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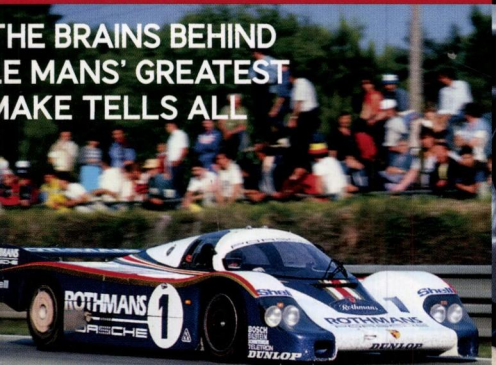
SUPER QUICK SUPER COOL

JOCHEN RINDT THROUGH THE EYES OF HIS GREAT FRIEND AND RIVAL JACKIE STEWART



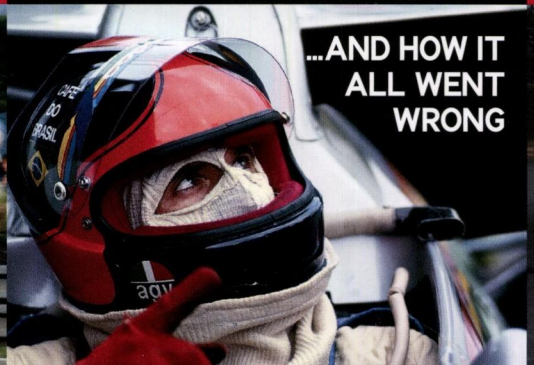
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Pair of chronometers used in the 1920s to time Brooklands races

Double-time for Brooklands clock-watchers

This pair of Ulysse-Nardin stopwatches timed some of the great motor races at Brooklands during the 1920s and 1930s, in the hands of timing official Roland King-Farlow.

Swiss-made, the matched pair are protected by being fitted in a wooden box made for them by A V 'Ebby' Ebblewhite, legendary Brooklands handicapping expert. The box and swivelling brass frame allowed the watches to stand up on the desk in front of King-Farlow and Ebby as they kept their meticulous lap charts, aided by mechanical calculators.

As was common in this period, the timing was to a fifth of a second, not to a tenth. That is why pre-war timings often show only even numbers when written decimally.

The clocks are sitting on a union flag which in the 1920s was used to start races at Brooklands. So there is every chance that Parry Thomas, Henry Segrave and John Cobb sat with muscles tensed watching for the first twitch of this very piece of fabric as Ebby held it above his head.

Both items are on display in the Brooklands Museum. M

'...sitting with muscles tensed watching for the first twitch of this piece of fabric'

LAT

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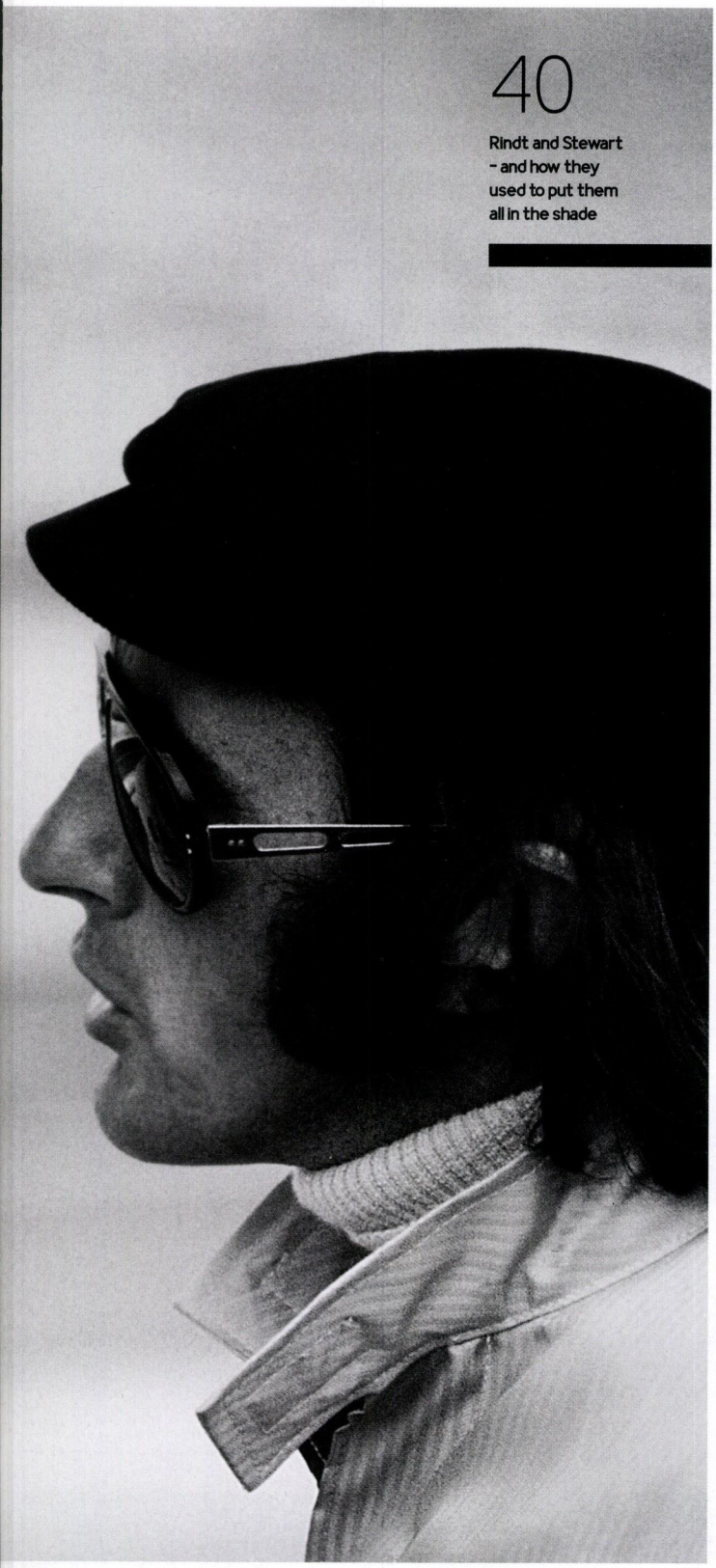
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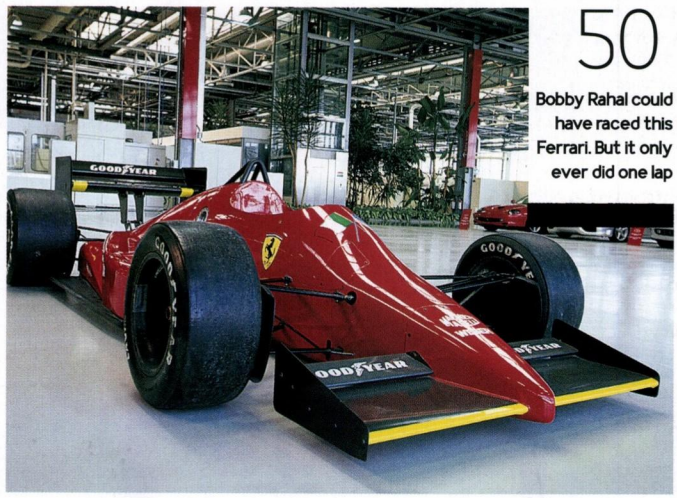
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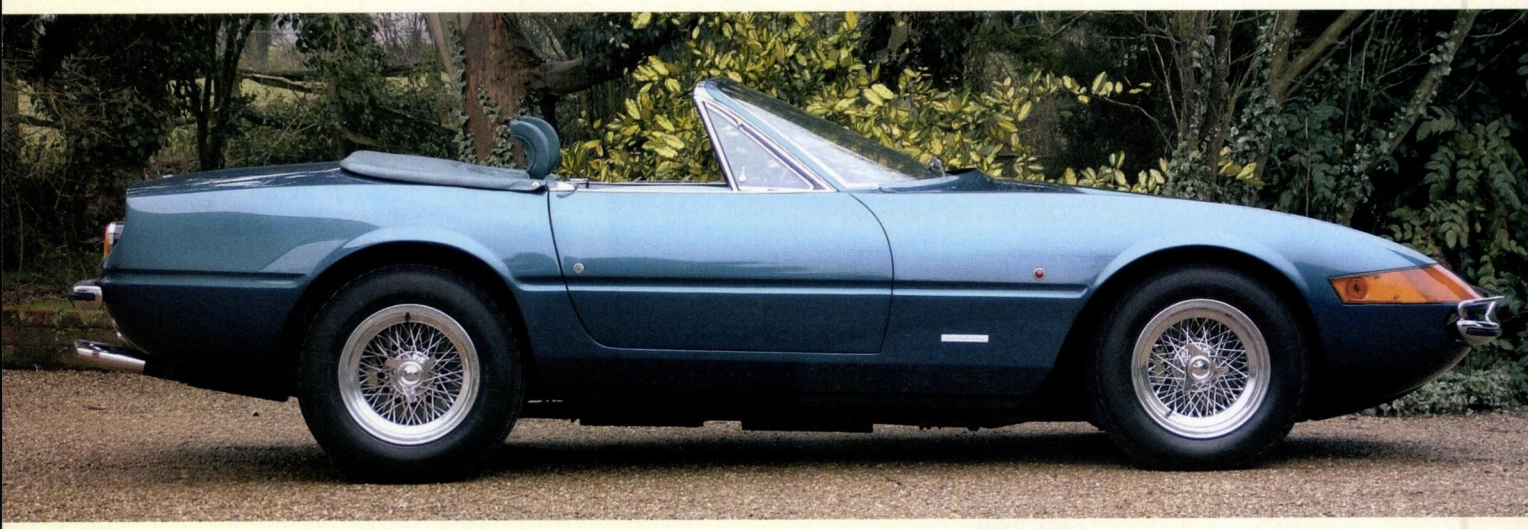
50
Bobby Rahal could have raced this Ferrari. But it only ever did one lap

All LAT

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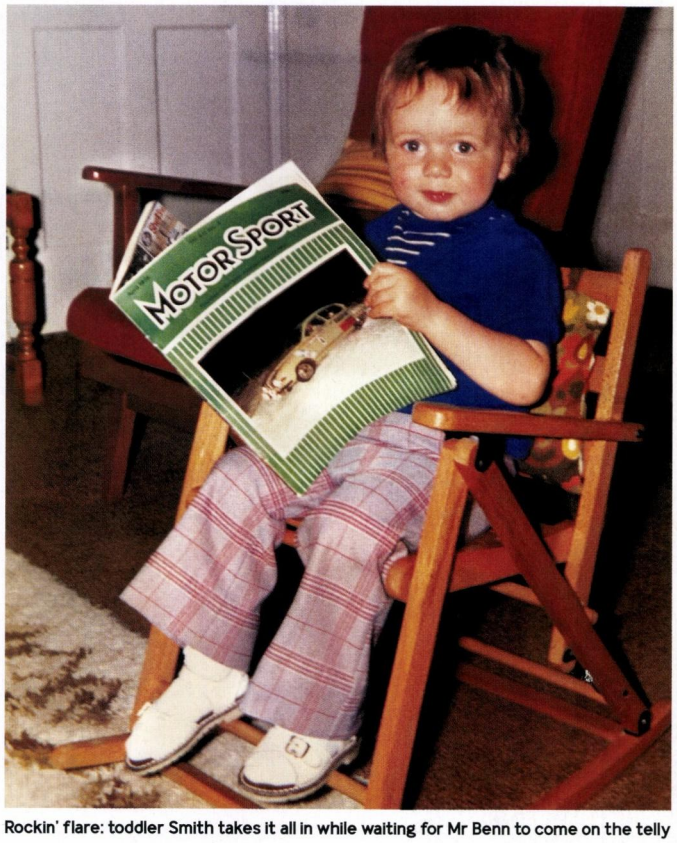
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'Nearly 30 years later it's strange to be writing these words as the editor of this old, respected publication'

Damien Smith's

Off the line



Rockin' flare: toddler Smith takes it all in while waiting for Mr Benn to come on the telly

START 'EM YOUNG

MotorSport, April 1976. The cover photo is Per Eklund's green Saab churning up the snow on the Swedish Rally. Inside, Jaguar's return to racing in a European Touring Car programme is lauded, while James Hunt's Race of Champions win and Niki Lauda's triumph in the South African Grand Prix are reported. Jenks profiles the role of the FIA in world motorsport, while WB looks back at the failure of Sunbeam's 'Silver Bullet' LSR challenger.

You can bet the red-headed urchin grasping the magazine in this picture isn't reading any of it. Yes, that's me, your new editor, aged one and a half. Like the checked-flares-and-white-sandals combination? A true child of the 1970s. Since then I've grown a little larger, the hair is a bit shorter (at the moment), but my fashion sense is just as finely tuned.

If you look closely you'll see I'm checking out the middle colour pages. From the Shell logos just visible, I can tell it's the spread of South African GP photos. No great surprise there – *MotorSport* was always daunting for a little kid of any age. Pages of words and few pictures didn't exactly encourage me to pick it up as I grew older. But it was always in the house, the austere green cover with its white stripes and stark black and white logo so very familiar – and somehow its contents must have gone in.

Nearly 30 years later it's strange to find myself writing these words as the editor of this old, respected publication. But reality has set in as I face the challenge of maintaining *MotorSport's* standards of quality and authority. It has changed almost beyond recognition since 1976 (and is all the better for it as far as I'm concerned), but its core purpose remains unchanged: to entertain and provoke opinion about a glorious sport, written for enthusiasts by enthusiasts – and that's not about to change under my watch.

I take the chair vacated by Paul Fearnley, the finest editor I have ever worked for. He's a tough act to follow. But, as another former editor said to me, "Welcome to the best job in the world." So far, I must say he's not exaggerating.

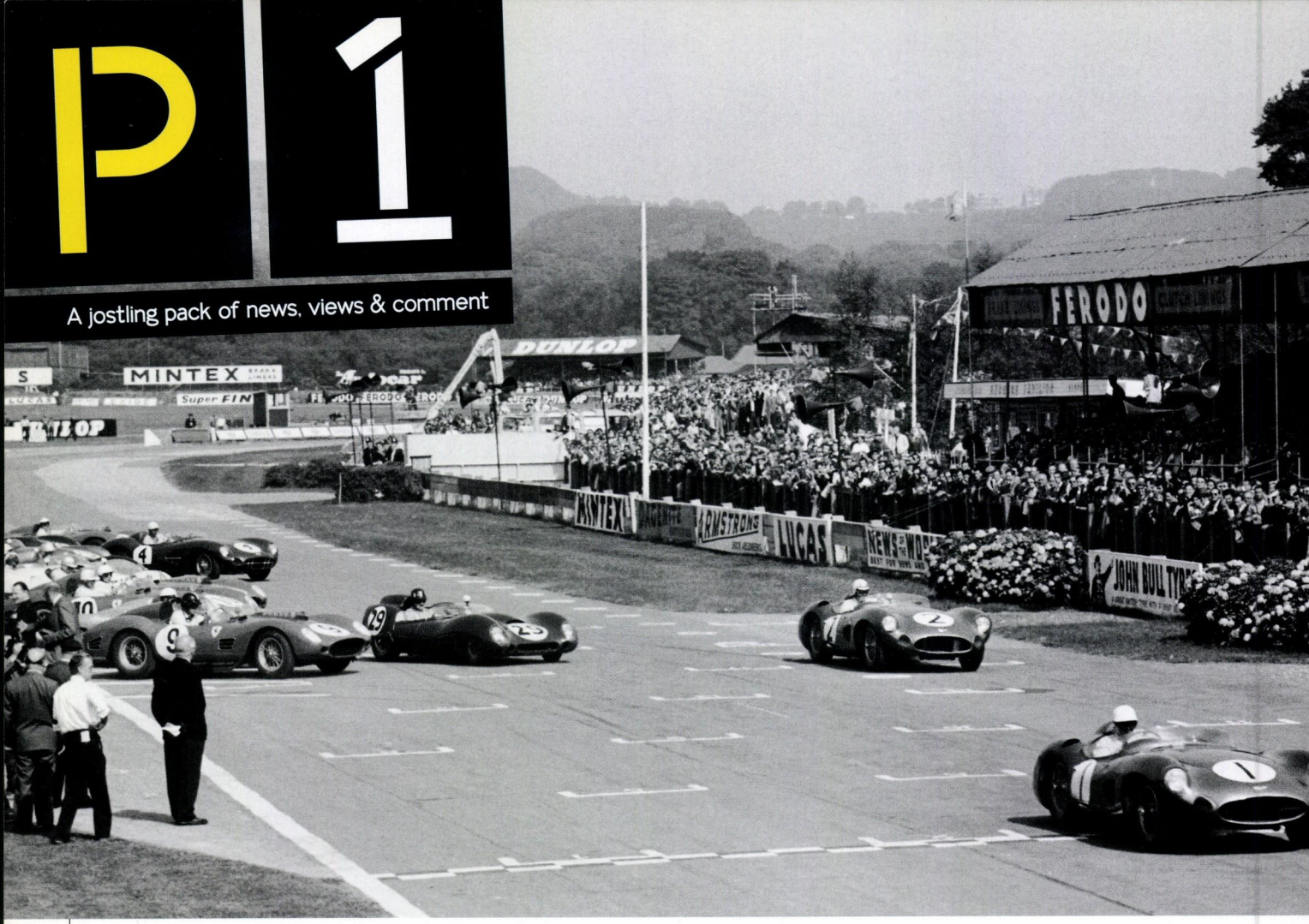
Stoneleigh's International Historic Motorsport show, held at the end of February, was a great success, the organisers claiming a gate of 20,000 over three days. Congratulations also to all involved. Congratulations also to *MotorSport's* tireless news editor, Paul Lawrence, who was named journalist of the year at the historic motorsport awards dinner. No one works harder to get around every corner of the country to report on the British Isles' wide variety of racing and rallying, and he does it all with a smile too. Well done, Paul – it's totally deserved.

Tell us what you think about this issue of *MotorSport* online at www.tgmc-surveys.co.uk/motorsport.htm - your views count

Barry Smith

P1

A jostling pack of news, views & comment



TT returns at Silverstone

Aston joins FIA GT field in bid to repeat its historic '59 win

The Tourist Trophy is being revived and will be fought out by competitors in the FIA GT Championship at Silverstone on May 15.

The prestigious trophy, awarded by the Royal Automobile Club and last contested in 1988, is in its centenary year, meaning that the TT will retake its position as the world's oldest surviving motor race. The race will not, however, take place on the full Grand Prix circuit – instead the 2.2-mile International layout will be used.

RAC secretary George Kennedy said: "The RAC Tourist Trophy was the event that all great racing drivers wanted to win in its heyday. It is therefore tremendously exciting that we are able to bring it back into the motorsports calendar in its centenary year."

One of the highlights for British fans should be the European race debut of the Aston Martin DBR9 (pictured below). Two of the brand new Prodrive-built cars will be run – driven by David Brabham/Darren Turner and Pedro Lamy/Peter Kox – as the British marque gears up for its return to the Le Mans 24 Hours the following month.

The Astons will take on the Maserati MC12 supercar, Ferrari's 550 Maranello and 575GTC and the American Saleen S7R in the hotly-contested premier category, GT1. The subsidiary GT2 class should be fought out by the Porsche 911 GT3-RSR and the Ferrari 360GTC. The event will co-headline with World Touring Cars.

The decision to grant the TT name to the UK's round of a global FIA sportscar championship brings



FACT FILE

MULTIPLE TT WINNERS

Stirling Moss	7
Denny Hulme	4
Tom Walkinshaw	4
Tazio Nuvolari	2
Freddie Dixon	2
Charles Dodson	2
Graham Hill	2
Stuart Graham	2
Chuck Nicholson	2



Moss led in Aston no1 in '59 before it caught fire and he was forced to transfer to no2

the event back into line with the 1950s, when first Dundrod and then Goodwood hosted World Sports Car Championship TTs. The last two were both won by Aston Martin as Stirling Moss continued an amazing run of successes in the event.

Kennedy continued: "What is especially thrilling is that the TT will be awarded to the winner of the British round of the FIA GT Championship, which is the true 21st-century equivalent of the TT events of the past. As such we believe it will provide the perfect setting for the award of the trophy in its 100th year. By being part of the FIA GT Championship we will also be demonstrating the RAC's continued commitment to the world of modern motorsports."

FIA GT series chief Stéphane Ratel remarked: "We are enormously excited that the RAC has chosen our championship to provide the stage for the celebration of the Tourist Trophy's centenary, as well as giving today's teams and drivers a chance to be part of its history."



1933: Tazio Nuvolari celebrates his TT win at Ards in an MG Magnette

FROM MANX TO SILVERSTONE

The Tourist Trophy was conceived to be run around the Isle of Man (as with its motorcycle equivalent). First winner was John Napier, who in 1905 took his Arrol-Johnston to victory at 33.96mph.

After six runnings the event moved to the Ards road course in Northern Ireland in 1928. Among the winners there were Tazio Nuvolari (twice) and Rudolf Caracciola. The race then moved onto the British mainland with two TTs at Donington Park before WWII.

In 1950 the first post-war TT was held, back in Northern Ireland, at Dundrod. This was the race when a 20-year-old Stirling Moss sprang to prominence by winning in a Jaguar XK120. From Dundrod the event moved back to England, where Goodwood hosted the event from 1958 to '64.

There was a further move to Oulton Park for 1965 before a final shift to Silverstone in '70. At Silverstone the race became established as Britain's round of the European Touring Car Championship up to its last running in '88.

The TT name was revived for the Touring Car World Cup at Donington in '94, and after that there were further touring car and FIA Sportscar Championship TTs, but the trophy was never awarded for these 'imposter' events.

Swiss veteran Enzo Calderari will be the only former TT winner on the grid at Silverstone next month. The victor in a BMW M3 in 1987, he will drive a Ferrari 550 Maranello.

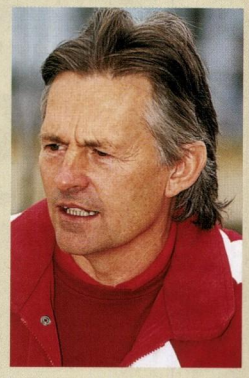


Above: Stuart Graham won in '74 and '75, driving a Camaro both times. Below: trophy last awarded to Andy Rouse/Alain Ferté Ford in 1988



My hero

by Tony Southgate



It's got to be Colin Chapman. As a designer he was the man you matched yourself against. He had originality, that rare commodity. You were always intrigued to see how he would tackle a certain problem. He didn't always get it right, but that made him even more fascinating.

I started working for Lola in 1962 and the first thing Eric Broadley told me to do was to go to the Racing Car Show to check out Chapman's new Lotus 20 Formula Junior. A beautiful car, way ahead of the opposition.

I ended up as Colin's chief engineer during the time of the first Lotus 'wing car' in F1. There were lots of reasons why you would want to work for Lotus, but my main priority was to see up close how Colin worked. All the stories you hear about him are true. It was an education.

&favourite road car

I have always had a soft spot for Jaguars – I run an S-type on the road today – and I have lots of fond memories about my time with the TWR sportscar squad. And of all the Jaguars, the one I like the most is the MkII. In the early 1960s I ran a Hillman Husky so it's no surprise that I lusted after a MkII – they were the 'Kings of the Road'. Even today, its performance can be considered more than adequate. It also looks fantastic. And by modern standards it's small; there's a lot to be said for having a narrow car. A very usable classic.



all LAT

Jaguar MkII - king of the road in its day and still usable



Fuji bids for Japanese GP

Toyota aims high with plans to win big race back from Suzuka

Toyota unveiled the revamped Fuji Speedway in March with the clear intention of returning the Japanese Grand Prix to the 2.9-mile circuit in place of Honda-owned Suzuka.

Ralf Schumacher, who raced at Fuji in Formula Nippon during the mid-90s, completed five laps of the Hermann Tilke-altered circuit in a Toyota TF105 and said: "Obviously the changes are great, but with the long straight the character of the old track is still there. It will be a good place for fans and drivers."

Some corners have been reprofiled and much of the redundant banking built in the 1960s has now been demolished, but the same basic track configuration remains similar to how it was during the track's '70s Formula One heyday.

Fuji Speedway originally opened in 1966 and first hosted a World Championship grand prix in 1976. This was won by Mario Andretti for Lotus in monsoon conditions as third-placed James Hunt clinched the title in a thrilling series finale.

Hunt returned a year later and won the race outright for McLaren, but tragedy struck when the Ferrari of Gilles Villeneuve connected with Ronnie Peterson's Tyrrell and then somersaulted into a restricted area, killing a marshal. The Japanese Grand Prix was subsequently off the Formula One calendar for a decade.

The first event to be held on the revamped circuit will be the Super GT Fuji 500km race on May 4.

NEWS IN BRIEF

Red Bull Formula One racer David Coulthard is to open his first British hotel - at Brooklands. The Scot, fourth in this year's season-opening Australian Grand Prix, is planning the Columbus Hotel at the Weybridge venue to complement his existing Columbus Monaco venture and Mercedes' Heritage and Technology Centre at Brooklands. Coulthard said: "We are proud the name will be associated with Brooklands, which is synonymous with British firsts in automotive and aeronautical engineering. Columbus will continue this approach with an avant-garde approach to design and operation."



Audi celebrated 25 years of the Quattro at its Ingolstadt headquarters in February. Highlights included rally legend Walter Röhrl's demonstration in a Pikes Peak Quattro E2 (above) which comprised mainly a series of donuts around the factory's snow-covered ice rink. Emanuele Pirro then followed suit in an early '90s Super Touring 80 Quattro. After the sublime came the ridiculous, when 2004 DTM champion Mattias Ekström drove the new RS4 road car up a purpose-built ski jump.

LAT, Audi

Mystery car competition

A year's free subscription is the prize for the knowledgeable reader who recognises this month's offering from LAT Photographic's archives. Answers must be received by March 31. In the event of there being more than one correct answer, we will favour the entry with the fullest information.

Good luck!

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Last month: Heyer 5.0 SLC
Where & when: Essen Motor Show '80
Winner: of the many entrants, the spoils go to **Lothar Wiegand.** This monster was conceived by Hans Heyer and built by Team GS Sport. The car was based on a McLaren M8F tub, with a 5-litre Merc engine (which bore a striking likeness to a Chevy V8). The DRM star planned for twin turbos and 1000bhp with the hope of tempting Mercedes to back a Le Mans bid. It declined, and the car never raced.

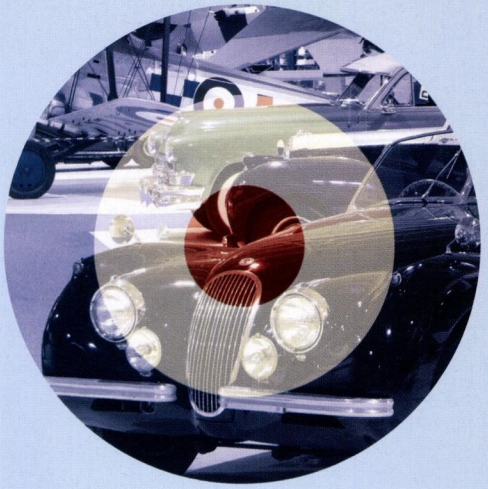
Bonhams 1793

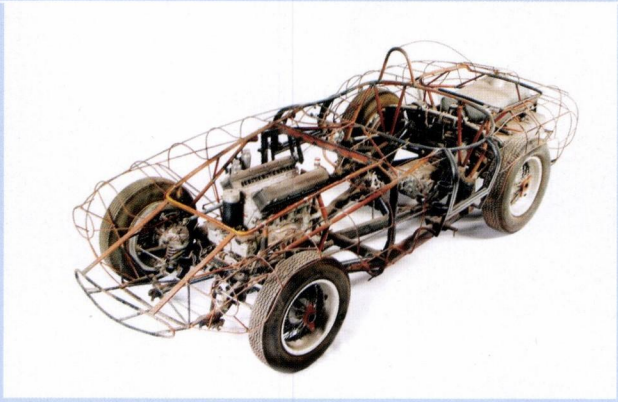
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Hendon 18 April

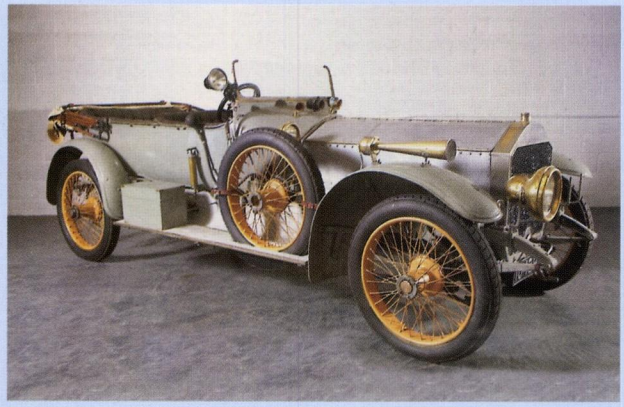




The ex-Fernando de Mascarenhas/Borge Bareto 1955 3–litre Ferrari 500/750 Mondial/Monza Spider Corsa, Sports-Racing Two-Seater. Sold £353,500 April 2004



A one family from new 1899 Benz 3½hp Velo
Sold £168,700 April 2003



From the Estate of the late Ivor Read 1908 Napier 8,650cc Six–Cylinder Racing Car.
Sold £89,500 April 2002



The ex–Oscar Petersen 1962 Mercedes-Benz 300SL Roadster.
Sold £128,000 April 2001

Bonhams' Spring auction, at the RAF Museum, Hendon, boasts a well-proven setting in which to sell Collectors' motor cars, having regularly seen outstanding examples change ownership for exceptional prices.

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- Gentlemanly Monaco GP and Le Mans star
- Monte Carlo winner and 'villain of the piece'

MAURICE TRINTIGNANT

Maurice Trintignant, affable 1950s grand prix star and Le Mans winner, died in February. He was 87. The Frenchman's long career saw him race everyone from Caracciola to Clark and drive innumerable machines from Bugatti T35 to Ford GT40.

The son of a wealthy vineyard owner, he followed three of his five siblings into the sport, driving his late brother Louis' old Bugatti T35 to fifth place in the 1938 Pau GP. A year later he won the GP des Frontières at Chimay.

Trintignant took part in the first post-war race at Bois de Boulogne in his trusty Bug; chronic fuel starvation was later found to have been caused by rat droppings in the tank, hence his good friend Jean-Pierre Wimille dubbed him *Le Petoulet*. Typically, he took this unfortunate sobriquet with good grace.

Now in an Amilcar, Trintignant won at Avignon in 1947 and, after half a season with the Gersac team's Delage, he joined the Gordini *equipe*. The 1948 season featured wins at Perpignan and Montlhéry, but he was seriously injured in the Swiss GP and lay in a coma for eight days. Remarkably, Trintignant was back in action for '49, winning the Circuits des Remparts at Angoulême and remaining with Gordini through to 1953, when he became a deserved Champion of France.

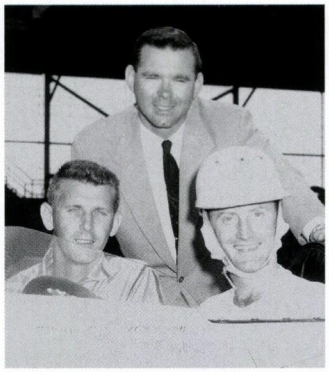
After winning the Buenos Aires GP in Ecurie Rosier's Ferrari 625, he joined the works team for most of 1954, taking wins at Caen and Rouen and, a year later, his first world championship win in Monaco. In sportscars he was also victorious for the Scuderia, taking the chequer at Le Mans in '54 with Froilán González.

In 1956 Trintignant endured a torrid year with Vanwall (and Bugatti for the French GP), with few outings for '57. Then it all came good for '58 with Rob Walker's team, with which he took a further Monaco win along with Pau and Clermont-Ferrand. Though very much a number two to Stirling Moss, he stayed with the team for two years, with a further victory at Pau. After finishing second at Le Mans in '59 for Aston Martin offers of single-seater drives dried up, although he continued with Centro Sud in '60 (and the Aston DBR5 at Silverstone). After a thin time in '61 he returned to Walker for '62 and took a third win at Pau. Retirement seemed to beckon following an empty '63, but 'Trint' surprised the paddock by running his own BRM P57 and scored two points for fifth in the '64 German GP. Further sportscar outings with Ford rounded off his career before this gentlemanly driver finally quit aged 47. RH





The precise Trintignant won the Monaco GP twice (1958 above) and was a works driver for Ferrari with wins at Caen and Rouen (below)



Zink (centre) at Indy with Flaherty (right)

all LAT

JOHN ZINK

Double Indy 500-winning car owner John Zink has died, aged 75. The Oklahoma-based industrialist followed in the big footsteps of his father John Snr, who had run cars at the Brickyard for Cecil Green in 1950 and '51. John Jnr was just 23 when he entered a car for Jimmy Reece in '52 - they finished seventh.

John Zink Specials won 13 National Championship races in the '50s and '60s, winning the 500 in '55 with Bob Sweikert and a year later with Pat Flaherty. Zink also joined forces with Bob Wilke of Leader Cards to field the car with which Jim Rathmann won the 1958 Race of Two Worlds event at Monza. He also ran Jack Brabham at Indy in '64, although the Australian retired after 77 laps. That same Brabham-Offy was subsequently entered for the following two and a half seasons for Jim McElreath and was later blatantly cribbed as the Brawner Hawk that was driven to several wins by Mario Andretti in the mid to late '60s. RH

PAULI TOIVONEN

Although he had every claim to being one of the Flying Finns who dominated rallying in the 1960s, Pauli Toivonen lacked the public recognition of the BMC stars. Indeed, he was rather cast in the role of villain as his victory driving a Citroën DS 21 on the 1966 Monte Carlo Rally was at their expense. Twenty years later, when his son Henri won the event, Pauli felt the good name of the Toivonens had finally been reinstated.

Pauli started competing in rallies in Finland in the early 1950s in Volkswagens, Mercedes and Saabs before promoting the cars he was selling by driving Simcas and Citroëns. He was second on the 1000 Lakes in a Citroën ID19 in 1961, won outright with a DS21 in '62 and took the Finnish title that same year. He drove for Porsche briefly in '65, appearing at the Monte Carlo and Alpine rallies in a 904.

After the 1966 Monte he did not drive for Citroën again. He had a short spell with Renault that included a 13th place at the Le Mans 24 Hours in an Alpine 210 sports racer and drove Lancias in '67 before moving to Porsche for '68. He was promptly runner-up at Monte Carlo and went on to win the European Championship with four outright victories.

Pauli Toivonen carried on driving in Finnish rallies with Porsches and Sunbeams until 1980, when Henri took up the sport. A strong character, he was a hard opponent and an honourable friend. **JDFD**



Though inextricably linked with Citroëns, Toivonen was a star in Porsche 904s and 911s



Villain of the piece? Toivonen was unpopular after Minis were 'robbed' of '66 Monte win

ARCHIE BUTTERWORTH

Engine designer, racing car constructor and driver Archie Butterworth (right) died on February 12. He was 92.

Born in County Waterford, Ireland, Butterworth came to England at the age of seven, later cutting short his studies at University College, London to serve in the Irish Guards. He built his first special in the late '30s and, in 1950, formed Butterworth Engineering Co. After some success in a modified pre-war Bentley, he built a hillclimb car with a Steyr air-cooled V8 and four-wheel drive, the machine also appearing in the 1950 International Trophy.

In 1952 he completed the first AJB flat-four engine. One went to Kieft and was fitted with Norton barrels, but it was soon sold on to Graham Eden, who put it in his F2 Cooper. The two other engines were used in the Aston-Butterworths. In 1957 the final version of the AJB appeared in an Elva sportscar, but Butterworth soon turned his back on motor racing and formed the British Sporting Rifles Club. **RH**



EVENT OF THE MONTH

SEBRING

Endurance Challenge

What better way to build up for the classic 12 Hours than a festival of old-car action at America's most famous airfield track? Bob Harrington reports

Photography by Bob Harrington

Historic Sportscar Racing's forte has always been its strong emphasis on endurance events. Ever since the club's inaugural meeting at Sebring back in 1991, the HSR has set the benchmark in North American historic sportscar racing.

This year's event, run on March 4-6, was true to form. Two three-hour Rolex-backed enduros, two one-hour night races and a one-hour GTP/WSC event were all included on an ambitious schedule. As ever with the HSR there was more going on than at a three-ring circus thanks to a wide range of races catering for all manner of cars, classes and eras.

The weekend kicked off with the Anglo-American GT Challenge for British sports and GT cars over 1500cc and pre-73 American 'muscle cars'. In a field largely dominated by 'American Thunder', Larry Ligas in a '61 Jaguar XKE held off a determined charge by John Cloud's '67 Chevy Camaro to take the win.

Next up was the Klub Sport Porsche Challenge for 356s, plus 911s and 914s up to two litres. In a rare occurrence in this series we had a flag-to-flag winner: James Thomason's '72 914/6. But behind him there was a great scrap for position, Josh Vargo's '66 Porsche 911 holding second at the chequer. Eric Bretzel's '72 911 beat Jim Scott's '73 IROC by a scant 0.076sec in the 3-litre Porsche Challenge.

It was no surprise that the trio of GTP cars in the 24-car Chevy Challenge took a 1-2-3. But the race was not without its drama. The Intrepids of Gunnar Jeannette and Craig Bennet diced all race for the lead, with Jeannette coming out on top, while Ron Ciarvella's Spice had an off on the opening lap and had to wait for the pack to go by before he could rejoin the fray. He got back up to third, but time was not on his side to mount an attack on the leaders.

A Sebring tradition, the vintage night race, finished off the first day's activities. The entry was dominated by Porsches, Mark Herrington and Brady Refenning taking the win in a '73 911 ahead of Jim McCormick's '69 911 RSR and Jack Refenning and Peter Uria in a '70 914/6.

In the first of Saturday's feature races, the Corvette Challenge, Steve Collins ('66 Corvette) and Mike Donohue ('63 Corvette) went at it hammer and tongs, but on the penultimate lap they both hit oil and pirouetted off in unison. They didn't make contact and Donohue recovered, still in the lead. But Collins stalled and was out.

A strong field of 20 cars took the green flag for the Al Holbert Memorial GTP/WSC race. Doug Smith, driving Jim Roger's five-year-old Audi R8 [they clearly have a different definition of 'historic' in the US – **Ed**], took the lead from the start and was never seriously challenged [what a surprise – **Ed, again**]. A lap behind at the end of the hour-long race was Lloyd Hawkins's 1990 Porsche 962, with Dennis Spencer's '93 Kudzu-Mazda chasing him hard to the chequer.

Refenning and Uria's 914/6 took the first of the Rolex vintage night enduros. Dennis Spencer and Rich Grupp's '93 Kudzu-Mazda had a 30sec edge on the Porsche 996 of Marc Brune in the second.

Sunday started with six-lap 'Group' sprints followed by the last race of the weekend, the Rolex Historic/Classic GT Enduro. After three hours Shane Lewis, Jeff Kline and J Bailey in a '90 Spice GTP led by a full two laps ahead of Gary Pearson, Roger Mandeville and Ian James in their '90 Spice. A further two laps back in third was one of the oldest cars in the race, the Roy Waltzer/Phil Harris Chevron B16.

So ended a full weekend of action, all in the Sebring enduro tradition. A perfect curtain-raiser for the contemporary 12-hour classic.





Top: mixing it up – Chevron, Riley & Scott WSC and IMSA Intrepid; right: who needs high-tech refuelling rigs when you've got gravity? below: Toby Bean's 1989 Nissan 300ZX GTO took second place in the IMSA Historic GT race; above: from left – Bean, Scott Spencer, Richard Grupp, Gunnar Jeannette and Marc Bruns are all smiles on the Rolex night enduro podium. But they're saving the champagne for later...









Top: Robert Blain's Lola sports-racer of 1998 'vintage'; right: Champion Audi R8 is even more recent - and was a dominant winner; below: lights ablaze on Clive Berry's Porsche 914/6; bottom right: NASCAR stock cars featured too - ex-Terry Labonte Chevy Monte Carlo looks resplendent; bottom left: a bevy of Camaro beauties lines up











Nigel Roebuck's Legends

Professor Sid Watkins bows out as Formula One's resident 'Doc on the spot'. He leaves behind quite a legacy

Professor Sid Watkins is not a man with any stomach for political correctness, not one to say 'issue' when he means 'big problem' or 'challenging' when he means 'bloody difficult'. No one I have ever met more adroitly cuts through cant – which is one of the reasons, of course, for his success in revolutionising medical rescue and treatment in Formula One. No nonsense, that's 'The Prof'.

"I once got a note from the Dean at The London Hospital. I was a member of the academic board but hardly ever went to meetings because they were on Mondays, which was my operating day. This note said there was an item on the agenda about the 'absence of senior clinical personnel from the medical college'. At the meeting the Dean said, 'Would anybody like to speak about it?'

"I said I would. I said, 'Now before we talk about absence, let's talk about presence – let's define presence. Are you present if you arrive at 10 o'clock, go straight to the coffee room, spend 45 minutes there, then go to the pool and swim for half an hour, then get into the gin and tonics, have lunch, then sleep through the afternoon in the club lounge only to be awakened for afternoon tea, then rush off to avoid the crush on the tube so you can get home early? Now is that presence? Can we have a vote on that, please, because I know a lot of people who do that. And when we've finished talking about presence I'll be very pleased to talk about absence.'"

I wondered what the response had been. "Oh," said the Prof, "the Dean went swiftly on to the next item on the agenda."

After 27 seasons as F1's medical supremo, Watkins, his 77th birthday looming, is standing down and will no longer be the resident 'doctor on the spot'. That said, he will remain president of the FIA Medical Commission and will also head the FIA Institute, which will look after the research, training and management of safety in motorsport. As well as that he will act as an ambassador for the governing body, and in that capacity will attend a variety of events, including a few grands prix.

It cannot have been easy, given that he was one of the world's leading neurosurgeons, to combine his work at 'The London' with attending every grand prix, but Sid – of course – found a way.

"Well, I was chairman of the department so I wrote the rota. There was myself and one other consultant, and we did 24 hours on, 24 hours off and alternate weekends. I did the rota so that I was off for grand prix weekends. I could leave Thursday night and come back Sunday night in time for operating day on Monday. So I'd do 26 weekends on call at the hospital, plus the race weekends. I used all my annual leave for the races, so I basically had no holidays at all."

For all his eminence in the medical world, Watkins is utterly devoid of pretension. A gregarious man with a marvellously salty sense of humour, he has made countless friends in the sport and loves to talk about them. It was a certainty, for example, that he and Innes Ireland would hit it off.

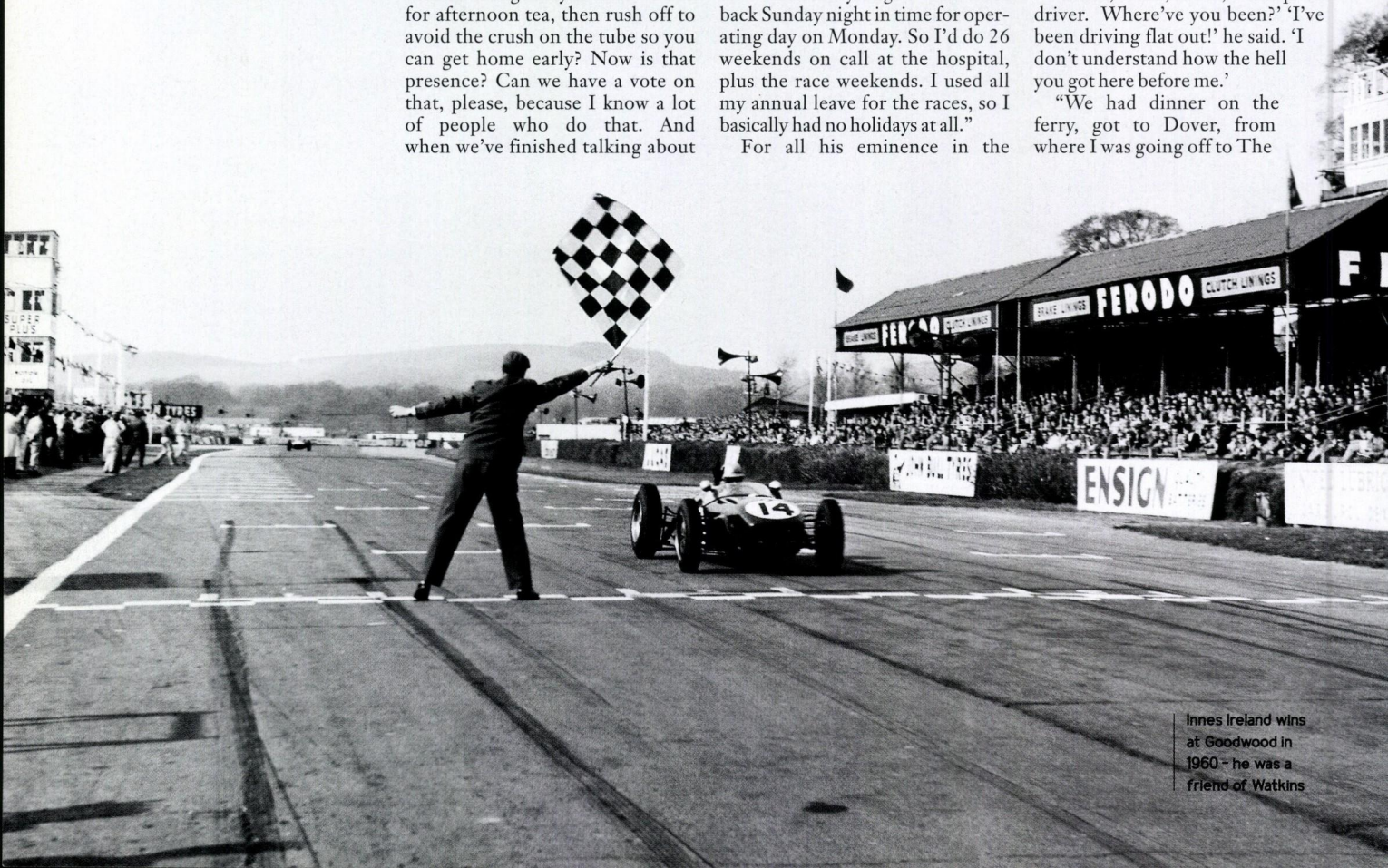
"Ah, Innes, now there was a man. What a wonderful chap. Very brave – immensely courageous, I think, throughout his whole life, not least with his prostate cancer. He just called it 'the wicked lurgy'...

"I remember leaving Spa one year. Innes and I were both in the paddock car park and he said, 'What ferry are you on?' I said, 'Seven-thirty' or whatever. He said, 'I'll see you there'. And off he went under the tunnel – and on to the very congested road beyond. Took him ages to get to the motorway.

"I knew a trick. I went round the circuit to the medical centre, where the exit road is clear, then went through some back roads, got on the motorway and arrived at Calais well ahead of him. I was about sixth in the queue and, when I'd been there about 20 minutes, in my mirror I saw him stumping down the line. 'How the f*** did you get here so fast?'

"I said, 'Well, Innes, I'm a quick driver. Where've you been?' 'I've been driving flat out!' he said. 'I don't understand how the hell you got here before me.'

"We had dinner on the ferry, got to Dover, from where I was going off to The



Innes Ireland wins at Goodwood in 1960 – he was a friend of Watkins



Ayrton Senna's relationship with Watkins was among the closest he had in the paddock

'I started giving Gilles a bollocking but he couldn't understand why'

London Hospital. I had a Porsche 911 at that time. We got off the boat and he was *determined* to leave me behind, right? There was no way. I just stuck in behind him, and then eventually I flashed my headlights and came off the motorway.

"Next time I saw him he said, 'You're a f****** marvel in a fast car!'

"Innes was such a great chap – and a great driver too. Completely nuts in many ways. Had an amazing number of accidents. My favourite photograph of him is in his book, *All Arms and Elbows*, showing him undergoing rehabilitation in St Thomas's Hospital. He's in an orthopedic bed, with a hoist above him. He's leaning on the edge of the bed, with a cigarette going and a bottle of scotch on the nightstand. Lovely man…"

Down the years Watkins has been unique in F1, the one man to whom Bernie Ecclestone has always deferred. Almost always, anyway.

One confrontation came at Imola in 1987, when Nelson Piquet's Williams went off at Tamburello in practice. A couple of hours later Piquet did not even know he was a racing driver, and Sid swiftly concluded he should take no further part in the weekend.

"Next morning Bernie was saying I should let Nelson do a few laps, and if he was all right he could go into qualifying. I said, 'If Nelson gets into a car I'm leaving the circuit'. All the Italian doctors agreed, so he said, 'Yeah… all right then…'

"Then he said, 'He's going to fly his own aeroplane home'. I said, 'Fine'. He said, 'Well, why can you let him fly but not drive?' I said, 'Flying's got nothing to do with me. My job's to look after the drivers. If he wants to fly himself, then that's his problem…'"

Over time Watkins was driven in the medical car by some of the most celebrated names in racing history. It wasn't difficult, he said, to understand how people of this quality achieved so much.

"At Monaco one year they tried to stop us driving out of the pit exit, so Jacky Ickx – who was driving – just aimed the car at Michel Boeri and made him jump out of the way! He's definitely on my list of the great drivers of the medical car.

"In 1980 there was a shunt at Ste Devote on the first lap involving both Tyrrells and we stopped to make sure everyone was okay. You know how quick they are at Monaco with the cranes? They had this Tyrrell up there hanging. I saw it and said to Ickx, 'We'd better get out of here'. So we went – and the thing fell off the crane…

"Because of all that we then got caught by the pack coming out of the swimming pool complex. Jacky just calmly pulled over to the right and stopped. That was when Gilles Villeneuve shaved us as he went by!

"Gilles… another lovely guy. Very like Senna in lots of ways – a charger on the track, but a wonderfully gentle person. After the Monaco thing I started to give him a bollocking and he couldn't understand what I was on about. 'But I missed you…' he said. That's what distinguished people like him and Ayrton from the others – their precision.

"After that it never worried me when people like Villeneuve and Senna would miss you by a centimetre as they came by. But some of the others… I wouldn't give them a metre!" M

15 minutes of fame

Tatra T2-603

Marathon de la Route, 1965/66

With the cold war still decades away from thawing, the arrival of East European racing cars at international motorsport events was a rare occurrence in the 1960s. Silverware consequently heading back behind the Iron Curtain was pretty unusual too. But these exact scenarios occurred in 1965 when Tatra entered a three-car team in the Marathon de la Route and did rather well.

Here was an event that made the contemporary Le Mans 24 Hours classic almost pale into insignificance as manufacturers vied for the ultimate long-distance prize. This gruelling 84-hour enduro effectively replaced the Spa-Sofia-Liège rally, with entries ranging from Daf Daffodil to Ferrari 275GTB. Tatra fielded a three-car team of T603s: with their air-cooled V8s hung out back, these beached-Zeppelin-like saloons – complete with swing axles – made for unlikely race cars, but Adolf Vermirovsky and Stanislav Hajdusek bombed around the Nord and Südschleife with metronomic regularity, finishing ninth overall and claiming the GT class. In 12th place were Alois Mark and Zdenek Cechmanek, while the third car failed to finish.

A year later Tatra was back for another crack. The updated T2-603 B5 saloons had 143bhp. The trio circulated in formation for much of the race and completed a 1-2-3 victory in the up to 2.5-litre class while also walking away with the team prize. The lead Tatra of Mark and Bohuslav Stiborek came in third on the road, completing 5487 miles over the 84 hours.

During the 1967 running only 13 of the 42 entrants finished, with the orange-and-black Tatra T2-603 B5s – now with quad Webers and trick air-cooling that drove exhaust gases into a venturi to assist in air scavenge past the heads and the barrels' cooling fins – ending up in fourth and fifth overall. This time, however, these results were only good enough for third and fourth in the GT category.

Tatra wouldn't return to the 'Ring. Due to governmental pressure on the factory the Czech marque wasn't allowed to compete, despite a pedigree in the sport that stretched back to before WWI. But this wasn't entirely the end of its competition aspirations. V8 buggies were run in European autocross events in the early '70s with great success. Then there were the Paris-Dakar Tatra lorries… **RH**

LAT DPPI



Unlikely racer: Tatra T2 during pitstop at the 'Ring on way to '66 Marathon success



Craft retired the Ecurie Evergreen Brabham BT33 at Watkins Glen in '71. He wasn't upset

My only grand prix

1971 US at Watkins Glen
by Chris Craft

What prompted Alain de Cadenet to take you grand prix racing?
We'd just won at the Norisring with an Interserie car. Unfortunately Pedro Rodríguez got killed and I think Alain read in the paper that it was 'a minor motor race'. That was surprising as there were 110,000 people there. He took umbrage and said, 'Let's buy an F1 car'. He did a deal with Ron Tauranac for a BT33.

You started with the Gold Cup. How did that go?
The Brabham came with the wrong wheels on it. It was terribly light and I couldn't get any feel in the steering. Later we found out it should have had 20in wheels – we had 22in and the geometry was wrong. It was Jean-Pierre Jarier's first F1 race as well and we lapped him. Then in Alain's wonderfully chaotic way we went off to North America via Page & Moy. In Canada I was a reserve, but after others had problems we got onto the grid. Then, when we came round to make the start, the engine went all funny. It had broken a cam so we didn't start. I can remember having a good few drinks afterwards and then riding a scrambles 'bike back to the hotel!

But you made it in the US GP...
At Watkins Glen I finally got used to how bad it was. I just adapted. I think it cut out and I spun on the first lap. It stalled but we got it going. I came in for a new battery and went out again. I'd lost a lap and was stuck in the middle pack. I was behind Denny Hulme with Ronnie Peterson behind me. I stayed there for about 20 laps and thought I'd cracked it. And I did literally crack it, because the chassis then cracked in half. It started tyre chunking and that broke the horseshoe on the back of the chassis. I came in and Tauranac gave me a huge telling off. I said to him, 'I'm from sportscars – you don't get out of them until they hit the ground!'

Any regrets on not doing more F1?
There were the usual offers to go and have tea with Louis Stanley, but to be honest I didn't want to waste my time. It wasn't any great loss when we decided that we didn't actually like the people in F1 and that we'd go back to sportscars. And that's what made Gordon Murray to a certain extent – us giving him the opportunity to turn that BT33 into a sportscar, the Duckhams Special. And that was a very good car indeed.

But are you proud of the fact that you made it to F1?
It seems to have had a greater effect on other people. To be perfectly honest I can't say I really wanted to be a GP driver, being a bit more cynical by then. I'd raced against most of those people in sportscars anyway. It was good for Alain to have a go. I take my hat off to him for getting in as an independent. **AC**

My only WRC win

1986 Rally of Portugal
by Joaquim Moutinho

How did your rallying career start?
When I was nine years old my father bought me a kart. It was not a serious thing. The brakes were acting straight to the tyre sidewall. But it fired up my enthusiasm and before I had my road licence I was already racing cars on a small circuit near Porto.

When did you actually start in rallying ?
When I got my licence I did some rallies in a Datsun 1200. It was a promotion series and I was fourth on the first rally and won the second. My next car was an Austin Maxi with which I did the Rally of Portugal in '73 and then I did some national rallies in a Porsche 911. I did all kinds of events but I liked rallying most. I did a year in an Opel Kadett, two years in an Escort RS2000 and also had an ex-Opel Holland GT/E.

And the Renault ?
For 1984 the Renault dealer in Porto came in with me to run an R5 Turbo for the Portuguese championship. It was a pleasure to drive. We won six rallies but lost the title on the last round. The rally I remember the most was in Madeira when I met Henri Toivonen for the first time. I was doing quite well so he was interested in chatting. That was fantastic as to me he was to rallying what Senna was to Formula One. Finally I clipped a wall and broke a driveshaft. François Landon was there for Renault Sport and he was sufficiently impressed; I got the offer from Renault Portugal of a works R5 Turbo for '85 with a Bozian engine and full service. We won six events and the title.

And for 1986 ?
It was the same deal again. We won the first rally at the end of January and the next was the Rally of Portugal. Joachim Santos, who had been our big rival in an Escort, now had a Ford RS200: he had that awful accident in Sintra [in which three spectators died]. The factory drivers thought of not continuing and organised a private meeting with their team managers to discuss it. Henri invited me to join them. I was the only Portuguese driver there. If I had not been there I wouldn't have believed it. The journalists were very keen to know what was going on and it was Jean Todt who lifted the tablecloth and found all these people underneath with tape recorders.

Were you asked for your opinion ?
Walter Röhrl spoke first and then the other drivers said what they thought. I was nervous as, while I was in agreement, I could not join them. They could make a decision and go back home and still rally. But I would have had no chance, being a Portuguese who had rebelled against his national automobile club. The others were sympathetic about my situation.

And how was the rally ?
For me it was a sad time and there were not so many people watching. As usual the car was a joy and reliable apart from a puncture on the Arganil stage. We won quite easily by a quarter of an hour.

What happened after that ?
We won the Portuguese title but in the Azores, a month after Henri died in Corsica, we had an accident and the car flipped upside down and caught fire. Luckily we got out unharmed but I saw my wife that evening and we decided right there and then that at the end of the season I would give up - and I did. **JDFD**



Moutinho came out on top in 1986 Rally of Portugal, but there was little to celebrate

all LAT



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1975

Listing Lauda takes Trophy win

Hunt leads but Lauda claims the spoils in International Trophy thriller

Niki Lauda came out on top in the International Trophy after withstanding tremendous pressure from Emerson Fittipaldi throughout all 40 laps (above). Ferrari had brought along a brand new 312B3 to Silverstone which Lauda complained was 'listing' in the fast corners. Even so the Austrian was blisteringly fast in practice, but not quick enough to keep James Hunt's Hesketh 308/3 from gaining the pole.

Team Lotus, meanwhile, had been given special dispensation to enter two cars, Ronnie Peterson being joined by Formula Atlantic star Jim Crawford, for whom it was to be a tough F1 baptism: on his first lap in the second practice session the Scot only got as far as Club Corner before leaving the road in his JPS 72/R5. He didn't make the race.

Keen to repeat his success of the previous year's race, Hunt led for the first 15 tours but couldn't shake off Lauda, who in turn was being hounded by Fittipaldi. A lap later the Hesketh's DFV detonated, leaving the Ferrari out front. Fittipaldi finally managed to get alongside Lauda on the approach to Woodcote for the final time and attempted an ambitious manoeuvre on the outside of the corner only to back out as the Ferrari became very wide.

Of the other front runners, Mario Andretti drove a determined race to get the last spot on the podium with his Parnelli VPJ4, while John Watson was a delighted fourth in his Surtees TS16 after demoting Patrick Depailler to fifth with 10 laps to go. Mark Donohue was sixth for Penske. Among the minnows, the embattled Lella Lombardi finished a disappointed 12th in her March 751, heading home John Nicholson's Lyncar 006 and last-place finisher Tony Trimmer's Safir RJ02-2.

1985



Jacky Ickx and Jochen Mass win the Mugello 1000km, April 14

1995



Robby Gordon scores maiden Indycar win at Phoenix, April 2

1955



LAT NNM

ALSO THIS MONTH IN '75

SCOTT IN FRONT

Richard Scott wins the F5000 race supporting the International Trophy, with second-place man and fellow Lola driver Vern Schuppan heading home Tony Dean's Chevron B28. Tony Brise is top dog in the Formula Atlantic encounter in the works Modus M1, with Jim Crawford second in his Chevron B29.

ALFA'S SEVEN UP

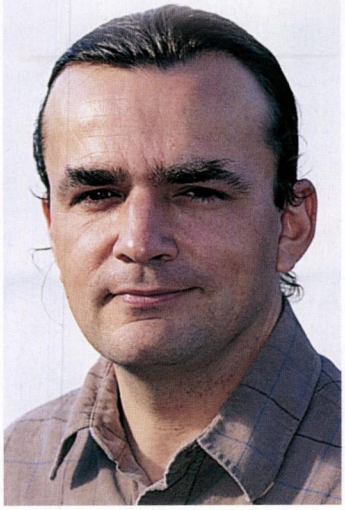
Arturo Merzario and Jacques Laffite come out on top in the third round of the World Championship for Makes at Dijon (below). Their Alfa Romeo 33TT 12 finishes seven laps ahead of the Joest/Casoni Porsche 908/4 in the 1000km race. The plucky Hine/Grob Chevron B31 entry comes home in third.



MASS TRAGEDY

Jochen Mass wins a tragic Spanish GP at Montjuich Park. The McLaren driver is leading on lap 29 (of 75) when the event is stopped, four spectators and a fire marshal having been killed following a horrific crash between Rolf Stommelen's Hill and Carlos Pace's Brabham.

Adam Cooper's Trackforward





A Renault first, a Toyota (temporarily) second; Melbourne proved things will be different in '05

A new order reigned in Melbourne – but a good season may be soured by legal wrangles

There was much to enjoy at the season-opening grand prix in Australia, and Giancarlo Fisichella's win for Renault was a popular one. Testing had suggested that the Anglo-French team was going to be on the pace, but who would have thought that the weird circumstances of qualifying would help a Toyota to run second for the first chunk of the race and a Red Bull take that position for the middle stint?

It's strange to say, but perhaps the biggest surprise of the race was Rubens Barrichello's eventual claim on that runner-up position. Ferrari's 2005 prospects had begun to look just a little shaky, and this was a reminder that it is always dangerous to underestimate the men from Maranello. Everything now rests on the new car, which may be rushed into service as early as Bahrain in early April.

It's far too early to draw any firm conclusions on the impact of the 2005 rule changes. Firstly, in Australia we did not really see what the new aggregate qualifying is all about because of the huge gaps created in the soggy first session. Only when we get a fully dry weekend will we really have some edge-of-the-seat excitement on Sunday morning as teams play chicken with race-fuel loads.

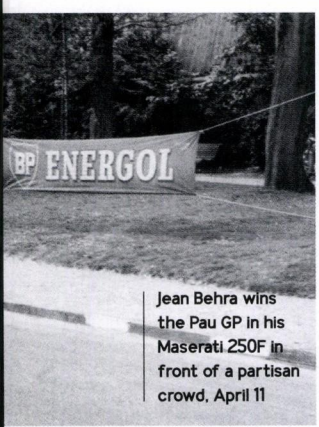
Secondly, Sepang is far harder on tyres than Albert Park, so wear is likely to be much more of an issue in the Malaysian GP on March 20. And finally, for the first time most drivers will start the weekend with engines which have already been given a real pounding. The closing laps will be fascinating.

The saga over the participation of Minardi provided an unfortunate distraction over the Melbourne weekend, with media attention focusing on Paul Stoddart's battles with the authorities. The local hero had some solid ground to stand on and support from many quarters, but his decision to take the issue into the Australian courts opened a Pandora's Box.

'...the latest round in what could be a bloody battle over the future of F1'

At a late-night summit a reluctant Stoddart was persuaded to withdraw his course of action. But in the FIA's eyes the damage had already been done. Law is about precedent and, even if Stoddy didn't make use of the judge's decision in his favour, it will remain in the records. An FIA decision has been successfully legally challenged and it can now happen again.

The whole affair was very messy and it was just the latest round in what could be a very bloody battle in the coming months as the future of F1 is fought over. Some may have good intentions, but few key players seem to realise that the sport has a credibility problem with the wider public. And the politics will inevitably cancel out any good achieved on the track in the course of what should be a sensational season. It feels as though we've been here before.



Jean Behra wins the Pau GP in his Maserati 250F in front of a partisan crowd, April 11

What goes around... | GP2 REPLACES F3000



Thackwell wins F3000 at Silverstone in '85

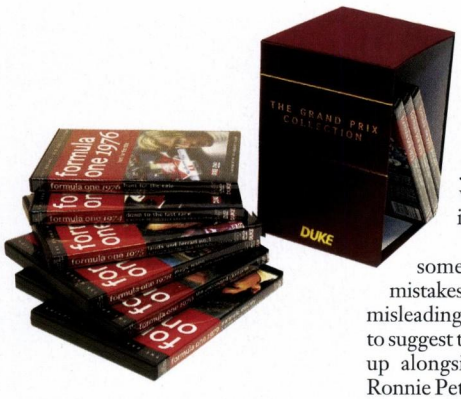


Finn Heikki Kovalainen is GP2 title favourite

Twenty years after it started at a cold, wet Silverstone in March 1985, the Formula 3000 International Championship has been supplanted by the new GP2 Series. Just as in the final year of Formula Two in 1984, F3000's swansong featured grid numbers in the teens, so clearly something new was needed. GP2 already looks good: 24 of the Mecachrome-engined Dallaras are expected for the first round at Imola on April 23 – that's seven more cars than F3000 started with. And there's a host of talent aiming to emulate Mike Thackwell, the first F3000 race victor.

Reviews

The Grand Prix Collection
DVD/VHS, 10 x 52mins
www.dukevideo.com
£149.99 (DVD)/£129.99 (VHS) with free copy of Formula One 1980; or individually £16.99 (DVD)/£14.99 (VHS)



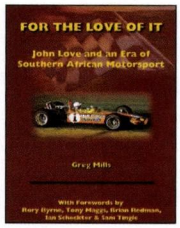
It wasn't until James Hunt ignited the tabloids' interest – through his on and off-track exploits – that Formula One became subjected to the media blitz in which it exists today. Because of that, this trawl through the 1970s (one film for each year from '70 to '79) provides some great insight into an era when TV coverage was sketchy at best, and often non-existent.

The material Duke is working with is haphazard, so it's a question of making the best of what exists. It's a touch frustrating watching the 1970 version – with a tour of classic circuits including Kyalami, the old Spa, Clermont-Ferrand, the then brand-new Osterreichring, Mont Tremblant and Watkins Glen (wow, wow, wow, wow and wow) – and finding such a limited variety of camera angles. Spa is the most disappointing, focusing virtually entirely on La Source and Eau Rouge.

But it makes up for this with some wonderful atmosphere stuff from the quaintly rustic pits and paddock areas. The cameras get right in there and you really feel you're gaining some familiarity with the personalities. James Hunt in the 1976 film is always amusing and ready with a quip, although in the same year the superficial interview technique of Stirling Moss proves that it takes more than an amazing talent behind the wheel to make it as a media man! Oh yeah, and Jody Scheckter's accent was much more English in those days.

The narration is dry and sometimes wry, but there are mistakes and, occasionally, the odd misleading bit: it's simply not correct to suggest that Hector Rebaque lined up alongside Mario Andretti and Ronnie Peterson at Lotus in 1978; he drove an old car as a privateer.

Even so, there is plenty to enjoy here, whether this is an era you are familiar with and want a dose of nostalgia, or if you're a more recent convert to the sport and wish to gain a working knowledge of possibly the most wide-open decade of F1. And, when you watch Carlos Reutemann drifting the Brabham-Alfa BT45 at Interlagos in '76 and the sensational Watson/Peterson/Scheckter Austrian GP battle later the same year, it reminds you just why you fell in love with this sport in the first place. **MS**



For The Love Of It - John Love and an Era of Southern African Motorsport
by Greg Mills
ISBN 1919969 18 7, Ecurie Zoo, 15 Rand

Published to coincide with the Rhodesian's 80th birthday, this is a welcome addition to the ranks of driver bios. Mills is a fan first, journo second, but this isn't a mere hagiography. The length and breadth of Love's career is covered in some depth in just 120 pages, and Mills doesn't gloss over the bad bits, including the accident at Albi in 1962 that cost Love his chance of a works Cooper F1 test. There's also a wealth of gen on the local F1 and sportscar scene. Well worth a punt. E-mail voszoo@global.co.za **RH**

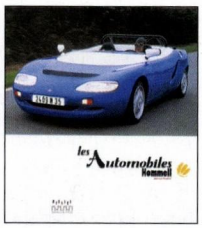


ASA L'epopea della 'Ferrarina'
by Franco Varisco
ISBN 88 7911 334 8
Giorgio Nada Editore, €39.80

This is a fabulous book tackling a reasonably well known but rarely-documented Italian marque. The depth of research here is commendable, with plenty of background on how the Enzo Ferrari-conceived 'Ferrarina 854' morphed into a separate manufacturer in its own right and the politics surrounding it.

Beautifully presented with a wealth of rarely seen photographs, ASA's largely success-free competition history is recounted, with first-hand accounts from Raffaele Pinto, Giorgio Pianta and Gianpiero Moretti, while the use of ephemera ranging from homologation papers to cartoons is a nice touch.

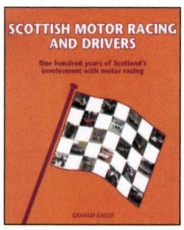
Text is in Italian but, knowing Giorgio Nada, an English translation could happen if there's enough demand. If 'etceterinis' are your thing, this is a must-have. **RH**



Les Automobiles Hommell
by Jean-Luc Fournier
Association Les Bielles
Doo-Wap, €40

Cars don't get much more esoteric than publishing magnate Michel Hommell's creations. What started out as a competition in *Echappement* magazine to create the perfect enthusiast's sportscar became a marque in its own right due to public demand.

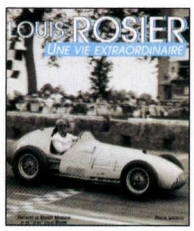
This hardback tells the full story from 1994 to last year, with background information on Hommell's many co-conspirators – including designers and stylists moonlighting from Citroën and Peugeot – and the tiny constructor's subsequent rise to prominence, if only in France, as the second coming of the Alpine A110. The Berlinetta coupé's competition and record-breaking pedigree is equally well researched, with testimony from the many drivers. French text only and minority interest admittedly, but these fabulous-handling machines deserve a larger retinue. **RH**



Scottish Motor Racing and Drivers
by Graham Gauld
ISBN 0 9549167 0 0
Havelock Publishing, £40

Even if the roster were only Clark and Stewart, Scotland's racing input would be significant, but Gauld broadens his scope not only to talented drivers – and there are plenty – but to the whole picture back to our first racer, Andrew Fletcher in 1903.

The first half of this sizeable book is packed with facts about competition north of the border before a roll-call of Scots drivers, with some surprises, like Lord Selsdon and Glen Kidston. Gauld stretches things by including Richard Noble and Lord Hesketh, and the tenuous links continue in the Scottish makes section – Chevron and Hesketh! But despite its inelegant layout the book is a gallimaufrey of interesting stuff, especially the unbuilt circuits. I never knew that Rolls-Royce was nearly Rolls-Weir and I was delighted to learn about Ecurie Ossity, our rival to Ecurie Cod Fillet. **GC**



Louis Rosier - Une Vie Extraordinaire
by Pascal Legrand
ISBN 0 54676718
Automobiles Historiques, £40

Despite a virtually solo victory at Le Mans and a grand prix win which arguably altered motor racing history, this tough privateer gets less than his due. To redress this, Legrand assembles a wealth of information on Rosier's life, his garage business, his long-time Talbot links and his later years in Italian red. There's personal detail aplenty – the tale of his war years as a member of the Resistance and his anguished search for his wife in a German concentration camp as the war ends is a moving one.

Among his racing it is his giant-killing acts which grip: first, beating the blown Ferraris at Spa in 1949 and making Enzo switch direction; and secondly that drive at La Sarthe. But as this handsome book makes clear these would not surprise any who knew this dogged racer, garagiste and constructor. Text in French. **GC**

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REG AND ROSBERG

Sir, Just a minor correction to your article in the March issue about Dick Protheroe's E-types. The car bought and raced by Roger Mac was registered 256 DJU, not CJU and was generally called 'Deja vu'. It was later rebuilt with a convertible body by John Lewis and used by Roger to win the 1983 European Historic Sportscar Championship.

Further to the Chevron article in the same issue, I remember standing at Donington Park's Old Hairpin and watching a young Keke Rosberg practising for a Formula Two race in a Chevron in 1978. As he exited Craner Curves with the car oversteering he would over-correct to flick the tail the other way, in rally style, to enter Old Hairpin already sideways at over 90mph.

As practice reached its end he became wilder and was getting on full power well before the apex, hanging the tail all over the exit kerbs until on the last lap he went completely over the top of them and spun almost down to the bridge. Up to then it was one of the most amazing pieces of car control I have ever seen – and one way of curing understeer.

Richard Hood, West Dorset

MARSHALL MATTERS

Sir, I very much enjoyed the saloon car racing bias in the February issue, especially Gerry Marshall's 'In the Hot Seat'. My twin brother and I both enjoyed drawing when we were younger, and not long after I first got hooked on motor racing in 1986 we met Gerry and sold him a few of our works of the cars he was racing at the time. Hopefully he still has them!

He became a bit of a hero of mine as did his good friend, the recently departed Tony Lanfranchi, who was competing in the same Production Saloon series in 1986. Gerry began the year in an Opel Monza, which showed off his crowd-pleasing over-steer style to good effect. However, during the year he had to change to a Ford due to sponsorship commitments. He was supposed to drive a Sierra Cosworth but as it wasn't homologated he had to use an Escort RS Turbo, as did many other competitors that year (including Mike Smith from the telly!). It says something about Gerry's all-round ability that he was usually at the front of the pack in the Escort which was front-wheel drive, not the preferred choice for his driving style. But I still remember him getting the Escort very sideways!

Here's hoping that Gerry will provide plenty more demonstrations of his amazing car control to his followers for many years to come. I think he should have made the top five in your list, and Tony Lanfranchi should have been in there somewhere too!

Kevin Viccars, St Albans, Herts



Amazing Keke Rosberg won the first heat and finished fourth in the second to claim an overall F2 victory at Donington Park in 1978

FAMILY ALBUM GEMS

Sir, I was most interested in WB's 'From Track to Traffic' article in the February edition, as old family photographs show that my grandfather, W G Chamberlain of Ramsbury in Wiltshire, owned and converted such a vehicle, a Panhard-Levassor.



WG Chamberlain's Panhard-Levassor, 1909

His notes on the rear of the original photograph read: "In Panhard-Levassor car (which belonged to Sir William Pearce. Bingey bought it at the sale and I had it from him; we lengthened the chassis frame 2ft after this photo was taken and put a new body on it). It was in the Paris-Madrid race." The picture (below left) shows it in its original form. I have another after its conversion.

Alas, I have no further information as the pictures only came to light relatively recently. I wonder if by any chance anyone has any knowledge of Sir William Pearce?

Peter Pearson, Hamsey, Sussex

REIMS OF MEMORIES

Sir, I read with interest the Mike Anthony article and would like to add a bit to the accomplishments of this talented driver/mechanic.

His mention of driving the Reims 12 Hours brought back memories. First of all, the scrutineers informed us that the plastic racing screen we had fitted had to connect to the hood. Of course the factory-supplied hood did not fit so off to town we went, with Mike's fractured French, finding material and a seamstress to make us one. The scrutineer came to inspect our efforts and asked how we could do hand signals with the fixed plastic side curtain. Mike very quickly brought out a knife, slit an L-shape and stuck out his hand to wave to the official, who promptly threw up his hands in a typical French gesture.

Secondly, a piston blew because the Ken Rudd-tuned Bristol engine ran on 95 octane fuel and ours was only 84 octane. A new piston was air-shipped to us and, when Mike picked it up at customs, they would not let us have it for two days because of paperwork. But while the officer was not looking Mike swapped our burned piston for the new one in the carton and off we went.

As to the race, I must correct Mike on his comments that he drove 11 of the 12 hours and that I did not like the car or the fog. Please Mike, you may have driven an hour more than me as I respected your better lap times, but I loved the car enough to have had two of them and drove it in 12 races successfully around Europe. And who does like driving in fog?

Herb Jones, Menorca, Spain

BARRE LYNDON

Sir, In the February issue Bill Boddy asked who Barré Lyndon was.

This was the pseudonym of Alfred Edgar Frederick Higgs – it's small wonder he used a pen-name. This prolific writer was born in 1896 »

« 30th Anniversary of the Ferrari 308 GTB »

Launched at the Paris Salon in 1975, the new Pininfarina-styled 3-Litre V8 made an immediate impact. With such a important anniversary, we thought we should bring to the attention of Ferrari owners...

Classic Ferrari Parts

When Colonel Ronnie Hoare became the importer of the Ferrari marque for mainland Britain, he could not possibly have appreciated the impact that his arrangement with Enzo Ferrari would have on Britain's love-affair with the Prancing Horse. Since that day in 1960, Maranello Concessionaires Ltd has concentrated solely on supplying and maintaining Ferraris, first in Bournemouth, then in Chiswick, West London, and since 1967, at Egham in Surrey.

It was the Ferrari owner's concern for originality and fastidious maintenance of older models which provided the springboard for Maranello Concessionaires to supply original Ferrari factory parts, enabling enthusiasts to keep their older Ferraris in meticulous and original condition. Paul Williams, Parts Operation Manager, who previously spent 22 years at Porsche operating their parts department, told us "While we distribute spare parts for post-1989 models in the UK, under our agreement with Ferrari SpA we have global distribution rights for the older vehicles. So we have spare parts for Ferraris ranging from a 1948 166 right up to a 2004 612 Scaglietti.

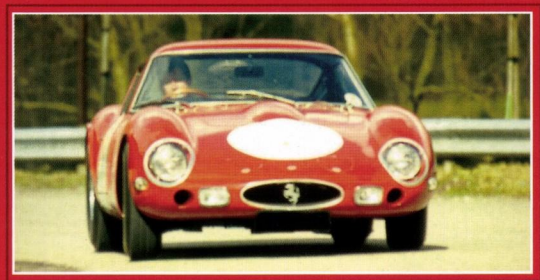
Just how did the arrangement to set up such an important partnership come about? "We have an excellent relationship with the Ferrari factory in Italy," says Paul. "They appreciate the contribution we have made to the overall picture, and the knowledge and understanding we have of Ferraris and their owners. In 1998 the factory were keen to formalise the arrangement, giving us exclusive global rights to sell and remanufacture classic parts on their behalf." So what's in store for the Ferrari owner/enthusiast restoring or maintaining an older Ferrari? "Just about everything." explains Paul. "Our huge parts warehouse has yards of storage shelving filled with rare parts, such as V12 blocks, V8 cylinder heads, diffs, gearboxes, uprights, wishbones, switchgear, wiring harnesses, doors, bonnets, glass, chrome, badges – the list is endless."

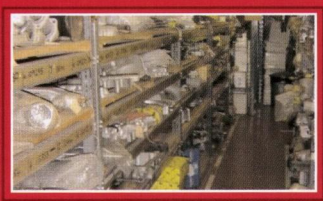
So make a visit, or even just a call, to Classic Ferrari Parts. You will be greeted by a dedicated team of true Ferrari enthusiasts who will help you locate that part you thought you'd never find. It may change your perception of parts suppliers for ever.



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Star letter



Steve Soper perfects 'hang time' in his BMW at Knockhill, 1994

FLYING SOPERMAN

SIR, Your image of Steve Soper flying through Duffus Dip at Knockhill in 1994 (February issue) immediately flashed back the moment to me as if it were yesterday.

Having attended the BTCC races at Knockhill from the inaugural event in 1992 throughout the '90s it brought back some great memories - of both the weather and the racing. Knockhill top tip: even if it's the middle of summer, best take a brolly and beanie!

The main thing I remember about Steve was his pinpoint placing of the car on the 130mph approach to Duffus. Every lap he would position the car inch perfectly on the midpoint of the outside white line at the first turn into Duffus before launching over the kerbs and into the dip itself. More than any other driver he illustrated metronomic precision, controlled aggression and speed throughout that sequence. A class act.

As the great basketball player Michael Jordan perfected 'hang time', the BTCC's BMW boys put a spin on its automotive equivalent. Further along the lap at the now-named Glenvarigill chicane and Clark Corner both Steve and Jo Winkelhock monstered the kerbs. The inside wheels must have been 3-4ft in the air, especially in qualifying. Factor in their rivals with their own freestyle interpretations and the only word for it was 'cool'.

Complementing the visual treat was the aural, hard-edged metallic induction noise of high-revving fours, bullet-like sequential shifts and the scrape of carbon-fibre undertrays on touchdown.

The experience left an indelible mark. Fast forward to the autumn of 2002 and I fulfilled one of my motoring milestones: I purchased a BMW E36 M3 EVO. I spent the next 18 months just 'hanging around'.

As a seasoned subscriber, keep up the great work.
STEPHEN KIERNAN, DERBYSHIRE

and started his career as a journalist before writing a stage play called *Speed*, which was produced in 1931.

A friendship with Cecil Kimber no doubt led to the writing of three MG books, *Combat*, *Circuit Dust* and *Grand Prix*, in 1935. However, with MG's withdrawal from competition in the same year there could be no more books with the same theme.

Barré Lyndon did continue to write and produced material for the MG sales department as well as for *The Autocar* and *The Sports Car* on MG topics. In collaboration with Land Speed Record breaker George Eyston another book appeared – *Motor Racing and Record-Breaking*. I think that Lyndon may also have ghosted Eyston's earlier book called *Flat Out*, but who knows?

There was a further spell of playwriting: *Hell for Leather* and *They Came by Night* both appeared on the London stage. Lyndon then wrote a thriller which had nothing at all to do with motoring called *The Amazing Dr Clitterhouse*. This was produced as a film by Warner Bros, starring Edward G Robinson and Humphrey Bogart.

This was Lyndon's big break, and he left for America in 1938 and settled in Hollywood to pursue a career as a scriptwriter. He went on to produce some 15 filmscripts, including the film of HG Wells's classic *The War of the Worlds*. He also wrote for television, including *The Alfred Hitchcock Hour* and *Dr Kildare*.

He died in Beverly Hills in 1972 at the age of 77.

Stuart Dixon, Blackpool

Lyndon also wrote boys' stories and early motoring novels as 'Alfred Edgar'. **- GC**

MAGNIFICENT SEVEN

Sir, It has come to my attention that Mark Webber will be driving a Williams FW27 with race number 7 in Formula One this year. Alan Jones was the last Australian to drive for Williams and he won the title in 1980 with an FW07, race number 27 (same as Webber, but reversed).

I wonder if this is a good omen for Webber. I just hope it is not an omen that he is going to score 27 points and finish seventh!

Colin Lynn, Perth, Western Australia

Jenks on...

Starting money, 1969

In general principle the idea of paying drivers and teams a certain sum of money to start in a race is fair enough. The financial arrangements used to be individual, an organiser paying a team relative to the attraction value to the spectators. If he thought Graham Hill in a Lotus would attract a lot of paying spectators he would pay £1000, for example. If he thought Joe Soap in his home-made special would only attract a handful of spectators, then he would only pay £100, and this was fair enough because the organiser depends on the paying customer. Then a number of the top teams got together with the organisers and made an agreement that said in effect that all works teams were equal and provided an equal attraction to paying customers; all the teams except Enzo Ferrari, who knew quite well that his red cars at Monza or Monaco were worth a lot more than any green or blue car. The top grand prix teams are never equal, even if they all have Cosworth V8s, and drivers still count a lot. The team with the popular drivers, like Hill or Stewart, must attract more customers than the others, and if there is a local hero, like Ickx in Belgium, Beltoise in France or Rindt in Austria, they must alter the financial picture.

At Watkins Glen for the US Grand Prix payment is made according to how well you perform during the race. They have sufficient money to guarantee that the most mediocre performer is well paid and can cover his out-of-pocket expenses. For the others, the farther and faster they go the more money they get. Now nobody has argued with this system, so the idea has been discussed in Europe, but there is not so much money in the European kitty and it was suggested that 'payment by results' should be only for those who finished the race. Needless to say, with the appalling reliability of present-day grand prix cars this was not at all popular. - Yours DSJ

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Graham Hill: a big draw for race organisers

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You were there...

The filming of *Grand Prix*, Falcons and Cortinas, memories from Zandvoort, F1 action from Boreham



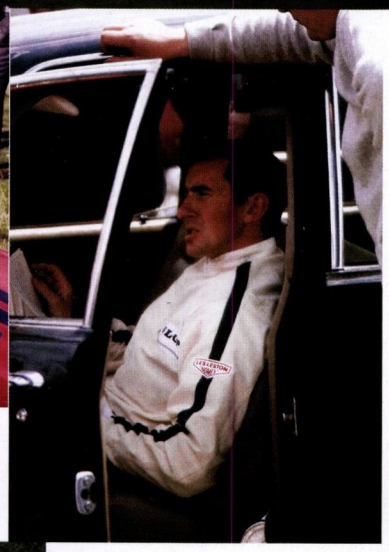
'Pete Aron' flames out approaching the line at Brands

When he moved house recently, **Guy Raines** rediscovered not only a collection of photos and slides from 33 visits to the British Grand Prix, but – a real curio this – his shots from filming of the seminal *Grand Prix* movie at Brands Hatch the day after the 1966 race. "I attended all the British Grands Prix between 1959 and 1992," says Guy, "apart from the first one at Brands in 1964. Then aged 19, and with only an Austin A35 van for transport and no motorways, Kent seemed a long way from home for a Yorkshire farmer." Perhaps that's why he extended his stay for the '66 race; it was certainly worth it.

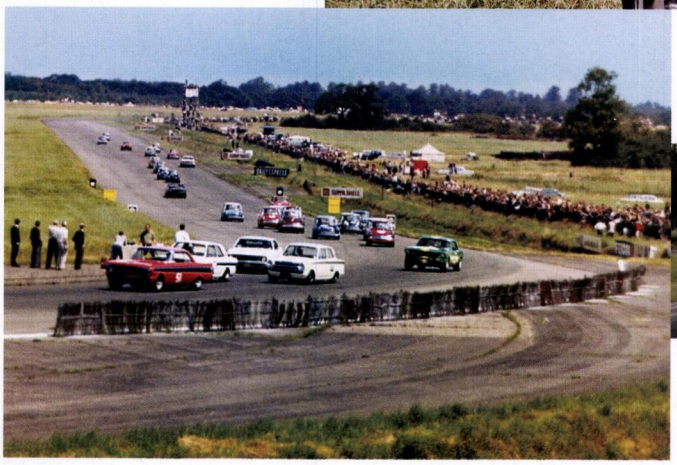
He continues: "These photos bring back so many memories of times past – the thrill of the races, the access to the paddock, pits and the drivers. Nowadays I go to the Goodwood Revival and the Formula Ford Festival, which are so much more fun than the grand prix."



Raines acts all Jean-Pierre Sarti in Jim Russell-prepped 'Ferrari'



Young BRM ace Jackie Stewart relaxes before start in '66



Silverstone saloon race '67: Falcon leads Cortinas and Mustangs



John Rhodes tries to get his Mini through Druids without braking in '66 saloon race

We need your photos

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we'd love to hear from you (see our postal address on page 7).

We suggest that where possible you keep hold of the negatives and send prints to us – and we, of course, undertake to look after your treasured items and return them safely after use. Get rummaging!

You were there...

It was Nigel Roebuck's reminiscences of Zandvoort in 'Legends' (Jan '05) that prompted Dutchman **Dirkjan de Widt** up to his attic to sift around for the shots he took at Dutch Grand Prix meetings in the 1970s. "Still I hear the dull bang when Wilson Fittipaldi hit the rail in front of our noses; after we came up from ducking away from the impact, he was shortly followed by Carlos Reutemann when his Brabham failed him," says Dirkjan. "Heroes of Zandvoort: Jackie Stewart driving so smoothly it seemed to be slow; Ronnie Peterson exiting Tarzan Corner to find the track not wide enough and crossing the kerbs. True memories of a great track." Post-qualifying Ferrari team debriefs were held in the open air in the mid-70s, as this pic (below centre) featuring Clay Regazzoni, Niki Lauda, Luca di Montezemolo and chief mechanic Ermanno Cuoghi shows. Dirkjan also fondly remembers the "rock-and-roll Hesketh team", but we have to take issue with him when he recalls "the arguably not-beautiful triangular shape of the Brabhams, first all-white, later in Martini colours"!



Left: Tony Brise qualified and finished seventh for Graham Hill's team in '75

Below: poignant shot of Roger Williamson's March in '73

Below: mean, moody and out of the race. Reutemann steps away after '73 DNF





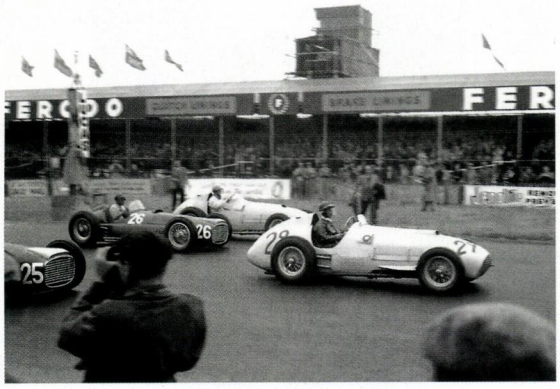
Below: the 'rock-and-roll' Hesketh team and James Hunt won in '75

Right: Todt and Schuey might be shocked at this informality...





Brazilian Ferrari driver second behind team-mate: but this is Landi (29), not Barrichello



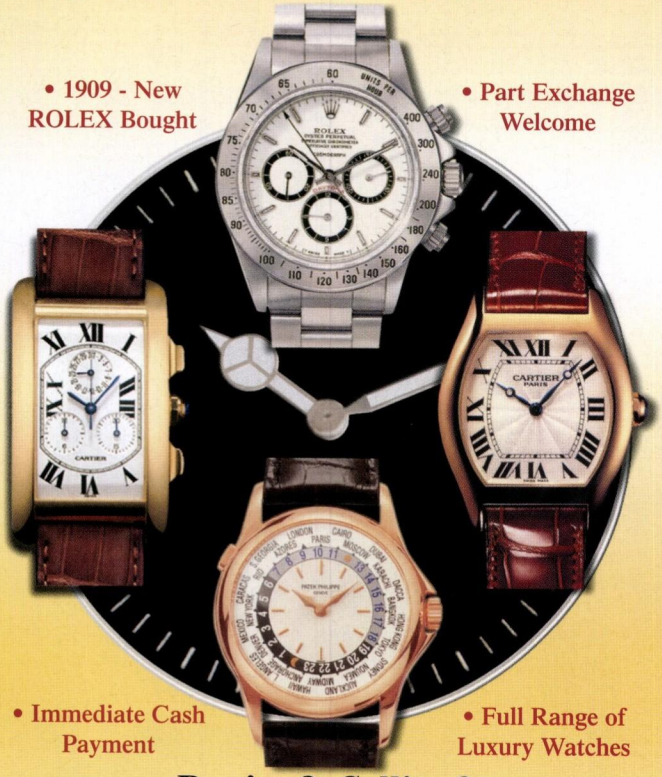
BRM's Stan Hope (lit up!), Willy Southcott and grimy mechanics



Tommy Clapham was at the Boreham airfield circuit in Essex in August 1952 to help out Arthur Stevens, who had entered a Lea-Francis in a support race. But the main event was a non-championship race for Formula One and Formula Two cars, started by no less than 35 drivers. The shot above shows four of the five cars that were on the front row sprinting away, though Tommy reckons race winner "Villoresi's Ferrari has already departed".

Of the rest, Chico Landi's Ferrari (29) took second place, with Louis Rosier's Ferrari (furthest from camera) fifth and the BRM of Ken Wharton (26) a retirement. Tommy tells us: "This race was notable for heavy rain during part of the race when Mike Hawthorn, wearing a plastic mac which flapped around him, led in his Cooper-Bristol until the track dried, and Froilán González [car 25 in picture above] spun his BRM into the spectator car park."

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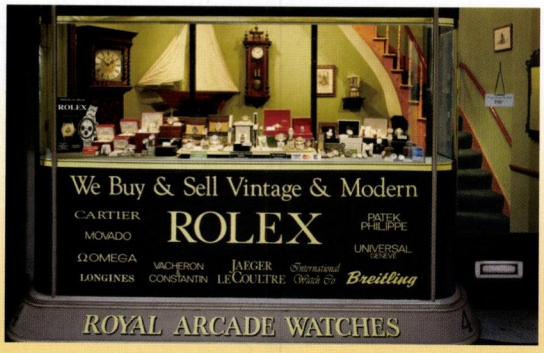
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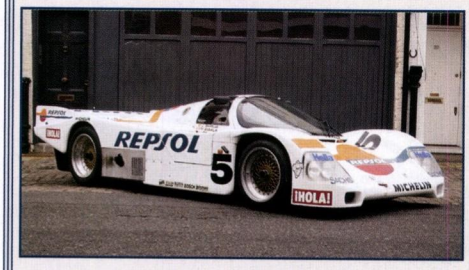
1954 Fiat 8V Zagato

Fiat launched the remarkable 8V in 1952 and it was not long before Zagato penned their own beautiful coupé. This 'Otto Vu' became a successful regular on many events, including the Mille Miglia in 1955 and 1956. In 2000 both Rod Jolley and specialists in the Netherlands carefully restored the car to its current impressive condition.



1954 Maserati A6GCS

Chassis 2062, a matching numbers example, competed at the 1954 12 hours of Reims as well as Imola. The following year saw the Maserati at the 1000kms of Buenos Aires and the Grand Prix of Monza. The car is currently presented in rosso rubino and also has it's original newly rebuilt engine by Capricorn Engineering.



1985 Porsche 962C

Chassis No. 962-115 was originally supplied to the Brun Motorsport team and entered the 1986 World Sportscar Championships, finishing 1st at Jerez and 2nd at Le Mans, returning to Le Mans in 1987 and again in 1988. This 962C, one of the most successful sportscars of all time, is not only eligible for the Group C series but is also a perfect contender for next years Historic Le Mans.

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1964 Brabham BT8

1952 Ferrari 212 Vignale Coupe

1965 Ferrari 275 GTB/2 Alloy LHD

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1969 Lamborghini Miura

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He's still furious at an unfair advantage handed to **Stirling Moss** in '61. Other than that, the legendary **Jack Brabham** still refuses to use five words where **one will do**

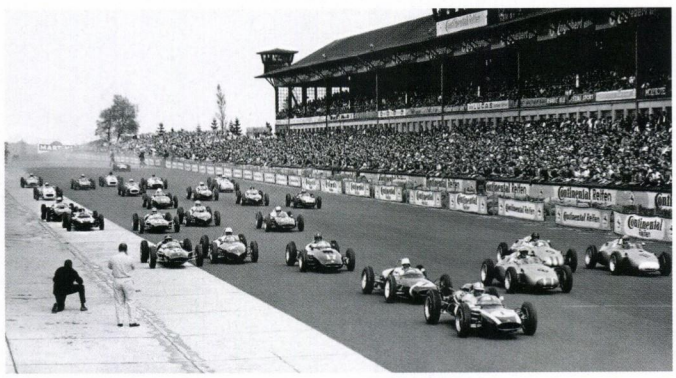
True or false: in the 1957 Pescara GP you ran out of fuel and parked up at a petrol station. A man appeared, put in some fuel and you carried on.
Ross Ainscow, Anglesey
Yes, this is correct.

Only three sportcars carried the Brabham name – BT5, BT8 and BT17. Why?
Steve Wilkinson, via e-mail
We concentrated on single-seaters, not sportscars. I tried to get Ron Tauranac to build a Can-Am car but he was always too busy selling single-seaters. It was not budget, just design time.

Is it fair to say that you didn't enjoy sportscar racing?
David Smith, Peterborough
No, just didn't get the opportunity.

At Nürburgring, August 6 1961, you led from the start but skidded off at the first damp spot. What really happened? Did you wear different tyres front and rear?
John Daniels, via e-mail
Dunlop turned up with only six rain tyres and gave four to Moss and two fronts to me. This gave Moss an easy win, and at the first damp spot I went through the hedge backwards!

You took off your helmet only in the evening that day. Denis Jenkinson wrote that this was due to you being upset with somebody. With whom?
Alex Clark, Glasgow
Dick Jeffries was the competition manager at Dunlop and I did not consider it right to give Moss four tyres for the race, which gave him an unfair advantage. I only found out about this half an hour before the race and informed them that as I was the current World Champion surely I should have had the tyres. They advised me that they had only brought four fronts and two rears and that Stirling already had them fitted and was not about to take them off, so I should put the two fronts on. Neither of us had the opportunity to test them in practice, and Dick Jeffries claimed they only brought the tyres to evaluate them – which they could have done in practice, not the race. As history shows I very seldom lost control of my race cars, but this time when I hit the first wet patch of road I went backwards through the hedges as my front tyres had a lot more grip than the standard tyres on the back. There were plenty of places around the 'Ring where that could have had fatal consequences, so I was not happy with Jeffries.



both LAT

Nürburgring '61: Jack Brabham leads away, but Moss (behind) was on the right tyres...

Was your new Coventry-Climax V8 really sick that day, as Rob Walker suggested?
Dr Josef Maier, Granada, Spain
Yes, it was losing water from blown head seals.

Hulme in 1967, Rindt in '68, Ickx in '69, Stommelen in '70, Schenken in '71: you crushed five team-mates in five seasons, and all of them complained they were not given fair chances by 'the boss'. Correct?
Burt Matthews, Truro
No, this is not correct.

When Tyrrell cars disappeared from the F1 grid in 1999, Ken Tyrrell said he didn't care. Did you have the same attitude when Brabham folded in 1992?
Roger Richards, North London
Yes. I had no control over it.

Geoff, Gary and David all made fine racing careers except they didn't make it in F1. Regrets?
Robert James, Littlehampton
Yes.

Who is the best among your sons: Geoff, Gary or David?
Colin Samuels, via E-mail
Geoff has had the best results to date. »


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What did you feel when your son David was on the 1990 Monaco GP grid at the wheel of a Brabham BT59?
Simon Pugh, Manchester
It would be a special moment for any father.

You made a lot of race starts, proved to be very reliable and made few mistakes. So how do you feel when people keep talking about Monaco 1970 when you were pressured into a mistake on the last corner?
Adrian Campbell, Sydney
I should be allowed one mistake in 25 years. I haven't got over it yet!

Some rivals used to criticise you for being on a different line every lap... Were you?
Nathaniel Smith, Crawley
I would not have had the success I enjoyed if that had been the case.

You were still competitive in 1970; was it difficult to retire at the end of that season?
Cara Meredith, Staffordshire
Yes, extremely. My retirement was due to family pressure. I promised to give it up at the end of 1969 and had a contract with Jochen Rindt to take my place at Watkins Glen (the second-last race of '69). Colin Chapman offered him a lot more money to drive in 1970, so I had to drive as it was too late to get another driver. It was a very bad year – we lost Rindt, Bruce McLaren and Piers Courage.

Was your sideways driving style a safer way to approach the dangerous circuits of your era?
Martin Carr, Wallasey
Yes, in the early days. It stemmed from speedway racing.

You didn't win in the 1.5-litre era. Was that because your style didn't suit the low-power cars?
Patrick 'Paddy' Murphy, Wexford
No, I just never really had a good enough engine and the Climax V8 was disappointing.

Is Ron Tauranac the greatest 'customer' race car designer ever?
Rod Barrett, North Wales
Yes. Ron was a very practical engineer and built cars that were easy to maintain and did not fall apart. I sorted out the handling for him. The cars had a worldwide reputation and are still the most sought-after cars for historic racing today.

How much power did the Repco V8 have in 1966 - was it really as little as 320bhp?
Philip Pyne, Cambridge
Yes, at the first race, but it was 375bhp at the end of the season.

If Dan Gurney had stayed at Brabham for 1966 would you have stood down from driving duties and teamed him with Denny Hulme?
Christopher Rees, Bracknell, Berks
Yes. I did not want to stand down in 1966, but got Denny to replace Dan and also needed Denny for the Formula Two Hondas.

After you split from the team did you still want Brabham cars to win?
Thomas Walker, Croydon
Yes.

Mario Andretti drove a Brabam (sic) at Indy in 1965. Did that car have anything to do with you?
James Brown, Dover
No, nothing.

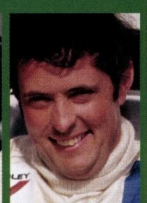
Was your Goodwood Revival shunt in the 3-litre Formula One race the biggest of your career?
Chris Sutton, via E-mail
Yes.

Why did you accept the offer of an anonymous Ford Capri drive in the 1981 Spa 24 Hours?
Franky Hungenaert, Maaseik, Belgium
For fun.

You drove a Porsche 956 at Sandown in 1984; what was that like?
Catherine Sullivan, Shrewbury
Fantastic experience. It was the first modern sportscar I had driven. M

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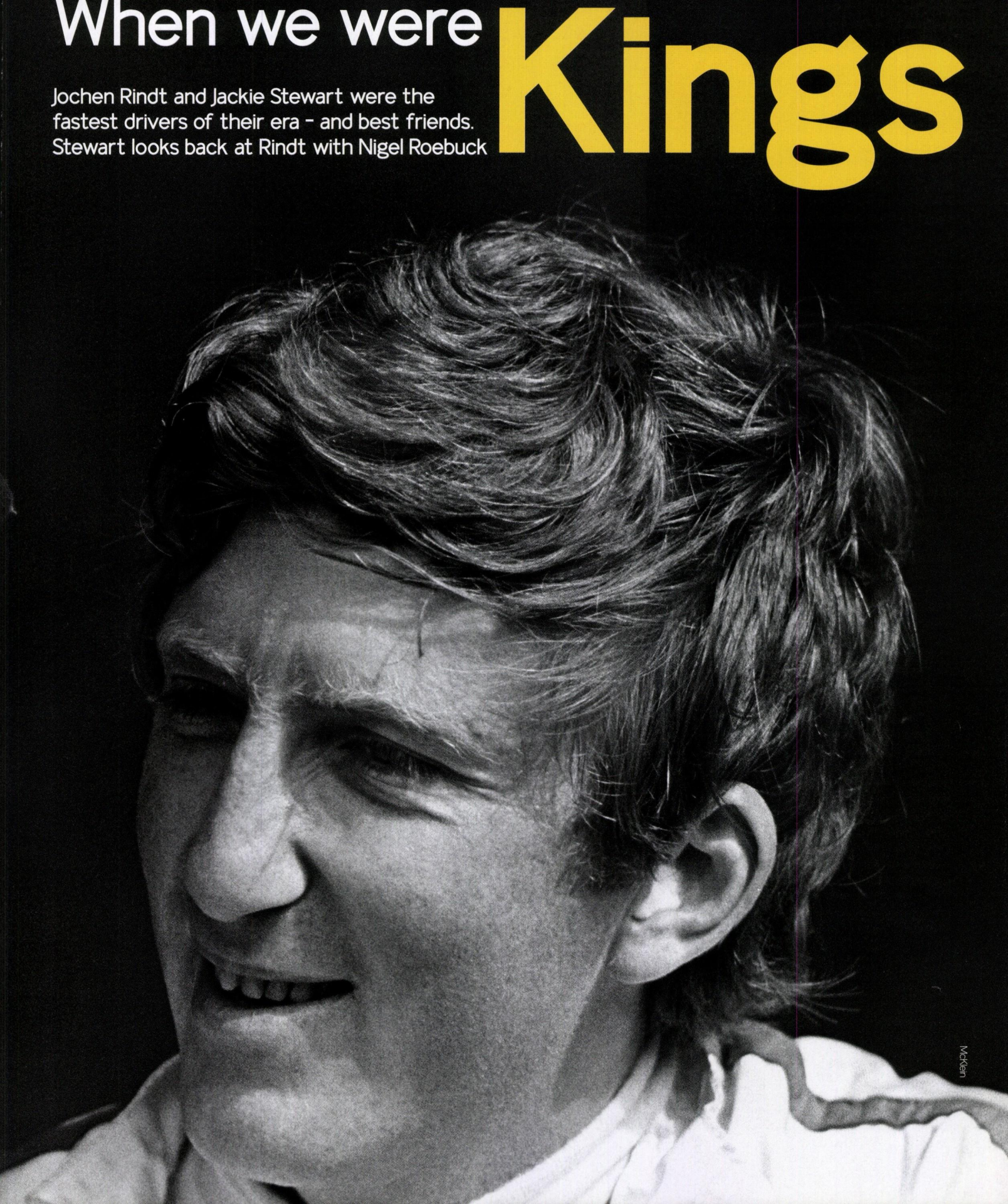
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When we were Kings

Jochen Rindt and Jackie Stewart were the fastest drivers of their era - and best friends. Stewart looks back at Rindt with Nigel Roebuck



It doesn't happen often, but just once in a while you get a race that not only lives up to its promise but actually exceeds it. Anyone who was there will tell you that the 1969 British Grand Prix was one such. Stewart versus Rindt. Matra against Lotus. The rest nowhere.

"There were something like 30 lead changes between us," says Stewart, "although they didn't necessarily register at the start-finish line because they happened out on the circuit. We'd pass each other on the Hangar Straight and on the approach to Woodcote, but intelligently, not trying to block – in fact quite the reverse, because we were drawing away from the competition. We got miles ahead because we *weren't* blocking each other."

Eventually Rindt's car suffered problems and Stewart won comfortably. It was, he has always said, the most enjoyable race of his career. "Oh yes – how many times in your life are you going to have a race like that? Jochen and I were so evenly matched on ability and it was the same with our cars. Off the track Jochen was my closest friend, and on it he was a man I trusted implicitly."

They had met five years earlier, at Reims, and hit it off immediately. "I was doing the Formula Three race for Ken Tyrrell, and also the 12-hour sportscar race in a Ferrari GTO with Chris Amon," recalls Stewart. "Jochen was there for the F2 race and that's when I first became aware of him. Actually, I'll tell you why I remember: it had nothing to do with Jochen – it was more because Nina came along! Hot pants were just coming in, and Nina was wearing them..."

Stewart's first impressions of her husband were that he was casual and friendly. "Very relaxed – but confident too. And gangly. I remember thinking that he didn't walk well – kind of hen-toed and awkward. But everyone recognised that he could drive. We became friends very quickly, as did Helen and Nina. We were both new boys and were both seen to have had some potential.

"Some people thought he was arrogant but I never did. Mind you, I saw him throw the odd wobbly. When he got angry he was *very* demonstrative – he'd stamp his feet! I remember at one race there was a problem with his licence or his medical certificate. He was just *raging*..."

Did it work?

"I don't know! I just left – I'd come into the office and he didn't see me. I saw this and thought, 'Oops, I'm obviously not needed here...'"

The name of Rindt first reverberated around the racing world in the spring of 1964 when as a virtual unknown he won the F2 race at Crystal Palace, beating Graham Hill in the process. Throughout the season he was a front-runner in the class, and at the first Austrian Grand Prix – run that year on a rough airfield track in Zeltweg – he was offered a one-off drive in one of Rob Walker's Brabhams. For 1965 he joined the Cooper team, partnering Bruce McLaren, and at the same time Stewart came into Formula One as team-mate to Hill at BRM.

"The first grand prix was South Africa, in East London, and the race itself was on New Year's Day. We were staying in the King's Hotel, I remember, and Hogmanay there was obviously going to be noisy and boisterous and not ideal for the night before a race – I was nervous and well wound up about my first ever grand prix. I wanted to escape. Helen wasn't there and neither was



FACT FILE

South Africa 1965 to Austria 1970

GP STARTS
Stewart: 59
Rindt: 59

GP WINS
Stewart: 12
Rindt: 6

GP POLE POSITIONS
Stewart: 5
Rindt: 10







Above: the King of F2 – Rindt's Roy Winkelmann Racing Brabham leads Stewart's Tyrrell Matra on way to win at Rouen in '67. Left: Rindt with Nina – hot pants sadly not visible in this pic. Below: a last-gasp win in 1970 British GP was his third on the trot

Nina, so Jochen and I went to a drive-in movie together! Two fellows! Okay, today it would not be unusual, but then it was pretty extreme..."

For Jackie it was the beginning of a remarkable first F1 season – he finished third in the World Championship, beaten only by Jim Clark and Hill, and he won the Italian Grand Prix – but Jochen had a terrible time of it, a fourth at the Nürburgring his best result.

Outside F1, though, things were much better. Increasingly Rindt was becoming *the* star in F2 and, sharing a NART Ferrari 250LM with Masten Gregory, he also won the Le Mans 24 Hours.

"Jochen didn't really feature in F1 much at that point," says Stewart. "It took a while – he didn't have a car nearly as good as my BRM."

Was there ever any jealousy in evidence? "No, nothing like that. For one thing, in F2 he was the man to beat. I won the odd race – I remember one at Karlskoga, involving Jimmy and Jochen particularly – but there were some races when he just left everyone behind. In those days Jochen was always a big sideways merchant and I always thought him overexuberant – incredibly spectacular but not, I thought, as fast as he could have been.

"He was certainly confident in his own driving, but in those days you could drive an F2 car like that – you could do anything with it. I was never a sideways driver, but Jochen was. An F1 car was considerably less agile and I think he overdrove to a point where... sometimes if you drive a car too hard it just stalls on you in the same way as when you try and climb too high in a plane."

For three years Rindt and Stewart stayed with Cooper and BRM respectively but, while Jackie was invariably thereabouts, Jochen struggled with increasingly uncompetitive machinery. Freak circumstances, as in the terrible rains of

'I always thought Jochen was overexuberant'

Spa in 1966 (where his Cooper-Maserati finished second to the Ferrari of John Surtees, having led 20 of the 28 laps) allowed him the occasional opportunity to show genius, but otherwise he was not a contender for victory, and '67 was even worse: six points in the entire season.

In 1968, while Stewart moved to Tyrrell's new F1 team to drive a Matra, Rindt transferred to Brabham and had perhaps the happiest year of his racing life, for he got on famously with Jack and much enjoyed the four-cam Repco-powered car – when it was moving. Again there were flashes of what could be – he beat Stewart to pole position at Rouen by more than a second – but reliability was lamentable: eight points this time.

Brabham, who recently declared that, in his opinion, Rindt was the greatest natural driver of all time, desperately tried to persuade him to stay for 1969. And that, given that the team was to use Cosworth DFV engines from now on, might have been the smart thing to do. An offer from Lotus, though, proved irresistible.

By now Jochen's manager was a certain Mr Ecclestone. "I remember very well," said Bernie, "at the end of '68 we had the choice of the Goodyear deal with Brabham or the Firestone deal with Lotus. And I said to Jochen, 'If you want to win the World Championship you've got »

LAT McKlein Phipps/Sutton

more chance with Lotus than with Brabham. If you want to stay alive you've got more chance with Brabham than with Lotus'. It wasn't a bad thing to say; it was a matter of fact. That was what the pattern was, for whatever reason: people did get killed in Lotuses. Maybe Colin [Chapman] took things to the edge a bit – and anyone who drove for Lotus was prepared to go along with that and take it to the edge. And Jochen was prepared to accept that."

Maybe so, but Rindt's relationship with Chapman was edgy from the start. "He'd done Cooper, he'd done Brabham," says Stewart, "but there was a big question mark over going to Lotus. When I was first coming into F1 I got offered much more by Chapman than I did by BRM – he doubled the offer, then doubled it and doubled it again. But there were no number twos working well at Lotus – and a lot of them were in hospital.

"Jochen went there but he really wasn't sure about Colin. He was concerned about the fragility of the cars, and that lasted all the way through.

"Even his road car... he had an Elan Plus 2 and I remember setting off from the house to Clermont-Ferrand. I was driving a Ford of some sort. Nina hated the Lotus and said she'd only go with Jochen if we travelled behind them. 'It's going to break down,' she said. 'There's no way it'll get there.' She was right to be worried – the passenger door fell off in the road! Helen and I were behind and there were bits of fibreglass going everywhere. We couldn't get it back on so we just put it in the boot. And Jochen insisted that Nina stayed in the car for the rest of the journey – he wouldn't have her travel with us!"

In the Lotus 49 Rindt was instantly, as expected, a front runner, but at Barcelona there were major accidents for him and team-mate Hill, both caused by the failure of the high rear wing. Graham somehow walked away without hurt, but Jochen was badly knocked about.

"That was a *big* shunt," says Stewart, who inherited victory that day. "He wasn't well after that. I went to see him that night – he was being looked after by the father of Alex Soler-Roig, who was a very eminent surgeon. There were all sorts of risks of head injury – there'd been an awful lot of blood around his face when he crashed. That wasn't a good time."

Rindt's injuries caused him to miss Monaco, and during his convalescence he wrote a letter – in words of one syllable – to Chapman, detailing his safety concerns about driving for Lotus and suggesting that so quick were the cars that Colin's absolute obsession with lightness was unnecessary. It was not well received, but Jochen remained unrepentant. When he returned to the scene he picked up where he had left off as the most serious rival to Stewart, but although he frequently led he rarely finished, and Lotus's lack of reliability – combined with his safety fears – inclined him more and more towards a return to Brabham for 1970.

Close friend or not, Stewart remained the thorn in his side. After Silverstone, one of the great battles of history, came Monza – still a flat-out slipstreamer in those days – where Rindt missed scoring that first grand prix victory by perhaps a metre to the inevitable JYS, who also clinched his first World Championship that day.

"He was well pissed off that I beat him at Monza!" laughs Stewart. "He said that Chapman









Clockwise from top left: lock-out of front row for Swiss residents at 1970 Belgian GP – Amon, Rindt and Stewart; Spa four years earlier, when Jochen took second in Cooper; Rindt and Chapman – a fragile alliance; having a laugh with JYS, Mexico '69

had got the board wrong. I had put the long gear in so as to cross the line without changing, because chances were it was going to be a tight finish. Jochen reckoned that he could have won had he known that it was the last lap. He told me he didn't know it was and I said, 'Yeah, yeah, yeah...'"

At Watkins Glen Rindt took pole position, as so often that year, but this time his luck for once held and he led all the way. "By that time I'd won six races and clinched the championship," says Stewart. "I remember going to the Jochen Rindt Racing Car Show in Vienna and he had his trophy in the back of the car. Of course I took the piss out of him: 'He's won one bloody grand prix and he takes the trophy everywhere...'"

By this time Chapman had won Rindt round, shown him drawings of the forthcoming 72, assured him it was going to be a championship-

'A lot of drivers at Lotus were in hospital'

winning car, persuaded him to stay. For the first time in their respective F1 careers it was Stewart who was on the back foot: "I was stuck with the March 701 in 1970 and there was no catching him – not from where I was anyway."

Initially, though, the 72 looked anything like a world beater. Its disappointing early showings necessitated quite fundamental changes, and in the meantime Rindt was obliged to revert to the 49, now into its fourth season.

It was in this car, as it turned out, that he had his day of days, pressuring Brabham into a mistake at the last corner of the last lap of the Monaco Grand Prix. Believing himself to have no chance, Jochen had been disinterested in qualifying and apparently in the early part of the race, but, as Stewart and Chris Amon fell by the wayside, suddenly there was a whiff of possible victory and in those circumstances Rindt became inspired, his last astonishing lap 2.6sec inside his qualifying time.

One of the great photographs, in *Automobile Year*, shows Stewart standing out on the track, delightedly cheering his buddy over the line. "Afterwards one of Brabham's mechanics, who'd seen my joy, said, 'You bastard!' And I felt bad about it – but Jochen was my friend...

"I'd bought my house in Switzerland in '68 and Jochen wanted to live close by. At that time there was a little cluster of us in the area – Chris Amon, Jo Bonnier and so on – and I found a house for him to rent which was about 400 yards from mine. It wasn't a terribly nice house, but it had a good view and it was fine until he got his own place built. Eventually he bought a patch of land from Bonnier and the house was finished in '70 – but he was never to live in it."

The redesigned 72 appeared at Zandvoort and instantly everyone else knew they were in trouble, for Rindt walked the race. Perhaps it was because, for the first time, he had the best car and didn't feel the need to hustle it so much; whatever, according to Stewart, Jochen changed his driving style in 1970.

"There had been the beginnings of it even in '69. During that battle we had at Silverstone there were not many times when Jochen was on opposite lock. I think maybe he'd realised that if you wanted to do it that way, okay you'd get »

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Emmo's first win in the 1970 US Grand Prix at Watkins Glen ensured the title for Rindt

Guiding hand to young Fittipaldi

It wouldn't quite be accurate to say that Emerson Fittipaldi was a protégé of Jochen Rindt's, but the great Austrian *had* taken the up-and-coming Brazilian under his wing during the 1970 season, so much so that Fittipaldi shook hands on a deal to drive for Rindt's Formula Two team just hours before the Monza tragedy.

"We had breakfast together on Saturday morning at Monza and he invited me to be the driver on his F2 team [Jochen Rindt Racing] that he had with Bernie Ecclestone," remembers Fittipaldi. "He wanted to stop driving in F2 and asked me to be the team leader in 1971, so I shook hands with him and I accepted. And hours later the tragedy happened."

As a new boy in Formula One, Fittipaldi had already competed in three grands prix for Lotus as team-mate to Rindt before the Italian weekend. But the two had made a firm friendship earlier in the year. "At the beginning of 1970 I'd moved to Switzerland," says Fittipaldi, "and Jochen and Jackie Stewart were very nice to me, showing me the right places. Then in July I had my first F1 test at Silverstone. Colin Chapman asked Jochen to drive the Lotus 49, and Jochen was quite upset because he was wasting time - he wanted to drive the 72.

"So he did some laps and said, 'The car is good for Emerson'. I did some laps and came in and said to Colin Chapman that the car was understeering. Jochen came down and leaned in the cockpit and said, 'I know how to stop that - use your right foot!'. So I did and from then on Jochen was enthusiastic and started showing me my pitboard!"

When, one month after Rindt's fatal accident, Fittipaldi won the United States GP for Lotus, it confirmed the Austrian's posthumous title. "I was very reluctant to be the number-one driver because I lacked experience and it was tremendous pressure," says Emerson. "I had a high temperature the night before the race, but then everything happened in a perfect way in the race. I was very happy that it meant he was world champion." MS



Dutch GP 1969 was one of several Rindt poles - and DNFs - in the Lotus 49

the cheers of the crowd, but it wasn't going to make the bank manager happy. In 1970 he had the best car and he realised that driving smoothly was the way to get the best out of it."

True enough. For all his bravura in a Lotus 49, there are few photographs of Rindt sideways in a 72. And none at all of him smiling after his Dutch Grand Prix win, for Piers Courage, one of his closest friends, had lost his life in the race. Three weeks earlier Bruce McLaren had been killed in a testing accident at Goodwood.

"We were having a lot of deaths at that time," says Stewart, "and Jochen was very supportive of any safety moves. The only driver he really did not like was Jacky Ickx, because he didn't want to do anything on safety. Between Jochen and Jacky the chemistry just didn't work."

Was it the case that Rindt either took to you or did not – and that was it for good and all?

"Yes. If he didn't like you, boy, did you know it! There was one particular guy – a journalist/entrepreneur if you like – and that was like the kiss of death. Jochen hated this guy. If you were doing well you couldn't get rid of him – but only as long as you were doing well. Jochen didn't like that.

"He didn't suffer fools gladly. He was a hard man – hard with Nina too. But he was very straightforward. He liked making money! He always thought a lot of Bernie and people have suggested that if he had survived he would be running F1 today with Bernie. I wouldn't have been surprised by that. They were very close."

Although Rindt and the Lotus 72 were as good as unbeatable through the summer of 1970 and clearly on course for the World Championship, there is no doubt that Jochen was giving increasing thought to retirement.

"We talked about it a lot," says Stewart, "and I

'People say Jochen would be running F1 with Bernie'

think he was ready to retire. Like everyone else he was terribly upset by the loss of Piers and Bruce and there's no doubt he was very nervous of that 72 – that was probably weighing on his mind more than anything else. He wasn't happy with Colin and he wasn't happy with his contract. He reckoned he was going to go into business and that would give him as much as driving. I think he could have retired at the end of 1970."

After the victories at Monaco and Zandvoort, Rindt also triumphed at Clermont-Ferrand, Brands Hatch and Hockenheim. A blown engine put him out at the Osterreichring, but still he went to Monza with a comfortable points lead. During qualifying on Saturday afternoon his Lotus 72 snapped left under braking for Parabolica and struck a guardrail mounting post at perhaps 170mph. "I was in the pits when it happened," says Stewart. "Peter Gethin told me Jochen had had a big shunt, but said he thought he was all right. I went to Nina and said, 'Look, Jochen's had a bit of a bang – I don't know how he is, but it seems he's okay'. Then I went to the control tower and I found that he wasn't okay.

"They wouldn't tell me anything. In 1970 I was Schumacher, if you like, and for them not to tell me anything was not right. I said, 'Where is Jochen?' They told me he was at the medical »

Schlegelmilch

centre and I ran down there. Jochen was lying in the back of an open pick-up truck, in his overalls, and he was dead. I knew that immediately, because his foot was nearly torn off and there was no blood coming from it. An open wound that's not bleeding means the heart is not beating. There was a priest there who told me he had given Jochen the Last Rites, but there was nobody with him – nobody with him at all.

"I thought, 'Oh my God, he's dead'. I didn't want to say it – didn't want to *admit* it. Eventually he was taken out of the circuit in an ambulance, and Nina and Helen went with him. It was only when he got to the hospital that they said he was dead on arrival. In Italy, as you know, no one is ever pronounced dead at the racetrack."

For all his grief, Stewart still had a job to do. "Ken said, 'Get in the car'..."

Had he not felt like saying he really didn't want to drive? "No. Never, although I was in tears – I'd just come from where Jochen was. After the ambulance left practice was restarted – and I did the quickest lap I'd ever done at Monza. I was crying when I got in the car and I wasn't shy about it. Okay, I had the helmet on and not everybody knew. And when I got out I did the same thing.

"Some people would say, 'Oh yeah, it was a deathwish type of thing', but it was one of these occasions when you recognised where mind-management was. I left the pitlane, got up to speed, went past Parabolica, had a look, got out of it, and on the second lap I put my quick lap in, and at that time it was pole position.

"I got out of the car and, I'll never forget, someone gave me a Coca-Cola. I took one drink out of it and smashed it against a wall. I'd never done anything like that in my life before. Just the whole thing was so stupid – here is a guy who's gone. Just like that. And you've been with him.

"It's one of these emotional experiences that the current generation of drivers wouldn't understand – that you would go back into the car after something like that. Somehow or other, racing drivers dealt with death in a different way then."

The following day Stewart's March finished second behind Clay Regazzoni's Ferrari. And although Ickx, the only man able to beat Rindt's

'Jochen was in a pick-up truck and he was dead'

points tally, then won for Ferrari in Canada and Mexico, no one was more relieved than he that the world championship went, in death, to Jochen.

"When I won the championship the following year," says Stewart, "I was given the freedom of the city of Graz, simply because they knew I'd been Jochen's pal. Meant a lot to me. And I remember taking my son Paul to the Austrian Grand Prix one year in the mid-80s, driving there and visiting the grave on the way.

"The two truly great drivers I raced against were Jimmy Clark and Jochen Rindt, no question, although Jimmy I always thought was on a higher level because I don't think Jochen was as precise.

"When I think of Jochen now I remember a great friend and somebody who was really a tough onion to crack as a driver. I don't remember ever having a cross word with him. And, boy, he was awful good on the track." M





Glum Rindt had bad time with Cooper at '67 Race of Champions (top), but took third in '66 German GP. Below: huge '69 Spanish GP shunt

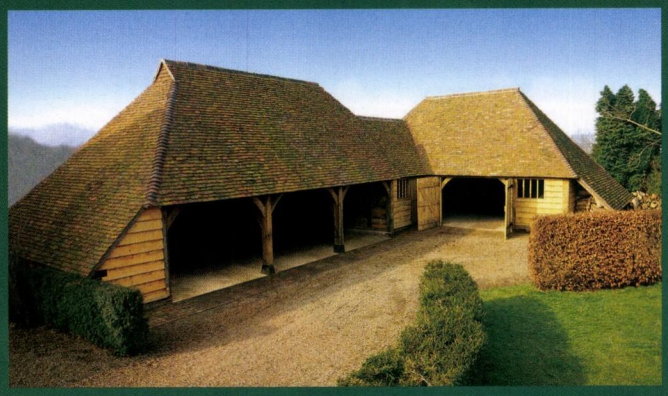


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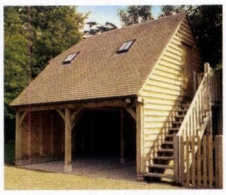
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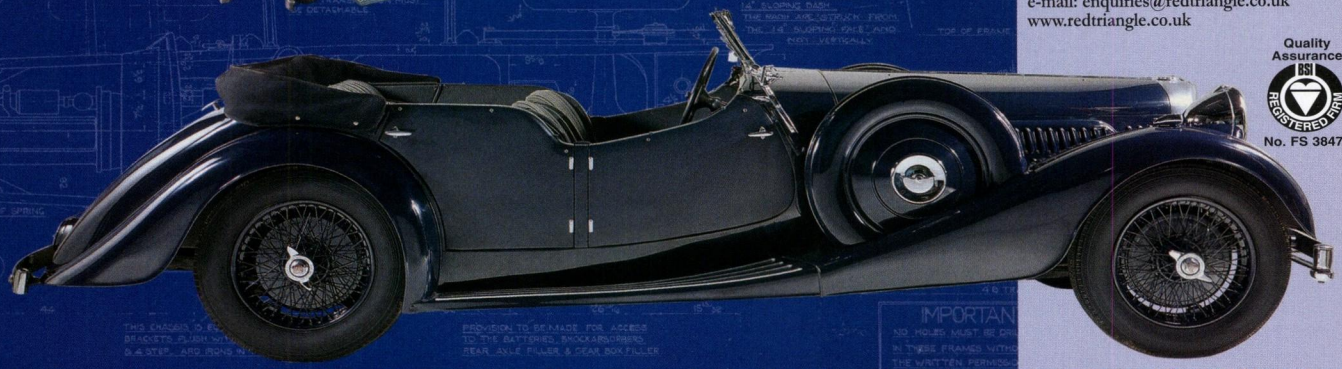
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One-lap wonder

In 1986 Ferrari spent heavily on an Indy 500 contender. But, says its designer, it ran only a single test lap. By Gordon Cruickshank

photography by Charles Coates

Can't play, won't play: Enzo Ferrari's response when things weren't going his way. He'd tried it before, and it looked like another such episode when in 1985 he announced Ferrari was going to America – to race in CART and win the Indy 500.

The press portrayed it as a tantrum; an over-the-top response to FIA proposals to ban turbos from 1989 and switch to a 3.5-litre limit with a maximum of eight cylinders. A kick in the teeth for the dodecaholics from Modena, where the V12 engine was in the genes. There are advantages for power and smoothness, but a V12 produces less torque and is usually longer than an eight. Maybe the Maranello lot were just addicted to the noise...

So the Indy proposal was, said the journals, an attempt to bring the FIA to heel. Formula One without Ferrari? Impossible. But *Il Commendatore* hadn't actually *said* that he would boycott F1; there was more to the story than that.

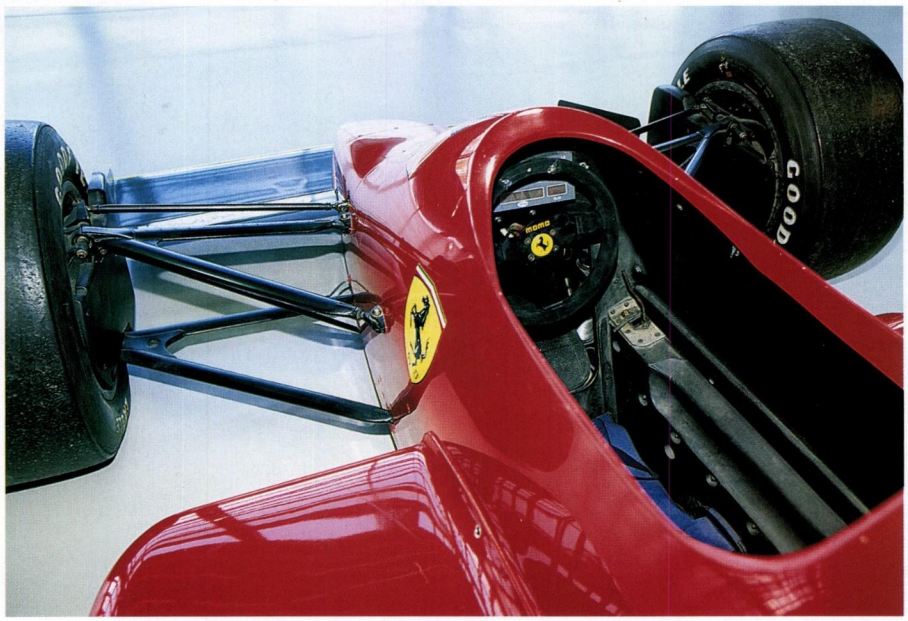
What did Ferrari know about US racing? Not enough. An abortive visit to Indy in 1952 and a non-qualifying Ferrari-powered Kurtis in '56 were poor omens. It needed a partner. Enter Leo Mehl, Goodyear's worldwide racing manager, who knew the US scene as well as European F1. Ferrari asked Mehl to choose a useful conspirator, and he suggested Jim Trueman's Truesports team. With the talented Bobby Rahal driving a March-Cosworth, Truesports was on the rise in 1983 and '84 and would almost win the CART title in '85 – it was only a collision between Rahal and Jacques Villeneuve Snr which would knock them back to third. Moreover, the team's chief engineer was also the man who had turned the unwieldy March 84C into a winner and designed the successful '85 version – Adrian Newey.

In August 1985 Trueman and team manager Steve Horne flew to Maranello and did the deal with Piero Lardi Ferrari, who would be in charge. Then Newey was seconded by March to Kraco, a rival CART team. This was a blow to Truesports, though the team was still due to run the Newey-designed 86C, and to Rahal, who lost his race engineer. Instead, Ferrari hired ex-Zakspeed designer Gustav Brunner, who assembled a 20-man design team with, as he recalls, an unlimited budget.

Truesports sent a spare March 85C and two DFX engines out to Italy, and in September Rahal went out to Fiorano and ran it, setting a time within 2.5sec of the current F1 car. "Gustav was a great guy," Rahal recalls in his autobiography. "We tested our car at Fiorano, and Alboreto drove it a little bit. I ran two days and it was a lot of fun."

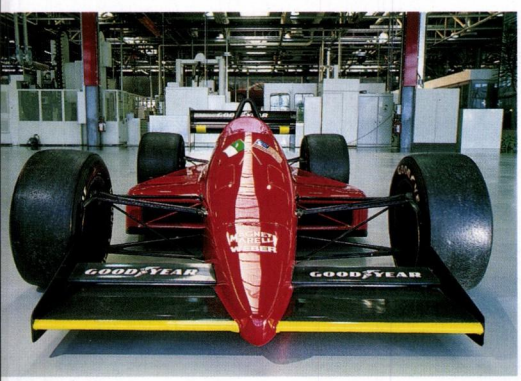
Enzo himself came to watch, a rare event by then which, says Horne, shows that he considered the event important. Then Ferrari set to work dismantling it. "I studied it seriously," says Brunner,







Ferrari Indycar shows off its sleek bodywork with typical dual fuel fillers; no components shared with F1; it now carries crossed flags of Italy and USA (below)



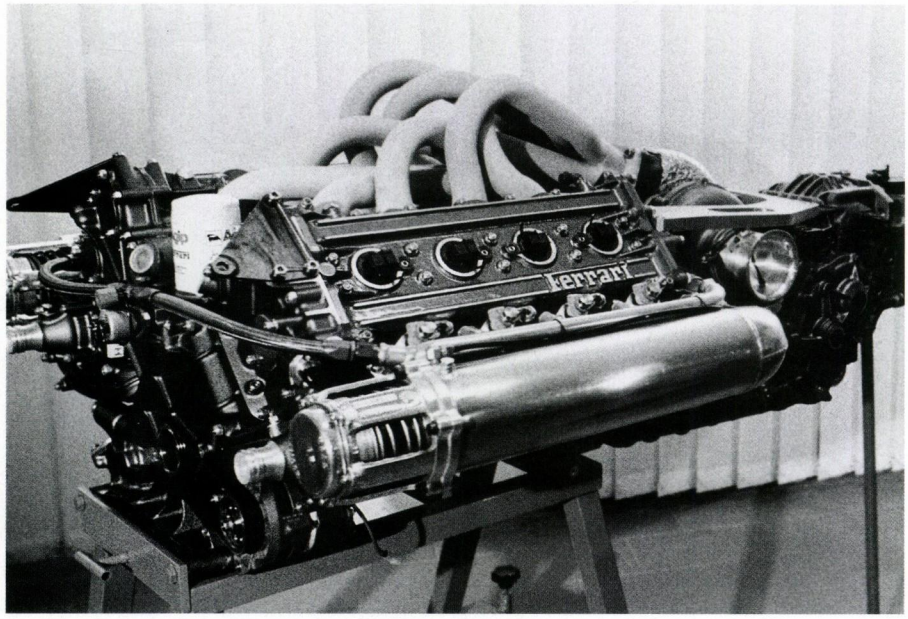
"and even made proposals to improve it! But the Ferrari was completely new and shared no components with the F1 car. Everything was special, and very expensive. CART rules did not allow an all-carbon structure, so I made a one-piece hot-formed 1/8in aluminium shell and laid up a carbon sandwich inside."

Meanwhile negotiations proceeded which would make Truesports the official Ferrari factory team in the CART series for 1987, with engine service by Franz Weiss in Texas.

To see where the chief differences lay between the two disciplines, Brunner and some engine technicians travelled out to a Laguna Seca race, then the 1986 Indy 500 practice sessions, and visited the Truesports workshops. "The team was very friendly to me and to Ferrari, which was welcome in CART," Brunner remembers. "We also discussed rule stability with USAC [Indy] bosses, as we had electronic injection and ignition which no-one else had, but which were not banned."

According to Horne, they payed particular attention to the on-board air jacks and refuelling systems, as pitstops were vital to CART strategy but at that time were not significant in F1 since refuelling had been banned a few years previously. These visits meant the project soon became public knowledge in the US, as it now was in Italy. "It was no secret," says Brunner. "There was a lot of activity finding partners and sponsors which was handled by team manager Marco Piccinini."

Rahal had a slow start to 1986, finding his way with a new race engineer in place of Newey, and was lucky to emerge unhurt from a huge shunt at Sebring in his March-BMW sportscar. He failed to finish the first two Indycar races too, but the reward came at race three, the Indianapolis 500. Running near the front for the whole race, »







Period profile shot shows experimental deep wing. Above left: single turbo layout was very tidy. Left: Alfa-badged engine was Fiat's second try at Indy – Al Unser Snr struggles with Patrick Racing March-Alfa

Rahal was lying second to Kevin Cogan when a crash brought the yellow flag out; when the green flag gave the go, with only two laps left, Rahal jumped Cogan and took the biggest win in US racing. It was a huge boost for Truesports, but a poignant one: Jim Trueman, terminally ill with cancer, died mere days after being driven around the Brickyard to celebrate his team's victory.

Trueman's death might have derailed the team, but after a sticky period the wins began to come. After a cliff-hanging finale Rahal became the 1986 CART PPG champion. This was a relief to Maranello too, which after some uncertainty had decided to trust Horne's management of the team post-Trueman. One of the tricky negotiating points, says Horne, was sponsorship. In an era when Ferrari only carried small 'trade' logos, Truesport's all-over Budweiser and Red Roof decals jarred with the Italians, while the Americans were understandably reluctant to break a good sponsor relationship. But conveniently the Bud red was quite close to Ferrari's pre-Marlboro day-glo shade, so a compromise looked set to mix Bud, Agip and Fiat symbols on a red body.

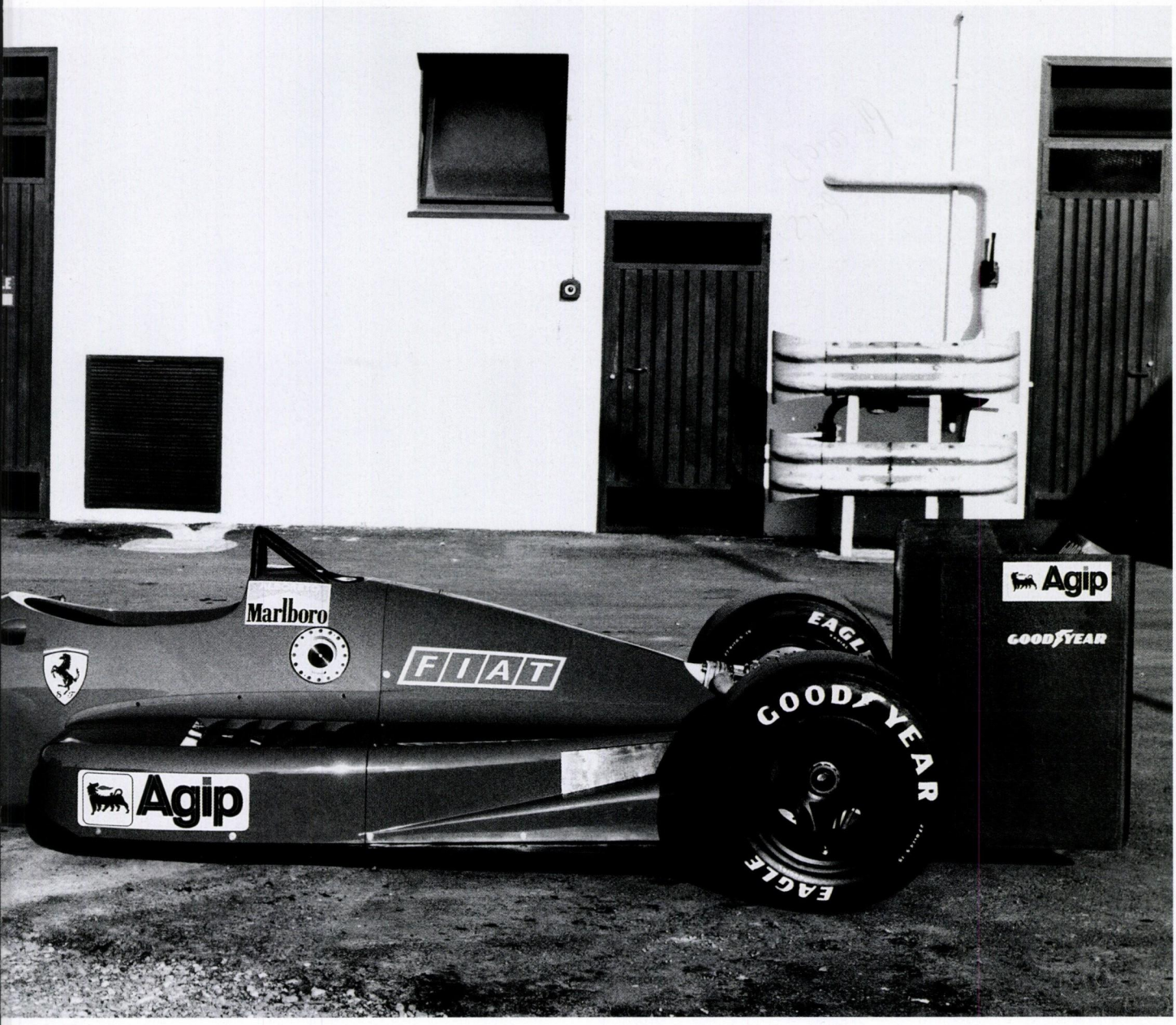
And during 1986 that body was rolled out at Fiorano. One of the first projects to benefit from Ferrari's new wind tunnel, as well as a team at Fiat working on Computational Fluid Dynamics, Brunner's design was very clean. At the rear of the sidepod the conventional CART kick-up before the rear tyre was smoothly integrated, while a smoothly tapering cover hid a 2.65-litre turbo V8 whose exhausts exited upwards from within the vee. Suspension followed the March pattern with pull-rods front and back, though Brunner departed from CART convention by using a transverse gearbox instead of the usual longitudinal format. "That was a Ferrari tradition," explains Brunner,

'If it was a ploy to beat up the FIA they wasted a huge amount of cash'

"and it had structural advantages as the housing was wrapped round the turbocharger."

With its screenless cockpit, tiny button mirrors, sidepod 'gills' and almost sponsorless scarlet flanks the car had a sleek, almost shark-like presence. And, says Brunner, "the engine was, at least on the test bench, very competitive." It all looked bright and exciting – until August '86.

That season's F1 results had not been good for Ferrari – no wins and a lowly fourth place in the manufacturers' title. The Scuderia's new design chief John Barnard told *Il Commendatore* that they couldn't afford to split their attentions; if Enzo



wanted to win in F1 he had to chop the US project. Shortly after, the phone rang at Truesports' HQ...

There were also financial reasons both to start and stop the project, as Brunner points out: "This was before the sell-out to Fiat. Ferrari was majority-owned by *Il Commendatore* and growth was necessary. More than the threat about outlawing 12-cylinder engines, Ferrari needed money from FOCA, from Fiat, Goodyear etc to invest in modernising production."

Horne agrees: "If it was a ploy to beat up the FIA they wasted a huge amount of money doing it. Enzo Ferrari displayed an unusual amount of interest in it, and I had no hint that it was anything other than a serious project."

So it was not so much a tantrum as simple economics which fuelled and killed the Indycar. It finally ran – just. "The car did a function test of one lap to check the electronics," recalls Brunner. "But Enzo Ferrari did not want us to test it."

Brunner himself was switched to F1, creating the F187 which began Ferrari's renaissance in 1987. Truesports also coped with the change of plan. Not directly involved in the Ferrari's development, it was able to continue as a customer of more regular Indycar builders. This time it switched to Lola, which turned out to be the chassis to have: Rahal won the '87 CART title easily, plus a couple of IMSA rounds and $225,000 in the new Marlboro Challenge sprint. Would he have had a season like that in a tyro Ferrari? Unlikely.

And what do you do with a redundant race car? Put it in your museum. Unless you need it again...

Ferrari was independent when the Indy idea began, but within a year 89 per cent of it belonged to Fiat. Suddenly Fiat had two runners in F1: prestigious Ferrari and languishing Alfa-Romeo, having a dismal time powering Osellas. In order to push the Alfa brand in the US Fiat decided to have another swing at CART, and in 1989 an Alfa-Romeo engine appeared in a March chassis run by Patrick Racing. Despite the talents of Danny Sullivan and Al Unser Snr it was down on power and unreliable. After two expensive and fruitless seasons that effort was canned too.

At the time it was reported to be the Ferrari unit rebadged, though it went through four iterations and ended with central intakes, unlike the Ferrari. Whether it grew out of the '86 unit or not, there's one more intriguing detail. In 1989 historian Doug Nye recognised a primer-painted chassis in Autodelta's workshop as the Ferrari Indycar – perhaps finally finding a use as a test mule.

So ended Ferrari's trans-atlantic challenge. Sound commercial judgement, not mere foot-stamping, then. But never mind the facts; it's the tantrum theory that will probably survive. LAT

Grossglockner

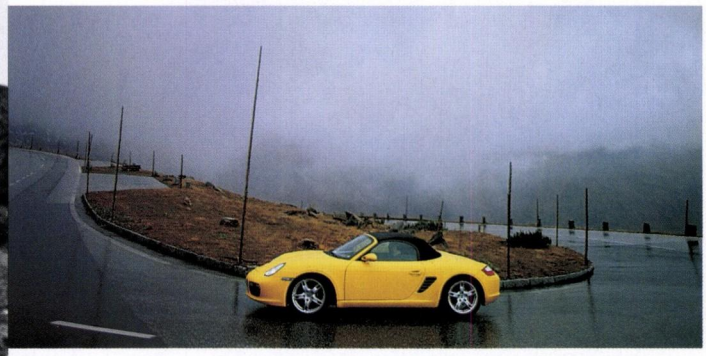
The Nazis intended Grossglockner to be the ultimate mountain race. But safety and weather worries put paid to that. Damien Smith dodges the clouds to rediscover the Austrian Alpine course

photography by Lorenzo Bellanca

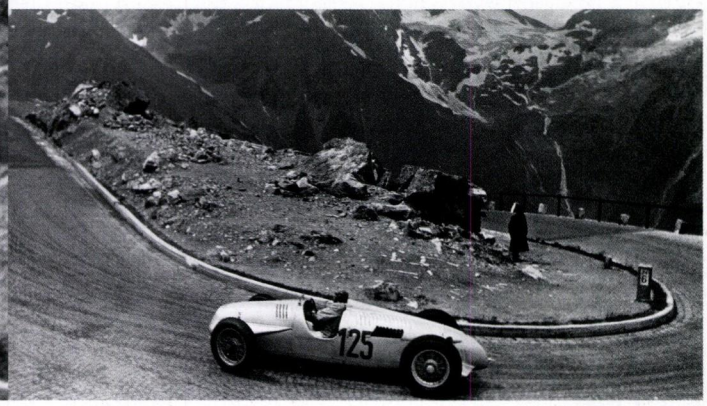


Climb every mountain: Fuschertörl looms in the distance as Boxster grips smooth asphalt road. Above right: surface is less consistent for Müller as he muscles heavy Auto Union in 1939





Hairpin bends easier for Boxster than for Auto Union. Cobbles still remain at some corners



both Audi

Just minutes after picking up the mountain pass we come to the first hairpin. I look at my photographs of behemoth Mercedes and Auto Unions scrabbling around tight Alpine bends and stop at one that I know must *definitely* be the site of this picture. The jaw-dropping backdrop, the contours of the road: it all matches. Yes! I knew that I couldn't go too far wrong in finding the right locations. The Grossglockner Hochalpenstrasse is just one road over a mountain, after all.

Straightforward? No. Oh no. Not with my sense of geography.

After a good hour photographing the Boxster retracing the lines of Stuck, Lang and von Brauchitsch we take a break. I wander over to browse at a roadside map to double-check exactly how far we have come up the pass. My heart skips a beat – and then sinks with realisation and dread: we're on the wrong side of the mountain. Idiot!

Time is now against us if we are to shoot the right corners *and* return Porsche's new baby to Klagenfurt before our flight departs. We tear up the mountain road through more hairpin bends (they *all* look like the ones in our old photos – groan), then notice the stunning scenery has faded behind a dense fog and drizzling rain. Through a couple of eerie tunnels, the road then rises, briefly falls and climbs once more. Patches of snow remind us of our altitude and the onset of winter; the road will close for the season three days after our visit, the pass *im*passable until the spring.

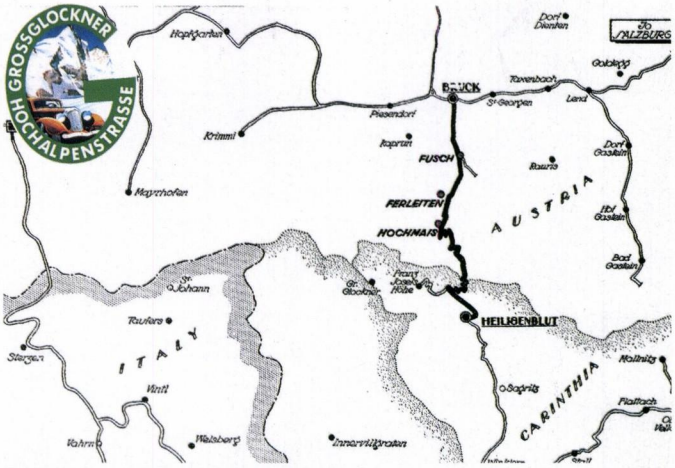
We reach Fuschertörl, at 7965ft the highest point of the road. From here it is said that 37 mountain peaks are visible. But not today. A short pointed tower familiar from our pictures gives us reason to cheer and we begin to descend, going against the direction of the competition course. These are the right bends, the right landmarks, so we backtrack and this time really do retrace the lines of the Silver Arrows.

We might be facing our own race against time, but it doesn't stop me reflecting: how on earth would you control a monstrous V16 6-litre Auto Union over these narrow, treacherous roads, especially on loose surfaces and cobblestones as they were in the 1930s? One mistake and you're facing a long drop into oblivion. It's no wonder Hermann Lang needed time to catch his breath and pull himself together after his winning run in 1939. Grossglockner is awe-inspiring – and terrifying too.

The Hochalpenstrasse was opened with great fanfare by Austrian president Wilhelm Miklas on August 3 1935. The outburst of national pride was understandable: it had taken five years to build this 21-mile road over Austria's highest mountain (the peak stands at 12,460ft), providing a vital physical – and political – link between Germany and the north of Italy. Among the ceremonies was the unveiling of a chapel at Fuschertöhl, built in memory of chancellor Engelbert Dollfuss, who had visited the site just a few days before his assassination at the hands of Austrian Nazis in July 1934.

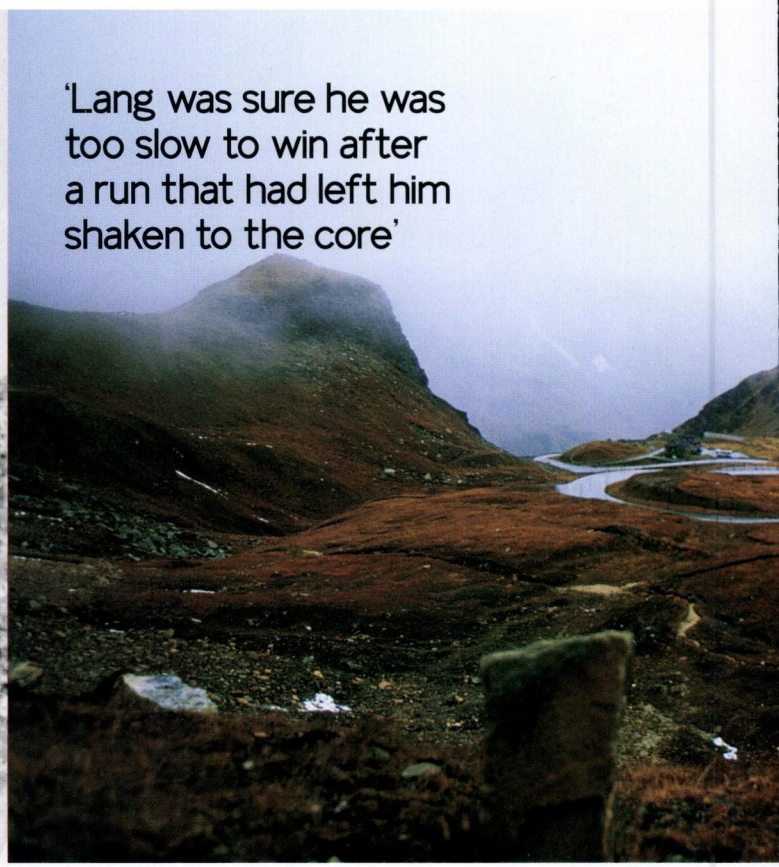
The day after the official opening, the Austrian Automobile Club gave the new road a proper baptism: a mountain climb for motorbikes, sports and racing cars. It was run over a 12-mile stretch, finishing at Fuschertöhl. Only the Italian Stelvio climb hit a higher altitude.

A healthy international entry had been attracted, although the rolled-sand road surface kept the German racing giants away. In the absence of Merc and Auto Union, Scuderia Ferrari's Alfas claimed a double win, Carlo Pintacuda securing the sportscar spoils and Mario Tadini the racing car event at a speed of 49.45mph. Hot on Tadini's heels was Richard Seaman, who put »



Climbers started at Ferleiten but weather stopped full run to Franz Josefs Höhe in 1938





'Lang was sure he was too slow to win after a run that had left him shaken to the core'



Lang passes familiar landmark in 1939, but not at speed. He is going downhill, back down the course to the start

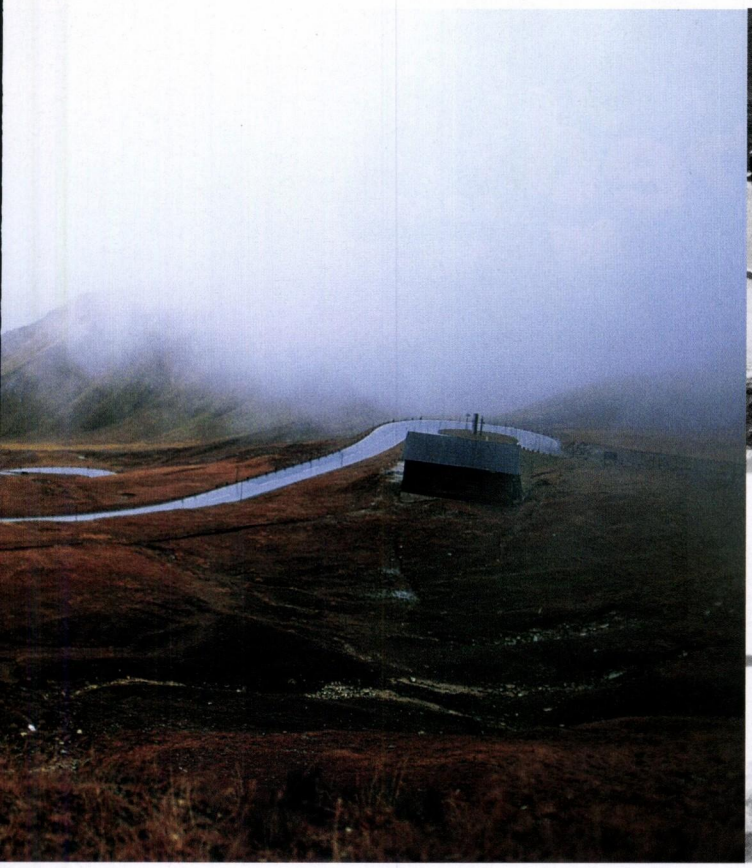
in a brilliant performance to surprise the locals and take second place in his ERA. A month later the Briton would top his Grossglockner showing in the German Mountain Grand Prix at Freiburg. He finished second again, but this time to the king of the mountains, Hans Stuck. That the Auto Union star won by a scant 1sec left some wondering if a little German face-saving had been at work.

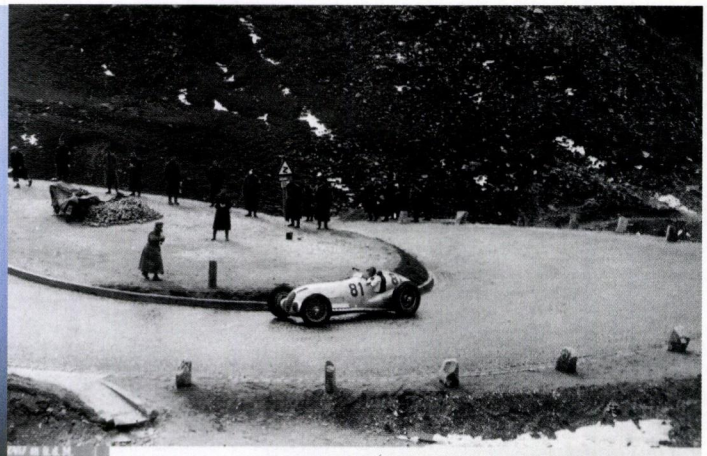
Mountain climbing had an extremely high profile back then, attracting the cream of drivers and teams. The initial European Mountain Championship was held in 1930 and was made up of 10 events, including one at Britain's Shelsley Walsh – hardly Alpine, but popular nonetheless. Stuck claimed that first title in an Austro-Daimler, while other champions included Rudolf Caracciola in 1932.

By the mid-1930s the German championship had displaced the European, centring on events at Freiburg, Feldberg and Kesselberg. But in 1938 the major German mountain climb of the season was held in Austria, at Grossglockner. Hitler's troops had stormed unopposed into Vienna in March and Austria was now part of the Reich. A major sporting event running under the title of the Deutsche Bergmeisterschaft would only remind the world that Austria's national identity had been swamped by an irresistible force.

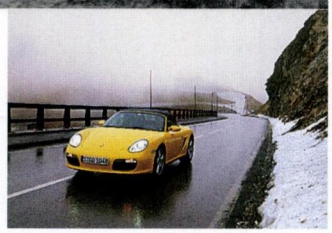
The original plan was to run the event over the full 21-mile distance of the Grossglockner pass, nearly three times the length of most European climbs. It was too ambitious. Seaman, now established as a Mercedes star, had paid a reconnaissance visit to Grossglockner at the behest of Alfred Neubauer. Although he had competed there before, Seaman was unimpressed – the road was in a poor condition and he considered it dangerous to race through the middle section of the pass, which included the Mittertörl and Hochtor tunnels that we passed through in the opposite direction on our dash to find the right photo matches. He had a point. The steep and twisting climb we made in drizzling rain would have been a daunting downhill plunge – terrifying with 450bhp under your right foot.

By the time the event was run at the end of August the organisers had changed the format to something more acceptable. Instead of one run over 21 miles, they chose two heats, the first starting at Ferleiten and finishing at Fuschertörl, a distance









Clockwise from main: view looking back from Fuschertörl over winding climb as another cloud rolls in; German soldiers watch Manfred von Brauchitsch tackle yet another hairpin in 1938; fog and cloud hurt visibility in the height of summer when events were run in the 1930s, never mind in November

of 7.8 miles. The cars would then drive through the demanding up-and-down eight-mile middle section to the start of the second heat near Guttal. This would be run over 4.9 miles up to Franz Josefs Höhe, an altitude of 7749ft, in sight of Grossglockner's summit and the great Pasterze glacier.

After his visit Seaman had decided not to compete, even with the change of format. That left Mercedes with Lang and Manfred von Brauchitsch in a pair of W125s facing Stuck in a lone short-chassis Auto Union – Hermann Müller had been due to join him but was out of action following a crash in the Swiss Grand Prix.

Then on race day the organisers were forced into another format change: the weather was awful and the second part of the climb was shrouded in thick cloud. The drivers protested until it was decided to run both heats over the first part of the climb.

In heavy rain Stuck beat Lang by 2.3sec over the first run. The road was dry for the second and Stuck managed to find a full 70sec on his way to the overall win. Von Brauchitsch, who had struggled in the rain, found a minute and a half, but it still wasn't enough to steal second overall from Lang.

A year later Europe was on the verge of war, but Mercedes and Auto Union turned out in force once again at Grossglockner. To show just how seriously Merc took this arm of the sport, it brought four specially built climbers: two 5.6-litre W125s and two 3-litre W154s from which Lang and von Brauchitsch could choose. Both drivers plumped for the bigger cars, which featured radiators fitted in the rear, cooled by a newly-developed steam system. The layout shifted weight to the back to help traction, while both drivers tried twin wheels during the practice runs. But when it came to the real thing they resorted to single wheels – the twins were not effective on the loose road surface and the extra width only made it harder to place the cars through the tight turns.

Following the format saga of the previous year, the organisers wisely chose to limit the event to the first part of the mountain pass, again over two runs. But this time Stuck's mountain crown would slip.

His team-mate Müller caused a surprise by outpacing Lang by 1sec over the first run, with Stuck just 0.4sec further back. Then conditions took a turn for the worse for the second run. Lang had practised hard over the Hochalpenstrasse, but his familiarity with the course made little difference. Thick fog hid the landmarks. At the end of his run, which left him shaken to the core, Lang was sure that he had been too slow to win. But everyone else had struggled in the soupy conditions. Stuck was 3.2sec slower at the finish, and the four-time German mountain champion shook Lang's hand for taking his title.

A month later Hitler's troops invaded Poland.

In the post-war years, competitive motorsport did return to the mountain pass, but it would always be hard to match the heady days of Mercedes and Auto Union. The road was perfect for motorcycle trials and also formed a stage of the Austrian Alpine Rally – Paddy Hopkirk and Henry Liddon took their works Austin-Healey to victory on this event in 1964. The last test was run over the Grossglockner – at night. It hardly bears thinking about.

In recent years a Silver Arrow has run again on the Hochalpenstrasse – even if it wasn't a pre-war car: in 1985 Hans Hermann was the star of the road's 50th anniversary celebrations at the wheel of a Mercedes W196.

Today the pass is a popular tourist destination, and with scenery this breathtaking it's easy to see why. It must be lovely in the summer – when you can actually see... We take a breather to look out over a precipice, gawping at the endless ridges and stark, overbearing rock faces. Then in a matter of seconds a fog cloud has clawed its way around us and we are blind again. That's what the brave mountain racers faced 60 years ago. In a sleek, comfortable Porsche Boxster it's no problem. In a Mercedes W125? No thanks. M

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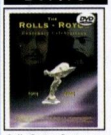
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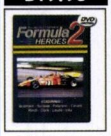
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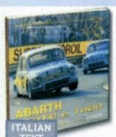
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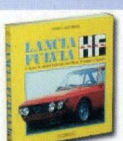
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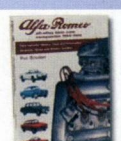
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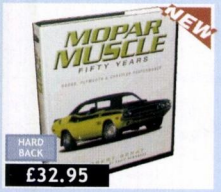
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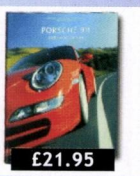
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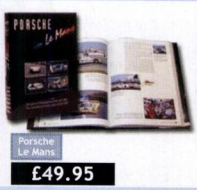


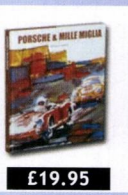


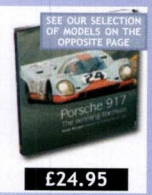
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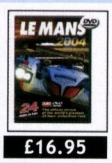


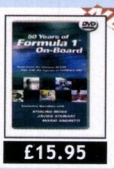




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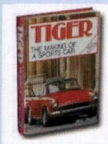
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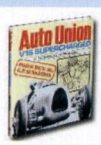
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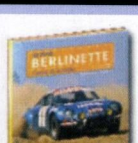


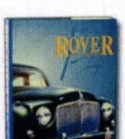




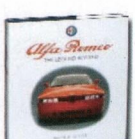












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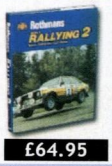
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Late developer

He was 27 when he saw his first race, but Robert Daley then spent a decade photographing grands prix. Here are some of those images – and his words

Robert Daley came to motor racing more by accident than out of any childhood passion for cars. As an aspiring 'stringer', a writer hoping to sell stories on spec, he attended the 1956 Winter Olympics where he fell under the spell of Alfonso de Portago. Having travelled to Sebring to interview the glamorous Spanish Marquis at the 12-hour sportscar race, he was spellbound not only by this new sport but also by the insouciance with which the drivers accepted the risks. He began to follow the grand prix parade around Europe, describing Spa, Monza, Lisbon and Oporto for his distant *New York Times* audience.

Becoming fascinated by the way these young men put their lives on the line for something which was in the end only a sport, he slowly began to learn the distinction between the brave and the merely fearless. He interviewed Enzo Ferrari, was snubbed by Mike Hawthorn and had a ride with Phil Hill. Then, when the *NYT*'s sports editor told him they paid $15 for every picture published, Daley bought a camera and taught himself how to shoot. A new world opened up for him. In 1963 he assembled 165 of his images into a book aiming to convey the speed, danger and commitment of this rarified life.

"In those years racing was a murderous sport," he wrote in that first edition. "Of 16 drivers in the first grand prix I saw, eight would die at the wheel, four before the year was out." That is why he called his book *The Cruel Sport*.

Four decades on, the book is being republished with new introduction and epilogue, though the text Daley wrote in those far-away, romantic, dangerous days, informed by his first-hand acquaintance with drivers, builders and mechanics, remains unchanged.

The new edition of *The Cruel Sport – Grand Prix Racing 1959-1967* is published this month by Motorbooks. ISBN: 0760321000. Price: £34.99.

Robert Daley's photographic archive is now part of The Klemantaski Collection. Tel/Fax: 001 203 968 2970. E-mail: klemcoll@aol.com. Website: www.klemcoll.com



Monaco 1961: "As practice opens, race director Louis Chiron dispatches the cars one by one, a few seconds apart, so that they do not hurtle into the narrow streets *en masse*. During race week the luxury is there to see: the women in jewellery, the crowded lobbies, the parties. While outside in the street those brilliant, uncouth machines ravage the silence of the town. The air is so electric that one sometimes finds it hard to breathe"

"John Cooper, age 39, serves as pit manager and, when he gets excited enough, as signal man, too. Cooper has no hero worship for his drivers; they are his pals. They help him put the cars together and afterwards all go out for a few beers. Cooper will have nothing to do with wild young men. Cooper's drivers, Brabham, McLaren, are steady, hard-working types. They love the machinery. They drive as fast as they can in a quiet, controlled way. They very rarely crash"



"Everything Stirling Moss does gets into the paper. When he lost his driver's licence one year for dangerous driving, his trial was reported in full. He is a very fast driver on public roads (some of his colleagues refuse to ride with him), and he had been in trouble with the traffic department before"





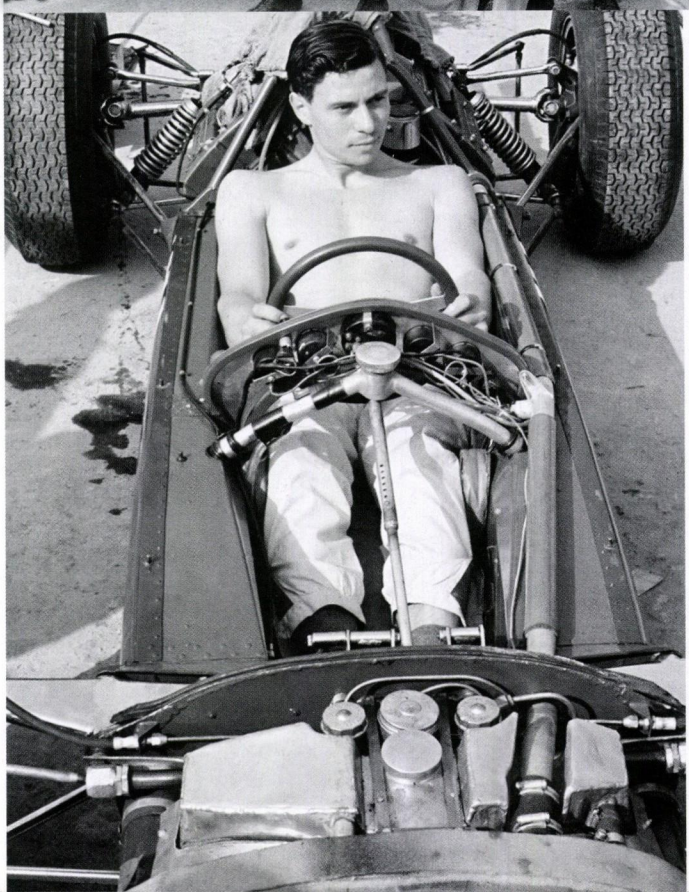
"There are no noblemen now, and few enough rich young men. There are a great many ex-mechanics, and there is a single ex-motorcycle champion, John Surtees - possibly the fastest motorcycle racer of all time. Everyone said he was a 'natural', would be a great racing driver, too. Surtees himself said nothing; he never says anything, except when he gets mad"



"For two and a half hours the grand prix driver is cooked by heat, dulled by fumes. The car fights to get away from him, as if it had a life of its own. At the end of the race, the driver's clothes are soaked through with sweat, his face is slack, his eyes unfocused. He is close to exhaustion. This is Phil Hill, second by 1.3 seconds in the 1962 Monaco Grand Prix, as he climbed from his car"

Monaco 1960 (below): "the drivers receive last-minute instructions from the starter, left to right: Innes Ireland, Alan Stacey, Tony Brooks, Stirling Moss (who won the race), Chris Bristow (in dark glasses), Bruce McLaren, Phil Hill, Richie Ginther, Wolfgang von Trips, Dan Gurney (partially hidden), Jo Bonnier. Stacey and Bristow were killed a month later, and von Trips in September 1961"





"The grand prix driver's work is to lie wrapped in his flimsy machine at speeds up to 160mph. He lies outstretched, his head forced forward by the 200 howling horsepower of his engine. A driver under contract to a factory, like Jim Clark of Lotus, receives a small retainer, but most of his income comes from starting money, split 50-50 between him and the factory. Prize money also is split 50-50; he averages a little over $1000 a week for the weeks he works"

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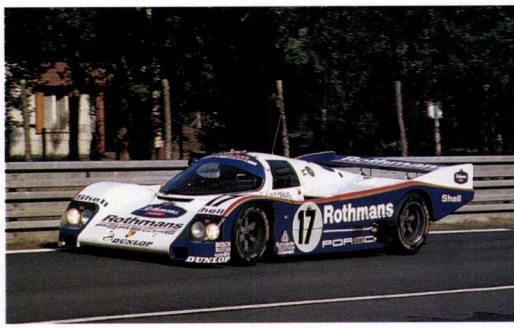
When Singer led the band

In 34 years as a technical chief at Porsche, Norbert Singer oversaw a host of successful sports-racing cars. His retirement from the company last year gave him an opportunity to look back with Gary Watkins at the models he masterminded



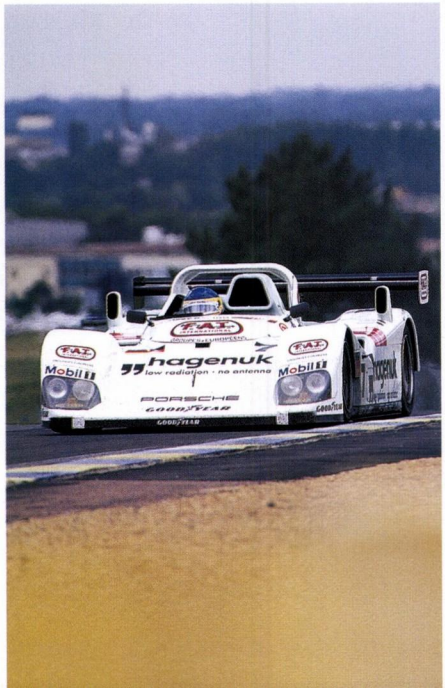












Clockwise from top left: two years on from debut win, Gregg/Haywood steered the Brumos Carrera to another Daytona win in 1975; Mass gets out of winning 935 in '77 Watkins Glen Six Hours; the Bell/Stuck/Holbert 962 heads for Porsche's sixth successive Le Mans 24 Hours win in '87; Alboreto shared winning WSC95 with Johansson and Kristensen at Le Mans in '97; just one of the 911 GT1 privateer cars - this is the Collard/von Gartzen JMB Racing machine at Hockenheim in '97; Dauer 962 managed to win at Le Mans in '94 - but would not be welcomed back



Gijs van Lennep and Herbert Müller dodged kneeling Sicilian blokes with white trousers to win 1973 Targa Florio

PORSCHE CARRERA RSR

Daytona 1973 provided a taste of what was to come over the next quarter of a century, though no one realised it at the time. The young Norbert Singer, just a couple of years into his Porsche career, had been given his first project to manage towards the end of '72. The 911 Carrera RSR made its first appearance in November, on the Rally of Corsica, and less than two months later it was given a debut win in the American 24-hour classic.

"The car was just four months old when we went to Daytona and we had this amazing success straight away," recalls Singer of the victory for Hurley Haywood and Peter Gregg in the works-backed Brumos-entered car. "It quickly turned into a successful year for us."

Seven weeks later the Brumos car had won at Sebring too, and before the season was out a factory entry would notch up victory in another classic, the Targa Florio. As well as that, a privately-entered car would win the European Championship for Grand Touring Cars.

The first in a long line of off-the-peg 911 GT racers had somehow taken up where the 917 had left off, although that was not how the project was conceived: the factory viewed the RSR only as a means of maintaining a motorsport presence after the 917 Can-Am project ran its course at the end of 1973.

Career 1973-87
Major wins Daytona 1973, '75 & '77; Sebring '73, '76 & '77; Targa Florio '73. World Championship 4, IMSA 37
Drivers Hurley Haywood, Peter Gregg, Mark Donohue, Herbert Müller, Gijs van Lennep, Leo Kinnunen, Claude Ballot-Lena, John Fitzpatrick
Chassis Steel unitary (grp aero aids)
Engine 2.8 to 3.0-litre flat-six, normally aspirated

"It was clear Porsche could not afford a big racing programme anymore," explains Singer. "Dr Ernst Fuhrmann had taken over as the head of the company from Dr Ferdinand Pïech and wanted to stay in racing, but at the lower level. The idea was to produce a GT car and offer it to customers."

The first step was to build a homologation special in sufficient numbers to allow entry into the Group 3 category. Weight reduction was the key because the car would race at its homologated weight, and the result was the lightweight Carrera RS, the first 911 to wear the famous duck-tail rear wing.

The RS was only the starting point, however. Singer and his team now had to turn a hot road car into a true racer and, specifically, adapt the car to run on coil springs rather than the 911's then-standard torsion bars.

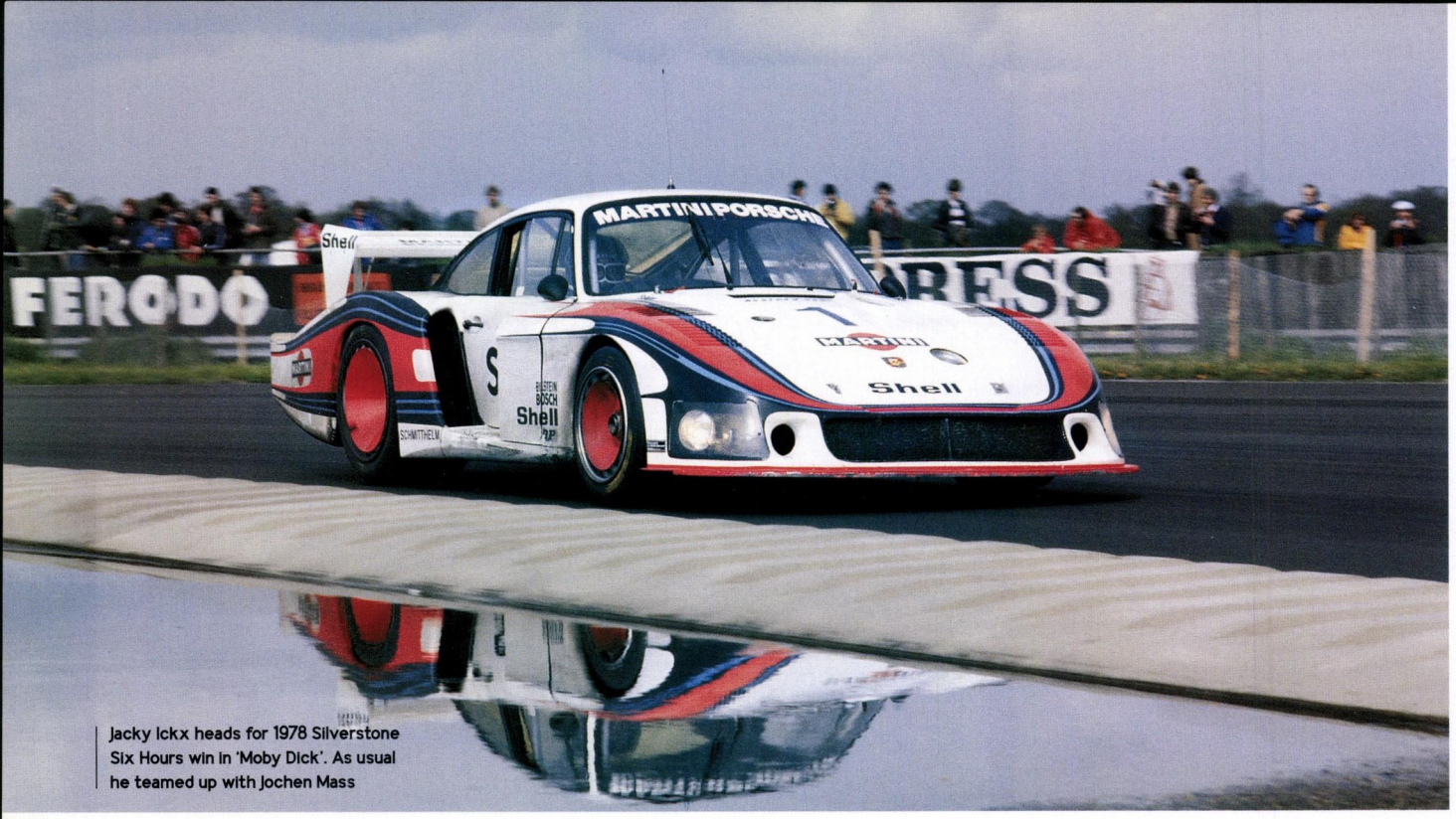
"Clearly coils made more sense for racing," explains Singer. "Not only could the springs be changed more quickly, but we were at the limit of stiffness with torsion bars. The rules allowed us to do this, but we had to make the chassis more rigid to accept the additional loads."

Evidence that the job had been done well came at Daytona. There may have been only a small number of prototypes present, but the two Carrera RSRs dominated much of the race. The Penske car was leading when a flywheel problem put it out on Sunday morning, which left the way clear for Haywood and Gregg.

"Daytona was an amazing success really," says Singer. "Don't forget the car was only four months old." »

'It was a lovely machine and wasn't as tail happy as some of the GT Porsches I had driven before. By the time I won the FIA Championship for Grand Touring Cars in 1974 it was a very stable race car and incredibly reliable. I stuck with the RSR through into '75 and it got better and better every year.' John Fitzpatrick

Murenbeeld/LAT LAT



Jacky Ickx heads for 1978 Silverstone Six Hours win in 'Moby Dick'. As usual he teamed up with Jochen Mass

PORSCHE 935

The Carrera RSR may have been a winner first time out, but that didn't satisfy the inquiring minds at Weissach. Within months a more developed version of the car was being pitched against Matra and Ferrari prototypes and, within a year, there were even bigger developments. When Norbert Singer and Porsche added a turbo they were sowing the seeds for the next big project – the 935 Group 5 racer.

"We were aware that new rules based around production cars were coming to replace the 3-litre prototype formula," says Singer. "The GT rules limited development because, more or less, you could only run what you had homologated. Then we came up with the plan to run the car in the prototype class. That gave us the freedom to try things for the future."

The first step was a bigger rear wing, the so-called whale-tail and suspension modifications. It was in this specification that the Carrera RSR claimed a shock Targa Florio victory courtesy of Gijs van Lennep and Herbert Müller in '73.

The same pairing then took an even more surprising second overall at Le Mans one year later. "For 1974 we made a new car with a turbocharged engine," says Singer. "It was built like a prototype, although it was still based on the 911."

The first 935, designed to the new-for-1976 Group 5 silhouette formula, clearly built on the experiences of the RSR. Porsche pipped BMW to the World Championship of Makes title in the first year of the new category, and there began a cycle of development leading to more and more extreme 935s.

"The first version looks like a modified 911, but the 935/77 was a step further," says Singer. "Not only were we gaining experience year by year, we were also learning what we could do under the regulations."

The last factory Group 5 Porsche, the 935/78 (or 'Moby Dick'), was "almost a prototype", according to Singer. "The front bulkhead and the rear end were 911, but in between it was like a spaceframe chassis."

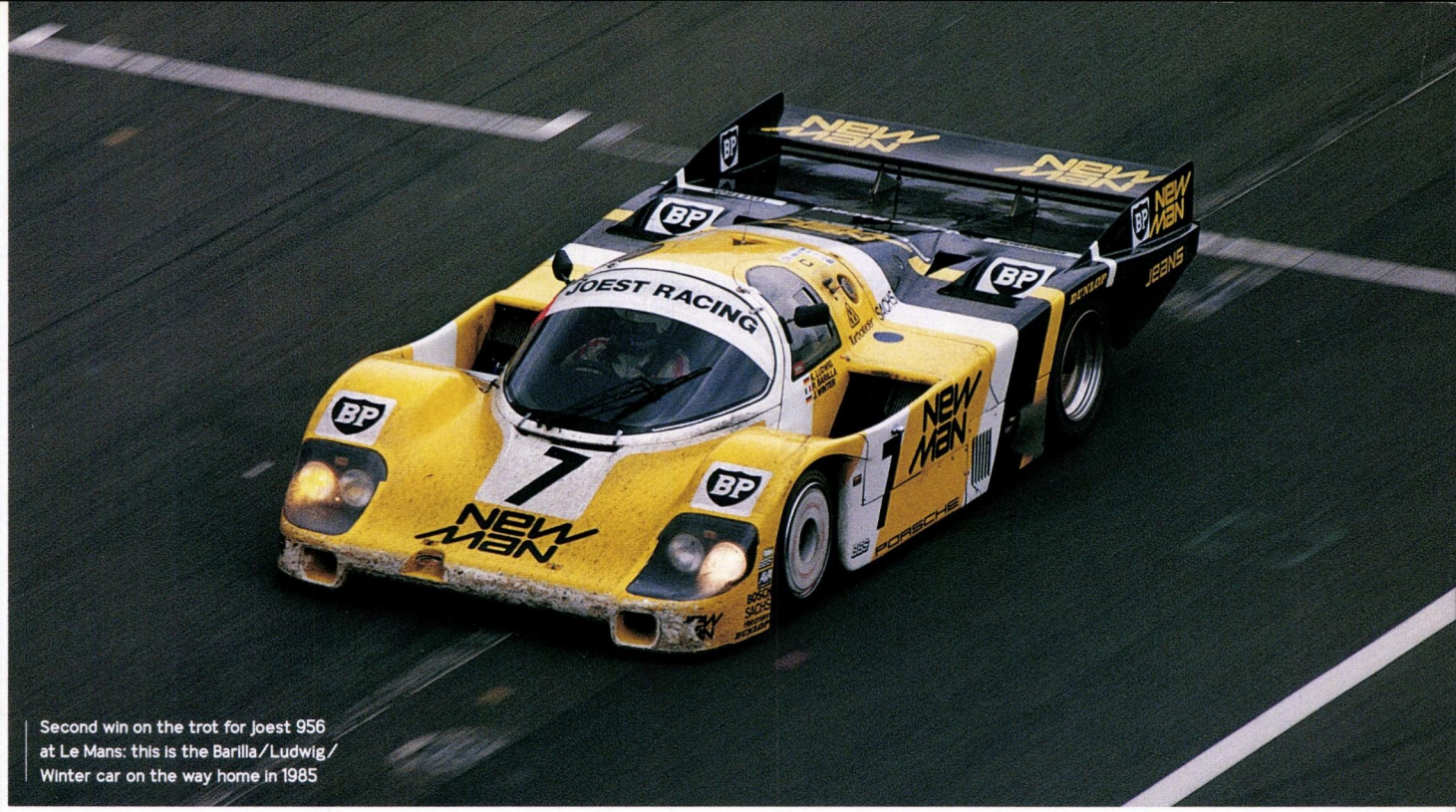
Porsche wrapped up a third straight WCM title with the 'Moby Dick', though the big prize at Le Mans eluded the car. The 935 was beaten to overall honours in the 24 Hours in 1976 and '77 by the 936 prototype developed under the stewardship of Helmut Flegl, and then by mega-buck Alpine-Renaults in '78.

The 935 did go on to win Le Mans, of course. By 1979 Singer was on the 936, but a further development of his Group 5 racer, Kremer's K3, claimed victory after the Porsche prototypes hit engine problems.

The 935's contemporary racing career had yet to reach the halfway mark – the car would still be winning important races as late as 1984.

Career 1976-86
Major wins Le Mans 1979, Daytona '78-'83, Sebring '78-'82, '84; World Championship 35, IMSA 66
Drivers Jacky Ickx, Bob Wollek, Danny Ongais, Bob Garretson, Brian Redman, John Fitzpatrick, AJ Foyt, Stefan Johansson, Bobby Rahal, John Paul
Chassis unitary body with grp floor / aluminium semi-spaceframe
Engine 2.85 to 3.2-litre flat-six turbocharged (twin for some K3s)

'It was a good car, or I should say a very powerful car that didn't have such great handling. I'm not sure anyone loved it as a race car because it had a lot of turbo lag and a four-speed gearbox. That changed when the 'Moby Dick' came along. It was like a prototype in comparison to what we had before.' Jochen Mass



Second win on the trot for Joest 956 at Le Mans: this is the Barilla/Ludwig/ Winter car on the way home in 1985

PORSCHE 956/962

It must count as the most difficult task of Norbert Singer's career. Once he'd caught up on his sleep after overseeing victory in the 1981 Le Mans 24 Hours with the 936/81, he had to begin work on the successor to a car that had won the big one three times in five attempts. The result of six months' hard work turned out to be the greatest sportscar of them all – the 956/962.

Not that Singer felt he had a monkey on his back when it came to building a car to the new Group C fuel-formula regulations. "When you've just won Le Mans your motivation is very high," he says. "The car was all new apart from the engine, which we had tried out in the 936/81, but we knew what we had to do and we knew we had more tools to achieve it."

The 956 would become the first Porsche with an aluminium monocoque chassis and the first to run ground-effect aero: Singer and his team were on a steep learning curve.

"We heard some crazy numbers from Formula One about the downforce you could get with ground-effects, so we wanted to see what we could achieve," he remembers. "We weren't allowed to run skirts, but we tried them to see what would happen. We expected to get more downforce, but instead we got less. We realised that we needed to take air under the car from the sides."

Career 1982-98
Major wins Le Mans 1982-87, Daytona '85-'87, '89, '91, 95; Sebring '85-'88; World Championship 39, IMSA 55
Drivers Jacky Ickx, Stefan Bellof, Al Holbert, Mario Andretti, Klaus Ludwig, Henri Pescarolo, Ayrton Senna
Chassis Aluminium monocoque
Engine 2.65 to 3.2-litre flat-six turbocharged

Porsche's 1982 programme was centred on Le Mans. After second place on the car's debut in May's Silverstone 1000Km, the Rothmans-backed works squad turned up at the Circuit de la Sarthe with a three-car team and promptly walked away with a clean sweep of the podium. Not surprisingly, Singer rates it as the sweetest of the six straight victories for the 956 and the longer-wheelbase 962 in the 1980s: "It is my favourite not only because it was the first, but also because it was a surprise. We had done just two endurance tests. To finish 1-2-3 was pretty remarkable."

That run of victories at Le Mans isn't the only reason why the 956/962 has a special place in both the history books and the hearts of a generation of sportscar drivers, team managers and fans. Porsche's Group C design was the ultimate customer sportscar, a car any driver could handle and any team could run. If you were good enough you could win races, even against the might of the factory team.

Joest Racing proved this the first time privateer cars went up against the factory, at Monza in 1983. It would prove it again and again, most famously at Le Mans in '85.

Customers were still winning a decade later: Joest triumphed in the Daytona 24 Hours in 1991 and Kremer did likewise with its open-top version of the 962 in '95.

The car's career still wasn't finished and it was still competing into the late 1990s, notching up a final tally of race victories in excess of 250 in all competitions. A worthy successor to the 936 after all. »

'The 956 and the 962 were such amazing cars that we all took them for granted. You got in one knowing it wouldn't break and expecting to get a good result. I can hardly remember one ever letting me down. It did everything so well and was such a driveable racing car. It was a big part of my life.' Derek Bell LAT



FAT chance: Mauro Baldi steers Dauer Porsche to '94 Le Mans win with Yannick Dalmas and Hurley Haywood

DAUER 962 LE MANS PORSCHE

Depending on who you talk to, Porsche missed out on class victory on the return of GT cars to the Le Mans 24 Hours in 1993: the 911 Turbo S LM had been leading comfortably when it was rear-ended by a slower car and Jaguar's XJ220C came through to win on the road.

It didn't matter that a normally-aspirated 911 RSR was eventually credited with GT honours after the best of the TWR Jags was excluded. Porsche knew that it needed a new car if it was to be at the forefront of the revived class, especially after an advance party from McLaren Cars turned up at the event that year.

"To us it was clear that there would be a McLaren F1 on the grid in 1994," says Singer. "We were asked by Horst Marchart [the board member in charge of motorsport] how we were going to beat that car and I remembered that I had run into Jochen Dauer at the Frankfurt motor show a few weeks before."

Sometime Group C privateer Dauer had exhibited a 962-based supercar at Frankfurt and had asked Singer for help in homologating his creation for the road. "That's how we came up with the plan to homologate the Dauer car for the road, then build a GT version."

The result of this plan was the awkwardly-named Dauer 962 Le Mans Porsche, a car that was much more than a Group C racer with numberplates. "It was not the work of a moment, even after we had turned it into a road car," remembers Singer of the project. "The car was required to have a flat bottom and we had to adapt it to run on much narrower tyres."

These constraints ensured that Porsche didn't go to Le Mans with overall victory in mind. Group C cars, albeit in modified form, were eligible for one last year and a pair of factory-blessed Toyotas and two Porsche-engined Courages went into the race as favourites.

"We went there trying to win the class," explains Singer. "The prototypes were clearly much faster than us and we only won because of their bad fortune."

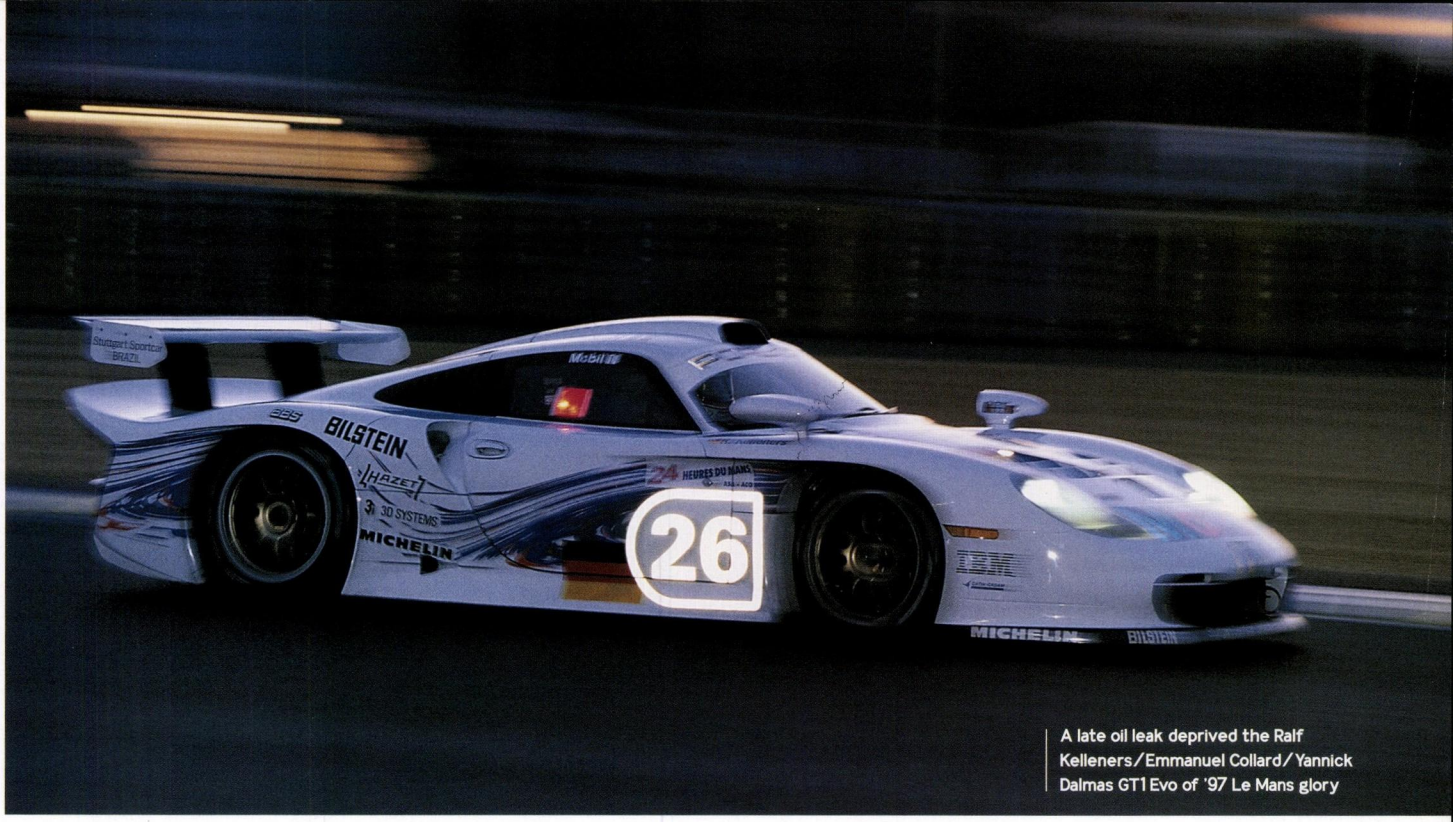
Lady Luck smiled on Porsche in the closing stages when the leading Toyota hit gear-selection problems. The best of the Dauer Porsches, driven by Yannick Dalmas, Mauro Baldi and Hurley Haywood, proved to be in the right place at the right time and came through to score an unlikely victory.

The Dauer Porsche turned out to be a one-race special. Even before June 1994 Porsche had been told by Le Mans rules boss Alain Bertaut that the car wouldn't be welcomed back. "He said our car was to the letter of the rules, but it was outside the spirit," says Singer. "He made it clear that he would stop us coming back in the future. There was never any plan to continue with that car after 1994."

The Dauer Porsches were wheeled off to the museum, but not before they had given an almost eternal Porsche design a remarkable eighth victory at Le Mans.

Career 1994
Major wins Le Mans 1994
Drivers Yannick Dalmas, Hurley Haywood, Mauro Baldi, Hans Stuck, Thierry Boutsen, Danny Sullivan
Chassis Aluminium monocoque
Engine 3.0-litre flat-six turbocharged

'It wasn't an easy car to drive at all. The lack of downforce and the narrow tyres made it very tricky compared with a Group C 962. We only won Le Mans because we got lucky, but the car was still fast and very reliable. It was amazing really given that the car had been done in such a short space of time.' Mauro Baldi



A late oil leak deprived the Ralf Kelleners/Emmanuel Collard/Yannick Dalmas GT1 Evo of '97 Le Mans glory

PORSCHE 911 GT1

The McLaren F1 may have appeared a year late according to Porsche's predictions, but when it did arrive in 1995 it picked up the goalposts and ran with them in the brave new world of the Global Endurance GT Series. Not only did it dominate the burgeoning championship, the F1 GTR racer even picked up a surprise win in the Le Mans 24 Hours.

Porsche wanted a slice of the action, but the experience with a beefed-up GT1 version of its new 911 GT2 during 1995 led to the realisation that a rear-engined car was never going to beat Gordon Murray's creation. "We did what we always wanted to do with the 935 – turn the engine around," remembers Singer. "It was obvious that if we were going to beat the McLaren we needed a mid-engined car."

The 911 GT1 also gave Porsche the chance to go for victory at Le Mans: "The original idea was to do a car to win GT, but it became clear that the organisers wanted equality between the prototypes and the GT1 cars. That was good news for us because building a GT made more commercial sense for Porsche."

The twin constraints of the marketing men and the need for type approval resulted in the car mating the front end of a 911 with a racing rear end. "The car had to be as close as possible to the 911," explains Singer. "It was quite easy to use the front part of the standard car and all the safety features, which was important for the road homologation. I would say that the car was 80 per cent 911 from the front of the car to just behind the driver."

Career 1996-2003
Major wins Le Mans 1998 (GT1-98); Global Endurance 3
Drivers Thierry Boutsen, Emmanuel Collard, Danny Sullivan, Jörg Müller, Allan McNish, Laurent Aïello, Stéphane Ortelli, Bob Wollek, Hans Stuck
Chassis Steel unitary/spaceframe; carbon monocoque (GT1-98)
Engine 3.2-litre flat-six turbocharged

The use of the standard 911 gave Singer and his design team a problem: "The 911 has MacPherson struts, but we clearly needed double wishbones. The lack of space meant we had a short upper A-arm."

The result was a car with a natural tendency towards understeer, though that didn't stop it trouncing the McLarens in three end-of-season appearances in the '96 Global series. A revised car, the so-called GT1 Evo, addressed this problem and had the pace to beat Joest's WSC95 at Le Mans in 1997, but for an oil leak with 90 minutes to go.

Porsche's attempts to win Le Mans with a 911-derived car had failed, though an all-new carbon-chassis contender bearing the GT1 monicker would put the record straight one year later.

This 911 GT1-98 was designed in conjunction with Dutchman Wiet Huidekoper and its monocoque built by an outside supplier in Britain, leading to the suggestion that Porsche's most recent Le Mans winner was not a Singer car. That's not strictly true, because the veteran still headed up the project in his capacity as the general manager and chief motorsport engineer at Weissach.

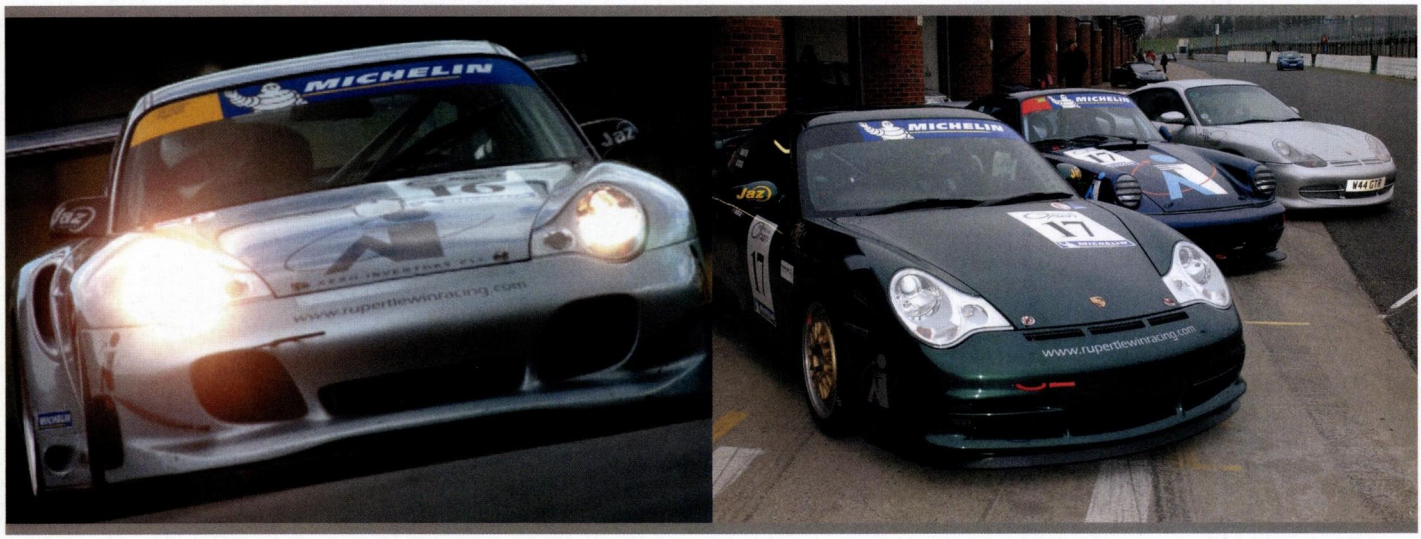
The 1998 win for Allan McNish, Laurent Aïello and Stéphane Ortelli was victory number 11 for a 'Singer car' at Le Mans. And that's not counting Kremer's 935 win in '79. »

'It was a compromise because the front end was a regular 911 front end with a racing rear end bolted on the back. I always believed that the car lacked rigidity. I have to say that it was always fun to drive and there is no doubt that the car was capable of winning Le Mans in both years. Not a classic, but not bad.' Hans Stuck

LAT

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First of two Le Mans wins for Joest-run car, driven by Davy Jones, Alex Wurz and Manuel Reuter in '96

WSC95

Think of the WSC95 and the names TWR and Joest spring to mind long before Porsche. The heritage of a car that was based around Jaguar's title-winning XJR-14 is clear to see and its record in the hands of Reinhold Joest's team has left an indelible mark in the history books. Yet the factory's role in its back-to-back success at Le Mans has been overlooked.

The WSC95 prototype programme was abandoned in the run-up to the car's debut in the 1995 Daytona 24 Hours when it was handed a brace of performance penalties. The two chassis were sent back to Europe from TWR's US base and a trip into the wind tunnel at Porsche's Weissach development facility gave Singer the explanation to the strangest of problems encountered on the first test of the car.

"Scott Goodyear came on the radio at Charlotte as he passed the pits and said, 'Look what I can do'," remembers Singer. "He was turning the steering wheel on the straight and nothing was happening. When we put the car in the wind tunnel we found it had lift on the front."

When Joest managed to persuade his friends on the Porsche board to loan him the cars for the Le Mans 24 Hours, Singer began a much-needed programme of aerodynamic development. The front end was reworked and the WSC95 became a car capable of winning Le Mans. The only problem was that Manuel Reuter, Davy Jones and Alex Wurz beat the works-run cars one lap down. The result meant mixed emotions for Singer: "Straight after the race it was disappointing, but after a night's sleep we all realised that one of our cars had still won."

Joest only had the cars on loan, but his deal with Porsche allowed him to keep one if he happened to win the race. No one stipulated that it had to be parked in his museum and the car duly turned up, without Porsche's blessing, to fight against the factory 12 months later.

This time Singer's team had the edge on speed, but not reliability. Joest's WSC95, chassis 001, took a second straight victory just as his 956 had done a dozen years before, this time with Michele Alboreto, Stefan Johansson and Le Mans debutant Tom Kristensen driving.

The WSC95 was brought back under the factory umbrella for 1998 and reworked for a second time to take part in a twin-pronged attack on Le Mans in the company's 50th year. This time Porsche's latest GT turned the tables on the open car, though Singer reckons it could have been different: "The cars had the speed to win again, especially when you consider that our 911 GT1-98s each spent half an hour in the pits. All the good luck they'd had in the previous two years was repaid."

Career 1995-98
Major wins Le Mans 1996, '97
Drivers Mario Andretti, Geoff Brabham, Manuel Reuter, Davy Jones, Tom Kristensen, Stefan Johansson, Michele Alboreto, Yannick Dalmas
Chassis Carbon-composite monocoque
Engine 3.0 to 3.2-litre flat-six turbocharged

'It was a fantastic race car; I'd go as far as saying that it was one of the greats. It was more or less perfect in every way and the package was just right for Le Mans. It had a great engine and gearbox and a lot of downforce, which made it very easy to drive. And it never seemed to go wrong.' Stefan Johansson

LAT

X-ray spec

Lola Mk4

It beat Ferrari in its debut year, so why did this project die? Keith Howard speaks to its instigator

John Surtees completed his unique double of world championships on both two and four wheels driving the Ferrari 158 in 1964. But it isn't beyond the bounds of reason that he might have done it at the wheel of a car built in a small, unassuming factory just across the road from where he lived at the time in Bromley, Kent. That's where Lola Cars Limited had moved from its original premises in Byfleet, to save designer Eric Broadley commuting time from his home near Orpington.

Lola was a young company with modest facilities and limited experience. Founded in 1957, it hadn't built its first single-seater until '60 and had never attempted a Formula One car. Yet the self-effacing Broadley's reputation was already such that in '61 Surtees felt confident enough to suggest that he design a car for Roy Salvadori and himself to drive in '62. Disenchanted with piloting customer Coopers during the '61 season, Surtees reckoned he might as well take the bold step of commissioning a car from a promising but untried source. It was a brave but also insightful decision which established a strong working relationship between the two men that would achieve its zenith with the Lola T70 sportscar.

Surtees had finished a disappointing 11th equal in the drivers' championship in 1961, a single place ahead of what he'd achieved the previous year in just four races for Lotus (three of which ended in retirement), while he continued to campaign motorbikes. In '62, driving the new Lola – which had initially been fitted with the four-cylinder Coventry-Climax FPF for testing, pending arrival of the FWMV V8 – he came fourth. At Ferrari the following year he wouldn't better that, even with the vastly superior facilities, budget and experience on offer at Maranello. In the nine races of '62 Surtees and the Lola Mk4 finished in the points five times, twice – at Aintree and the Nürburgring – in second place.

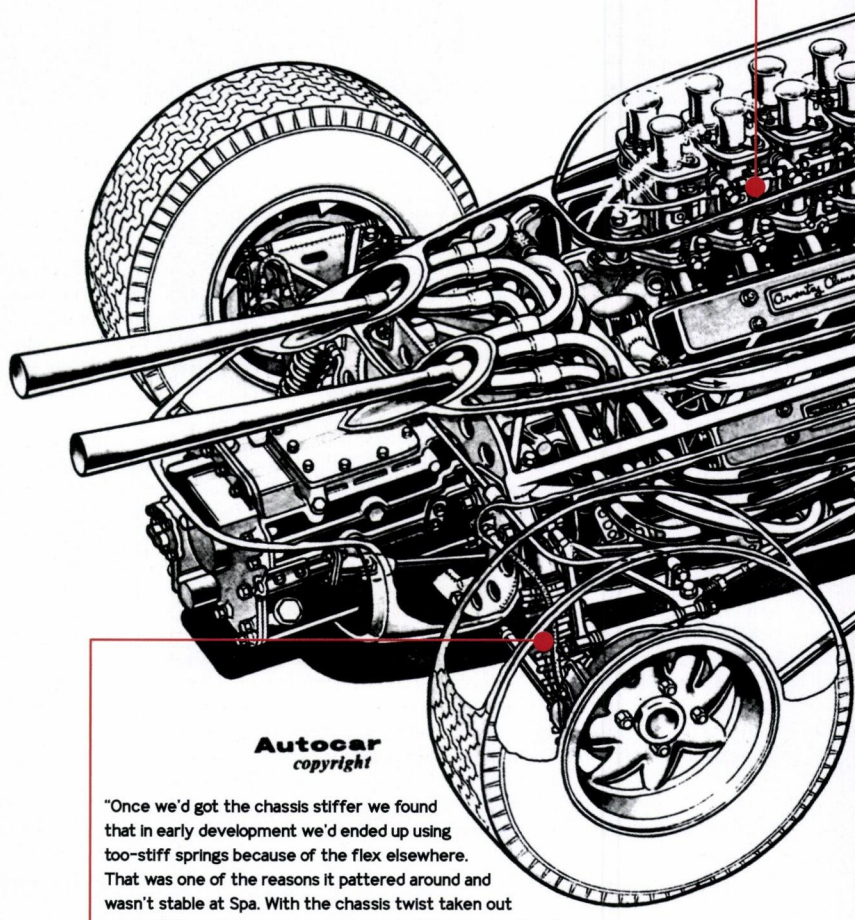
It was a project that clearly deserved better than to be quietly disbanded at the end of the season. But uncertainties over engine supply and funding persuaded Surtees to make the move to Ferrari, and without Big John the impetus was lost. Broadley continued to build his company's reputation elsewhere, although Lola revisited F1 from time to time over the following 35 years. Had a little better fortune secured a second season in '63, as Surtees explains here, things might have been so different.



LAT

Surtees led non-points F1 race at Reims in 1962 until valve spring broke

"The project was killed off at the end of the 1962 season by the fact that Coventry-Climax said they would only supply their traditional teams in future," says Surtees. "That was the final straw that sent me to Ferrari. I think if I'd stayed we'd have had continued financial support from sponsors Bowmaker-Yeoman because, let's face it, we finished in front of Porsche and Ferrari that year. For a new manufacturer to Formula One it was probably the best performance there has been. Considering there was relatively little testing and we had to sort out the bugs as we raced, it was a remarkably successful season. The biggest problem was getting any time to test with the new Climax V8. We had to catch up because others had their engines before us. When I got to Ferrari I had to start afresh - it would probably have been better to put the Ferrari engine in the Lola chassis!"



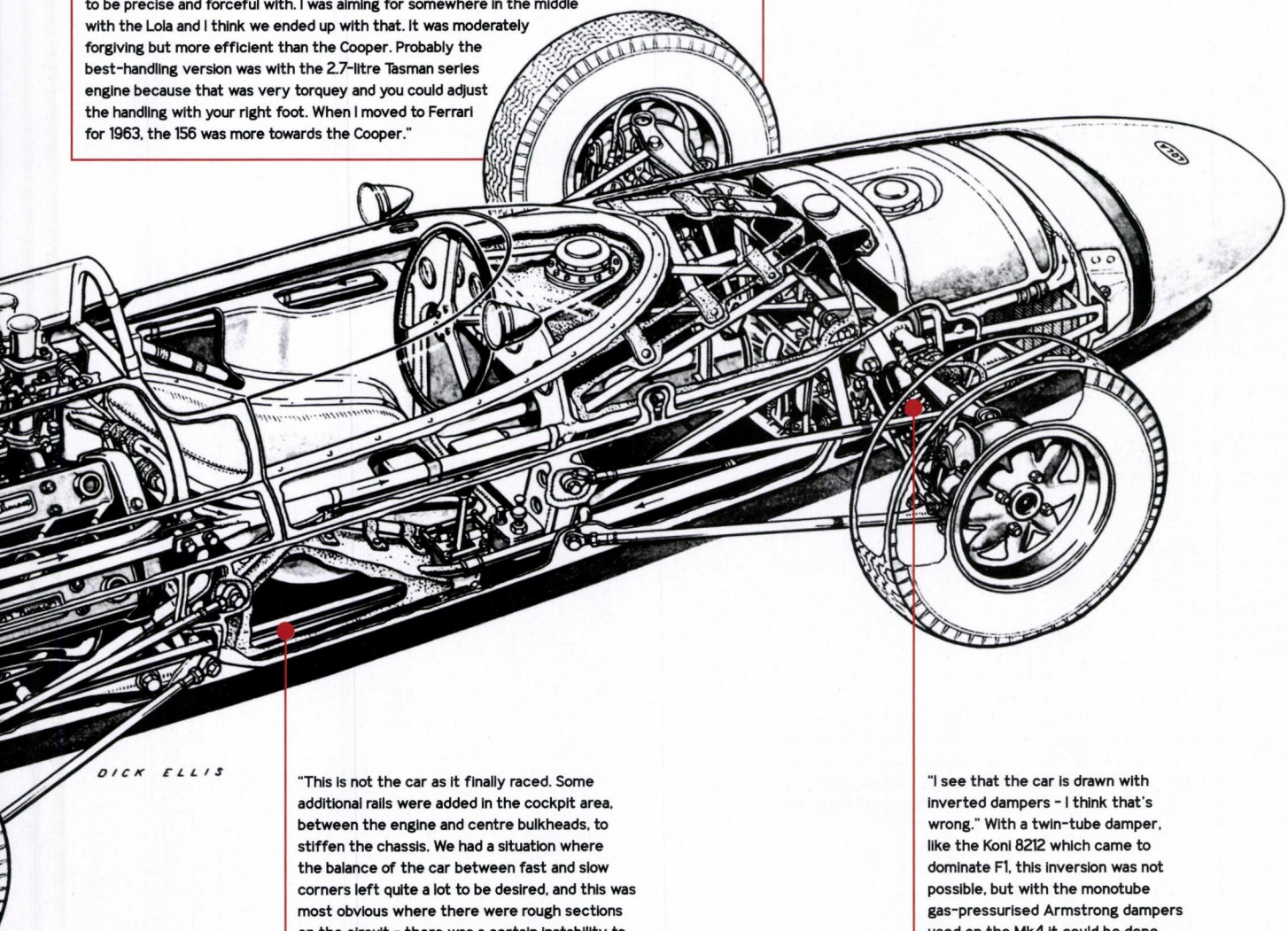
Autocar
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"Once we'd got the chassis stiffer we found that in early development we'd ended up using too-stiff springs because of the flex elsewhere. That was one of the reasons it pattered around and wasn't stable at Spa. With the chassis twist taken out we could tune the suspension more sensitively and soften the car up. We didn't have to make any major geometry changes because, apart from that chassis twist, the car handled well from the outset. [In testing at Brands and Silverstone, it had set record times for a four-cylinder car.] If a racing car doesn't work relatively well straight from the box you'd better start again because you never really catch up. Look at where it had its successes, like the old Longford road circuit in Australia - that was quite frightening at the speeds you achieved with the 2.7-litre engine. The car performed well in wet races too. I had quite a tussle with Dan [Gurney] and Graham [Hill] at the Nürburgring, and a car's got to work pretty well to get round there."

SURTEES ON LOLA'S FORMULA ONE GRADUATION

"I did four races for Lotus in 1960. Colin Chapman and I agreed that I would continue in '61, alongside Jimmy [Clark], and I'd retire from motorcycling. But Innes Ireland raised such a stink that I walked away. Reg Parnell stepped in and said, 'Drive for me, we can have works Coopers.' Actually we ended up with two customer cars. That year was a learning curve for me. Both Ferrari and BRM asked me to join them but I said to Reg, 'How about Eric Broadley designing a car for us [for '62]?' From what I'd seen, he was the one person who could challenge Colin Chapman. Reg said he thought he could sell the idea if I stayed, so I did and we did a deal with Eric. I think we paid him £2250 per chassis."

"The Mk4's handling was closer to a Lotus than a Cooper. The Cooper was a very forgiving car and better, in my opinion, with the bigger engines. The Lotus 24 was more knife-edge, and that was the same with the 18 I'd driven in 1960. It wasn't a car that you threw around – it was a car you had to be precise and forceful with. I was aiming for somewhere in the middle with the Lola and I think we ended up with that. It was moderately forgiving but more efficient than the Cooper. Probably the best-handling version was with the 2.7-litre Tasman series engine because that was very torquey and you could adjust the handling with your right foot. When I moved to Ferrari for 1963, the 156 was more towards the Cooper."



DICK ELLIS

"This is not the car as it finally raced. Some additional rails were added in the cockpit area, between the engine and centre bulkheads, to stiffen the chassis. We had a situation where the balance of the car between fast and slow corners left quite a lot to be desired, and this was most obvious where there were rough sections on the circuit – there was a certain instability to the car. This showed up particularly when we went to Spa, going down the Masta straight. It was not that easy to keep the car on line. It was while we were there that a jack was put under the car as Eric and I were standing beside it thinking about the problem. I said, 'Eric, have you noticed that we're keeping the two front wheels on the ground?' He said, 'Ah!' – it was a bit of a giveaway! When we got back the stiffening was added and it transformed the car."

"I see that the car is drawn with inverted dampers – I think that's wrong." With a twin-tube damper, like the Koni 8212 which came to dominate F1, this inversion was not possible, but with the monotube gas-pressurised Armstrong dampers used on the Mk4 it could be done, potentially saving some unsprung mass. "People certainly played around with this at the time but, because we hadn't had long development experience with gas-pressurised dampers, we generally didn't use it."



Demon tweets

There ain't no substitute for cubic inches, as Richard Heseltine discovered on being let loose in the monstrous 'Hairy Canary' AC Cobra

photography by David Shepherd



Hack to snapper: 'Can you make Surrey look a bit more like Hawaii?' Hairy Canary won the Hawaiian GP in October 1963

There's nothing like a little revenge for getting back at folks. Ask Carroll Shelby. The most famous big-hat-wearing chilli magnate in motor racing dreamed of kicking Enzo Ferrari into touch and did just that with the Cobra, conferring legitimacy on his Anglo-American hot rod in the process. It was legitimacy born of Ford's Total Performance programme, the Blue Oval having been jilted at the altar by *Il Commendatore* during a proposed takeover in the early 1960s. Ford wanted blood and turned to Shelby; the Texan was all too happy to take its coin and spill some.

Deciphering the actual and the apocryphal when it comes to Shelby and the Cobra isn't an easy task amid the many conflicting stories and clashing egos. The lifespan of the Cobra was but five short years with production of just under 1000 cars. Nonetheless, due in part to Shelby's showmanship (not to mention race results), the Cobra soon entered into legend, later becoming the most replicated car on the planet.

Some achievement for a man who, on leaving the US Air Force after WWII, had tried his hand at everything from driving dump trucks to chicken farming, the latter activity resulting in bankruptcy in the wake of Lumberneck Disease all but erasing his stock. Fortunately Shelby had discovered motor racing and, from his first tentative outing in an MG TC at Norman, Oklahoma in May 1952, he swiftly became one of America's standout road racers, peaking with that famous win in the '59 Le Mans 24 Hours for Aston Martin (with Roy Salvadori). Not that he was in a fit state to capitalise, being forced to retire as a driver in 1960 on being diagnosed with angina pectoris.

Luckily there was a back-up plan. On moving to California to act as a distributor for Goodyear racing tyres, Shelby set into motion his long-nurtured aspiration to become a car manufacturer. Not for him creating a car from scratch – instead he opted for shoehorning a large displacement engine into a European-built chassis. Touring the many constructors, the union of Austin-Healey body/chassis and 283cu in Chevrolet V8 power was apparently considered but BMC, Donald Healey and General Motors were all apathetic to the idea.

Enter AC Cars. While it would later be airbrushed out of the Cobra story, dismissed as a mere 'subcontractor' in many US publications, the union of the brash American and this tiny British marque seems entirely natural in hindsight. The Thames Ditton firm's delectable AC Ace had proven itself in competition, initially with the John Weller-conceived in-house straight-six and later Bristol and 2.6-litre Ford power. Success wasn't limited to Europe, the Ace-Bristol dominating in US national SCCA categories from 1957 to '61, despite being routinely bumped up a class at the end of every other season to give rivals a fighting chance.

Shelby had witnessed this success first hand but was also aware that the British minnow was struggling, the market for small-volume hand-built sportscars having dwindled during the 1950s. The Hurlock family-run firm survived by manufacturing fire-fighting equipment and carriages (railway and invalid).

So AC was receptive to the idea, while Ford had just ushered in the Total Performance programme, one of its principals being Dave Evans, a man well known to Shelby. The upshot was that a couple of 221cu in (3.6-litre) Ford V8s were dispatched to Shelby's office, rented from hot rodding legend Dean Moon. Meanwhile AC's chief engineer, Alan Turner, set to modifying the Ace's frame to accommodate the new unit, adding among other things an extra 3in crossmember to the chassis fore of the diff and redesigning the rear suspension tower to permit the relocation of the brakes to an inboard position (also necessitated by the decision to use a Salisbury 4HU diff). The first car, referred to in the Surrey factory as the AC Ace-Cobra, was tested and ready for shipment by February 1962. Then the engine was whipped out as news filtered through that on the other side of the Atlantic was Ford's new 260 cu in (4.2-litre) V8, all set to become standard equipment.

Shelby, in the interim, had been busy buying a race shop from Scarab founder Lance Reventlow, who was battling the IRS. In doing so he inherited legendary fabricator Phil Remington. And it was he who »



By the '70s HC had been heavily modded

built the second Cobra and the first to be campaigned. Driver Billy Krause turned up at Riverside in October 1962 and proceeded to build up a mile and a half lead over the chasing Corvettes before dropping out with hub-carrier failure. The Cobra had arrived.

And how. By the time the 1963 Sebring 12 Hours had rolled by, the Cobra had been given an upgrade to 289cu in (4.7-litre) power and gained MGB-sourced rack-and-pinion steering (features soon lifted for MkII road cars). Six were entered, best result being a lowly 11th overall and eighth in class. Nonetheless, Shelby American steamrollered its way to the USRRC series title by the end of the year, prompting an all-out attack on Europe for 1964 (see page 79) and unleashing the less lovely 7-litre Cobra 427 that same year. In tandem it was teaching a similar trick to a different pony in the form of the Mustang GT350 and spearheading Ford's big push with the GT40.

In total 32 'leaf-sprung' factory competition cars were built along with a further 31 Independent Competition Cars sold to privateers. The 'Hairy Canary' belonged in the latter group and was the first with rack-and-pinion steering and the 289cu in motor.

The first owner was Dick Neil. In 1963 this Datsun agent attempted to drive his previous Cobra '260' from his Massachusetts home to the West Coast but broke down in Syracuse, New York and had to truck it the rest of the way to Los Angeles. At this juncture Carroll Shelby offered to take the car in trade for a new 289, chassis number CSX 2151, that he promised would be the first of the



Five-bolt 289 V8 produces around 390bhp

'Neil kicked off '64 season with a win at Kahuka'

'1964 model year'. The car was actually delivered in street trim in Vineyard Green with tan upholstery. It was only after moving to Hawaii that the car was upgraded for competition – Neil was going racing.

The car was fitted with an engine that had previously resided in the back of the Lang Cooper: power output was purported to be 427bhp. Not surprisingly it proved a bit of a handful, yet Neil's first outing in the Hawaiian Grand Prix on October 27 1963 resulted in third place in a novice race followed by first overall in the feature event, the field including two Shelby team cars for Ken Miles and Bob Holbert. Following an altercation with some scenery the car was then repaired and resprayed in yellow and the upholstery dyed black. The 'Hairy Canary' was barely two months old at this juncture.

Neil kicked off the '64 season with a win at Kahuku on March 15 and took a brace of wins at Hawaii Raceway Park along with other podiums before the year was out. After a couple of races in January 1965 Neil returned to the mainland, driving the car at Portland, Edmonton and Kent Raceway before selling ol' Hairy for $3500 to Gary Hauser.

Over the next decade Hauser tackled the occasional autocross event (as in the US definition, not the UK rough stuff) and hillclimbs, putting a rod through the block at Knox Mountain. The now white and 'restyled' (as in badly repaired) Cobra then passed to Ray Cooke, who drove the car in historics in his native British Columbia with a hotted-up 302cu in small-block before it was delivered in decidedly used condition to Bill Connell, who deferred from restoring the car. In 2003 it arrived in the UK and the caring hands of serial Cobra owner Bill Bridges.

With the unquenchable passion of a true fan, Bridges and his cabal of corpse whisperers – Lawrence Kett, Steve Gilby, Kingsley Lewis and 'Big Al' Smith – returned the car to race-ready spec without opting for the ModSports approach inflicted on many Cobras in historics: no sleeving or additional triangulation to the chassis, or ally-block V8s that rev past 7500rpm. Much of the body is original while the engine is a genuine five-bolt small-block fed by Weber 48 IDAs, the gearbox a period Borg-Warner T10. The attention to period detailing is a credit to Bridges, from the original passenger seat (complete with lap belt) to the paint. The body colour was matched from slivers of the original yellow found under all the cruddy white cellulose.

And does it sound good! Turn the kill switch to 'on', prime the fuel pump, engage ignition, press the starter button and Armageddon arrives early. Few engines sound »

DESIRE: THE 'HAIRY CANARY' AND ME



LAT

Wilson was mighty at Goodwood in '04

Impressing all who witnessed her extraordinary performance at last year's Goodwood Revival, Desiré Wilson discovered a new found admiration for Cobras after driving the 'Hairy Canary' in the TT. "It was definitely a high in my life," says the former Monza 1000Km winner. "The 'Canary' was quite an eye-opener. I found that the car was very responsive. Then the throttle pedal broke in the chicane! We missed qualifying due to a possible piston problem and had the engine changed overnight. I had forgotten just how dedicated British race mechanics are.

"With just four laps in the car before the race started, my plan was to take it easy, being 21st on the grid out of a field of 28. I made a really good start: a gap opened up in front of me, I hit the throttle hard and the Cobra responded as we shrieked past four cars. The 'Canary' was really handling well, even on cold tyres. I was able to drive anywhere on the track, again passing another two cars on the first lap. The more I asked of the Canary, the more she gave me. She was great over the big bump in the kink which is worth a second a lap by itself. In just 25 minutes we went from 21st to seventh – and it's made me respect Cobras."



'Hairy Canary' has had its original livery reinstated and retains much of factory body

TECH SPEC
AC-Shelby Cobra MkII

ENGINE
Cast-iron block 4727cc V8; pushrod overhead valves, fed by Weber 48IDA carburettors
Bore & stroke 101.6 x 72.9mm
Transmission Borg-Warner T-10 four-speed all-synchro 'box
Max power 390bhp @ 5750rpm

CHASSIS
Type tubular steel ladderframe
Wheelbase 7ft 6in
Track (f/r) 4ft 5.5in/4ft 5.7in
Weight 2030lb (road car) **Height** 472in
Width 68.7in **Length** 165.4in

RUNNING GEAR
Brakes discs all-round
Steering rack and pinion

Tell us what you think about

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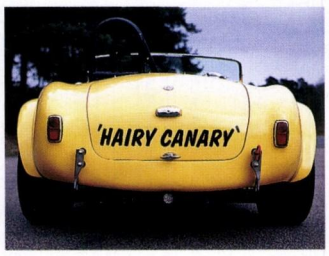
better than a race-prepped Ford V8 – it gets you right in the solar plexus every time: at idle the whole car vibrates and the heady whiff of unburned fuel makes your eyes water.

Running a 3.7:1 diff ratio, initial acceleration is of the incendiary kind with an eardrum-bursting clamour as the revs leisurely build. Yet, for all the noise and sheer speed, the undiluted Cobra experience isn't to be feared: show due respect and experiencing a properly-sorted Cobra is an act of deep joy and giddyingly addictive. Mess up, though, and it'll turn the most hard-nosed weekend warrior into a subservient sycophant.

Even short shifting at 4500rpm the 'Hairy Canary' bellows and goes. And it doesn't matter a jot what gear you're in – pick-up is exemplary. The enduring small-block manages to sound unstretched just about anywhere. It isn't a physical car either, although in comparison with Bill's old Intermarque Cobra, which felt more like a steroidal Caterham, you're aware of the car's vintage. On leaf springs the ride gets a little jiggy over less smooth surfaces without ever threatening to fall over, while the steering is lighter than you remember. Same too for the brake pedal, although the all-round discs work a treat. Despite the width of Avon gumballs there's no tramlining and turn-in is swift enough but with some corresponding roll – you can sense the weight transferring under hard cornering. Out of the slow-speed stuff the back threatens to sidestep but it remains pretty obedient – in Bridges's hands the car always looks composed.

Despite the Cobra's reputation as a devourer of the timid, the Canary inspires confidence even if there's a lingering ripple of danger, largely because you feel so exposed (but then you are sitting on a chassis rail). We wouldn't have it any other way.

More workmanlike than wizardly, there's nothing remotely special about the Cobra's make-up, no simple plan with complexity built in. Designed and constructed along antediluvian principles, it's not rocket science but it works. Beautifully.



Cobra: taking the fight to Ferrari



Daytona coupe was Peter Brock's answer to the purpose-built European racers

Like the Ace-Bristols before it, the Cobra swiftly became an indomitable force in SCCA production racing, with Bob Johnson becoming the 'A Production' champion in 1963 and '64. But Carroll Shelby had bigger fish to fry, securing the services of Dan Gurney, the tragic Dave MacDonald and Skip Hudson for a bid at international glory in '63. Of the three drivers entered in February's Daytona Continental, only MacDonald finished, fourth behind Pedro Rodríguez and Roger Penske in Ferrari 250GTOs and Dr Dick Thompson in a Corvette. And this was a theme that would shadow the Cobra: trading paint with Chevys at home while baiting Maranello products at international events.

What the Cobra initially lacked was reliability, hence the conservative approach at Le Mans that year. Shelby commissioned AC Cars to build and enter two cars, supplying the effort with engines tuned to a modest 300bhp. The Peter Jopp/Ed Hugus entry retired in the 11th hour with the Peter Bolton/Ninian Sanderson car rumbling home in seventh place. Behind six Ferraris.

Nonetheless, Shelby's first full season as a manufacturer netted three national titles. But it was clear that the roadster – which topped out at 165mph due to its less-than-slippery outline – was at a disadvantage against more streamlined, purpose-designed GTs: for a serious onslaught on the European circuits top speed was everything. A 7-litre variation arrived in time for the 1964 Sebring 12 Hours but the 427 model wasn't a serious consideration for Europe.

Enter the Daytona coupes. Former hot rodder and GM stylist Peter Brock set to reclothing the existing (stiffened) chassis with help from Phil Remington, with AC Cars building a run of fat-arched 'FIA' 289 roadsters to act as back-up for a full-on Euro attack in '64.

> 'Monza was off – after pressure from E Ferrari...'

And it would prove to be an epic year. At home Shelby American won all nine rounds that counted for the USRRC manufacturers' award, but Europe proved an altogether tougher gig. At the Targa Florio the Cobras suffered suspension problems, with Dan Gurney and the hugely impressive Jerry Grant steering their battered roadster to eighth overall and second (to a GTO) in class. Next up was the 500Km de Francorchamps, by which time only one of the coupes had been completed. Despite Phil Hill claiming the GT lap record, chronic fuel starvation blunted his challenge and the roadsters finished sixth, eighth and 11th. Next up was the ADAC 1000Km – with the coupe being prepared for Le Mans, success at the Nürburgring rested on the open cars. Only the Jo Schlesser/Richard Attwood car finished, a lowly 20th.

Three Cobra coupes and a lone roadster (one of two reserves allowed in) lined up for Le Mans, including AC's own super-sleek fastback which crashed spectacularly. But the Gurney/Bob Bondurant Daytona finished fourth and claimed GT honours. At the Reims 12 Hours the two Daytona entries retired with gearbox problems. But at the Freiburg hillclimb Bondurant was mighty, winning the over 3-litre class in his open car, while in the RAC Tourist Trophy at Goodwood Gurney's coupe finished third, heading home two roadsters. During the same weekend more points were accrued at the Sierra-Montana hillclimb, where Bondurant took the class spoils once again.

These results saw Shelby American back into contention for the GT title, but Ferrari ended up ahead on the Tour de France. Yet if the American crew could win at the Monza finale it would come out on top. The event was cancelled, pressure on the organisers having been brought to bear from one E Ferrari Esq...

In '65 Shelby would have his revenge. With no factory involvement in GTs from Maranello, these Anglo-American monsters, now run by Alan Mann, cruised to the title with wins in all bar two races.



Dan Gurney took Cobra roadster to eighth on Targa Florio, 1964

LAT

No**sugar**, no**beer**, no**fizz**

The Fittipaldi brothers lived the dream with their F1 team. But, they tell Marcus Simmons, when Copersucar and Skol pulled out it all turned flat

A switch in management at Skol beer 25 years ago had the biggest effect on the destiny of the 1982 Formula One World Championship. Eh? Come on, that's got you! Want an explanation? Okay – read on.

Consider this: in 1980 there was a neat little F1 team. Its new star was a frighteningly committed, talented and brave young Finn called Keke Rosberg; chief designer was the gifted, intuitive Harvey Postlethwaite; also on the books was a studious boy-wonder aerodynamicist fresh out of university named Adrian Newey; and in the background, working on R&D, was Ricardo 'Richard' Divila, a man for whom the term 'maverick genius' might have been coined. Fronting it all were the Fittipaldi brothers: Wilson, an ex-F1 midfielder, and Emerson, two-time World Champion and on the verge of calling time on his fading driving career to devote his energies to his ownership role. Their team manager was Peter Warr, a man about whom opinions are divided (Emerson calls him "one of the best"; Divila disliked him), but with a good track record at Lotus.

Starting in 1980, Skol was contracted for a three-year period of sponsorship of the Fittipaldi team. At mid-season the F8 appeared, and on its second outing Rosberg put it on the fourth row for the German Grand Prix. "At that time I started to see a light at the end of the tunnel," remembers Wilson. "You know, maybe now we take off. But then the money problems struck.



Divila worked on mad twin-engined Beetle

"Skol sold the factory, and the new people came in and didn't want to be involved in F1. They paid us one part of the money for the next year [1981], but that was nothing compared to what we needed for the two years. At that moment the really big problems started for us."

By 1982, its final season, Fittipaldi was down to a single car, for Chico Serra. In the same year Rosberg, now with a calmness and maturity complementing his speedy flamboyance, took the drivers' world championship for Williams, while the Postlethwaite-designed Ferraris took the constructors' title back to Italy. Newey had also left to continue a career that would hit its peak with dominant cars at Williams and McLaren. But what if the Fittipaldi 1980 nucleus had still been together at that point? Who knows what they could have achieved? Could they have been winners?

So the Fittipaldi team bowed out of F1 at the bottom of the heap, just as it had been when it entered in 1975 amid a blaze of national pride as an all-Brazilian effort, backed by the state-owned Copersucar sugar company. "I first started thinking of it in 1971 and '72," remembers Wilson. "Myself and Richard Divila modified the bodywork, the suspension and a lot of things on my Formula Two March. So we started to think, 'Why don't we start an F1 team?'. In 1974 I stopped driving [Wilson had driven in F1 for Brabham in '73] and we started to build the car in Brazil. After eight months' work we put the car on the track and we had our first race in Argentina in '75."

Divila was a former child prodigy the Fittipaldi brothers knew from São Paulo – at the age of 12 he worked on his first car, an ex-works Maserati 250F being raced by local amateur Luis Americo Margarido. Throughout his teens he devoured technical magazines and X-ray drawings of racing cars before studying automotive engineering at university and getting involved in aircraft engineering. He karted against the Fittipaldis, but soon realised his talents lay off the track.

The brothers built their own karts, then began constructing single-seater Formula Vee racing cars. Emerson went to Europe to race in Formula Ford and Formula Three in 1969, but at the end of the year he returned home and competed with Wilson in an endurance race at Rio with a Divila-inspired 'special'. It was, in fact, a bizarre twin-engined, glassfibre-bodied VW Beetle, and Emerson qualified it second, behind fellow local hero Carlos Pace's Alfa Romeo Tipo 33 prototype and ahead of a Lola-Chevrolet T70 and Ford GT40! "I got a lot of my experience hands-on rather than at school," explains Divila. "Brazil was a little bit like Australia and South Africa – very far away from the motorsport industry – and it made you very self-reliant."

'I don't think McLaren's offer was very fair'

As well as working with Wilson, Divila got involved with Emerson's Lotus 69 F2 in '71: "We modified Emerson's car quite a lot, and eventually it was almost all our car and we had quite a successful year with it. That was the first step towards designing our own car."

With his confidence now sky-high, Divila went radical for the first Fittipaldi F1 car, the FD01. Wilson explains: "At that time we had a maximum size for front and rear wings in the regulations, so we had to try to find a way to make the car faster in a straight line. Because of that we had the first F1 car in modern history to enclose the engine and the gearbox completely. Our car was very, very streamlined. And we decided that if I sat lower we could have our airbox lower. But making a decision like that for »





Argentina '75: Wilson in FD01 'streamliner'

In '76 Fittipaldi bounced back from not qualifying at Zolder to finish sixth in the next race at Monaco. Here Emerson leads Hans Stuck, Jacques Laffite and Jochen Mass – Stuck and Mass got past



Emerson's final season, 1980, resulted in just five points – all on street tracks

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Fittipaldi had to race the old FD04 after shunting F5 in practice for Sweden in '77



The F5A of '78 brought the best results, but Emerson was only ninth in Monaco



Keke Rosberg came from Wolf for '80 and didn't take long to show his speed



Divila (with specs and pad) talks with Emmo: he still looks the same now!



your first F1 car is a mistake!"

Wilson tested the car at São Paulo's Interlagos circuit. "That was okay," says Divila, "because Wilson knew the place backwards. But when we went to Argentina for the first race he couldn't see the apex at any of the corners!" Wilson went out in a fiery accident, but work was simultaneously being carried out on a second car, which Wilson raced in Brazil and in which the driving position was propped up.

"It was a bit of a cock-up," admits Divila of the '75 season. "We were very young [Divila was still only 27], we did not have enough experience and technically we were too brave. There were a lot of good ideas, but even in England it would have been difficult to do them!"

Emerson joined the team from McLaren for '76 as driver, while Wilson decided to stand down. The move shocked the F1 world. "I was in negotiations to continue with McLaren," says Emerson. "But I don't think Teddy [Mayer, the team boss] was very fair with what he offered to me." (Divila reckons that, to stay at McLaren, his old friend had been offered three-quarters what Niki Lauda was to earn at Ferrari). "Wilson was building a new car for '76 that was conventional and looked good and Richard was doing very well. I thought 'Why not? It's the time to go now' and decided to do it. It was a very difficult decision, but I had a lot of *idealisme* to have this team materialise."

Fittipaldi set some stunning times in testing at Interlagos prior to the season-opening Brazilian Grand Prix and was third fastest on the first day of qualifying. He then sprained his elbow in a charity tennis match and slipped to fifth on Saturday. "For the race we fooled ourselves by installing one of the first electronic-ignition engines," says Divila. "We thought, 'If it's new it's better'. A small pickup on the front wasn't well tightened, it moved forward and touched a little aluminium plate you have at the front of the belt-drive, so we had aluminium chips flying around everywhere and it was cutting out. We changed everything in a pitstop, but it's a shame – I'm sure we could have had a podium."

The relationship had started well but soon deteriorated. Emerson had his own ideas on engineering and Divila was not pushy enough to fight his corner. "I could control Wilson quite well because we had a working relationship right back to Formula Vee," he says, "but Emerson was out of my control. I didn't have the authority to tell someone who had a very good reputation as a test driver that he's barking up the wrong tree. He was an extremely good test driver when he had someone like Colin Chapman, but for his old karting mate it was difficult to say no."

Sure enough, at the Belgian GP in May Fittipaldi failed to qualify. "He was edged out by 13 hundredths of a second by Brett Lunger in the Chesterfield Surtees," winces Divila. "It's branded on my heart!"

There were other problems from outside. Goodyear, which was being sued for Mark Donohue's fatal crash in Austria in 1975, had gone conservative on tyres from April's Spanish GP. "The new tyres had been tested by McLaren and Ferrari," says Divila, "but they had long-wheelbase cars with more weight on the front. Our car and the Shadow were biased to put the traction down. All of a sudden we had an undriveable car. At the Swedish GP, Emerson was going through those long corners almost on full lock from the understeer. We retired because we ran out of front tyres."

'In Sweden he was on full lock from the understeer'



EF wins Crystal Palace '71 in Divila-ised F2

It's been reported that the Fittipaldis had a few fraternal rows, too, although now they chuckle and play it down. "It was very tough because I was world champion two years before and then things were not going so well," says Emerson. "People started saying, 'Emerson is losing the edge'. The pressure was really building up on myself and Wilson and that was very difficult."

For 1977 Divila stepped into his R&D role, while Dave Baldwin was recruited as designer. The result, the F5, was very similar to his impressive Ensign N176. It was modified for '78 by ex-Ferrari engineer Giacomo Caliri to produce the F5A, the team's most successful car. "FLY Studio [Caliri's company] had very good connections in Modena to use all the Ferrari sub-contractors to do our bodywork, nose and cooling system," says Divila. "I just lucked in with the ground-effect: I looked quite a lot at what Lotus were doing and did quite a good version of it. We kept Dave's chassis, steering and roll-hoop from F5, changed everything else and started out bloody well."

In round two, at the revamped Rio track (and nine years after he had starred in the Beetle at the same venue), Fittipaldi finished the Brazilian GP in second place behind Carlos Reutemann. It would remain the team's best result.

"That was our most consistent car over a whole year," Emerson recalls. "It was a little heavy, but it was running extremely good at Rio." He shrugs off suggestions that, had Reutemann's Ferrari not been on Michelins, he could have pushed the Argentinian for the win. "The race we had a real chance of winning, more than Brazil, was Canada at the end of that year," he states. "We were on the third row of the grid and in the race-morning warm-up I was fastest on full tanks. But I ran 150 metres and then Hans Stuck took me out at the first chicane. The car had been handling beautifully and was very consistent. I was looking to have a great race."

Already ex-Lotus man Ralph Bellamy was working on the F6 for '79, but that was a disaster. "My opinion is we made a mistake changing designers so much," offers Emerson. "Ralph's car was a beautiful one but very radical for the time. It was the most expensive grand prix car built at that time – it was a piece of art. It took a year and a half to build and was incredible technically, but the chassis was just too soft and had no rigidity. We lost a lot of time and money on that car."

Up to this stage most of the cars were built in Brazil, even if the race team was based in England, but when Fittipaldi took over the Wolf team for 1980 it moved entirely into that squad's Reading premises. Postlethwaite, Warr and Rosberg all stayed on from Wolf, the Finn joining Emerson in the driver line-up as the team expanded to a full-time two-car effort, initially using the '79 Wolf chassis.

"The first race with Keke was Argentina," says Wilson. "But Keke destroyed one car on Friday, one on Saturday [although the *Autosport* report of the time says that one of the cars was actually sidelined by an oil leak]. So I organised the team to work all night to fix a car using parts from both cars to assemble a new one for the race. And Keke finished third." As well as that, Rosberg had outqualified Fittipaldi by 2.45sec... Wilson continues: "At the end of »

Sutton LAT

qualifying Emerson asked, 'Which engine did you give to him?' and I thought, 'Maybe now we've sparked another problem!'"

More accidents from Rosberg meant that results with the new F8 late in the season were not what they might have been, but his speed was clear. Emerson, meanwhile, retired: "The full ground-effect cars, with the moveable skirts, had so much downforce that you had to have big balls to go deeper and faster into the fast corners. It was unbelievable and there was no feeling – I lost motivation and the desire."

Unfortunately, he had also lost Copersucar (at the end of 1979) and then Skol. Wilson explains: "The pressure in South America was too much and people didn't have time to wait. People outside the business don't understand how difficult it is to make a competitive F1 car. It's nearly impossible to explain to them how it's so complicated."

Emerson stayed on as the team's figurehead. "We had a great car from Harvey and we were trying to get that breakthrough, like Frank Williams when he got sponsorship from the Saudis," he says. "We wanted to try and get through that same period."

But that breakthrough proved elusive. "We had no money," says Divila. "In '82 we wanted a consortium of sponsors for the 16 races. We managed to get 13 sponsor rotations, but we only got paid for six." Although Wilson says the team was owned by him, with Emmo taking a share when he joined as driver, Divila claims he had a 33 per cent share. "I lost $1,317,282," he says. "That will be on my tombstone! We were kids coming out of Brazil to go racing. We sold our cars, watches, everything to make it. And we lost it all and were back to zero."

But those 'kids' are all still proud of their efforts, and you can hear the emotion in Wilson's voice when he talks of the restoration of the FD01. At the end of last year Wilson, his ex-F1 racing son Christian and Ingo Hoffmann (who drove in a handful of races for the team in 1976 and '77) steered the car around Interlagos. "The car is beautiful. Fantastic," he bubbles. "I told Christian and Ingo, 'If you crash this car I kill you!' We had a big media presentation. Everyone was very excited and after 30 years I never imagined I would see my son driving the car I built. It was a very special day in my life."

Back in its Copersucar livery, you can imagine this particular sugar additive was a sweet moment. M



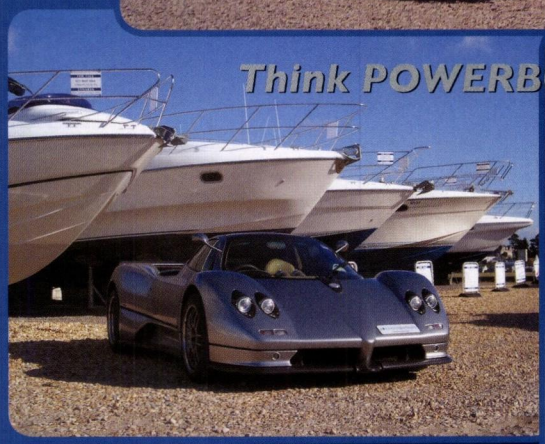


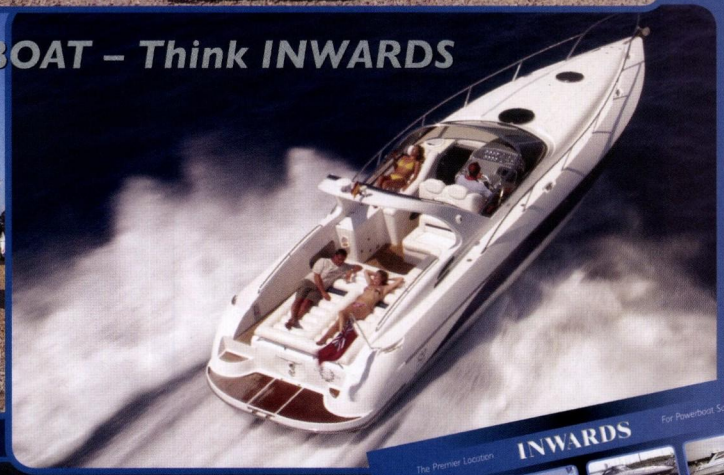
The Fittipaldi brothers carried on through '81 (above) and '82, in which fellow Brazilian Chico Serra – the 1979 British F3 champion – had little chance to show what he could do

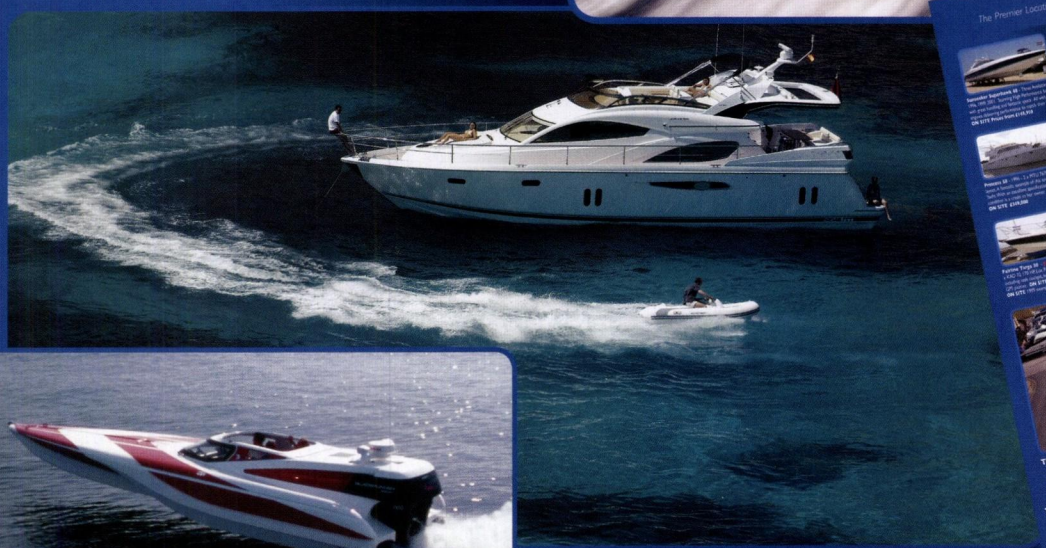
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Running on empty

Jo Gartner scrimped and saved his way to F1 and should have had a top-line sportscar career if he hadn't crashed to his death at Le Mans. Adam Cooper looks back



Jo slogs: Gartner in the Osella in the 1984 Austrian GP. Engine failure put him out

On January 24 last year a group of people gathered near Vienna to celebrate what would have been the 50th birthday of Jo Gartner. Often overlooked today, the Austrian was sometimes regarded as something of an outsider, perhaps because the only way he could make it in motorsport was by running his own show.

But those who had the chance to get to know him well found a charismatic and engaging personality, and that's what drew them to the party nearly 18 years after his death in the 1986 Le Mans 24 Hours.

Among the pilgrims was Stuart Dent, who was one of Gartner's closest friends. "We knew it wasn't going to happen, but we all felt like we were just waiting for Jo to walk through the door," says Dent. "He was a lovely guy, very outgoing, very witty. He had a sparkle in his eye and a toothy smile. Like anyone else he could be moody – he could go into serious mode, normally when he was concentrating on the car. He had a little black book with every set-up change for every F2 circuit and he was devastated when it was nicked from outside a hotel in London."

The son of a garage owner in Vienna, Jo grew up with an enthusiasm for engineering, and that's what drew him into motor racing. He went to a technical high school and did an apprenticeship with Kaimann Formula Super Vee constructor Kurt Bergmann. Skilled with the drawing board, the youngster soon got involved in the design side. But in the time-honoured tradition he felt he could drive at least as well as those whose chassis he was fettling.

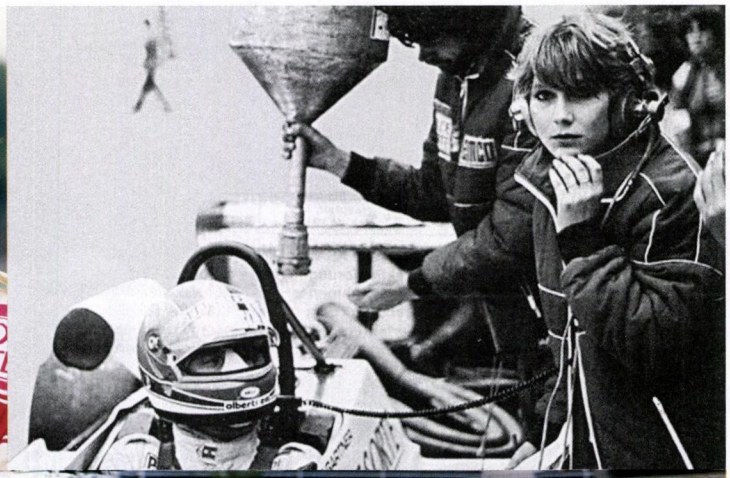
After some hillclimbs with a Super Vee, Gartner embarked on a racing career in 1977. He was already 23 but progress was fast, and in his second season he was a frontrunner in the European FSV Championship. In 1979 he moved up to Formula Three with a Martini, racing when he could afford to – there was no family money.

Despite a relatively modest CV he took the step up to Formula Two in 1980. He acquired an outdated March 782, loaded it into the back of his converted coach and headed off to Hockenheim. Technology had moved on, but Gartner qualified a shock seventh on his debut. A puncture spoiled his race, and the death of countryman Markus Höttinger overrode any joy he felt at having reached this level. He missed the next few races before returning to finish a fine seventh at Silverstone. Despite support from BMW engine tuner Max Heidegger, he could only afford to contest three more events.

Meanwhile, Höttinger's death had left an opening in Helmut Marko's











Clockwise from top left: smile absent in F1 days; with girlfriend/timekeeper/cook Doris; on way to victory in Pau round of 1983 European F2 Championship; driving Martini-Renault in 1979 Monaco GP F3 support event. Gartner failed to qualify

BMW M1 Procar team, and as the most promising Austrian available Jo got the job. Suddenly he was sharing the track on grand prix weekends with Nelson Piquet, Alan Jones and Hans Stuck. That helped to raise his profile and led to him meeting the woman with whom he would share the rest of his life: 18-year-old Doris Slezak had been a child actress and was about to become a medical student; in the interim she was earning some pocket money working for a local newspaper.

"I was a lifestyle journalist, let's say, and he was a famous VIP in Vienna," she recalls. "We met in a coffee shop. It was quite a long interview! It was to find out things like what his hobbies were and who his girlfriend was. And there wasn't one..."

There soon would be: "We realised that we were made for each other. First of all I found him a very good-looking guy! I was always impressed by his sensitive way with people. Apart from racing he was very interested in literature and he loved to discuss Hermann Hesse.

"In F2 I soon found out that I had a lot of work to do, taking the lap times, cooking for the mechanics, cleaning the car. Jo was team manager, engineer and driver, all in one. We always had to say, 'Do we have steaks for dinner or do we save some more money for engines and tyres?'"

He bought an ex-works Toleman TG280 for 1981 but couldn't afford to run until the fourth race at the Nürburgring, where he qualified fifth. His talent was underlined by third on the grid at Spa, but the only point in his five outings came at Enna.

It seemed that Jo's prayers were answered when he was offered a free drive by Arturo Merzario, but the chaotic Italian outfit struggled to match the standards of his privateer effort and '82 was a disaster.

Jo resolved to do his own thing again in 1983, so he bought a Spirit 201 and converted it from Honda to BMW power. Fourth with the privateer 'bitza' at Hockenheim boded well. But his day of days came at Pau, where he stayed out on worn-out wet-weather tyres on a drying track. He fought his way into the lead only to be outfumbled by a slickshod Alain Ferté in the closing laps. When the Maurer man was disqualified for an underweight car, Gartner was awarded victory. He finished sixth in the championship and, more importantly, he had a right to a superlicence.

> 'There was a big competition with Berger. He was rich'

The only F1 opening for 1984 was at Osella and, having found some backing, Jo made his debut at Imola with the team's ageing V12-powered car. Matters weren't helped by a controversial bump with a furious Nigel Mansell in qualifying, but he hauled the thing onto the grid, depriving turbo-powered team-mate Piercarlo Ghinzani of a start. Engine failure put him out of the race.

Gartner missed the next five races before returning at Brands Hatch. This time he was armed with a turbo, but became the innocent victim of a first-lap skirmish. He had to make do with whatever equipment was left over and reliability was poor. "Osella was a little bit like Merzario," says Doris. "Everything was a *grande casino*! But he had made it to where he wanted to reach: F1. He tried to make the best out of it, but it was very hard with this car."

Jo was excited about his home race at the Osterreichring, where another local driver was due to make his F1 debut with ATS. Although the pair had never met on the track, Gerhard Berger had vied with Gartner for media attention. The F3 man was better connected, not least with BMW. "There was a big competition," Doris confirms. "Gerhard had a very big lobby. He was from the Tyrol, a skiing area, and many racing people would go there, like Bernie Ecclestone and Niki Lauda, and they knew him. He was also from a rich family. Jo always asked, 'Why do some people have it so easy?'" »

LAT; DPPI; Stuart Dent

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Gartner qualified two places behind Berger on the grid, and at the start the two Austrians contrived to collide. Both emerged unscathed, but an early engine failure ruined Jo's day. At Monza things fell into place. In a race of high attrition he plugged away to finish an impressive fifth, ahead of Berger. "It was the greatest day of his career," says Doris. "He was so very happy. When he came to Vienna all the TV stations asked for an interview."

An anomaly in the rules ensured that extra entries scored no points, so Jo would be denied his place in the points-scoring history books.

He was looking for better things in 1985 and worked hard to find a budget to take to Arrows-BMW. Things seemed to be falling into place when, a month before the first race, he got a shock: BMW had played its trump card. "Suddenly he heard on the radio that Gerhard Berger had the Arrows drive," says Doris. "It was one of the most frustrating days of his life. He was not seen for 12 hours. I wasn't there, but people said he was in a bar..."

Disillusioned with F1, Gartner had little choice but to tread water in sportscars. He had a few impressive outings with John Fitzpatrick's Porsche 956s, partnering David Hobbs and Guy Edwards to fourth on his Le Mans debut.

A move to one of the German-speaking teams was logical, and Kremer beat Joest to his signature for 1986. He also found employment with Bob Akin in IMSA and began the year with a memorable win in the Sebring 12 Hours, sharing with the team boss and Stuck. Jo crossed the line on three wheels...

With Kremer he won an Interserie race at Thruxton and took third alongside Tiff Needell in the Silverstone 1000Km. Porsche recognised the potential and, encouraged by Stuck, approached him about a works seat for 1987. Although in his heart Jo wanted to get back to F1, his head told him that sportscars would allow him to make it as a professional.

At Le Mans Gartner was to be partnered by Sarel van der Merwe and Kunimitsu Takahashi. Doris takes up the story: "His younger brother Fritz got married the weekend before. Jo was sad not to be there, but he had a contract and had to race at Lime Rock. He flew to Orly airport, we met and went down to Le Mans in a hire car. He was very tired and he wanted to sleep. But then it was business as usual.

"The car was quite new and he couldn't do the first test because of Lime Rock, so Harald Grohs had done it. He was a little bit fed up because it was not set up the way he preferred, so he had lots of work. The qualifying position wasn't very good."

Nevertheless, he tried to present a happy face: "He had learned in the years before that it was very important to be a 'sunny boy'. He had analysed the reasons for the success of Berger and one big point was his attitude, always laughing. And he tried to be like that a little bit so he was funny, making small talk."

From 15th the Kenwood-backed Porsche 962 made steady progress. It rose to seventh in the seventh hour before losing a couple of spots in the early hours of the morning. "Jo always said, 'When you are with me your place is in the pits and I feel when you are there.' So as usual I was in the pits. Before he went to the car for the last time he said, 'When I'm back I want to have a strawberry yoghurt'. I watched the lap times and then suddenly the car did not come round. So I sat there with my strawberry yoghurt and waited and waited. Then a pit marshal asked Mr Kremer to come to the race director and I followed him. And they said there was an accident and Jo was dead."

Shortly after 3am the 962 had veered sharply to the left as it entered the Mulsanne Straight, well before it was up to maximum speed. It cleared the barrier and struck a telegraph pole before tumbling back onto the track and sliding to a halt straddling the barrier on the right, fiercely ablaze. The marshals took an age to deal with the fire.

Doris went to the hospital, arriving before Jo's body was brought in. To her astonishment he was still wearing helmet, overalls and gloves and to this day she voices doubts about the attention he received at the scene. Mercifully he was probably killed in the initial impact. He was just 32 years old.

The cause of the accident was never officially determined. There were suggestions that Jo had swerved to avoid a rabbit or even a marshal crossing the track. "Porsche said that, but I knew that Jo would never brake for a rabbit!" says Doris. "In one of the pitstops they did something on the rear suspension. He asked me to see what they were doing and he said he felt something might be broken because the car felt undriveable. I think that some hours afterwards the other side broke."

Doris later married touring car racer Heribert Werginz and in 1990 she qualified as a doctor, having finally found time to complete her studies. Jo has remained a big part of her life and it was she who organised the 50th-birthday bash.

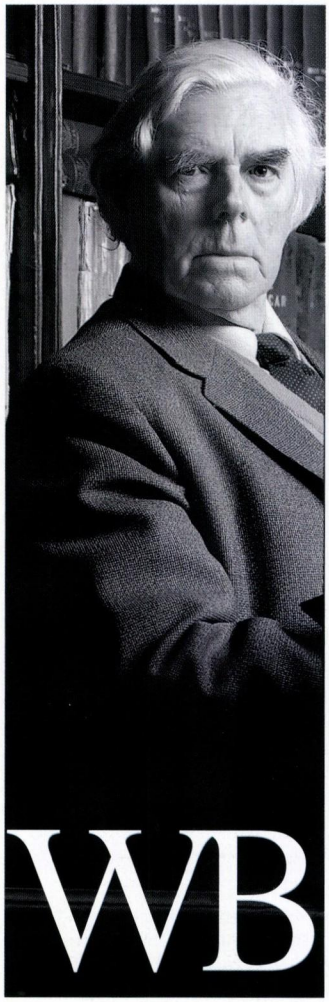
"I've always thought that he is still a young and good-looking guy and all the others are in their fifties!" she smiles. "It is the only advantage of the accident, that he is forever young." LAT







Main and above: Gartner drove Kremer Porsche 962 in his last race, the 1986 Le Mans 24 Hours. It ended in tragedy. Left: rare touring car outing in 1984 Spa 24 Hours - Gartner finished fourth in Juma BMW 635CSi with Pierre-Alain Thibaut and Lucien Guitteny



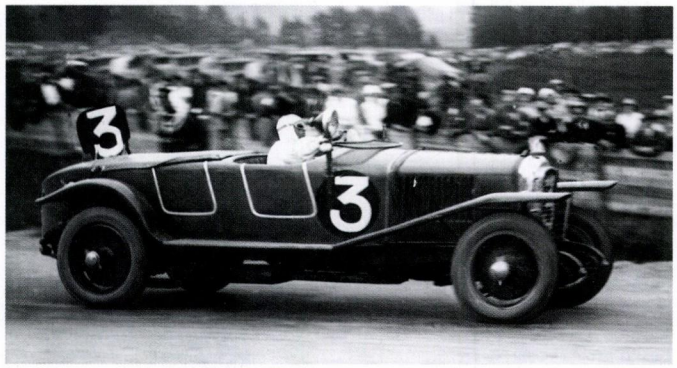
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Peugeot's fine 4-litre

While some luxury car makers were increasing the performance of their pre-war models by giving side-valve engines push-rod overhead valves, Peugeot decided to obviate poppet valves entirely with a complicated system that ignored all other solutions such as double or single-sleeve valves, slide valves, the crankcase-compression two-stroke, rotary valves or rotary engines; it was a 'valveless' engine using cuff valves.

The cuff valves consisted of discs with piston-type rings which went up and down in each cylinder. These were operated by shafts equipped with eccentrics on either side of the engine and long push-rods and substantial rocking beams crossing above the top of the engine. The cuffs closed and uncovered the inlet and exhaust ports, timing achieved as the chain driving the two eccentric shafts had one sprocket twice the circumference of its fellow. If you fail to understand this worry not, neither do I.

The stems of the cuffs which passed through the detachable cylinder head were substantial, as they had to partially rotate. They also had to be gas-tight, any mixture escaping being caught in a chamber above, which a downward moving piston would suck back. This engine



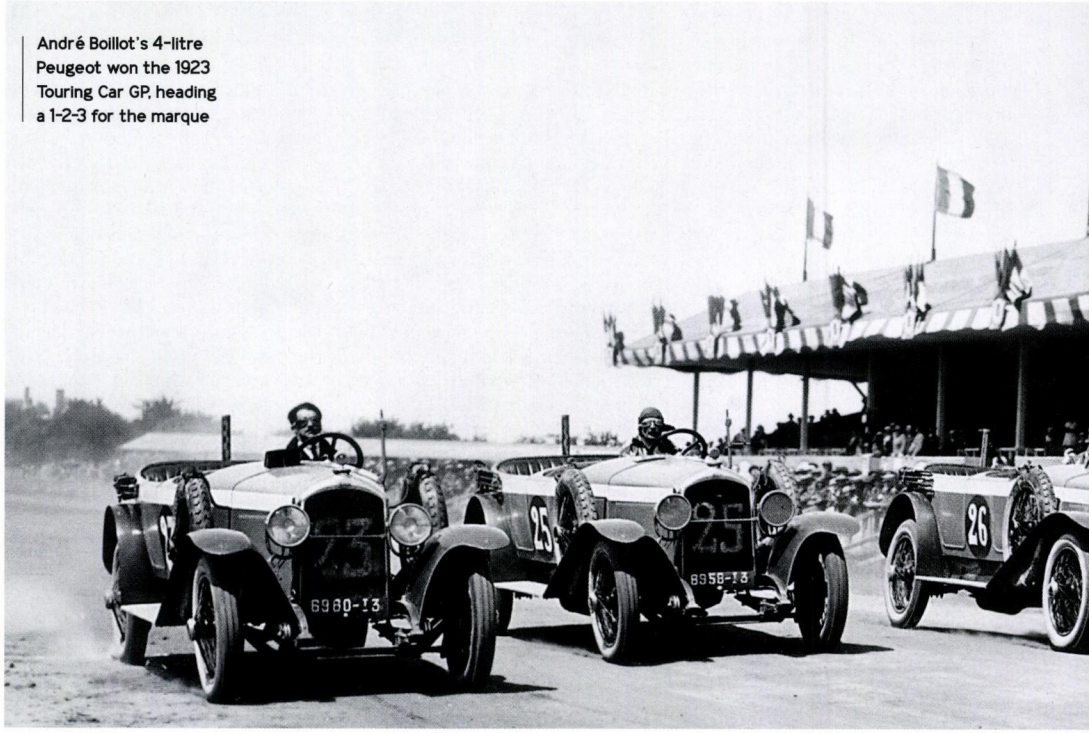
Louis Wagner and Christian Dauvergne's Peugeot 174S failed to finish at Le Mans in '26

of 95x140 (5954cc) was put into an 11ft 4in-wheelbase chassis costing £1630 and exhibited in 1919 at the Paris Salon and Olympia. A sports-touring version of this new Peugeot with outside handbrake and flowing mudguards was also shown. But this was the cuff's only public appearance.

Peugeot's next act was to test a two-stroke fuel-injected 3593cc diesel twin made under Tartrais patents. Intended for commercial vehicles, it gave 50bhp at 1200rpm and was thought to be a possible car power unit. A 2199cc version was put into a 15hp Peugeot chassis and compared with a 2950cc petrol-engined tourer. In a day's strenuous run the oiler was slower over a flying-start kilometre, but the fuel used cost 7/3d per mile against 28/2d for the petrol Peugeot.

The next move to obviate the poppets was to use Knight double-sleeve valves. Peugeot used such engines with thin light sleeves for their new 20/30 car while their other models retained side valves. They also used sleeve-valve engines for their racing sportscars which obtained such excellent results. André Boillot, brother of the great Georges, who had won such acclaim before the war with the twin-cam, multi-valve Peugeots, won the 1923

André Boillot's 4-litre Peugeot won the 1923 Touring Car GP, heading a 1-2-3 for the marque

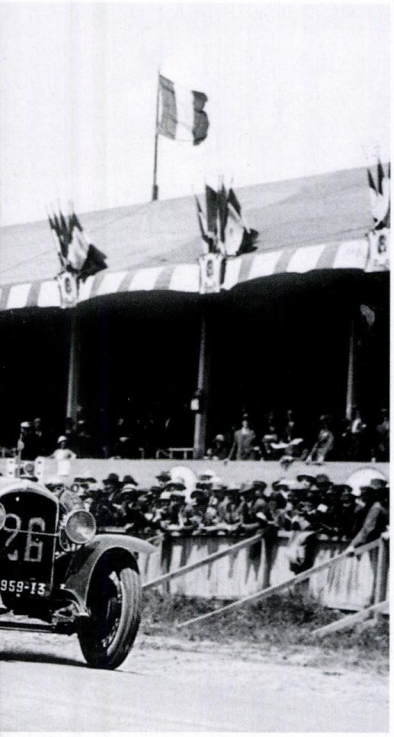


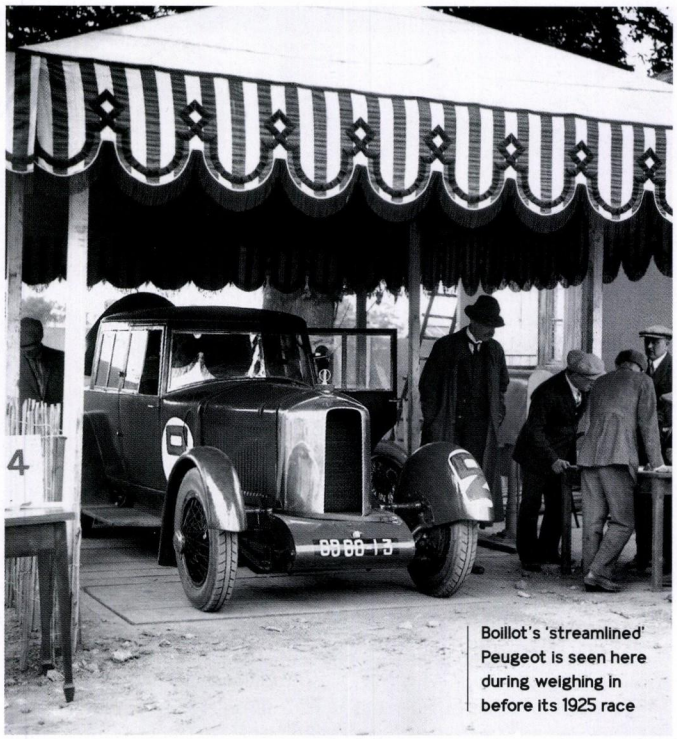
ACF Touring Car GP at Tours in the 4-litre Peugeot, followed home by the Morillon brothers to a 1-2-3 finish, the 1000kg class a similar walkover. In 1924 Dauvergne beat the Voisins in this important race and Boillot won again at Montlhéry in 1925 and in the Spa 24 Hours (Boillot/Rigal) in 1926. The same sleeve-valve engine was found in the bolster-tank racing Peugeot with which Boillot won the 1925 Coppa Florio and was sixth in the 1931 Monaco Grand Prix.

The Type 174 20/30 Peugeot had a 95x135 (3828cc) four-cylinder engine, which for me passes as a 4-litre. The touring car gave 158bhp at 4300rpm. It used an SEV magneto, had a unit four-speed gearbox and a 3.7:1 top gear with 895x135 tyres. It had appeared in Britain by 1924 and was later designated the 23/65, engine size unchanged. I do not know how many were sold here but the Bugatti enthusiast, R C Symondson, in a *MotorSport* 'Cars I Have Owned' contribution, said he had owned one of the sports-racing Peugeots (from 1926 until 1934), which could beat up any 4½-litre Bentleys encountered on the road, although it had inferior low-speed acceleration. The engine ran up to 3800rpm, giving a top speed of 90mph and an easy cruising speed of 85mph. The production models had much the same performance, cruising easily at 75mph, and were available until 1929. One of the great sportscars of the 1920s.



Dauvergne's Peugeot beat the Voisins in the ACF Touring Car GP at Lyons in 1924





Boillot's 'streamlined' Peugeot is seen here during weighing in before its 1925 race



Should surprise be expressed that I reviewed favourably the Rolls-Royce Heritage Trust's book about Army tanks, may I say that the similarity between motor racing and designing a battle tank was quite close. Preparing, for instance, an R-R Merlin or Liberty aero engine for a new challenge, that of repulsing the German Panzers, required specialised technical assistance from several car companies. The book divulges in a most readable fashion how top R-R personnel such as Hives, Robotham and Sidgreaves rose to the many problems. I have no remorse in recommending that you read about motor racing and tank development.

The Measham Trophy in the VSCC's rally of that name on January 29-30 was won by John Potter (1927 12/50 Alvis). The Jeddere-Fisher Award went to John Collins (1930 Riley 9 Monaco), the Richard Longworth Trophy to Steve Lister (1932 Frazer Nash TT Replica). Frazer Nash cars took the team prizes. Best novice was Paul Rogers (1930 Morris Minor saloon) and best newcomer Keith Piper (1932 Aston Martin International).

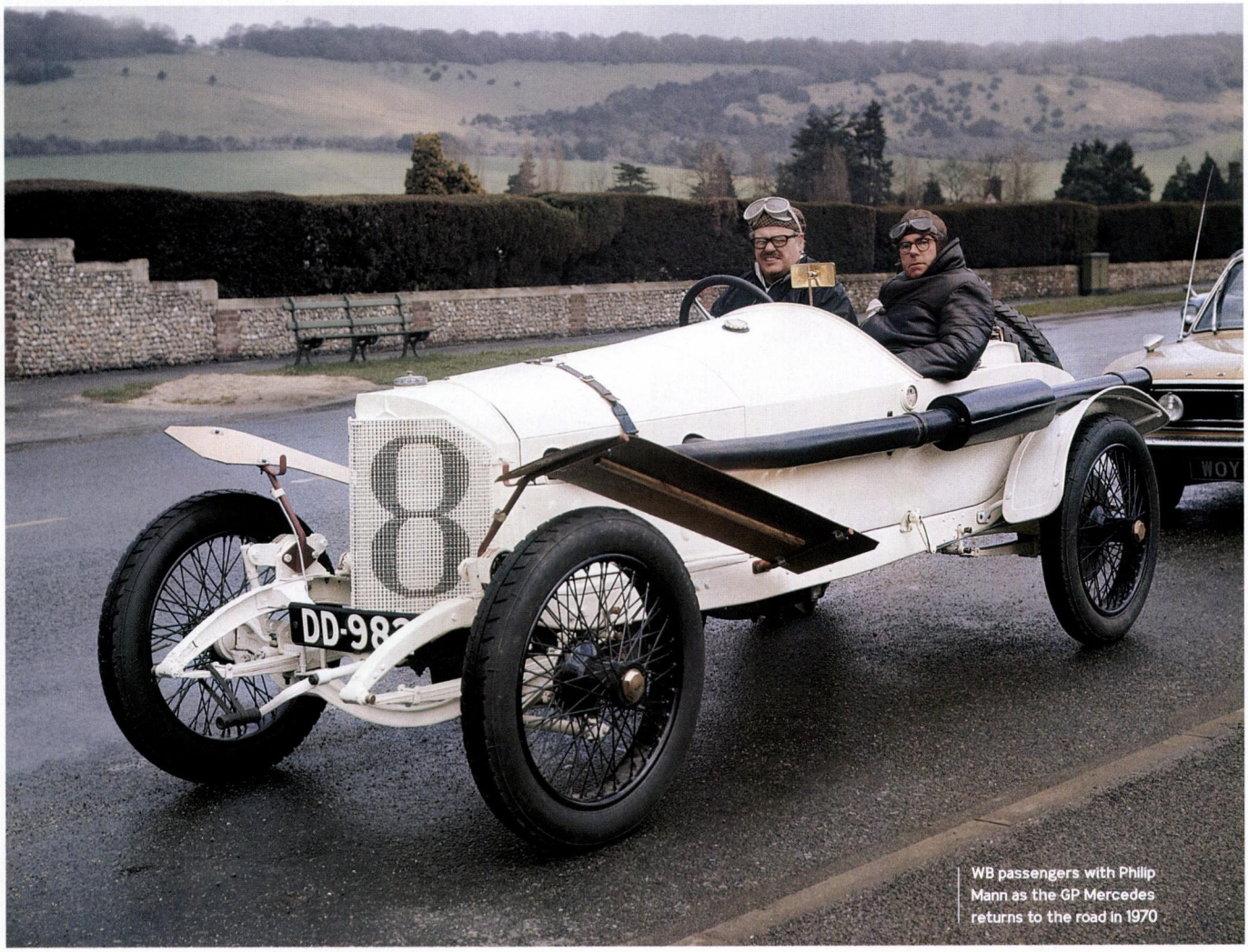
The Bentley Drivers' Club's *Review* for February contained an enormously valuable feature - Nobby Clark's notes for the 1929 racing season. BRDC members will know the inside factors of what befell the Bentleys and how they were prepared, etc. Alan Mallinson contributed this important record.

Another piece of historic value appeared in the Alvis Register's *Bulletin*, also for February, whereby Norman Johnson described in 12 pages the reason for the Alvis Company's 1924 receivership, when incompetence and naïvety led to disaster.

The Irish Gordon Bennett Rally takes place on June 17-19. This is a FIVA event for which entries close on May 16. Regulations and entry forms from John Larkin. Tel +353 1 660 5792, evenings.

The Science Museum has given to the VMCC some 2½ tons of factory records relating to BSA, Triumph, Ariel, Norton, New Hudson, Sunbeam and Douglas machines and JAP engines from 1922 to 1972. The VMCC took this valuable collection from London to its Staffordshire headquarters in a large van to be eventually indexed. One wonders whether similar car material might be of use to the VSCC?

NMM LAT



WB passengers with Philip Mann as the GP Mercedes returns to the road in 1970

GP star's road to revival

My recent recall of famous racing cars which later became normal road cars has apparently been of interest. Two of the Mercedes team cars which scored that dominating 1-2-3 victory in the 1914 French GP at Lyons, after they had broken up the Peugeot of Georges Boillot whom the French had expected to win the last great race on the eve of war, later served as touring cars.

Mercedes had refused to sell Christian Lautenschlager's winning car even to Gordon Watney, the Weybridge Mercedes expert. But after the war Louis Zbrowski managed to acquire what seems to have been this immortal racing car, which he ran with much success at Brooklands in 1921/22. It was then passed to the Robinson brothers; they had less success, but netted one second place.

The next owner, C Brocklebank, had been a prominent and winning Brooklands driver with his 1913 GP Peugeot until Capt Toop went over the Byfleet banking with it. Toop was killed and the car destroyed.

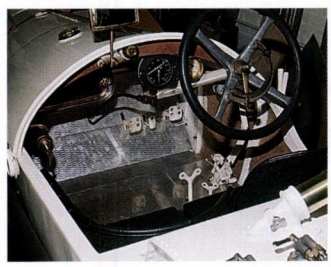
The Mercedes now had a Berliet engine and a four-seater touring body, both probably fitted by the Robinsons. However, Brocklebank gave up racing and let his son's godfather, Mr G Fane, have the now hybrid car. The Major had the original engine which he re-installed, using the Mercedes until 1932. The family was reluctant to let the car go, and it was lost sight of.

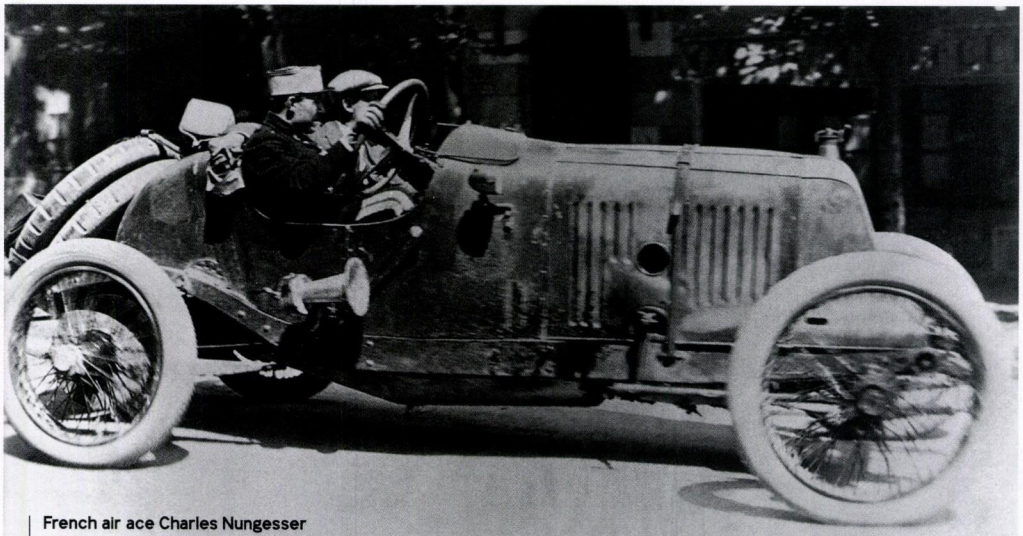
In 1961 Philip Mann, then the president of the VSCC, was anxious to find it and eventually traced it to a stables in Kelvedon. This prompted Stanley Sears to step in, but as Mann had found the missing racer he gave him a part share. When Sears went to live abroad Mann obtained full possession and he set about a complete restoration. I went on the first test run, and told the whole story in *MotorSport* for June 1970.

After that triumph at Lyons, Mercedes sent the reserve car to England for publicity purposes. It was taken hastily to Rolls-Royce for inspection. In 1925 it was discovered hiding in the London depot of Hooper's, the coachbuilders, now with a comfortable two-seater body and road-rigged. Major Veal, who had long tried to buy it, took delivery and used it as a normal road car until 1932. Peter Clark, a VSCC member and competitor, later persuaded the Major to sell it in 1939 and put it back into Lyons 1914 trim, having to make a new body for it. He sold it to America in 1952.



Car returned to 1914 Lyons-winning state





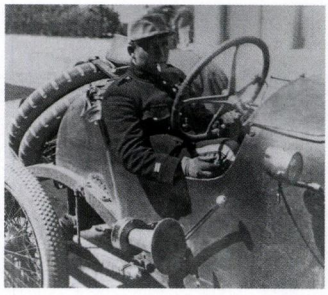
French air ace Charles Nungesser with his grand prix Th-Schneider

Racing cars on war service

Former racing cars were used after WWI for road use, but what of those which served during the war, in addition to the RFC Crossleys, Leyland and Thorneycroft trucks, the private cars acting as ambulances and the LGDC omnibuses, not to overlook those Renault taxis which were part of the battle in the 1914-18 war?

The Mercedes with which Sailer made fastest lap in the 1914 French GP and the Itala driven by Fournier in the 1908 GP were so used. Marc Douezy reminds me that one of the 1914 4.4-litre GP Theophile-Schneiders was sold after the war to the legendary French fighter pilot Charles Nungesser, who brought down 43 German aeroplanes.

The Th-Schneider was as raced, except for electric side lamps and a big horn. Three of these started in the GP, Champoiseau's finishing ninth, those of Gabriel and Juvanon retiring with engine trouble.



Car as raced, except for lights and horn

Lady of the Apple

You remember The Lady of the Apple? She was eating hers while driving, which resulted in a police car, a helicopter and an aeroplane being called out to follow her for criminally driving one-handed. She refused to pay a £60 fine and this is apparently now going to court, which will no doubt cost us, the taxpayers, thousands of pounds.

I find this incredible unless the car was swerving about or nearly caused an accident, none of which has been recorded.

The police are acting either out of malice or are obeying orders from someone up above.

The *Daily Mail* reports that a driver who took a hairbrush out of the car's door pocket while it was crawling in traffic was stopped, and the case will go to court as he refused to pay a £30 fixed penalty.

Another driver who was eating an unwrapped Kit Kat on a motorway was fined £20, another was fined for eating a sausage roll while his car was *stationary*. A lady received a £30 fixed penalty notice for eating a banana while driving, and another lady a similar punishment for taking a sip of mineral water while her car was *stationary* at traffic lights.

It appears that to be immune from such appalling persecution one needs a car with an automatic gearbox and a control system for working the horn, direction indicators, radio and lamps, in the same way as Formula One cars were for a period given adjustments from the pits.

Then you can be sure that both your hands can clutch your steering wheel firmly until the car stops, as those of the cops presumably do.

Publicity drive in US

Jaguar's handsome XK concept car has had a first press showing in New York. It must rank as one of the oddest previews, the car having only a 30hp *electric* motor for propulsion.

Yet such is the Jaguar name that the reputable journal involved devoted a front cover, an editorial and an eight-page description to it, hailing it as a worthy successor to the E-type, although the only test run was a crawl through Manhattan traffic. The huge transporter which brought the car was allowed to park unmolested in Times Square; as were Mercedes-Benz' huge trucks on double-yellows in Kensington when its veteran cars came from Stuttgart for the 1982 Brighton Run.

Wouldn't it have been nice if in the meantime Jaguar had challenged BMW, Audi and Bentley at Le Mans, instead of its F1 fiasco?



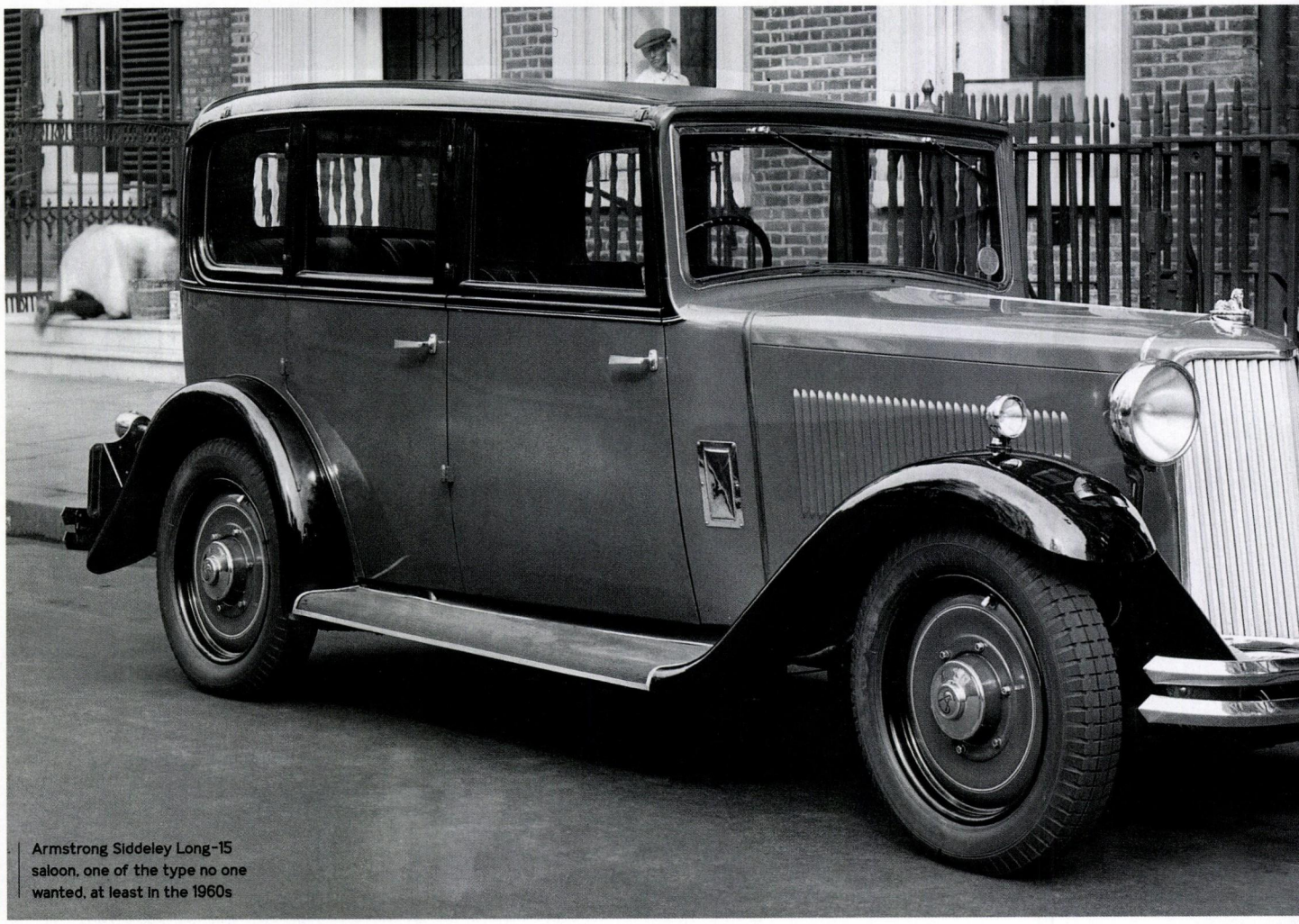
We published the wrong phone number in the item about the Singer cars centenary last month. Three days of events culminate on August 14 at Stoneleigh Abbey, where a diverse display will celebrate the whole range of Singer vehicles from cars to tractors. Contact event coordinator Richard Wheatland on 01293 885 430, between 7-9pm.

The challenging VSCC Exmoor Trial on February 19 presented 103 starters with 13 sections to conquer. First Class Awards were won by Roger Collings (3-litre Bentley), Jonathan Miller (Chrysler 66), Patrick Blakeney-Edwards (30/98 Vauxhall), David Dye (Austin 7), Kraig Mycock (Austin 7), Miss Northwood (GN), Geraint Owen (Morris-JAP), Keith Dobinson (Austin 7), Brian Emerson (Ford A) and John Fort (Austin 7).

All credit to *Autocar* for its recent guide to F1 racing before the commencement of the 2005 season. It was notably comprehensive about the cars, their engine layouts and colours, with illustrations of each, notes on the drivers, their helmet identification, their places of birth, where they live and ages. But I have never read about how the F1 teams are transported to the circuits, for example over the oceans. If this is ever dealt with perhaps we could also be told about the private jets and yachts owned by some of the drivers and racing team owners.

I hear that replicas of the famous roller notes used by Denis Jenkinson to help him navigate for Moss on that memorable, never-matched victory for Mercedes-Benz at 97.96mph in the 1955 Mille Miglia are to be reproduced by Crosthwaite & Gardiner and sold by Sir Stirling Moss, OBE. It will reproduce the original even to the Sellotaping of the 15ft 6in of route instructions with DSJ's magic symbols. A chance to recall that epic race, even if the original roller notes remain truly historic. Louis Klemantaski used a similar method when he went in Peter Collins's Ferrari to finish second in the 1956 Mille Miglia. In his stupendous book *Klemantaski Himself* (Palawan 1996) there is a picture of the roller-case made for him by the coachbuilder Scaglietti. In the text he says that for the 1956 Mille Miglia his long roll of paper had got to six metres, so he may have used it in earlier races.

LAT Musée de l'Air et de l'Espace



Armstrong Siddeley Long-15 saloon, one of the type no one wanted, at least in the 1960s

The cars nobody wanted

The headline doesn't refer to the Seabrook and Maudslay advanced editions, which were never put into production. Instead I mean the quality post-vintage make of Armstrong Siddeley.

I found a quite respectable 1934 Long-15hp side-valve Armstrong Siddeley saloon which I drove home with unsullied satisfaction, except when I discovered that if you failed to correctly select a gear with the pre-selector lever the foot pedal took a violent dislike to your left foot, thrusting it rather violently upwards.

With other cars to be attended to I reluctantly felt I must find another owner for this particular Armstrong, especially as the lady who lived near us complained that its presence in what served as our garden was an eyesore that should be removed – which saddened me as she had said she had once been a secretary or something at the Coventry works.

Anyway, in 1966 I offered the car to the AS Club which, after two inspections, sent their secretary-general to collect it. He lunched with us and I saw him off on his journey back to the Club's HQ.

About 10 days later I was passing a garage just a few yards from where we lived when its proprietor asked me when I was going to discuss payment for the storage rent of my car.

"What car?" I enquired. The AS Club's secretary-general, not the present one I hasten to add, had left it there and departed by train without any explanation. Eventually I found someone who was willing to take the AS away.

Later I was in a nearby county town with a friend who had never been to Wales. He was convinced that every garage or barn would reveal ancient vehicles. I knew otherwise, having investigated myself and found only a very derelict 1925 Cluley which DSJ and I bought and drove home, later to be completely rebuilt and bodied by a person to whom it eventually went and whom I knew would look after it.

But to satisfy my friend, when he noticed a shed behind a pub I peered through the door and, lo, there was another Armstrong Siddeley! We went into the pub and asked the publican about it. It was a 17hp which he had run until the Suez Crisis petrol rationing. It had stood idle ever since. I offered to buy it, he produced the Log Book, I laid a £5 note on the counter and it was mine.

We went back, armed with trade plates which for a time Jenks and I had shared, and my friend soon had the engine running. We set off on the five miles home, dust and cobwebs blowing off behind us. Very soon the first police Panda car I had ever seen on this road (and I have never seen one since in 45 years) stopped us. The young constable asked for the trade plate permit. I explained that we were on general plates and such were not issued. He bent down to try to read the status of our plates and it occurred to me that a desperate criminal could have run him down.

It ended amicably, but the intended Mid-Wales Motor Museum for which the plates had been issued to an optimistic DSJ and WB never materialised. So here was another AS which remained unused in the barn for many years, after one brief unofficial run in it. No one showed



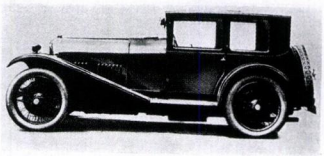
Who had the first Bentley?

The dramatic story of how W O Bentley set about making the 3-litre in 1919 and got one to the Olympia Show, albeit with a mock wooden crankcase and valve cover and no valves, is history. But who was the first customer for one of these desirable cars?

In his autobiography, W O describes how one morning in September 1921 he met Noel Van Raalte, to whom he handed over "the low 3-litre coupé that was waiting for him", telling the wealthy recipient about the car's five-year guarantee. "Our first customer had taken delivery of our first production car," W O wrote. It was an important occasion which he would remember clearly.

Pennal, a mechanic quoted in Miss Nagle's book *The Other Bentley Boys*, confirms "the little square box-like body" but says a coupé came later, hinting at a possible body change. But was this actually a production car, in customer terms? It seems a little odd that in December 1921 *The Autocar* published a photograph of a normal Bentley saloon captioned a "smart model owned by Mr van Raalte".

Does this suggest that van Raalte may have sent this coupé back? Unless he by then had two Bentleys, but there's no record of this. Expert Bentley historian Michael Hay says No1 went to van Raalte and illustrates it in his *Bentley – The Vintage Years* with a lofty saloon body. However, in the lists of all the pre-war Bentleys, that so commendably painstaking chore undertaken by the late Stanley Sedgwick, working from 16 volumes of the works Service Records and also meticulous Sales Records, he quotes chassis No1 as sold to the Rt Hon J Frankland on September 9 1921, after chassis No3 had gone to Ivor Llewellyn the month before.

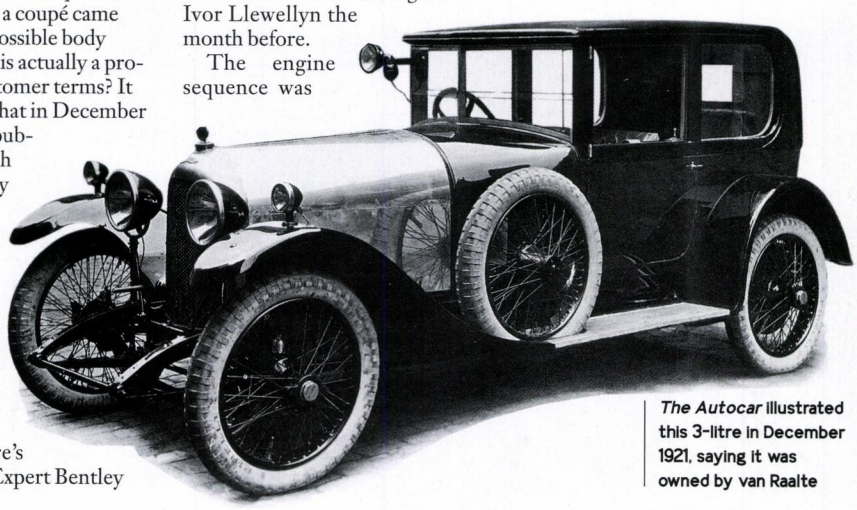


Van Raalte's 100mph 3-litre saloon of 1925

The engine sequence was No4 in the latter's 3-litre, No3 in the Frankland car, and No2 in car No2 sold during either that August or September to R Reynolds.

W O used a Harrison all-weather 3-litre, BM 9771, registered in September 1920, reputed to have experimental chassis 4EX. Could he have sold this to van Raalte? Surely not, as even with its hood erect it hardly qualifies as a 'low coupé'.

Sedgwick shows van Raalte as having another 3-litre in January 1924 and in October 1925, one of the 100mph sports chassis 3-litre cars with a Gurney-Nutting saloon body, copied by Ben Collings for his latest Bentley, as mentioned last month. This body was too cramped for van Raalte's family and was removed by 1926. So who *did* have the historic first-sold 3-litre?



The Autocar illustrated this 3-litre in December 1921, saying it was owned by van Raalte

any interest for a very long time, so although I liked these cars I felt I was justified in calling them in the magazine 'the cars that no one wants'.

At the same time two sound Siddeley Specials, one of them the prototype, remained unsold for a long period after the death of their owner, and in desperation a 1935 17hp AS was being offered for 10/-.

Today the ASOC is an active club formed in the early 1960s, looking after the needs of its 760 members, publishing its monthly magazine *Sphinx*, organising the usual runs and socials and helping with spares.

I should emphasise that I have nothing against ASs and have in fact enjoyed driving them and having runs in Siddeley Specials, and would willingly have had a Star Sapphire. I wonder what did become of the 15hp (KV 8840) no one seemed to want?

From Rolls-Royces to taxis...

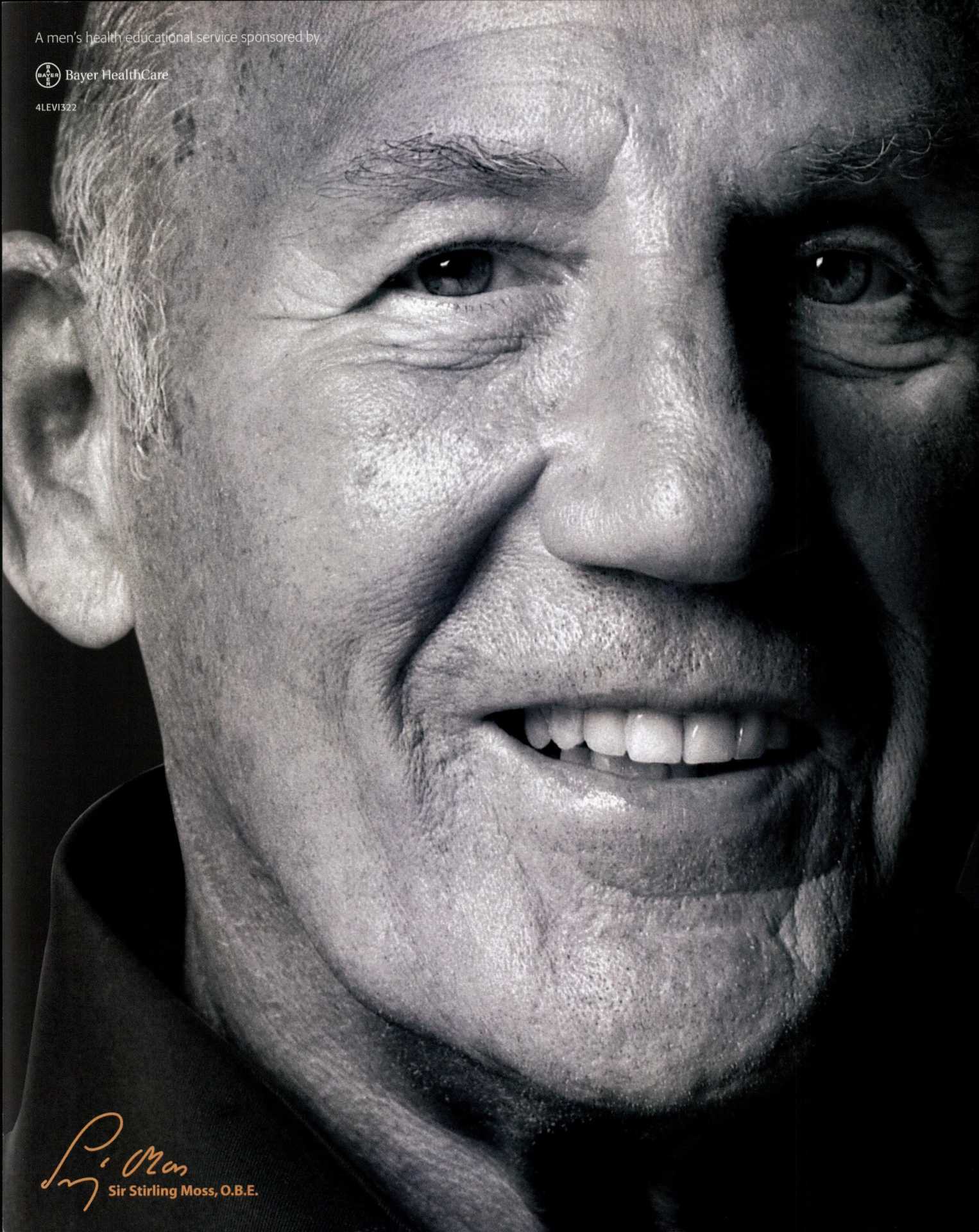
From 1935 to 1939 Rolls-Royce sent to R-R and Bentley customers publications depicting these cars in scenic settings, with celebrities and interesting places to visit. Beautifully produced, these were promotional rather than advertising offerings. Bentley owners got 13 of these 'On The Road' issues depicting 125 Derby Bentleys and with articles on English and Welsh history, Tattersall's, country markets, tours, Ireland, Geoffrey Smith of *The Autocar* on a continental holiday, Eddie Hall on his Bentley racing, a journalist's day at the Track with Sir Malcolm Campbell and a rewritten piece about my 'John O'Groats Jaunt' in a 4¼-litre Vanden Plas coupé for *MotorSport*, etc.

Dalton Watson Fine Books of Ferring, Sussex and Deerfield, Illinois have reissued these in two beautiful produced volumes (ISBN 1854432036, £95). The first details in every way the contents of the second volume, both the work of Bernard L King, who lists the 59 coachbuilders involved and in all but 15 cases has managed to correct the bogus reg. numbers the photographers inflicted on 44 originals. He includes customer deliveries year by year of the relevant Bentleys and those sold abroad.

A few errors have arisen, such as saying my Scottish JoG run began one morning whereas I left with Big Ben striking midnight, getting to JoG at 3.14pm, a running average of 50.5mph, and Amy Johnson did not *win* the RAC Rally, but otherwise a magnificent recall which should be especially in demand by those Bentley folk who like to have everything about their cars, and for other keen Bentley admirers.

Then there's Malcolm Bobbitt's *Taxi - The story of the London Cab*, packed with information about every make on those streets from 1897 until now, with a truly great back-up of statistics and production figures. I can recall a *Punch* book on this fascinating subject, a driver's memories, and of course Nick Georgano's serious work, all out of print. But here is the truly complete coverage, available from Veloce, ISBN 1-903706-55-6, £15.99.

all LAT


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Sir Stirling Moss, O.B.E.

The important GPs in my life

GP WIN 1955 Grand Prix Britain, Mercedes-Benz W196

GP WIN 1956 Grand Prix Monaco, Maserati 250F

GP WIN 1956 Grand Prix Italy, Maserati 250F

GP WIN 1957 Grand Prix Britain, Vanwall VW4

GP WIN 1957 Grand Prix Pescara, Vanwall VW5

GP WIN 1957 Grand Prix Italy, Vanwall VW5

GP WIN 1958 Grand Prix Argentina, Cooper T43

GP WIN 1958 Grand Prix Netherlands, Vanwall VW10

GP WIN 1958 Grand Prix Portugal, Vanwall VW10

GP WIN 1958 Grand Prix Morocco, Vanwall VW5

GP WIN 1959 Grand Prix Portugal, Cooper T51

GP WIN 1959 Grand Prix Italy, Cooper T51

GP WIN 1960 Grand Prix Monaco, Lotus 18

GP WIN 1960 Grand Prix USA, Lotus 18

GP WIN 1961 Grand Prix Monaco, Lotus 18

GP WIN 1961 Grand Prix Germany, Lotus 18/21

GP WIN 2004 General Practitioner, London – sorted my ED

I MAY HAVE BEEN KNOWN AS FEARLESS, BUT IT STILL TOOK COURAGE TO TALK TO MY DOCTOR ABOUT MY ED. I'M NOT ALONE, 1 IN 2 MEN OVER 50 SUFFER FROM ERECTION DIFFICULTIES. DON'T BE EMBARRASSED, SAY TO YOUR DOCTOR 'I NEED 10 MINUTES TO TALK'

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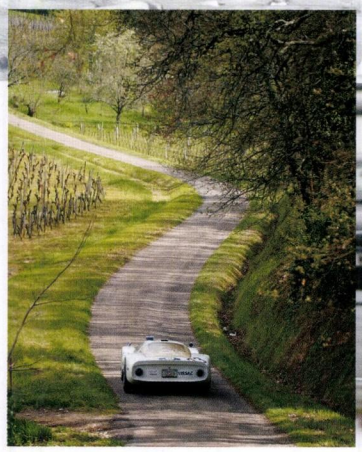
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WHEEL TO WHEEL

THE MONTH IN HISTORIC MOTORSPORT

Edited by Paul Lawrence









2005 preview

Your guide to historic action in Britain and Europe this year **P100**

Reports

The Monte Carlo Challenge and VSCC Pomeroy Trophy **P108**

News

New 99-year lease safeguards Shelsley Walsh hillclimb **P110**

Features

GP Masters; Simon Taylor on historic authenticity **P115**

Philippe Fugier, Peter Auto, Jim Houlgrave



Goodwood Revival (September): Cobras blast away in last year's Tourist Trophy race

Classical drama alive in '05

Historic and classic motor racing have never been so well served by the British racing calendar. No fewer than seven major festival events top the year, with Goodwood again taking star billing. Backed up by established events at Brands Hatch, Oulton Park and Donington Park and the long-overdue return of a historic festival at Silverstone, it makes for an exciting summer.

In addition, the Vintage Sports Car Club and the Historic Sports Car Club have fine programmes planned and the intriguing new Tour Britannia offers further diversity.

Whatever your preference and wherever you live, there's a marvellous choice. So sit back and plan a summer of memorable motorsport with our month-by-month guide. You won't be disappointed!

Jim Houlgrave, LAT

APRIL

East Anglian fans are poorly served by historic and classic racing, so the HSCC's visit to Snetterton on Sunday 17 is the peak of classic action at the Norfolk track.

A week later, on Saturday 23, the VSCC year barks into life for the Silverstone Spring Start, with a customary mix of pre-war racing cars and sportscars in action.

On the following day, Sunday 24, the BRDC has a predominantly modern race meeting on the full GP circuit, but a round of the club's Historic Sportscar Championship will make a fine spectacle.

MAY

With Top Hat Racing and Coys working hand in hand, the Top Hat Festival at Donington Park on Sunday/Monday 1/2 is set to grow and grow. A cracking line-up of races will appeal to those who like their racing unfettered by too many frills, with a programme topped by the full range of Top Hat categories.

Making an overdue British debut will be the Motor Racing Legends Pre-War Sports Car Series, along with the Gentleman Drivers races and Lurani Trophy Formula Junior. Expect wall-to-wall racing each day.

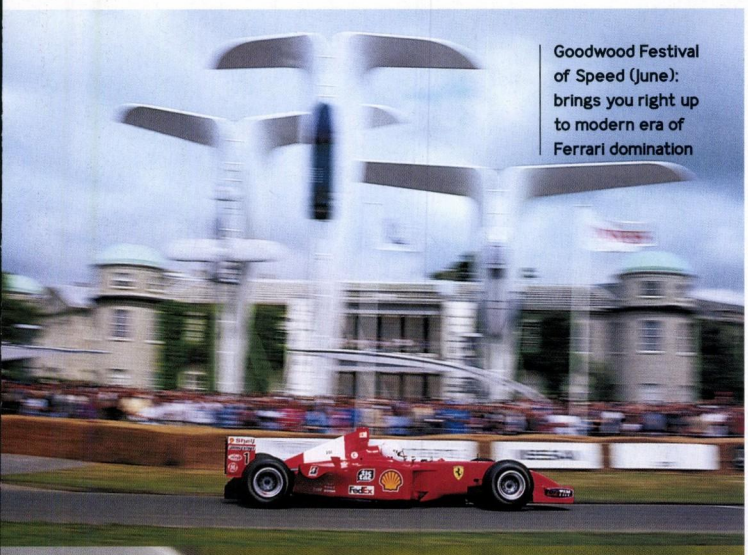
At the end of the month is a real treat for those in the north-west as the VSCC returns to Oulton Park on Saturday 28 after five years away. The Hawthorn trophies are up for grabs and that should ensure a fine entry of both pre- and post-war racing cars.

The HSCC has a busy month too, with meetings at Silverstone (Sunday 8) and a return to Croft (Saturday 21), while the VSCC speed-event season kicks off in the glorious Devon countryside at the Wiscombe Park hillclimb on Sunday 8.

JUNE

The Goodwood Festival of Speed is back to June for 2005 and will dominate the month with its customary eclectic line-up of the weird and the wonderful along with the greats of the sport. Once again entry is by advance tickets only in an effort to ensure a comfortable weekend (24-26) for everyone.

In complete contrast, the HSCC championships will be in action at Cadwell Park (Sunday 26), with only the Derek Bell Trophy absent due to the 2-litre limit for single-seaters at



Goodwood Festival of Speed (June): brings you right up to modern era of Ferrari domination



Oulton Park Gold Cup (August): Chevrons, like this VDS F5000 B37, will be out in force

SILVERSTONE: REVIVING ITS OWN REVIVAL

Six decades of Formula One cars will be the major attraction at the rekindled Silverstone International Historic Festival over the weekend of July 30/31. Races from the HGPCA, Grand Prix Masters and Thoroughbred Grand Prix cars will put F1 machinery from the 1930s right through to 1985 into action.

Having squandered the place it once held at the head of major historic race meetings in Britain, the Silverstone event has some rebuilding to do, but with the BRDC backing it and the HSCC putting the event together there is reason to expect something special.

For the first time, GP Masters and TGP will share the bill, with GP Masters races each day and the TGP feature on Sunday. A capacity HGPCA grid, set to cover both pre-61 and pre-66 divisions, is likely to race each day. Also out on Saturday and Sunday will be the Group C/GTP pack as the promoters aim to make each day well worth a visit.

Other races for BRDC Historic Sports, World Sportscar Masters, Gentleman Drivers, HGPCA drum-brake sports and the Derek Bell Trophy add quality in spades, while Saturday's racing will wrap up with the splendid BRDC 500 for pre-war sportscars. An advance weekend ticket is just £20.



It's not just one weekend in July on which you'll get to see F1 cars at Silverstone

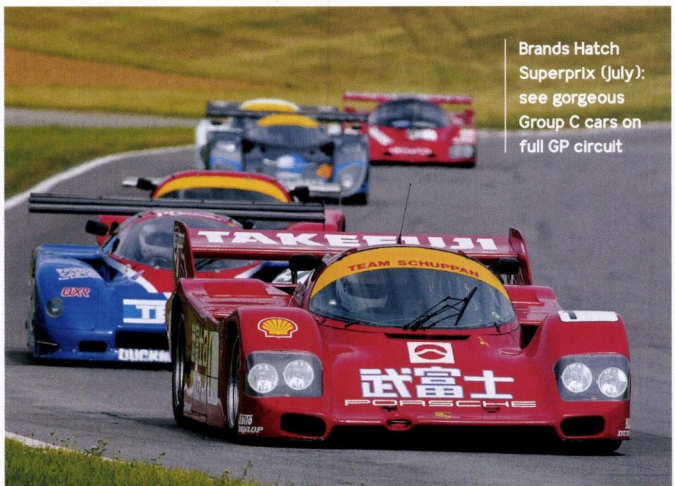
the challenging Lincolnshire venue.

Two weeks earlier (Sunday 12), the VSCC will also be tackling the dips and twists of Cadwell Park for its annual visit. Though the entry will not match some of the more prestigious VSCC meetings, the scenic venue provides a great backdrop for vintage action.

Over the water, the 50th anniversary of the final Dundrod Tourist Trophy will be celebrated in and around the town of Lisburn, just west of Belfast, on Saturday 18. Highlight of the festivities will be a sprint covering virtually all of the classic seven-mile road circuit.

JULY

Two major race meetings back to back at the end of the month are the big stories for July.



Brands Hatch Superprix (July): see gorgeous Group C cars on full GP circuit

The 15th running of the HSCC Superprix at Brands Hatch (23/24) will cram the daunting GP loop with historic races. Joining a full complement of HSCC categories will be the headline Group C/GTP and International Supersports Cup races – the spectacle of either will make it a magical weekend.

A week later on July 30/31 is the reborn Silverstone International Historic Festival (see panel above).

At the opposite end of the spectrum is the VSCC/MAC Shelsley Walsh hillclimb (Sunday 3). Always a highlight of the Shelsley season, the annual assault on the hill record for pre-war racing cars will be the focus of attention as the venue approaches its centenary celebrations.

The VSCC fellowship heads to Yorkshire a week later for a double-header speed weekend at Harewood hillclimb (Saturday 9) and then on to the Elvington sprint (Sunday 10).

The line-up for July concludes with the annual VSCC race meeting at the high-speed Mallory Park circuit in Leicestershire on Sunday 24. An impressive grid of thundering Edwardian machinery will again be a feature of the day.

AUGUST

A great West Country weekend kicks August off, with a gaggle of HSCC races at Castle Combe on Saturday 6 followed by the VSCC Prescott hillclimb on Sunday 7. The venues are little more than an hour apart for those seeking a weekend away!

One hundred years and seven days after its first event, Shelsley Walsh will host a very special centenary celebration over the 19-21. Saturday's British Championship round will be followed on Sunday by an entry reflecting the Worcestershire hill's unrivalled history.

Chevron is the star draw at the Oulton Park Gold Cup (28/29). Chevron races and a Chevron drivers' reunion will celebrate 50 years of the marque, while HGPCA and Gentleman Drivers races complement a full HSCC programme. »

SEPTEMBER

The busiest month of the season! It starts with the VSCC See Red event at Donington Park (3/4), where Group C/GTP and HGPCA races add to the VSCC action. Then it's straight into Tour Britannia for four days of racing and rallying (5-8), with Silverstone featuring heavily among a diverse range of venues.

Before Tour Britannia finishes, the Tourist Trophy Centenary on the Isle of Man (7-12) will be underway, peaking with a recreation of the 1905 race on the full 52-mile road circuit on Saturday 10.

On the same day the HSCC will take over Thruxton for what promises to be one of the best race meetings of the season. High-speed slipstreaming battles are the norm at the Hampshire speedbowl. If you prefer the seaside, it's the centenary of the Brighton Speed Trials along Madeira Drive (Saturday 10).

Then comes the incomparable Goodwood Revival Meeting (16-18), which is simply a must. Like the Festival of Speed, this is an all-ticket event and is rightly the absolute pinnacle of historic and classic motorsport in Britain.



VSCC (any time, any place): season kicks off with traditional April Silverstone meet

Finally, the concluding weekend of September is a perfect example of the diversity of classic motorsport available in the UK. Will it be Thoroughbred Grand Prix cars supporting the inaugural A1 Grand Prix event on the Brands Hatch GP circuit (24/25) or a VSCC hillclimb at Loton Park (25)?

OCTOBER

Nothing could match September's programme and October gives everyone a chance to catch breath.

The Top Hat classes are racing at Mallory Park on Sunday 2, while the HSCC championship deciders will be at Silverstone on Saturday 15. Both meetings will feature big grids, sporting racing and great cars, while the settling of season-long contests will add extra spice to the Silverstone meeting.

Finally, the VSCC's sprint at Goodwood (Saturday 15) is a perfect lower-key way to wind down after a hectic season. M

WHO DOES WHAT IN HISTORIC MOTORSPORT?

Aston Martin Owners' Club
www.amoc.org
Not only has the AMOC got a full season of racing for Aston Martins, it is also the custodian of the UK-based Formula Junior Championship. Sadly, for the first time since the 1950s, the club has been unable to secure a suitable date for the St John Horsfall race meeting at Silverstone, which leaves a big gap in the club's programme.

British Racing Drivers' Club
www.brdc.co.uk
www.tourbritannia.com
As ever the BRDC's historic programme will include the Historic Sportscar Championship for 1950s cars. But there is more in 2005, with the return of the International Historic Festival at Silverstone and the club also playing host to the exciting new Tour Britannia event in early September.

FIA
www.fia.com
Three championships form the core of historic racing organised under the wing of the Fédération Internationale de l'Automobile. The European Challenge for Historic Touring Cars and the FIA Cup for Historic Grand Touring Cars have pan-European calendars along with the Lurani Trophy for Formula Junior cars.

Gentleman Drivers
www.historicmotor-racingnews.co.uk
Carol Spagg's twin series have a growing list of dedicated entrants wanting to race period cars in semi-endurance races. The Sports Endurance Races are open to a great array of production-based cars, while the Sports Racing Challenge caters for the more exotic sports and GT cars.

Grand Prix Masters / World Sportscar Masters
www.grandprixmasters.org
With the GP Masters series for the earlier 3-litre F1 cars now firmly established, the organisation has acquired the former European Sports Prototype Trophy for Group 4 cars. Now the two series will share common dates.

Group C / GTP Racing
www.groupc-gtpracing.com
A real success story, the Group C/GTP movement is growing all the time as more and more drivers take the chance to race these 1980s cars. A real bonus for UK fans is three British dates in 2005.

Historic Grand Prix Cars Association
www.hgpca.com
The HGPCA remains the clear home for any pre-66 Grand Prix cars. Races are usually split at 1961, giving the older cars a chance of glory, while pre-war cars are also encouraged in the HGPCA's pan-European schedule. A series of races for drum-braked sportscars adds depth to the organisation's activities.

Historic Sports Car Club
www.hscc.org.uk
Unquestionably the club for affordable historic racing in the UK, the HSCC is riding high these days. A superb line-up of championships spanning sports, saloons and single-seaters offers sport for all and the result is race meetings crammed with entries and close racing.

International Supersports Cup
www.orwell-supersportscup.com
Although managed from Germany, the Supersports Cup continues to be popular with British owners of sports-prototypes from the late 1960s and early '70s. One British visit a year is not enough, but new UK representation for the series is a positive move.

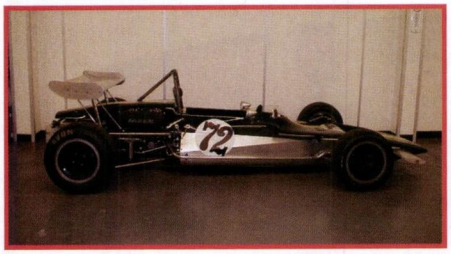
Pre-war Sportscar Series
www.motorracinglegends.com
Building on the success of its Le Mans support race, the Motor Racing Legends organisation has developed a series for pre-war sportscars and enjoyed a good debut season in 2004. The 2005 schedule includes a first UK race at Donington in early May.

Thoroughbred Grand Prix
www.tgp-f1.com
Right at the pinnacle of historic racing, the TGP series offers supremely competitive racing for 3-litre Formula One cars right through to 1985. Big grids of cars in stunning period livery are the norm and the series rightly draws the fans wherever it goes. Both Silverstone and Brands Hatch GP are on the 2005 schedule.

Top Hat Racing
www.tophatracing.co.uk
Created to provide good value racing for as wide a range of cars as possible, the Top Hat race portfolio now encompasses events for saloons, sportscars and GT cars from the 1950s, the '60s and even into the '70s. Guest slots at several major European meetings and longer races are key to the Top Hat ethos.

Vintage Sports Car Club
www.vscc.co.uk
Unrivalled as the provider of competitive motorsport for predominantly pre-war cars, the VSCC is as strong as ever after passing its 70th birthday in 2004. Race meetings, hillclimbs, sprints and trials are all part of what makes the VSCC so successful and so vital to the sport in Britain.

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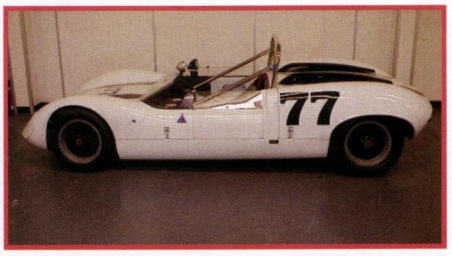
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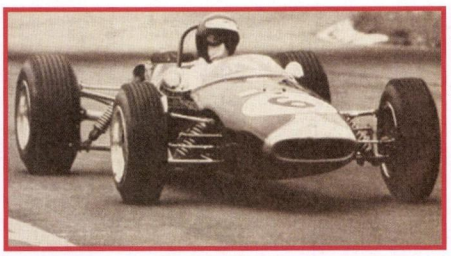
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Brabham BT23C F2 1968 Ex Rindt / Rees works team Winkleman. Restored rolling chassis 2005. Wonderful history £35,000



Lotus 23B Sportscar 1965. Racing Fabs Twincam. Formerly owned 20 years. F.I.A. Papers. Euro racing history £65,000



Brabham BT18 F3 1966. Ex Frank Williams. Similar to photo. In need of complete restoration. Interesting project £12,995

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Get dipsy over Pau: French town's historic GP takes place in middle of May

EURO PREVIEW
YOUR GUIDE TO THE SEASON AHEAD

IN ASSOCIATION WITH
GRAND TOURING CLUB
Brittany Ferries

Channel all your energies

If the British historic and classic calendar isn't enough for you, venturing across the channel opens up a glorious array of historic motorsport at some of the most challenging and scenic venues that Europe has to offer. With ridiculously cheap flights available to any number of destinations, there has never been a better time to plan a long weekend away.

APRIL

The standout event for April has to be the Tour Auto (25-30). A weekend in Paris followed by a tour through some of the best French countryside watching 200 cars from the 1951-73 period competing on race circuits and closed roads; can there be anything better? The route heads south to Clermont-Ferrand before swinging west to finish at Biarritz five days later.

A new event at Hockenheim in Germany (23/24) will celebrate the career of Jim Clark and is notable for the opening round of the FIA Thoroughbred Grand Prix Championship as well as Euro F2 and International Supersports.

MAY

Italy moves to the forefront of the calendar in May with three highlight events. Two classic events on public roads are followed by the major historic race meeting of the season at Monza. The Modena Cento Ore Classic (7-10) is akin to the Tour Auto, while the Mille Miglia Retrospective (19-22) sets a gentler pace with a predominance of regularity sections. This year the Brescia-based event marks the 50th anniversary of Stirling Moss, Denis Jenkinson and Mercedes' famous win. A week later, just up the E64, Monza hosts TGP, Group C/GTP Supersports and much more during the excellent Coppa Inter Europa meeting (27-29). The Grand Prix de Pau Historique (14/15) is another must-do (see panel).

JUNE

Star event for June has to be the Grand Prix de l'Age d'Or (25/26) at Dijon in France. Moving the event title from the closed Montlhéry, the organisers at Rayon d'Action have put together a cracking race line-up: GP Masters returns to Dijon, while the HGPCA, Gentleman Drivers and Top Hat all have a presence. Also clashing with the Goodwood Festival of Speed is the Jan Wellem meeting at the Nürburgring (25/26), with Group C/GTP and Supersports headlining. And don't forget the Le Mans Legends race supporting the 24 Hours (18) – see page 111.

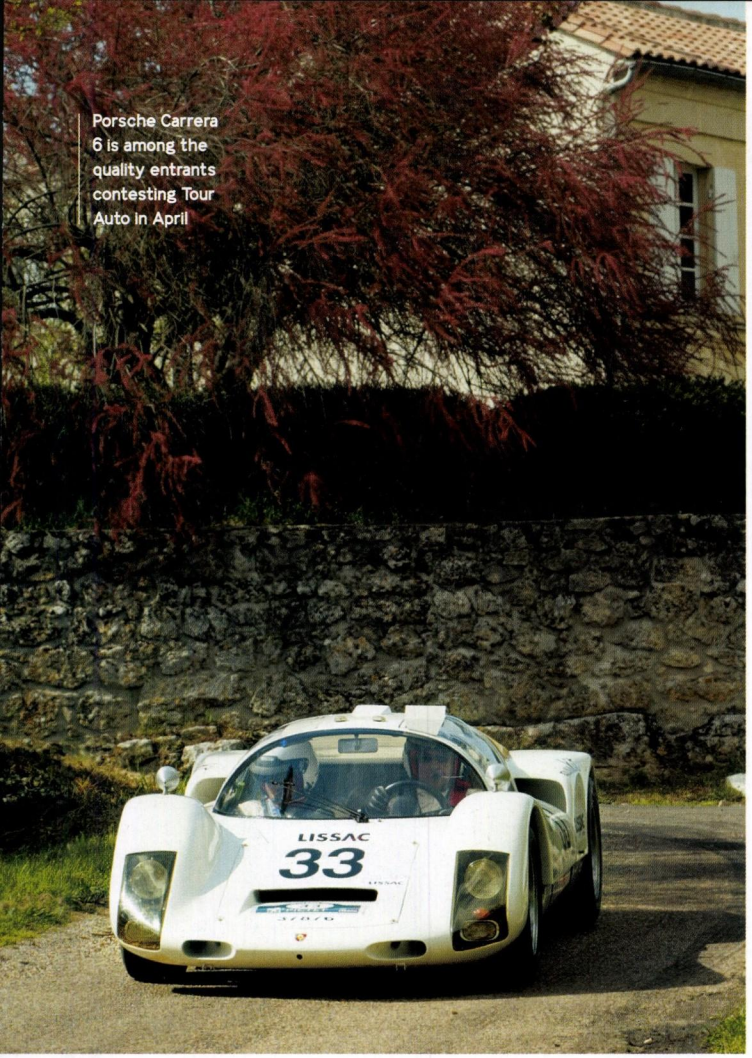
JULY

Zolder will never have the charisma of its Belgian counterpart at Spa, but it is one of the easiest venues to reach by road from the UK, two hours from the channel ports. Over the first weekend of July (2/3) is the European Historic Grand Prix, with a strong race line-up: GP Masters and World Sportscar Masters are the big attractions, backed up by European F2 and FIA Historic Touring Cars.

The new Grande Premio do Porto (8-10) will be a major draw (see panel). Then it's back to Belgium for the other notable event in July. An hour south of Brussels, just inside the French border, is Chimay, and over the weekend of 23/24 the town is given over to the Historic Race Festival. All the Top Hat classes tackle the daunting road circuit.

AUGUST

One event dominates August: the Oldtimer Grand Prix meeting at the Nürburgring (12-14). Established



Porsche Carrera 6 is among the quality entrants contesting Tour Auto in April

now for more than 30 years, the Oldtimer continues to pack the paddock with an all-star race programme which kicks off on Friday afternoon with the AvD Marathon on the full Nordschleife circuit.

The rest of the weekend features much of the cream of European historic racing competing on the contemporary GP circuit, including GP Masters and World Sportscar Masters, International Supersports, HGPCA GP cars and HGPCA drum-braked sportscars, as well as the hard-fought Lurani Trophy Formula Junior Championship.

Moving away from Europe, the most prestigious historic race meeting in North America is the 32nd Rolex Monterey Historic Automobiles Race Meeting (19-21) at Laguna Seca. Chaparral is the featured marque, although the history of Chevron will also be celebrated.

SEPTEMBER

France is divided over the opening weekend of September (3/4), with classic meetings at Le Mans and Magny-Cours. On the Bugatti circuit the combo of GP Masters and World Sportscar Masters tops the racing on a weekend that will also celebrate the famous racing 'blues' of France. Two hundred miles away at Magny-Cours, TGP and Historic F2 are the big draws at the home of the French GP.

The annual Angoulême race meeting (17/18) keeps the focus on France (see right) before the month ends with the biggest historic race meeting of the year. The Classic Six Hours event at Spa-Francorchamps (23-25) is simply wall-to-wall historic racing, with the enduro topping a bill that includes, well, just about everything! If you only manage one cross-channel foray in 2005, make it this one.

OCTOBER

Wrapping up the major European events of 2005 are race meetings at Dijon and Estoril over the weekend of 8/9. Supersports, Lurani Trophy Formula Junior and Euro F2 star in France, while the Portuguese track hosts the deciding TGP race of the year along with races for the HGPCA. Get booking those flights and ferries now!

WORTH A VISIT

Pau, Angoulême and Oporto are three events you should catch



WHY NOT ENJOY A FRENCH STREET PARTY?

May 14/15 Grand Prix de Pau Historique, Pau (F)
Website: www.grandprixhistorique.com

Tucked away in the foothills of the Pyrénées in south-west France, Pau is a gem in the calendar with a history back to 1930. The street circuit is steeped in racing lore and remains one of the most popular - and challenging - venues.

The race programme is packed with quality, topped by the 3-litre F1 cars from Grand Prix Masters. With DFVs echoing off the city walls, the double-header race is a real highlight of the weekend.

But Pau is also about F2 history. The Jochen Rindt F2 Trophy - named in honour of the three-time Pau winner - is on the bill once more and a capacity grid of the screaming 1600cc cars will be in action.

World Sportscar Masters, with an evocative grid of Lola T70s, Chevron B16s and B8s, is another Pau favourite, while the HGPCA will field grids of pre-61 and pre-66 Grand Prix cars. With Gentleman Drivers, Cloth Cap and Top Hat races, as well as French Formula Ford and F3, the weekend is crammed with quality.

It's easy to get there. By road it's a long but rewarding haul down through France, but Ryanair flies straight from Stansted every day. Check out www.ryanair.co.uk for bookings.



WALL-TO-WALL HISTORIC ACTION

September 17/18 Circuit des Remparts, Angoulême (F)

Want an alternative to Goodwood? Look no further than the historic walled city of Angoulême north-east of Bordeaux. The Circuit des Remparts pits grids full of historic racing cars against a unique challenge. A race dedicated to Bugattis is always a big attraction and the British Frazer Nash 'chain-gang' brigade are regular visitors. Some events are races, others claim to be demonstrations, but the distinction is seldom clear!

Angoulême is around three hours south of Le Mans by car, but Ryanair flies to four airports within easy driving distance. Best bets are Poitiers and Limoges.

YOU CAN'T PASS OVER THE PORT

July 8-10 Grande Premio do Porto (P)
Website: www.circuitodaboavista.com

Once host to the Portuguese Grand Prix, this street circuit will reverberate to the sound of racing engines this summer for the first time since the late 1960s. Shortened and brought up to appropriate safety standards, the Circuito da Boavista will host races for the HGPCA, Pre-War Sports and Gentleman Drivers series as well as Formula Junior and HGPCA drum-braked sportscars.

Sitting on the west coast of Portugal, the street circuit includes a stretch of the seafront as it winds around the city park.

Ryanair offers two services a day from Stansted to the city. Alternatively, check out www.grandtouringclub.co.uk



Jim Houlgrave; Peter Auto; Andrew Thomas; LAT

PEOPLE PREVIEW

KEY HISTORIC PLAYERS IN 2005

PETER WILLIAMS



March 761

"The car is all in bits at the moment being rebuilt by Nick Foy. I'll certainly do four or five Grand Prix Masters weekends, if not all of them.

"The car is chassis 5, which was used mostly as a spare in 1976. It did run in the German GP and Ronnie Peterson actually led the race for a while. In Monaco it ran with Monaco Fine Art sponsorship and the same guy still sponsors it today!

"The speed of the car was very good last year. We didn't finish all the races, but we were on pole several times and at Pau we won both races.

"I'd love to win at Pau again – it's where I first drove an F1 car three years ago. It's a tremendous place and a different challenge."

OLLIE CROSTHWAITE



Cooper Bobtail, Gemini Mk4

"I'll do mostly HGPCA drum-braked sportscar races and some Gentleman Drivers races in the Cooper Bobtail. I like to do the international races.

"Hopefully I'll start with Pau, and Porto looks like it is going to be fantastic. I'll do Spa and Oulton Park and hopefully I'll get a run at Goodwood.

"I might do some Formula Junior as well. I've got a rear-engined Gemini Mk4. I've raced it about three times but I'm a bit tall for it. If I can fit in it, I'll run it. If not, Simon Diffey's going to drive it a couple of times.

"I work in the family business, Crosthwaite & Gardiner. Racing is a bit of fun and gets me out of the office. Time and money are always the big problems."

JOHN DUNHAM



March 712

"I've got the March 712 that Chris Fox owned for a number of years. The car's not been raced much in the UK; it's now in Formula Atlantic specification and I'm going to be doing the Jochen Rindt European F2 Trophy.

"I think Euro F2 will go from strength to strength; you just can't get a more competitive series. Fredy Kumschick is the man for the job in running it.

"The car was totally rebuilt last year and I'm really looking forward to the season. It brings a smile to my face just thinking about racing in F2. We've got a great series of venues like Monza and Spa – they're classic tracks.

"I've won the class title before and I'd like to deliver good results this year."

HELEN MALKIE



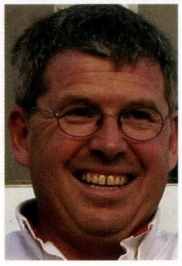
Chevron B19, Shadow DN9

"This year I'm going to be racing our Chevron B19 in Orwell Supersports. I might do the Chevron race at Oulton Park in August, but it depends if I've got time as I'm also organising the Chevron 40th celebrations. I would like to do Spa as well, because I've held the lap record there.

"I'll also run the B19 at the Shelsley Walsh hillclimb in September. It's a very big year for Chevron and getting a race at Laguna Seca is a big achievement. But it's a week before Oulton Park, so there isn't time to fly cars out and back.

"We might bring out the Shadow DN9 if I can get it back into Regazzoni colours in 1978 specification. I last raced that at the British GP two or three years ago."

JON SHIPMAN



Crosslé 9S

"We've very busy at work at the moment, but despite that we are going to do the Van de Velde six-hour race at Dijon and then the Spa Classic Six Hours in the Crosslé.

"Winning Spa last year was very special. I'd wanted to win that for five years and we rebuilt the Crosslé for that race. I think we should be in with a shout again this year, but in an event that long anything can go wrong.

"I'm then looking at shipping some cars to the States to race at Sebring, Watkins Glen and Daytona. These days it costs so much to race in Europe that it is almost cheaper to race in the US. The dollar rate at the moment makes it quite attractive. We'll probably ship several cars out at the end of September."

DUNCAN PITTAWAY



GN Vitesse, Monarch

"My approach to motorsport is very much one of enjoyment. The VSCC has some great motorsport in a social atmosphere. I'll use the GN Vitesse in sprints, hillclimbs and races; I hold the sportscar record at Wiscombe Park.

"Oulton Park is the big news and I'm really looking forward to that, as well as the Frazer Nash/GN race at Cadwell. It's the best circuit for that type of car!

"I'm also very keen on the Edwardian races, and Mallory Park in July is absolutely fantastic. Turning into Gerards at 100mph in these cars is just brilliant. I've got a 1913 Monarch for that race.

"I've got a 1965 Plymouth Barracuda that I hope to have ready for racing at the end of the year and I'll also do some trials next winter in a GN with a 3-litre V-Twin engine!"

NELSON ROWE



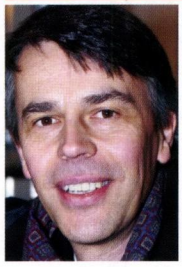
Crosslé 20F

"We've built up a new Crosslé 20F for Historic Formula Ford 1600 this season and we're selling the ex-Mike Whatley car that we raced last year. We've got a new engine and we've rebuilt the gearbox and done some other bits and pieces to the car.

"I'm very much looking forward to the season, but I'm a vet and getting weekends off is quite difficult. But I hope to do all the rounds. My dad Richard is beavering away on the car – he is the top mechanic and it's his hobby as much as it is mine.

"It's a different beast to the Caterham Superlight I raced in 2003 and it takes me back to karting – you just can't waste power. I'd love to drive something more powerful at some point."

PETER SCHLEIFER



Lola T222, March 707

"I will do the Orwell International Supersports Cup again in 2005 with the Lola T222. We had some race wins last season and I hope to win again this year. The car was originally on display at the 1971 London Motor Show and was raced by Jo Bonnier and Vic Elford in Interserie events and then did hillclimbs in Switzerland! It was stored for about 25 years before I found it and restored it in 1997.

"But I have also now got the ex-Chris Amon March 707 in STP colours. That car has not been raced for five or six years and I want to see it racing in Supersports again. I really want to race both these cars, but I really love my Lola – somehow it suits me! I may put someone else into the March.

Jim Houlgrave, Jeff Bloxham, Mark Ballard, Jakob Ebrey



The Grand Touring Club

Jim Gasford

The Grand Touring Club's prefered ferry operator is:

Brittany Ferries

With such a superb array of classic and historic race meetings running across Europe in 2005, there has never been a better time to make an extended trip, with your favourite car, using the expert services of the Grand Touring Club (GTC).

With 30 years' in the travel industry, and 14 years' experience in running the GTC, the team behind the club have developed unrivalled driving tours to many of the key events. In particular, the race meetings at Pau, Angouleme and Porto are all the focal point of driving trips, typically lasting for up to a week.

The concept is simple but hugely effective. Membership is not required to book on to the trips. However a new category of subscriber members is being introduced this year, with priority booking and other benefits plus access to GTC hospitality at leading events. Bookings can be made by individuals, small groups of friends or clubs.

The club handles all ferry and hotel bookings, admission to events and a number of exclusive benefits, leaving the enthusiast to drive on some of the best driving routes in Europe en route to the event. The club provides detailed route information, ensuring that the customer enjoys the best roads and the most spectacular scenery available.

Once at the event, all arrangements are in place to ensure an unrivalled experience, including privileged access to the best grandstand seats, to exclusive receptions and the best and most convenient hotels.

"Using our local contacts, we can also organise some special activities during the route," explains Nick Brimblecombe. "For instance, on the way to Angoulême last year we arranged for our customers to enjoy laps of the Le Mans Bugatti circuit and then meet up with Henri Pescarolo before continuing the journey!

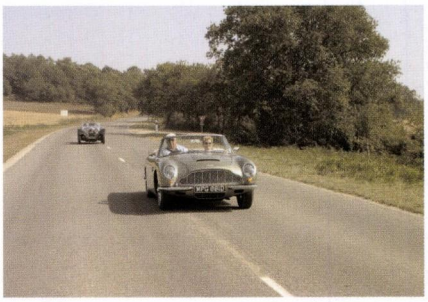
"At Pau, our customers have access to the competitors dinner at the Casino and VIP lunches in the Paddock. It is all done properly in order to allow people to really become a part of the event. It is a complete experience."

At the cornerstone of many Grand Touring Club itineraries is Brittany Ferries, which offers perfect access to St Malo, Caen or Santander, with excellent on board service and facilities. Deatils of all Brittany Ferries services can be found on www.brittanyferries.com or by calling 08705 360360. That means GTC customers are able to get straight into the best driving roads, with the club calling upon years of experience to create the routes that driving enthusiasts will enjoy the most. Their routes are designed by enthusiasts for enthusiasts!

As well as the star events at Pau, Angoulême and Porto, the Grand Touring Club has an extensive annual programme, which also includes events like the Mille Miglia, the Grand Prix de l'Age d'Or at Dijon and the Rolex Monterey Historic at Laguna Seca, California. Bookings are already coming in for Classic Le Mans in July 2006.

To ensure a fabulous experience for participants, numbers on each tour are limited and the Angouleme trip is restricted to pre '70 cars in order that they may take part in the official rally preceding the race meeting. A maximum of 50 places are available for Angoulême, while Pau and Porto will probably be limited to just 25 cars. First class breakdown cover is available and no one with a problem will ever be left behind! The Grand Touring Club can also look after travel and accommodation arrangements for competitors and can sometimes provide a shorter event weekend service for those choosing to travel by air.

With many regular customers already booking their 2005 trips, anyone interested in joining a Grand Touring Club trip is recommended to book as soon as possible. The club is fully bonded through the Association of Independent Tour Operators.



Jim Gasford



Jim Gasford



Roger Williams

For more details, call 0870 609 1176 or visit www.grandtouringclub.co.uk



The TR3A of Pickering and Preston came out on top in the '05 Winter Challenge

FAST TIMES
KEEP TRACK OF ALL THE ACTION

TR3A triumphs over adversity

Winter Challenge | Feb 26 - Mar 4

Heavy snow and viciously cold nights served to make the 16th Winter Challenge to Monte Carlo the toughest in the event's history. After battling across a heavily snow-bound France for four days, a mighty effort from Terry Pickering and Anthony Preston, both new to the event, netted a memorable victory for their Triumph TR3A.

It all started in bright sunshine at the Stoneleigh Historic Show, with a special test straight after the ceremonial start. Pickering and Preston signalled their intentions by being fastest in their class and, with no penalties from two regularity sections on Sunday, headed across the channel with an early lead.

Once into France, deep snow became a regular feature of the rally and most crews found themselves off the road or stuck at some point. Despite the conditions the competition was tough, and by the time crews finished the fourth leg at Le Puy-en-Velay it was the Mercedes 300SE of former winners Frank Fennell/Colin Francis in the overall lead. But less than half a minute covered the top four, as Jan Ebus/Lester van der Zalm (Lancia Fulvia), Mickey Gabbett/Michael Jackson (Alfa Romeo Giulia) and the consistent Pickering/Preston all stayed well in contention.

The toughest section of all was on Thursday as the route tackled the hills of the Cevennes region before an overnight halt at Digne-les-Bains. This was the leg that would effectively decide the result: while Fennell and Francis battled against brake problems and went on a slide down the order, Pickering/Preston and Gabbett/Jackson really turned up the heat.

Those final sections of the rally blew the leader board apart: suddenly gaps previously measured in seconds became minutes. By the time the weary survivors arrived in Monte Carlo on the Friday, Pickering and Preston had pulled two and a half minutes clear of Gabbett's Alfa Romeo.

Ebus/van der Zalm lost all hope of improving on their second-place finish of a year earlier when the final leg cost them over 20min in penalties and they slipped to fifth place in the final reckoning.

In their place it was the Sunbeam Tiger of Malcolm Pickering/Andy Gibson that swept to third place, while John Bateson/Fred Bent took their Sunbeam Rapier to fourth.

In the category for vintage cars, Tony Covill/Paul Bloxidge braved the conditions to take victory in their Bentley special. Gary and Nina Kendall claimed a win in the Clubmans event in a Lotus Elan +2.



Left: Covill/Bloxidge Bentley in the snow; below: MG braves the wintry conditions



Elan won the 'easier' Clubmans category



Gabbett's Giulia heads to second overall



Frazer Nash to the fore in '05 Pom

Pomeroy Trophy | Silverstone | Feb 26

After a day of tests and high-speed trials at Silverstone, Charles Gillett emerged to claim the opening scalp of the VSCC's circuit-based competition season when he guided his Frazer Nash Super Sports to the Pomeroy Trophy.

A unique event, the Pomeroy Trophy continues to attract an eclectic mix of cars and drivers in an annual competition designed to identify the best grand touring car. A series of driving and performance tests is followed by a high-speed trial on the national circuit, after which complex calculations are made to determine the final positions. With penalty points for lacking hoods and inability to carry suitcases, there is simply no other competition like it!

Uniquely for a VSCC event, the entry of more than 70 cars included old and new, ranging from the 1913 Theophile-Schneider Aero Special of Nichols Hildyard and the Ford Model T of James Collins to the Porsche 997S of Robert Beebee.

Elsewhere in the entry, Simon Diffey piloted a BMW 2002Tii – a former event winner – and Dudley Sterry took a weekend off from trials to compete in Barry Clarke's HRS Sports. Frank Sytner ran his Frazer Nash Le Mans and, predictably, scored well in the high-speed trial, while Barrie Williams opted to field his own road-going BMW 320 Compact. Mark Walker terrorised some of the more modern cars during the high-speed trial with some sideways motoring in his glorious 1922 GN Thunderbug.

But it was Gillett who took control during the morning's timed tests in his 1929 Frazer Nash, and an exemplary run in the high-speed trial, where performance was measured against a target number of laps, ensured his overall victory. Fellow VSCC racer Tim Metcalfe led the chase in his 1935 Lagonda Rapier to take second overall and the Densham Trophy, but he was edged out by Gillett in the five tests.

Barely a fraction of a point split the next four finishers. Jonathan Cobb (Frazer Nash Super Sports), event veteran Ron Gammons in his MGB, Winston Teague (Frazer Nash Falcon) and Tim Burrett (Lancia Aurelia) all claimed first-class awards for their efforts.



Typically eclectic Pomeroy Trophy field included the Ealand TR (middle) and Paul Hardiman's 'green meanie' 2.1-litre Escort (right)

OFF THE BLOCKS

CARS YOU THOUGHT YOU'D NEVER SEE AGAIN

Matra MS120

One of the stars of the Stoneleigh show, the ex-Chris Amon Matra MS120 of Abba Kogan represents what was an incredible task for James Watt Automotive. "It's been a huge project," admits Watt. "Four cars arrived in a 40-foot container in a million bits. We had a several-million-piece jigsaw and no picture. There are a few drawings, but primarily it was a process of elimination."

The aim for MS120 was to rebuild it in faithful period specification, ready to race in Grand Prix Masters this season. Significantly, the tub had seen little use – seven grands prix in 1971/72 and very little running since.

"The tub is in A1 condition," says Watt. "We've replaced two or three panels and gone through all the riveting. But we haven't done a lot of remedial work to it because it is in such good overall condition."

Even so, Watt and his team of 14 have engineered uprights, wheels and wishbones and have tackled the whole job in-house, including engine, gearbox and even paint. Tracking down original bits has been one of the biggest challenges, as well as identifying development parts. "Matra would have tried half a dozen different varieties for a lot of parts," says Watt. But the quality of initial build was excellent: "It's a nice car to work on and a fantastically engineered piece of equipment."



Gorgeous ex-Chris Amon Matra had barely been completed prior to the Stoneleigh visit

Since the early 1970s, the car has contested just one race, in 2000. Now it is due to test by the end of March – once the engine has run on the dyno. But even getting the engine ready to run has entailed thousands of checks. "It has been a massive challenge but a privilege too," says Watt.

Inside line



DUNCAN RICKETTS

ERA E-type GP1 racer

2004 was a good season for you...

Last year was just wonderful. It was just one of those years when it all went right. We went to Australia with R12C in February and won five races. I'd never raced R12C before, so that was brilliant. I had wins at Cadwell and Silverstone in R3A and in GP1 at Donington in September. That was only the second ever win for GP1 in over 50 years. I also did Shelsley and got down into the 36sec bracket.

What about the win at Goodwood?

I was fourth in GP1 at Goodwood, which I was pleased with. But then I won the Brooklands race in the Dixon-Riley. That was unexpected as we only finished it the day before. I'd crashed it about seven years ago at Cadwell when a trackrod failed and we only just got it to Goodwood. But it fell into place.

What are you doing to GP1 for '05?

We went testing with GP1 at Silverstone late last year and I was down to 1min 11sec, which is the quickest I've ever had the car around there. I've done some chassis work over the winter and I've finally installed a dyno in the workshop, so I will have a bit more power.

Can you get it close to your rivals?

The car should be going better than it's ever gone and it would be good to make the car competitive in the big VSCC races. The E-type doesn't feed back like other ERAs, but I reckon it's now going to be as good as it will ever be. I may not make the first VSCC Silverstone meeting in April – I prepare the car myself and it's a big commitment.

Philippe Fugier, Jim Hodgrave, Jeff Bloxham

DATA LOGGER

KEEP TRACK OF ALL THE ACTION

Future of famous hillclimb course is safe thanks to new lease deal

Shelsley secure until 2104

The future of Shelsley Walsh seems assured following confirmation that a 99-year lease is due to be signed by the end of March.

The move will safeguard the next century of the famous venue and will also open the way for sympathetic development of the buildings in and around the paddock area.

"It is now just down to the small detail and we are expecting to sign the new lease in March," reported Martyn Griffiths of the Shelsley Trust. "We needed £750,000 for the lease and we have now banked £840,000, so we can cover all the fees and stamp duty as well."

Negotiations between Shelsley estate owner the Winnington Trust and Shelsley Walsh Hill Climb PLC have progressed well, and the new lease no longer includes the main house and outbuildings that stand above the hill's return road. "We decided that this would simply be a millstone around our necks," said Griffiths. Instead, a member of the Midland Automobile Club (which runs all events at Shelsley) is set to take on that property.

The fund-raising drive will continue as the next plan is to carefully redevelop the buildings. A new office, reception area, bar and toilet facilities are all planned as money becomes available.

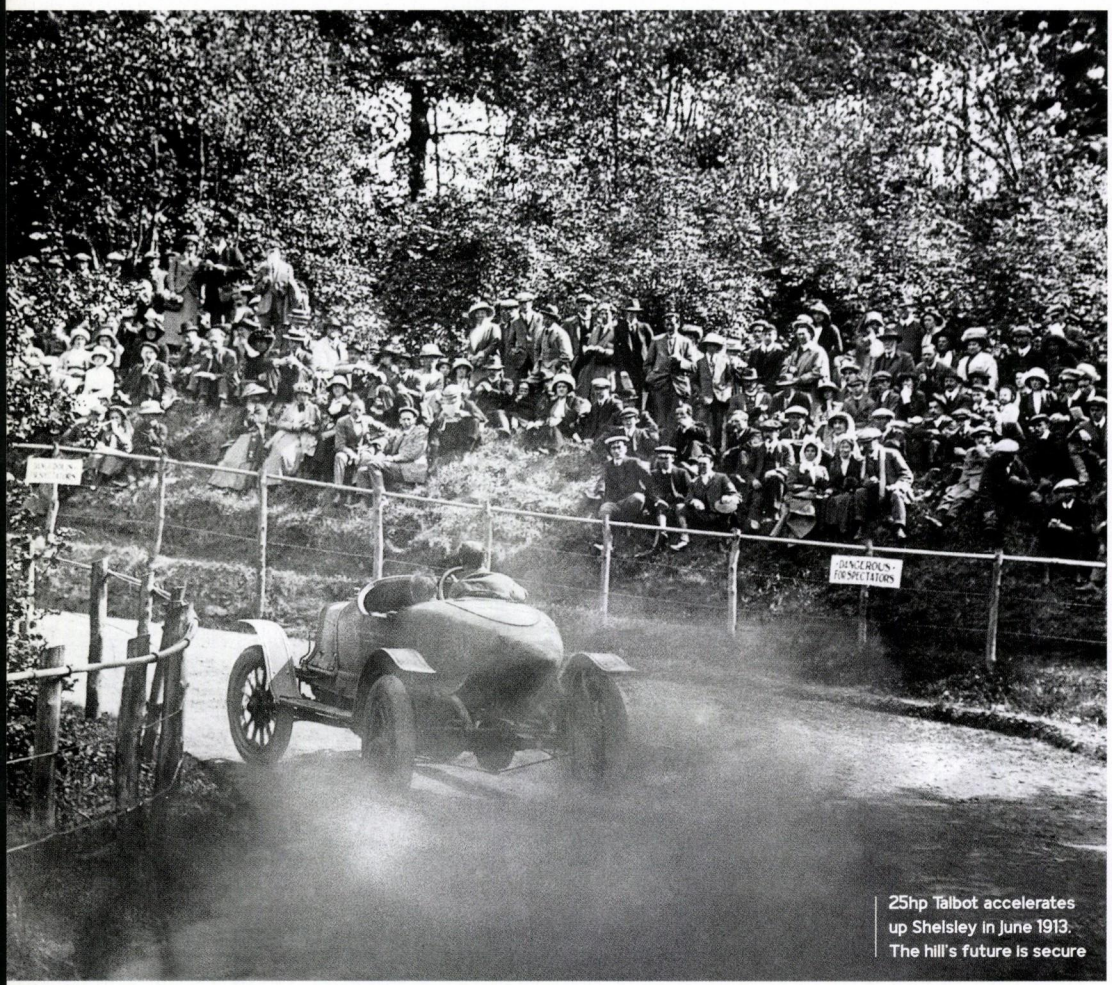
"We want to make it a fantastic site," said Griffiths. "We want to make a start before the centenary meeting in August."

TOUR BRITANNIA HEADS TO SHELSLEY

Soon after the hill's centenary event, Shelsley Walsh will host a visit from Tour Britannia on September 7. The new race/rally event for pre-76 cars will visit the hill for a timed stage during the western loop.

Competitors are likely to tackle the 1000-yard hill twice before heading north to Loton Park hillclimb during a day that will also take in Weston Park, Curborough and the MIRA test track.

The main centenary event at Shelsley will be held over August 19-21, with a British Hillclimb series round on the Saturday.



25hp Talbot accelerates up Shelsley in June 1913. The hill's future is secure

MONZA IN WARWICK

One of the stars of the International Historic Motorsport Show at Stoneleigh was a Ferrari 750 Monza, chassis 0486MD. The car was the first 3-litre, four-cylinder version built to 510-119 specification and considered to be the first legitimate 750 Monza.

Now restored by Hall & Hall for its Californian owner, it will be raced in the Le Mans Legends race in June by Rick Hall. It is not thought to have been campaigned since 1957.

The 1955 Scaglietti spider was raced by the works team in the Tour of Sicily, Mille Miglia and Goodwood Nine Hours by drivers including Umberto Maglioli and Ken Wharton. After it was retired from racing it had several owners before being sold at the Bonhams auction at Goodwood in 2004.

ROC RETURNS

The fondly remembered Brands Hatch Race of Champions is to be celebrated by two races for the FIA Thoroughbred Grand Prix Championship, which will run as support races to the new-for-2005 A1GP series on September 24/25.

"Most of the cars we have in TGP have Race of Champions history," says TGP organiser Oli McCrudden. "We've always wanted to get back onto the Brands GP circuit and we hope this is the start of a long-term arrangement. We'd like to build it into something special."

The Race of Champions was a non-championship F1 race, traditionally run as a warm-up to the European season, and ran between 1965 and 1983.

CHEVRON B1 IS BACK

To coincide with the 40th anniversary celebrations for the marque, the first Chevron B1 has been totally restored by marque expert Vin Malkie and was unveiled at the Stoneleigh show.

The 1965 Clubmans formula car was commissioned by Brian Classic and was the first Chevron chassis produced by Derek Bennett. Malkie bought it from Bennett in '68 and has owned it ever since, although it has not raced for around 20 years.

A superb restoration around a rebuilt chassis has put the car back into immaculate condition, with a polished aluminium body, ready to take part in Chevron celebrations this year.

Only two B1s were built. The other is still owned by Geoff Temple.



Chevron B1 looks better than it did new



Le Mans start to be replicated in new event in Japan. Mine weekend will be in October

LE MANS CLASSIC GOES EAST

The Le Mans Classic is to be replicated in Japan in October with the first of a series of biennial events run on an alternating basis with the established weekend in France.

Created for the weekend of October 28-30 at the Mine circuit, the Le Mans Classic Japan is designed to capitalise on the strength of historic racing in Japan and the country's passion for the 24-hour race. Initially the Mine event will be on a smaller scale than the French event but will follow the same format, with three or four grids of cars representing each era racing several times in a 24-hour period.

"This event will enable Japanese collectors to become acquainted with the French version," says event organiser Patrick Peter, who will work with the Cox Inc Company in Japan.

The next Classic at Le Mans will be held over the weekend of July 7-9 2006, when the eligibility period will be extended to 1979, thus allowing cars such as the BMW M1 and Ferrari 512BB to compete for the first time.

MOSS FOR LE MANS

Sir Stirling Moss and Phil Hill are among the early entries for the 2005 Le Mans Legends race for 1935-55 cars, which will run on the morning of the Le Mans 24 Hours on Saturday June 18.

Former Le Mans winner Hill will race the Alfa Romeo 3000CM in which Juan Manuel Fangio contested the 1953 event, while Moss will race Nigel Webb's Jaguar C-type in the capacity 61-car field. This C-type was the first production model and is the oldest surviving example.

Johnny Herbert and Rauno Aaltonen are also on the entry list for the hour-long, two-driver race.

BRIGHTON'S BIG 100

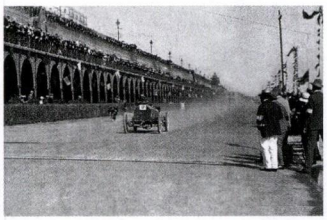
The Brighton Speed Trials will celebrate its centenary this year when Madeira Drive is given over to motorsport on Saturday September 10.

Organised by Brighton and Hove Motor Club, the quarter-mile sprint can trace its heritage back to 1905.

After that inaugural event it was not run again until '23 and '24. Then, after another break, the Brighton club revived the sprint in '32 and it has run most years ever since.

Following a fatal accident in 1994 the straight-line blast was reduced to a quarter-mile, but the fastest cars still reach speeds of around 140mph.

Fastest time of the day in '04 fell to Jim Tiller's Allard in just over 10sec.



Brighton Speed Trial is now 100 years old

LYNCAR ON TRACK

After 20 years out of racing, the first Lyncar will be back on track this season in the hands of retiring HSCC chairman Nicholas Overall. Chassis 001 has been restored by marque founder Martin Slater and will run just as it did in 1971 with a Formula Atlantic BDA engine. 001 was the first of seven such cars.

TSUNAMI BRABHAM

The Brabham BT35 sold by Nick Reed in aid of the tsunami fund has been bought by Keith Norman. For his return to Historic F2, former FF1600 and Porsche racer Norman opted for a BT35 and came close to buying another model before concluding a deal on Reed's car.

NEWS IN BRIEF

Stuart Rolt has been appointed as the new chairman of the BRDC. He takes over the role vacated by former Group C2 star Ray Bellm following public disagreements with club president Sir Jackie Stewart over the British Grand Prix contract. Rolt, a former touring car racer, joined the board in May 2004 and, like Bellm, is a regular competitor in historic rallying.

Following a mix-up over dates, the VSCC has switched its July 9 hillclimb from Harewood to Oliver's Mount. It will be the first VSCC event at the Scarborough venue and forms part of the club's Yorkshire speed weekend with a sprint at Elvington the following day.



Derek Bell was reunited with the Wheatcroft Racing Brabham BT26 at Stoneleigh. Bell raced the car in the 1969 Tasman Series and the 1970 Belgian GP (above). It was the first time that the car has been seen outside the Donington GP Collection in decades.

The 50th anniversary of the BMC Competitions Department will be marked during the MG Car Club's annual international race meeting at Silverstone on July 23-24. The celebration will be enjoyed by three BMC competitions managers, Marcus Chambers, Peter Browning and Stuart Turner.

Over the weekend of June 25-26, the Nordschleife circuit at the Nürburgring will host a non-competitive celebration of pre-war cars. On Saturday the cars will be able to lap the full 14-mile track, while on Sunday a six-mile circuit comprising the remaining elements of the old Südschleife will be used. More details on edmagmbh@aol.com

Paddy Hopkirk earned a 'hall of fame' award at the recent *Belfast Telegraph* sports stars of the year award. The 71-year-old rally legend joins George Best as a recipient of the award.

Ferrari racer Peter Sowerby will switch to the TGP Championship this year with an ex-Patrese Arrows A3. The car originally ran in Warsteiner livery but is currently in Beta/Ragno Ceramiche colours. It will be Sowerby's first experience of racing an open-wheeler.

HAMMER DOWN

Racers that are going, going, gone



Scheduled to appear in the Bonhams sale at the Goodwood Festival of Speed on June 24 is 'Denise', the Coupe de l'*Auto* trophy-winning 1911 Delage Type X (above). The car won the 387-mile Coupe des Voitures Légères by just 71 seconds and was sold to Cambridge undergrad Buster Lacon after the race for £1000. He campaigned it at Brooklands for a couple of years before selling it on. The reserve price is £320-360,000.



The H&H Classic Auctions sale at Stoneleigh Park on February 26 saw a bumper crop of competition cars on the block. Among them was the unique 1958 Cooper-Buick Type 45 (above). Chassis number F2-23-58 was the last F2 chassis built at the Surbiton works in 1958 and sold new to JR Lewis, who raced the car briefly before it was converted for hillclimb use with 3.5-litre V8 power. Rebuilt in the '90s, it sold for £29,500.

In the same sale, the distinctive Kitchiner K3A F5000 car with Rover V8 power went for £12,500, while the ex-Sam Posey Surtees TS11 failed to sell. The ex-Danny Sullivan Elden Mk8 Formula Ford, with which the American began his career, went for £9000.

Highlights of the sale for many were the Group C cars. The distinctive ex-Tony Trimmer/Chris Ashmore/Dave Coyne Harrier LR4/7 failed to sell, while the Porsche 962 driven to fourth in the 1990 Daytona 24 Hours by Stuck, Haywood and Herzog reached its £140,000 estimate.

Big money went for the ex-Dick Protheroe Jaguar E-type - the first CUT 7 - as featured in last month's *MotorSport* (below). It sold for £275,000.



LAT Jeff Bloxham, James Mann



Cortina heads Imp hordes in Historic Saloons

Full grids for HSCC opener

Donington Park | March 27

The historic racing scene in Britain is booming. Evidence? Donington Park, Easter Sunday, for the first meeting of 2005 from the Historic Sports Car Club.

With more than 250 entries, reserves for some of the nine events and a jammed afternoon of racing, the 2005 historic racing season starts in impressive style on March 27.

Such an overwhelming field has entered the opening contest in the '70s Road Sports Championship that even getting onto the grid will be an achievement. Pitching for back-to-back titles will be Richard Thorne in his Morgan +8, but the opposition includes the fast Datsun 240Zs of Matthew Bannister and Charles Barter.

All the ingredients are in place for another epic season from the Historic Racing Saloon Register Championship, one of the best saloon car series in Britain – of any kind. Les Ely (BMW 2000) faces tough challenges, not least the Alfa Romeo of Simon Garrad. Having developed the BMW that Ely now races, Garrad is striving to make the GTA as strong and could be the man for 2005. But so could Dan Cox in his fleet Ford Anglia, if misfortune leaves him alone.

Supported once again by *MotorSport*, the Derek Bell Trophy race has a contingent of Formula 5000s, headed by Simon Hadfield's ex-VDS Chevron B37. Stuart Tilley's Modus tops the 2-litre pack, along with Tim Barrington (Lola T240) and Steve Worrad (Brabham BT30). With a quick rattle of the spanners, Worrad will de-wing his BT30 for duty in Classic Racing Cars and has to start as favourite.

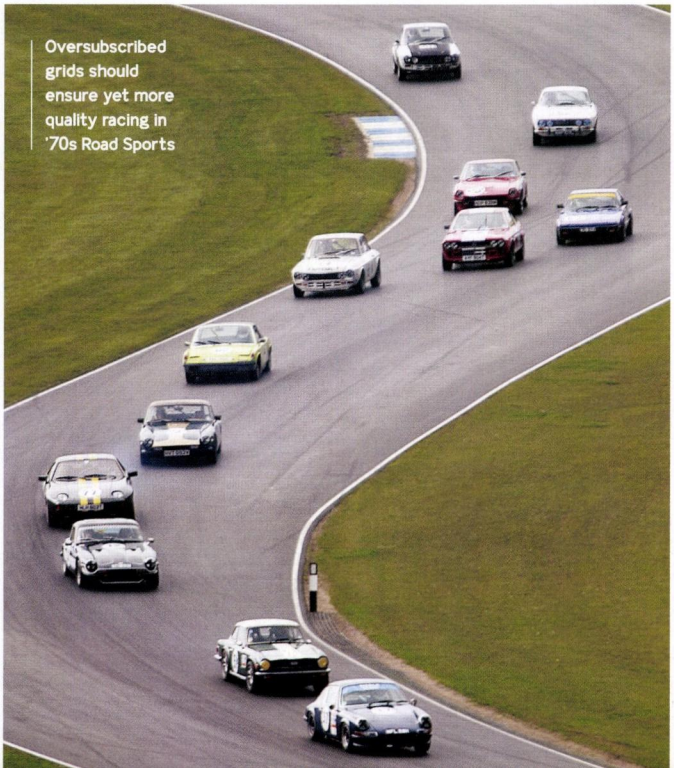
The Classic F3 Championship gets underway with 2004 pacesetter Steve Maxted (Argo) as the target, but Richard Trott (Ralt RT1), Alan Parker (Chevron) and single-seater newcomer Adam Ormandy (March 803B) will be chasing him.

FIA Historic GT pacesetter Jamie Boot (TVR Griffith) is out for an early-season warm-up on home ground and will be a major force in the Classic Sports Car Championship. Jon Minshaw is planning a campaign in his lightweight Jaguar E-type and has the pace to win, while the Marcos pack includes veteran Stephen Minoprio, Allen Tice and Richard Styles.

As ever, the Historic FF1600 Championship grid is jam-packed, with vastly experienced ace Paul Sleeman returning to the series in his Jamun T2. But the opposition is fierce, with Jason Minshaw out in his Merlyn Mk20 and Simon Hadfield in a similar car. Nigel Bancroft will be a hard charger in his Crosslé 20F, while Nelson Rowe is an emerging force in his 20F.

The Australian Milano coupés of Mike Eagles and Justin Murphy will be hard-pressed to keep ahead of Laurence Bailey's TVR Griffith in the Historic Road Sports opener, while Graeme Dodd should keep the Jaguar XK race under control.

Qualifying starts at 9am, with the first of nine races provisionally scheduled for 1.30pm. More details on www.donington-park.co.uk



Oversubscribed grids should ensure yet more quality racing in '70s Road Sports

Charlie Wooding

RACE PROGRAMME

Check out where the action is

MARCH

When & where: 27 DONINGTON PARK
What: The first HSCC race meeting of the new season. Admission: £10
Timetable: Qualifying from 9am, racing from approx 1.30pm.
How to get there: Off the M1 at junction 23A near East Midlands Airport.
Contact: Tel: 01332 810048; www.donington-park.co.uk

When & where: 28 CASTLE COMBE
What: The complete set of Top Hat races features in the circuit's opening meeting of 2005. Admission: £12
Timetable: Qualifying from 8.35am, racing from approx 1.30pm.
How to get there: Off the B4039, five miles west of Chippenham, Wiltshire.
Contact: Tel 01249 782417; www.castlecombecircuit.co.uk

APRIL

When & where: 9 NORTH WALES
What: The Astra Stages includes the second round of the British Historic Rally Championship. Timetable: First historic car starts at 9am. How to get there: Event is based at Llangollen; stages in Clocaenog and Penmachno forests.
Contact: www.astrastages.co.uk

When & where: 15/16 SPA-FRANCORCHAMPS (B) What: Classic Endurance event supports the LMES race.
Timetable: Race starts 4pm on Saturday.
Contact: www.spa-francorchamps.be

When & where: 17 SNETTERTON
What: A full programme of HSCC racing at the East Anglian track. Admission: £10
Timetable: Qualifying from 9am, racing from approx 1.30pm.
How to get there: Off the A11 near Thetford, Norfolk.
Contact: Tel 0870 850 5017; www.motorsportvision.co.uk

When & where: 23 SILVERSTONE
What: The VSCC season starts at Silverstone. Admission: £10
Timetable: Qualifying from 9am, racing from approx 1pm.
How to get there: Off the A43, five miles south-west of Towcester, Northants.
Contact: Tel: 01327 857271; www.silverstone-circuit.co.uk

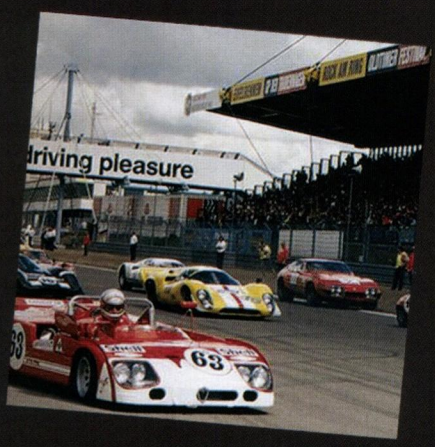
When & where: 24 SILVERSTONE
What: The BRDC Historic Sportscar Championship has a race on the Grand Prix circuit. Admission: £10 Timetable: racing from approx 1pm. How to get there: Off the A43, five miles south-west of Towcester. Contact: Tel: 01327 857271; www.silverstone-circuit.co.uk

The Masters
RACING SERIES

Race with the **Masters** *in Historic Motorsport*

Re-creating the speed, action and drama of Grand Prix and Sportscar racing in the glory days of the 1960's and the 1970's, balancing track action with stylish hospitality.





2005 Schedule

May 13,14,15 - Pau, Grand Prix Historique
June 25,26 - Dijon, The Grand Prix de l'Age d'Or
July 2,3 - Zolder, European Historic Grand Prix
July 30,31 - Silverstone, Historic Festival
August 13,14 - Nurburgring, Oldtimers Grand Prix
September 3,4 - Le Mans, LM Story
September 24,25 - Spa, The '6 Hour' Weekend

GRAND PRIX MASTERS

Please contact us to register your interest in racing your historic F1 or Sportscar with us in 2005:

The Masters Series,
The Bunker, Lower End Road, Wavendon, Milton Keynes. MK17 8DA.
Tel +44 1908 587545 Fax: +44 1908 587009 Email: team@themastersseries.com

WORLD SPORTSCAR MASTERS

MotorSport

Boom time

As the 2005 historic racing season begins, the Historic Sports Car Club is in remarkably good health. Championship registrations and entries for the opening races of the season are running at record levels and interest in the club has never been stronger.

The coming season includes an unrivalled schedule of HSCC race meetings, topped by the club's pivotal role in three of the biggest historic and classic race meetings of the year. High-profile events at Brands Hatch, Silverstone and Oulton Park put the club at the forefront of historic racing in Britain, whilst other events on the schedule focus exclusively on racing for the club members.

The club's excellent situation is the result of hard work by many people, not least chief executive Grahame White and his team at the club's head office. Whilst other racing clubs have experienced difficult times in recent seasons, the HSCC has gone from strength to strength. That healthy position was recently recorded at the club's Annual General Meeting, at which Nicholas Overall stood down from the post of chairman.

For a decade, Nicholas has steered and guided the club with skill and quiet determination, ensuring its progress to its current excellent position. Now, after giving his time and energy to the club for 10 years, he is taking a well-earned break from the post of chairman. However, he will still be actively involved, and will also be able to spend more time on his own racing plans with the newly-restored Lyncar 001. The HSCC, and historic motorsport in general, owes him a great debt for guiding the HSCC into a new era.

The Lyncar was one of the stars of the club's recent major presence at the International Historic Motorsport Show at Stoneleigh. With a 30% increase in visitors over the inaugural show, the second Stoneleigh show was judged a major success and more than 20,000 visitors had the chance to learn more about the HSCC.

Now, attention turns to the opening race meetings of the season, starting with Donington Park on Easter Sunday (March 27). A full programme of nine races and an over-flowing paddock will make this a perfect start to the racing season for HSCC racers and spectators. Then, on Sunday April 17, the club will be in action at Snetterton (Norfolk) for its second race meeting of 2005.

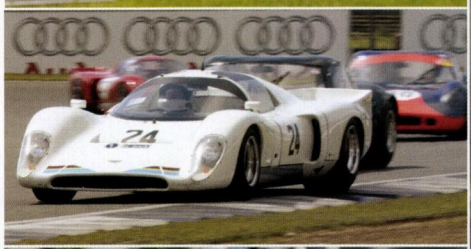
Both the Donington and Snetterton meetings will feature races for the Derek Bell Trophy, support by Motor Sport. The DBT races are contested by a fabulous array of single-seaters, primarily from the 1970s, with Formula 1, Formula 5000, Formula 2 and Formula Atlantic all represented. Heading the pack for the Donington opener will surely be Simon Hadfield, recently awarded the 'racing driver of the year' title at the Historic Motorsport Awards dinner.

Hadfield's Formula 5000 Chevron B37 tops the DBT entry at Donington, along with Mike Scott (Lola T300) and Tim Barry (March 76A), while a gaggle of rapid F2 and Formula Atlantic cars lead the chase. Amongst them will be the Modus M1 of Stuart Tilley and the Chevron B29 of Frank Lyons.

It's going to be a great season for the HSCC, and it starts at Donington Park on Easter Sunday!

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











Ensign, Brabham, Tyrrell and BRM in 2004 Masters round at Dijon

The Masters tour has arrived - and it's here to stay, explains Paul Lawrence

Destiny of Masters

Winning isn't everything. That, at least, is the philosophy behind Grand Prix Masters as the series for 3-litre Formula One cars heads into its second season.

"We don't want to be a championship," says GP Masters director Christopher Tate (right). "We want to offer owners, drivers and preparers of wonderful grand prix cars the chance to have a great weekend."

Launched a year ago when racer Ron Maydon bought out the former Classic Grand Prix Series from David McLaughlin, GP Masters was initially greeted with a degree of caution. "The first year we had five events and it went reasonably well," says Tate, a polished front man for the series and a perfect foil for Maydon, who prefers to remain less visible. "It took some time to begin to build up the field, but by the time we got to the Nürburgring we had a fantastic-looking grid. We had 24 cars and that was great."

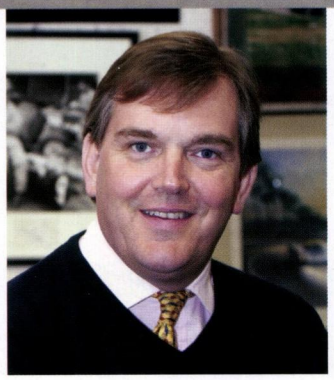
With GP Masters successfully established, the package grew over the winter with the acquisition of the old Group 4 series from Jonathan Baker. "Jonathan did an excellent job with Group 4 but was finding it more and more difficult to devote the time that is now needed to run a historic motorsport series," says Tate.

The result is seven events for 2005, all shared by GP Masters and the newly-titled World Sportscar Masters. "It was a bit of a struggle to get both series at all events," says Tate of calendar negotiations. "But we've ended up with a situation that we're quite happy with."

For the first time, at Silverstone in late July, GP Masters and the Thoroughbred Grand Prix series will share the bill. With common ground on 3-litre cars from the late 1970s there is scope for rivalry between the two, but Tate is keen to stress fundamental differences.

"There is clear and very blue water between GP Masters and TGP, even though there is an age overlap. We just feel that if someone wants to be very quick, wants to test, wants to chase title points, there is a clear route to go," says Tate. "What GP Masters is appealing to is the fact that, behind the top six who are desperate to win, you need to make sure the guy who is 24th on the grid feels as welcome and is not shouted at for being slow. As Ron says, running a 1968 Cooper-Alfa Romeo and not having done a lot of racing gives you a fine perspective from the back of the grid!"

Entertainment for all the family is central to the GP Masters ethos. "We are here to facilitate everybody having a good time. Hence what to some is the over-the-top hospitality unit for GP Masters," admits Tate. "More people will race if their wives and families are looked after. The more people do that, the more often nice cars will come out. We have to recognise that for a number of people the options are ocean racing, polo or some other form of expensive weekend hobby."



'You need to make the guy who is 24th on the grid feel welcome'

There has been a flurry of activity in the sportscar market after the Group 4 series' introduction into the Masters family. "Our overseas F1 visitors have either bought or dug out of the back of the garage their Group 4-type cars," reckons Tate. "If they are coming all the way from the States for a weekend they may as well get in as much track time as they can."

Initially there are no major plans to change the sportscar package: "We just want to expand the sportscar side. For our first year we're not planning to change the regulations much at all. We're very hot on driving standards, courtesy and using mirrors. We hope that everyone who is joining the sportscar series will enjoy themselves."

Some may wonder if the Masters movement will stop at two series, but Tate is not about to spill the beans just yet: "We'll take this year to digest and learn and then we'll have another conversation this time next year."

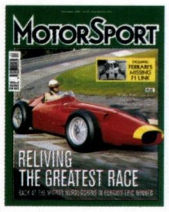
Even so, there seems every reason to expect further expansion into 2006 and beyond. Should we look out for a smaller single-seater category, perhaps, or a saloon-based series? It makes sense.

What is certain is that the Masters concept is winning support and seems sure to grow. "Two series is enough – for this year," is the only clue that Tate is giving right now. M

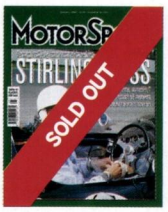
Charlie Wooding

Back Issues

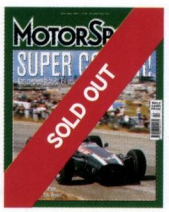
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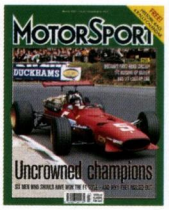
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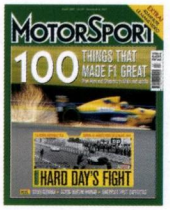
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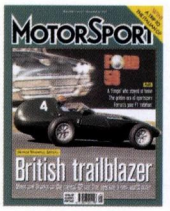
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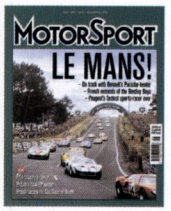
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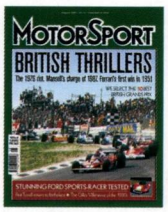
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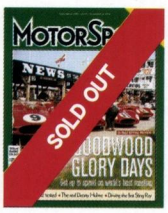
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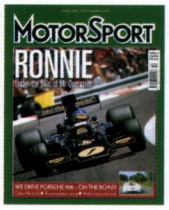
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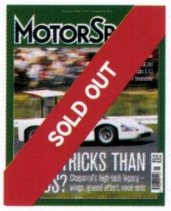
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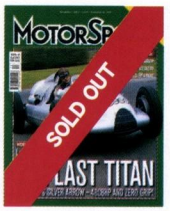
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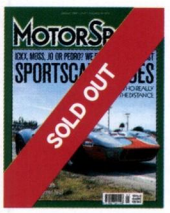
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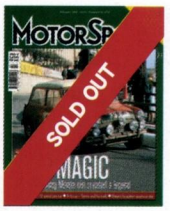
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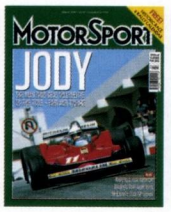
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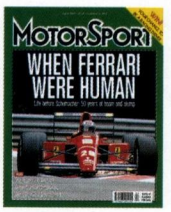
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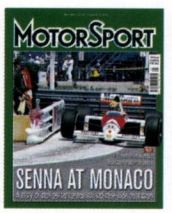
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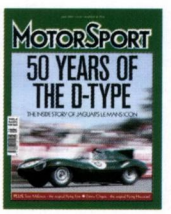
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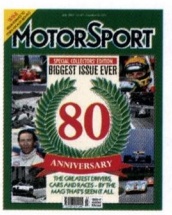
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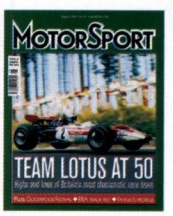
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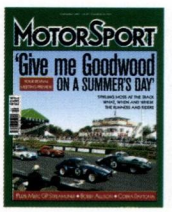
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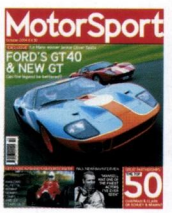
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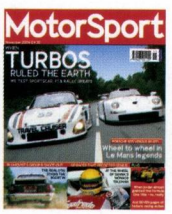
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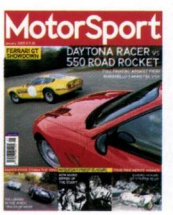
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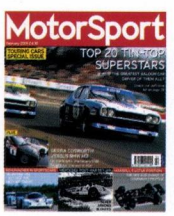
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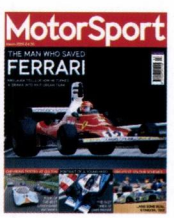
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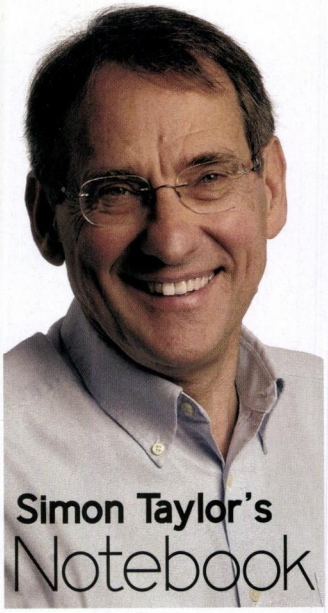
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Simon Taylor's Notebook

Understanding the FIA's new authenticity rules, which will allow replicas to race with period cars but aim for transparency



Superb Auto Unions: the C-type (left) is a Crossthwaite & Gardiner replica, the D-type a rebuild of a genuine car found in Russia

In historic motorsport nothing is so contentious as the matter of fake cars. Of course there are honest replicas which don't pretend to be anything they aren't and thus have an intrinsic charm of their own. Then there are dubious cars which everybody knows are not quite what their owner stoutly maintains (and often genuinely believes) they are. And there is the occasional clever fake which, if supported by equally clever faked paperwork, can remain undiscovered even by the experts.

The motivation here is usually greed, especially now that some old cars have attained the status of fine works of art. If a genuine period sports-racing car with real history and drama under its wheels is worth, say, £2million, a flawlessly-built replica of it, put together at great expense five years ago and identical down to the last rivet, may be worth one tenth of that sum. There are wealthy punters who have been duped into paying real-car money for a replica, or at least one with dodgy history. Eventually another car pops up somewhere in the world with the same identity, and that's when the arguing starts.

Two factors complicate the issue. One is that most (not all) historic-race organisers only accept original cars in their events. A car you can race is always going to be worth more than one you can't. The other is that most old racing cars will have had many parts replaced down the years. After a bad crash a bent chassis may have been replaced, only for that bent chassis to be straightened later and form the basis of a second car claiming the same identity as the first.

The test here is continuous history. Washington's apocryphal axe can claim to be the original, even though it has had three new handles and two new blades, because despite those replacements it has always been an entity: it has always occupied a given cube of space. A car which has always existed as an entity, even while being rebuilt with new parts after an accident, can demonstrate continuous history. A car made up from parts gathered from different originals that have been dismantled at different times cannot show continuous history.

When a historic racing car comes up for sale, the advertisement will often mention 'FIA papers'. This indicates that there is an official FIA Historic Vehicle Identity Form (HVIF) for the car which has been mandatory for any international historic event. An HVIF includes identifying photos, chassis and engine numbers and crucial details of the car's history, and is granted following an inspection by an accredited FIA historian.

Not surprisingly, FIA papers can make a substantial difference to the value of a car. But they are not infallible. FIA inspectors in different countries have not always exercised the same rigorous criteria and there have been cases when the inspectors have been misled. But now, at the behest of FIA president Max Mosley, the existing system is being swept away to be replaced with a new form which makes no distinction between real cars and fakes.

At first sight this seems to be an act of insanity. But the new Historic Technical Passport (HTP) is intended only to establish whether the car is to the correct technical specification for racing in a given class. It will not differentiate, for example, between a Cobra built by the AC factory in 1964 and one built by a replica merchant in 2004 – provided the replica follows the original's specification in every detail. So, if a race organiser is keen to ensure that all the cars in his race are genuine period pieces, he or she will not be able to rely on the HTP: it will be necessary to ask each entrant for proof of provenance.

However, there is now to be a new and much more rigorous test of a car's authenticity: the Heritage Certificate. Unlike the HTP this is purely optional and will not be mandatory for competitors in an international historic race, unless an organiser chooses to make it so. The Heritage Certificate is simply intended to demonstrate that a car really is what its owner says it is. It will require a provable, uninterrupted history from the day it was built. If changes to the specification have been made at any time these will be carefully recorded, but will not in themselves disqualify the car from having a certificate. The key is continuous history.

Inevitably the new system has met with a mixed reception, especially since the Heritage Certificate requires a payment to the FIA of €1500 as well as paying an inspector to come and look at the car. The FIA says its fees will fund a new and sophisticated worldwide database of all historic car specifications.

Of course the certificates and the database will only be as good as the knowledge of those charged with inspecting cars and defining correct specifications. But there seems to be a real will on behalf of those involved, led by Jeremy Hall, to make the new system work. And they are determined to make the whole thing totally transparent. All applications and all reasons for granting or denying a Heritage Certificate will be shown on the website and full details will remain on-line for anyone to access.

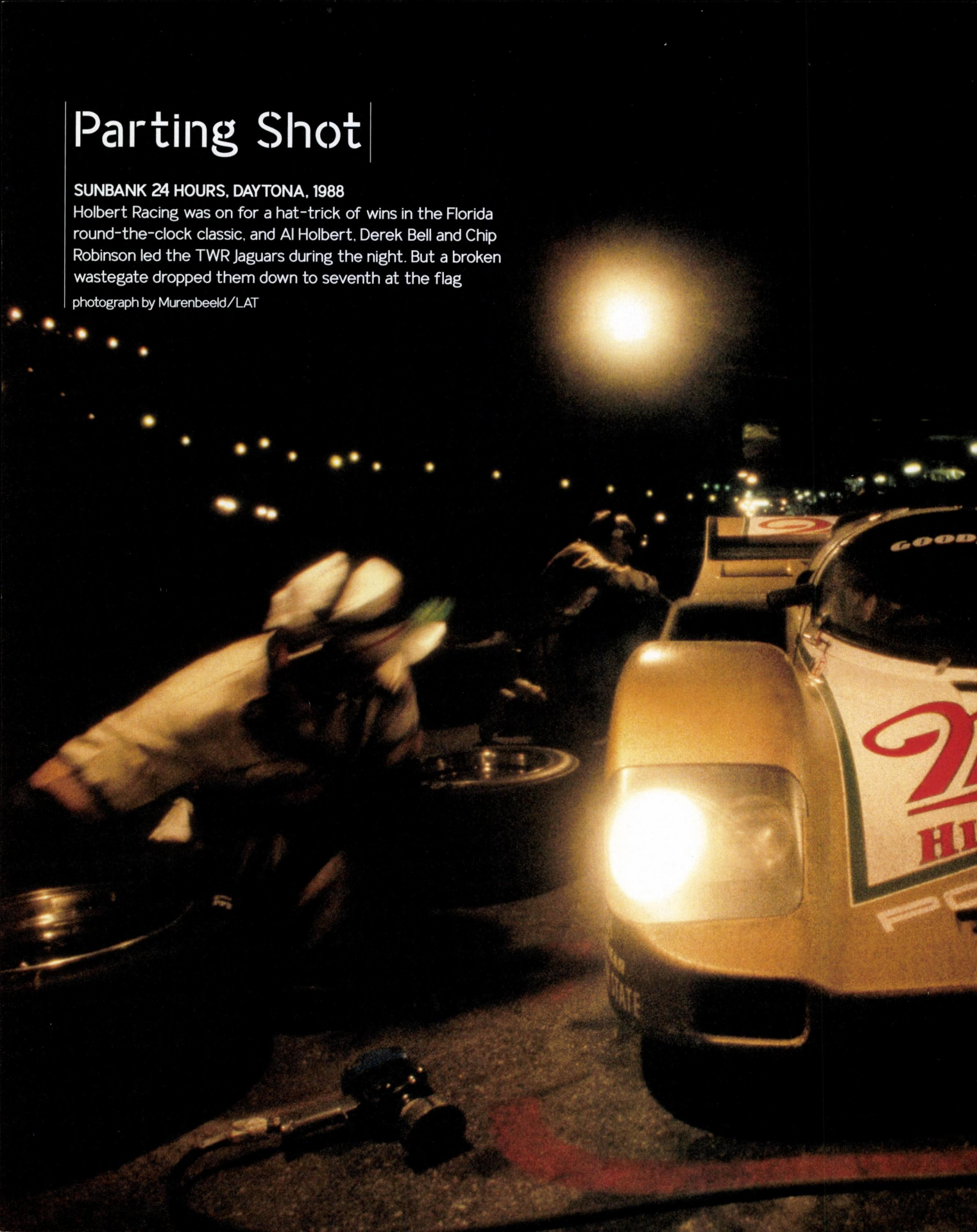
And that's the key. Whatever system is in force, the aim must be to make it harder for people to tell lies. There is enough living knowledge around at the moment for most of the lies to be found out: but in 50 years' time, when the people who knew the cars in period are no longer around, it may be a different story. The FIA's new database could be a real weapon for truth. M

Clive Friend

Parting Shot

SUNBANK 24 HOURS, DAYTONA, 1988
Holbert Racing was on for a hat-trick of wins in the Florida round-the-clock classic, and Al Holbert, Derek Bell and Chip Robinson led the TWR Jaguars during the night. But a broken wastegate dropped them down to seventh at the flag

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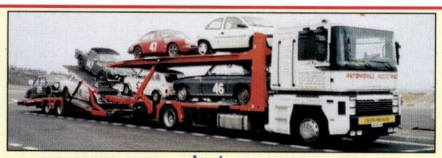
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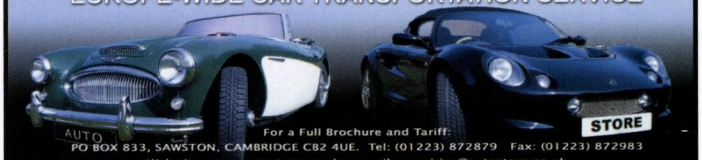
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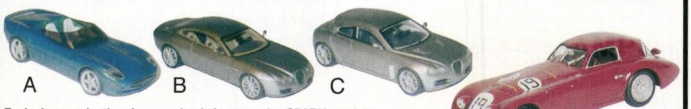
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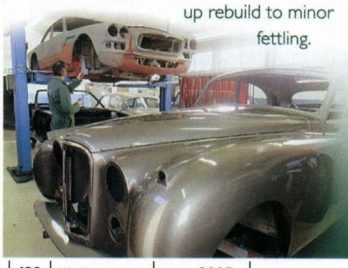


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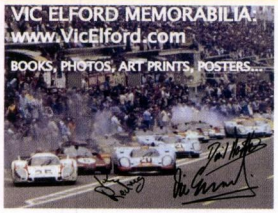


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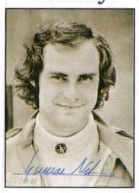


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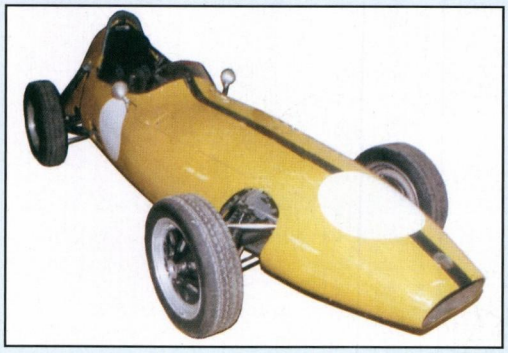
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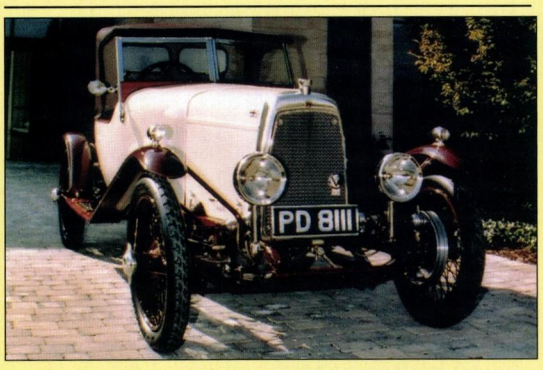
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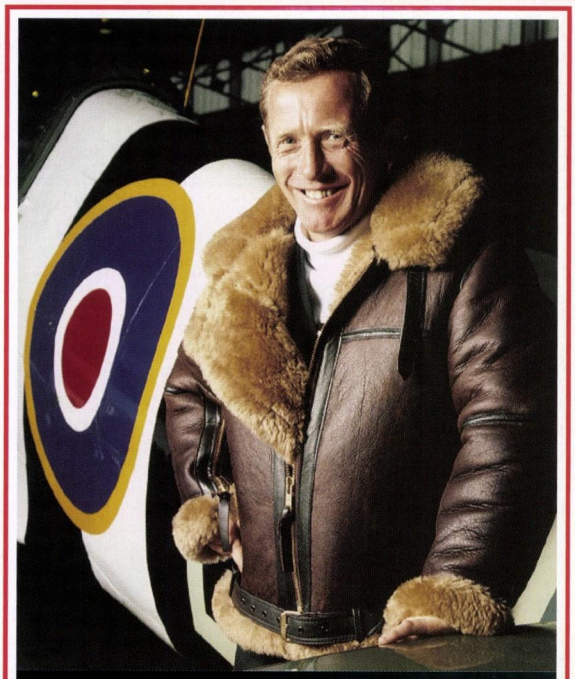
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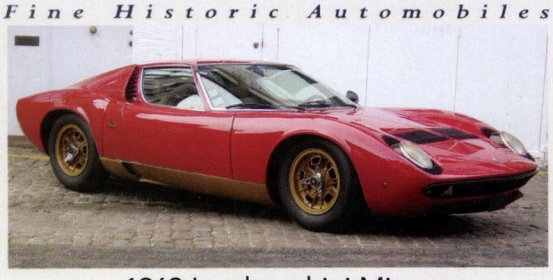
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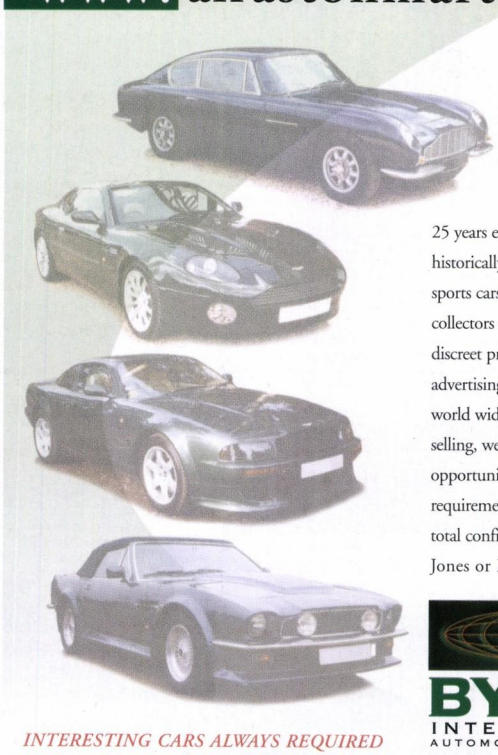


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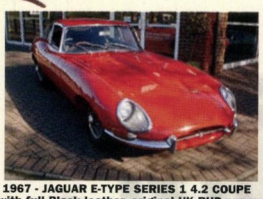
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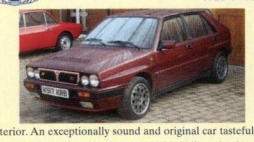
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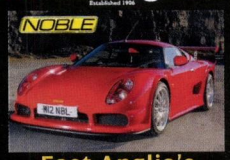
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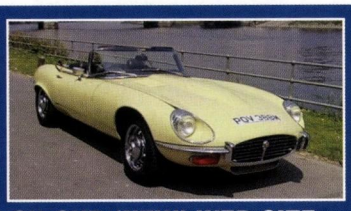
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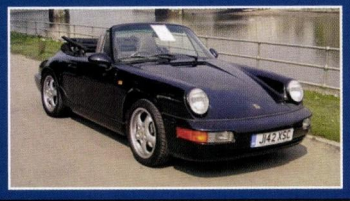
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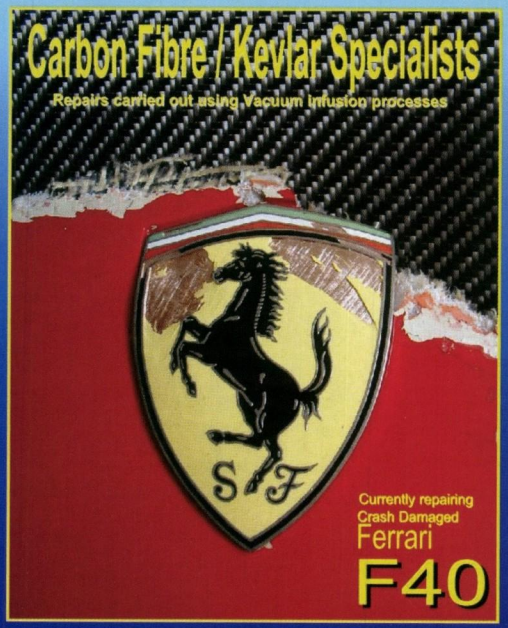


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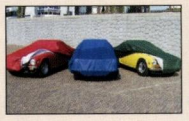
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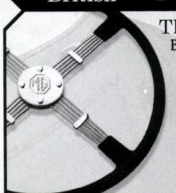
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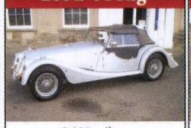
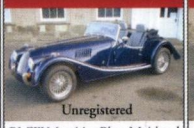
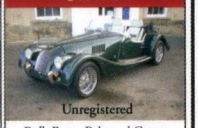
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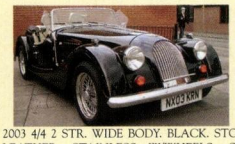
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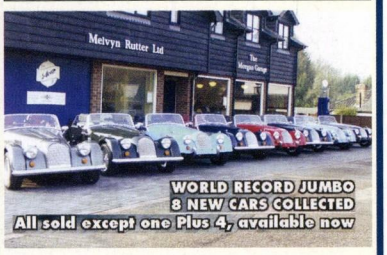
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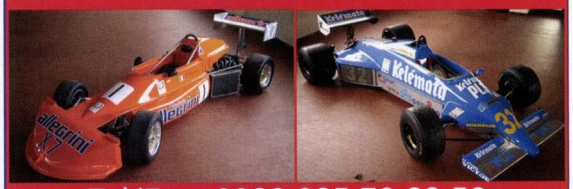


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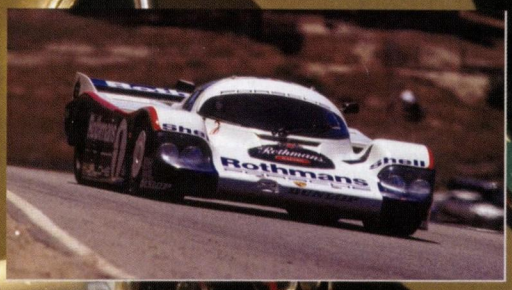
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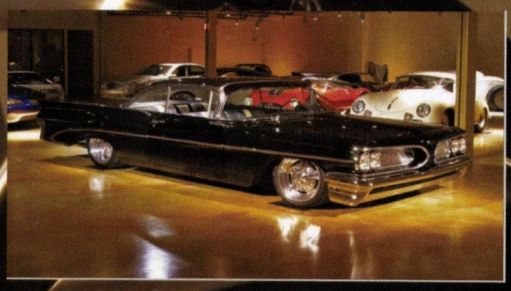


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1985 Rothman's 962C Porsche



1959 Pontiac Bonneville

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1994 Bugatti Eb110 SS LeMans



1970 Mustang Boss 302

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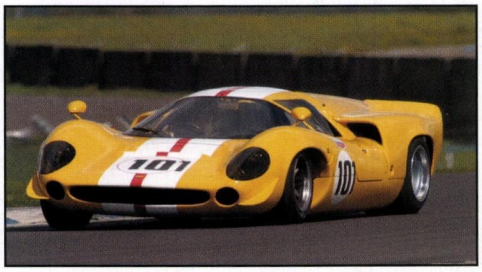


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Ferrari F355 Berlinetta 1997 P LHD. Red with black hide and black carpets, 19,600 miles, air conditioning, twin airbags, 6 CD changer, sports exhaust. Fitted with Tracker. Price to include service and cambelts.



£39,995

Ferrari Testarossa 1990 G. Red with tan hide and red carpets, 9,000 miles, air conditioning, red overmats, twin mirrors, sports exhaust. Fitted with Tracker. Original low mileage example. One of the best available.







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Ferrari 550 Maranello 1997 R. Red with crema hide and red carpets, 31,300 miles, air conditioning, twin airbags, full service history. Fitted with Tracker. **£54,995**

Ferrari 328 GTS 1989 G. Red with magnolia hide and red carpets, 20,700 miles, air conditioning, colour coded rear aerofoil, ABS model. One of seven in our showroom. **£34,995**

Ferrari 512 BB 1979 T. Red with black hide and black carpets, 46,500 miles, air conditioning, sports exhaust. Upgraded suspension, tyres and brakes. Price to include cambelt change..... **£34,500**

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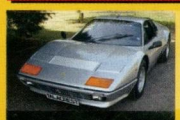
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1984 512 BBI
Argento Nurburgring with Dark Blue Hide, Blue Carpets, Air Conditioning, Electric Windows, Rear Aerofoil, Pioneer Radio\Cassette, One of Only 42 UK RHD cars built between 1982-1984. 24,500 recorded miles. **£44,990**



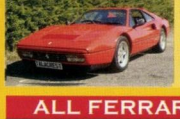
1999 355 GTS
Argento Nurburgring with Bordeaux hide, Bordeaux carpets, climate control, adjustable suspension, ABS, power steering, twin airbags, alarm/immobiliser, trakbak, carbon kick plates, leather head lining, radio/minidisc player 15,300 recorded miles. **£57,990**



1998 355 BERLINETTA
Grigio titanio with Asprey purple hide seats, Asprey purple and black hide to dashboard, black carpets, climate control, abs, adjustable suspension, power steering, twin airbags, alarm/immobiliser, pioneer radio/cd, fitted luggage, 3 owners from new, 12,900 recorded miles. **£57,990**



1993 348 TS
Grigio Titanio with Grey Hide, Black Carpets, Climate Control, ABS, Electric Windows, Pioneer Radio/ Cassette/6 x CD, Sigma Alarm, 1 of Only 261 UK RHD Cars, 15,600 recoded miles. **£34,990**



1987 FERRARI 328 GTB
Rosso Corsa with Black Hide, Red Carpets, Air Conditioning, Rear Aerofoil, Radio/Cassette, V8 3.2 Litre 270 BHP, 4 owners from new, 9,600 recorded miles. **£37,990**

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348* MONDIAL T*	£275	£540	£1,235 #	£540	£795	£395
308* 328* Mondial QV* Mondial 3.2*	£260	£440	£1,155 #	£440	£345	£395
F40*	£295	£595	£1,290	£695	£550	£495
TESTAROSSA**	£295	£575	£675	£1,545	£790	£49
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550** 575**	£295	£790	N/A	£890	£745	N/A
400 412	£345	£845	£845	£1,845 #	N/A	£875

* Cam belts every 2 years ** Cam belts every 3 years # Valve clearances included

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1966 AC SHELBY COBRA 427 MK 3 - L.H.DRIVE

A 'CSX' numbered 'Street 427 Mk 3', rebuilt and converted in the 1970's to partial 'S/C' spec. as seen below. 1981 S.A.A.C. Show Award winner. Subsequently owned by several well-known U.S. collectors including the President of Paramount Films. Exported to Europe in 1989, imported to the U.K. in 2004. Total mechanical check-over and full service just completed by Alan Smith (Thunder Road). Superbly presented throughout with delightful patina spanning 30 years. An exceptionally rare opportunity indeed!



1994 AC COBRA LIGHTWEIGHT - R.H.DRIVE

1 of only c.26 built. 1965 Mk 3 style 'short-nose' bodywork and authentic '427 S/C' interior with original Smith's gauges etc. 370 b.h.p. Unicilp hand-built 5 litre Stage 3+ engine (0 to 100 mph in 10 secs.) with full suspension conversion. and many other mods and extras. Reg. No. L50 COB. 4,980 miles only and truly exquisite.



2002 MAZDA MX5 1.8i PHOENIX (Special Edition)

5 speed manual; full Factory body-kit; twin roll-hoops with windbreak; 17" OZ alloys; leather trim; heated seats; 6 CD changer etc. 1 owner, just 11,500 miles from new with F.S.H. Absolutely mint - the best! £12,995.



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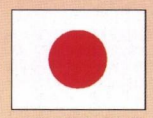
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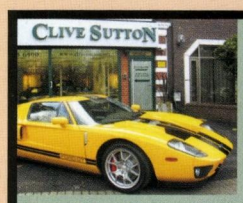
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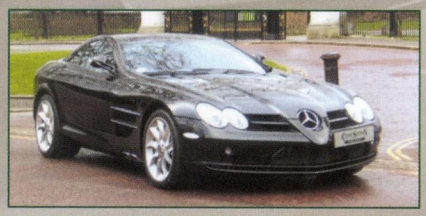


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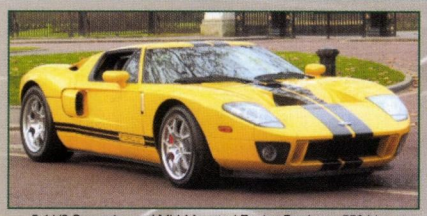


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Performance: 6.0 V8 Supercharged Mclaren F1 engineered engine develops 626bhp reaching 0-62mph in 3.8secs with a top speed of 207mph. Specification: Crystal Galaxite Black, Silver Arrow leather with classic 300SL red, 19' light Turbine design alloys, carbon shell sports seats, bi-xenon tube headlamps. **Call for further details.**

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5.4 V8 Supercharged Mid-Mounted Engine Produces 550 bhp, 0-62mph in 3.8 secs with a Top Speed of 190mph+, Short Change Six-Speed Transmission with Twin-Disc Clutch and Limited-Slip Differential GT Race Inspired Suspension and Aluminum Space Frame Delivers Exceptional Handling and Ride Quality. Specification: McIntosh AM/FM W/Single CD Player, Light Weight Forged Aluminum Wheels, Red Painted Brake Caliper, Painted Racing Stripes. **Call for further details.**



2005 Aston Martin DB9

Onyx Black with 19' 15 spoke alloy wheels with silver brake calipers. Obsidian black leather with grey stitching, piano black veneer, bright finish front grille, power folding mirrors, sat-nav, integrated telephone, Linn 260w audio, heated seats, cruise control, rear parking sensors, smokers package, umbrella.

£POA



2004 Aston Martin DB9

Titanium Silver, Red Fox leather interior with Mahogany Veneer trim and door cappings, Obsidian black carpets with Obsidian black steering wheel, Moon shadow headlining, touchtronic automatic, Black brake calipers, Sat-Nav, High-spec alarm, Heated seats, Power fold mirror assembly, 2,500 miles.

£125,000



New 2005 Aston Martin DB9

Onyx black with Obsidian black interior, Piano black veneer trim, power fold mirrors, parking sensors, SatNav and integrated telephone system, heated seats, new unreg.

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2004 Bentley Continental GT

Moonbeam silver with Portland hide interior, 19' multi spoke split rim alloys, for full specification please contact the sales dept., 1,350 miles.

£114,900



2004 Bentley Continental GT

Dark sapphire with Saffron leather interior, 19' multi spoke split rim alloys, corning home controls, nav-trak, 3,000 miles.

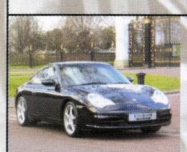
£114,900



2004 Bentley Continental GT

Main Interior: Saffron Hide, Secondary Interior: Saddle Hide, Veneer and Door Panel Inserts Upgrade: Maple, Alloys: 19' 5 Spoke, 1300 miles.

£112,000



2002 Porsche 911 Targa Tip

3.6 develops 315bhp

Black Leather, Panoramic Sunroof, 18' Carrera Alloys, BOSE Stereo, Sat-Nav and DVD Player, Parking Sensors, Electric Adjustable Seats, Heated Seats, Heated Front Screen, Rear Wiper, PSM, Air Interior Trim, CDR-22 CD, Rain Sensor, Utronic Headlight, 14,450 miles.

£47,900



2002 Porsche 911 Turbo

3.6 develops 450bhp (X-50 Power Upgrade),

6 Spd Manual, Basalt, Black Leather, Sat-Nav, 6 CD, Au interior Trim, Leather Package, Integrated Telephone System, Extra X Stitching, Heated Electric Adjustable Seats, Stainless Steel Exhaust, Electric Sunroof, 8,600 miles.

£79,900



2004 Porsche Boxster 3.2 Tip S

3.2 produces 280bhp

Reaching 0-62mph in 6.3 secs with a top speed of 166mph.

Basalt, Black Leather Interior, Sports Chrono Package, PCM Navigation System, Telephone System, BOSE Stereo, Wind Deflectors, Heated Seats, Climate Control, Cruise Control, Park Sensors, Bi Xenon Headlights, 100 miles.

£52,500



2002 Bentley Arnage Red Label

Black with black leather, climate control, electric adjustable and heated seats, sat-nav, high specification, 22,000 miles.

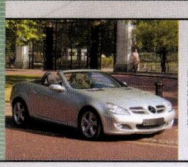
£105,000



2003 Aston Martin Vanquish

Tungsten silver with phantom grey leather interior, touchtronic auto with f1 style paddle shift, charcoal leather interior, 2 plus 2 seating, sports exhaust, further spec tbc. 3000 miles.

£129,900



2004 Mercedes SLK350 V6

18' AMG Alloys,7 Speed Auto,Heated Seats, Luxury Climate Control,Folding Mirrors,Rain Sensor,Remote Control for Roof,Heated Wash System,Garage Door Opener,Parktronic, Multi Function Wheel, Auto Dim Rear Mirror, Bi-Xenon Headlamps, Tyre Pressure Warning System, comand, 6 Disc CD, 2,600 miles.

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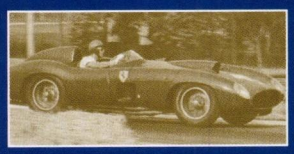
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The 410s were the ultimate racers of their time. Originally built for the cancelled 1955 Carrera Panamericana, they made a spectacular works appearance in the Buenos Aires 1000 Kilometres the following year, where chassis 0598 CM was piloted by none other than **Juan Manuel Fangio** and **Eugenio Castellotti**.

0598 CM was then sold to John Edgar of the USA, in whose care it achieved notable success at the hands of such motor racing legends as **Carroll Shelby**, **Phil Hill**, **Richie Ginther** and **Masten Gregory**.

This is one of the most significant ex-Works Ferrari sports cars to be offered on the open market for many years. Please call Adrian Hamilton for further details. £POA.

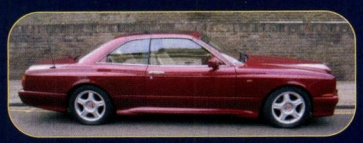




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The Hamilton/Rolt Jaguar C-Type en route to victory, Le Mans, 1953



1955 Ferrari 410 Sports Spyder, Chassis no. 0598
0598 CM was piloted by **Juan Manuel Fangio** and **Eugenio Castellotti** before being sold to John Edgar of the USA, in whose care it achieved notable success at the hands of **Carroll Shelby**, **Phil Hill**, **Richie Ginther** and **Masten Gregory**. This is one of the most significant ex-Works Ferrari sports cars to be offered on the open market for many years. £POA.



1959 Ferrari Dino 246 GP car, Chassis no. 0006
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1972 Ferrari Daytona Spyder, Chassis no. 14413
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1965 Ferrari 275 GTS, Chassis no. 7203 GT
Rosso corsa with tan hide interior. Chassis no. 7203 GT has covered under 25,000 miles and is the 48th of only 200 275 GTS's built. The exceptional condition confirms the car having had a very thorough restoration and a recent total retrim. Fitted with the optional Borrani wire wheels, this supremely elegant left-hand drive 275 is available now, complete with UK registration. £137,500.

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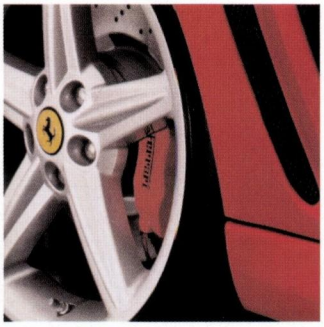
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For further enquiries please contact Adrian Hamilton at

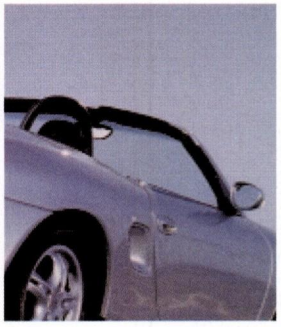
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porsche

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1996 993 RS MIDNIGHT 25,000 miles
very rare,Black leather,RSR,Bi plane spoiler,superb provenance
GT3
2004 996 GT3 RS WHITE/RED 1,200 miles
Black interior,White roll cage,fire extinguishers,4 point harness
2001 911 GT3 ARCTIC SILVER 5,000 miles
Black leather,comfort model,ali kit
GT2
2003/03 911 GT2 MIDNIGHT 6,000 miles
Black leather,ali kit,Bose
2003 911 GT2 ARCTIC SILVER 7,000 miles
Black leather,ali kit,sat nav
996/TURBO/C4S
2003 911 TURBO SEAL GREY 7,000 miles
Black leather,carbon pack,sat nav,park assist,1 owner
2003 996 TURBO POLAR SILVER 8,000 miles
Black leather,sunroof,uprated radio CD,Liptronic lights,Bose
2002 911 TURBO ARCTIC SILVER 10,000 miles
Black leather,climate,Bose,heated mem seats,computer, PSM, PCM
2004 996 C4S ARCTIC SILVER 5,000 miles
Metropole leather,18in Bose,PSM,cruise computer,sat/nav
2003 996 4S ARCTIC SILVER 7,000 miles
Black leather, PSM, computer, mem seats, park assist, sunroof, liptronic lights.
2003 996 4S OCEAN BLUE 19,000 miles
Dark Blue leather,White dials,sunroof,sports seats,sports exhaust,uprated radio,CD
2002 996 4S TIP ARCTIC SILVER 16,000 miles
Grey leather,sunroof,uprated radio CD,Liptronic lights, Bose
CABRIOLET 996
2004 996 CABRIOLET SEAL GREY 6,000 miles,
Black leather sports seats,18in alloys,Bose heated seats, ali pack
2001 996 CABRIOLET C4 TIP ARCTIC SILVER 28,000 miles
Interior Black leather, PSM. Ali pack, uprated radio CD
1999 CABRIOLET 996 ARCTIC SILVER 43,000 miles
Blue leather,White dials,18in alloys,heated seats,ali pack
1999 996 CABRIOLET POLAR SILVER 51,000 miles
Blue leather interior,PSM,Xenon lights
COUPE 996
2003 996 COUPE SEAL GREY 12,000 miles
Black leather,sports seats,18in alloys,White dials,heated seats
2002/3 996 COUPE MET BLACK 8,000 miles
Black interior,sports exhaust sunroof,18in alloys
2003 996 COUPE OCEAN BLUE 15,000 miles
Blue leather,18in GT3 alloys,switchable sports exhaust,Bose
2002 996 COUPE BASALT BLACK 13,000 miles
Grey leather,18in alloys,computer,ali pack
2001/02 996 COUPE C4 TIP OCEAN BLUE 30,000 miles
Savanna leather,cruise,computer,PSM, park assist, mem seats,
2001 996 COUPE C4 TIP ARCTIC SILVER 17,000 miles
Black leather,cruise,computer,PSM,18in alloys,sunroof
2000 996 C4 COUPE METALLIC BLACK,39,000 miles
Classic Grey leather,sat nav,PSM,sports seats,sunroof,18in alloys
1999 996 COUPE METALLIC BLACK 24,000 miles
Black leather,sat/nav,climate control,computer,PSM 18in wheels
1998 996 COUPE TIP MIDNIGHT BLUE 37,000 miles
Blue leather interior,climate,cruise contro
1993
1996 993 TURBO 4 POLAR SILVER 57,000 miles
Black leather int incl Turbo S,carbon fibre,sunroof, 18in wheels
1997 993 COUPE 2S ARCTIC SILVER 46,000 miles
Blue leather,sports seats,18in wheels,GT3 pack,carbon kit
1997 993 TARGA TIP ARCTIC SILVER 38,000 miles
Blue leather interior,climate control,split rim alloys
1997 993 TARGA METALLIC BLACK 74,000 miles
Black leather sports seats,uprated CD/alarm
1996 993 TARGA ZENITH BLUE 34,000 miles
Black leather,climate, alarm,immobilizer and CD,sports seats
1994 993 COUPE TIP 30,000 miles
Classic Grey leather,sports seats,sunroof,computer
1993 911 CABRIOLET BLACK 73,000 miles
Interior leather, sportss seats, alarm, immobiliser, CD
1990 911 CABRIOLET RED 56,000 miles
Linen leather,sports seats,computer,full service history
BOXSTER
2003 BOXSTER S MERIDIAN SILVER 16,000 miles
Black leather,climate,sat nav,driving lights,18in wheels
2003 BOXSTER S METALLIC BLACK 7,000 miles
Savanna int,climate,driving lights,computer
2002 BOXSTER GUARDS RED 15,000 miles
Black leather,PSM,18in alloys,Bose,White dials,ali pack
2002 BOXSTER S SILVER 9,000 miles
Boxster Red ltr interior,sat nav,climate,Xenon lights,White dials
2001 BOXSTER S BLACK 24,000 miles
Black leather,climate,18in alloys, Bose
2001 BOXSTER S LAPIS BLUE 19,000 miles
Grey leather,climate,17in alloys,uprated radio CD
2001 BOXSTER S ARCTIC SILVER 14,000 miles
Metropole Blue leather trim,CD,17in alloys
2001 BOXSTER 2.7 OCEAN BLUE 17,000 miles
Savanna leather,17in alloys,hardtop,c/c computer,sp/wheel
1999 BOXSTER 2.5 ARCTIC SILVER 29,000 miles
Boxster Red leather,uprated radio CD,full history
1999 BOXSTER 2.5 BLACK 35,000 miles
Boxster Red leather, uprated radio CD, full history

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1955 MONZA 750 RED
ex-Le Mans,superb provenance
1967 275 GTB4 RED 44,000 miles
Crema hide interior,stunning Rosso coachwork
2002 360 SPIDER F1 YELLOW 15,000 miles
Black Yellow seats with Yellow inserts
2002 360 MODENA F1 RED 7,000 miles
Crema int,Crema ltr,Red carpets,liptronic lights,radio,CD,alarm
2000 360 MODENA F1 TDF BLUE 14,000 miles
hide leather,suspension switch upgrade,CD package
1999 550 MARANELLO 12,000 miles
Argenta Black leather,full Ferrari service history
1998 355 GTS F1 RED 20,000 miles
Crema leather,uprated radio CD,recent service
1988 355 SPYDER F1 RED 22,000 miles
Crema leather,climate,upgraded
1992 348TS BLACK 9,000 miles
Black leather trim,climate control,2 owners
1991 TESTAROSSA RED 5,000 miles
Crema leather,Red carpets,CD player
1991 TESTAROSSA RED 17,000 miles Black hide,Red carpet,uprated sound system
1985/6 MONDIAL COUPE QV RED 54,000 miles
Crema,Red carpets,air con,sunroof,good history
1985 MONDIAL COUPE RED 36,000 miles
Black interior,Black carpets,air con,sunroof,excellent history

jaguar / AC

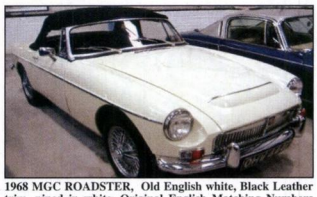
1967 E-TYPE 4.2 ROADSTER 1.25 SILVER 54,000 miles
original RHD,factory hard top,concours
1963 E-TYPE 3.8 ROADSTER AZURE
concours,show winner,superb provenance
1998 AC SUPER BLOWER RED 6,000 miles
Black leather,ex Coca Cola car
1990 AC COBRA MK4 BLUE 7,000 miles
Beige leather, stage 3engine upgrade 400 B.H.P.
1936 4.25 PILLARLESS COUPE
Gurney Nutting,one owner 30 years
1998 DIABLO ROADSTER BURGUNDY 24,000 miles
Cream leather,sat/nav,19in alloys,DVD/CD,ex Motor show car

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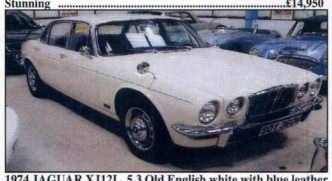
[HWM]



1968 MGC ROADSTER, Old English white, Black Leather trim, piped in white, Original English Matching Numbers Example, Concours winning Example, Low Mileage, The Best you will Find we Feel.? .....£15950.



1985 BENTLEY MULSANNE TURBO, Lagoon Blue with Champagne Leather, Blue Dash Top And Blue Carpets. 63000 miles Only with FSH. Sold By Us To its last Two Owners (10 Year Period) Without Question One of The nicest You will Find, Stunning £14,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc £12,950



1964 Mercedes 220 SEB Convertible, Auto. horizen blue with Grey Leather Trim, and blue mohair hood.Restored to concours winning condition, and the best we have ever seen. Please contact us for more details etc. .....£45000.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details £36,950



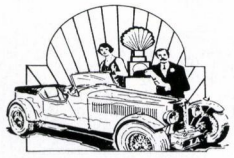
1995 PORSCHE 911 (993) CARRERA 2. Grand-Prix white with Grey Leather, Alloys, Aircond, ESR. 69000 FSH, Mint Example, This is as good as it gets .....£29,950.



1939 DELAGE D6-3L (cotal electromagnetique gearbox) Four door sports saloon, by Guillore (rare) Royal blue with natural leather trim, restored to concours winning standards over the Last 15 years please see our web-site for full details, photos etc. .....£POA.

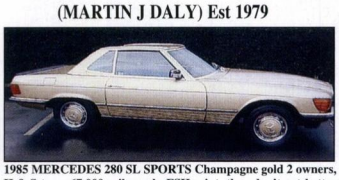


1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website,more details /photos etc .....POA

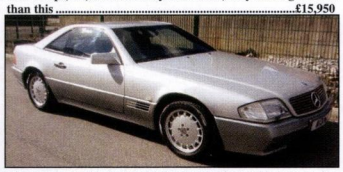


The School Garage

(MARTIN J DALY) Est 1979



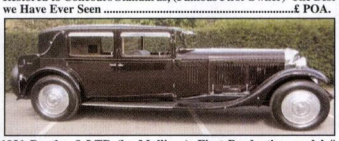
1985 MERCEDES 280 SL SPORTS Champagne gold 2 owners, H & S tops, 67,000 miles only FSH mint, they don't get better than this £15,950



1990 Marcedes 500SL (W129).Silver with Blue leather, alloys, aircond, criuse,power hood, hard-top. Music, 90000 Miles with Full, Mercedes Main dealer History. This car Looks 2 years old, (best we have seen).....£17950



1938 ROLLS-ROYCE 25/30 LIMO By H J Mulliner. Black over Oxford Blue Over Black, Blue Leather to the Front, and Tan Cloth To the Rear, (with Division) last Owners Circa 32 years, Restored to Concours Standards, (Famous First Owner) The Best we Have Ever Seen .....£ POA.



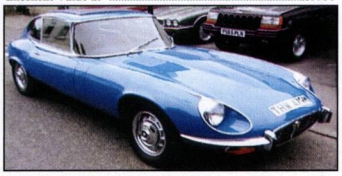
1931 Bentley 8 LTR (by Mulliner). First Production model # (YF5001). Historically the most famous of all Bentley 8 Ltr Saloons. Please see our website .....£POA



1927/8 RALLY ABC. VOITURETTE.With Chapuis Dornier Dry Sump Le-mans Engine.In Private Collection for many years, Has just been fully Re-commissioned, to a very High standard. Thought to be one of Two in Existence of this Specification. A unique Opportunity to acquire a very rare motoring Treasure. .....£ POA.



1978 (Oct) ASTON MARTIN V8 VANTAGE (Ol) Manual. Finished in goodwood Green with Magnolia leather, alloys, aircond, etc. Recent mechanical restoration work by HWM. Superb and totally sound, 48000 miles with extensive history file. Excellent Value at £39950



1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950

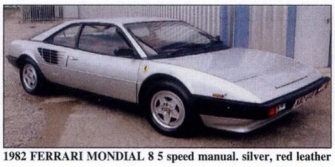
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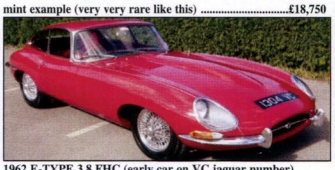
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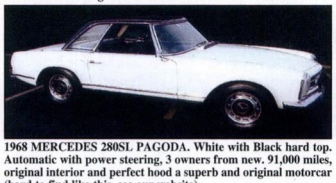
www.classiccarshop.co.uk



1982 FERRARI MONDIAL 8 5 speed manual. silver, red leather 48,000 miles FSH, all books, tools, etc. Aircond, superb, original mint example (very very rare like this) £18,750



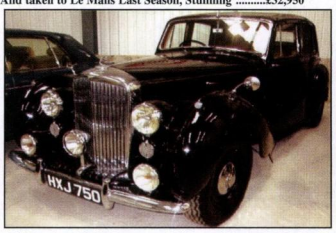
1962 E-TYPE 3.8 FHC (early car on VC jaguar number) Signal red, with red leather and red webasto sunshine roof. CWW Restored By its previous Owner to Concours winning standards. Original English RHD with Matching Numbers. Stunning .....£36950.



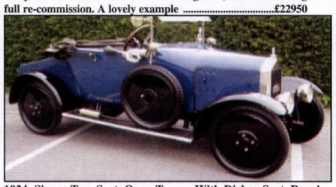
1968 MERCEDES 280SL PAGODA. White with Black hard top. Automatic with power steering, 3 owners from new. 91,000 miles, original interior and perfect hood a superb and original motorcar (hard to find like this, see our website).....£26,950



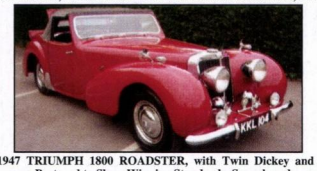
1969 JAGUAR E-TYPE 4.2 FHC S2. RHD, Finished in special Order Ecossie Blue, With Red Leather Trim, chrome Wire wheels, Stainless Exhaust, and Upgreades. Restored To A very High standard By its Last Owner, And taken to Le Mans Last Season, Stunning £32,950



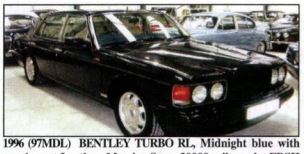
1947 Bantley MK VI, Rare manual with overdrive model. Black with tan leather, steel Factory sunroof, and Original clock and tool drawer complete. Famous feature car in this magazine, since has undergone a full re-commission. A lovely example £22950



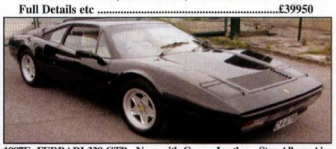
1924 Singer Two Seat, Open Tourer With Dickey Seat. Royal Blue With Black Trim, Superb Mint Example Very Seldom as Good as this , Please see our Web-Site .....£12,950.



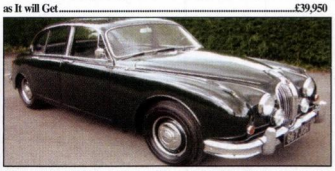
1947 TRIUMPH 1800 ROADSTER, with Twin Dickey and screen. Restored to Show Winning Standards, Superb and correct, drives as it should , A better Example would be hard to find.!! Original Buff Logbook, All Books Tools and History File. ..... £18,950.



1996 (97MDL) BENTLEY TURBO RL, Midnight blue with parchment Leather, Massive Spec, 30000 miles only ,FBSH .Cost £168000 New, still as New, Please Phone/E-mail for Full Details etc £39950



1987E FERRARI 328 GTB. Nero with Cream Leather , Star Alloys, Air-Cond, 22000 Miles Only, FFSH, The Nearest To a Brand New Example you Will Find, All Books, Tools, MOTs, etc.Cherished Number, This is As Good as It will Get £39,950



1961 JAGUAR 2.4 MK 2, Manual BRG, with Suade Green Leather, This Amazing Car has Covered Only 20800 miles from New. and has Full Jaguar main agent, (and Specialist) History, all handbooks, Service Book (tools Unused) Totally Rot Free, Never Ever Restored, And The Most Original Classic car we have Ever seen, this must be Unique.!! .....£24,950.



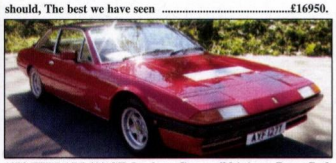
1937 ROLLS-ROYCE WRAITH Sports Alloy Body Saloon By Park-ward. (original Factory Experimental Car) Very Famous, and Important Example, Please See our Web-site or Contact Us for Full Details etc. .....£44,950.



1973 Aston Martin V8 MK1 auto. Finished in Tankard grey, with mulberry leather trim. alloys, air-cond, etc. original English Uk matching numbers car, fortune spent in recent years. Nice honest,example and superb value at .....£24950.



1951 MORGAN PLUS 4 ROADSTER, Royal blue with black trim and hood. stainless steel Exhaust, Last owner many years, superb original Example, wonderfull History, Structure A1. Drives as it should, The best we have seen .....£16950.



1979 FERRARI 400 GT (banham Convertible) Auto. Rosso Red, With Tan Leather, And Tobbaco Inserts, alloys, Aircond, Pas, 47000 miles Only, Full Engine Rebuild c. 2000 miles Ago, Superb History File, A Lovely. Rare motor-car.....£19,950.

Arriving soon

(These vehicles will be available at time of press)

SEE OUR WEB-SITE

1967 JAGUAR E-TYPE 4.2 ROADSTER

1958 JAGUAR XK150 - 3.4 ROADSTER

1998 MERCEDES SL 320

1989 MERCEDES 560 SEC, SUPERB

1973 FERRARI 246 DINO, TWO OWNERS, LOW MILEAGE,FSH

1950 DELLOW MK1. VERY RARE.

1966/7 AUSTIN HEALEY 3000 MK 3, PHASE 2.(CHOICE OD TWO).

1990 ASTON MARTIN VIRAGE, 24000 MILES, FSH , MINT.

1983 SCIMITAR GTE, 6A. 40000 MILES ONLY.

We are always interested in buying, part-exchanging OR selling, cars similar to the above, click-on to our web-site for more detailed photos, and info.

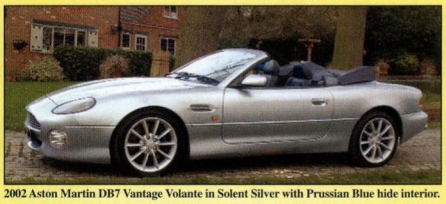
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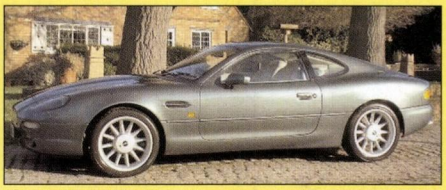
Telephone
(01494) 812115
sales@runnymedemotorcompany.com



2000 Aston Martin DB7 Vantage in Galloway Green with Tan hide and Green carpets. Factory options include Burr Elm, premium Audio system, sports steering wheel, heated front screen, Parktronic, GT seat conversion, sports exhaust and Tracker. This is a one owner example which has covered only 18,000 miles and has full Aston Martin service history. £56,950



2002 Aston Martin DB7 Vantage Volante in Solent Silver with Prussian Blue hide interior. Fitted with 19" alloy wheels, Tiptronic transmission, air conditioning, electric hood, electric seats and heated front screen. Two owners, 28,000 miles and full Aston Martin service history. £63,500



1995 Aston Martin DB7 in Chiltern Green with Forest and Parchment hide. This car is in excellent condition throughout and is fitted with all the usual refinements including 5 speed Manual gearbox, alloy wheels, electric windows and air conditioning Full Aston Martin service history. £33,950



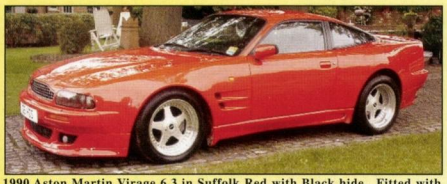
2001 Porsche Boxster 2.7 Tiptronic S in Metallic Blue with Black hide. One lady owner vehicle with full Porsche service history. Fitted with 18" sports alloys, 14,000 miles and in excellent condition throughout. £24.950



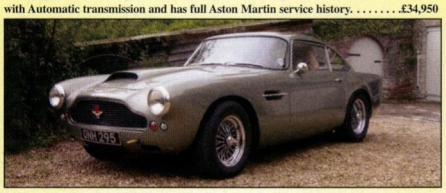
1995 Aston Martin DB7 in Cheviot Red with Oxblood and Magnolia hide. An absolutely pristine example having had just two owners and comes with all usual refinements including CD auto changer, Parktronic, air conditioning, electric seats. The car is fitted with Automatic transmission and has full Aston Martin service history. £34,950



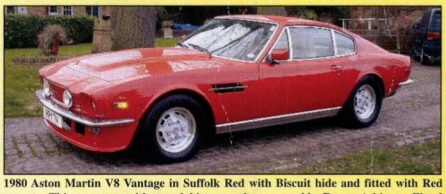
2002 Maserati Spyder 4200 Cambiocorsa in Metallic Blue with Black hide. Fitted with multi spoke alloys and upgraded Tiptronic gearbox. Only two previous owners with 22,000 miles. Perfect throughout. £37,950



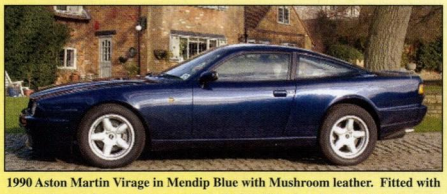
1990 Aston Martin Virage 6.3 in Suffolk Red with Black hide. Fitted with Onslow Grey carpets edged in Black, this car has been highly modified to include 6.3 engine, 4 speed Automatic transmission, ABS, immobiliser, 18" split rim OZ alloys, Alpine radio cassette and CD. This car has Vantage coachwork, wider wheel arches, front and rear lamp modifications and comes with full service history and was supplied by ourselves to the last owner. 55,000 miles. £36,950



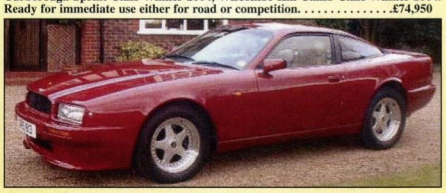
1961 Aston Martin DB4 Series III in Aston Racing Green with Tan interior. Beautifully trimmed with dark green carpets, this car was rebuilt by ourselves three years ago. Fitted with 6" x 15" chrome wires, 4.2 fast road engine with high lift cams and three 2" su's, oil cooler, Kenlow electric fan, catch tank, competition suspension, standard seating and two leather trimmed Cobra race seats. Curborough Sprint Class Winner 2004, Wiscombe Hill Climb Class Winner 2004. Ready for immediate use either for road or competition. £74,950



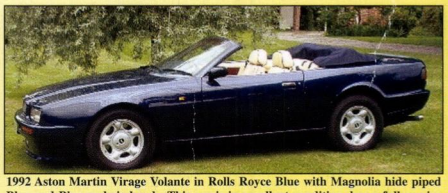
1980 Aston Martin V8 Vantage in Suffolk Red with Biscuit hide and fitted with Red carpets. This car comes with superb history and was owned by Rowan Atkinson. Fitted with 5 speed Manual transmission, GKN alloy wheels and all usual refinements. 74,500 miles. £39,950



1990 Aston Martin Virage in Mendip Blue with Mushroom leather. Fitted with automatic gearbox, power steering, air conditioning, heated electric seats, Volante alloys and stereo system. 31,000 miles, service history, excellent value at £26,950



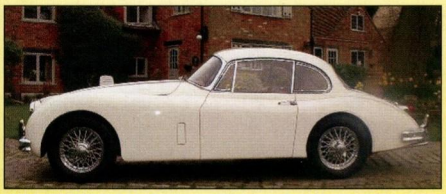
1992 Aston Martin Virage in Cleveland Red with Tan hide interior. Fitted with Automatic transmission and OZ alloys, 30,000 miles. Full service history with HWM and perfect throughout. £29,950



1992 Aston Martin Virage Volante in Rolls Royce Blue with Magnolia hide piped Blue and Blue mohair hood. This car is in excellent condition, has a full service history and has covered only 35,000 miles. £32,950



1988 Aston Martin V8 Vantage Volante in Suffolk Red with Magnolia hide piped Red. Fitted with X Pack specification, Red carpets, Ronal wheels and 5 speed Manual gearbox. An excellent example with low mileage from new and full Aston Martin service history. £69,950



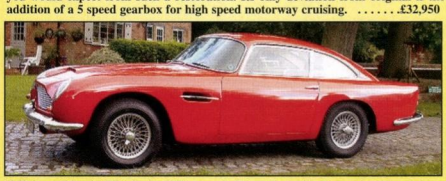
1959 Jaguar XK150 3.4 in Old English White with Red hide. Fitted with chrome wire wheels and Avon turbospeed radials, this car has been the subject of a fully comprehensive rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5 speed gearbox for high speed motorway cruising. £32,950



1965 Aston Martin DB6 in Fiesta Red with Black hide. This car is currently undergoing various upgrades including a 4.2 fast road engine build to unleaded specification. It is fitted with 48 dcoe webers and has chrome wire wheels and 5 speed ZF gearbox. It is in excellent condition throughout. £49,950



1985 Mercedes Benz SL 500 in Silver with Blue check trim, this car is in extremely fine condition with unmarked interior and is fitted with flat face 16 hole alloy wheels, electric windows, power steering, automatic transmission, cruise control and hard top with new soft top. Rear set and CD player. Service history. . .£9,995



1963 Aston Martin DB4 Series V Vantage in Fiesta Red with Oatmeal hide and deep red carpets. Fitted with 4 speed Manual transmission and overdrive, 15" 72 spoke wire wheels, this is a very rare model of which only 103 were produced and is the same shape as the DB5. .....£64,950



1975 Jensen Interceptor J Series in pale metallic Blue with Cream hide. Fitted with Automatic transmission, electric windows and 6 stack CD player. This car is exceptional in that it has had only three owners from new and has covered only 35,000 miles. Excellent to drive and wonderful value.....£14,950

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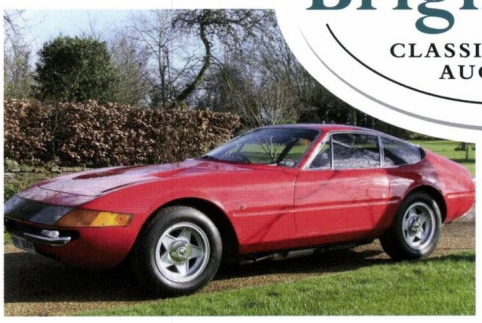
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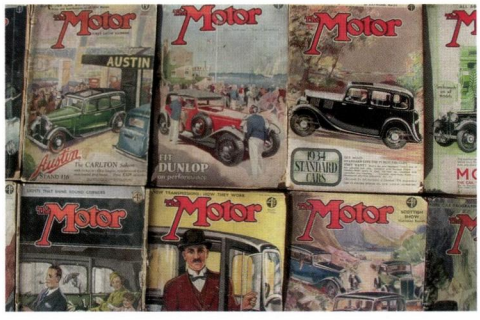
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1936 AC 16/70 March Special Four Seat Tourer
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Formerly the Property of Alfred Dunhill
1923 Bentley 3 Litre Drophead Coupe by Park Ward
Estimate: £60,000-80,000

1965 Gordon Keeble GK1
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