at the Belgian GP in 1956.

Ludvigsen Library



Prevented from attending von Trips' funeral, Tavoni considered his position



With Tavoni as manager, the Sharknose brought great success for Ferrari

sharknose 156 cars. As usual Ferrari refused to nominate a number one driver and so team-mates Phil Hill and Wolfgang von Trips fought for the title until the Italian GP, where tragedy struck once again. On the second lap von Trips tangled with the Lotus of Jim Clark and both cars crashed out of the race, but it was the Ferrari that careered into some spectators lining the track. Eleven died, as did von Trips. Phil Hill won the championship, but in the most appalling circumstances.

Tavoni liked von Trips enormously and was understandably upset when Ferrari ordered him not to attend the German's funeral. "He insisted that I stay in Modena, and he sent his wife, Laura, and Franco Gozzi. I was very unhappy about this and uncertain about my position as team manager."

The decision was made for him a month later when, in an extraordinary turn of events, it was announced that eight Ferrari executives – including Tavoni – had walked out. No reason was given then or since, but there were rumours that it was all due to interference in company affairs by Ferrari's wife. For the first time Tavoni now confirms this.

Laura Ferrari had long been a major shareholder in Ferrari Automobili. In 1960, she began going to races with the Scuderia and, it seems, interfering with the work of Ferrari's executives.

"She was criticising us to Mr Ferrari," says Tavoni. "and in October we had big difficulty after her return from the funeral in Germany. We had a big discussion and we were all so unhappy that we wrote a letter to Mr Ferrari asking that Mrs Ferrari should stay out of the factory. He was very offended and at our weekly meeting he said, 'If this is how you feel, there is the door, here is your money – OUT!' It was typical Ferrari, who found it impossible to admit that we were right."

Tavoni and Chiti were quickly snapped up by a consortium of Italian businessmen who formed the ATS F1 team. This was a disaster and fell apart in September, 1963. The next year Tavoni was asked to set up a 1000Km sportscar race at Monza and return international endurance racing to Italy following the demise of the Mille Miglia.

In the next few years Enzo Ferrari twice asked Romolo to return to Maranello as team manager, but he declined. Despite their unhappy parting in 1961, the two remained good friends and would have lunch whenever Tavoni was in Modena, until Ferrari's death in 1988. Since then, many harsh words have been written about Enzo Ferrari, but Tavoni holds him in the highest regard.

"For me, Ferrari was the owner, the boss and a fantastic man in the sport and around the factory. He was also a teacher and a very strong father figure. When my first daughter was born he gave me three times my monthly salary for her. At other times he could be infuriating because he was so changeable.

"When he asked me to 'rejoin the family' it was tempting, but I had a very good job at Monza. In 1982 I took charge of all activity at the track – the Italian GP, everything. It was a very important job and very satisfying for me."

Romolo Tavoni is now 71 and in robust health and humour. He retired in 1992 and is happy to spend time with his grandchildren. "I have three daughters and three granddaughters. With my mother, my sister and her daughter I am surrounded by nine women – is terrible!" He roars with laughter again. But he cannot resist the lure of Monza and since 1993 he has been assistant manager of the *Autodromo*, working two days a week there. The manager is one Enrico Ferrari and so, by a nice twist of fate, Tavoni's career has come full circle, ending as it began, working for Mr Ferrari. M

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It may have looked striking, but the Lola-Ferrari finished one career and stalled another

MICHELE ALBORETO 1993 LOLA-FERRARI T93/30

AFTER A ROLLER-COASTER FEW YEARS, MICHELE ALBORETO'S GRAND PRIX CAREER SEEMED SET TO STABILISE WITH A PROMISING NEW TEAM. BUT AS ADAM COOPER HEARD, IT ALMOST FINISHED HIS FORMULA ONE HOPES

IN 1985, MICHELE ALBORETO'S STAR WAS ON THE RISE. The first Italian to drive for Ferrari for over a decade, he was on the podium eight times in the first 10 races, and fought with Alain Prost for the World Championship. Sadly, by the time he retired from Formula One nine years later, his reputation had been shattered. Years of driving uncompetitive cars had turned him from a potential world champion into an also-ran. But of all the less than competitive cars he turned out in, there is one in particular which really stands out...

Michele's troubles began not in the season when he drove his *bête noire* but a good four years earlier when he left Ferrari to rejoin Tyrrell for 1989. A mid-season dispute with Uncle Ken saw him switch to Larrousse, where he struggled with a recalcitrant Lola. The following year he made another bad move, joining a Footwork (aka Arrows) team hampered by an outdated Cosworth engine. In 1991 Footwork endured a disastrous association with Porsche, and despite switching back to Ford power, Michele failed to qualify seven times.

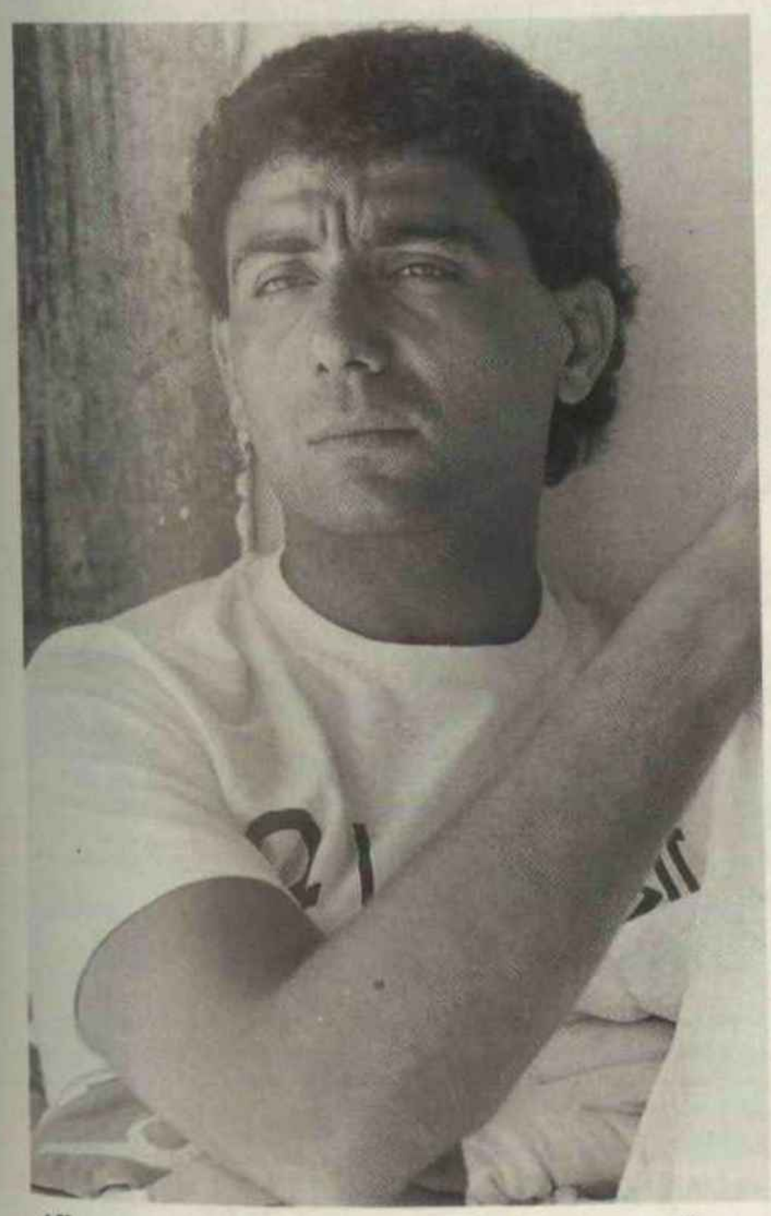
It seemed that Alboreto's F1 career was over, but he held on to his job when the team switched to Mugen Honda power for 1992. In the middle of the season he enjoyed an incredible 12-race run which produced two fifths, two sixths, six sevenths, a ninth and just one gearbox-induced retirement.

Redeemed in the eyes of most observers as a steady veteran who could bring a car safely home, Michele thus had no trouble finding employment for 1993. He returned to Italy, attracted by the prospect of renewing his association with Maranello – albeit by proxy. His destination was Scuderia Italia, the strongest of the small continental teams which had sprung up during F1's late '80s boom.

Equipped with Dallara chassis, the team had been around for five years, earning respect by scoring a couple of third places. In 1992 owner Beppe Lucchini had done the impossible and attracted an unprecedented supply of customer Ferrari V12s. The package wasn't very successful, but, undaunted, Beppe had big plans for '93.

The sky was the limit after he landed the team's first big sponsor in Chesterfield, a Philip Morris brand last seen at Surtees way back in 1976. He gained prestige by hiring an ex-Ferrari works driver in Alboreto, backing him up with the promising new F3000 champion, Luca Badoer. And he decided to abandon longtime chassis supplier Dallara and embrace British technology by joining forces with Lola, left in the lurch after a split with Larrousse. Despite a lack of active suspension and other trendy gizmos, the ingredients all seemed to be in place.

In its outrageous new livery, the Lola-Ferrari T93/30 certainly looked the business. Then Alboreto gave it a shakedown run.



Alboreto – lucky to recover from his career dive

"When the car was stopped in the pitroad, it looked fantastic!," Michele recalls. "But the first time I drove it I thought someone was playing a joke on me. I tried the car in Estoril, and after three or four laps I stopped and went into the garage. I said, 'We have just got enough time to have a new car ready for the middle of the season if we start today, because this one will never work!' But unfortunately the budget was not good enough to think about a new car..." Alboreto knew the season was wasted before it had even begun.

"In the beginning the intention was to have a good project, but in the end it was just an F3000 adapted to an F1 engine. That made me so unhappy the first time I saw the car. It was big, heavy, no downforce – absolutely no downforce at all. I think it was the only F1 car of the modern era which worked on gravity, not aerodynamics! It was terrible just having to try and qualify the thing."

With the entry list slimmed to 26, the maximum number of starters, that didn't seem to be a problem, and Alboreto and Badoer had the back row to themselves at the Kyalami opener. Unfortunately for the team, the FIA brought in a new rule to keep standards up – the field would be restricted to 25, so there would always be one non-starter.

After scraping in and actually finishing in Brazil (second last ahead of Badoer) and Donington (last, six laps down), Michele failed to make the cut at Imola, Barcelona, Montreal, Magny-Cours and Silverstone. In between he somehow hauled the thing into the field in Monaco, only for the gearbox to break. Rising star Badoer missed out only at Donington and Monaco; perhaps because he didn't know any better, he usually seemed to find more in the car than his disillusioned 37-year-old team-mate.

After Silverstone the FIA relented, and henceforth everyone could start after all. Michele finished at Hockenheim (16th, with no clutch) and Spa (14th), and squeezing every last bhp out of the V12, even managed to qualify a creditable 21st at Monza. In the race his suspension broke...

The Chesterfield people were not too impressed by the fiasco, and after Estoril, it was all over. The beleaguered team imploded, and decided not to bother with Suzuka and Adelaide.

"It was a really bad season for me, but that happens sometimes. I never lost the confidence in myself. I knew that in this type of job if you don't have the right car, there's nothing you can do. You can be Schumacher, but you need the car to be successful, and you have to build the team together. And when the team doesn't believe what you say, there's nothing you can do."

For Badoer, then touted as the best Italian talent in years, there was to be no reprieve. He later had spells at Minardi and Forti – he's now Ferrari's test driver – but he long ago lost any upward momentum he had.

"He was very, very good," says Michele, "but he didn't have a chance to show what he could do. It was sad because for me it was the end of my career, everybody knew who I was, I had already won races. Back in a competitive car, like at Le Mans last year, I can still show what I can do. But for him it was very sad because basically it decided his career."

What was left of Scuderia Italia merged with Minardi, and Alboreto signed up for 1994. Against all the odds, the new car wasn't disgraced. At Monaco he qualified 12th and finished sixth, and elsewhere he was often in the midfield.

"We were in a good position during the season,



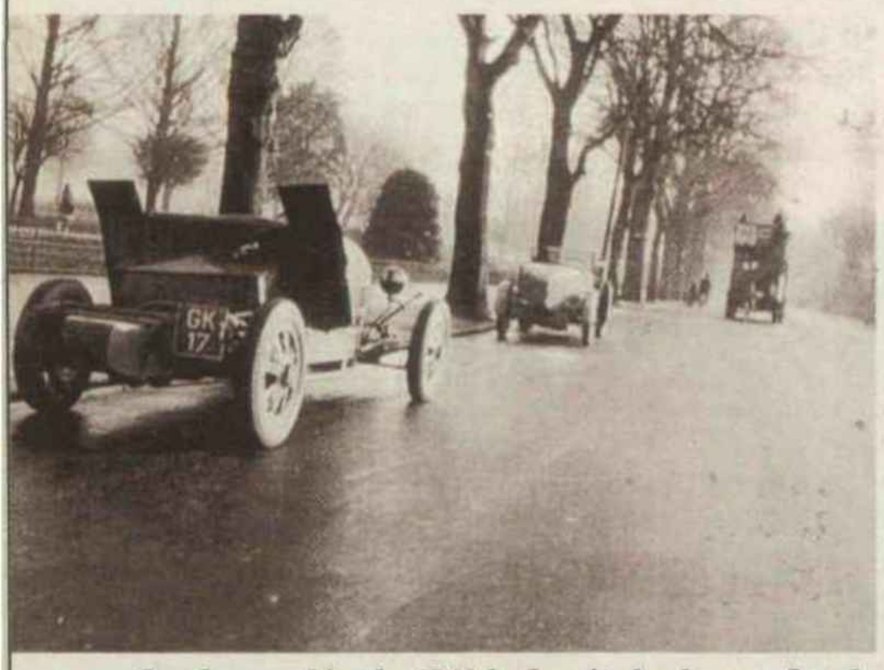
Luca Badoer (right) expresses his feelings as he and Alboreto gloomily inspect their practice times

but unfortunately it was the sad season of 1994, when we had the bad accidents. I remember my sixth position in Monte Carlo with most pleasure – it was my last point in F1. And also my third place during the free practice in the morning in Brazil, and the fourth time in the warm-up – with a Minardi! It was not bad."

At the end of a tragic year, Alboreto decided to retire from F1, happy in the knowledge that his career did not finish with the Lola-Ferrari. But if Michele ever wants to relive that awful '93 season, he can read the book; some poor fellow had the unfortunate idea of using the T93/30 for an in-depth study on the design and development of a modern F1 car... M

THE BROTHERS WHO LOVED BUGATTIS

A PERSONAL DEVOTION TO THE MARQUE LED TO THE FOUNDING OF THE BUGATTI CLUB AND PRESCOTT HILLCLIMB . BILL BODDY RECALLS THE GILES BROTHERS, THE LYNCH-PIN OF BUGATTI ENTHUSIASM IN BRITAIN



On the road in the T43 before its body was fitted

THE BUGATTI OWNERS CLUB HAS LONG BEEN A CLUB of world-wide renown. But like all such organisations it began humbly, when in 1929 three Bugatti owners met to discuss forming such a club. E B Madeley, Col (later Brigadier-General) G M Giles and T Ambrose Varley later commemorated this founding event by a logo of two pipes and a cigarette.

Soon the Colonel and his brother Eric Giles were playing an important part in the running. Indeed, the Colonel and his brother were great fanciers of the Molsheim marque, GMG having had 12 Bugattis by the time World War Two broke out. By then the BOC was flourishing, with a council of experts who included GMG; its President was Earl Howe, its Patron Ettore Bugatti himself, with Eric Giles, who looked after the Giles family practice, an interior designers in Queen Street, Mayfair, W1, as Hon Secretary and Treasurer.

The first of the Colonel's Bugattis over this period of 16 years followed many cars owned by his parents, starting with a troublesome 1898 single-cylinder 9hp Belgian Mathieu in 1902, after which came a succession of Panhards, on one of which he first drove, in 1904. His first glimpse of a Bugatti came in 1913, in Holles Street off Cavendish Square in London, but GMG's first car was a starkly-bodied four-cylinder 10hp Marlborough.

Meanwhile the Giles family had become keen motorists, with a lofty 1908 12hp gate-change Orleans, its back seats detachable. It was supplemented by an ohv Belsize. By 1911 a more powerful 24/40hp Fiat was acquired, and kept until 1917.

GMG had joined his regiment, the Royal Fusiliers, through the Territorial Army and was commisioned as a Second Lieutenant in 1911, so that it was not until 1919 that he bought another car, a Baby Peugeot, which had he but known, was an Ettore Bugatti design. Then in March 1920 came the first Bugatti, a used eight-valve model bought in Brighton for £435. On the drive home one plug was 'out' but with all in order this exciting little car did 55mph. Cars were then in short supply, so it was soon sold, for £465, after it had been used for MCC trials and driven at South Harting hill-climb, until it broke its back-axle on Brooklands. The repair bill from Jarrott & Letts was enormous, so it was part-exchanged for a new 16-valve 1920 Brescia-type chassis, which

"Goff and I are mad on getting a straight-eight Bugatti"



Eric Giles in the 'perfectly amazing' but troublesome road-equipped GP car

EXTRACTS FROM ERIC GILES' DIARIES

(Courtesy of Michael Giles)

June 3 1927

Goff and I are mad on getting a straight-eight Bugatti on the instalment idea, and went to see one at lunchtime – an awfully nice bus, a four-seater 1925, a very pretty little car and she seems in very good condition. [Type 30] We are just waiting to hear about one up north, then I think we will go and see this one again.

June 8

Had rather an exciting day – we heard from Southport this morning about the Bugatti. We've decided to have her and I phoned Bugattis to verify the date, and also Bambers and offered them £300 cash – anyhow they will accept £325 and I'm going up to Southport on Friday night and hope to bring her back on Saturday. I'm just awfully excited and am looking forward to Friday most awfully.

June 11

Well I have just had a wonderful run down from Birkdale. The Bugatti ran perfectly the whole way and she's really a wonderful motorcar. I left Birkdale about 10.45 and arrived here, about 260 miles, at 8.15. Pretty good going really.

February 13 1928

Had a perfectly filthy run up on the Bug this morning – no hood and pouring in sheets the whole time – we got quite drowned and awfully cold. One of the front brake cables broke and we locked our wheels every time we tried to pull up.

February 22

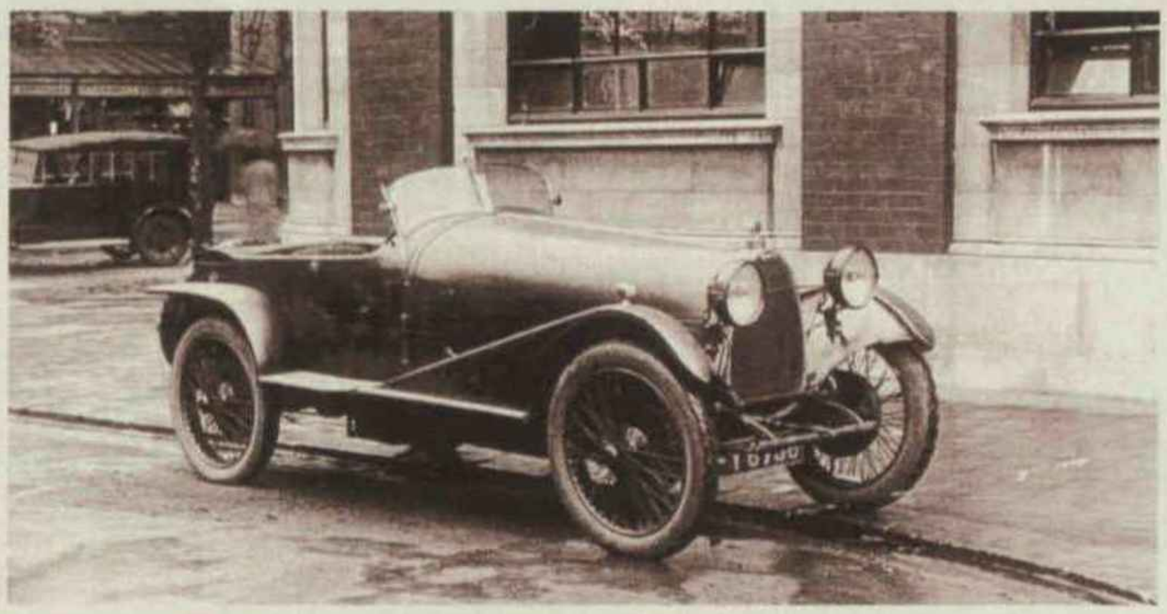
Goff and I went and had a look at a Grand Prix Bugatti this evening – a perfectly beautiful little bus in wonderfully good order. We are going to try to get her if we can come to terms. She's really wonderful. Funnily enough Kensington-Moir is sales manager there which might help things a little bit.

In later years Col Giles restored a Burrell traction-engine

cost £750. With a simple fabric body and two aero-screens this was raced at Brooklands, and gained a gold medal in the MCC London-Edinburgh trial.

However, the Colonel could not resist the pull of Molsheim magic for long, and in 1922 he bought another 16-valver, with cloverleaf body, which was successful in many trials, but had a porous cylinder block and lacked a starter, so it was a terror to wind up on the handle. It was replaced with a Fiat 501, also driven in trials, and an Essex and a Chevrolet.

But after four Bugatti-less years, when repair charges were thought too high until the opening of the Brixton Road, Molsheim-backed service depot, run by Col Sorel, a Type 30 was obtained in June 1927. It had a light fabric body and wings, and ➳



Known as 'Ma', this fabric-bodied T30 provided reliable everyday transport

"In 1920 came the first Bugatti, a used model bought for £435"

February 23
Went round to Gaffikins and saw Moir about the Bug – one of their fellows is taking ours round to one or two places tomorrow, then they are going to let us know. I went for a run on the Bug right over to Golders Green – she's certainly the goods – a most amusing little bus to handle and awfully quiet.

February 24
Gaffikin Wilkinson phoned up this afternoon and said they would take our Bug and £400 for the Grand Prix – what a hope! They said that meant reducing the GP to £485 and allowing £85 for ours. So there's nothing doing about this.

February 29
Sir Robert Reid sent us a photo of his Grand Prix Bugatti this morning. She's a really wonderful little bus – full GP and fitted with dynamo and starter. We are determined to get hold of her somehow.

March 9
Norton told us that Sir Robert Reid had been discussing what to ask for the Bug. Norton told him about £400. If only we can raise the cash it ought to be all right.

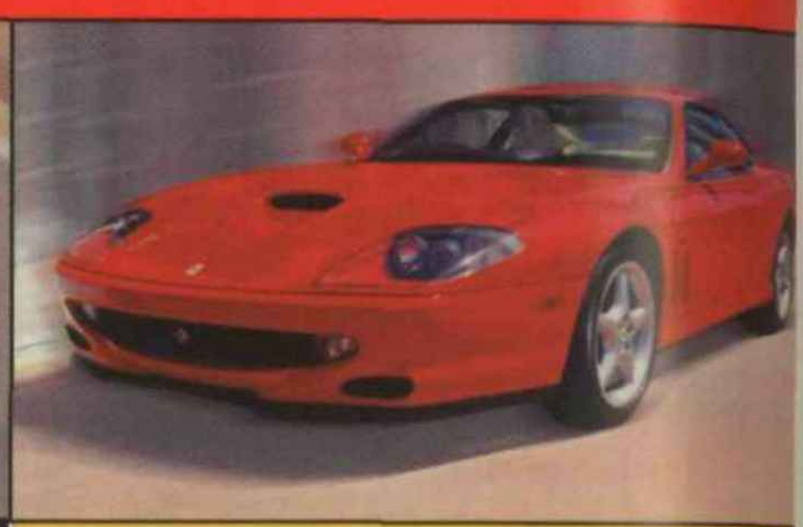
March 10
Norton tipped me that someone else is after Sir Robert's Bug, so Goff rang the bank and wangled an overdraft and we are taking the money with us tomorrow.

March 11
Goff and I had the most marvellous day. Got up to Solihull on the Bug – a lot of snow about and the roads very icy. Had lunch with Sir Robert and bought his Grand Prix – a perfectly amazing motorcar. Got her for £400 which is really very cheap. On the way down we ran into the most appalling snowstorm – couldn't do more than 8-10mph. Both cars ran beautifully and it's been the most frightfully amusing day.

RED HOT EXCITEMENT.







CONTEMPORARY

FERRARI

1998 550 Maranello	Red/Tan
1997 550 Maranello	800 Miles
1997 355 Spyder	Cover Car
1997 456 GTA	2,000 Miles
1997 355 Spyder	Silver/Navy
1995 355 Spyder	Red/Tan
1995 348 Spyder	Yellow/Black
1992 512 TR	Great Value
1992 F40	4,000 Miles
1991 348TS	Black/Grey
1990 Mondial T Cabriolet	Red/Tan
1990 348TS	$62,000
1987 Testarossa Convertible	8,000 Miles
1986 412iA	Black/Black
1986 Mondial Cabriolet 3.2	$42,000
1986 328 GTS	Grigio/Red
1984 512 BBi	Black/Black
1980 512 BB	$65,000

BENTLEY

1999 Arnage	Available Now
1998 Azure T Symbolic Edition	420 Bhp–The Ultimate!
1998 Continental R Symbolic Edition	420 Bhp–1 of 1
1998 Continental R	Specially Priced
1996 Brooklands	8,000 Miles
1996 Continental R	Black/Black
1996 Azure	1,800 Miles
1995 Brooklands	Black/Grey
1994 Continental R	Red/Parchment
1988 Mulsanne S	45,000 miles

ROLLS ROYCE

1999 Silver Seraph	Available Now
1997 Silver Spur	14,500 Miles
1992 Corniche	Triple Black
1991 Silver Spur Limousine	42" Stretch
1991 Silver Spur	Red/White
1984 Silver Spirit	$32,000
1982 Corniche	42,000 Miles
1960 Cloud II	Two-tone/Blue

LOTUS

1998 Espirit Twin Turbo	Choice

PORSCHE

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

MERCEDES BENZ

1997 S600 Coupe	Black/Black
1997 SL500 AMG	5,000 Miles
1995 S500 4 Dr.	Black/Parchment
1995 320 Cabriolet	Triple Black
1992 500E	33,000 Miles
1991 560 SEL Limousine	100" Stretch

DODGE

1996 Viper Roadster	*Black/Black*

ASTON MARTIN

1997 DB7 Convertible	BRG/1,900 Miles
1993 Virage Volante	Wide Body
1991 Virage	Burgundy/Grey

LAMBORGHINI

1990 LM002	Red/Champagne
1988 Countach	12,000 Klms

BITTER

1985 3.9 SC	Red/Cream

CLASSICS

FERRARI

1984 126C4	Red/Tan
1982 512 BB/LM	Last One Built
1973 Dino 246 GTS	Chairs & Flairs
1972 365 GTC/4	Choice Of Two
1971 365 GTS Daytona Spyder	*National Show Winner*
1971 512M	Red/Red
1971 365 GTB/4	$145,000
1968 275 GTB/4	Blue/Tan
1967 275 GTB/4	Red/Tan
1967 330 P4	500 BHP
1966 Dino 206 SP	Sport Prototype
1962 400 SuperAmerica	Aerodynamica Coupé
1961 250 SWB	In Restoration
1961 250 SWB Competition	Lightweight Comp Car
1958 250 GT PF Series 1 Spyder	Geneva Showcar
1958 250 GT	"Tour de France"
1957 410 SuperAmerica	Burg/Burg
1956 250 LWB	Grey/Red
1953 342 America	PF Cabriolet
1950 166 Mille Miglia Vignale	Red/Tan

CHEVY

1955 Hot Rod	Black/Black

ALFA ROMEO

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

PORSCHE

1969 908/2	White/Black
1964 356C	$19,500

JAGUAR

1973 E-Type Series III Roadster	White/Red

INDY

1955 Streamliner Special	Own Something Unusual

MERCEDES BENZ

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

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1989 46' Cougar	With Tractor/Trailer

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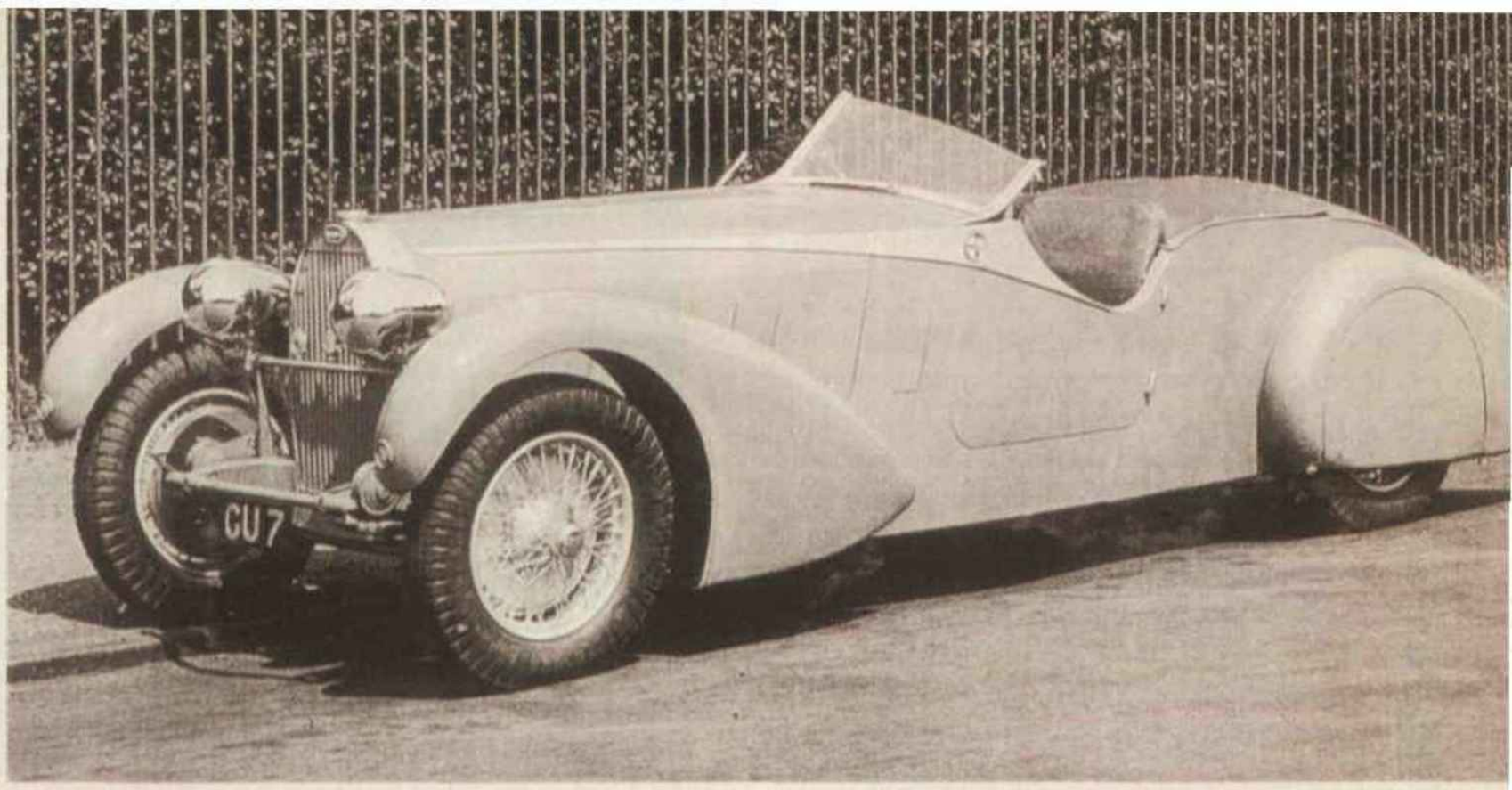
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although the early straight-eight 2-litre engine with its three-ball-bearing crankshaft had a bad vibration period, 90mph was possible. This was a reliable car, which won a Premier Award in the Land's End-John O' Groats trial. During its 11,947 miles the T30 was supplemented by a 1925 2-litre T35 GP car with road-equipment, found in the North of England. The Colonel and his brother Eric went up in 'Ma', the T30 (all their Bugs had pet names) and brought it back to London in a snowstorm. Enormously exciting to drive, NX 7097 was a 110mph car. The crankshaft had to be re-rollered twice, but it was kept for 7682 miles, between March 1928 and April 1929.

From then on up to 1939 the brothers were never without a Bugatti, and sometimes had more than one. The GP was followed by a refined type 44 saloon with the 3-litre straight-eight, 24-valve engine, an unexpectedly quiet, flexible car from Molsheim. It was bought as a new chassis on which they had an English sports body fitted, combining a top pace of some 100mph with all the smoothness of the seven-bearing crankshaft, and 20mpg. So captivating was this car that it was kept from May 1929 until April 1932. But craving more performance, a Type 43 was added, as it was felt that no proper Bugatti follower should be without one of these 2.3 litre supercharged Grand Sport models, with the GP type engine. Col Giles used his in the company of K W Bear's sister car, in BOC, MCC and other trials with considerable success. It had arrived in November 1930 and the vivid acceleration and speed were enjoyed until May 1933, by which time



'Thérèse', the first Type 57 Bugatti, with body designed by Eric Giles and their personal numberplate

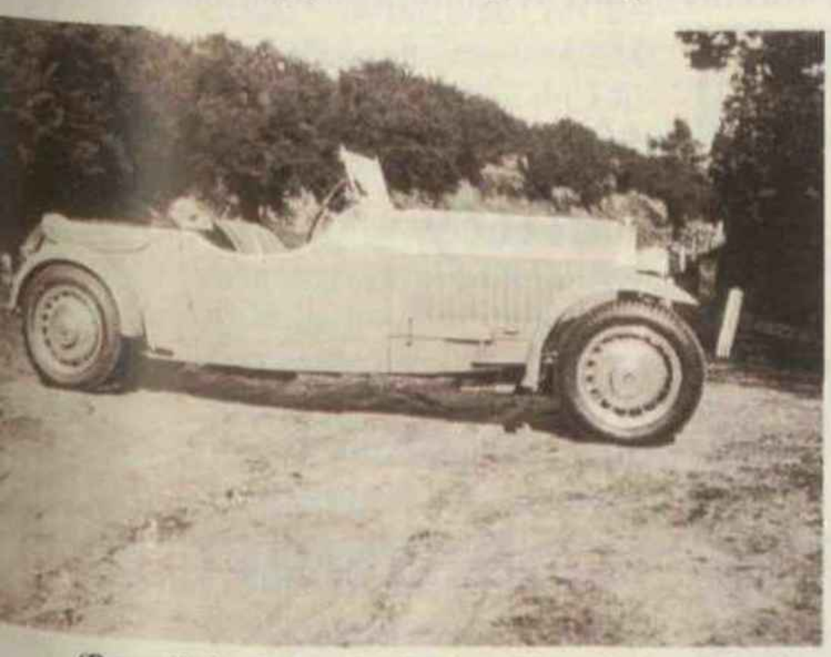
the exhilaration had lasted for 19,035 miles, including a trouble-free Brittany tour which took in the Le Mans race. But although nearly 120mph from a road car was appreciated, the blower noise and cockpit heat on long runs "was no joke", so another Type 44 replaced it and the 43's engine was, by 1936, in Bainton's GP Bugatti. The Type 44 was a used four-seater, named 'Blackbird', retained for only a month and a half before it was sold to Bear and, cut-down and re-engined, became one of his competition cars.

Perhaps three Bugs at a time was too much, or was the call of the new Type 49 twin-ignition 3.3 litre model, a sort of miniature 5-litre, the reason? Anyway, the Colonel ordered a new chassis and Eric Giles designed a four-seater body for it, and this quiet, very flexible 90mph job, called 'Poppy', gave them 20,345 carefree, happy miles between 1932 and 1935. An alternative drophead coupé body was also used on it.

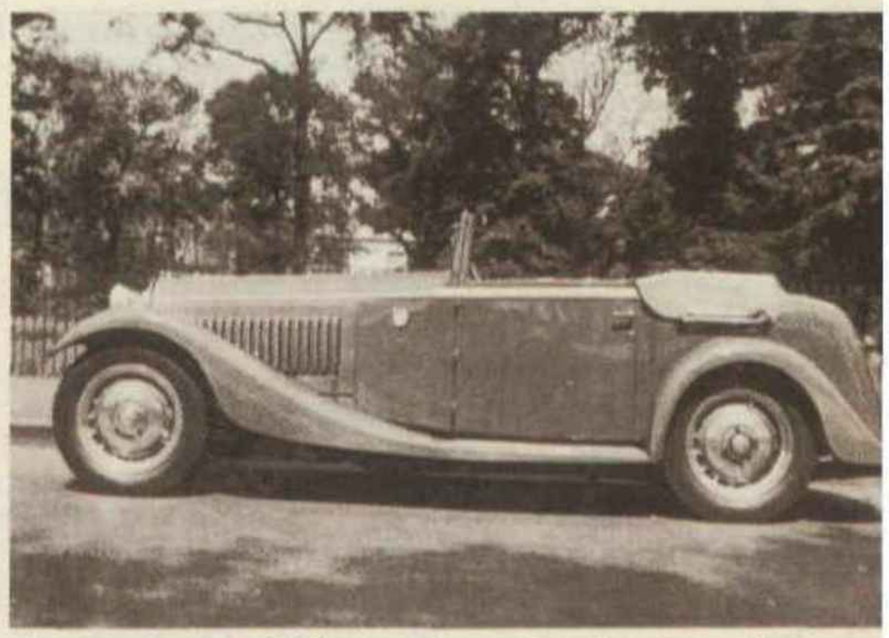
Although it may seem that the Giles' were entirely Bugatti-bound, there were lesser cars in their garages. For instance, Mrs Giles, mother of Godfrey and Eric, had won an 1913 AC in a four-shilling raffle, which was part-exchanged for one of the first Morris Minors, and from 1928 to 1936 a 14/45hp Roesch Talbot had given excellent service. There were also two later Morris Minors, and in 1933 an MG Magna, exchanged for a Wolseley Hornet Special coupé, and then came an L-type MG Magna.

By 1935 the Type 57 twin-cam was the Bugatti to have, with its two-valves-per-cylinder replacing the three vertical valves which had prevailed so long on the single ohc cars. The foreign rate of exchange being favourable, GMG was encouraged to import a chassis in March, and by July this had been equipped with a very stylish body again laid out by Eric Giles. He and the Colonel had gone to Molsheim to collect the chassis and drive it home. A scale model had been made first and the two-seater body with its helmet front wings, encased back wheels and a raked vee-screen that deflected the slipstream very effectively, made this one of the most beautiful cars on the road.

I was privileged to have rides in this and the T49, because a contributor was wanted for the BCC's magazine *Bugantics* and as a bubblingly keen young enthusiast I was very willing to oblige, without a fee. It was an age when these Bugattis were about ➤➤



'Poppy', the T49, also had a Giles-designed body



Corsica converted this type 50 to a drophead coupé

March 13
Had the GP out this afternoon – went round to Parsons and had some enamel matched up for touching her up, then took her round to Gaffikin Wilkinson to show Moir. Afterwards took her to Jaeger to take particulars for a speedometer.

March 14
Goff and I explored the Grand Prix this evening – she's simply full of tricks. We've found a spot where we can get an attache case in the tail, so we are going to take off the luggage carriers. Had a letter from this fellow at Oxford saying he didn't want the Bug [the T30]. *Damned* nuisance.

March 18
Messed about on the Bug all the morning – took the luggage trays off and she looks much better. She's running much better now and we are beginning to get used to her. She's an awfully tricky little bus to handle properly.

March 30
Took the GP down to Brixton Road [Bugatti's service depot] this morning and collected her this evening and she seems to be going beautifully – apparently one exhaust valve spring had broken.

April 4
If only we could sell the old Bug and the Railway [the brothers owned a notable model railway] we would be alright – as it is we are completely broke.

April 6
11.15pm – we are now just packing up and are leaving shortly for Slough and then off for the Land's End Run. It's a glorious night and a beautiful moon.

April 7
Started off in great style last night until we got to Taunton when plugs started

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Date of birth:	Type of licence (full/prov.):

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Cubic capacity:	Year of manufacture:	
Annual mileage:	Date of purchase (month/year):	
Current value: £		

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Locked garage ☐ Driveway ☐ Street ☐ Other ☐

For what purpose will your vehicle be used?

Social ☐ Social use including commuting ☐ Business use by yourself ☐

Has your vehicle been modified? Yes ☐ No ☐

(If Yes, please state modifications on a separate sheet)

Is the vehicle normal right hand drive? Yes ☐ No ☐

Do you have daily use of another vehicle? Yes ☐ No ☐

Are you a member of a car club? Yes ☐ No ☐

(If Yes, please give name of club) ☐

COVER REQUIRED Comprehensive ☐ Laid-up ☐

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Corsica built 'La Petite Sezanne' on a supercharged Type 57 chassis, producing a sensational result

the fastest, most exciting of cars, with good road-holding, acceleration and interesting noises to blend with the very impressive performance, long before today's 200mph super-road-burners, or even an E-type Jaguar, were there to blow them away...

So it was a great experience, greatly enjoyed. I recall going to dinner at Col Giles' home in Cumberland Terrace, Regents Park, footmen in attendance, after one such fast day's motoring. Afterwards, in the drawing room, Eric's mother remarked that his suit was a shade crumpled, which caused a sort of sweepstake, as those present peered into inner pockets to declare how recently their attire had been tailored, and where. As an under-paid motor-scribbler in a sports coat I felt the time had come to make the excuse that I had to leave to catch the tram... By this time Col Giles had bought the Prescott estate for £2500 and leased it to the BOC for the hill-climbs which are so popular today. He helped to run these with military precision, but realised that, while it was fun, the forthcoming war would be even more to his liking; for which he received a quiet admonition from his mother.

The aforesaid T57, 'Thérèse', had by then covered 15,000 miles before going to Brixton for its first decoke. Its owner described it as, "The most superb car anybody could wish for, fast, silent, terrific acceleration, and yet so docile that thick traffic can be negotiated in top if desired". In contrast, in 1935 Colonel Giles had bought the 1913 chain-drive 5-litre Bugatti 'Black Bess' which I had discovered derelict in Derby. He spent much money totally restoring it, to his great credit. Both cars were a notable feature of pre-war Prescott meetings, and were thankfully saved from a fire at Fitzroy Road, where they were garaged in November 1938, by a beam falling across them.

Next from Molsheim was a Type 50 5-litre saloon bought at 8000 miles, in 1936. The three-speed gearbox was quite adequate in view of the great low-revs power, and for 80mph driving in such a luxurious fashion in a car so delightful to handle, it well suited the owner, who had previously wondered whether it would fit into the scheme of things.

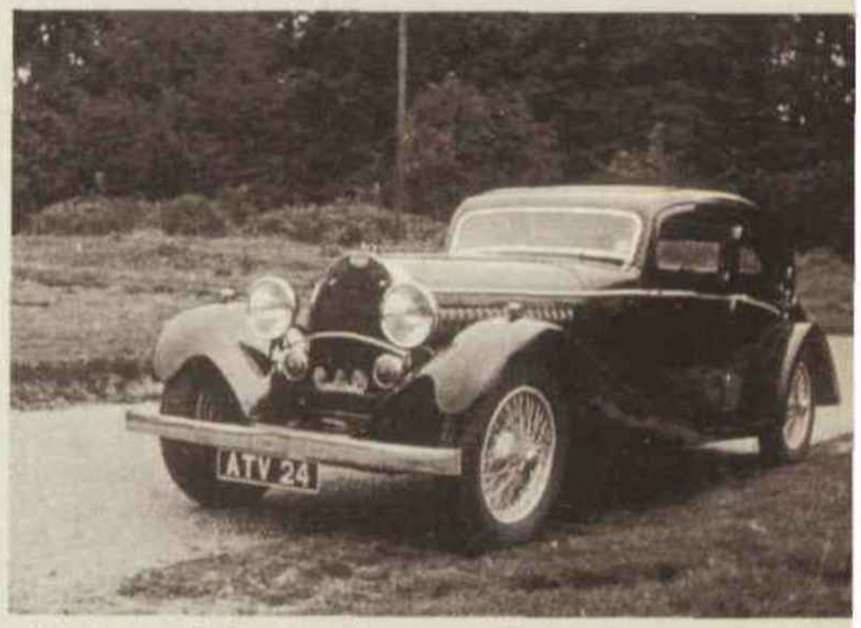
Even more desirable than Thérèse was the next Molsheim acquisition in 1938, a supercharged Type 57. This was 'La Petite Suzanne', which could not be resisted after Earl Howe had said you didn't know what motoring was until you had driven a T57S! A chassis was ordered and Eric Giles started on a body similar to the previous one, the idea being that GMG would go to Molsheim and bring the chassis back, with Eric, as he had to be in France for a tour of the battlefields. The visit was duly made; although the brothers' appetite was further whetted by a demo run with Williams and dinner with Jean Bugatti, the T57's chassis was not ready; it would cost £300 less than the previous T57 at the favourable exchange rate.

Meanwhile, Corsica of Cricklewood got on with the tiny body and in the end the chassis, with its big ribbed brake drums, was ready for collection from Brixton. GU7 was a truly outstanding motor car, an exceedingly handsome two-seater with a very large boot, and it would do 60, 80, 110 and 120mph in the gears, at a 5500rpm maximum from the Le Mans-standard engine, yet run easily at below 10mph in traffic. Every other aspect was near perfection, enabling GMG to do one run, for example, of 324 miles from Northhampton to London in 5hr 56min, observing like Lycett, every 30mph limit, with 64.4 miles in the best hour. The engine developed about 180bhp and the gearbox gave a quicker change than the T37. I was fortunate to experience this kind of motoring pre-war, wasn't I?

Finally, in 1939 the Colonel acquired the Harjes' Type 57C James Young two-door fixed-head coupé from Jack Barclays, a truly luxurious means of travel yet with all the fascination of a Bugatti. The best hogskin leather, fawn cloth and walnut veneer were the epitome of a top-class car, but the twin-cam engine would propel it at 110mph. So, 14 Bugattis in 19 years.

The Giles brothers were truly great ambassadors for the famous French make, and continued to be a valuable influence on the BOC and Prescott. But after his war service GMG opted for a Light 15 Citroen, used for long Continental tours, with a break from such motoring provided by a venerable Burrell steam traction-engine. M

"In Lynton we conked out altogether and chucked it at Beggars' Roost"



A T46 provided some closed comfort during 1936

oiling up. Between Taunton and Porlock we weren't running at all well and had awful difficulty getting up and nearly seized up the clutch and boiled like blazes. Finally in Lynton we conked out altogether and chucked it at the bottom of Beggars Roost. It's really quite useless trying to do these runs on a Bug which is geared miles too high and we have decided not to try anymore.

April 10
Bug running very badly. I took her down to Brixton and found an inlet valve spring broken. Fetched her this evening and she seems quite OK again. Goff and I took the cowl off the passenger side which will be a great improvement.

April 22
Goff and I went out at 6.30 this morning over Hartley flats and as soon as we got going a valve spring went. Coming back she seized up – I'm afraid an oil pipe has gone inside. We phoned father to come and tow us in the Essex.

June 13
Had a letter from Bugatti saying that the works have got our crankshaft; cost £14-11-0. Norton is going to try to have her ready for the John O'Groats run.

July 11
A perfectly ripping day. Left Lands End at 5.10 on the Run. After running all night absolutely trouble-free we arrived at Carlisle on schedule. The only trouble being that our faces have been burned to Hell and are most awfully painful.

July 15
Left Edinburgh this morning about 9.30 and came along south. After lunch we pushed pretty hard down the A1 and averaged 45mph to Newark. From Newark onward we did 43 miles in 48 minutes, doing 90mph a lot of the time. Got home about 2.15am which was pretty good. Got stopped in Biggleswade for no side and back lamps.

Passion play

WITH A BADGE THAT STANDS FOR PASSION AS WELL AS HERITAGE, THIS LAST 'TRUE BRIT' OFFERING FROM BENTLEY IS ALL WE COULD HOPE FOR. BY ANDREW FRANKEL

APPARENTLY, IT'S ALL IN THE BADGING. ALL YOU NEED to know about the purpose in life of a modern Bentley is to look at the colour of the winged 'B' on the radiator. If it's green, the car is designed to reflect 'thoroughbred' values, blue is 'glorious' while black equals 'daring'. The new Bentley Continental SC pictured here has a red badge and, for those of you yet to pick up the thread, this means 'passion'.

So there you have it: the entire range of two-door Bentleys described in just four words. If marketing speak ever gains a foothold on the Clapham omnibus we'll talk ourselves out of a language in as many days.

There is, you will not be surprised to hear, rather more to it than this. And, insofar as Bentley had been using badge colours to reflect and exploit its heritage in the days before the cheques were written in Deutschmarks, it's a policy we'd do well to support.

Besides, it is not as if Bentley has just been dishing out the colours without understanding their original meaning. You may find what follows a little contrived but I think we should allow the benefit of the doubt. These days the 'glorious blue' badge belongs on the front of the Azure, the soft, fully convertible and least sporting of the breed. Originally it applied to the standard 3-litre, 6½-litre and all 8-litre Bentleys which can be generally categorised as the more comfort-orientated of the Cricklewood cars.

Today's black spells Continental T, the short-wheelbase, rock-solid 170mph powerhouse of the range; back then it meant 4½-litres with or without superchargers and, as such, the most raw and sporting of the vintage cars. The green badge only ever appeared on the Speed Six (and a tiny run of special 3-litres tuned to be capable of 100mph) and now it decorates the Continental R, a car as swift and civilised compared to its peers as the Speed Six was then.

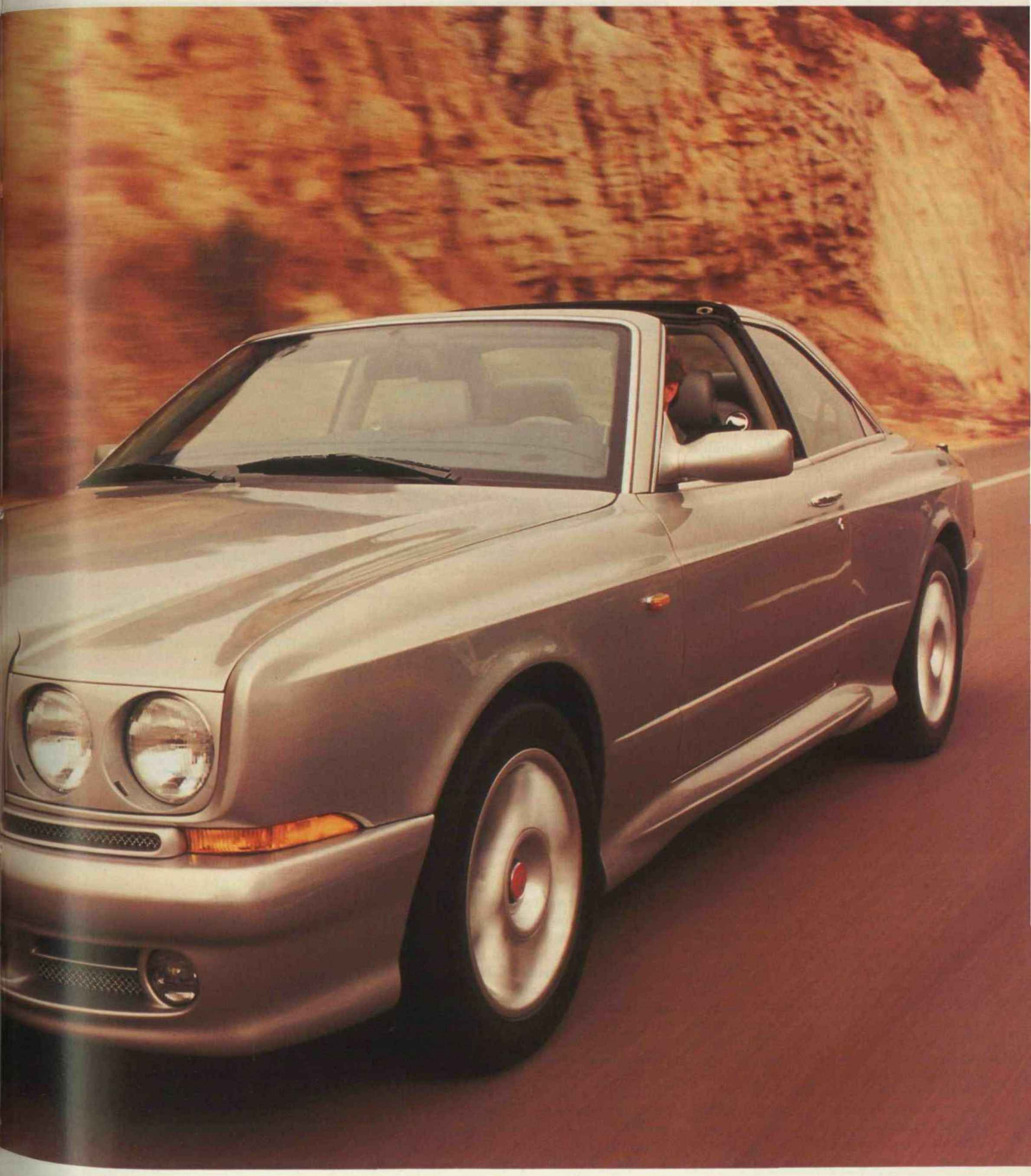
Which leaves the red badge. The badge of passion. This, it should be said, is a little more difficult. Yes, it appeared on Speed Model 3-litres, the same model which won Bentley's first two Le Mans in the 1920s but it's hard to forge much more of a link between that car and this targa-topped extravaganza. Perhaps it doesn't matter and maybe no-one cares any more; besides, what other colour was it going to be?

More historical confusion. The SC stands for Sedanca Coupé, echoing the Sedanca de Ville body-style made famous in the '20s and '30s. Then your Sedanca provided a cosy enclosed rear for you and your chums while in the front seats sat your staff, exposed to the elements; today's Sedanca changes the priorities right around.

Two removable glass panels in the roof that can be fitted or removed and stowed in the boot ➳

photography by Andrew Yeadon

Bentley's new Continental comes with unusual Sedanca Coupé roofline



in well under a minute mean the best of the weather can be enjoyed by those in the front while, because Bentley has based the car on the short-wheelbase Continental T, the cheap seats are emphatically the elegantly crafted but undeniably cramped chairs stuffed into the back. Call it a delicate way around using the dreaded 'Targa' word and you'd be closer to identifying this car's true role than any title or coloured badge Bentley is likely to offer any time soon.

Let's not quibble further over the details. The fundamental significance of this is car is as follows: it is the last Bentley to have been commissioned and designed while the company was British owned. The true importance of this is yet to be established. The only two comparable marques recently to fall from British ownership are still counting their lucky stars; few indeed would now regard the influence of Ford at either Jaguar or Aston Martin as anything other than of life-saving benefit and the companies are still considered British despite their American parent.

This might, of course, be simply because Ford's marketing machine is so effective and its British facilities so often in our newspapers that the popular perception is that Ford is indeed British, a trick few are likely to fall for with Volkswagen. Either way, it's hardly like to do much harm to sales of the Sedanca. It will appeal to those want to own the last Bentley paid for in Sterling and also those who will enjoy the reassurance of the knowledge that it was driven and signed off by Ferdinand Piech himself.

The only hurdle then to be leapt is the £245,000 asking price. Should have mentioned that earlier; the Continental SC is also the most expensive production Bentley ever to be offered for sale.

Your money does, however, buy more than a glass-roofed Continental. It has a specification unlike that of any other Bentley, even the Continental T upon which it is ostensibly based. The reason, says Bentley, for choosing its more cramped and compromised T instead of the original and more spacious Continental R is, first, there is a considerable advantage in torsional rigidity and also that the more sporting nature of the T aligns more precisely to the passionate character of the SC. Yes, that passion word again.

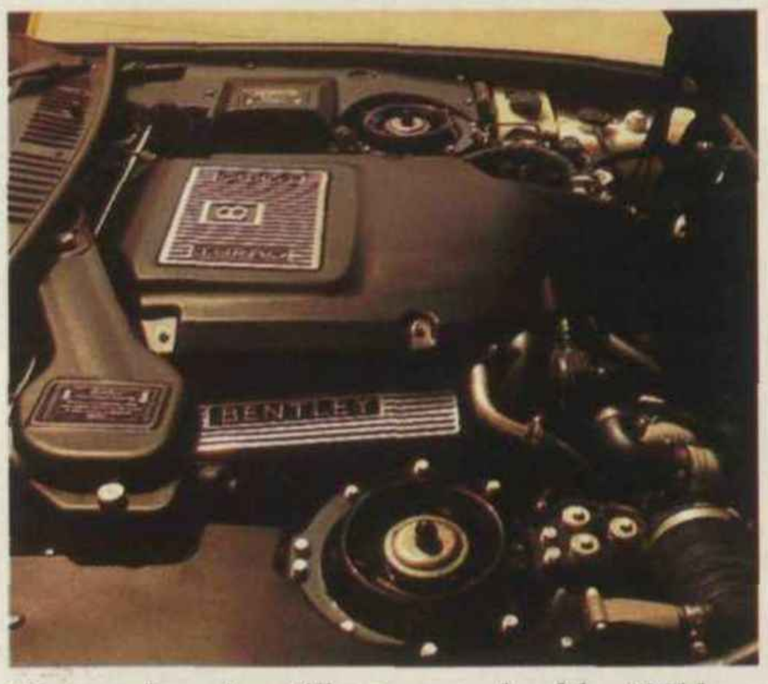
To an extent, Bentley is right. For a start, nothing is impossible and if it's a long wheelbase, glass-lidded Continental you must have, have one you will. All you need are abyssal pockets. What is, perhaps more to the point is that this is a sporting Bentley, one in which to drive rather than waft, though, it should be said, it is formidably proficient at the latter too.

The bad news, however, is that not only does all the ironmongery required to turn a T into an SC add the thick end of 160kgs to the car, heaving its kerbweight up to near 2.6 tonnes, but Bentley, in its wisdom, has also seen fit to reduce the power of the engine. This is more marketing for you – I can think of no other reason, as the engineers assure me the car can take full Continental T power without a problem.

So now our Continental is not only more expensive, it is heavier, less powerful and, inevitably, less structurally stiff too. You would be forgiven for thinking the package lacked promise.



The automotive world's most comfortable seats



'Detuned' engine still puts out a healthy 400bhp





Suspension allows for more compliant ride but impressive handling remains

I thought that until I drove it, just minutes after a couple of hours of glorious thrashing around in a Continental T. Though, as you will shortly see, it is not really the point, the roof works exceptionally well. The smoked panels are light, stow neatly in the boot and lock into the roof with the twist of an elegantly chromed switch. From these chaps you would expect no less.

Airflow across the front seats at a steady 70mph varies from a gentle breeze with the windows up to exhilarating gusts if they are lowered, while those in the cramped back at least have the benefit of a third, fixed smoked panel above their heads. With the panels in place, not only does the SC assume coupé levels of refinement, there is also the added benefit of hugely better headroom, until now always a problem for big Bentley coupés.

The above, however, constitutes but a fraction of the SC's charms and fails to show why, despite its obvious limitations, it is the best of its breed. Forget, for a start, the power loss of the famed 6.75-litre all-alloy engine. It still has 400bhp, compared to the 420bhp of the T and the 385bhp of its other two-door siblings. It still goes down the road like an avalanche down a mountainside, dismissing all who snap at its chromed exhaust with the merest dip of an elegantly drilled pedal.

Forget the reduced rigidity too. Torsional stiffness is a relative term and, roof removed, the SC



SPECIFICATION

	Bentley Continental SC
ENGINE	
Type	All alloy, water-cooled, front-engined eight cylinders in 90 deg Vee
Capacity ...	6750cc
Max power ...	400bhp at 4150rpm
Max torque ...	590bhp at 2150rpm
Valve gear ...	ohv, 2 per cyl
Fuelling... ...	Zytec EMS3 engine management
Transmission...	Four-speed electronically controlled automatic with 'Sport' option
CHASSIS	
Suspension (f)	Independent, struts, lower wishbones, coil springs, adaptive dampers, anti-roll bar;
Suspension (r)	Trailing arms, coil springs adaptive dampers, anti-roll bar
Brakes (f) ...	340mm ventilated discs
(r) ...	277mm plain discs
Steering	Power assisted rack and pinion
Wheels (f/r) ...	8x18in cast alloy
Tyres	285/45 ZR 18 Pirelli P-Zero
DIMENSIONS	
Length	206.3in
Width	81.0in
Track (f/r) ...	61.0in/62.2in
Wheelbase ...	116.6in
Kerb weight...	5754lbs



still feels like it has the structural integrity of a bank vault. Enjoy instead the myriad changes in both the cosmetic and engineering departments that Bentley has wrought to give the SC an identity of its own.

There are new seats for a start, as good as any fitted to a Rolls-Royce or Bentley of late and, as such, among the very finest in the automotive world. The centre console has been freshened up too, but not at the expense of the huge red starter button. On the outside, there are bigger sills, a new front airdam, fresh wheels... the chaps at Crewe are nothing if not comprehensive in their approach.

My favourite modification is to the suspension. In almost every way it is Continental T suspension, from its spring rates to its tyre pressures, and yet if you drive both they feel utterly different. Where the T jumps and darts around, the SC feels softer, more composed and, unless you're driving very quickly indeed, rather better. All this comes from two tiny changes in specification: slightly softer suspension bushes and a fresh programme for the electronic dampers.

To an extent, there is no doubting that the Sedanca Coupé represents a marketing opportunity on wheels. Bentley expects over half of the 80 which will be produced each year to end up cruising the American Interstate network and there's no denying a car which looks like a Continental T but with a slightly softer, more cuddly nature should do well over there.

But who are we to begrudge Bentley that? Twenty years ago a Bentley was just a badge and a dodgy radiator on a Rolls-Royce Silver Shadow; today it is a proud and individual marque that, quite rightly, comfortably outsells its former owner. And as the marques go their separate ways once and for all, the SC is one more reason to conclude that, in product terms alone, VW has had the rather better end of the deal.

It's a car I grew to like in a very short period of time and one, I have no doubt, which would only grow further on those rich enough to afford prolonged exposure. But passion? My dictionary defines passion as 'strong, barely controllable emotion'. I don't think I'm quite ready to feel that way about a car just yet. M



A post war Mk22 of 607 SQD. In racing livery for the 1948 Cooper Trophy

MERLIN *the wizard!*

The engineering saying 'if it looks right, it is right', describes the Spitfire to perfection. For a 1930s design, even today, it still looks drop dead gorgeous from any angle, from the smooth curves over the nose, to the unique elliptical plan shape of its wings. Always referred to as a 'she', this charismatic lady, the ultimate aviation collectable, a national icon, was just a war machine — a military vehicle to get the man and his machine guns, cannons, cameras or bombs, onto the target. Arguably, as the aircraft was developed, its looks became more aggressive, but were always in classic proportion.

Today, enthusiasts world-wide would rank the Spitfire in the top five of the most desirable aircraft. For most in the UK it will be number one by miles.

Reginald Mitchell and his design team at Supermarine in Southampton embarked on the project specification F.37/34, to become the Spitfire, in 1935. The early company background was centered around fairly ponderous flying boats. From the mid 1920s they had pioneered technology in the production of a series of racing seaplanes that culminated in the outright win of the Schneider Trophy for Great Britain in 1931. Lessons learnt coupling the tightest, sleekest airframe to the massive power of Rolls-Royce race-rated engines would pay dividends on the Spitfire design.

With storm clouds developing over Europe, the need for an interceptor defensive fighter was clear. Several companies would bid for the contract, with the production forecast as about .300 units. Mitchell and his team focused on installing eight 303 Browning machine guns in the thinnest wing possible, exceeding the initial contract specifications, to which they married a slender fuselage behind the new Rolls- Royce combat-rated machine — the Merlin. Fuel would be sufficient to intercept the enemy and return with little over an hour's duration at combat settings. Range would always be a problem with later marks of the Spitfire, demanding greater fuel over longer periods, as the Allies moved into Europe.

Using the technology pioneered on the racing seaplanes, Mitchell utilised the monocoque style of construction. The fuselage was basically four longitudinal members, or longerons, spacing a series of some fourteen sectional formers, or frames, spaced apart by short sections called intercostals. This framework was then covered in thin aluminium sheet held by rivets, this skin





Left, Mk XI disposal prior to a reconnaissance over Burma.

Left, a Mk XI prior to a recon mission over Burma, and a Mk VB of 243 Sqdn.

Peter R Arnold Collection



MkV at the Castle Bromwich factory prior to RAF handover



Mk21 — the first of the 'Twenty Series' Spitfires featuring the new shape wing

Spitfire: the legend continues

The Battle of Britain film of 1968 was the watershed for private Spitfire ownership. It did for Spitfires what the James Bond films did for silver Aston Martin DB5s. Aircraft that had changed hands before the film for £6000 instantly doubled in price, then doubled again within another year. Prices peaked around 1990, as with classic cars, but did not fall away as heavily. Today an airworthy Spitfire of a desirable Mark, in fine condition, would be valued in the region of £650,000. In terms of the thousands of man-hours of certified application to meet the rigorous demands of CAA flying approval, some would say they are substantially undervalued.

As with classic cars, a whole industry of specialist restoration services has grown up to support the 48 currently airworthy examples, and a similar number world-wide that are in the restoration process.

P&A Wood

HISTORIC FLYING LIMITED

TERRY HOYLE
ENGINEERING LTD



effectively taking the stress loads — no different from the current Boeing 747 of today. This technique not only bestowed the Spitfire airframe with initial lightness and grace, but also made it capable of continuous upgrading and development, amply keeping pace with the output of increasingly powerful engines available from Rolls-Royce.

By contrast, the Hurricane fighter from Hawkers, designed to the same contract specification, utilised the well proven tubular space frame as used on their successful bi-plane fighters. The principal stresses were taken through the tubes, with doped fabric over wooden frames, together with a detachable panelling, forming the exterior surfacing of the fuselage. The Hurricane was immensely strong, a stable gun platform, able to hold its own with the early mark Spitfires in the Battle of Britain in 1940, but it lacked that potential for development that was the hallmark of the Spitfire.

Pilots simply loved the Spitfire – it was a thoroughbred of its time

The prototype Spitfire first flew from Eastleigh in Hampshire on 5 March 1936. The chief test pilot Capt. 'Mutt' Summers is reported to have said 'don't change anything' after the flight. Obviously over-simplistic, but a measure as to how 'right' the design team had got it.

Reginald Mitchell died on 11 June 1937, aged just 42 years. The prototype, serial number K5054, was the only Spitfire he would ever see flying.

Could he ever have imagined this would be the first of some 23,000 Spitfires built? Almost certainly not. Designed around the anticipated short order run, the design did not lend itself particularly well to mass production. The manufacture was labour intensive, and the inspired wings were particularly complex, with not a straight line anywhere. One principal benefit of this style of construction was that the work could be subcontracted or dispersed widely: cottage industry on a grand scale.

With pressing need, barely sufficient Spitfires were produced at Southampton to equip a few squadrons before the war. Though never enough, production numbers built up rapidly in the lull before the Battle of Britain in the summer of 1940. The Southampton factory was particularly vulnerable to German bombers, and despite wide dispersal the need for a safer 'shadow' factory had been identified. The Air Ministry set the Nuffield Organisation into motion to build the Spitfire, using motor industry techniques, at a purpose built factory at Castle Bromwich near Birmingham. These very buildings today house the production line of the new S type Jaguar.

Joe Smith took over the chief designer's mantle after the death of Mitchell. To him must go the honours of developing the basic design so far and so wide, as detailed later in the text. Only wartime conditions could generate the energies for this to happen. If you compare the photos of the production of the MK 1 Spitfire with the MK 47 Seafire, you could be forgiven for thinking there is no family connection whatsoever. Measure the basic fuselage from engine firewall bulkhead datum to the tail unit attachment frame on both and it doesn't change a jot: nor does the position of the cockpit layout.

The ability of the basic design, suitably reinforced, to accept bigger and more powerful engines, transmitting the power through increasing numbers of propeller blades, carrying ever more armament to greater height and further range, is what separates the Spitfire from its contemporaries. The MK 1 Spitfires entered RAF service before the War with a 27 litre Rolls-Royce Merlin engine developing just over 1000hp driving a fixed pitch two-blade propeller. The Seafire MK 47 entered Royal Navy service in 1946 with a 36.7 litre Rolls-Royce Griffon engine developing 2350hp driving a six-blade variable pitch contra-rotating propeller. A spectacular development rate.

Pilots simply loved the Spitfire. It was a thoroughbred of its time. The controls were harmonious and it was an absolute joy to fly. Above all, it was reliable. As wing loadings increased with additional fuel and ordnance, and the increased engine torque needed harnessing, some flying refinement was lost, but it was a small price to pay.

Spitfires operated in every major theatre of World War Two. From the deserts of North Africa to the jungles of Burma, from Darwin to Archangel, the Spitfire was there, the principal RAF day fighter. Indeed it is one of the few fighter aircraft, either Allied or Axis, to be in continuous production during the whole of World War Two. Apart from the hundreds of Spitfires supplied to Russia and Australia during the hostilities, at the end of the war well over twenty countries re-equipped with the surplus Spitfires through the late 1940s, as the RAF made way for the new jet age.

Propellers do not come cheap at £50,000 per unit from Hoffman Propeller Werke in Germany. Engines in the main are rebuilt in the USA, where the thriving P-51 Mustang market utilises the license-built Packard Merlin engine. The supply of 'starter kits' comprising untouched and basically original complete aircraft has just about dried up. Composite kits based on the provenance of a fuselage monocoque, mated to parts gathered from all around the world, are the norm now and are quite accepted. All those countries that re-equipped with surplus RAF Spitfires have become the rich hunting ground for today's collector. A good many of the Spitfires today, both airworthy and under restoration, were recovered from the likes of children's playgrounds at Israeli kibbutzim, Indian Air Force locations where they had been target decoys and scrap yards in South Africa. Statistically Russia, which received well over a thousand Spitfires, is the most likely source of uncharted projects. Rumours abound of MK Vs still in their original crates, in Russia. An exciting prospect.

P & A Wood

Paul and Andrew Wood were apprentices at Rolls-Royce when they bought a Rolls-Royce 20/25 for £60 and restored it. They took it to R-R meetings, where people were surprised by how much it had cost. Soon they had requests to undertake other restoration projects.

Today, P & A Wood is a Rolls-Royce distributor with 50 employees able to undertake work on any Rolls-Royce product. The factory has entrusted restoration of its own cars to the brothers, including the original Silver Ghost and the London-Edinburgh car.

Andrew Wood's passion, however, is for vintage aircraft. He owns a de Havilland Tiger Moth and Puss Moth, and a reconstructed Sopwith Dove. Just as he became a car restorer almost by accident, so he has become an expert on the Rolls-Royce Merlin engine. "I bought one from a field in Lancashire in a pretty sorry state," he says, "but I thought it could be made into a display feature for our showroom.

"We demonstrated it at Rolls-Royce gatherings and were asked to restore other engines. It takes a year to complete a Merlin, and we use only original components. It is not possible under CAA rules to use newly made parts. Aero engines are not commercially important to our business, they account for about two percent of our work. I do it for the sheer love of the work. The Merlin is an incredible piece of engineering."

Terry Hoyle

Terry Hoyle should need no introduction to motor sport enthusiasts. He first worked for Gilby Engineering which ran Gilby sports and F1 cars for Keith Greene. He moved on to Cosworth Engineering, and then Maranello Concessionaries, which forged his love for Ferraris. Eventually, he became head of the engine workshop in Ford's Boreham Competition Department.

After leaving Ford in 1973 to set up his own engine business, Hoyle's engines won 11 major championships, including the World Rally Championship. After an unfortunate business deal nearly drove him under, he regrouped and concentrated on historic Ferraris and Maseratis.

One day a Spitfire pilot dropped by with a view to buying a Ferrari, and suggested that Terry worked on a spare Merlin engine he owned. "At that time most Merlins were being rebuilt in the States, but as V12 engines are my passion, I had no difficulty in agreeing." The Royal Netherlands Air Force, which maintains historic aircraft, heard about the Merlin project, and suggested that they worked together.

Another early customer was Nick Harley, whose Merlin sits in his Rolls-Royce Phantom car.

Currently on his premises, Terry has five Packard-built Merlins, two Rolls-Royce Griffins and a Napier Sabre. It takes one man six months to rebuild a unit, using only original parts.

P&A Wood

HISTORIC FLYING LIMITED

TERRY HOYLE ENGINEERING LTD

Restoration philosophy for HFL Spitfires

Spitfires were in production just before, during, and just after World War Two. It was in the period during World War Two that these aircraft were built in large quantities and under great time constraints. It was accepted that their active life in service was limited. It was for that reason that little time or expense was spent on the conservation or cosmetic appearance of the aircraft built, beyond that which was strictly necessary for functionality and speed of delivery.

Historic Flying Limited

Historic Flying Limited was founded in the late 80's by Tim Routsis who, having established a successful Cambridge based software house, gathered together a team of experienced restorers and enthusiasts in order to satisfy a common interest in old aeroplanes.

The first batch of restoration projects was acquired through an innovative deal with the Ministry of Defence whereby several of the gate guardians at RAF stations were exchanged for fibreglass replicas. The first of these, from RAF Uxbridge, flew in June 1991. In the meantime the company had relocated from its original converted farm premises to a purpose built hangar on the Audley End Estate.

In 1996 the company ran into serious financial difficulties and was acquired by one of its clients, Karel Bos. A refinancing package was introduced together with a new policy of buying projects for restoration and sale rather than restoring customer owned aircraft.

One of the last customer owned projects nearing completion and due to fly shortly is a Hurricane for the Battle of Britain Memorial Flight.

Historic Flying Limited Tel: +44 (0) 1799 528084

The Spitfire owner of today needs a flying Spitfire to...

...be operationally absolutely safe
The proficiency and experience on type of the pilots flying these high performance machines is on average well below that of the Spitfire pilots who flew these machines in active service during World War Two and a few years thereafter. The need for technically very safe machines is therefore greater than ever, in order to keep the risks of flying these machines within acceptable levels.

...be well protected against corrosion
A Spitfire is a very high value collector's item. It must be totally protected from attack by today's extremely corrosive and aggressive atmosphere, which is much more polluted than that in which these aircraft first flew.

...be authentic
As with any valuable antique, and in order to be valuable, a restored Spitfire must have a well documented and proven 'pedigree' and must be perfectly finished. This both adds to its value and assures the appreciation of that value.

...look good
There are less than 50 flying Spitfires world-wide and these are of major interest and attraction anywhere they are seen.

...have up to date communication and navigation equipment
Although this is secondary and relates only to Spitfires which are regularly flown outside the immediate vicinity of the aerodrome at which they are based, we believe at HFL that a flying Spitfire should be equipped with

- *modern VHF radio communication* equipment
- a height encoding transponder
- a Global Positioning System (GPS)

in order to maximise safety in flying these machines in today's much higher air traffic density.



The perfect pair

Aircraft restored or under restoration

HFL has been responsible for the restoration of approximately 20% of the Spitfires flying today. This figure will rise to over 25% on completion of the projects currently in work.

Listed below are the aircraft that have been restored, or are being restored, to a fully certificated flying condition:

SUPERMARINE SPITFIRE

Completed

	AIRCRAFT	IDENT.	COMPLETED
1	Mk XVI	RW-382	June 1991
2	Mk IX	TE-566	June 1992
3	Mk XVIII	TP-280	June 1992
4	Mk XVI	TD-248	Nov 1992
5	Mk XIV	NH-799	Jan 1994
6	Mk XIV	SM-832	Mar 1995
7	Mk Vb	EP-120	Sep 1995
8	Mk Vc	AR-614	Sept 1996
9	Mk V	BM-597	Aug 1997

Underway

	AIRCRAFT	IDENT.	OWNER
1	Mk IX	MK-912	HFL
2	Mk XVI	TB 252	Client
3	Mk XVIII	SM-845	HFL
4	Mk XIV	RN-201	HFL

OTHER AIRCRAFT TYPES

Completed

	AIRCRAFT	IDENT.
1	Bucker Jungmann	G-RETA
2	P-51D Mustang	F-AZIE
3	DH82a Tiger Moth	G-AOEI

Underway

	AIRCRAFT	IDENT
1	Hurricane	LF-363

The company is also a supplier of aircraft parts and has carried out maintenance and repair work on a wide range of aircraft.



SPITFIRES AVAILABLE FOR SALE

Mk XVI

This aircraft is currently fully airworthy with approximately 150 hrs total time since full restoration. This restoration was completed by Historic Flying in November 1992 on behalf of its owner. It was originally built at Castle Bromwich in early 1945 and was released to service on the 11th of May. It last flew with the RAF in 1954 and was delivered to RAF Hooton Park as a display aircraft with the codes DW-A. It was subsequently delivered to the ATC at RAF Sealand where it remained until collected by Historic Flying. The aircraft was subjected to a thorough and comprehensive rebuild. The aircraft is currently finished in the distinctive scheme of a Mk21 Spitfire operated by 41 Sqdn for the Blackpool Air Races in 1949.

Mk XVIII

This is an early production Mk XVIII, completed at Southampton in May 1945. It was delivered to the Indian Air Force at the end of 1946. No details of its activities are known until it surfaced in the mid 1970's when aircraft collectors were searching India for a restorable aircraft. It was then shipped to the USA where it was acquired by David Tallichet who commissioned Sternberg Aircraft to restore it to airworthiness. Things did not exactly go as planned: the aircraft was returned to the UK in a part restored state in the late Eighties and acquired by a UK collector. It was acquired by HFL while undergoing restoration at Audley End and is now at a stage where most major assemblies are complete. The wings are due to be fitted with an overhauled Griffon 65 engine and the aircraft will be offered with a full permit to fly.

HFL Deliverables

Training on Type
HFL will arrange full training on type. The initial Training will take place using the Chipmunk aircraft, followed by advanced training in a Harvard T6. Final conversion to the Spitfire will be supported by in-depth ground technical training at HFL.

Aircraft Disassembly (Export)
HFL have extensive experience in the safe transportation of aircraft and will dismantle and containerise the aircraft for export.

Inland Freight UK (Export)
HFL will pay all UK Inland Freight charges for export aircraft.

Sea Freight (Export)
HFL will pay all Sea Freight charges for export aircraft.

Transport Insurance (Export)
HFL will pay all Insurance Fees due during UK Inland Freight and Sea Freight for export aircraft.

Aircraft Reassembly/Testing (Export)
HFL will supply an experienced team to reassemble and commission the aircraft following shipping.

Maintenance Training (Export)
HFL will carry out full Maintenance Training for the customer and/or his nominated Ground Engineer.

P&A Wood

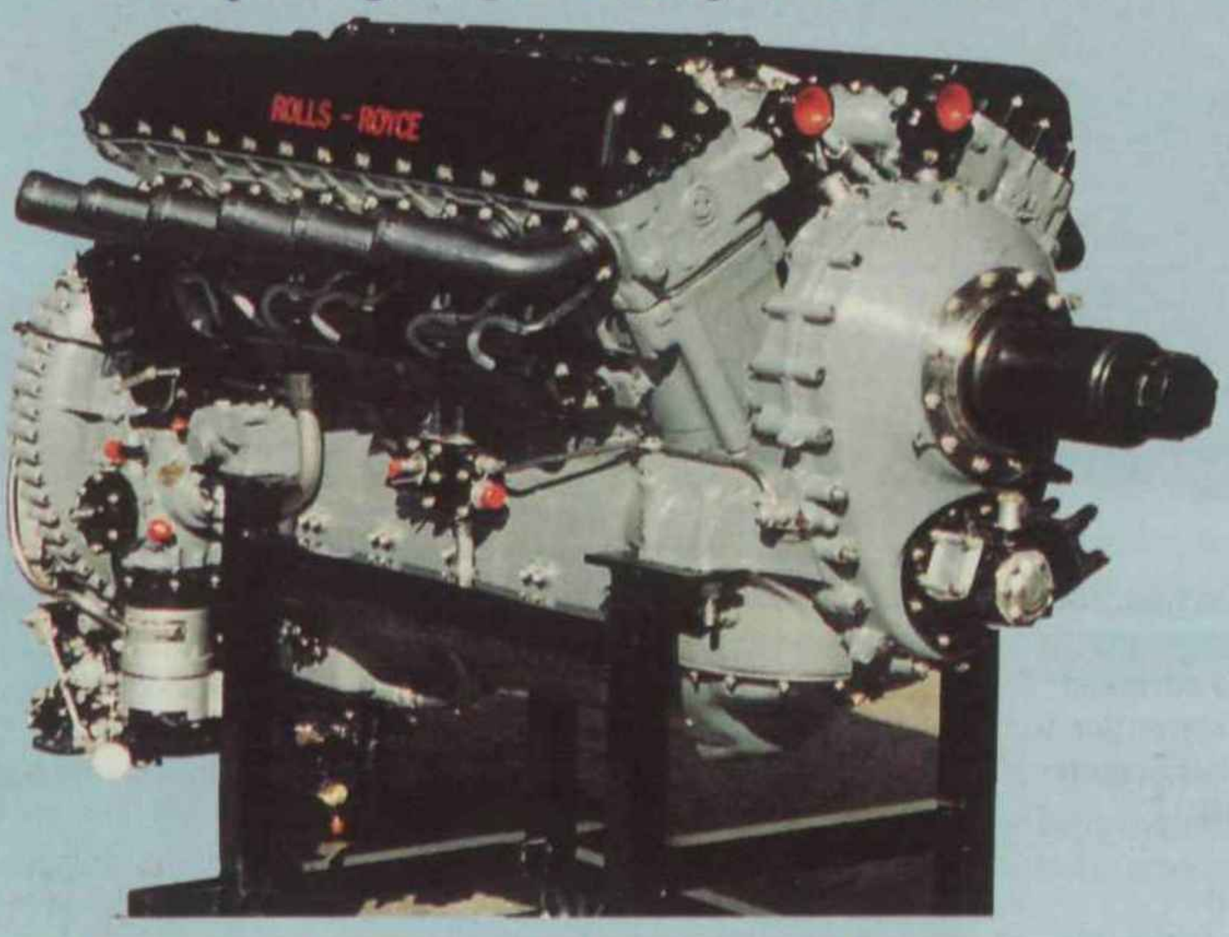
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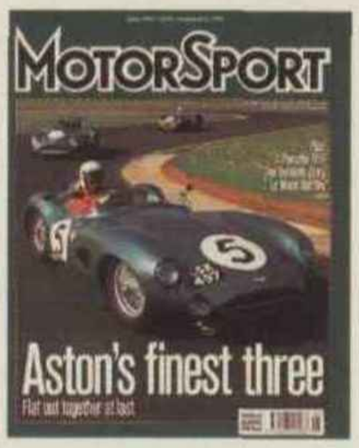
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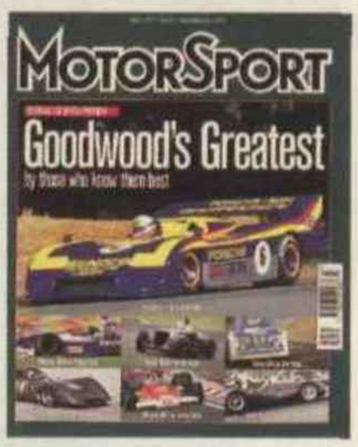
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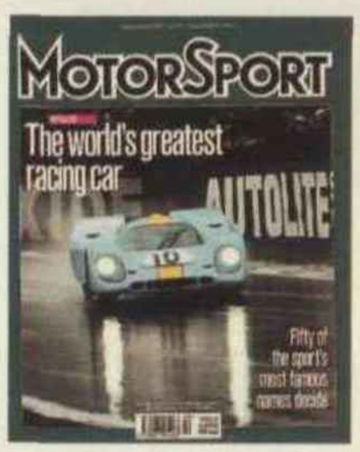
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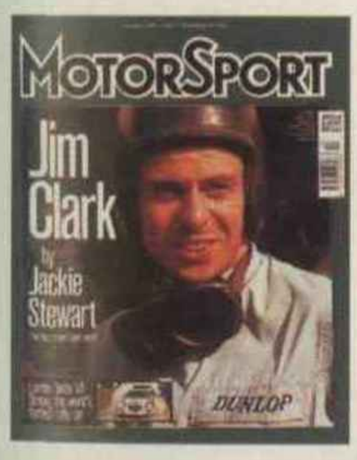
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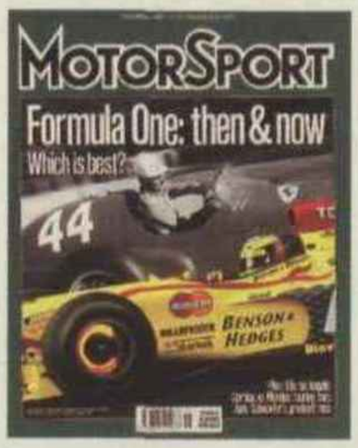
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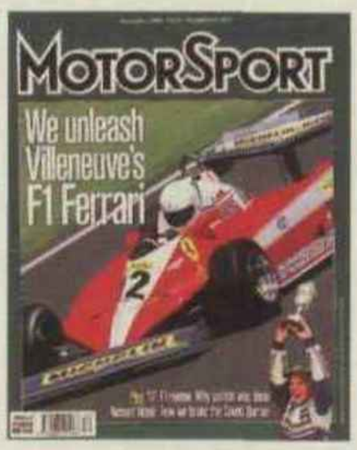
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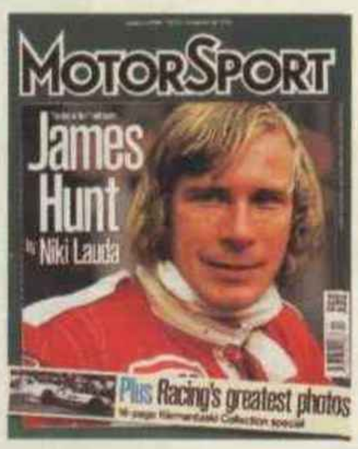
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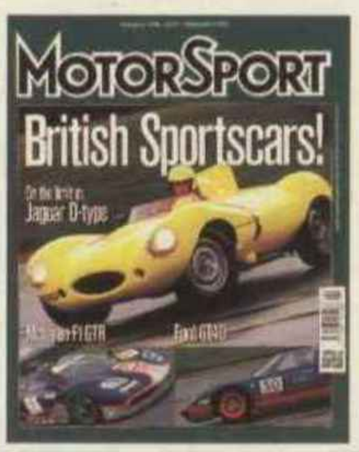
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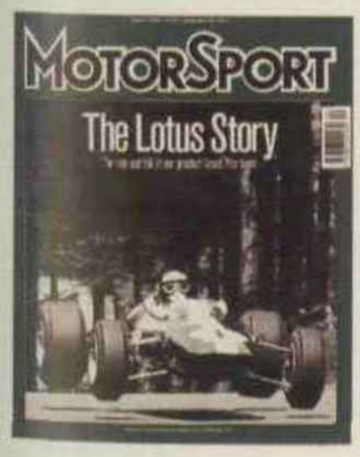
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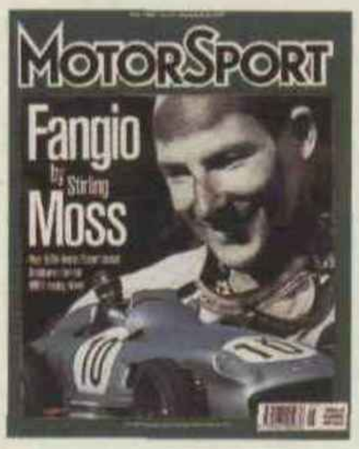
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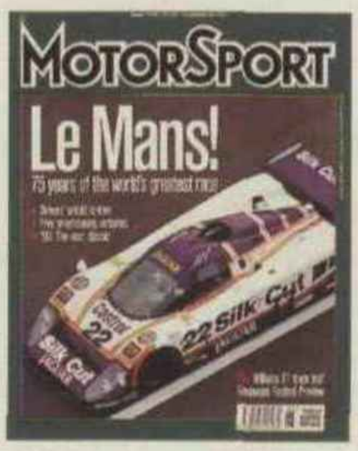
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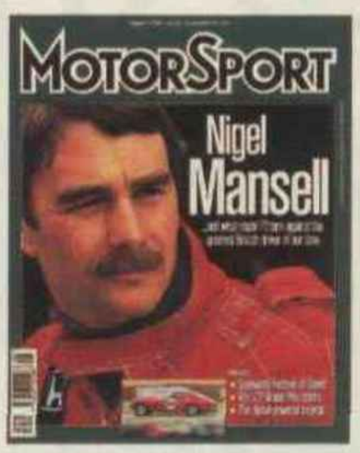
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A DATE WITH DESTINY?

FRANÇOIS CEVERT DIED 25 YEARS AGO. ADAM COOPER TALKS TO FAMILY AND FRIENDS ABOUT THE MAN AND FINDS HIS METEORIC RISE AND THE TIMING OF HIS TRAGIC DEATH WERE ALL FORETOLD BY A CLAIRVOYANT YEARS EARLIER

MOTOR RACING IS ESSENTIALLY A SCIENCE; IT'S SUPPOSED TO BE ABOUT nuts and bolts, numbers on lap charts and on stopwatches. But sometimes other, less tangible factors seem to play a part. Fate and coincidence loom large in many tragic stories in the sport's history, and such is the case of Albert François Cevert.

Just before qualifying for the 1973 United States Grand Prix at Watkins Glen, the Frenchman pointed out to his mechanics that it was October 6th, he was driving Tyrrell 006, his race number was six, and behind him sat Ford Cosworth DFV number 066. He said it was his lucky day, a golden chance to claim the first pole position of his F1 career.

Another number had significance that weekend. Few people knew it, but the 100th Grand Prix for his friend and mentor Jackie Stewart would also be his last. After three and a half years in the maestro's shadow, François was poised to become Tyrrell's team leader for the 1974 season. The world was at his feet. ➳




elf
YEAR
CEVER



With deadly timing, misfortune intervened. Right on the limit in his quest for pole, Cevert lost control and speared into a poorly secured barrier with such force that the blue Tyrrell was savagely ripped apart. France's greatest racing driver, a man most expected to be the country's first World Champion, died instantly of his injuries. The devastated Stewart never made that 100th start.

Cevert's mechanic Jo Ramirez says that when DFV 066 was back being stripped at Cosworth, engineers were stunned when the block inexplicably fell from a bench to the ground.

There's more. Back in 1966, when he had barely started his racing career, did François unwittingly make a date with destiny?

Back then, his girlfriend Nanou Van Melderen saw a clairvoyant. Seven years earlier, the same woman had told Nanou of a future relationship; when she met François, it all seemed to come true.

On this second visit the old woman claimed her loved one would be a huge success, but that his job would force them apart.

"Cevert's background was unusual. He should have been called François Goldenberg"

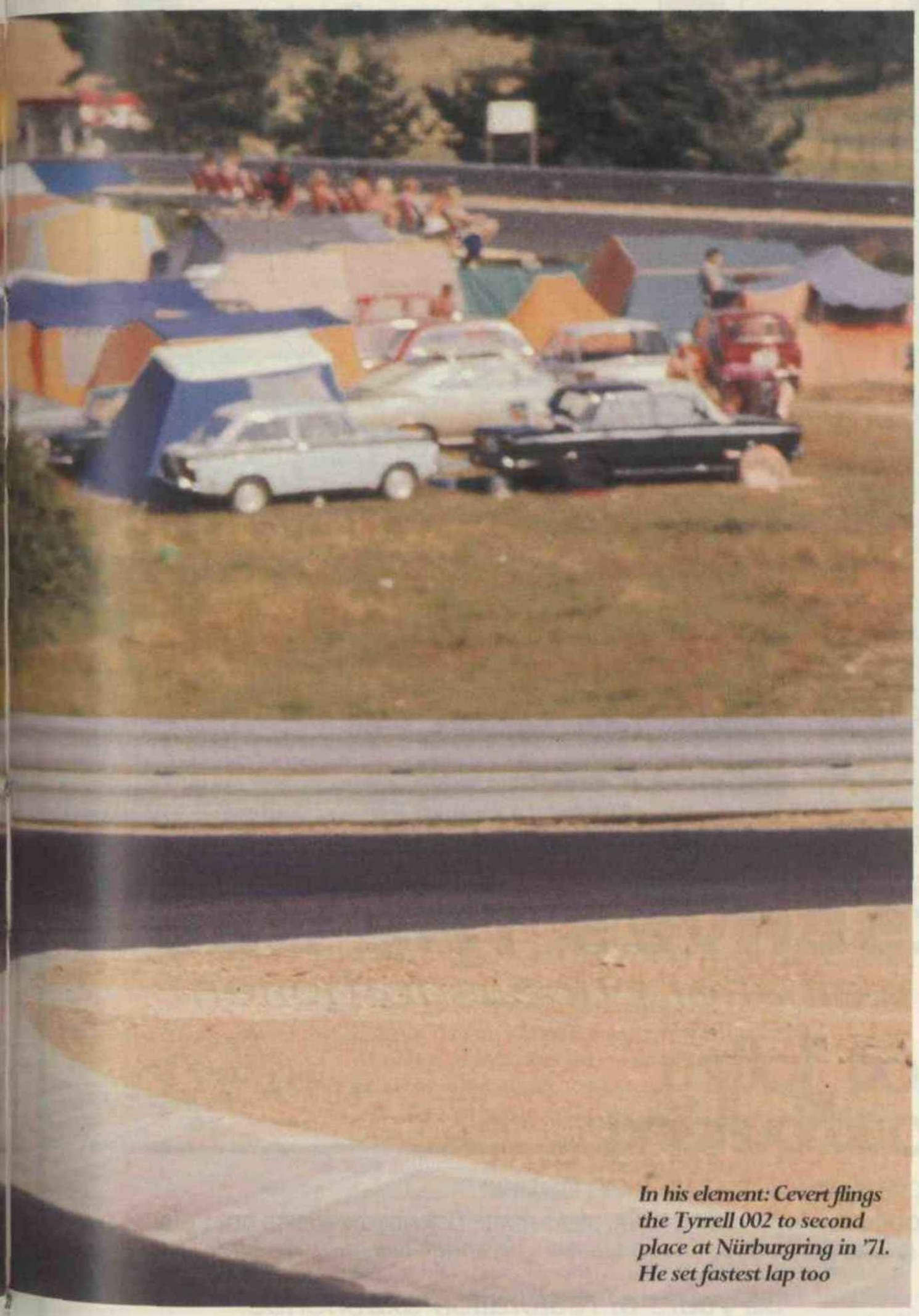
Nanou told a sceptical François what she'd learned, and keen to find out more, he insisted on seeing the old woman himself. Unaware of any connection with her previous client, the woman told Cevert exactly what she'd already spelled out to his girlfriend.

"It's a true story," says his sister Jacqueline today. "Nanou liked to see a medium. As a joke François decided to go. The woman said he will have great success, many good things will happen."

But there was one startling revelation which came as news to Cevert. Nanou had heard it too, but had preferred not to tell him.

"The woman stopped speaking," says Jacqueline. "And then she said François would not see his 30th birthday. He said, 'No problem, I will be World Champion before then.' He laughed, because he did not believe this woman..."

On the day he died, François Cevert was 29 years-old.



In his element: Cevert flings the Tyrrell 002 to second place at Nürburgring in '71. He set fastest lap too

some, from a rich family – and he'd slept with Brigitte Bardot!"

Cevert's most loyal supporter was younger sister Jacqueline, who strengthened her ties with the sport when she married his friend and rival Jean-Pierre Beltoise. Jacqueline was extremely close to her brother.

"He was very possessive," she recalls. "When we were very young we were always together. I couldn't speak to another boy. I couldn't be alone, he was always looking after me. Even when I married Jean-Pierre, he was like that. He was jealous of Jean-Pierre. He said to me one day, 'You don't love me now you are married with Jean-Pierre, you stopped loving me!' It was terrible..."

Cevert's family background was unusual. He should really have been known as François Goldenberg – that was the surname of his father Charles – and his roots were as Russian as French.

"My great-grandfather had money," reveals Jacqueline. "It was an old family, and nobody had to work. When he thought the revolution was coming, he sent his family from Russia to France, Brazil, the USA. We still have family everywhere in the world.

"My grandparents, father and his brothers all came to Paris. Afterwards, the money kept coming from my great-grandfather, but then he was killed, and the money stopped. So at ten years old, my father and uncles had to work in the streets to get some money. It was very hard for my father when he was young."

Against the odds, Goldenberg built up a successful jewellery business. One day in 1938 an attractive girl walked into his shop; her name was Huguette Cevert. They fell in love, but war was around the corner. Charles was Jewish, and the relationship remained secret.

When he joined the resistance, Charles became a prime target for the Nazis. He lived in hiding in a maid's room in the attic of an apartment building, while Huguette stayed several floors below.

"He was registered as a Jew, and did not live with my mother because he was afraid the Gestapo was coming. He was a wanted man. It was very difficult for them, very dangerous..."

During the war children Elie, François (born in February 1944) and Jacqueline were all registered with their mother's surname, as was a third son, 'Petit' Charles.

"My mother gave her name to my brothers and myself, and after it stayed like that. A long time afterwards my father said your name is Goldenberg, but we said everybody knows us by the name of Cevert, we can't change. After the war my father wanted to marry my mother, but she said 'We have the time, we've passed five years without being married, let's wait a little bit.' They waited another 45 years, until he died – they never did marry."

Growing up in affluent surroundings, François developed an early interest in wheels and speed.

"My father liked sportscars very much, and my mother too," says Jacqueline. "For François, it was always cars. In France, we say 'une auto'; my mother says when he was young, he could not say it exactly – he always said 'toto, toto.' This was his first word. ➳

TALL AND WITH LOOKS THAT SET FEMALE HEARTS RACING, CEVERT made an indelible impression on all who knew him. Friends remember him with great affection, and it's fitting that, James Dean-like, he's frozen in people's minds as the youthful, dashing, blue-eyed charmer who doubled as a talented classical pianist.

Those who knew him best seem to speak with one voice. "He was one of the best friends I've ever had," says Stewart, "and one of the nicest men I've ever known. He was one of the family."

"Such a flamboyant and natural person," recalls Ramirez. "It was impossible not to like him. He had a superb personality."

"He was a very charming young man," says his boss Ken Tyrrell. "He was very handsome, so the girls all loved him. He only had to flutter his eye lashes and the girls fell about."

"He was a gentleman, courteous and intelligent," remembers veteran journalist Jabby Crombac. "He had everything going for him. But young enthusiasts were jealous, because he was so hand-



Cevert's dash and charm are forever frozen in people's minds

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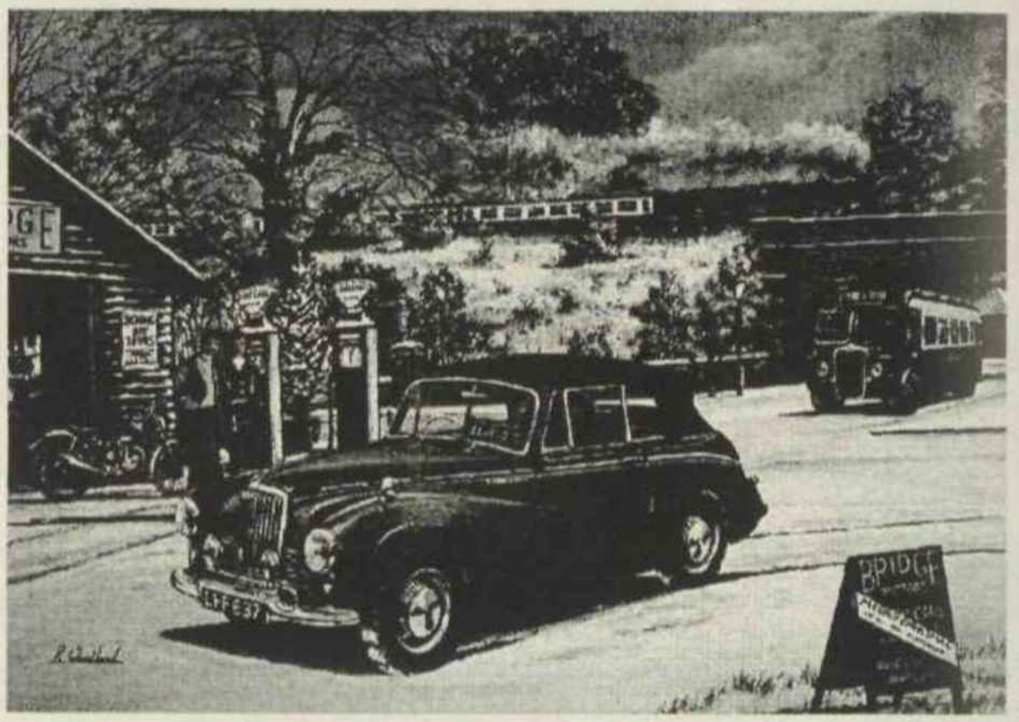
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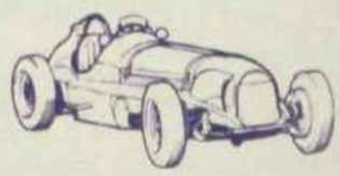
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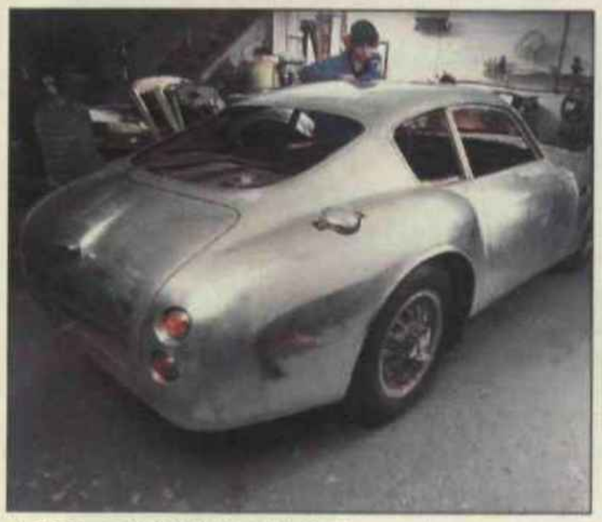
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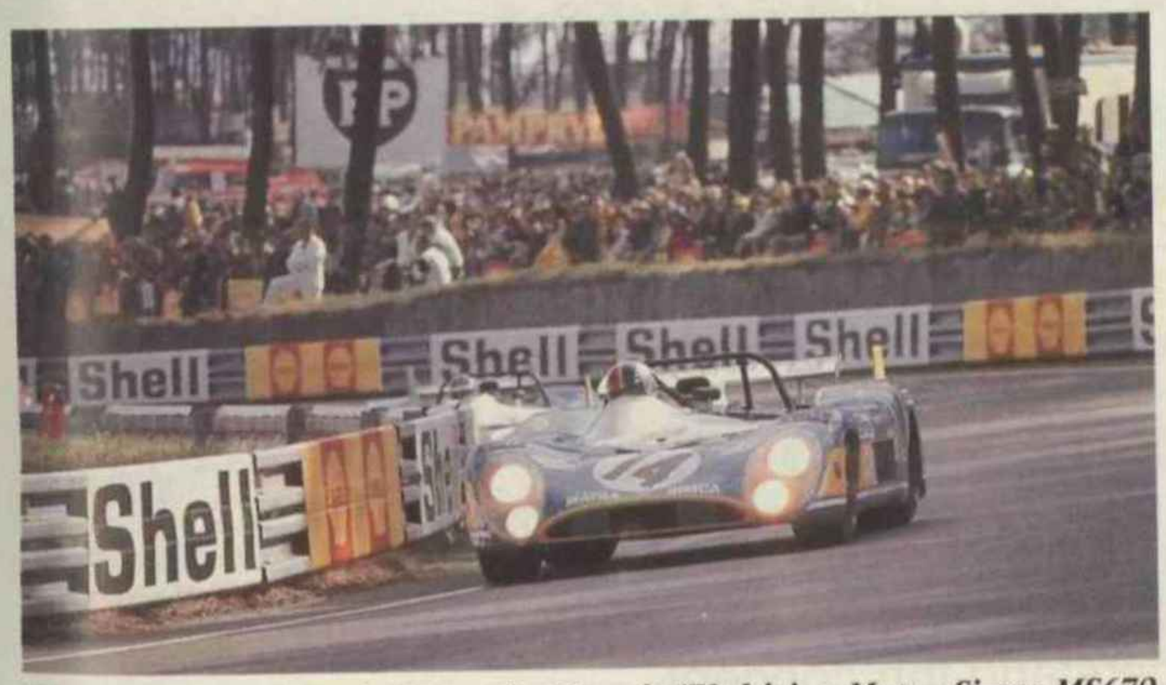
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Monaco Grand Prix '71 and still learning: he crashed the Tyrrell on lap five



May 1970: A month before the F1 break, Cevert bent the Tecno at Crystal Palace



Cevert storms to second place at Le Mans in '72 driving Matra-Simca MS670



The only GP win, Watkins Glen '71. Two years later, François would die here

"When he was 15 he told my mother every day, 'It would be better for you if you had a scooter to do your shopping.' So my mother bought a Vespa, but she never rode it; François took it and began racing friends in the streets. After that he had a Morini 125, and and then, when he was 19, he had a Norton."

An obsession with bikes led to a shortlived career on two wheels – one event at Montlhéry, to be precise – before François turned to cars. National Service put plans on hold, until in 1966 the 22-year-old completed a course at the Le Mans race school.

His ambitions did not go down well at home.

Later he switched to the school at Magny-Cours, where the carrot was the Volant Shell scholarship – and the prize of an Alpine F3 car. François and Nanou worked all hours in mundane jobs to pay for his tuition. He qualified for the scholarship final and beat the favoured candidates – including one Patrick Depailler.

François duly launched himself on the unsuspecting French F3 world. He could drive fast, but knew no racecraft, and even less about how to prepare his uncompetitive Alpine. Somehow he made it from race to race. Once he was in dire need of a tyre for his battered trailer and stole a wheel from a Mini parked outside a police station. Despite the slog there were no results. Estrangement from his frustrated parents – he hardly saw them in 1967 – did not help.



Cevert and JYS signal to Ken at Brands celeb race

But he persevered, and in 1968 picked up a little sponsorship from a fire extinguisher company. He bought a new Tecno, and suddenly everything clicked – he started winning all over Europe, pipped Jean-Pierre Jabouille to the French title in a dramatic showdown, and won back the respect of his father. The following year he progressed to F2, with Tecno works support. He won a Reims slipstreamer, and in August made his GP debut in the F2 class at the Nürburgring.

Progress continued in 1970, and, in June, a dream opportunity arrived. Hampered by an eye injury and lacking in confidence, Tyrrell's Johnny Servoz-Gavin announced his retirement, leaving the team boss in urgent need of a number two.

"François was a natural candidate," Tyrrell recalls. "'Everybody said it was Elf, but it was really what Jackie said about him."

The stopgap March 701 was not a great car, and Cevert made a quiet debut at Zandvoort. He scored his first point at Monza, a day after witnessing Jochen Rindt's fatal qualifying accident. In those early races he failed to make the impact of fellow rookies Emerson Fittipaldi and Clay Regazzoni, but Ken wanted someone sensible, willing to learn from Jackie. It worked. JYS and François established a teacher/pupil relationship of rare harmony.

"He was very anxious to learn," says Stewart. "He was a good listener, and wanted to know all we were doing. He was a young bright-eyed racing driver with incredible enthusiasm and energy. He learned he had to be smooth, that he couldn't upset the car."

Cevert began to make news in his own right in 1971, when Tyrrell introduced its own chassis. He was second at Paul Ricard and the 'Ring (the latter with fastest lap), and third in the famous photo finish at Monza. In the season closer at Watkins Glen he was in the right place to take advantage when Stewart slowed with tyre problems; it was to be his only Grand Prix victory.

The 1972 season was something of a disappointment – second at Nivelles and Watkins Glen were the only decent rewards in a frustrating year – but in '73 Cevert came of age. As Stewart sped to his third title, Cevert spent many laps sitting in his wheeltracks. They finished one-two at Zolder, Zandvoort and Nürburgring, and François had three more second places. Success with Matra ➤

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The Grand Prix debut, albeit in the Formula Two category. Cevert jumps the Tecno over the notorious Flugplatz at the Nürburgring during 1969 German GP

in sportscars showed he was on the verge of making it big.

In the penultimate GP at Mosport, François had a huge accident after a controversial tangle with Jody Scheckter. The front of the chassis folded up, but somehow he escaped with just badly bruised ankles, and a technicolor opinion of the South African. There followed a two-week gap before the Watkins Glen finale. Cevert hobbled around when he joined the Stewarts on trips to Niagara Falls and Bermuda, discussing what was on the cards for 1974.

"He had an offer from Ferrari," says Stewart. "He had no idea I was retiring. I didn't tell him, but Ken and I agreed I should tell him, because he was going to be number one. In Bermuda he was asking, 'What should I do, should I go?', I said 'You should stay with Ken, have another year of learning; I won't be here forever.' "

At Watkins Glen, Tyrrell signed Scheckter for 1974. Although Stewart and Crombac deny it, Ken insists François did know that Jackie was about to stop. Did Tyrrell tell Cevert that weekend he was to inherit JYS's seat, with Jody as team-mate? Certainly if the Frenchman had heard about the Scheckter deal he would have been unsettled, perhaps less so if it had been made clear that Jackie was quitting. But for whatever reason, he was on inspired form.



Jacqueline Cevert with husband Jean-Pierre Beltoise

"He was confident," says Ramirez, "His first win was there and he wanted to do it again. I think he'd made the decision to get pole and win the race. The number sixes were probably another thing which contributed to his determination, the feeling that everything was going to be alright."

"When he went out he said, 'I'm going to put this car on pole now,' " says Tyrrell, "and he'd gone out to do that when he lost it."

Cevert was fourth and had set his two fastest laps when he went missing; witnesses said he seemed just to overdo it. In a further twist, the first man on the scene was Jody. What he saw coloured forever his attitude to motor racing; François was beyond help.

"I was waiting for my second baby," says Jacqueline, "which is why I wasn't in America. I was not well, and I didn't want to travel. We were out, and my brother Charles heard from somebody who phoned and just said "François is dead." We came home, and he was terribly shocked. It seemed impossible. I tried to get Jean-Pierre in Watkins Glen, and, half an hour later, he called."

The year after the accident, Nanou Van Malderen first told the story of Cevert's visit to the medium in an introduction to the biography, *A Contract With Death*. It set the family thinking.

"There was one strange thing," says Jacqueline. "In the last year of his life, 1973, he was always second. He had good success. One day I was with my mother and we met him in the street at Neuilly, at home. He was sad and nervous, and mother said, 'No problem, everything is good. You're always second, it's fantastic.' François was a little upset. 'Yes, I am second, but I won't be World Champion this year.' We were very surprised. She said, 'Ah, but it will be next year.' After he died we thought about that. It was so strange – why did he say that at this time? Did he believe the medium?

"My mother wanted to see this woman. She took a photograph of Francois when he was 12 years old – you could not recognise him – and gave this photograph to the woman, and said 'Speak to me about him.' The woman was very, very old. She put her hand on the photo, she shut her eyes, and she said, 'I see many successes, many great things, it will be fantastic, he is recognised by the whole country.' She didn't say he was a racing driver, but that he would have a great career. Then she stopped speaking. She opened her eyes. She was so surprised, and so afraid. She looked at my mother and said, 'He is dead…' " M

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Photograph by John Colley

The Goodwood Motor Circuit Revival

EVENT ONE, SUNDAY 20 SEPTEMBER, RACE DAY AT GOODWOOD



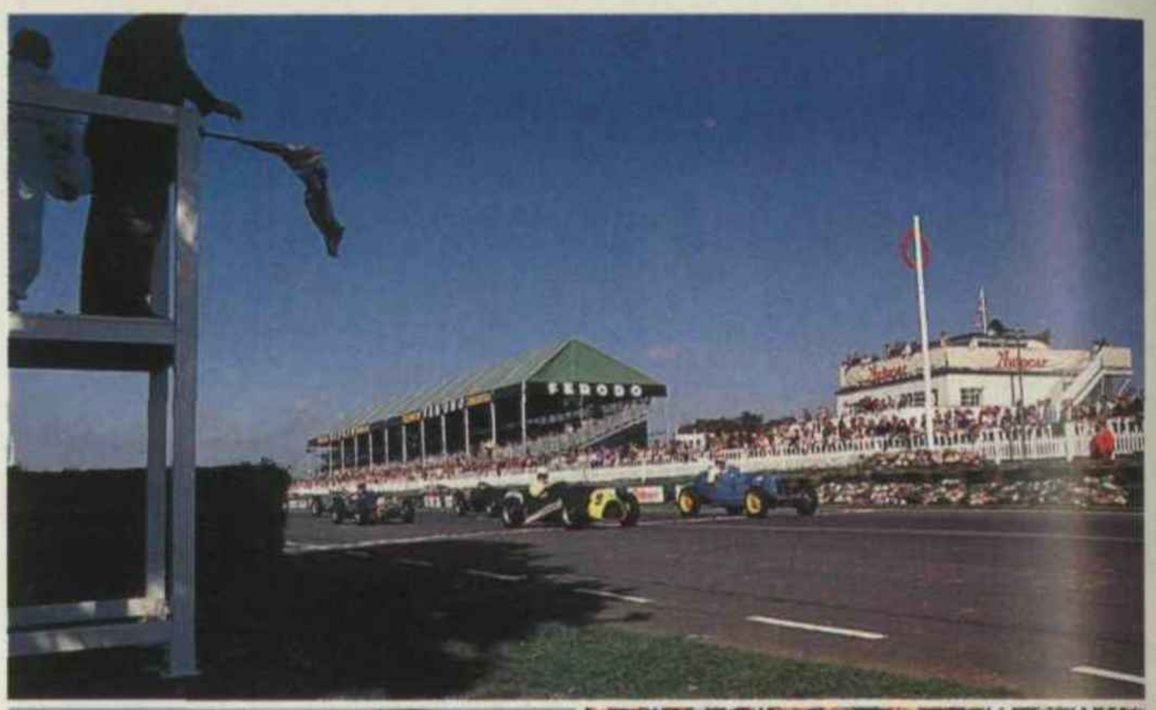
GOODWOOD MOTOR CIRCUIT REVIVAL

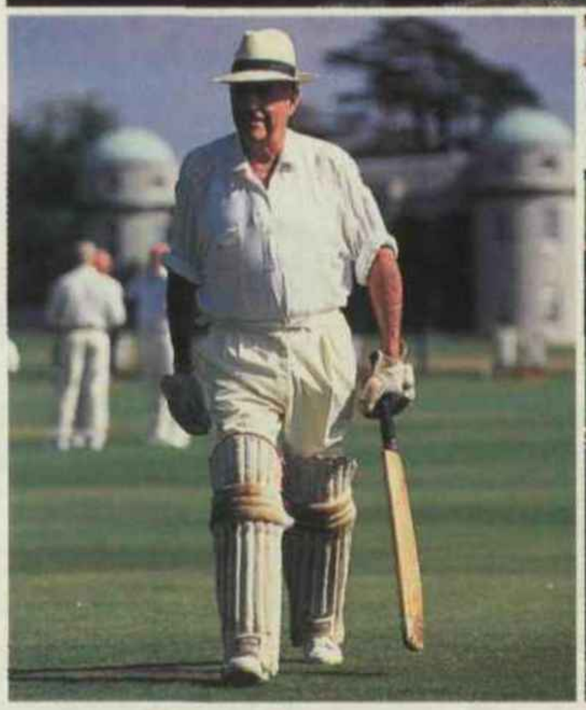
In the end, it surpassed the wildest expectations. Fifty years to the day after its first meeting, motor-racing returned to Goodwood with an event none of the 80,000 spectators would argue was not the greatest historic race meeting of all time.

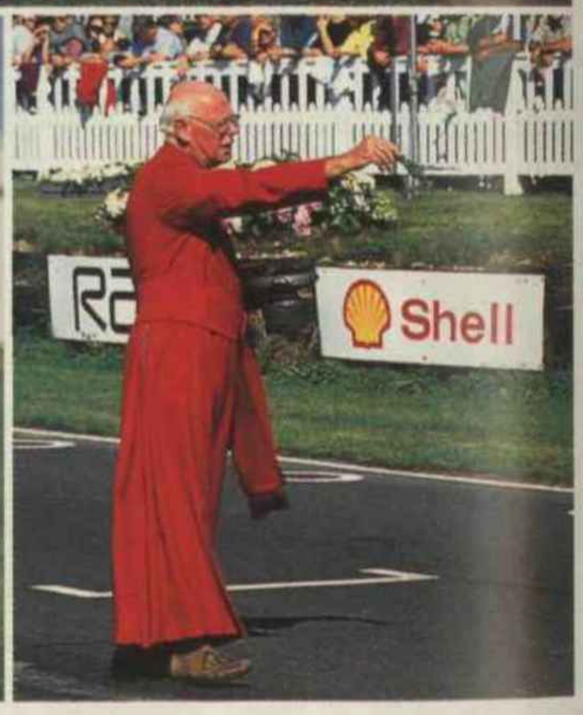
The restoration of the buildings, the period livery of staff and traditional BARC and drivers' cricket match are images of an event which recaptured the Goodwood atmosphere utterly. And while racing returned to the track so Spitfires were back in the skies, one passing the pits *below* the grandstands while others fought with a lone Messerschmitt.

The greatest moment came at the start of the one hour TT race. Those who saw Stirling Moss, Damon Hill, Sir Jack Brabham, Martin Brundle, Phil Hill, John Surtees, Derek Bell, Richard Attwood, Bob Bondurant, Danny Sullivan, David Piper, John Fitzpatrick, Frank Gardner, and Mike Salmon all on and over the limit lap after lap, witnessed possibly the greatest motor-racing spectacle ever staged. It was an hour no-one there will ever forget.

Photography by Ben Redgrove, Jeff Bloxham/LAT, James Mann and John Colley







TOP: **THE FIRST RACE AT GOODWOOD FOR 32 YEARS GETS UNDER WAY**
ABOVE: **JACK BRABHAM IN FLANNELS, LIONEL WEBBER IN CASSOCK**
BELOW: **STIRLING MOSS, 69, GOES THROUGH THE PRE-RACE RITUAL**
BOTTOM: **RAY HANNA, 70, TAKES A CLOSER LOOK AT THE PIT STRAIGHT**





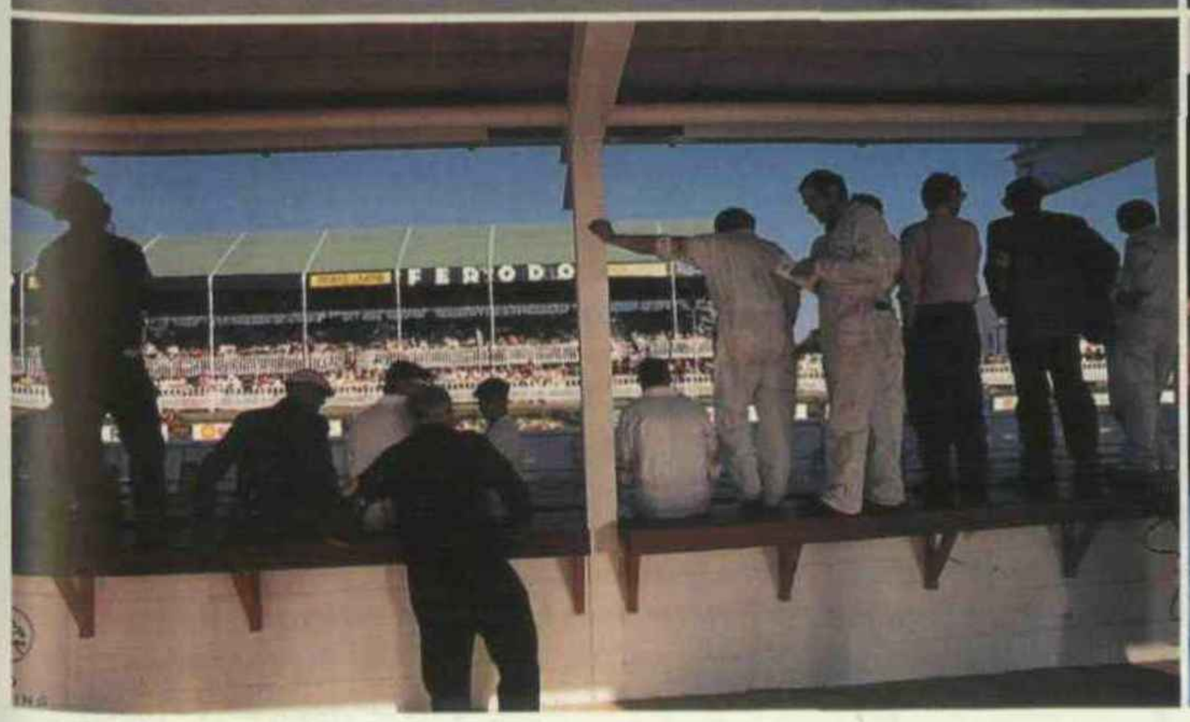
ABOVE: **LAVANT CUP: BIRDCAGE MASERATIS SWARM AROUND A FERRARI 246S AT THE START BUT TO NO AVAIL: THE FERRARI CLAIMED VICTORY**

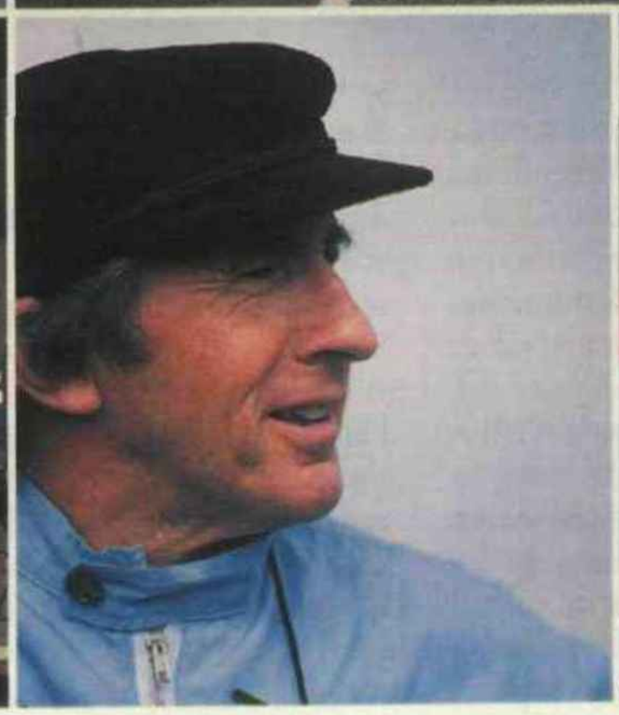
BELOW: **MONSTROUSLY BEAUTIFUL ALFA 308C OF JULIAN MAJZUB**
BOTTOM: **NOWHERE DID TIME STAND MORE STILL THAN IN THE PITS**

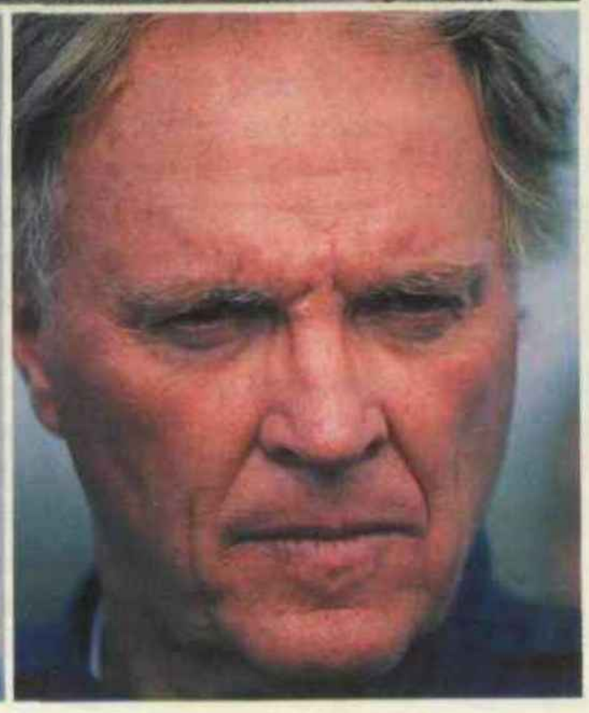


BELOW: **'53 LE MANS WINNING C-TYPE SMOKES AWAY TO VICTORY**
BOTTOM: **JACKIE STEWART AND DAN GURNEY DROVE IN DEMO RUN**









ABOVE: GOODWOOD'S FINEST HOUR. THE GREATEST ASSEMBLY OF DRIVERS EVER TO RACE TOGETHER TAKE THE START OF THE TOURIST TROPHY

BELOW: RACE OF THE WEEKEND WAS BETWEEN FRANK SYTNER'S LISTER AND ROBERT BROOKS' DAMAGED LOTUS 15. BROOKS WON



BELOW: ALL WEEKEND THE SPITFIRES TORE UP THE SKIES WHILE THE GROUND CREW RAN FOR COVER WHEN THE MESSERSCHMITT FLEW



THE WOODCOTE CUP

The first race at any venue, even second time around, is always a privilege to win, but Ludovic Lindsay's triumph in the Woodcote Cup in ERA R5B was particularly apposite. "Remus was here with John Bolster at the very first meeting in 1948, but it ran its bearings in practice, so there was just a touch of unfinished business," beamed Ludo.

Poleman Willie Green failed to start, for Carlos Monteverde's Alfa Romeo 158, atypically, blew its water out. Authentic in their recalcitrance, however, were the BRM V16s, Peter Gethin's failing on the line and Rick Hall's spluttering to a stop only a little further on. But Ludovic Lindsay, perched high in the gallant old ERA, had to graft to keep the slewing Cooper-Bristols of Roddy McPherson and Gregor Fisken at bay.

THE EARL OF MARCH TROPHY

An extraordinary 1950s Sportscar clash had the crowd standing from the moment Frank Sytner and James Shead pincered Robert Brooks as they blasted away. A wheel-spinner on Sytner's Lister-Jaguar snagged a clip on the rear body of Brooks's Lotus 15, and air pressure pulled it up at a drunken angle, but oblivious to this impromptu brake, and a brief flash of black and orange flags, Brooks continued at a charge.

On the demise of Shead's 15 and Stuart Graham's Lister-Chevrolet, he closed on John Pearson's Cooper Monaco. A couple of nudges later, Brooks boxed Harper against Bob Tabor's Lotus 11 and was away. When Sytner's motor dipped onto five cylinders, he took the flag to a roar from the stand. "They would have had to lie in the track to stop me," said Brooks, jubilant. "You drove a brilliant, fantastic, magnificent race – bastard," retorted Sytner.

THE RAC TOURIST TROPHY

With Formula One World Champions Jack Brabham, Phil Hill, John Surtees and Damon Hill in the starting line-up for the central RAC Tourist Trophy Celebration, and seven-times TT winner Stirling Moss taking second stint in his 1961 race-winning Ferrari 250 SWB, the spectating throng marvelled at another hour of unalloyed magic.





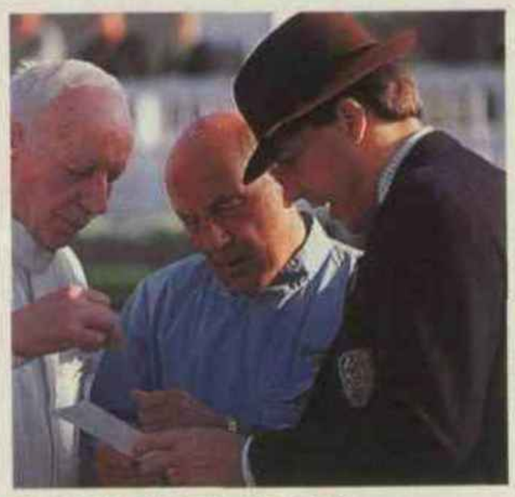




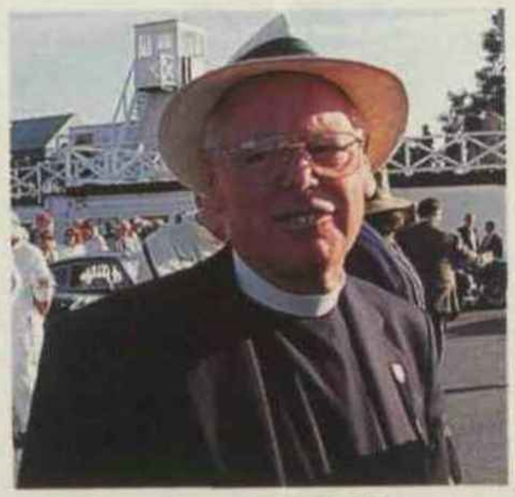
TOP: **SIR JACK BRABHAM BACK AT HOME IN COOPER T53**
ABOVE: **DANNY SULLIVAN IN LOLA MK4 BATTLES PAUL ALEXANDER'S LOTUS-BRM 24 FOR LEAD IN GLOVER TROPHY**
BELOW: **FURIOUS RACING IN 500CC EARL OF MARCH TROPHY**

TOP: **MARTIN BRUNDLE GETS TO GRIPS WITH COOMBS D-TYPE**
ABOVE: **ROWAN ATKINSON PRESSES ON IN DELIGHTUL ASTON DB2**





THE EARL OF MARCH
"Making this dream come alive has taken years, and enormous energy and commitment from countless people. Standing here amid the cars and drivers, seeing Goodwood back as it was 50 years ago, is a very, very big moment for me."



CANON LIONEL WEBBER
"I don't think God is in heaven this weekend. I think he's at Goodwood. And if he isn't, he's crackers."



MARTIN BRUNDLE
"From the moment you arrive, Goodwood has a tangible atmosphere. Inside the paddock it was a step back in time. I wouldn't have missed it for the world."

David Piper's Ferrari 275LM traded the lead with Nigel Corner's lightweight E-type before plunging into the Madgwick gravel on oil, which had already caught out Phil Hill. Surtees took up the chase in Nick Mason's GTO, with Bob Bondurant (Shelby Daytona Cobra), Tony Dron in Innes Ireland's 62-winning GTO and David Clark in Simon Draper's Aston Martin Project 214 on his heels.

Gary Pearson, taking over the charging Aston Project 212 from Mike Salmon, reached second before retiring while Frank Sytner, in the ex-Coombs E-type started by Gregor Fisken, made it a Jaguar one-two. In the meantime Rick Hall, driving with Surtees, had his mirrors full of Danny Sullivan's GTO.

When Hall's fuel pressure plummeted, veteran Jochen Neerpasch (in for Bondurant), Simon Draper (who relieved Clark) and Stefan Johansson in Springer's silver GTO scrapped mightily for third place, as Martin Brundle closed them down in the ex-Protheroe E-type CUT7, started by Brabham. Johansson snatched the place on the final lap.

THE LAVANT CUP

The spectacle of Stirling Moss, whose brilliant TT victory here guided Aston Martin to the 1958 World Sportscar Championship, dicing with Martin Brundle who claimed the drivers' title with Jaguar 30 years later, was the highlight of the Lavant Cup.

Moss' DBR1, and Brundle's Equipe National Belge D-type were embroiled in a fierce battle with Willie Green's pontoon Ferrari Testa Rossa, the maestro carving his way to the front of the trio with precision and aggression which earned Brundle's greatest admiration and enthusiastic programme waving from the spectator banks.

Up front, Peter Hardman's full-blooded power-slides in the 246S Dino Ferrari proved just too much for Tony Smith's Maserati Birdcage, the nose of which was savaged "by marauding fieldmice" in practice. Brian Redman completed the top three, a fine effort in Peter Livanos' Aston DBR2.

THE RICHMOND TROPHY

Rod Jolley three-wheeled his ex-Jack Brabham Cooper T45/51 to victory in the Richmond Trophy

Peter Ratcliffe

LEGENDS IN TIME

THE COLLECTION THE DRIVERS SIGN



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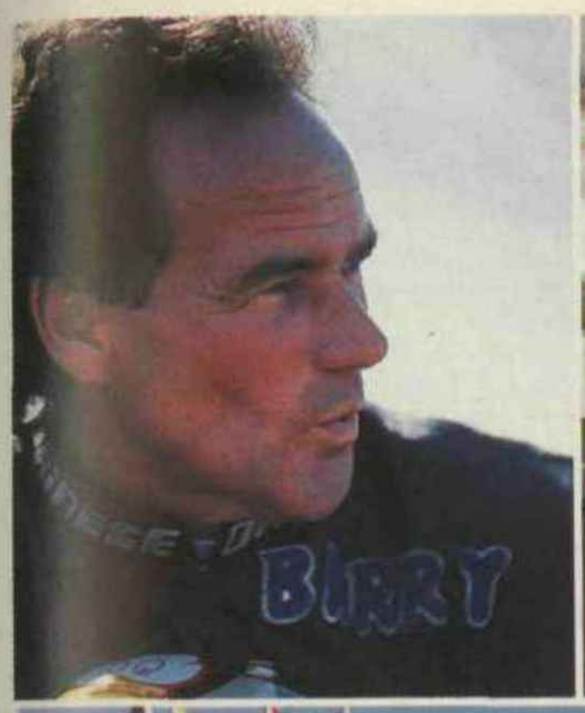
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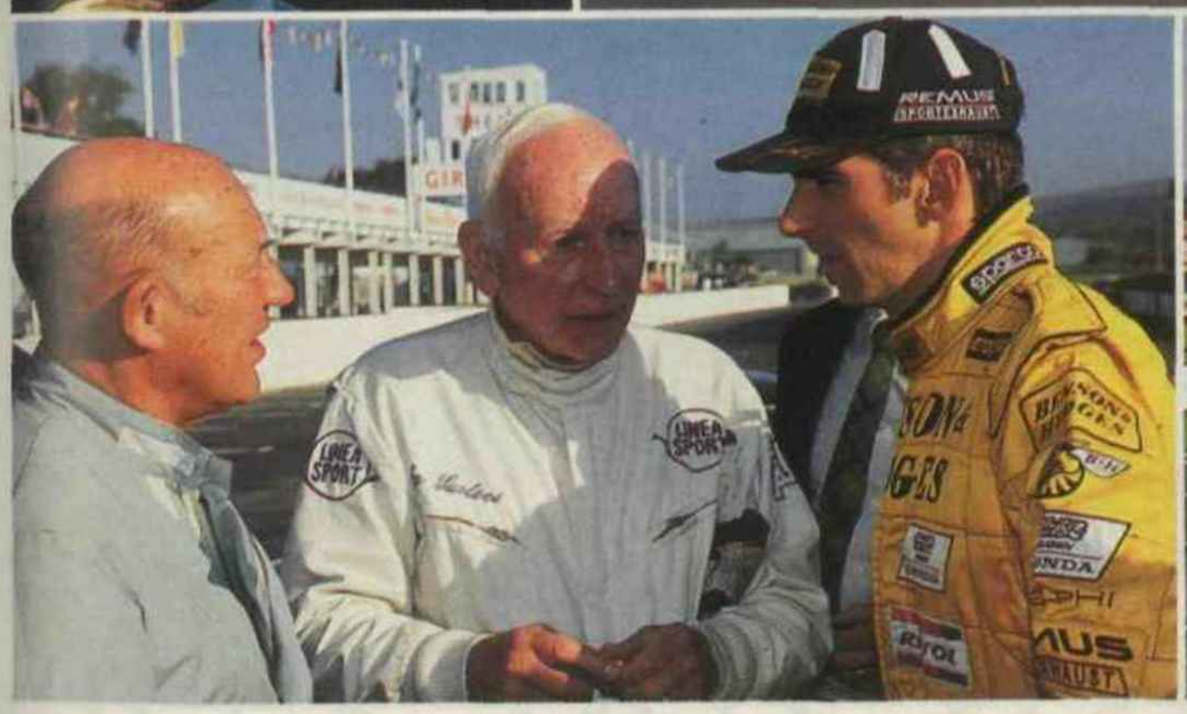
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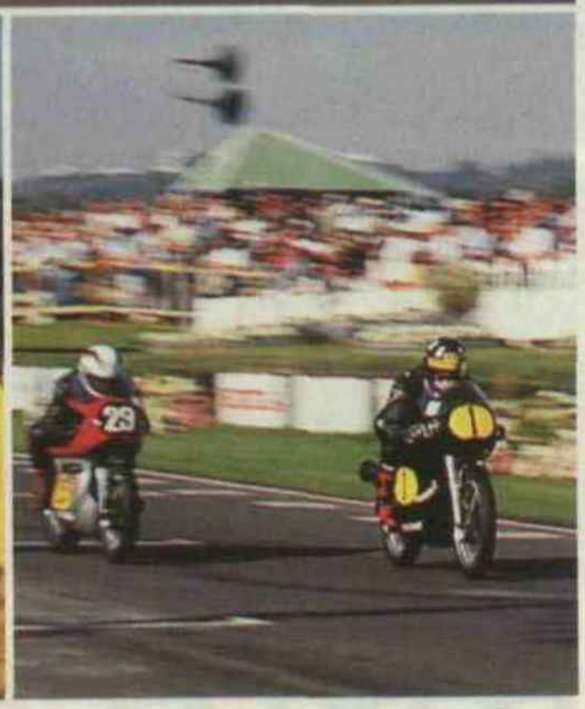
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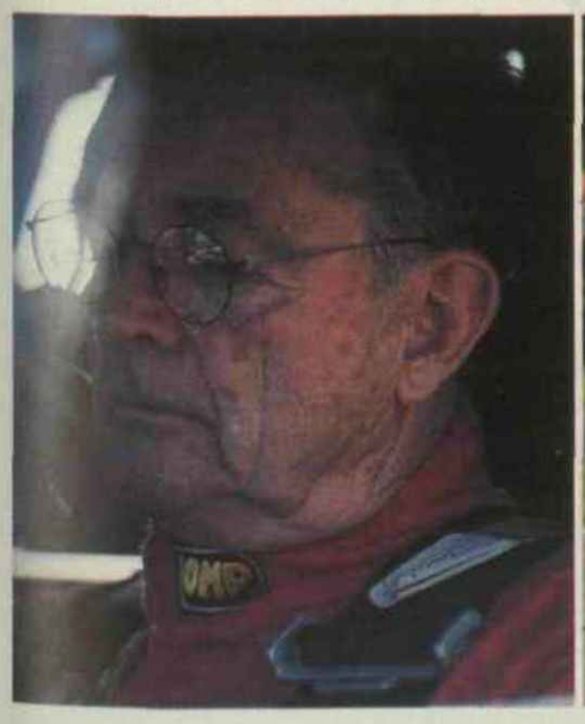




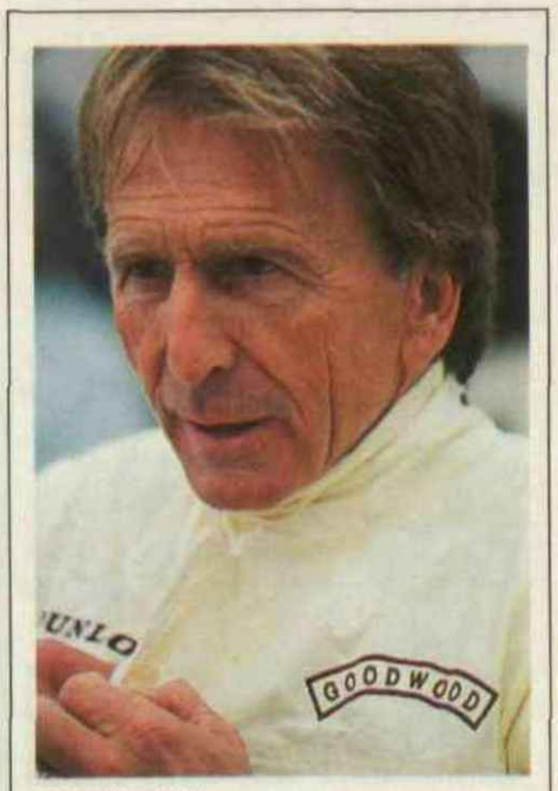


TOP: **BARRY SHEENE PREDICTABLY BRILLIANT ON BIKES**
ABOVE: **ENGLAND'S GREATEST LIVING DRIVERS IN SAME RACE**
BELOW: **PHIL HILL WORLD CHAMPION IN '61, STILL QUICK**
BELOW RIGHT: **2.5-LITRE F1 FERRARI AND COOPER AT CHICANE**

TOP: **PETER HARDMAN WON THE LAVANT CUP IN FERRARI 246S**
ABOVE: **DAMON HILL AND BARRY SHEENE RACING MANX NORTONS**

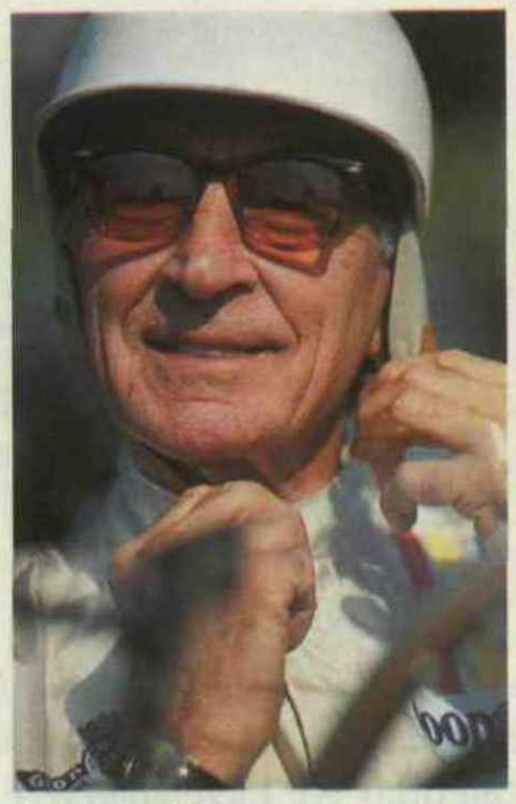






DEREK BELL

"Goodwood was on my doorstep and I won my first race here, so it's always held very special memories. Part of the mystique behind this great revival, though, is the fact that it didn't fade away. It simply closed its gates in 1966."



ROY SALVADORI

"'Give me Goodwood on a summer's day and you can keep the rest of the world.' I said that back in the '50s and it is equally appropriate now. It is extraordinary what Lord March has done. I still love the place."

event for 2.5-litre F1 cars, and Sir Jack Brabham's presence aboard John Coombs's T53 made the Veuve Cliquot taste especially sweet. He did not have things all his own way, for once past John Beasley's T51, Derek Bell chiselled back the deficit in Steve O'Rourke's version. Despite Bell's efforts – cheered all the way – his 2-litre Maserati engine was no match for the Climax on the long Lavant Straight.

John Harper's BRM P25, Ludovic Lindsay's Cameron Millar Maserati 250F and Tony Merrick's wailing Ferrari Dino 246 were the quickest of the front-engined machines, but many eyes were focused clearly on slim green Vanwall of John Surtees, which spent most of its time right in the thick of things until its slowed.

THE GLOVER TROPHY

The name of the Glover Trophy, last run in 1963, when Innes Ireland had a field day, was revived for the subsequent 1.5-litre F1 and Tasman race which American Duncan Dayton (last year's Monaco Formula Junior winner) was running away with when his Brabham-Climax BT11 boiled.

A great tussle for the lead ensued between Paul Alexander's ex-Parnell team Lotus-BRM 24 (dressed in a Lola shell) and Dayton's Lola-Climax with Indycar champion Danny Sullivan behind the wheel. "I've not raced without slicks or wings for 25 years," said Sullivan, who overhauled his misfire-hobbled rival. "It felt like it had a puncture the whole way round."

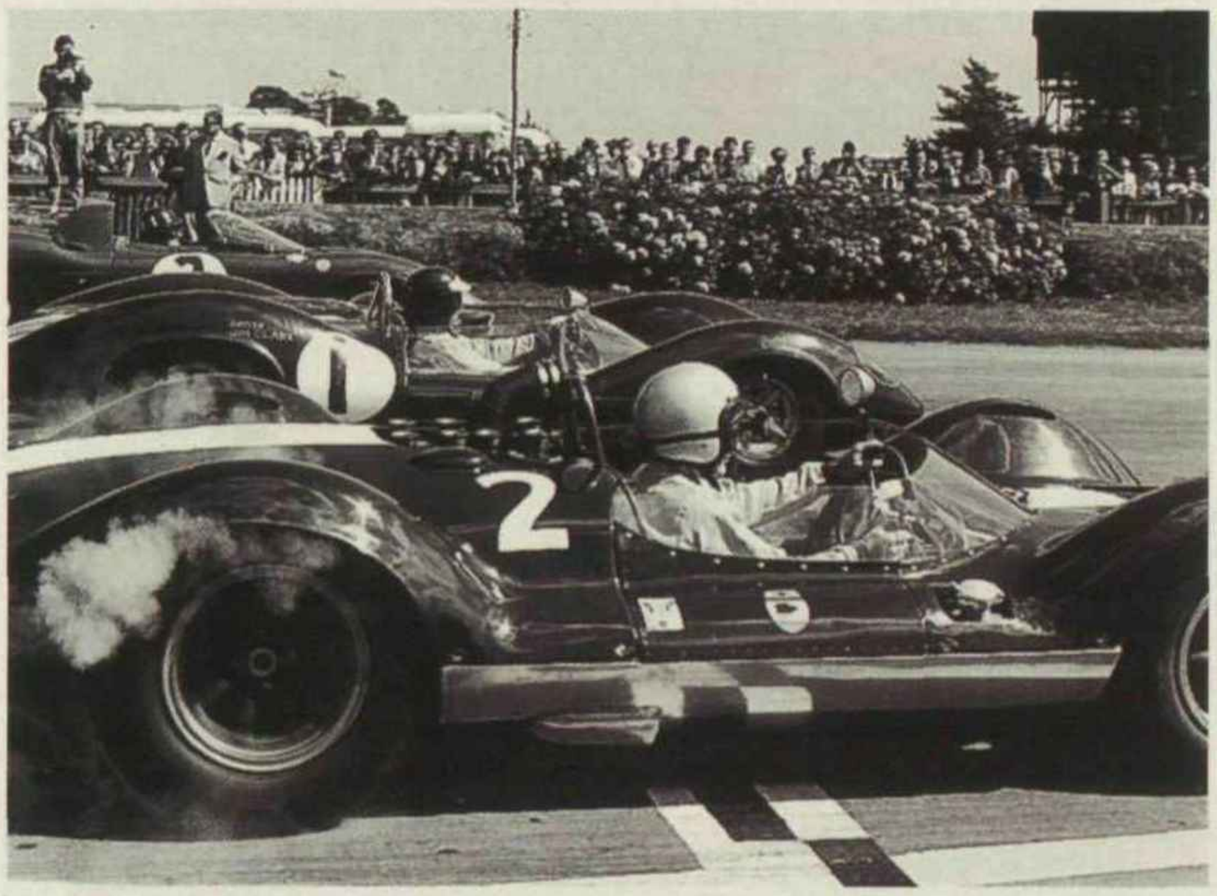
Robs Lamplough triggered a five-car excursion at St Mary's on the first lap, and collected Alan Baillie's Lotus 24 as he spun, but they recovered, Baillie grabbing third from Lamplough with a banzai final lap. "I was entered for the last meeting in 1966, with a Mallock, but its owner crashed it the previous week," said Baillie. "It's a great track, well worth waiting 32-years for."

THE FREDDIE MARCH MEMORIAL TROPHY

Two fraught Le Mans starts were called for in the Goodwood 9 Hours retro after Robert Leyba's Aston Martin DB2 shot its axle at the start. Gary Pearson raced the 1953 Le Mans-winning Jaguar C-type to victory, pursued at a distance by top qualifier

MOTOR SPORT

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The LAT Photographic Archive is full of rare photographs taken by Michael Tee for MOTOR SPORT magazine during the two decades after the war. For the 1999 MOTOR SPORT calendar we have selected 12 classic photos of Goodwood legends from 1948-66.

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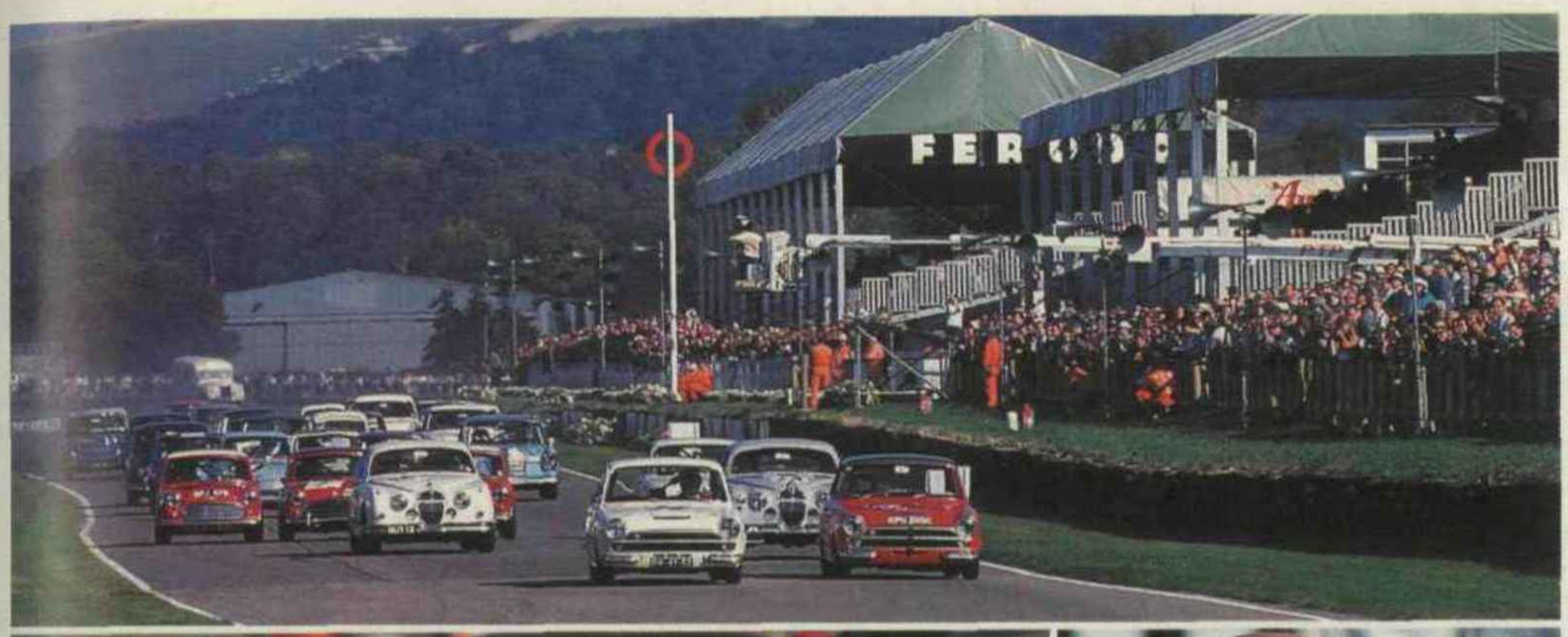
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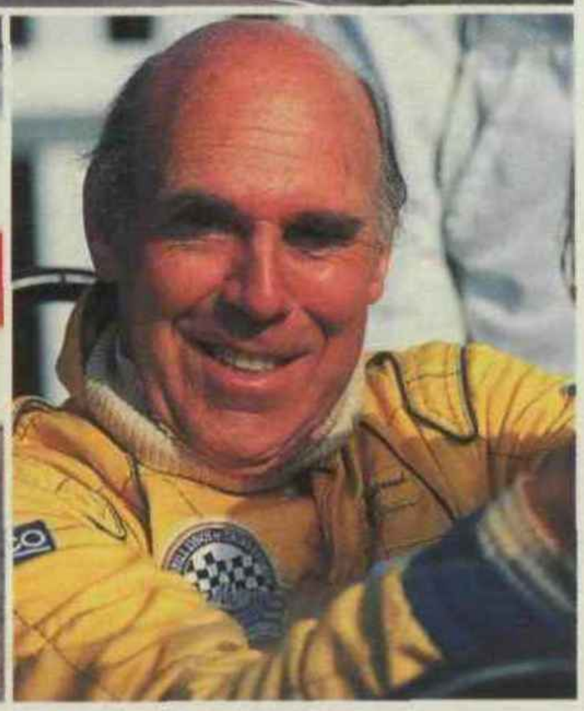
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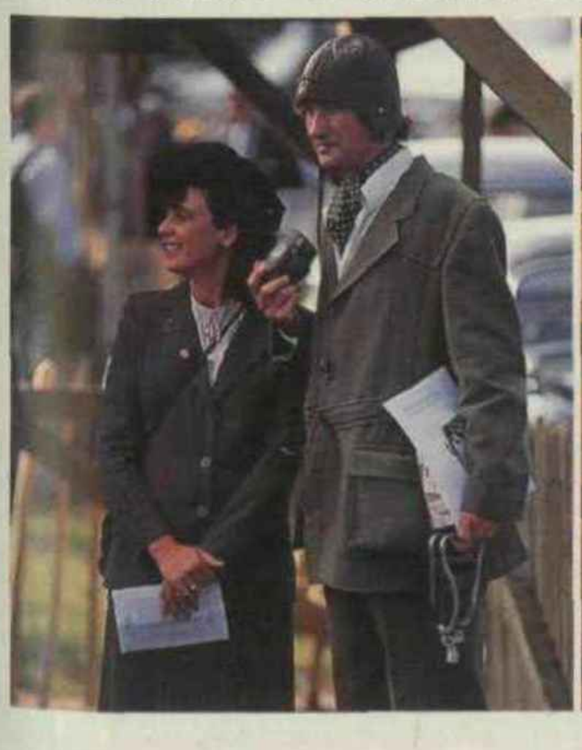




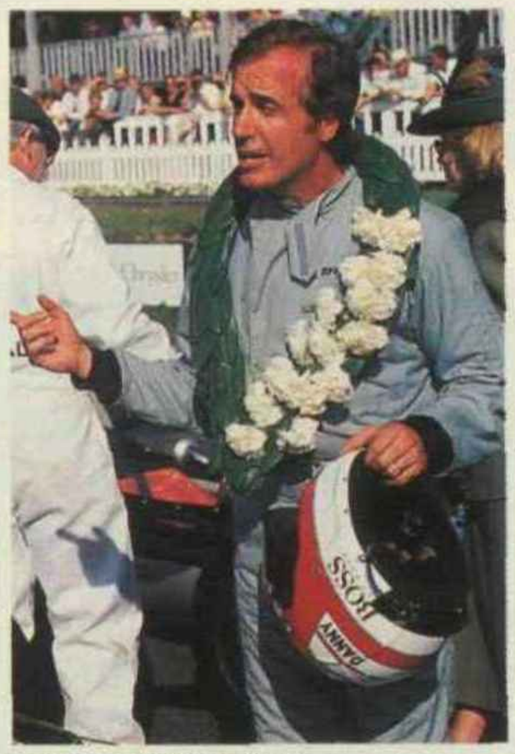


ABOVE: **SALOON CAR RACE ATTRACTED INCREDIBLE FIELD**
TOP: **RICHARD DODKINS' DROVE MINI TO LURID VICTORY**
BELOW: **EFFORTS MADE BY STAFF AND SPECTATORS ALIKE IN THE PADDOCK PROVIDED THE UNIQUE ATMOSPHERE**

ABOVE: **RICHARD ATTWOOD LOOKING PLEASED TO BE BACK**
BELOW: **JEEP PROVIDED DRIVERS WITH SOMEWHERE TO RELAX...**

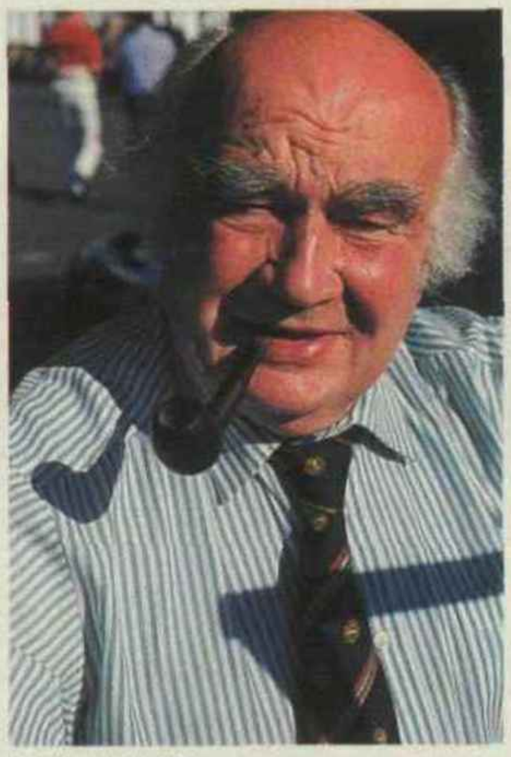






DANNY SULLIVAN

"This could only happen in England, where you have people like the Earl of March with a racing circuit and a vision. The attention to detail is phenomenal. I don't think anyone could have pulled this off anywhere else in the world."



DAVID PIPER

"I first came to Goodwood in 1954 with the Empire Lotus and can hardly believe what I'm seeing. I've been walking on air for the last three days, but it will be back to earth on Monday. After this, heaven will be a disappointment."

Andrew Garner's 1955 Cooper-Jaguar (essentially D-type running gear in a proprietary chassis) which refused to fire and would have been last away were it not for editor Frankel's still more recalcitrant Frazer-Nash Sebring.

THE ST MARY'S TROPHY

Just like the old days, a screaming Mini Cooper S beat the Lotus Cortinas in the tin-tops thrash, the crowd rising to Richard Dodkins as he hurled it sideways rather than braked to scrub off speed through the corners. The Cortinas of Les Goble and Terry Nicholls (who raced a similar car in '66) shook off Tony Williams in the best of the Jaguars.

Rob Wilson, making the debut of Lord March's specially bought and vast Ford Galaxie, and Julian Balme's Falcon (winner of the prize for the car best presented in the spirit of the period) rumbled and lurched round together in a mixed field enriched by former champions Jeff Uren, Sir John Whitmore and John Rhodes.

THE CHICHESTER CUP

From Alexis to Volpini, a veritable alphabet of the 100-plus Formula Junior marques was showcased in its 40th year. With newer and quicker cars not invited, the Lotus 20s of Jean-Michel Farine and Fred Boothby made hay after Joos Tolenaar's sleek Lola wilted. Tony Steele's superbly driven front-engined Lola clung onto third place to the finish.

THE EARL OF MARCH TROPHY

An unbelievable din and the aroma of dope fuel heralded the departure of 500cc F3 cars. As ever, double-knocker Norton power told, Julian Majzub's Cooper winning, leaving Nick Leston (son of '50s ace Les) to snaffle second from Rod Delves's Kieft.

THE HANDICAP RACES

Following tradition, the meeting closed with two handicaps, named for timekeeper and founder BRDC president 'Ebby' Ebblewhite and Scott Gaze, whose brother Tony inspired the Duke of Richmond to open Goodwood for racing. The motorsport world owes a special debt of gratitude to Tony Gaze, back to drive an HWM in the Dream Grid pageant. M


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SOMETHING FOR THE WEEKEND

ONLY A LUCKY FEW MANAGED TO RACE AT THE GOODWOOD REVIVAL MEETING AND ANDREW FRANKEL WAS ONE OF THEM. HE REPORTS ON A WEEKEND FROM HEAVEN IN A BORROWED FRAZER-NASH

AS AN IDEA IT WAS AS SIMPLE AND ELEGANT AS ANY I'VE had. And had it actually formed in my own mind rather than someone else's altogether I'd have good reason to feel rather smug about it. Sadly, it was not an idea I could even afford to have as I did not have the wherewithal to do anything about it. Happily, however, Frank Sytner did.

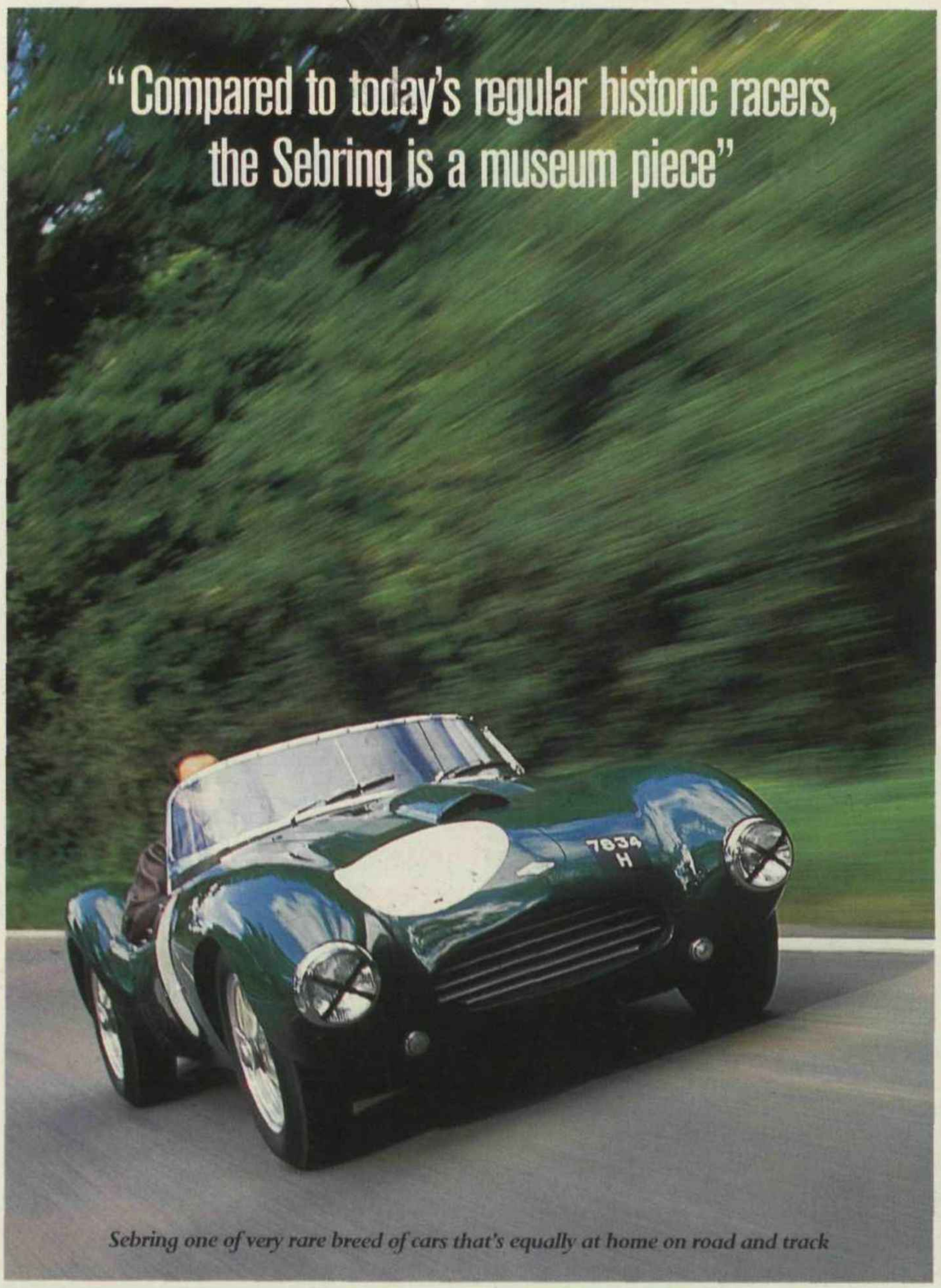
It was Frank's idea that saw me take my place in a gently trembling line of drivers as we faced the Le Mans start for the Freddie March Memorial Trophy, the first race of the day on Sunday, 20th September, race day at the Goodwood Motor Circuit Revival Meeting. It was Frank's car too, one of only three Frazer-Nash Sebrings ever built, veteran of three Le Mans and one Goodwood Nine Hour race in the hands of its first owner, the well remembered Dickie Stoop. As I stood there, cursing the commentator for providing for the crowd such a precise image of the nervous feelings shooting through my brain, my mind flicked back three days.

This was Thursday. Then as now, sun shone as I climbed aboard the Sebring in London, bound for Goodwood. This was the key to Sytner's idea: Not only should I practice, qualify and race the Sebring, I would also drive it to the circuit just as it would have been over forty years ago. On the lanes that led to the track past Guildford, Milford, Chiddingfold, Petworth and on to the circuit, it showed me how the definitive fifties sportscar should behave. The point was not to prove how quickly it would go down the straights or around the corners nor to show how effectively its brakes would lose speed – all that and more would be discovered on the track; my purpose was simply to enjoy the ride, sample a little local ale on the way and present the Sebring to the scrutineers on time.

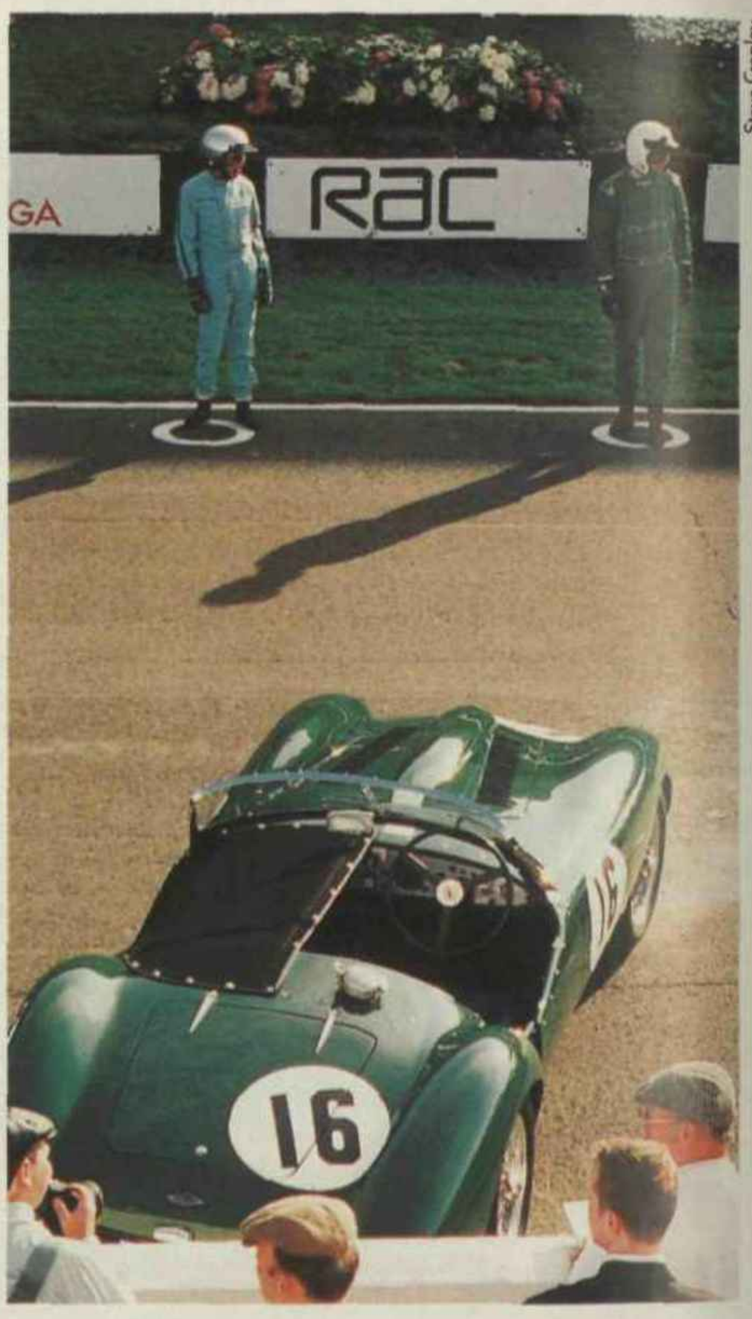


photography by Ben Redgrove

The road to Goodwood: Sebring storms down the Sussex lanes for a date with the history books



Sebring one of very rare breed of cars that's equally at home on road and track



Above, waiting in line for the first Le Mans start
Below, the scrutineers get to grips with the 'Nash

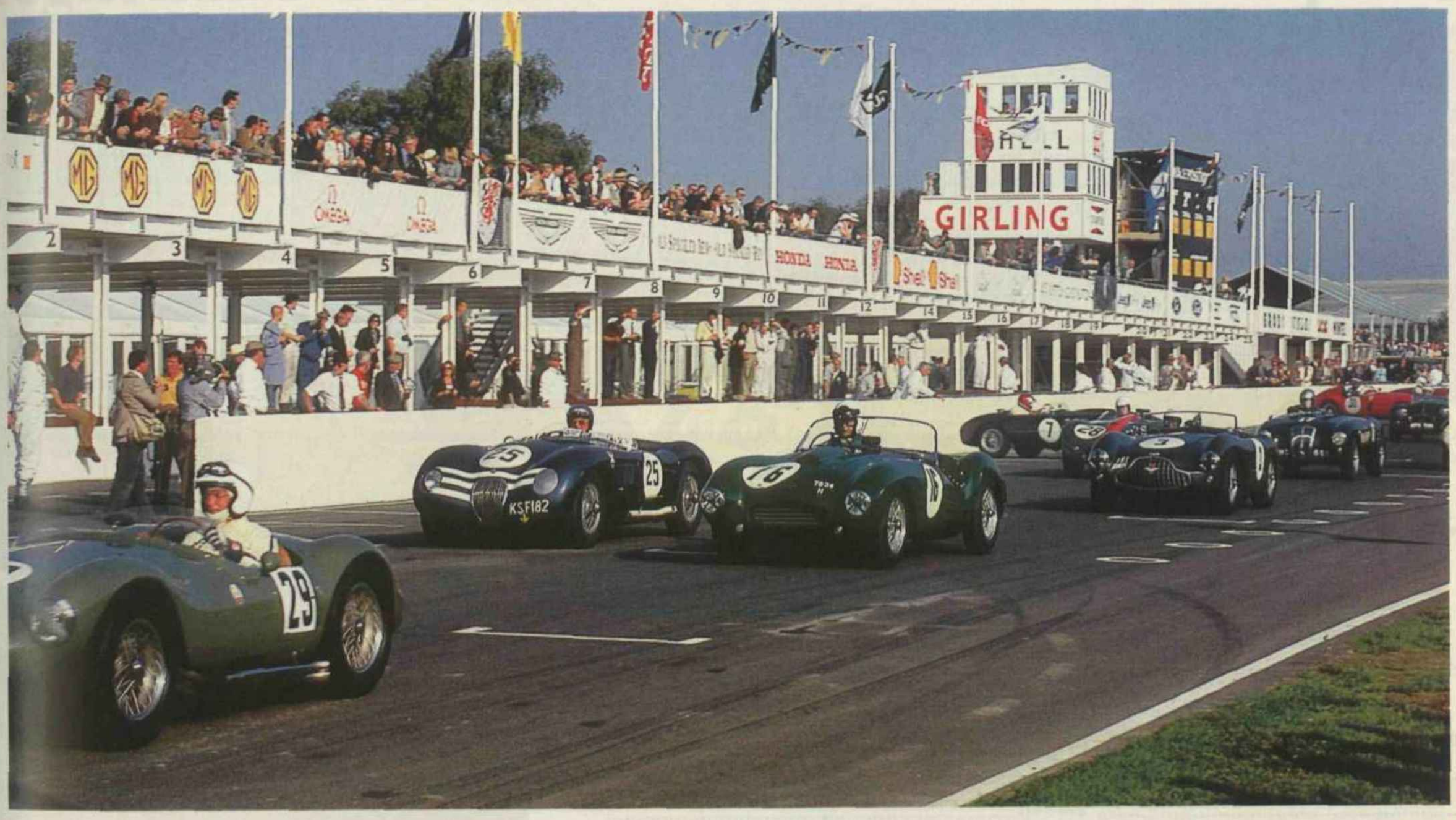


Having spent decades as an immobile display at the headquarters of its owners, AFN, it was started up for the last year's Festival of Speed but has only received any detail attention since it was bought by Sytner. Even then, Ian Nuttall, who carried out the work, simply made sure it ran, stopped and steered as it should; compared to today's regular historic racers which have benefitted from season after season of attention and development, this Sebring is a museum piece. It is also absolutely original.

That said, it performed beautifully on the road. The 2-litre twin-cam six started with a crisp burble and idled evenly as it warmed through. Once up to temperature, it pulled from little more than idle in each of its four gears and revved enthusiastically with a beautifully musical bark. Hours before we even got to Goodwood, I knew the Sebring and I were going to get along. On the journey down to Sussex, only the race-car sharp clutch gave any hint of this car's true purpose in life.

The starter held up a One Minute board and thoughts of leafy lanes fled from my head. I had several problems to contend with, far from the least of which were my goggles which were so steamed up it was a miracle I could even see the starter's rostrum. I wedged a fire-proofed finger between eyelid and glass and wiped them clear for the tenth time. As for the start, I had prepared as best I could. I'd heard a hundred stories of how the Le Mans start had been made easier in the past from simple tricks like rotating the ignition barrel through ninety degrees and removing the light bulb to make it look switched off to door-operated starter motors; I settled for leaving the car in gear, the door resting open.

The flag fell and, according to talent, we sprinted or stumbled across the track. I was quite pleased with my performance; I didn't fall over, my feet found their way around, not through, the steering wheel and my fingers twisted the key, then punched the starter in the right order. I still can't quite figure what happened next. The 'Nash leapt forward while the C-type Jaguar beside me seemed to shoot backwards. I remember thinking how dashing a Maserati looked as it bellowed past , all four wheels on the grass and wondering if I'd be able to avoid another Jaguar which had decided to devote its considerable power to hurling itself broadside across the track in front of me. The result was, by the time the pandemonium



Race day and the first Le Mans start (above). Sebring jostles for position among the Jaguar, Aston Martin and Maserati sportscars. Sebring looks stunning as ale is taken en route to Goodwood (below left). Pronounced roll at the exit of the chicane in qualifying (right)





had died down and we'd formed up behind the course car that the RACMSA's regulations stipulated would lead us for the first lap, I reckon I'd just about managed to maintain my position.

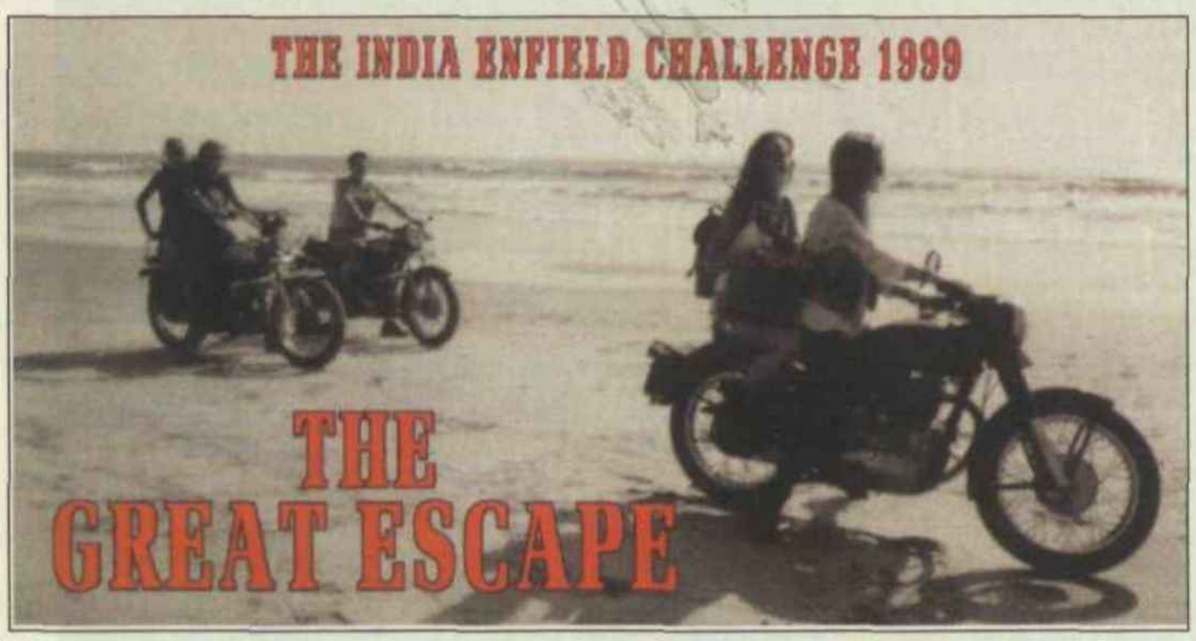
Then an Aston blew its back axle on the start-line, bringing the red flags and the knowledge we'd have to go through the whole gut-churning process again. My mind wandered enviously back to practice.

I'd appeared at Goodwood with something approaching a trump card, knowing it better than any other track, with close to a thousand laps of experience accumulated in ten years testing there. Yet the first half-hour session was almost an entire waste of time. Someone had kindly laid a slick of oil over perhaps three-quarters of the track's length which had emulsified nicely on the damp surface. The Sebring and I went skating. For a racing car it's very softly sprung but oil is oil and the Dunlop racing tyres never stood a chance. Even when you learned where the oil was you still had to drive across it at every corner. For half an hour thirty 1950s sports-cars slithered around the track fully ten seconds off the pace. Even so, the Frazer-Nash felt better than any car with such a torpid recent history deserved. It revved hard to the 5500rpm limit, steered as well as any car of its era I have driven and, despite the conditions, contrived not to scare me at all.

We qualified on Saturday in perfect conditions. Ian Nuttall had told me to drive three gentle laps to warm up the tyres, brakes and shock absorbers and use the time to find the space for a quick fourth lap when it was reckoned the car would have optimum performance. Being unable to count, I set my fastest time on lap three, enough to qualify 18th. I was not disheartened: With just two litres I was never going to stay with the big Jaguars, Astons and Ferraris that made up the bulk of the field. Of the comparable opposition, only Amanda Stretton's Le Mans Replica Nash lay well ahead, a placing easily explained by the fact her car had a much better driver at the wheel.

Besides, for me qualifying was curtailed by the needle of the water temperature gauge heading alarmingly into three figures. Ian Nuttall and his ever smiling and helpful two-man crew were on hand to help and discovered a two inch split in the header tank and some air-deflecting mesh behind the front grille. The car was repaired but we could only hope we had found the problem. ➤

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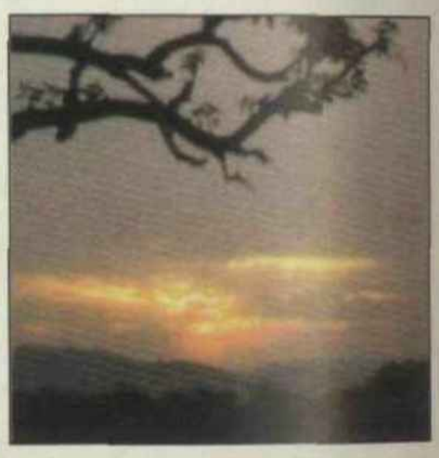
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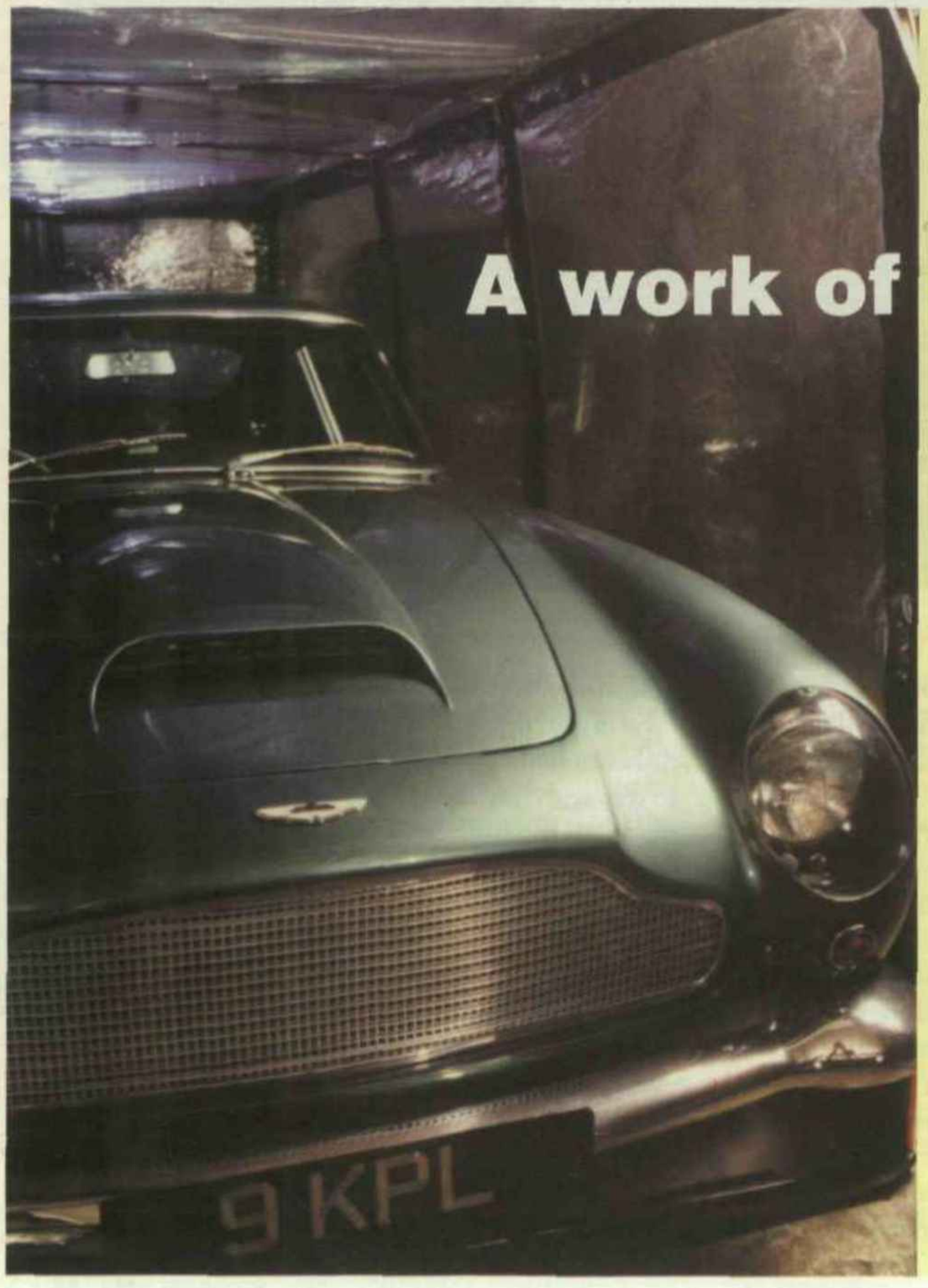
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Bottom left: the Sebring is left for dead by the field after second botched Le Mans start. 'Nash proved extremely stable in fast and slow corners while playing catch up (above), but sadly it was soon all over, overheating stopping play on lap five (bottom right)





The second Le Mans start went less well. To be absolutely honest, it didn't go at all. I got across the track and into the car but when I hit the button there was just the familiar chugging of the starter motor. The field had reached Madgwick before the marshalls' muscle power coaxed the engine into life. I have never been more glad for a pace car as I was able to catch the field quickly but as we streamed up the pit-straight for the second time and into the race proper, there was no denying I was in the final place. Bog last in other words.

Oddly, I was in a state of near euphoria. With nothing now to lose and a great deal time to win back I set about the back of the field, leaning on the Sebring as never before. Twice every lap, on the approaches to St Mary's and Woodcote I found myself easing off the throttle an age before reaching the braking point as the Sebring ran out of revs in top gear; and at the exit of St Mary's and the chicane I found power being uselessly spun away by a lifting inside wheel. In the quicker corners, though, it felt magical, shimmering through Madgwick, sliding gently, flattering furiously and taking the Fordwater kink with right foot buried in the firewall.

Even if the Sebring had survived all twelve laps it would have been all over too soon. In the event, the water temperature which had spent the first four laps hovering between 90-100 degrees Centigrade, headed into the red, sending the Sebring into retirement on lap five by which time I'd effectively recovered my original qualifying position. A blown head gasket is suspected.

None of this mattered, not even at the time. If the Sebring had lasted just half a lap, it would still have afforded me memories not simply of racing at Goodwood, but also of racing at the greatest historic race meeting ever staged, anywhere in the world. As it was, I was able to drive to the circuit and then practice and race a car I came to regard as the essence of how a British sports racing car should feel.

I spent the rest of the meeting watching with 80,000 other spectators, as slack-jawed as any for the spectacle and magic that the combination of one man's vision, a few brilliant lieutenants and an army of hard workers had created.

And as I look now back at it now, I realise that, with more than a tinge of sadness, weekends don't get much better than that. ■

DIGITALLY FOCUSED AT THE

MICHAEL TEE

After 50 years of motorsports photography, Michael Tee swopped his camera and film bag for an **OLYMPUS** digital kit to capture the magic of the '98 Goodwood Revival. Story by Deborah Tee

As the eldest son of the founder and publisher of 'Motor Sport', Michael Tee was born into a world of motor racing and publishing. But it was no foregone conclusion that he would work in the family business... certainly photography was not at the forefront of his mind. In fact, in 1948, Michael was still at school and trying to decide whether he would go to university or the London College of Printing. Then he managed to arrange a trip down to Goodwood for the opening meeting and, clutching a Contax camera with a 50mm lens and a 135mm lens, he took his first motor sport photographs.

"It could have been a disaster," Michael remembers. "There was another photographer at the meeting called George Phillips (who later became Chief Photographer at 'Autosport') who was keeping an eye on me. He gave me two pieces of very good advice. He told me never to take my eyes off the cars, and never to run away from a spinning racing car. 'You can leap to the left or to the right,' he said, 'but if you run it's sure to chase you.' He also had a third suggestion that day. 'One more thing, son, you can't take a photograph unless you remove your lens cap.'"

Michael sorted out the lens cap and went on from that weekend at Goodwood to become one of the greatest and most prolific motor sport photographers in the world. In the early days he would set off around Europe on his motor bike, covering everything from Grands Prix to hill climbs to rallies - some more inviting than others. "It wasn't much fun tearing up hillsides in the early morning February drizzle, but when you had a centrespread to fill each month, summer and winter, you had to get around."

Michael has never thought of himself as a photographer - he was also to take on the role of Managing Editor of 'Motor Sport' and 'Motoring News' - but he always relied on his photography to create an intimacy with a subject that fascinated him and so spread his enthusiasm of motor sport.

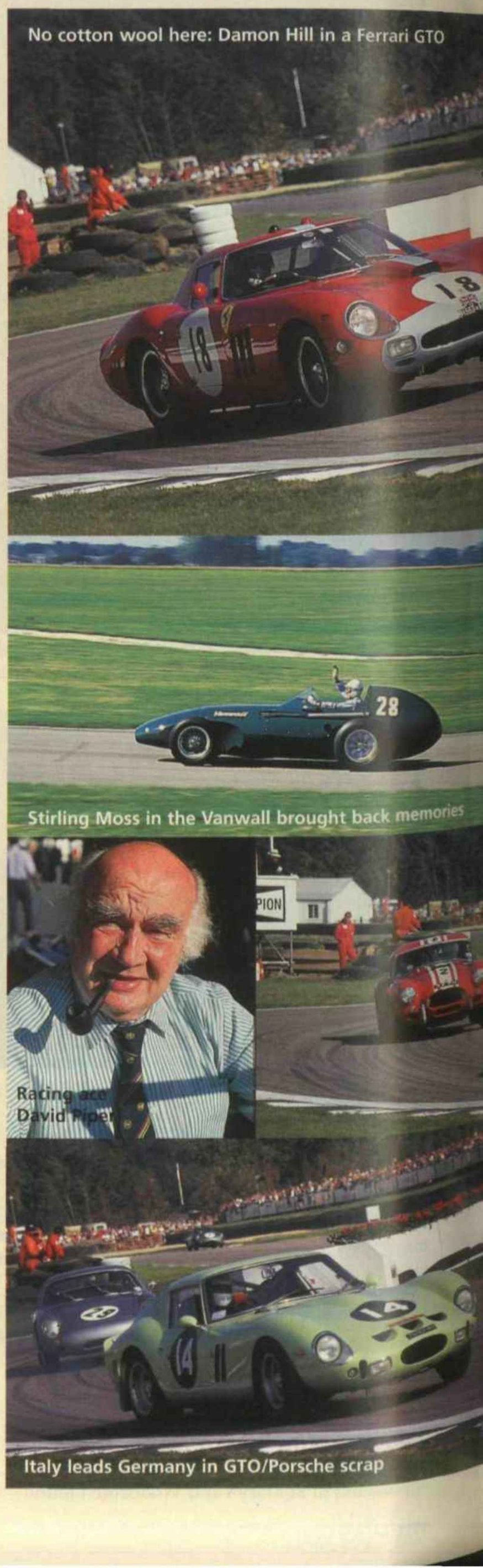
"I was never a good enough writer to become a journalist", he said. "Working with people like Dennis Jenkinson and Bill Boddy meant I had superb wordsmiths around me. But I felt I could portray all the fascinating elements of the sport in the best possible way with my camera. I also think, as a photographer, I was in a unique position to get as close to driving the cars without actually sitting in them.

"And in those days I had a real interaction with the drivers. Before the days of telemetry and computers, they would rush over to me after a race and ask how they looked through some corner or another, were they lifting a wheel, and could they have a photograph at one particular angle or another. Before a race, people like Colin Chapman would even ask me to shoot his cars for two or three laps through a certain corner from different positions to help in his design process.

"There was a strong relationship between drivers and photographers. That has all changed now. While I believe my son Steven, who followed in my footsteps, is probably a better photographer than I was, I don't think he will ever be as much of a racing enthusiast as me. He will never get quite as close to his subject."

By the Sixties the sport was changing. With sponsors and advertising came more demand for photography. Michael persuaded his father Wesley to set up an independent photographic agency which could deal with all the needs of 'Motor Sport' and later 'Motoring News' plus outside requests. LAT Photographic, a motor sport photographic agency, was born.

It is now called LAT Archives and deals with the demands of all Haymarket's motor sport titles, plus those of hundreds of sponsors, teams and advertisers throughout the industry. Without doubt it possesses the largest motor sport library in the world. In 1987 Michael handed over the reigns to Steven, who remains LAT's Managing Director and Chief Photographer.



No cotton wool here: Damon Hill in a Ferrari GTO

Stirling Moss in the Vanwall brought back memories

Racing ace David Piper

Italy leads Germany in GTO/Porsche scrap

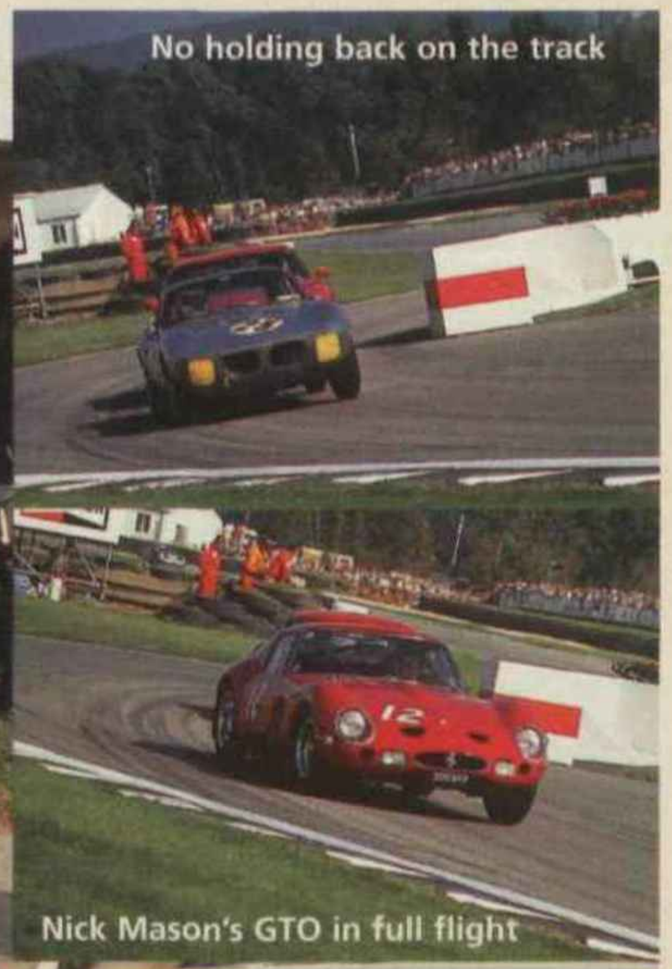
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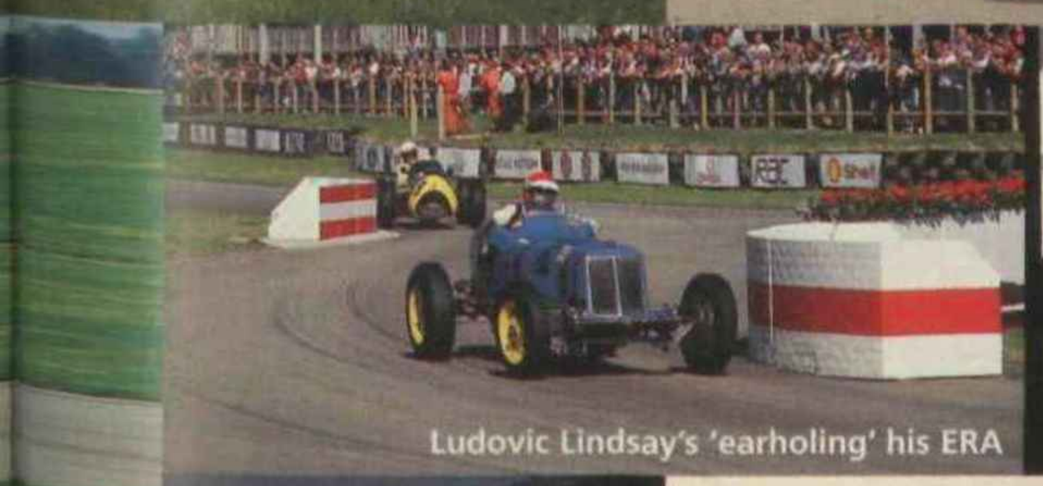


Evocative period atmosphere



No holding back on the track

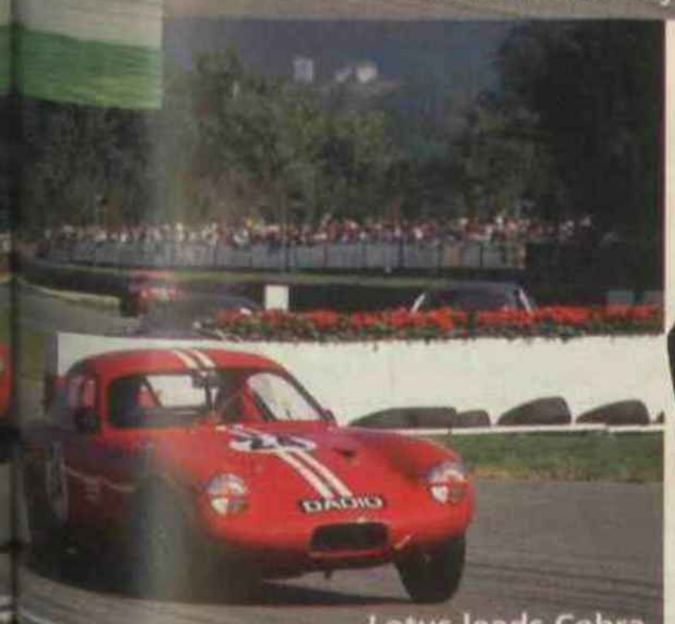
Nick Mason's GTO in full flight



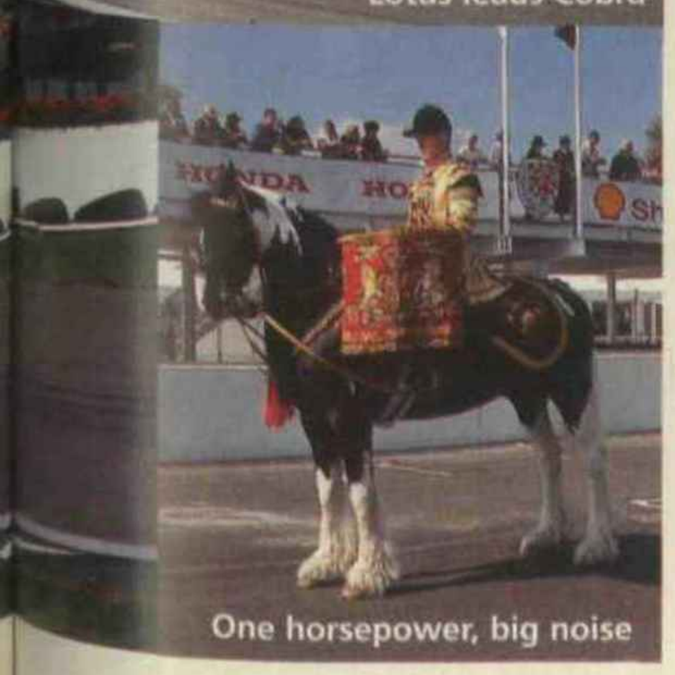
Ludovic Lindsay's 'earholing' his ERA



Serious moments for Rowan Atkinson



Lotus leads Cobra



One horsepower, big noise

"After 50 years of photography with conventional film, from Goodwood 1948 to Goodwood 1998, I tried the C 1400L Olympus digital camera. It took a very short time to get a feel for the camera, but a little longer to realise that I could cancel any shot I did not like and retake it without losing space on the chip. With so many old friends and drivers at Goodwood it was marvellous to be able to see exactly what I had taken and cancelled and retake the shots that were not quite right!

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MICHAEL TEE

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THE QUESTIONS

1. Which circuit and year was *Damon Hill's F1 Grand Prix debut?*
2. Which car was he driving?
3. First F1 Grand Prix win?

ANSWERS:

1.

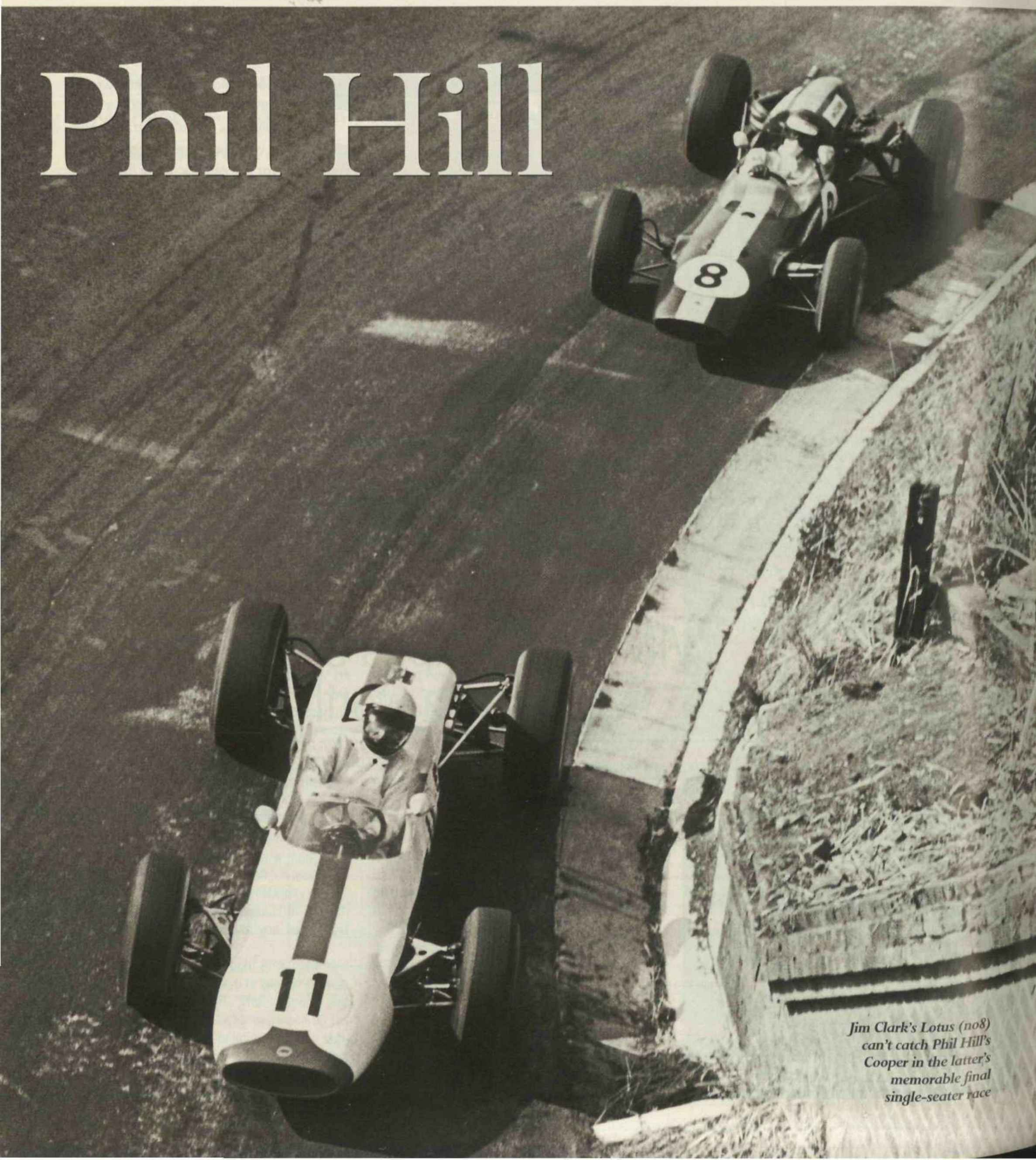
2.

3.

RULES AND REGULATIONS
All entries must be on a coupon as published in the November issue of Motor Sport magazine (photocopies are accepted). NO PURCHASE IS NECESSARY. The prize will be distributed on a first-name-picked-at-random basis. Employees (and their families) of Haymarket Magazines Limited or of participating companies are not eligible to enter. The decision of the Editor is final. No correspondence will be entered into, and there are no cash alternatives. Entry implies acceptance of these rules as final and legally binding. The winners will be notified by post. No responsibility can be accepted for any lost entries in the post or elsewhere. The closing date for the competition is 3rd November 1998.

OLYMPUS

Phil Hill



Jim Clark's Lotus (no8) can't catch Phil Hill's Cooper in the latter's memorable final single-seater race

Australian GP, Longford March 1st, 1965

HE DIDN'T WIN, AND THERE WERE NO CHAMPIONSHIP POINTS AT STAKE IN THE TASMAN SERIES, BUT DESPITE A WEEKEND TOUCHED BY TRAGEDY, PHIL HILL RECALLS HIS LAST EVER SINGLE-SEATER RACE WITH SATISFACTION

IT MIGHT COME AS A SURPRISE TO SOME people, but the race I enjoyed most in my career was not a World Championship event; in fact I didn't even win it. What's more, I didn't know it at the time, but the Australian Grand Prix in 1965 also turned out to be my last single-seater race.

Bruce McLaren had approached me and asked if I wanted to go down to New Zealand and Australia to drive his second Cooper in the Tasman series that season. We had driven at Le Mans together, and got on well, nevertheless I was aware that my role was to replace Timmy Mayer, who'd been killed at Longford the previous year, so that added a grim note to it.

I must say after the year I had been through in F1, I was really not in the best frame of mind. In fact I had been through a terrible experience for the previous two years, with ATS in 1963, and then with Cooper in '64. Bruce was still in an onwards and upwards frame of mind, and I really wasn't!

Apart from Bruce and myself, all the big names of the era went down under to race that year – Jim Clark, Graham Hill and Jack Brabham – and we had a wonderful time down there. It seemed like we were there forever – it must have been a good two and half months. We just had a great time, surfing every day between the races!

But as was so typical of that time, the racing was marred by tragedy. Lex Davison, a big local star, was killed in the penultimate race at Sandown. We went to his funeral, and I'd never seen so many people – there must have been 20,000 people there, crowding the streets. It was unbelievable, but he was a real hero in Melbourne.

The final race was the Australian GP at Longford in Tasmania. I'd never been there before. It was a real road course, with long straight concrete roads. It was just a great track, and it reminded me of the original Elkhart Lake in 1951-52. Longford had bridges, crossroads, ditches, hedges and trees and everything else. I loved that kind of track, where you could see where you were going. Goodwood was the kind of track which baffled me, because everything was always over the horizon.

Up to then, the McLaren team seemed to have nothing but bad luck. But Longford was a good weekend for us. We finally got rid of this very uncomfortable gyroscopic aspect to our front tyres, which was making the thing very heavy to drive. We just took the corners off the inside and outside of both front tyres, and lost very little rubber on the road. It lightened up the steering, and there was much less tail wagging the dog. I remember that really making an improvement.



"We had a wonderful time down there..." Bruce McLaren relaxes



He finished third, but the race was one of Phil Hill's most enjoyable

Then, at the last minute, Bruce made me swap engines right before the race. I would have liked to have kept my engine, but that's what happens when you're driving for somebody else – what can you do? I just remember that my car wasn't nearly as good as it had been...

Unfortunately there was another terrible accident on the first lap, which killed Rocky Tresise and a photographer. It was so bizarre that something like that could happen, for Rocky was the protégé of Lex who had died just a week before. I just couldn't believe that Lex's widow could go through something like that. It was so awful.

At the time we didn't know how serious it was, and the race went on. I soon got into a fantastic battle with Clark. He was going well enough, and that Lotus was a wonderful car. We just went back and forth, back and forth, for ages. And I kept wishing that I had the engine that Bruce had taken.

I finally found out where Jimmy's weak spots were. There was one place round the back, over a bridge I think, where my car seemed to be better than his. Or I was taking it better than he was. I slipped past and can remember him looking annoyed that he couldn't do anything about me there.

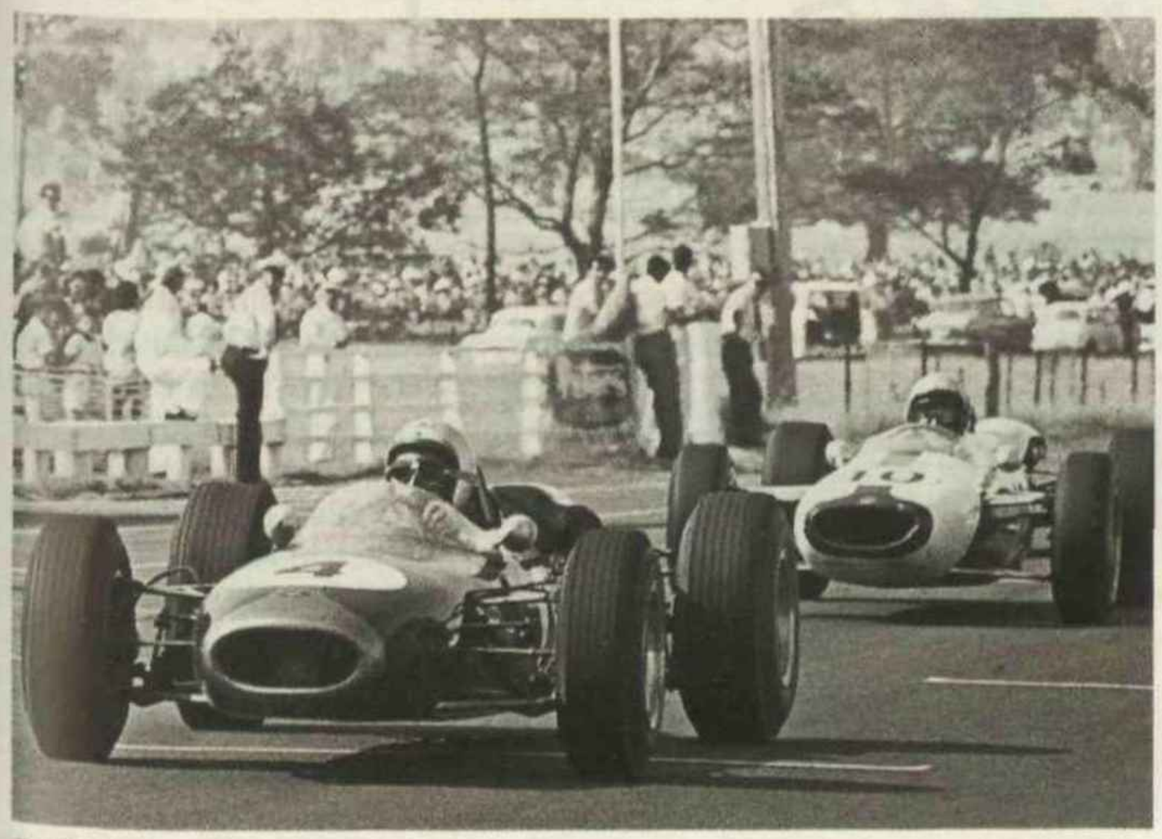
Then I had a tremendous battle with Jack Brabham. His car was very fast, and my feeling was that it was the best car on the day. Jack was sort of a nemesis in those days. It was almost impossible to get by him. He just pretended that you weren't there or anywhere around.

I finally passed him at a place which went down under a railroad viaduct. I can then remember him getting very upset with me, because while he was stuck behind, Bruce was escaping in the lead. Jack's mechanic was down in our pits demanding that they slowed me down, because supposedly I was holding up his boss!

Eventually Jack did re-pass me. In fact he nearly caught Bruce, who was very lucky to hold him off. I don't know whether I served any real purpose by mixing it up with Jack; I suppose I did, or they wouldn't have run down and told me to get out the way. Anyway, we were first and third, and Bruce was overjoyed, just delighted. And I'd really enjoyed the race, especially the battle with Jimmy.

However, I really thought it was terrible that that boy, Rocky Tresise, was killed, and a photographer too. I didn't use to think that way in my earlier days. Before, a blank slate would cover it up, and it was get on with the next race. But that was years earlier.

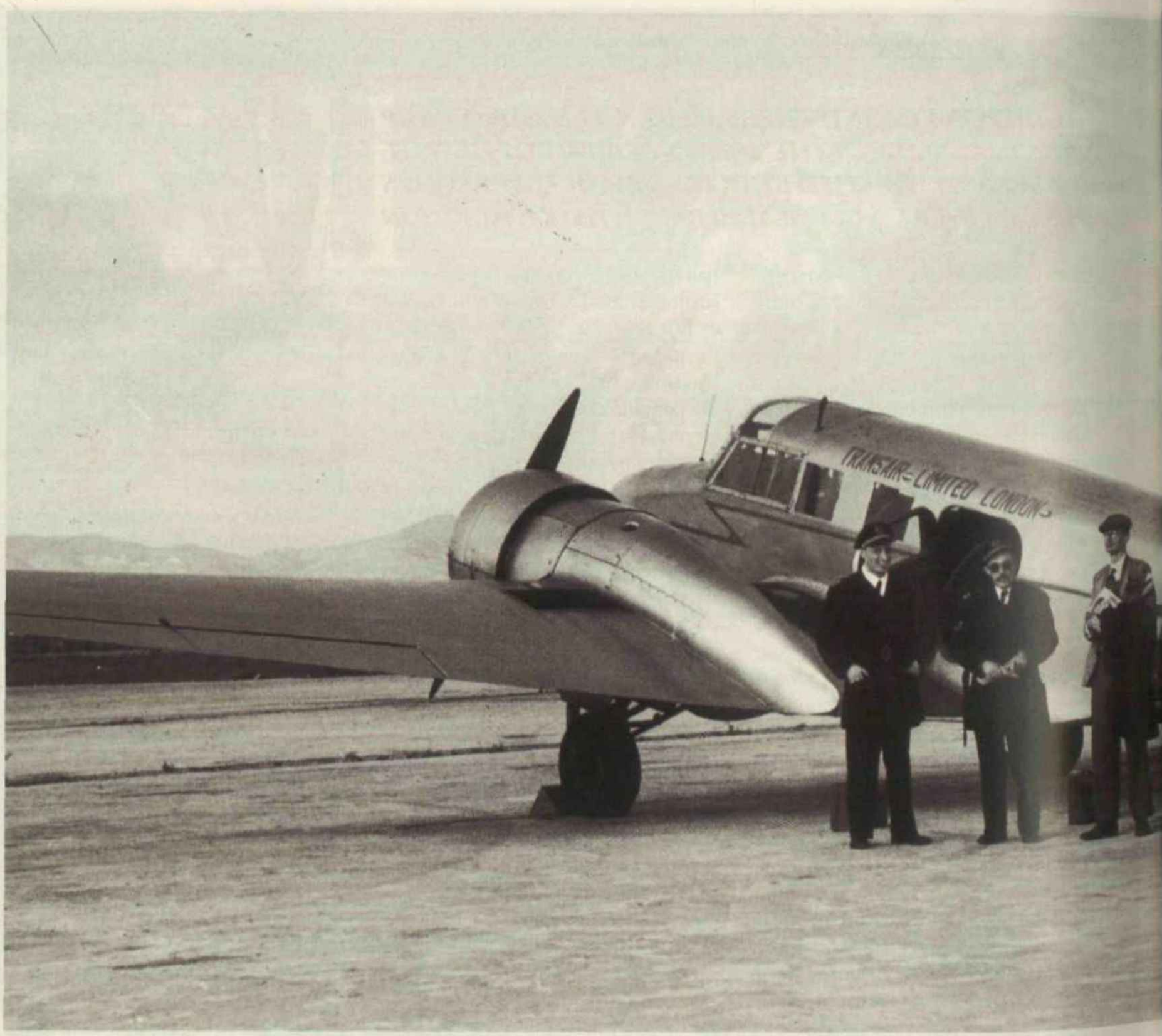
I had been at it for too long, to tell you the truth, and been to too many funerals. After a long period you run out of reasons as to why it's them and not you. When you're driving Grand Prix cars, you can't have any doubts at all about whether it's a reasonable and practical thing to be doing. And I think I sort of got to that point. But it was a joy to be able to go out of single-seaters on a high note. M



Jack Brabham (4) was held up by Hill to let Bruce McLaren (10) win race

BILL BODDY





The Vanishing Interpreter

IN 1950 THE PENYA RHIN GRAN PREMIO TOOK PLACE LATE in the GP season. To report it MOTOR SPORT adopted its fairly normal strategy, which meant flying in a charter aeroplane to Barcelona, watching the race, and being flown back that evening whilst writing the story. From whence I would drive to London, where the linotype operators awaited the precious scribbled copy – I think they took bets on whether we would get back or the plane would crash.

It would be midnight or later when I arrived, and about 2pm before I corrected the pages and drove home to Hampshire. Next day the pictures taken by Michael Tee, a skilled photographer, were processed.

As I do not speak Spanish and had to do the report on the flight back, I felt that someone who could interpret the race announcements and press bulletins would be a considerable asset. So I asked Transair, whose Airspeed Oxford we hired for the long haul, if anyone who could help would like a free trip to the race.

At Croydon we were introduced to the pilot, radio-operator, and a gentleman in smart overcoat and homburg hat, whose card said he was employed by the Spanish Embassy. Philip Turner, staff writer for *The Motor*, came along for the ride. From Barcelona Airport, via a sad Plymouth taxi, we went to the Ritz, where the chap from the Embassy asked to be excused, as he had many friends to catch up on. But he was back for breakfast on the Sunday, to see us into a decrepit gas-producer Willys-Overland taxi. He sat with me throughout the race translating the announcements and bulletins as the 4½-litre Ferraris dominated the race; Ascari, Serafini,



WB writes his report on the 'plane



Transair Oxford G-AIVA at Croydon ready to leave for Barcelona. L to r: Pilot, radio operator, Philip Turner and WB. Michael Tee took the picture, and the interpreter has yet to arrive

A different kind of race

OCCASIONALLY ONE GETS GLIMPSES OF MOTORING FROM THE past on the TV screen, in plays or documentaries, but best of all, as brief shots from the true past. I recall a glimpse of a solid-tyred Trojan flitting across the Welsh coalfields, I think during a news-item about the 1926 General Strike. Similar street scenes can catch cars, and recently, while waiting for ITV F1 coverage which had been postponed, we were shown some footage of Derby Days, with a skeletal T-Ford and what looked like a very early Lanchester mingling with the horse-drawn traffic. Which reminded me of the 1920s, when my mother and I had our only 'flutter' on the horses, sticking a pin into a list of Derby runners and giving a modest coin to the bet-collecting milkman.

After listening to the race on the radio I would run like mad to Balham Hill or Clapham Common, to see the motorcyclists rush the Derby films to their respective evening newspapers. Regular dispatch-riders were not then a London feature, so I suppose these motorcycles were ridden by staffmen, or even by hired racing personalities. Anyway, race one another they did, the name of the paper perhaps on the precious box of films on the pillion, reaching maybe 60mph across Clapham Common, in spite of the mid-road trams. There was then a 20mph speed-limit but I think the police turned a blind eye, as this was newspaper work...

Years later I had a taste of the 'Power of the Press' when I used to drive from Hampshire to the *News Chronicle* offices in London to get the GP results from Jenks, wherever he was on the Continent. On my first evening I reported in, saying I would then move my A7, as it was on a double-yellow. "No need", the commissionaire told me, "if you are working for us, the police won't touch it". After I had done the job and was ready to drive home, there, amongst a line of cars most of which had tickets on them, were a few, my A7 included, not so affiliated. You have guessed – they were those of the newspaper men...

Taruffi, and the V16 BRMs of Parnell and Walker retired.

On the way out 'Mr Embassy' had surprised me by saying that he sailed from Hayling Island, where we had our caravan for impromptu holidays with the children, and that he owned a vintage Clyno, just as I then did. It did not occur to me that he might have researched my background... After the GP our helper hailed an old Citroën taxi to take us to the airport, but after seeing us in, he told the driver "the aeroport" and vanished into the crowds.

Customs were not at all pleased that six people had flown out and only five were returning. At last we were allowed to depart. I later rang Transair to ask about this mysterious development. "Did he fail to help you, or get drunk?" "No." "Then what is the problem?" I then rang the Spanish Embassy, asking if Mr —— worked there. I was told that no-one of that name did. "But I have his Spanish Embassy card in my hand," I said. "Not to worry," was the response, "sometimes people print such cards..." So, the case of the vanishing interpreter, never solved.



A tense Ascari, left, and Marimon, separated by officials

Championship fight

THE SCHUMACHER/COULTHARD FRACAS RECALLS OTHER such incidents, as when Alberto Ascari was shunted off by Onofre Marimon after he had spun on the last lap of the 1953 Italian GP, losing him the race. Officials had to restrain both in the subsequent trackside confrontation. Fangio in his Maserati avoided this, and went on to win. Marimon was four laps in arrears, 'covering' for Fangio, hence Ascari's anger.

miscellany

MY REFERENCE TO THE Wolseleys in the *Cars that Vickers Built* piece has reminded Stephen Dear that after giving up his P-type MGs he has had two of these cars, starting with a 1931 16/60 Viper, now probably the only one in the UK. Then in 1996 he acquired a 1927 16/45 tourer, the camshaft of its 2-litre seven-bearing engine driven by shaft instead of by the vertical dynamo-drive of the Viper. The 16/45



Dear's Wolseley 16/45 tourer

required a major rebuild, but now runs at 60mph very quietly and has first class workmanship. If anyone knows of an 8/40 crownwheel for it, Stephen would like to hear from them.

* * *

NOTHING NEW UNDER THE SUN One of the best 'Nothing New' items must be the news in *The Autocar* in 1920 that Ralph de Palma "was contemplating the use of anti-flight wings for greater rear tyre adhesion at very high speeds". The author of the article wondered whether a fuselage on wheels would represent the future form of the racing car...

* * *

HARRY EDWARDS, EDITOR OF the *Morris Register Journal*, has long had a fine sense of history, so the Autumn issue not only contains the expected survey of Register events, but his illustrated account of the JB Dunlop Anniversary, depicting many types of these tyres along the years. There is also some valuable information on how to deal with recalcitrant coil ignition.

BILL BODDY

Classification by quality

THE VARIOUS AGE DIVISIONS WITHIN THE VSCC, VCC and VMCC are clearly defined, but Michael Ware, Curator of the National Motor Museum, is concerned that nothing properly defines the cars of the 1930s. He points out that the VSCC was originally for pre-1931 sportscars, seen as of superior quality to later ones, but that in 1945 a list was drawn up of certain cars made between 1931 and 1940 which would be eligible, to be known as Post-Vintage Thoroughbreds. I think this move was made to ensure continuity should there be a paucity of pre-1931 cars after the war. But at least this avoided letting in undesirable cars of the mass-produced kind.

Laurence Pomeroy once said that at least one of every car made, good, indifferent or bad, should be preserved for posterity. The one-make clubs have since gone some way to encouraging this idea. However, Michael now wants the VSCC, which is revising its PVT list and perhaps other age divisions, to regard all cars manufactured from 1919 to 1940 as qualifying their owners for 'driving membership' of the VSCC.

As a purely personal reaction, I am strongly against this! Do we want the VSCC to open up to cars such as Morris 8s, Avon Standards, Ford Populars, Standards 8s and 10s, etc? Providing funds can be raised without extending membership, should the interests of owners of such cars not be left to the excellent one-make clubs which already cater for them?

I am aware that the Vintage Motor Cycle Club long ago extended its qualifying period from the purely vintage era to cover machines made up to 1972, and that its membership is some 13,750, against approximately 6800 for the VSCC. But I recall going to a local social meet of the VMCC, and finding a few relatively mundane bikes in the car park which I ignored. After waiting for some time, I asked some chaps at the bar if they expected any old (historic if you like) motorcycles to be arriving? They said, "We are the VMCC chaps..." As Jenks once said, the technical difference between the old and later bikes is more pronounced than that between vintage and more modern cars. It all works well for them; but is the number of members everything?

Michael Ware thinks that the FBHVC, or perhaps one of the classic magazines, should declare 1919-1940 as the vintage dating period, to cover all 1930s cars (which years ago Lord Montagu suggested might be called 'Milestone' models) and that if you agree with his proposition you should write to the VSCC at The Old Post Office, West Street, Chipping Norton, Oxon OX7 5EL. Presumably the name would then have to be changed to the Old Car Club? If you do not, I suggest you also write...



Romantic scene; but is a Morris Ten a proper 'vintage' car?

obituary

Margaret Jennings

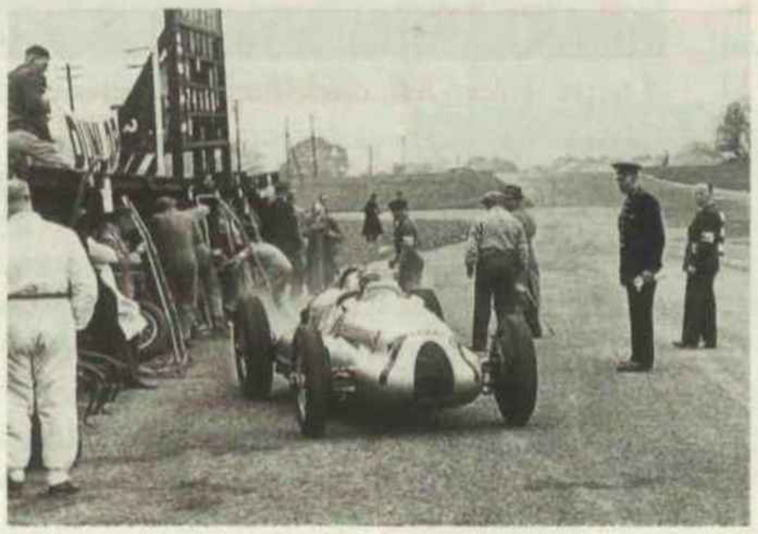
Another link gone with pre-war Brooklands: as Margaret Allen, Mrs Jennings was one of the outstanding lady drivers there. Born in Scotland, the fearless young girl began using the family Lagonda in the Womens' Automobile and Sports Association's tough trials, then graduated to racing at Brooklands, notably in MGs, and at Le Mans in the successful 'All Girls' MG Midget team in 1935. She also drove in Monte Carlo Rallies and Alpine Trials, paired with her husband to be, Christopher Jennings, later editor of *The Motor*.

But she will best be remembered for her skilled handling of the 6½-litre Bentley 'Old Mother Gun', taking her 120mph Badge in 1936. In Folland's single-seater Frazer Nash at Shelsley Walsh in 1936, she made the fastest time by a lady, in the rain that defeated Von Stuck in the Auto-Union. SCH Davis thought that, given better luck, she would have had the ladies' record there, and won her 130mph badge at the Track.

Anyone who saw her race in 'Mother Gun' will never forget her ability in such a car.

A Donington date

ANNIVERSARIES ARE COMING THICK AND FAST. Following the great re-opening of the Goodwood circuit, Donington intends to celebrate several anniversaries on October 22, which is 60 years on from Nuvolari's win in the 1938 Donington GP and coincides with 25 years of the Donington Grand Prix Collection, 21 years since racing recommenced after the war, and the half-century of the company, Wheatcroft and Son. Anyone who was at the 1938 GP and especially anyone who drove in the race is asked to contact John Bailie on 01253 592078 (fax 01253 357188). Plans include luncheon and the unveiling of a Nuvolari plaque and rose bush, in the company of the Alfa Romeo Bimotore and 8CM Maserati run by the great driver. Guests will include 1938 GP drivers Ian Connell and Wilkie Wilkinson.



Did you see Nuvolari in the 1938 Donington GP?

Gerry Arthur of Shenstone and District MC has told me that there was nearly another circuit nearby, at Drakelow Hall, Burton-on-Trent, in the grounds of the house demolished in 1934. It was the project of the Automobile Racing Association, which proposed a 50Gns subscription for access to a country club within the grounds. The course was supposed to open for racing on Whit Monday 1932, but apparently torrential rain washed it out – can anyone confirm this and list the entries?

The plan was to extend the circuit to an eight-mile lap, but the Derby and DMC, under Fred Craner, opened Donington Park in 1933 whereas, by July 1932, the ARA had gone bankrupt. The Shenstone Club, founded in 1933, took over the lease of the disused RAF Lichfield aerodrome when it became redundant and opened the popular Curborough sprint loop of 900 yards in 1963, the first sprint meeting being held there that year.



obituary

Clive Windsor-Richards

It came as a great shock that Clive Windsor-Richards had died, that dedicated vintage-car enthusiast who was driving his modern car at speed at the age of 90-plus, and who corresponded with me in no-nonsense letters, with his own brand of humour.

Born in Yorkshire, Clive had his first drive, aged 12, in an Arrol Johnston, and his taste for speed was met with Harley Davidson and TT Sunbeam motorcycles while at Manchester University. He studied engineering in Paris, so knew Montlhéry, but his first sight of Brooklands was when he won a first-class award in a borrowed Vauxhall 30/98. The VSCC was made for him. He was its captain from 1938 to 1947 and won its covetted Lycett Trophy in 1937, '38 and '39. W-R had a number of 30/98s, including very quick dope-fueled ones driven to their limit on the road, and made the fastest race-lap of Brooklands for a standard-stroke 30/98, of 112.47mph. He also raced a 4½-litre Bentley at Donington and on Southport sands and drove the 1908 GP Italia and Delage II, which he owned for a time, making FTD at the 1939 VSCC Lewes speed-trials.

Essentially a big-car man, Clive had the ex-Zborowski aero-engined white 16½-litre Mercedes for a couple of years, used as a normal road car. But he was very versatile, driving with his partner GB Gush and others the 348cc Blackburne-engined Gush Special on record bids of up to 12 hours. It was the big motors when possible, however, and as he knew Bunty Scott-Moncrieff and the Conan Doyles there were SSK 38/250hp Mercedes-Benz to compete with his very quick Vauxhalls. He also learned to fly at Brooklands. In later times Windsor-Richards drove Leslie Hawthorn's Rileys at the Track. Although he found post-war Britain disillusioning, his sense of dry humour was well sustained and in VSCC circles we shall find it very hard to do without him.

miscellany

INTER-REGISTER competitive events started a long time ago, and as MOTOR SPORT was responsible for introducing my idea that the clubs and registers cater for – how can I express it? – the somewhat more sedate cars, it is nice to know that these events have survived. Organisations can run an annual team event of any kind that suits them, and points are scored to decide the year's victors. The most recent as I write was the Riley Register's Scatter Rally in the Forest of Dean in September. Naturally Rileys scored, the Ducker's Gamecock highest, but runner up was the Percivals' 12/50. Just a reminder of a team-event worth supporting. The organiser is Chris Nelder, on 01398 323013.

* * *

THE 'GRAPEVINE' SUGGESTS that the mystery Isotta-Fraschini referred to recently, ran in the 1935 Jersey 'Grand Prix' meeting, driven by AR Pool. It was third, behind RL Sangar's Vale Special, and G Oliver's Morgan, in the one-hour race, in which no Guernsey drivers took part, as their boat was delayed by the bad weather. The race was run on the sands at St Owen's Bay. Competing cars ranged from a Standard Nine saloon (!) to le Gallais' Chrysler-GN.

* * *

THE VSCC's DRIVING TESTS at Madresfield went off well in kind weather in September, under Paul Tebbet's 'new ownership'. First Class Awards in the various tests along the famous drive were won by Ken Macmaster's 328 FN-BMW, Ian Swallow's Riley Special, James Diffey's 1913 Humber, David Marsh's Brescia Bugatti, and Keith Stanton's Riley 9, overall best show by Swallow. Second Class Awards: Ian Hall (Riley Sprite), Mike Piggin (Lancia Lambda), Michael Harper (1916 Dodge), Jane Bereton (A7) and Mike Dawes (Riley 9), Dawes making the best saloon car performance. The Montagu Concours d' Elegance Trophy was won by the Th. Schneider of Sarah Baker.

* * *

A CAMBRIDGE READER HAS found the body from the PA MG Special built by Don Moore, the one-time Lister-Jaguar engine tuner for these works cars, and would like to hear of the rest of this MG exists to enable the restoration to proceed. He also recalls the Jaguar-MG special raced at Bouley Bay in 1948 by Frank le Gallais, and the Jaguarette with MG Magnette chassis, and wonders if these still exist. The Don Moore MG was raced by its creator at the Nottingham Club's 1954 Silverstone Meeting.

* * *

FURTHER TO THE PIECE ON the 1938 Experts Trial, it is nice to know that the MG 'Cream Cracker' that won this event took last year's Triple M 'Car of the Year' Award and that three of the 'Cream Cracker' team active 60 years ago were still so in 1997, JB 7521 campaigned by the Williamsons, JB 7524 by the Green family and JB 7525 by John Bishop.

PARTING SHOT

1968 GOLD CUP, OULTON PARK
Chris Amon heads for second place in his Ferrari 312.

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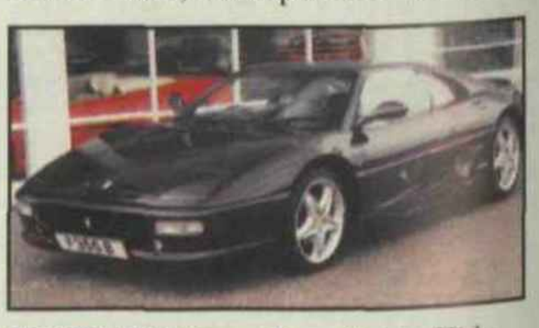
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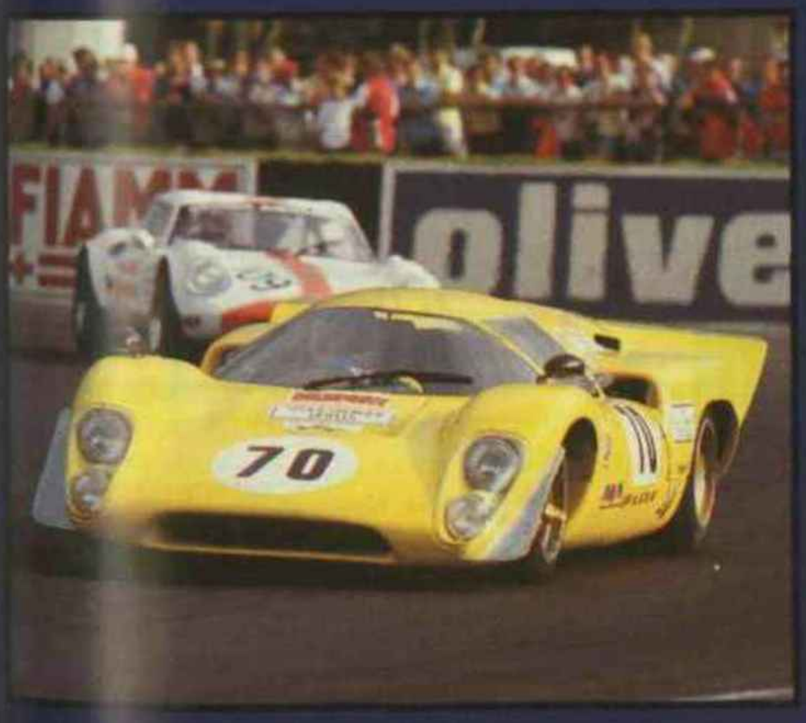
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As a general rule, think in terms of authors rather than titles, such as distinguished motor racing historian Doug Nye. Almost everything written by him has been arduously researched going to primary sources rather than to books written by others - and has been conceived and written to be definitive. The latest edition of Nye's collected oeuvre is volume one of his exhautive BRM history, published by Motor Racing Publications. Previous books include *Cooper Cars* (Osprey Publishing), *Team Lotus* (Motor Racing Publications again) and the two volume *Autocourse History of the Grand Prix Car* (Hazleton Publishing).

Also worth seeking out is the lesser known *Motor Racing Mavericks* (B. T. Batsford) which looks intriguingly at some of the innovative but often forgotten racing machines created during the sport's history.

One author whom Doug Nye himself once referred to unequivocally as 'the king' is American Karl E. Ludvigsen. Notable among Ludvigsen's output are massive histories of Corvette and Porsche (both published by Automobile Quarterly) and, for motor sport devotees, the unrivalled *Mercedes Benz Racing Cars*. Published in 1971, this book has been updated since then, but only in German, making the original version hard to find. Publishers were Bond-Parkhurst.

Two authors who are always worth reading, and whose names will of course be familiar to readers of MotorSport are founder editor William Boddy and the late Denis Jenkinson. Both have written a number of books. Highlights include *The History of the Brooklands Motor Course 1906-1960* by William Boddy, published by Grenville, and *The Racing Driver* by Denis Jenkinson, published by B. T. Batsford, an analysis of the competitors' art which has lost little of its validity, and none of its readability, over the years . . .

Nor can one mention Jenkinson without immediately recalling that other fine writer, Cyril Posthumus, and their collaboration on the excellent *Vanwall*, the story of Tony Vandervell and his cars published by Patrick Stephens in 1975.

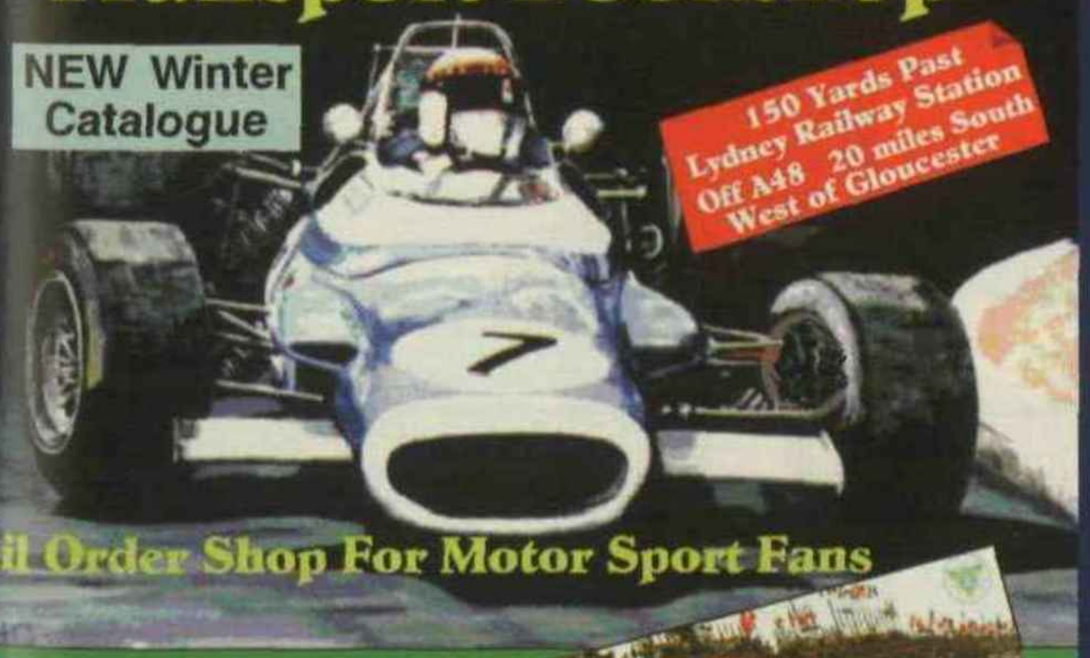
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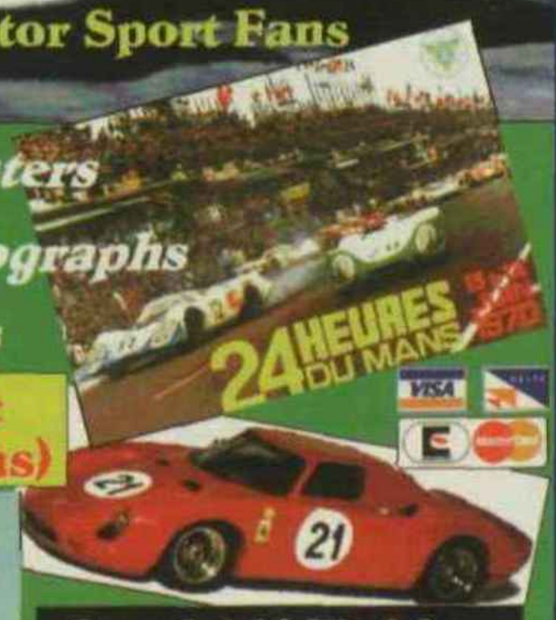
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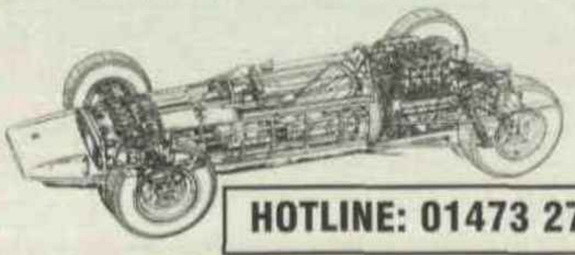
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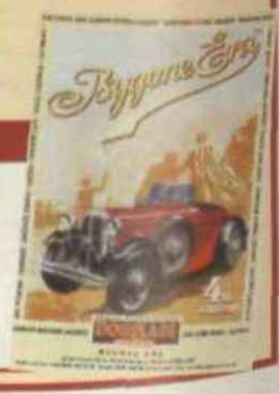
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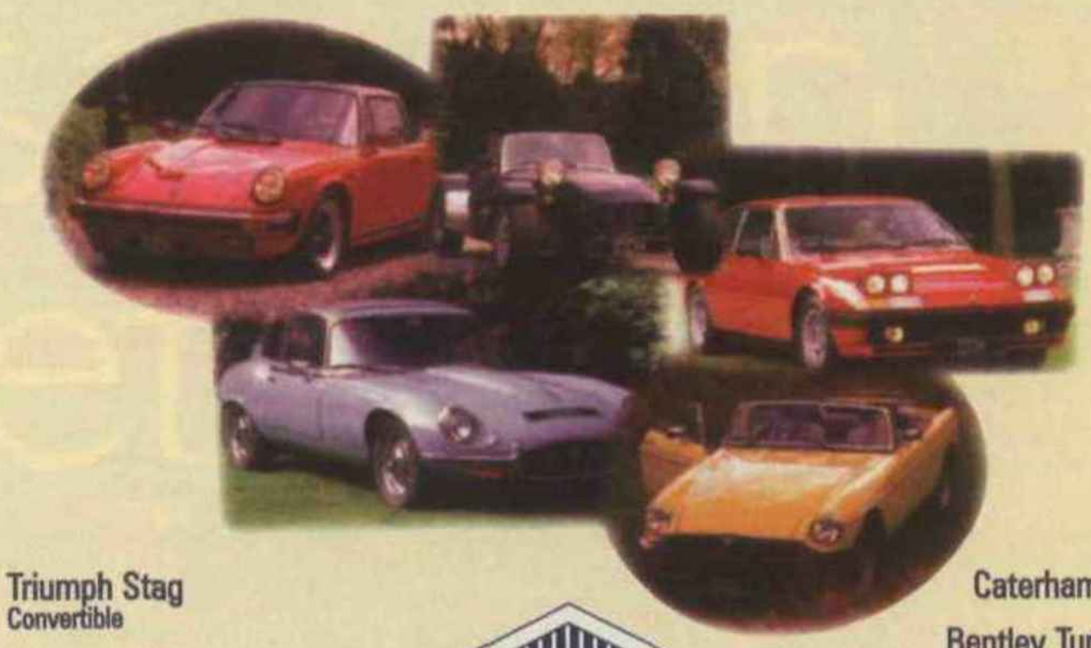
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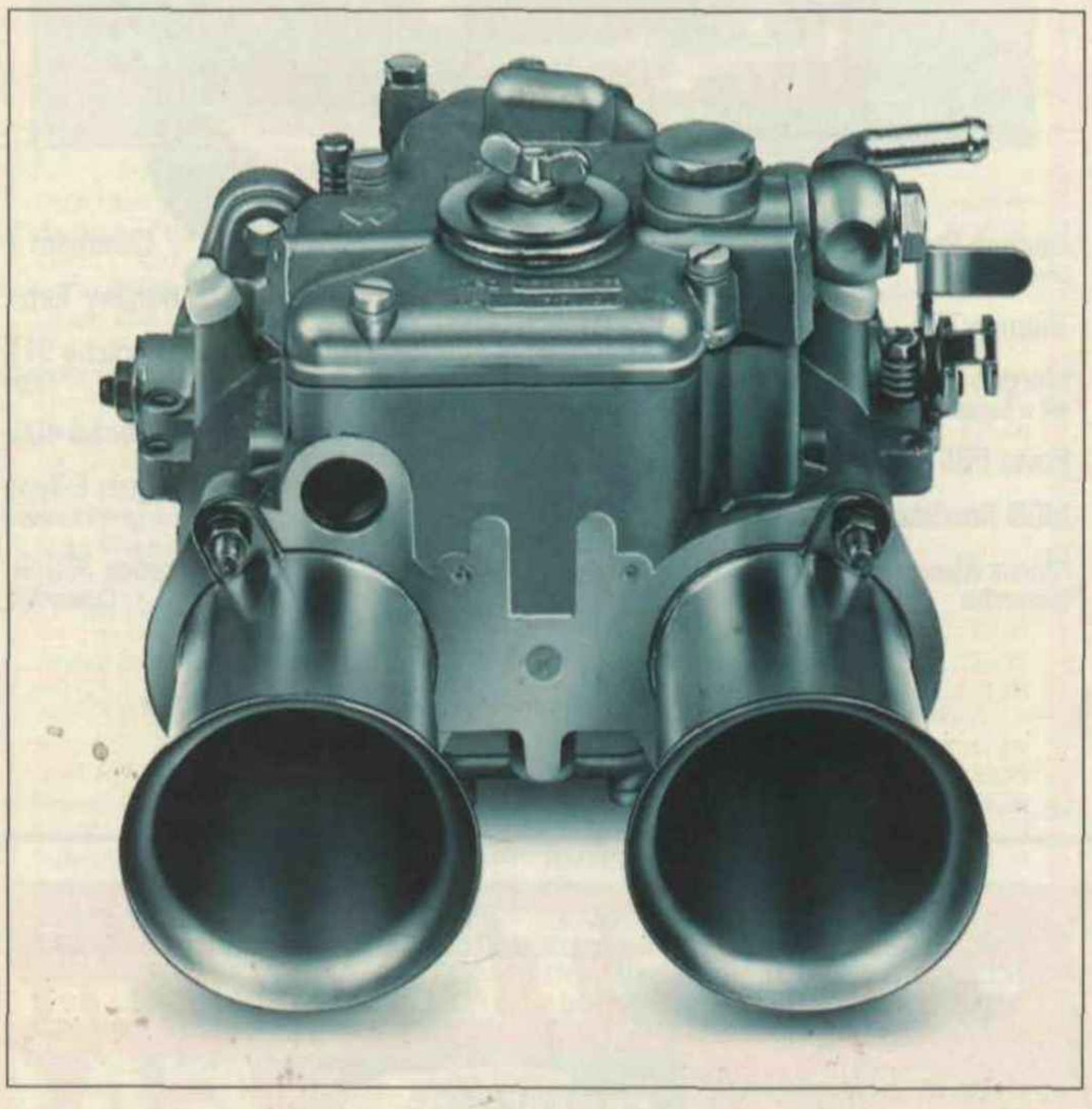
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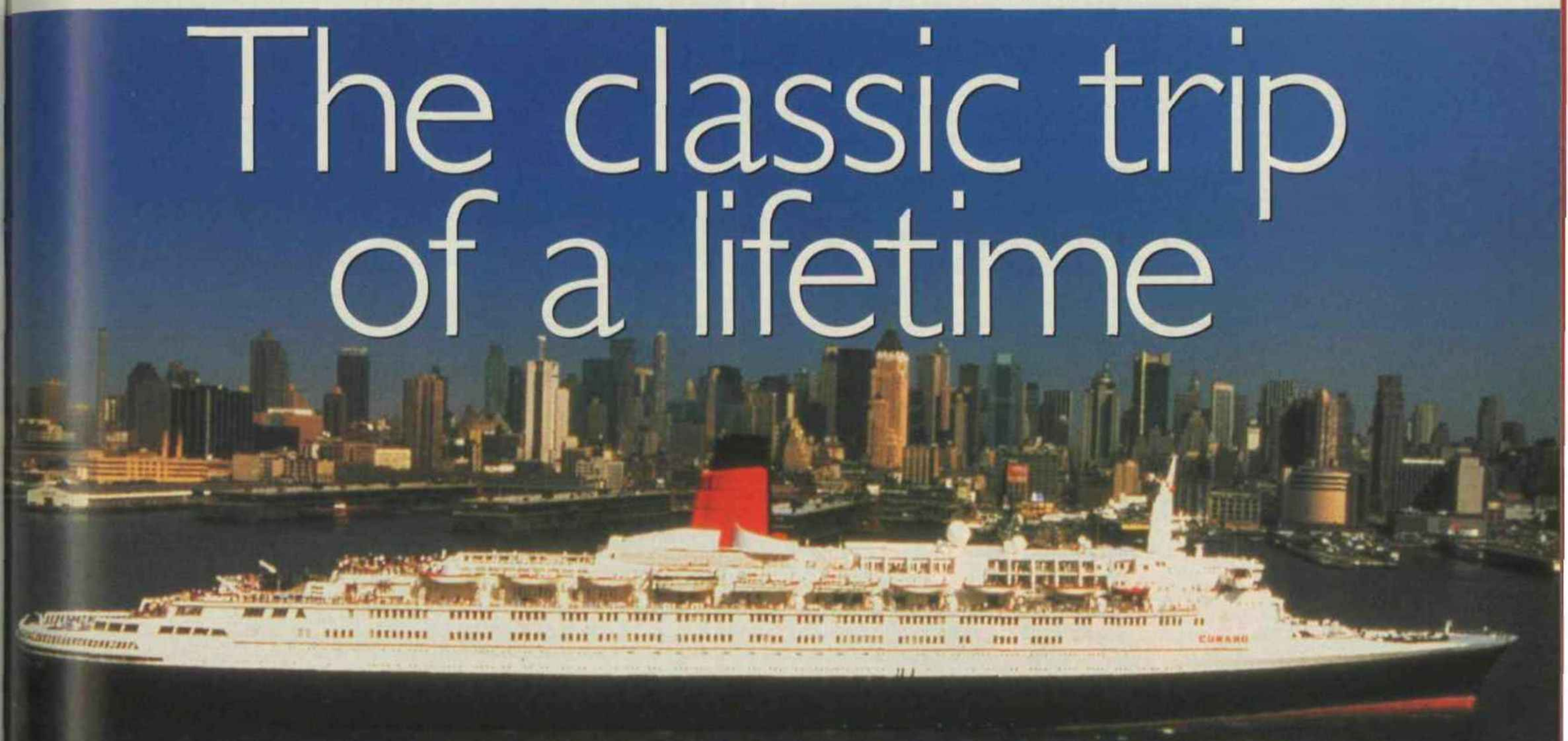
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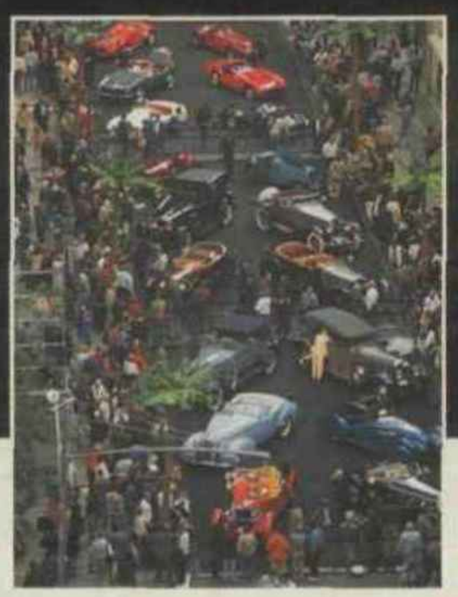
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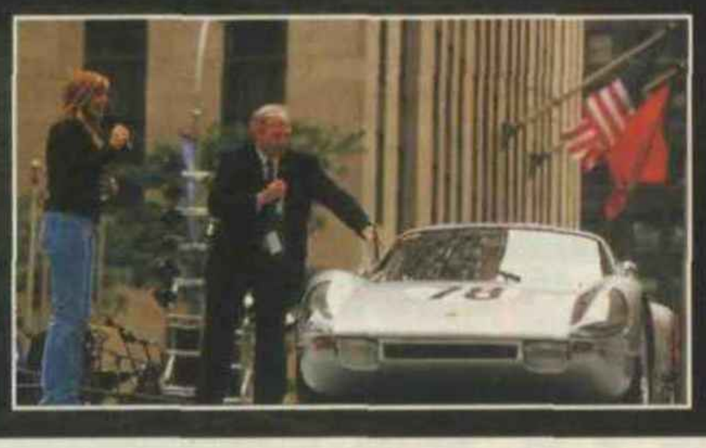
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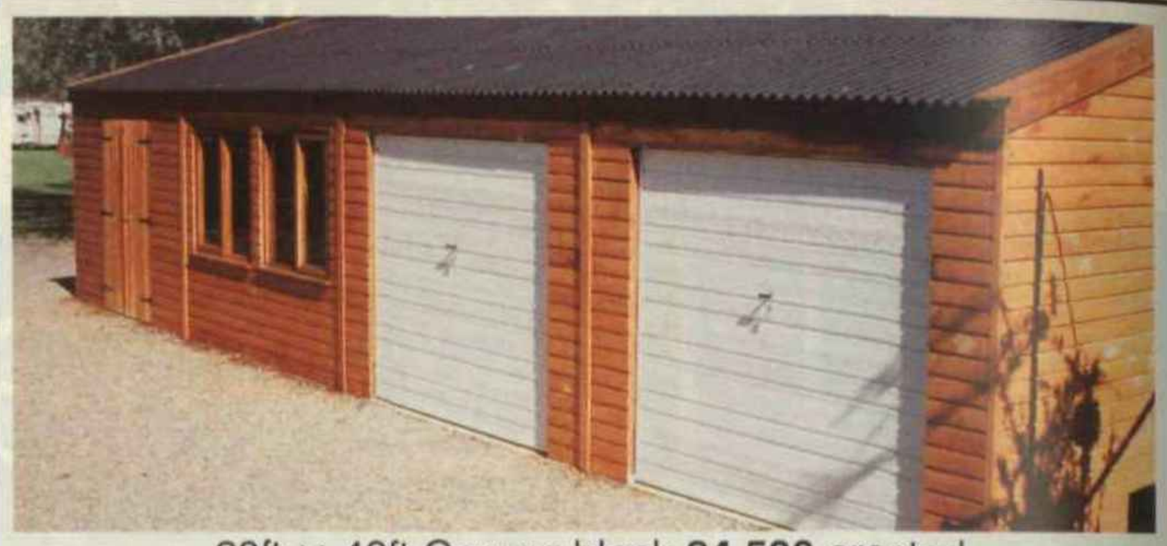
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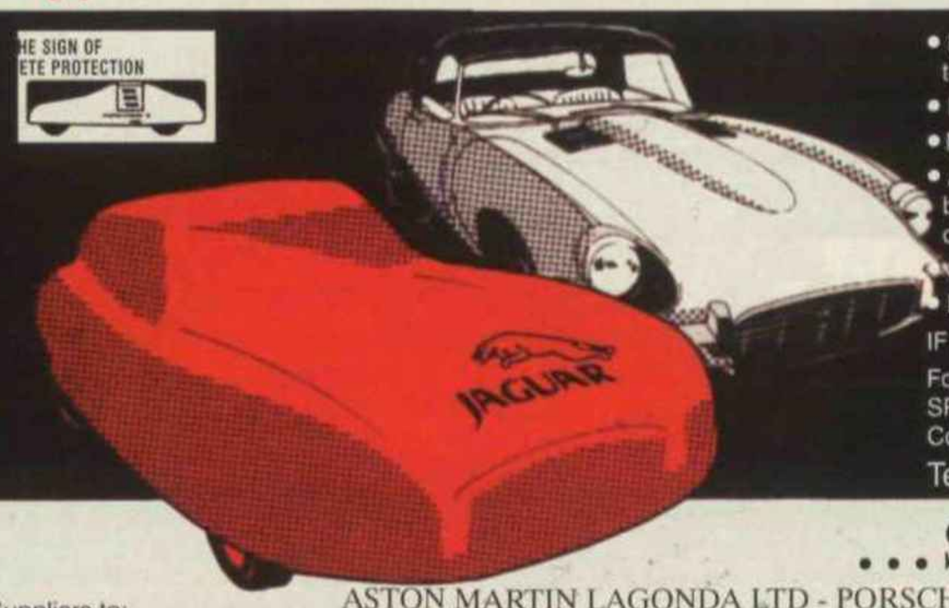


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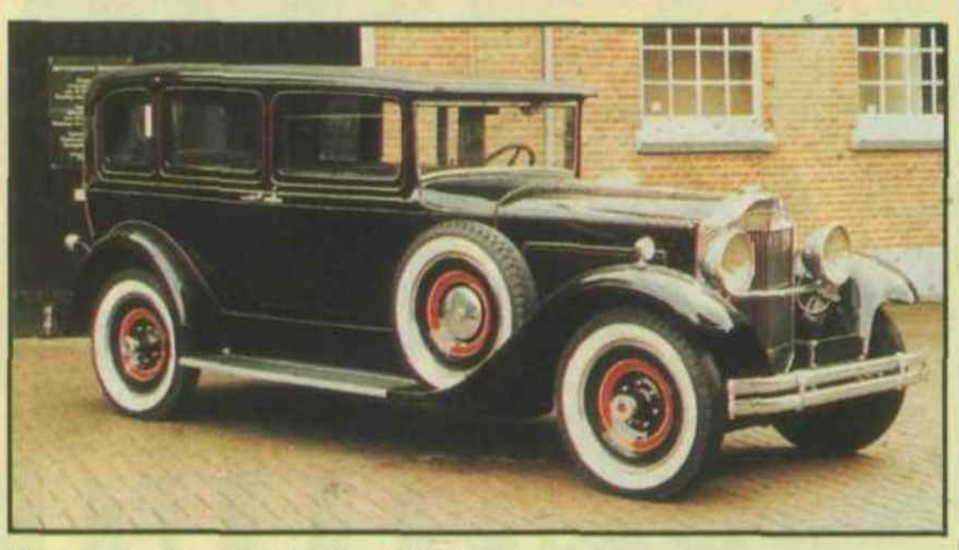
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D

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J

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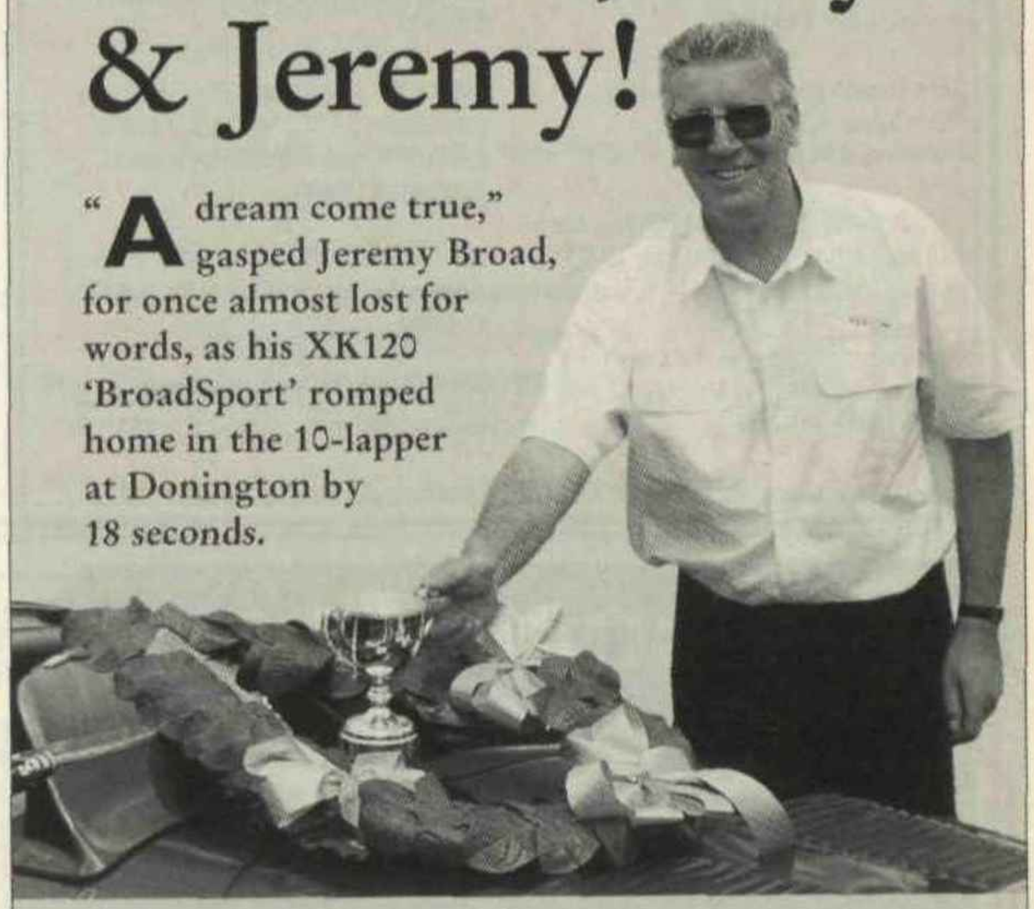
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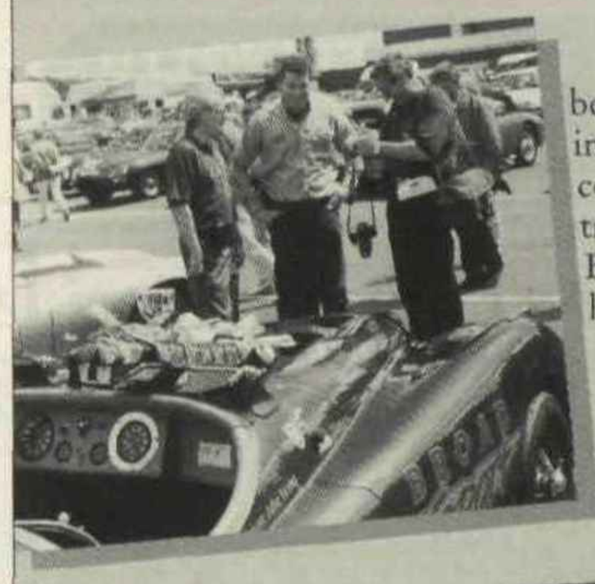
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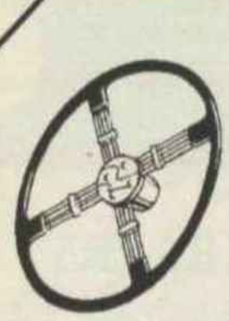
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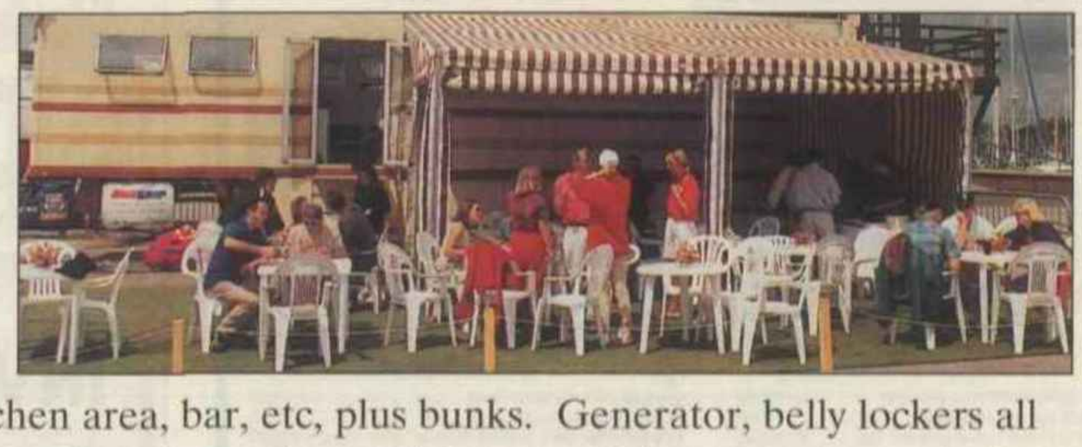
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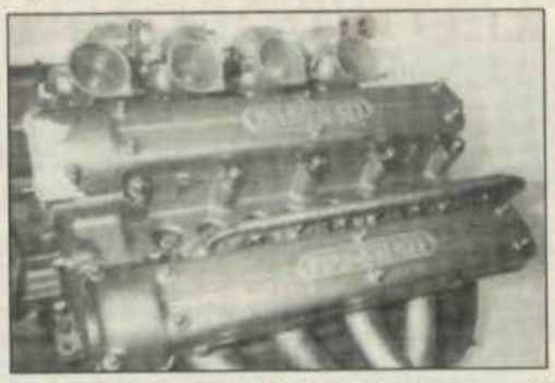
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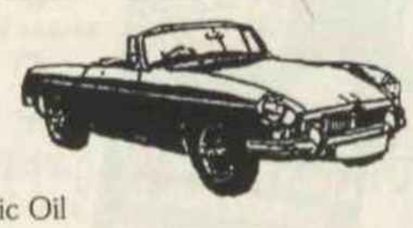
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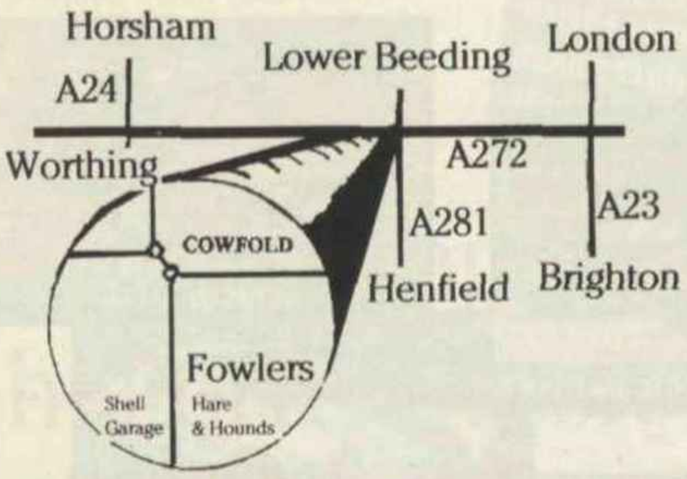
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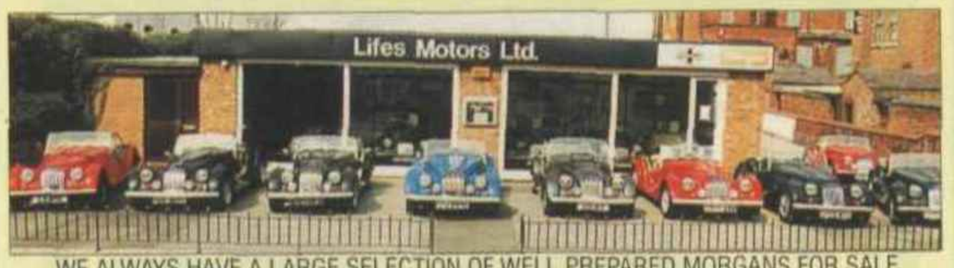
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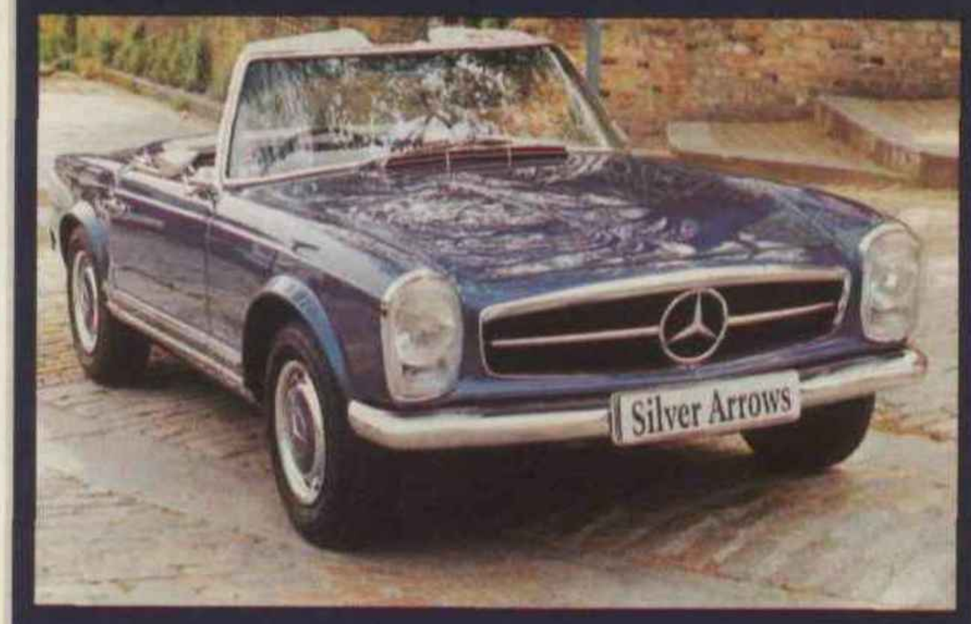




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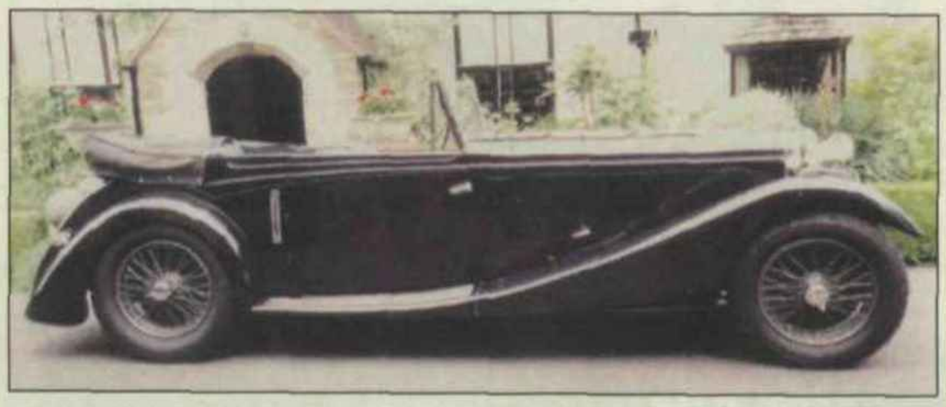
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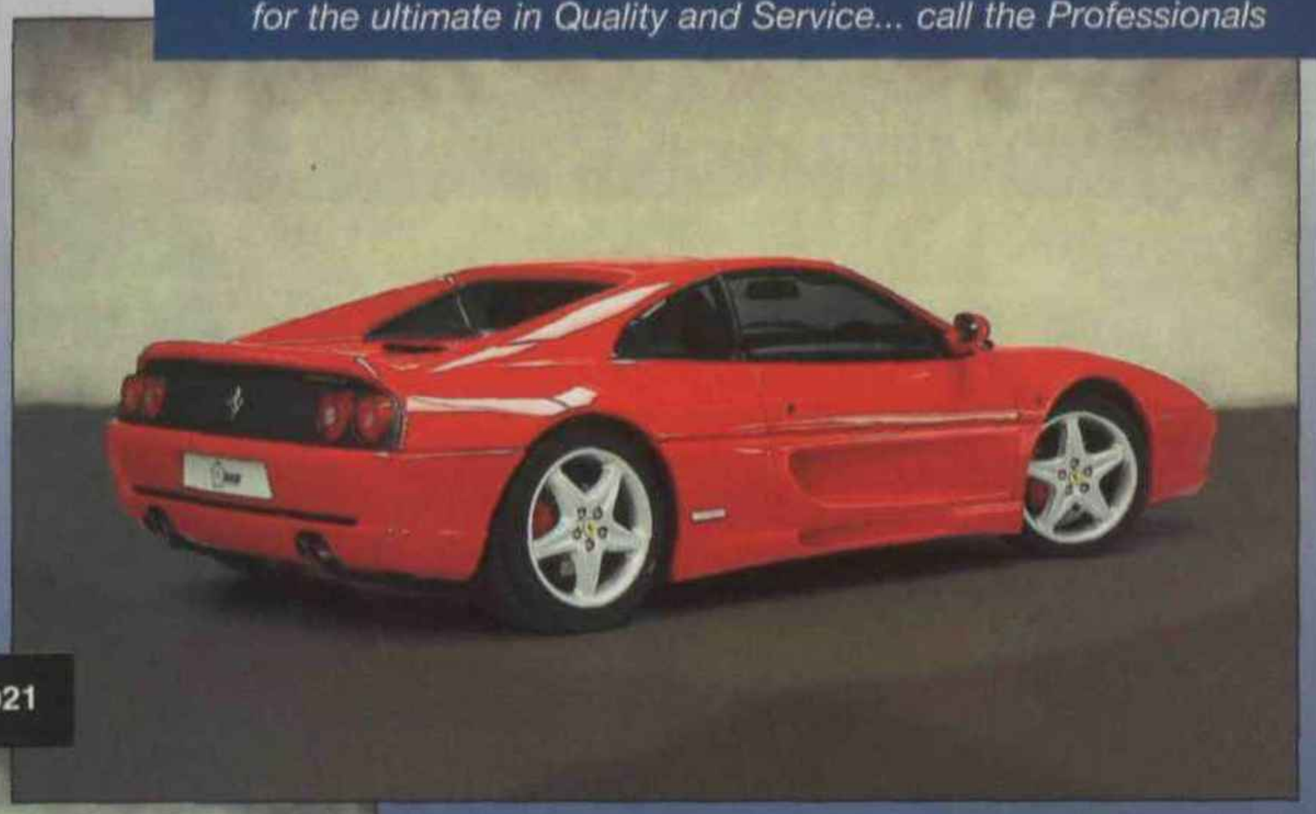
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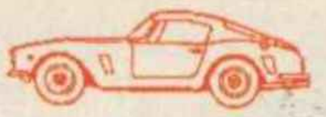


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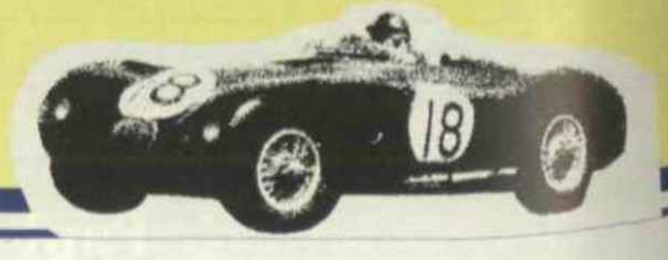
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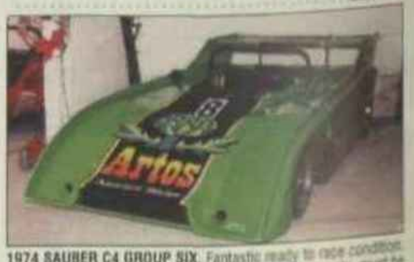
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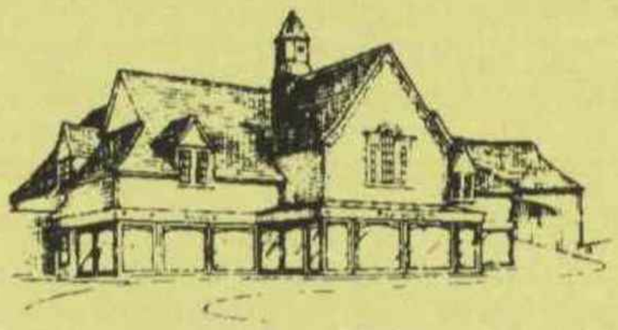
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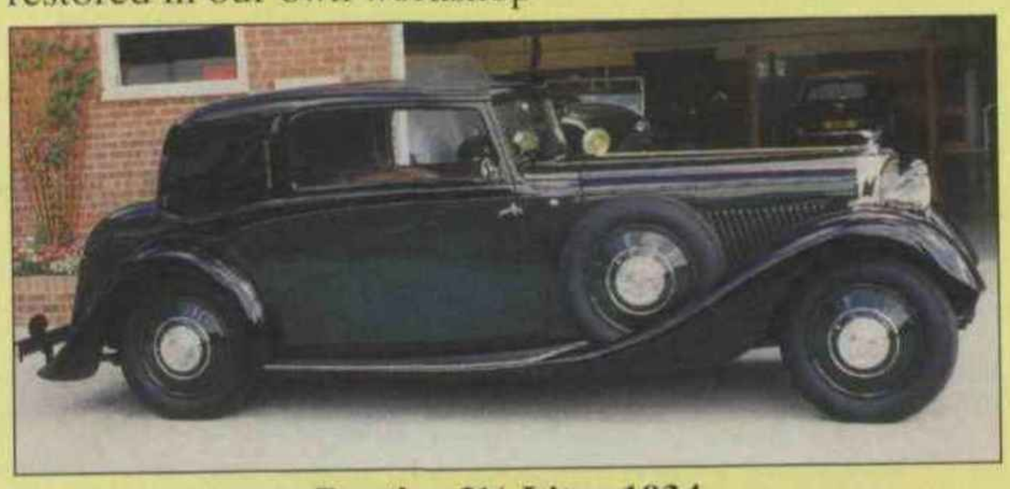




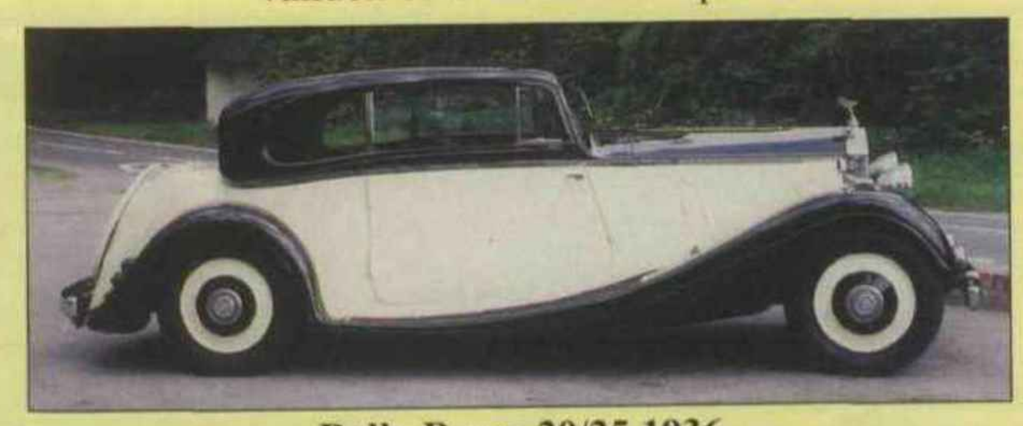
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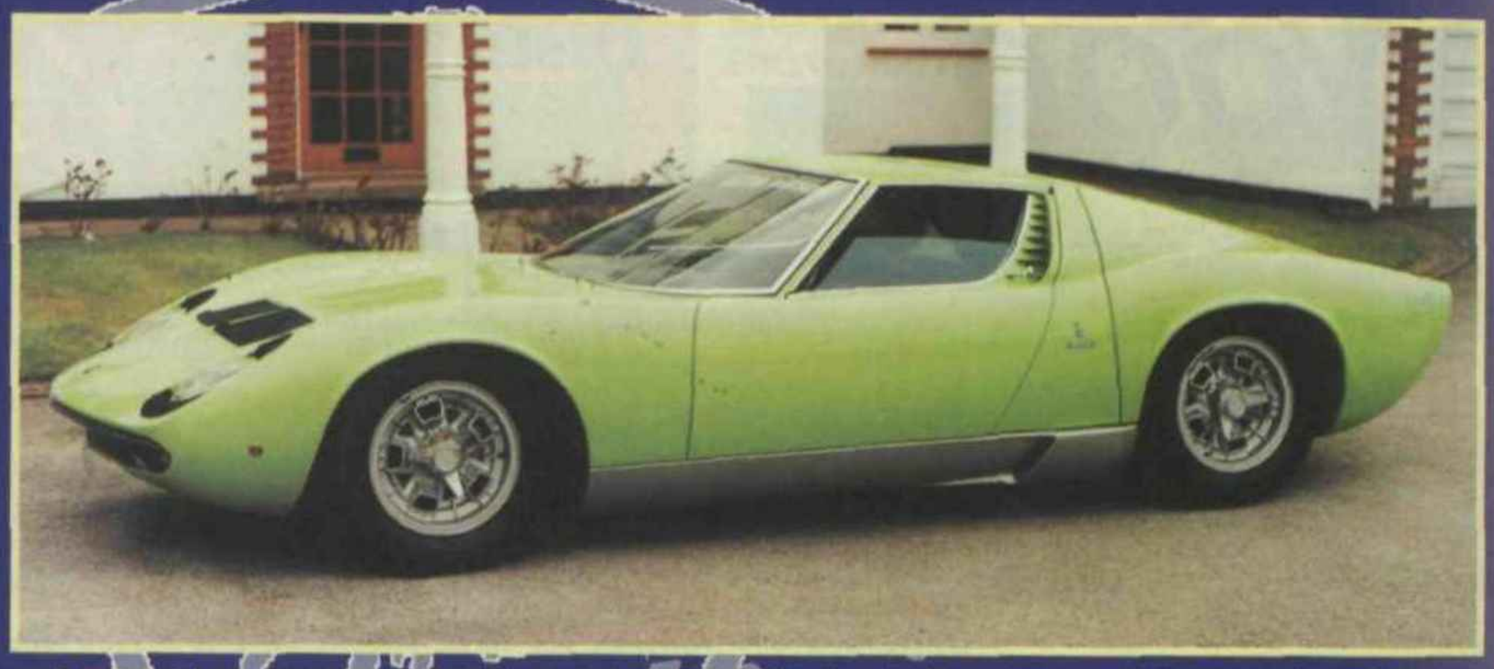
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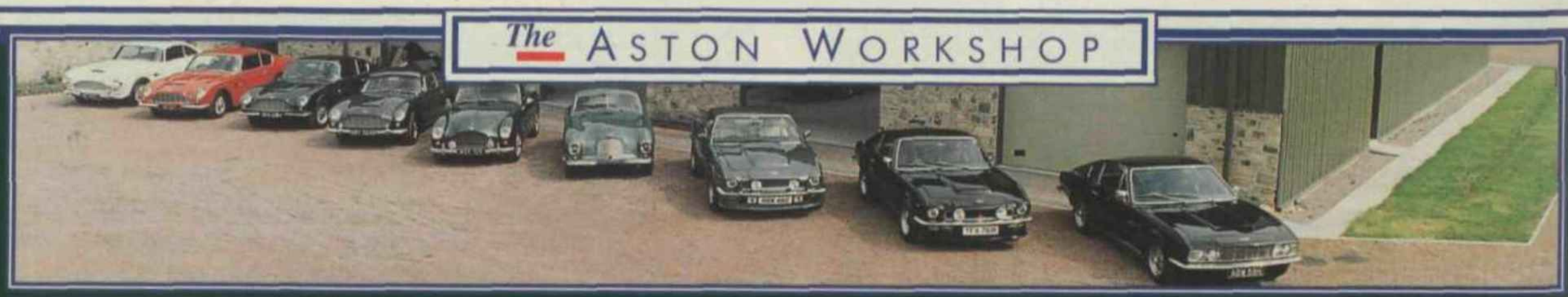
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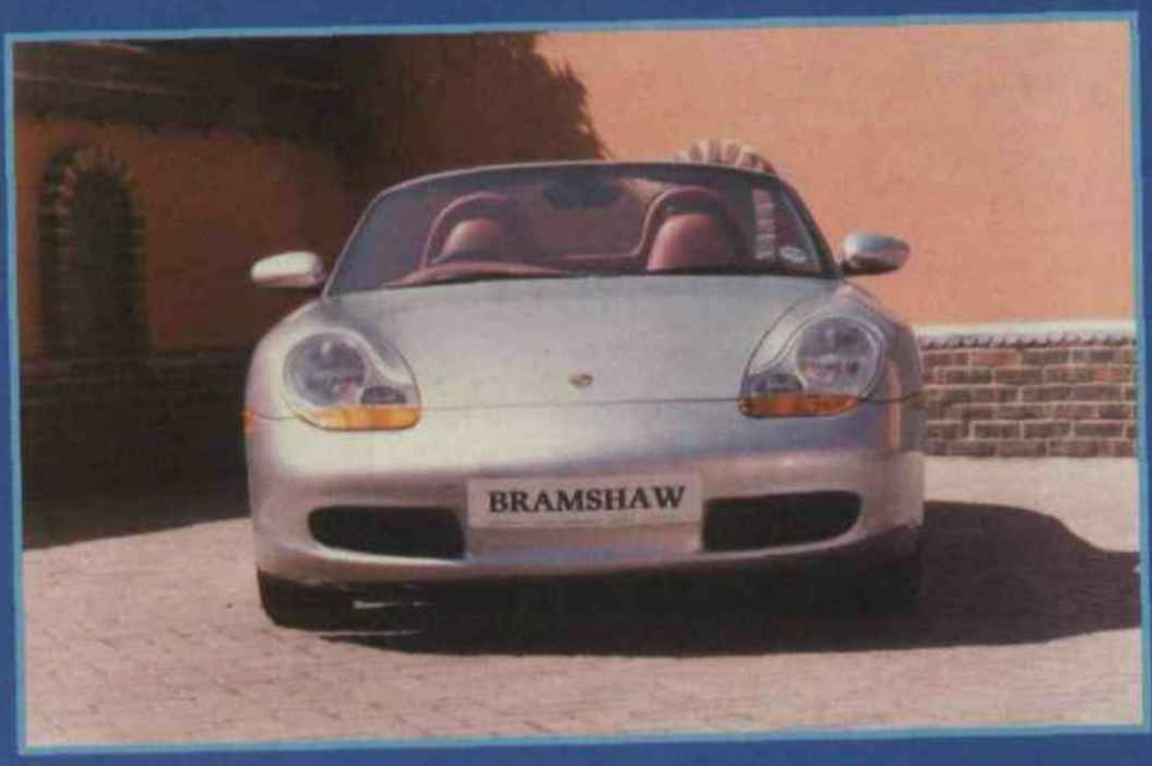
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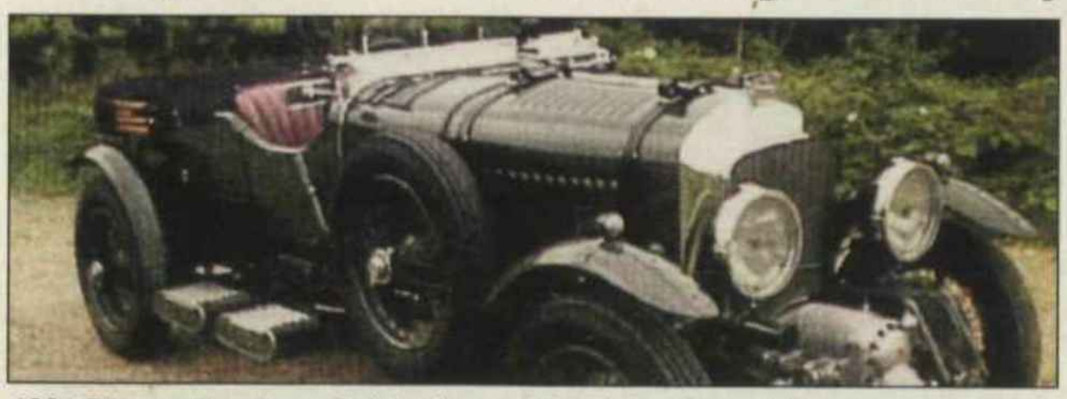
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