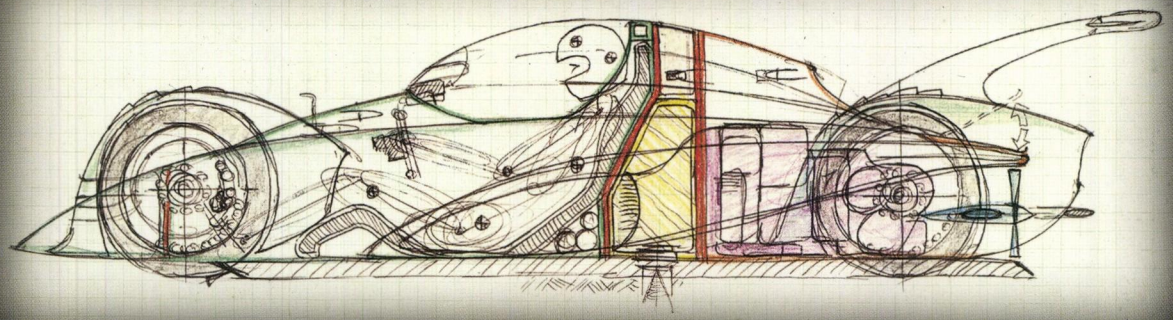
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MOTORSPORT

WORLD EXCLUSIVE

The future of Formula One



by Gordon Murray, Stirling Moss, Jacques Villeneuve, Max Mosley, Sir Frank Williams, Ken Tyrrell and Nigel Roebuck

~

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1928 Bentley 6½ Litre VdP Tourer
1949 Bentley MkVI Sedanca Coupe by James Young
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1953 Ferrari 212 Europa Cabriolet
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1962 Ferrari 250 GTO
1964 Ferrari 275 GTB/2 Ex-Max Aitken RHD
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1969 Ferrari 330 GTC
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editorial



WHEN I ASKED GORDON MURRAY to sketch out his Formula One car of future, drawn without reference to a rulebook, I expected exactly that, a sketch. As you will have seen, what we actually got was rather better than that.

Gordon Murray stopped designing F1 cars when he felt the rulebook had finally become too thick and this, coupled with his drawings, suggest to me there are two sorts of race car designer. On the one hand, there are the free-thinkers, the Murrays of this world, men not constrained by the traditional confines of the human imagination. And then there are the details men, the Adrian Neweys to whom regulations are a bonus because their ability is to exploit what's laid down by others better than anyone else. Whose is the greater talent? I'm not in a position to judge as both seem fairly proficient at securing championships for their employers. But if you want a drawing to frame and hang on your wall, you'll go a long way before finding one more interesting and thought provoking than Gordon's.

The good news is not only can you have a high quality print of Gordon's drawing, but it will also come from a run of just 500, signed exclusively for MOTOR SPORT's readers by the man himself. And all you need to do is subscribe or renew your subscription to MOTOR SPORT and we will send you the signed print free of charge. Full details are on page 70 and, if you're swift, you'll get one.

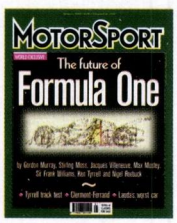
◆ ◆ ◆

WHILE ON THE SUBJECT OF F1'S FUTURE, I MANAGED TO have a long chat with Gerhard Berger at a recent BMW dinner and he was illuminating about the chances of both his team and those of his rivals. His aim for 2000 is for the BMW-Williams to match the results of the 1999 Supertec car. The first win will be 2001. In the meantime Ford has the best engine in F1, but he doubts the ability of Jaguar's drivers, particularly Irvine, to develop the car.

He reckons Ralf Schumacher is one of the best drivers but he lacks the focus of his brother and will never be as good as a result. He enjoyed Zanardi's company but admits he failed to do the job in 1999. He says McLaren will claim the title next year and Villeneuve is wasting his best years at BAR. Winning Le Mans in 1999 was no more than a job to be done and he will never take part in another car race. Thought you might like to know.

◆ ◆ ◆

YOU WILL NOTICE A RATHER FORWARD-LOOKING NATURE to the magazine this month. Given the date, I thought it a legitimate exercise. My thanks to those who went on the record about how F1 should be in the future and to you for your on-going loyalty to this magazine. We wish you all the best for the new season and hope you will continue to share your enthusiasm for this great sport with us.



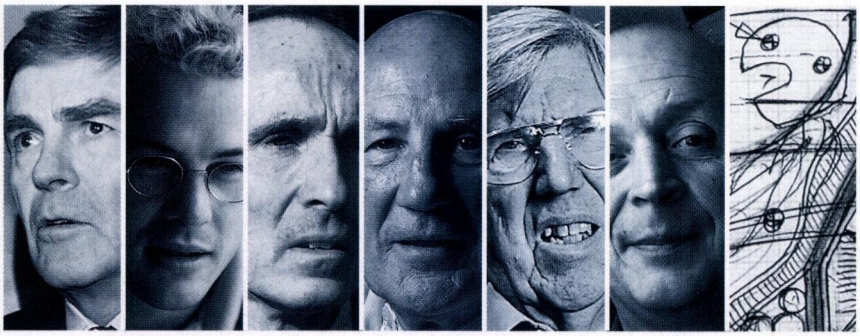
Cover: Formula One 2000

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

MONACO HISTORIC GRAND PRIX REVIVED FOR 2000

AGAINST THE ODDS, THE SECOND MONACO HISTORIC Grand Prix will descend on the principality on May 28th 2000. Despite having lost a million francs on the 1997 event, the Automobile Club de Monaco (ACM) vows the race will become a fixture every two years from 2000 forward. Timed to precede the Monaco Grand Prix, the historic meeting will encompass six separate class races starting with pre-1934 two-seat GP cars, proceeding to pre-1966 rear-engine GP cars, Formula One or Tasman.

The 1997 Monaco Historic Grand Prix was a rare opportunity to see some of this century's greatest cars being driven up to – and beyond – the limit. Running over the 3.367 km street circuit, competitors like Martin Stretton driving a Maserati 4CM against Willie Green in Carlos Monteverde's Alfa Tipo 158 put on a fabulous show. Power slides and opposite lock were the order of the day.

While the 1997 event was a massive success for participants, it drew just 16,000 spectators over three days. The ACM is keen to attract far more – and their cash – to the 2000 Monaco Historic; organisers say there is room for up to 60,000 spectators. Entry fees are 100Ffr for the Saturday qualifying sessions and 200Ffr for Sunday's race day.

For participants, though, the charge is 14,000Ffr per car. Drivers must hold a valid international license for 2000 and the car must be accompanied by its FIA historic vehicle identity form. The ACM is taking applications for entry up until the end of February and cars will be judged on originality and appropriateness for the period.

Of the six race categories – each with up to 30 cars – only the category for pre-1934 two-seater Grand Prix cars is under subscribed. But Jean Sage, special advisor to the ACM, reckons all categories will be filled before the deadline. "We expect just about everybody who came last time to be back," says Sage. "I have even had people asking if a car will be accepted for Monaco before they buy it."

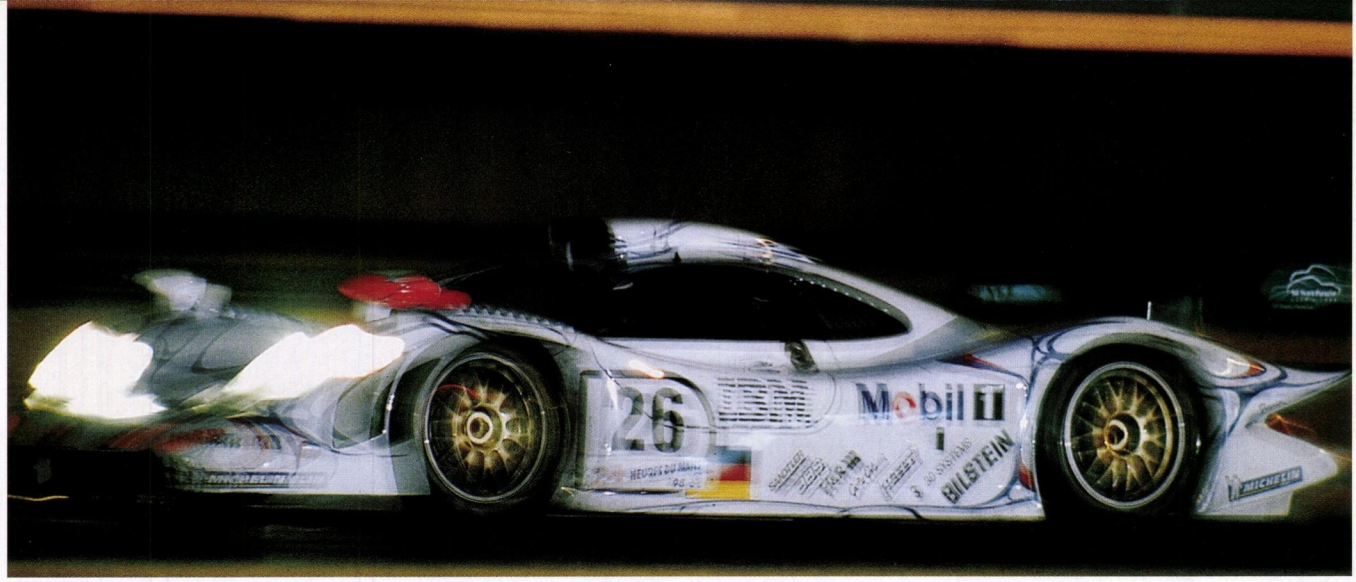
To help cover costs, the ACM is also looking for sponsors. Michel Ferry, president of the ACM's Historic Cars Commission says the organisation has been talking to American auction house Barrett-Jackson and corporate giant DaimlerChrysler. "We wouldn't mind a big title sponsor, but we would also be very concerned about losing control of the event," says Ferry. "It might be better to have ten or twelve smaller sponsors."

As well as a class for pre-1952 single-seat GP cars, there will be classes for pre-'61 front-engine GP cars and 1958-'63 Formula Junior cars. And there will be no fewer than three classes for pre-1959 cars fitted with drum brakes. **Gavin Conway**

The ACM can be called on: 00 377 93 15 26 00; Fax: 00 377 93 25 80 08 or email: info@acm.mc



1950s sportscars during 1997 Monaco Historics. Organisers say event will become biennial from 2000



Allan McNish won Le Mans for Porsche in 1998 but its new V10-powered prototype has been shelved despite showing considerable promise in testing

PORSCHE JOINS BMW, TOYOTA, MERCEDES AND NISSAN IN LE MANS EXODUS

PORSCHE HAS CONFIRMED THAT IT WILL NOT BE contesting the Le Mans 24-hour race in June, further depleting the number of mainstream manufacturers looking likely to attend the event. This despite Porsche actively pursuing a development programme on a Le Mans-type prototype.

Porsche's non-appearance removes from the scene the last of the big, traditional works teams to whom victory would most likely fall. After two disastrous years, Mercedes is staying away as is Toyota after coming agonisingly close to outright victory in '98 and '99. BMW, winners in '99, has nothing further to prove and altogether bigger fish to fry in Formula One and Nissan, whose years of efforts have yet to be rewarded with victory, are also confirmed as stay-aways.

In the main prototype category, that leaves only Audi and Cadillac as representative of mainstream production car manufacturers. These are likely to encounter severe competition from not only the works Panoz team but also from privateers running ex-works BMW prototypes. A Chrysler powered Reynard is also slated to take the start. In lesser categories there is sure to be competition aplenty between Chrysler Vipers and Chevrolet Corvettes mixed in with an array of private Porsches.

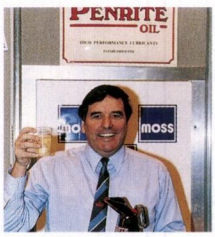
Le Mans has always had a cyclical nature and interest in the race had been growing ever since its lowest ebb at the end of the Group C era in 1993; to that end, the withdrawal of so many headline marques is perhaps more inevitable than surprising. Also, as those who enjoyed the races in the mid '90s before the big manufacturers became involved will tell you, a lack of big names in no way precludes decent racing. What Le Mans in 2000 might well provide is closer competition and a new winning marque without the crowds usually attracted by the big guns.

Either way, expect Le Mans to regenerate again over the next 2-3 years and the charge to be led by Britain, with Aston Martin and Bentley leading the way. **AF**

YOUNG RALLY AWARD

HISTORIC RALLY ORGANISER PHILIP YOUNG HAS BEEN awarded the Penrite Award for efforts promoting the enjoyment of historic vehicles. A one -time motoring magazine editor and a rally competitor himself, Young has awarded 1000 trophies to others, but claimed this was the first he has received.

He was the spearhead of a movement which began in the early1980s, when owners of older road cars had no arena of competition for their vehicles. Starting with the Historic Rally Car Register, the movement tapped a huge well of interest in using such vehicles. Since then historic rallying has become a major sport, and Young's events, such as the Classic Marathon, the Monte Carlo Challenge and the Peking-to-Paris, have achieved considerable popularity.



As Chairman of the Classic Rally Association, Young remains a central figure in the sport; his Round the World in 80 Days adventure begins on May 1, while the 2000 Monte Challenge finishes at Brooklands on January 14, where twice-Monte winner Erik Carlsson and his wife Pat Moss will be the guests of honour. **GC**

GROUP C ROARS BACK

JAN LAMMERS AND WIN PERCY COULD BE AMONG the stars racing in a Group C revival masterminded by the Aston Martin Owners Club next season.

Lammers will drive Jaguar Holland's XJR-9 in at least one of the five races. Percy will also drive a Jaguar run by Don Law.

The spectacle of Porsche, Jaguar and Aston Martin competing head-to-head in a showpiece event at Spa next May is eagerly awaited by fans of the cars built between 1982-'90.

There is a race at Donington in June and it is hoped that Brands Hatch, Silverstone and another continental venue will be confirmed shortly.

The Jaguars could take on as many as 10 Porsche 962/956 derivatives, plus Aston Martin AMR1s EMKAs and Nimrods. A representative Group C2 class field is also being sought for the series **MP**





Moss receives Gold Medal from Simon Taylor

MOSS AWARDED BRDC MEDAL

TO A STANDING OVATION, STIRLING MOSS RECEIVED the Gold Medal of the British Racing Drivers Club at its annual dinner at Grosvenor House, London, in November. Awarded for a lifetime contribution to motorsport, the medal recognises not only Moss's unparalleled competition success but also his continuing position as an ambassador for the sport.

There have only been three previous recipients of the award in its 71-year history: Ken Tyrrell, Sir Frank Williams and Bernie Ecclestone. Moss is thus the first driver to be so honoured, although during his career he was awarded the BRDC's Gold Star no fewer than 10 times. The Gold Star was decided by a points tally covering all types of racing, and was effectively a prestigious though unofficial British championship. Adding the Gold Medal to his Stars is a unique honour for Moss. **GC**



Stretton at Kyalami, on the limit as ever in ex-Depailler Tyrrell Project 34



John Brooks

Stretton pursued by second and third placed Tyrrell 009 and Williams FW06

STRETTON WRAPS UP TGP SOUTH AFRICAN FINALE

TWENTY-TWO YEARS AFTER PATRICK Depailler finished third in the South African GP, aboard a six-wheeled Tyrrell, Martin Stretton drove its sister P34 to victory in the last round of the FIA Thoroughbred GP Championship at Kyalami on November 28.

Only half the original circuit remains, but Stretton's style in the ex-Ronnie Peterson car evoked memories of 'SuperSwede' for the crowd at the Vodacom Grand Prix festival.

A Tyrrell came second too, driven by Ralph Moog, who chased Stretton hard and snatched the lead for a lap in the 009 which Didier Pironi and Jean-Pierre Jarier used in 1979.

Michael Schryver, deputising for Tony Smith in his Williams FW06, filled Moog's mirrors to earn the final podium step. F1 rookie Rob Hall took the ex-Rupert Keegan Hesketh 308E strongly to fourth place, fending off Frank Bradley's Lotus 81.

The other TGP new boy was Steve Allen with his ex-RAM Racing March 761, coming seventh, behind Mike Wrigley's Tyrrell 012.

Having surpassed the 50-car mark for the first time in its fifth year, the series continues to grow. Stretton plans a full 2000 season, and will take some stopping, especially as he says the P34 has not yet realised its full potential, while current champion Bob Berridge is to move to the BOSS series for 2000. But Christian Glasel (Brabham BT49) is up for the chase and Richard Eyre is upgrading to a ground-effect Williams FW08.

Elsewhere, Belgian team Mecauto is restoring a Lotus 77 for Dutchman Nico Bindels, Italy's F1 Storiche will add an Arrows A3 and a March 701 to its squad, and German stalwart Erwin Derichs is restoring the unique Eifelland March on which he was crew chief in 1972. **MP**



TOP ART AWARD

A young automotive designer from Germany has been judged winner of the 1999 International Motoring Art Competition

Amateur artist Andrea Mindt beat 237 entries for the Ford-backed event, with a depiction of a Lancia D50 in acrylic on wood. Judges included Jody Scheckter, Tony Brooks, John Watson, Paul Stewart, Rowan Atkinson and Chris Rea.

The first prize brought with it a purse of £2000, while many of the works of art, including the winner, were auctioned in aid of the British Brain and Spine Foundation and the Motor and Allied Trades Benevolent Fund, BEN. **MF**

SILVERSTONE GP CONFIRMED FOR APRIL 23

THE MOTOR SPORTS ASSOCIATION HAS moved to quash persistent rumours that the British Grand Prix could yet return to its customary summer date during July.

The recent release of the FIA Formula One World Championship calendar for the 2000 season surprised everyone, including it seems race hosts Silverstone, when it showed the British round of the series taking place on Sunday April 23.

Although an option to swap the date with the organisers in either Austria or Spain was discussed, neither has proven able to accommodate the request at such notice. It appears Austrian race officials were keen to change their scheduled July 16 date following fears of summer rain. However a straight swap with Silverstone would have brought the very real threat of late snow hitting the Tyrolian venue. **MF**

GOODWOOD VIDEO ON SALE

THE VIDEO OF GOODWOOD'S SECOND Revival Meeting is now on sale, priced £14.95. It lasts two hours and is as compelling as the raw material would suggest. Fans and Christmas shoppers should call 01372 805000 for their copies.



News from next year's Festival of Speed tells of a new class of competition for Zero Emissions Vehicles.

Overseen by Gordon Murray, new regulations are being drawn up including the requirement that ZEV competitors start from the top of the famous hill.

Lord March's spokesperson would not be drawn further but we can reveal the machines are near identical to those that take part in Murray's cult soapbox derby, held annually at his place in France. We will, of course, keep you informed of all further developments. **AF**

EVENTS OF NOTE

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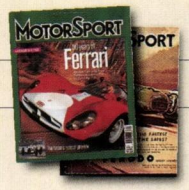
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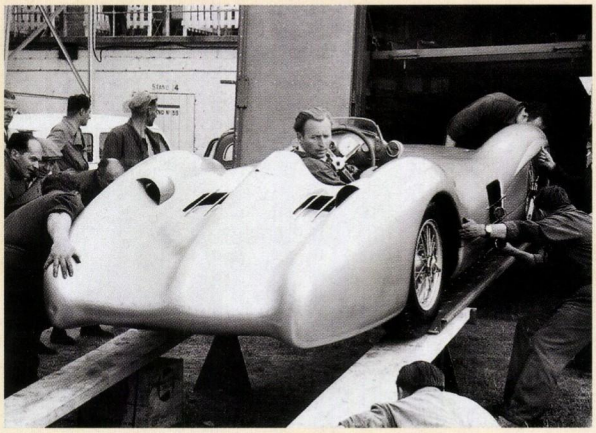
Vol XXIX No 3 March 1953

THE FUTURE OF GRAND PRIX RACING

Now races in the Argentine command factory entries, it means development and preparation has virtually no rest at all. At one time the season had at least six months in which to prepare for the next bout. Gradually this has been whittled down and with the Argentine races in January and February there are but two months to modify existing designs or prepare new ones. Now development and design must be coincidental with the racing programme and this inevitably entails extra workers in order to keep a full racing team on the go at the same time as design and production staff. This state of affairs is alright for a wealthy organisation, but becomes hard on semi-private concerns who are pushed to keep a full racing team going.

Events have turned full circle, for in the pre-war era, the main fixtures were a playground for the Mercedes-Benz and Auto Union teams, with Alfa-Romeo, Maserati and Delahaye struggling to keep pace with the developments of the efficient German organisations. The private owner considered himself lucky to get a start in a major Grand Prix, let alone have any hope of success. In addition to front-line Grand Prix racing there was "Voiturette" racing, in those days the 1½-litre class, in which the small man could have quite a good go. Today it is the Italians who dominate the Grand Prix world and one can foresee nothing to stop them during 1953 with only the French Gordini team hoping to compete. The rest of the runners, most of which are British, have little or no hope of keeping up. And now, with the season already under way, the outlook gets even worse, for only one new Cooper-Bristol was ready, and that outclassed by Ferrari and Maserati. With the new Formula One coming in 1954 it is understandable that our regular team, HWM, and the up-and-coming Connaught Syndicate, are retaining the same cars for this season, but it will mean that they cannot hope to put up much of a show against the Continentals. Whatever happens we are going to be losing a year's racing experience, so one hopes that 1954 designs will be raced wherever possible during 1953, for it will be useless to wait until the first 1954 event is held. Ferrari has already tried one of his 1954 designs under race conditions and now that Colombo is working for Maserati we can expect rapid development from that factory. Mercedes-Benz have withdrawn from 1953 sports-car racing to concentrate on preparing their 1954 Grand Prix cars, which will undoubtedly appear under racing conditions on test during the coming season. So far none of the projected 1954 ideas from this country has made any appearance.

This urgency of progress in the development of racing cars is regrettable but inevitable. Grand Prix racing is no longer a sport for moneyed young men, but a technical battle between designers and factories, and this ever-increasing urgency is just one more factor in the game.



Mercedes-Benz unveiling their challenge for the 1954 Formula One season, their first Grand Prix car since before the war

Returning to the Argentine races, we can foresee with little effort the form for 1953. Ferrari has regained his self-confidence with Ascari, Villoresi, Farina and Hawthorn as his team of drivers and can be considered in an almost unassailable position. The remaining first-line contender is Maserati, and one foresees truly immense battles between the Colombo-influenced cars and the Lampredi Ferraris. With Fangio, Gonzalez and Bonetto driving the Maseratis there can be no doubt that justice will be done to the car's potential and Fangio has shown he has lost none of his form, while Gonzalez has never done anything other than "go like a rocket".

One thing that's possible in the coming season is teams will have to decide between competing all-out in Grand Prix events or in sports-car events, for there is so much activity it will be impossible to support both to the full. Already Mercedes-Benz have shown their appreciation of the situation by withdrawing from sports-car racing, and it is not difficult to foresee Gordini doing the same. Ferrari seems to have unlimited resources and will probably race teams of sports cars and Grand Prix cars longer than anyone, but the day is fast approaching when most people will have to make the same decision as Mercedes. Now that sports cars of the 300 SL, 4.1 Ferrari, Gordini, XK120C, DB3 and so on have nearly the same performance as the leading Formula Two Cars, and greater performance than many, one wonders whether the era of the early 1930s is not approaching. The way things are going the time seems to be ripe to consider a single class of racing for the leading lights. One cannot visualise such classics as the Mille Miglia or Le Mans being discontinued, neither can one see Grand Prix events being dropped, but there is a deal of duplication among competitors in both categories. Mercedes have found their saloon 300SL to be faster than the open version, Gordini's sports car is faster than his single-seater Grand Prix car and the 4.1 Ferrari cannot be far off his Formula Two cars. Alfa-Romeo have been perfecting their Disco Volante sports car with a view to duplication in Grand Prix form, so it looks as though the 1954 Formula could happily constitute the sole form of first-line racing. While this would ease the lot of the factories already in the game, it would mean the gulf between the beginner or private owner and the top-liners would become impassable and little concerns like HWM, Ecurie Ferrari France, Scuderia Espadon, Scuderia Platé, Ecurie Richmond and so on would be ruled right out of the game.

With all scientific progress one wonders where it is going to lead, and Grand Prix racing has the same feeling; but somewhere there is the feeling that it cannot be controlled, and the old saying about the "survival of the fittest" would appear to be the true answer. Come what may, 1953 does not look like seeing any falling off in the battle for honours, and if that is so it will provide some excellent racing, but it will inevitably mean that the note of urgency will be raised to an even higher level. **DSJ**



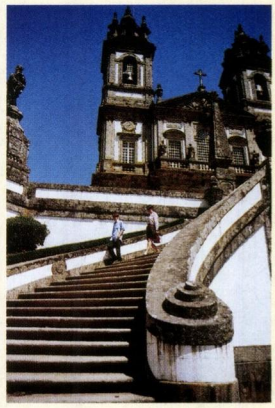
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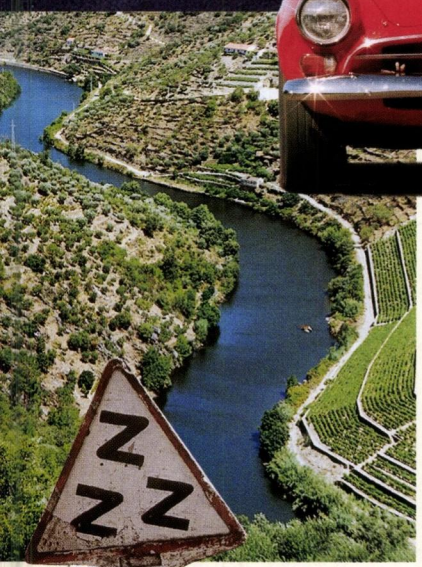
The Touring Rally will take owners of more precious vintage and classic cars on an unforgettable journey of discovery to quiet mountain areas, hidden old villages, quaint towns and historic places, with time to stop and explore now and then, covering only about 320 to 350km (200 miles) each day.



If you enjoy stretching yourself and your classic a little, the **Classic Reliability Trial** is the one for you. Run under the new FIA rules for Historic Regularity Rallies, it will be a genuine (but not too demanding) motoring competition, covering about 400km (250 miles) a day. The six Age Categories will cater for cars made from 1910 to 1976, each with its own route and time schedule. There is no overall winner, and the HERO system of handicapping ensures that you can win a Gold Medal in any type and age of car. Each day there will be timed road and regularity sections over some of the finest rally roads in Europe.



In the HERO tradition, both events will take you to some unforgettable places: the craggy Picos de Europa, the pilgrims' road to Santiago de Compostela, the deep terraced Douro Valley, the amazing Oporto grand prix circuit, the rally roads of Arganil, historic cities like Coimbra and Sintra, and the elegant resort of Estoril.



Each event will have its own detailed, easy to follow road book which makes child's play of the navigation. Our tender vehicles, with skilled mechanics, will be there to help those who get into mechanical trouble.



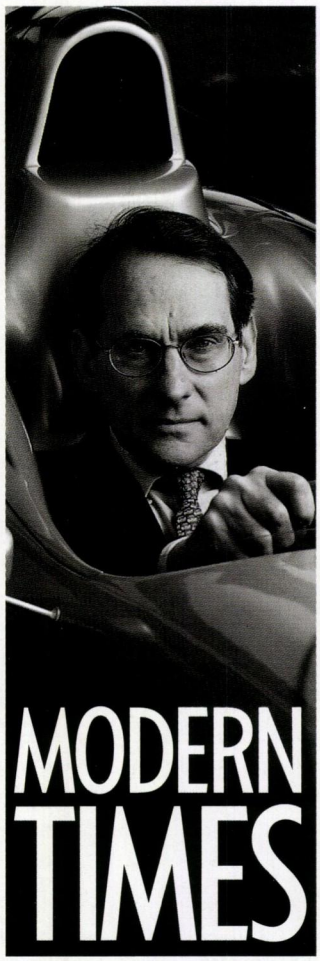
The basic entry fee is £1,350 for the Touring Rally and £1,650 for the Classic Reliability Trial. For London starters, there are special deals on the P&O ferry; and there are two options for hotel packages, standard or luxury (the latter including paradors or pousadas where possible).

Regulations will be available early in the New Year, but you can reserve a place now – don't delay, because nearly half the spaces have been booked already.



HERO – the Historic Endurance Rallying Organisation
The Town House • Leigh • Worcester • WR6 5LA • UK
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www.hero.org.uk

Photos Mike Johnson/John Brown/Mike Brunton.



MODERN TIMES



To his utter bewilderment, Alex Zanardi has gone from Champcar hero to the F1 dole queue in 12 months

THE NEW SEASON APPROACHES: WHO'S moved out of F1, and who's moving in? To his own relief and everyone else's, Damon Hill's divorce from the cockpit has finally become absolute. Olivier Panis, who never rediscovered real form after his 1997 Canadian crash, now finds himself without a seat – although he's still lucratively employed as test driver for McLaren.



Heidfeld won the F3000 title but spent the final race chasing Watt

And then there's poor Alex Zanardi. Last season, as his performances looked ever more dismal alongside team-mate Ralf Schumacher, the Williams team was widely expected to show its disappointment by replacing him. But still Frank Williams stuck behind Alessandro, confirming he was on a two year contract. In fact Williams waited, in an unintelligible piece of procrastination, until the end of November before finally firing Zanardi – at a severance cost of £4 million.

By the time you read this Ralf's 2000 team-mate should be known. Perm any one of Villeneuve (only if the BAR/Pollock rupture happens), Panis (his McLaren contract allows him to leave if a race drive turns up) or Montoya (who has a long-term deal with Williams but, short-term, is expensively tied in to the Ganassi Champcar team). You could also take a side bet on an old lag like Verstappen or an unproven newcomer like Kristensen or Müller.

F1 makes you rich and famous, so you'd think there'd be a queue of talented young drivers from the complex hierarchy of lesser formulae, all competing passionately for a place on the bandwagon. But the only new man moving to F1 this year on talent alone is F3000 champion Nick Heidfeld.

When looking for a new driver, the top teams like to invest in a known quantity with an F1 track record. But the lesser outfits often prefer to give a ride not to the up-and-coming driver with the most potential, but to the driver who can bring a sponsor. If there's a driver with money and talent, all well and good: but, sadly, a driver with talent but no dosh is less attractive than one with dosh and not much talent.

In the '50s and '60s, the top drivers

didn't just do F1. They did sportscars, F2, touring cars, even rallies. The talented youngsters coming through had a chance to prove themselves against the best in the world, and it was never hard to spot the stars of the future. Nowadays, if I may be permitted a mixed metaphor, F1 has become an island, ring-fenced with money.

F3000 was dreamed up with the admirable aim of being the nursery for tomorrow's F1 drivers. The cars, 3-litre single seaters with wings and slicks, all use a standard chassis and control tyres. Engines are centrally supplied, carefully monitored and sealed. With the machinery as close to identical as possible, the emphasis is on cockpit ability, and in theory F3000 should provide the ideal breeding ground, the final rung on the ladder to F1. But in practice it doesn't seem to work quite like that.

Most of the F3000 champions since the formula began in 1985 have ended up with an F1 drive of sorts, but only Jean Alesi (champ in '89) and Olivier Panis ('93) have ever won a Grand Prix. In many ways, the most notable graduate of F3000 has been team owner Eddie Jordan.

Other F3000 graduates have made it big, including Coulthard, Herbert and Damon Hill – still the only World Champion to have spent time in the formula – but they weren't necessarily major stars in F3000. Both Heinz-Harald Frentzen and Eddie Irvine did a couple of seasons of European F3000, but their sojourns in Japan probably did more to develop their talent.

Several F1 teams are keen to see F3000 work as a line of driver supply, and have developed close links with the formula. Williams is involved with David Sears' Super Nova team, Benetton with Astromega, and Prost and most notably McLaren have their own F3000 operations. The West McLaren team is run by former F1 engineer David Brown, and took Heidfeld to the title last season. Heidfeld is already on a long-term Mercedes contract: at Prost he will learn the ropes and try to demonstrate that he merits a McLaren drive in the future.

Mercedes are strong believers in forward planning when it comes to investing in future drivers. The very talented Ricardo Zonta beat Juan Pablo Montoya to the 1997 F3000 title, and after a title-winning year in their sportscar team, Mercedes placed him with BAR, so he could learn hard lessons about life at the wrong end of the grid. Montoya stayed in F3000 for 1998, won the title easily , lined up his long-term Williams deal and went to North America, where he has won the Champcar title, but only on a tie-decider from Scot Dario Franchitti. Dario, probably best British hope for future F1 stardom, is another graduate of Mercedes' charm school, driving for them in touring cars before going to America, but he has eschewed F3000.

So Champcar seems to be inserting itself between F3000 and F1 as an additional rung. The most successful Champcar graduate, of course, has been Jacques Villeneuve, who in his first F1 year was runner-up for the title and in his second was champion. On the other hand, Zanardi's season has shown that being top dog in Champcar doesn't automatically mean you're going to be a force in F1. You can point to a string of today's most successful Champcar men – Michael Andretti, Christian Fittipaldi, Gugelmin, Papis – who didn't exactly set the world alight during their F1 careers.

I had a long chat with Zanardi in Malaysia. (You don't have short chats with Zanardi. I wanted a three-minute radio interview, but after almost an hour the personable, coherent Italian was still talking.) There he was, struggling to hang onto his F1 career, at a loss to understand why he couldn't come to terms with today's cars - and, in particular, today's tyres. In the early '90s he'd done 25 Grands Prix, mainly for Lotus, and had impressed as a young charger who deserved a better car. Twelve months ago he was America's hero, crowned a worthy champion in Champcar, fast, brave and fiery. I asked if he would consider returning to the USA, and got an immediate negative. The levels of danger in an accident, said Alex, were so much higher than in F1 he felt he owed it to himself and his family not to return. The previous month Gonzalo Rodriguez, an F3000 race winner who was paving the way for a full Champcar season this year, had been killed at Laguna Seca. And two weeks after our conversation, Greg Moore died at Fontana.



Rodriguez: a charming man and a potentially great career lost to us

The loss of Rodriguez was keenly felt within F3000, because the popular Uruguayan had been one of its most consistent front runners. Also hard to bear is the dreadful motor-cycle accident which has befallen the cheerful and very rapid Anglo-Dane, Jason Watt. Jason was runner-up to F3000 champion Heidfeld, winning the last two F3000 races of the season and dedicating his final victory to the memory of his friend Gonzalo. Now he is paralysed from the waist down, but his many friends will be pleased to hear he is dealing with his disability in an extraordinarily resilient and resourceful way.

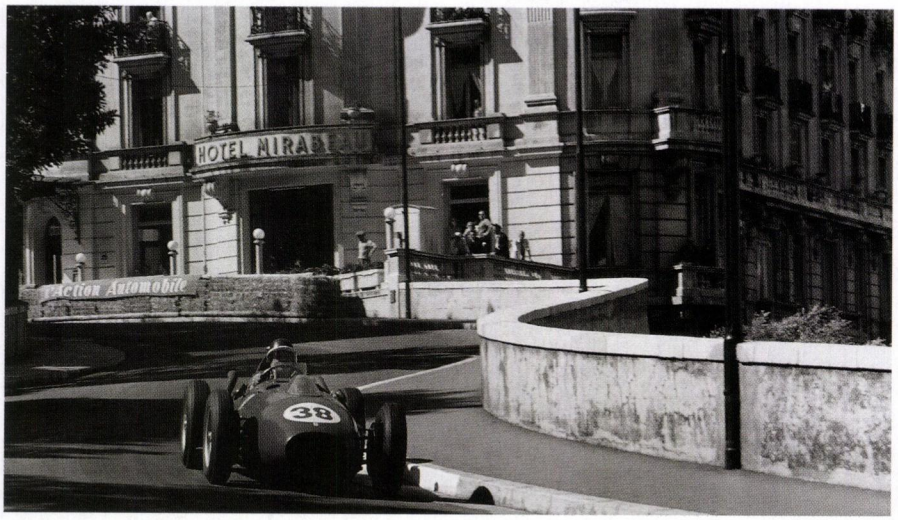
None of this year's British F3000 drivers ever looked like catching an F1 team manager's eye. Team-mates Jamie Davies and Oliver Gavin were hobbled for much of the year by bad set-up decisions and a chronic shortage of experienced team personnel. Ollie's fourth at Monaco was the high point. Irishman Kevin McGarrity was startlingly quick in the opening round at Imola, finishing second to Heidfeld, but he didn't score another point all year. Only Justin Wilson, who in his first F3000 year showed real speed and bravery, may have real F1 potential.

So it's not easy to see where the next generation will come from. There's a lot of talent bubbling away in Formula Three, with one or two quick youngsters landing F1 test deals without having F3000 experience, and there seems to be a growing view that F3000 may be a very expensive way of getting stuck on your way to the top. But it's taken the Williams driver crisis to remind everyone: a good driver is hard to find.



1989 Birmingham Superprix: an F3000 win for Alesi and Jordan

MOTOR SPORT
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The Editor reserves the right to edit all letters

F5000 – A NOT SO DISMAL ENDING

SIR,

How pleasing to read Marcus Simmons' excellent feature on F5000 in your December 1999 issue and what delightful memories it evoked.

Whilst appreciating this was not intended as a definitive appraisal of the formula, the final year of the 5000 series was not quite as dismal as the writer suggests.

As motorsport press officer for Shell UK Oil when we sponsored that last championship in 1975, I well recall that apart from Peter Gethin, Teddy Pilette and Ian Ashley, other leading drivers that season included future F1 world champion Alan Jones in John MacDonald's immaculately prepared March 751 V6; René Arnoux in the much modified Tony Kitchiner-entered ex-Denny Hulme Mclaren M19; David Purley in his Lec-sponsored Chevron B30 V6 and Guy Edwards and Vern Schuppan in their Lola T332 V8s.

Certainly the series was not as competitive as it was in its formative years but the battles between the V8s and V6s still produced excellent racing with equally talented drivers behind the wheel.

I AM, YOURS, ETC

KEITH KIRBY (BY FAX)

* * * *

DIFFERENT TRACKS

SIR,

David Smith (Letters, December) tells us that Monza '63 was the only Grand Prix to have two different circuit configurations during one event.

Not quite right.

At Barcelona in '94 when perhaps emotion overtook intellect in the wake of Senna's death, a silly chicane was added after the event had started.

There was almost another occasion in Adelaide in '94. Returning from supper Nigel Mansell and I discovered some Australian navvies, with a huge drill, reshaping the kerb upon which Mr Schumacher had damaged his car trying to better Nigel's time. The blame, apparently, lay with the kerb and not Mr Schumacher, and they had been invited to alter it. They were reminded, quite sharply, of the rules and invited to desist.

They desisted.

Perhaps someone has other examples?

I AM, YOURS, ETC

SHERIDAN THYNNE, BERKSHIRE

* * * *

AMERICA IGNORED

SIR,

This reader of MOTOR SPORT of over 50 years seniority is again struck by the magazine's parochialism. Would not Bill Boddy's putative millionaire at least have thought of American cars?

Perhaps the Duesenberg with its 7-litre double overhead cam engine, ruler of the road after 1929, was too little known on your side of the Atlantic to be considered, but there were others that compared with your man's choices. An immense 1932 Lincoln V12 KB Sedan, for instance, lapped Brooklands at over 90mph and, smooth as silk, did 98mph on the level when tested by *The Motor*. In 1933 another of our big luxury cars, a Pierce-Arrow V12, a roadster with its fenders removed and an open exhaust, but otherwise stock, averaged 112.91mph for 24 hours on the Bonneville salt flats.

If somewhat less dramatic performance might have been acceptable to your protagonist, there was always Enzo Ferrari's inspiration, the Packard twelve – and if your man thought to economise a little bit after the Crash, the eight-cylinder Packards, as well made and almost as powerful, set a very high standard. Because Packard was so successful for so long and so many were made, they seem to get less respect than more exotic machinery. But balancing all factors, Packards may overall have been the best cars in the world in the 1920s and 1930s.

I AM, YOURS, ETC

MARK BENENSON, NEW YORK, USA

(Our fictitious millionaire was an old-Etonian Englishman, so perhaps he ignored the cars mentioned above, but all of them have featured fairly recently in MOTOR SPORT. –WB)

* * * *

IN PRAISE OF WB

SIR,

Having enjoyed the writings of Mr W Boddy since 1951, naturally I felt his story about the great French driver Etancelin would be of great interest. However he suggests the veteran had retired at the end of 1952 season but my records indicate that Phi-Phi became 'un-retired' for one more go at his home circuit in Rouen. That would be June 28 when he finished third in his beloved Talbot.

I should stress that it is Mr Boddy's on-going contributions that keep me buying the journal. Also we all owe him a big thanks for keeping the magazine going through the difficult war years.

I AM, YOURS, ETC

JIM SITZ, NO ADDRESS GIVEN



Mapping the circuits – and there are many more still to come

EARLY WEBERS

SIR,

In 1958 John Wyer gave a talk on the Aston Martin Racing story in which he said that during the winter of 1950/51 Astons became the first British manufacturer to fit Weber carburettors.

Earlier, in the summer of 1950, Lance Macklin took his DB2 (UMC 272) to the Weber factory in Bologna where they fitted three twin-choke Webers. Macklin then raced the car in the Coppa Inter-Europa at Monza, and then in the Targa Florio. So is this the first British car to be fitted with Webers? I would be most interested to know.

I AM, YOURS, ETC

ALAN WHEATLEY, SKIPTON, NORTH YORKSHIRE

* * * *

PRIVATE INVESTIGATION

SIR,

If MOTOR SPORT of the 1980s can be trusted(!), Mr Groves (Letters, November 1999) is correct in saying that Emilio de Villota raced a March until the Spanish Grand Prix. He was indeed the last of the 'Silvio Moser' style of privateer, but there were more of the 'Rob Walker' style later in the season.

RAM Racing entered private Williams cars for Rupert Keegan from the British Grand Prix to the end of the season, as well as an entry by the same team for Desire Wilson at the British Grand Prix and one for Geoff Lees at Watkins Glen. Surely these two entries at the US Grand Prix East in 1980 were the 'last of the privateers.' Any further offers?

I AM, YOURS, ETC

EDMUND DICKINSON, HAXBY, YORK

* * * *

MORE TRACK TESTS PLEASE

SIR,

May I say how much I enjoy MOTOR SPORT; the articles are really interesting, and the archive photos so good that I have had to start an album collection, so please keep up the high standard!

I particularly enjoy the *Track Tests* and hope, if you haven't already done so, that you'll take in the Nürburgring. I would also like to suggest an Italian jaunt (Mille Miglia, Targa Florio, Pescara) – possibly you could get hold of a Ferrari just for the occasion... I can also recommend Brno, Barcelona and Berne, just in case they hadn't already crossed your mind.

I AM, YOURS, ETC

J NOWELL, BRENTFORD

(The phrase, I think, is "watch this space". –ed)

* * * *

SPRITE APPEAL

SIR,

I read with interest your feature *Sprites and Gremlins* (November 1999), about racing the ex-Pat Moss/Paul Hawkins Sebring Sprite, at this year's Goodwood TT celebration race. May I pass on my heartfelt commiserations on its retirement.



Remember this? Sprite coupé is in restoration; all info welcome

Doubtless you are aware this car was one of six near-identical models, built by Williams & Pritchard Limited for the redoubtable John Sprinzel at the beginning of the 1961 season. Following the unveiling of a 'prototype' at the '61 Racing Car Show, an additional five cars were constructed and campaigned by Ian Walker, Andrew Hedges, David Siegle-Morris, the aforementioned Paul Hawkins and, of course, John Sprinzel.

Of the five W&P alloy coupés, four are known to survive. David Siegle-Morris' Sebring disappeared during 1962, following a brief spell in Roger Mac's ownership. The Andrew Hedges car, registered 410 EAO, is undergoing restoration by myself following its recent discovery in poor condition. Andrew raced EAO for the whole of the '61 season, here and on the continent. Main events included the Nürburgring 1000km, the *Autosport* 3-Hours at Snetterton and 1000km at Montlhéry.

I would love to hear from anyone who can offer help, in the way of photographs, information etc to assist with the rebuild. I can be contacted on 01922 458429.

I AM, YOURS, ETC

JONATHAN WHITEHOUSE-BIRD, WEST MIDLANDS

* * * *

STEAM DREAM

SIR,

I congratulate you on the quality of your recent pictures of the steamer 'L'Obeissante' built by my great-grandfather Amédée Bollée, which clearly show this machine was the first automobile to have independently steered and suspended front wheels controlled by a steering wheel. The machine was used not only for Sunday jaunts, but also for business duties. However, the motor of the second vehicle was not used to power machines in the factory during WWI as the item suggests.

The article also perpetuates the confusion between the Bollée father and sons, implying that Bollée built only steam vehicles; while this is true for Amédée Sr, his sons, in particular one also named Amédée, built petrol cars as late as 1920.

A visit to see 'L'Obeissante' at the Musée des Arts et Metiers in Paris will confirm its pioneering use of the above features, which fully merited its name 'Obedience'.

I AM, YOURS, ETC

FRANÇOIS BOLLEE, ARNAGE, FRANCE

(I am aware of the Leon Bollée petrol cars – I have had a 1921 version for many years. – WB)

* * * *

GREGORY THE GREAT

SIR,

I too have always been intrigued by the race between Archie Scott Brown and Masten Gregory at Silverstone in May 1958. David Morgan's letter perhaps suggests Gregory's victory was a narrow one, when in fact it was a walkover. Furthermore, I believe it probably owed more to inspired driving than to mildly revised bodywork.

The first-class field for this race included Moss, Hawthorn and Brooks but Scott Brown took the lead from the start with Gregory back in fifth. By the end of the first lap Gregory was through to third, took second on the fifth lap and passed Scott Brown for the lead on lap seven. Nine laps later Gregory had pulled out a massive 15 seconds lead. As MOTOR SPORT reported "...the Ecurie Ecosse Lister just ran away from the works car".

Gregory set a sportscar lap record of 101.32 mph and averaged 99.54 mph. Interestingly, when Moss drove the works Lister at the Grand Prix meeting two months later his fastest lap was slower than Gregory's race average. My memory suggests that Gregory's lap record stood for years, at least as a class lap record.

I have always believed that in that race, on that day, Gregory drove 'out of his skin' demonstrating his potential to the full.

I AM, YOURS, ETC

GEOFF WHYLER, PETTS WOOD, KENT

* * * *

ROLT'S WHEELS

SIR,

Your article about the highly accomplished driverTony Rolt whetted my appetite for more information about some of the cars he drove – in particular three rather special cars, his Dixon-prepared ERA, the Alfa-Aitken, and the ERA-Delage.

When Freddie Dixon prepared the ERA he replaced the pre-selector gearbox with a crash box which appeared to have come from a Riley (presumably from one of Dixon's 2-litre cars). The short gear lever was between the driver's legs and can be seen in the photo on page 72.

Dixon also added made modifications to the front axle apparently to resist the effect of brake torque. One wonders how advantageous these modifications were in practice (and, incidentally, what happened to them subsequently). The Alfa-Aitken was also prepared and modified by Dixon. And always a stirring sight was Rolt driving Rob Walker's ERA-Delages.

I AM, YOURS, ETC

BOB HODGSON, VIA-E-MAIL

* * * *

MEMORIES OF WATKINS GLEN

SIR,

Thank you so much for the quantity of photographs and text devoted in Nigel Roebuck's November column to the final two Grands Prix held at Watkins Glen. As a struggling university student, I attended these events as a marshal – an chance to get closer to the action than any spectator.

The events of 1979 hold special meaning to me. I was able to watch Villeneuve fly through the rain on Friday from our position in the old pits, a view not too different from the photograph on page 29. On Saturday, one of the Alfas spun into the catch fencing and our job was to repair the damage to these crude car-slowing devices. Upon completing our task, I spotted a pit credential on the ground, its owner long since departed. Upon presenting the credential to my chief, he wished me well and told me to enjoy the rest of the weekend in the pits.

During Sunday's race, I sensed that pit stops would be crucial, so I hung about the Williams team. When Alan Jones made that fateful stop, I was standing on the pit enclosure wall with only one other person: Denis Jenkinson. I will never forget the image of Jones pulling away and the mechanic at the right rear wheel clasping his hands behind his head and shaking in a gesture of great frustration. It was clear at that moment that Jones' race was finished.

My one regret is that as I stood with the great Jenks I never spoke to him. As a journalism student (who would go on to briefly cover motor racing) I was so in awe of this man that I couldn't raise the courage to speak with him. However, it is of some consolation to know he and I quietly witnessed a moment in motor racing history still written about to this day.

I AM, YOURS, ETC

ARTHUR MICHALIK, ALTADENA, CALIFORNIA

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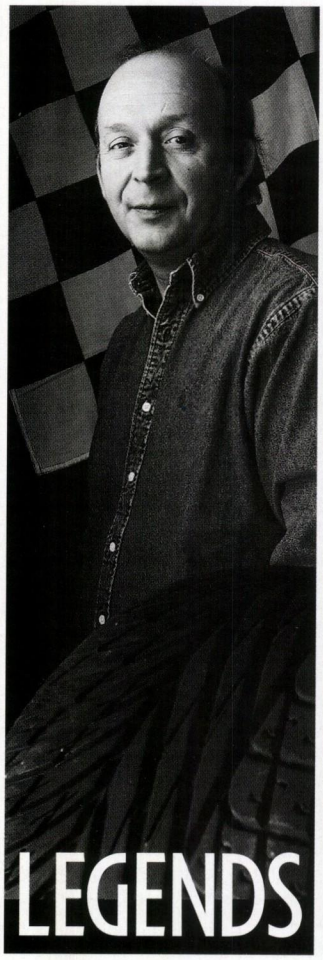
LIKE FATHER, NOT SON

SIR,

I couldn't believe Mr Frankel's sanctimonious editorial last month in which, referring to Damon Hill, he remarked "History will be kinder to him than we have been." What twaddle. History will remember what we know now, which is that Hill knew how to drive but not how to race. What more stark contrast could there be to his late father, maybe not the quickest driver out there but a racer from head to toe? It is he to whom history will be most kind.

I AM, YOURS, ETC

GILES NEWTON, LLANISHEN, MONMOUTHSHIRE





Ramirez with Alain Prost – he alone stayed friends with both the Frenchman and Ayrton Senna during their feud

JO RAMIREZ

IN THE CONTEMPORARY F1 PADDOCK, folk without enemies are hard to find. It's a hard-nosed environment which can have a desensitising effect over the years. While not an absolute rule of thumb, those who thrive tend to be... self-centred, let's say.

There remain, though, some who are there because they love motor racing. Most will never get rich, but they are in for the long haul because they cannot imagine any other way of life. They retain a sense of humour, and they don't tell lies. And in the press room, unsurprisingly, they are extremely popular, for however self-indulgent and rarefied F1 becomes, they remain 'real people'.

Jo Ramirez, outstandingly, is one such. Since the end of 1983, he has been Team Coordinator at McLaren, but his career in motor racing began long before that. A friend of Ricardo Rodriguez in their native Mexico, he came to Europe in '62, when Rodriguez – the precocious talent of the time – got him a job as a 'gofer' at Ferrari.

"I flew to New York, then crossed the Atlantic on the *Queen Elizabeth*. It sounds crazy, but then it was only $200, much cheaper than flying..."

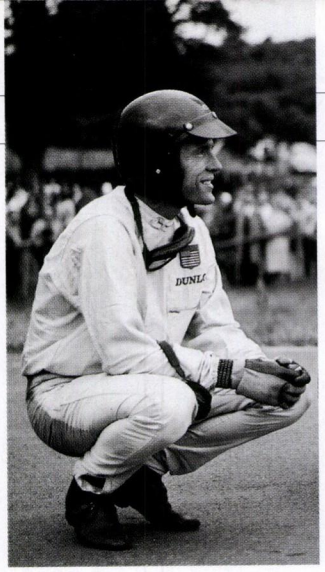
Ramirez believed Rodriguez was going to be one of the greatest. "He had huge determination, he was a fun character, and had fantastic natural ability. In '61 he made his F1 debut for Ferrari, at Monza – and qualified second! I was still in Mexico at that time, and he telephoned me. He said, 'They ask me which gear I'm using in this corner, and when I start braking for that one, and I don't know to tell them – I just do it!' He was just a boy, after all."

At Ferrari the two friends worked together in 1962, and at the end of that year was run the first Mexican Grand Prix. When Ferrari declined to enter, Rodriguez, desperate to race in front of his own public, accepted a drive in Rob Walker's Lotus. Fighting for pole position with John Surtees, he crashed to his death.

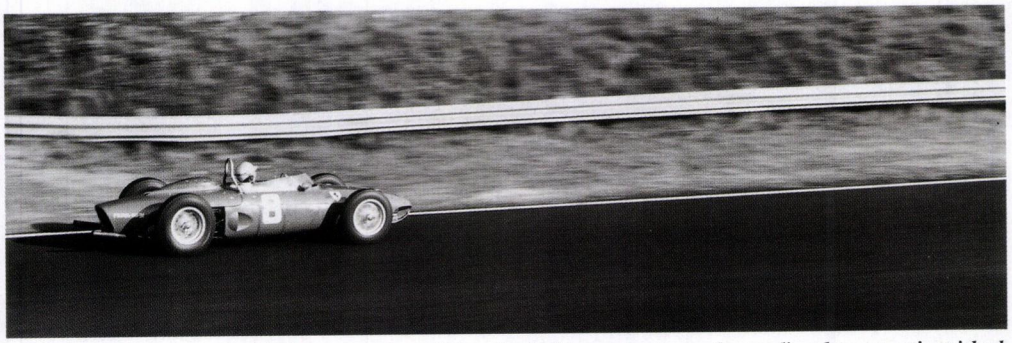
Too broke to make the trip home, Ramirez was in Italy at the time. "It was a big blow for me, but time has a way of... cancelling everything. I was terribly upset, but by now I was too much involved, and I never thought of getting out of racing."

After leaving Ferrari, Jo worked for John Wyer on Ford's Le Mans cars, before moving to Dan Gurney's new Eagle F1 team in 1966. Gurney remains one of his gods. "A lovely guy – and *such* a fantastic driver. Jimmy Clark used to say that if Dan had the right car, no one would see him. A real true racer, and hugely gifted."

Eventually Gurney closed down the F1 operation, whereupon Ramirez relocated to America, where he



Gurney: one of the greatest of all



Ramirez came to Europe with the super talented Ricardo Rodriguez, just one of many lives he saw extinguished

worked on Dan's Can-Am and Indy-car teams, but he came back to England in 1971, returning to the employ of John Wyer, whose JW Automotive team was now running the 'factory' Porsche 917s.

"Ricardo's brother, Pedro, was one of their drivers, of course. I never thought he had Ricardo's natural ability, but he was a guy who just got better and better. He was more of an introvert than his brother, but I liked him a lot – and Jo Siffert, too. Neither had any interest in safety. Not at all.

"One Saturday in July that year, he and his girl friend were coming for dinner, but then he called to say he'd been asked to drive a Ferrari at the Norisring. Pedro could never turn down a race, and that weekend he was killed..."

The following season Jo joined Tyrrell, as chief mechanic on François Cevert's car. "It was a very happy team. Ken was like a father figure to me, and I got on well with Jackie Stewart, too. As for François, he was similar to Gerhard Berger, in that he was very good looking, with a lot of personality and charisma. A super driver, who lived life to the fullest."

More tragedy awaited, however, in this most perilous period of racing. Cevert was killed in qualifying at Watkins Glen in 1973 fighting Carlos Reutemann for pole. "Carlos beat François' time, so he went out again – and he never came back.

"I remember someone saying, 'Look, if it's any consolation, I saw it all, and he just overdid it – nothing broke on the car'. That made us feel a little bit better, but then Ken wanted us to check the car over, to be sure nothing had failed. I couldn't do it. It was a mess in there, just awful..."



Jo Ramirez today: happy at McLaren but missing the fun of days gone by

In 1975 Ramirez made the move into management, with the newly-formed Copersucar-Fittipaldi team in 1975, and after three seasons there moved to Shadow, where he became great friends with Elio de Angelis.

"Very similar to Cevert in many ways, Elio. Charming, completely genuine, a very good driver. For all his wealth, he was very down-to-earth person. He'd to come to my house, and play the piano – like François, he was classically-trained.

"Eventually, he moved to Lotus and Brabham, and I went to McLaren, but we stayed close, and I was shattered when he was killed, at Ricard in '86. Even now it upsets me to think of it, the way he suffered – he wasn't hurt at all, but he was trapped and couldn't breathe, because the fire took all the oxygen. No one was there to put it out. Such a waste of a life."

Anyone who's worked in F1 for nearly 40 years has encountered tragedy many times, but Ramirez's love of racing has never wavered, and perhaps what says most about the man is that, through the tempestuous Senna-Prost years at McLaren, he, perhaps uniquely, remained on good terms with both men.

"I'm sure it was because my relationship with them was based more on friendship than anything else," he says. "I was between them and Ron – he did the negotiating, while I looked after their arrangements, anything that made life easier for them.

"I was fond of both of them, and sad when their relationship began to come apart. Not surprised, though. You can't have the two top guys together without trouble eventually, and I think it was only because of Ron that the peace lasted as long as it did.

"The last races of '89 were very difficult. Alain was convinced Ayrton was getting preferential treatment from Honda, and publicly said so. The response from Japan was to threaten not to provide Alain with engines, so Ron asked me to get together with Alain, and organise a public apology – otherwise he wouldn't be able to drive in the last races. We did that in a meeting at Gatwick – and Alain went on to to win the championship."

Ramirez is not sure if there was any foundation in Prost's suspicions. "Who knows?" he shrugs. "People used to say Alain was a McLaren driver with a Honda engine, while Ayrton was a Honda driver with a McLaren chassis. Yes, I think Honda was biased towards Ayrton, but then he spent more time with them than Alain did.

"For me Senna is the best there has been, but there were races where Prost was superior. Ayrton himself would admit it – in private! That's why they never lost this huge respect for each other. They never worried about Mansell or Piquet: they were in a different class, and knew it. When Prost had a sabbatical in '92, Senna never stopped reminding us, "We're just lucky that Alain isn't driving, because if he had been, we wouldn't have won today..."

He says Senna could see Michael Schumacher was going to be trouble. "At Magny-Cours in '92 Michael pushed him off on the first lap; later rain stopped the race and Ayrton read him the riot act. In the distance I could see Michael nodding, 'Yes sir, no sir...'

"Ayrton came back all satisfied, saying, 'Great! Got him just before he got in the car again!' On the restart, Schumacher hit someone else, and retired on the spot...

"All part of the game, isn't it? Part of what we miss now. Personalities in the sport, I suppose. I still love racing, and always will, but it was so much more fun back then." M

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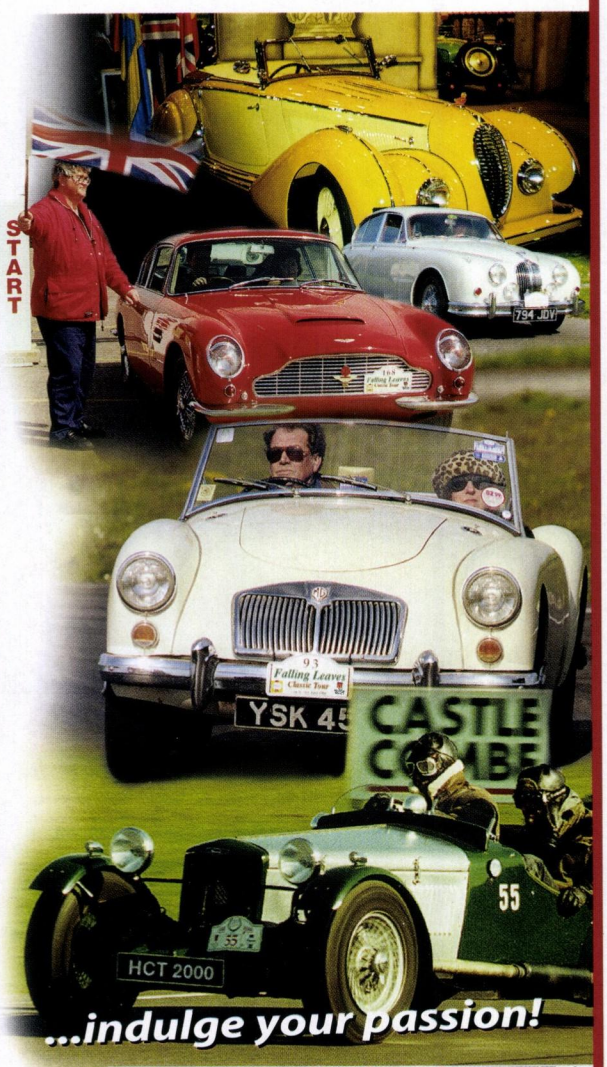
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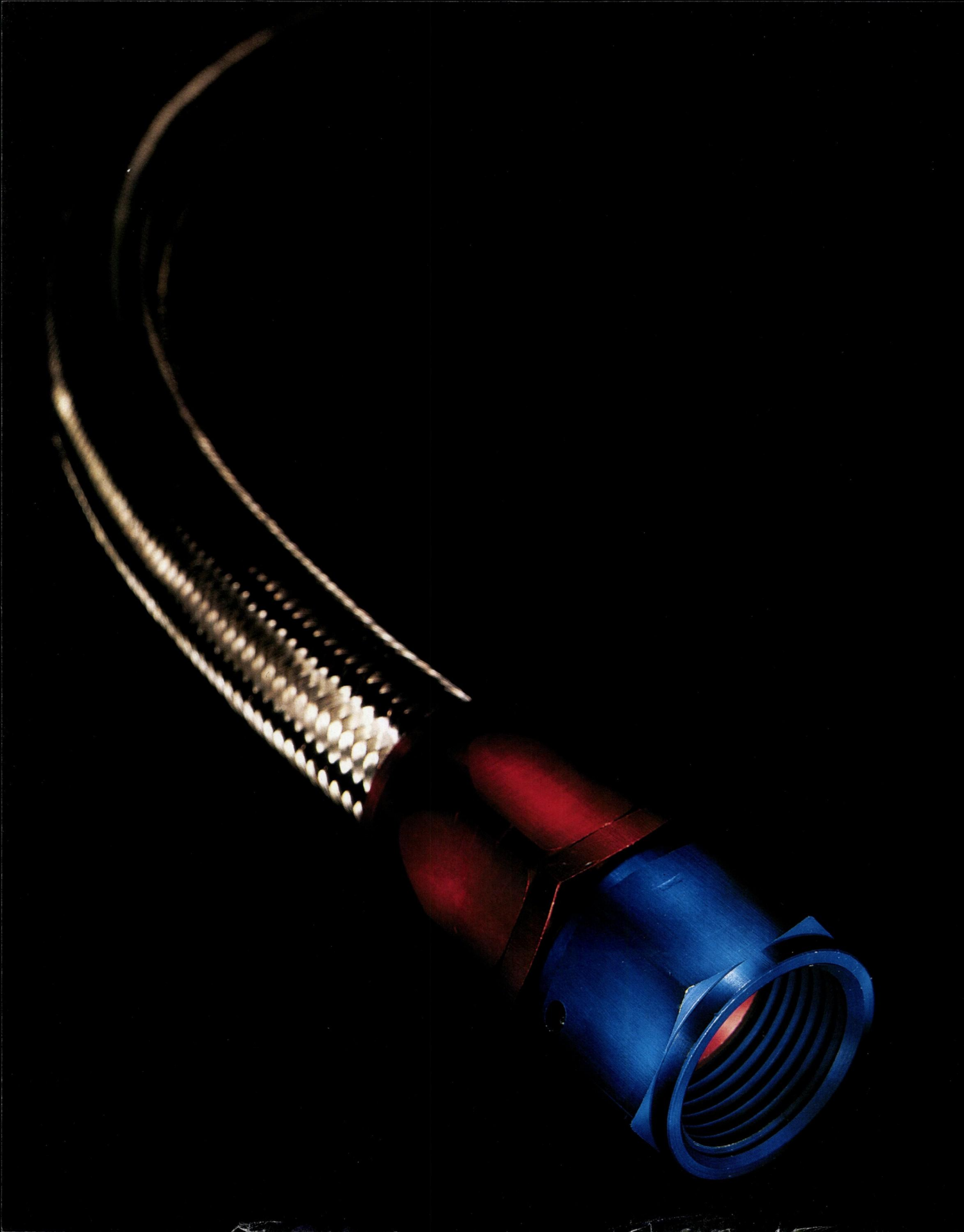
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AEROQUIP HOSE

NOW A GENERIC AND USED IN ALMOST ALL RACING CARS, AEROQUIP HOSE STARTED LIFE IN US WAR PLANES. KEITH HOWARD LOOKS AT ITS BRILLIANT AND MUCH COPIED DESIGN

photography by Charles Best

You know a company has created, or at the very least cornered, a market when its trade name is bandied about as a generic. It most famously happened to Hoover, of course, but for motorsport aficionados there are other examples. The Rose bearing, subject of a previous Technofile, is one; Aeroquip hose and fittings are another. People may not always know how to spell it – I recall seeing it rendered as Air Equipe in a classic car magazine – but when they see a hose covered in braided stainless steel that's the name which springs to mind, even though these days the hose in question is likely to have been made by copycat competitors to the genuine Aeroquip Corporation of Ohio, USA.

Knowing the race industry's habit of poaching technologies developed for the aircraft industry, it's no surprise to learn the name Aeroquip was originally a condensation of aeronautical equipment. And ironically, given its products would be standard fitment on all American warplanes of WW2, the company was founded in 1940 in Jackson, Michigan by Peter F Hurst, a young German engineer. A week before the outbreak of war in Europe, Hurst arrived in New York as a representative of Argus Motoren, a Berlin-based aeronautical firm manufacturing engines, brakes and other components for Germany's busy aircraft industry. Opposed to Nazi policies, Hurst decided with the outbreak of hostilities to stay in the US and start up his own company.

Five years earlier he'd overseen the development of a brake hose assembly with detachable, reusable fittings for use by Focke-Wulf, followed shortly by a self-sealing coupling. It was this expertise Hurst reckoned he could sell to American plane makers.

As a business venture it couldn't have been better timed. Aircraft were already beginning to rely on hydraulics for operating flight controls, wheel brakes and landing gear. War only accelerated the process as variable pitch propellers, large bomb-bay doors and rotating gun turrets became further additions to the list of items that required powering. Multi-engine aircraft with ever more complex lubrication systems and the introduction of fuel injection added further to the need for durable, dependable plumbing.

Much of this could be realised as rigid pipe, but in certain key places a flexible tube was essential. One which could nonetheless endure both high fluid pressures and the rigours of aircraft operating conditions. A reliable means of attaching the hose to the piping was needed too. All this was grist to Hurst's mill, his self-sealing couplings gilding the lily by making servicing both easier and faster.

Aircraft manufacturers quickly appreciated the benefits of Aeroquip's stainless steel reinforced hose and reusable anodised aluminium fittings, and business boomed with the war effort. But the war years included personal frustration for Hurst: when Germany declared war on the US following Pearl Harbour, Hurst – still a German citizen – was banned from the Aeroquip factory, a humiliation that lasted 19 months.

The handing down of technology from aircraft to racing cars occurred more by accident than



1947 Blue Crown Special first to use Aeroquip hose

design. After WW2 and the Korean war, large amounts of used Aeroquip hosing became available as unwanted warplanes were scrapped. Designed to be reusable, it was secondhand only in price, not functionality. American motor racing engineers soon recognised the attraction of tough, vibration resistant plumbing to carry oil, fuel and water around their cars, and aircraft surplus suppliers like Earl's Performance Products soon found they had a major new business. Indycar builders were early customers, while NASCAR teams, dragsters and then all American motorsport followed as word spread. Lou Moore's Blue Crown Sparkplug Special was the first to carry Aeroquip components to Victory Road in the Indianapolis 500 of 1947, a feat repeated the following two years. By 1950 Aeroquip had an Indy 500 winner completely plumbed with its products when Johnny Parsons won for the Kurtis Kraft team.

Doyen of motorsport technical writers Carroll Smith has, as usual, a pragmatic, no-nonsense view as to why aircraft spec plumbing is no extravagance for earthbound race cars. "It doesn't leak. It doesn't come undone. It doesn't burst, collapse, wear through or wear out. (The protective braid will, however, abrade through just about anything that it comes into contact with.) It is highly heat and flame resistant. It's the lightest stuff that will do the job well and conveniently. It is versatile and indefinitely reusable. If it is not idiot-proof, then it is at least fool-resistant. It looks nice and is easy to keep that way." In other words, it would be folly to use anything else.

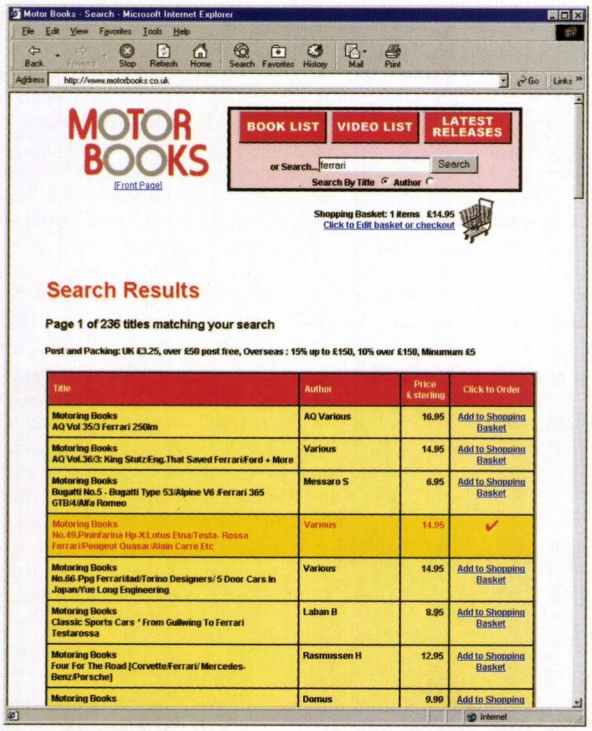
In specific applications, most notably brake pipes, Aeroquip hosing also offers a functional advantage. Its brake hose comprises an extruded PTFE tube sheathed, as usual, in that distinctive stainless steel braid. Because it better resists swelling under line pressure – and brake line pressures can comfortably exceed 1000psi – brake pedal travel is reduced, helping achieve the firm pedal racing drivers demand.

Eventually stocks of surplus hoses and fittings that had proved a treasure trove to the American racing industry began to dwindle. Instead of grasping the opportunity that serendipity had placed in its lap and embracing motorsport as a new growth market, Aeroquip – with some justification, perhaps, considering how shoddily engineered many racing cars then were – stood on its dignity and shunned its eager new customer base. The supply situation became so bad Earl's took the brave decision to begin manufacture of fittings itself (the hose was available from other sources), metamorphosing from surplus supplier into an Aeroquip competitor. Aeroquip belatedly corrected its mistake and now includes BMW, DaimlerChrysler, Fiat, Ford, GM, Honda, Jaguar, Mazda, Nissan, Opel, Porsche, Renault, Rover, Toyota, Saab and VW among its major customers, alongside the list of aerospace companies, not least because its extensive product line-up now includes many cheaper forms of hose and fitting suited to a wider cross-section of the car market. But the chink it left in those critical years, together with the expiry of core patents, allowed rivals to gain a foothold.

Yet the name Aeroquip still has unique cachet Somewhere in my brain, certainly, and those of many others besides, there's a hard-wired equation that reads: "stainless braid plus blue/red anodised fittings equals Aeroquip." M

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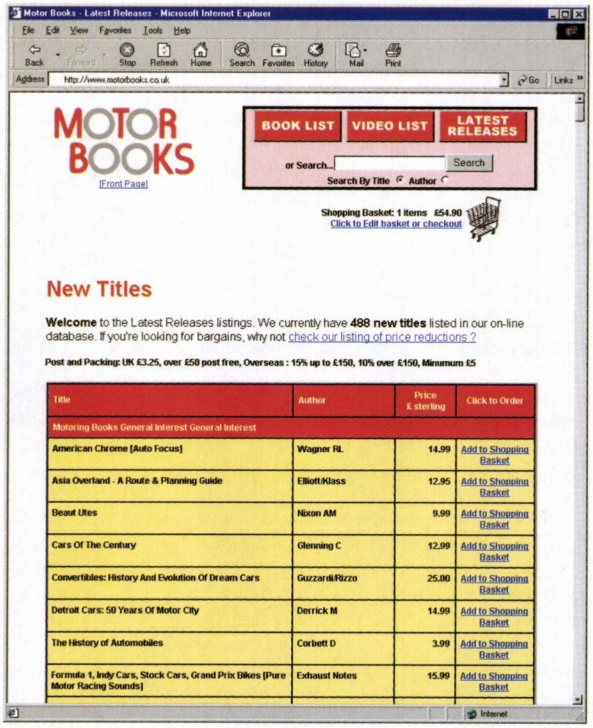
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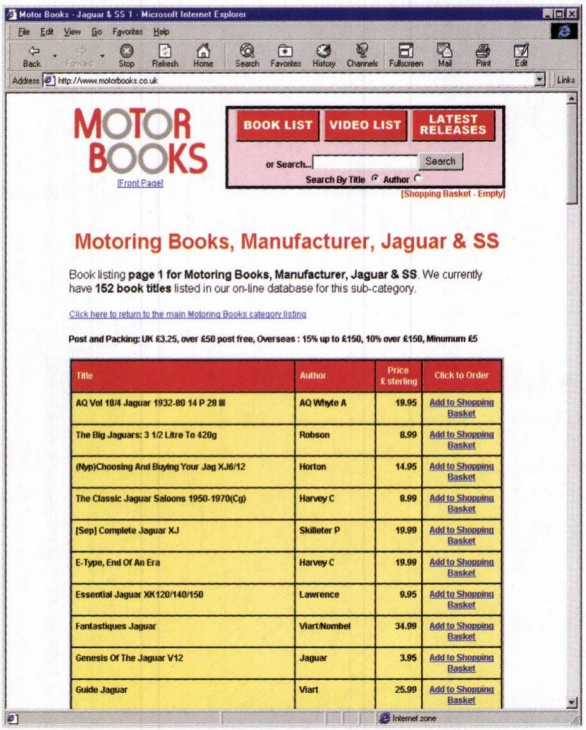
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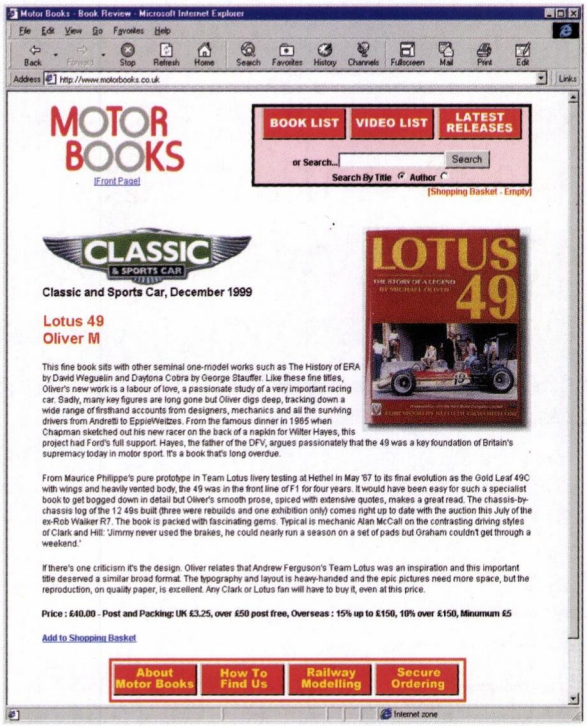
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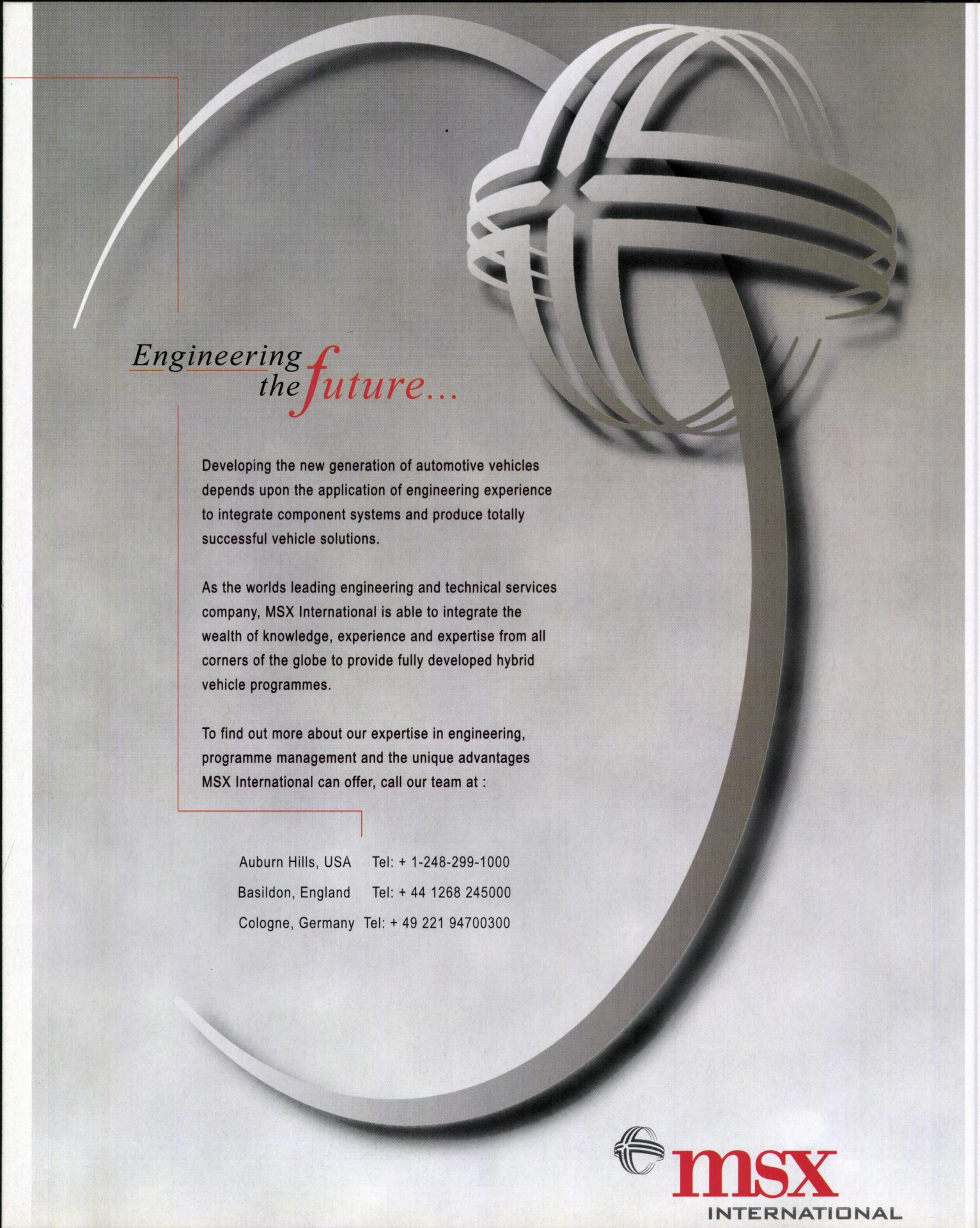
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1953 250 MM, #0256/MM, Red/Black, Pinin Farina Competition Berlinetta.
1953 166 MM/53, #0272/M, Red/Tan, One-off Special Bodied Competition Spyder.
1960 250 GT SWB, #1997/GT, Red/Black, Alloy Competition Berlinetta.
1964 250 LM, #6023, Red/Black, Ex-Ecurie Francorchamps/Jacques Swatters, 1st at Spa, 2nd at Le Mans.
1967 275 GTB/C, #09027, Yellow/Black, Series II, Full Competition Berlinetta.
1972 312 PB, #0890, Red/Red, Single Most Successful Ferrari Sports Prototype, 12 Races and 4 Wins!
1979 512 BB/LM, #29507, Red/Blue, Without Exception the Finest BB 512 Le Mans Berlinetta in the World!

Additionally

1931 Alfa Romeo, #10814318, Red/Black, 6C 1750 GS Zagato Spyder "5th Series."
1931 Bentley, #YX5125, Black/Black, 8-Liter Dottridge Brothers Short Chassis Roadster, The Very Last 8-Litre.
1929 Bugatti Type 35, #4965, Black/Black, Believed to be 1st Grand Prix of Monaco Winner.
1934 Bugatti Type 51, #51149, Blue/Black, Ex-Jean Delorme, Paris Car.
1964 904 Carrera GTS, #904-092, Black/Black.
1966 906 Carrera 6, #906-145, White/Black.

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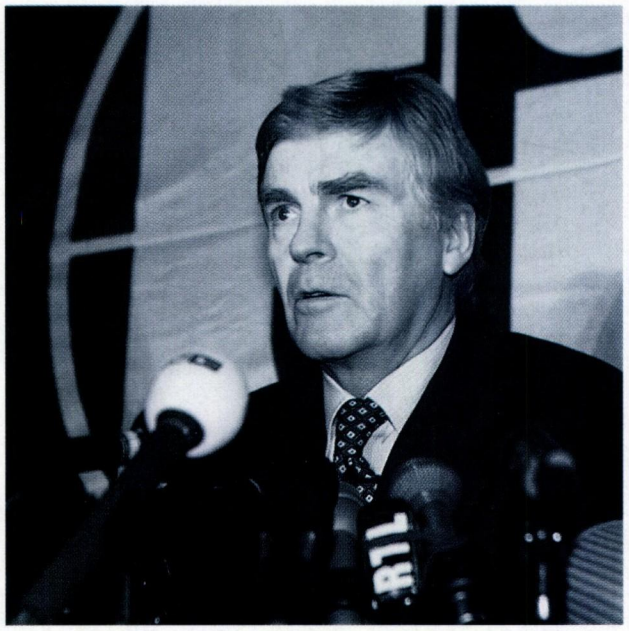
THE FUTURE OF FORMULA ONE

THE PINNACLE OF MOTORSPORT IS UNDER ATTACK. Despite almost exponential viewing figures and financial gain, Formula One is facing a growing band of cynics who believe that for all its success, the sport as we know it is a shadow of its former self. Drivers' titles might be going down to the wire with increasing regularity but the pure sporting spectacle, they argue, is missing.

Those at the sharp end – the drivers – are becoming ever more vocal with regard to their dislike for the cars in their current form. Their views are echoed by Grand Prix historians, keener than ever for a return to real motor racing where overtaking and wheel-to-wheel action returns in place of fuel strategies and pit-stop interrupted sprints.

So what's to be done? Rather than telling you ourselves, we thought we would ask those in the know. Over the following pages you will read the first-hand views of some of the sport's most influential players, from the president of the FIA, Max Mosley, to the outspoken former world champion Jacques Villeneuve. We asked them to give us their no-holds-barred views as to where they think Formula One *should* go in the next decade and where, in reality, they *expect* it to end up. Their answers may surprise, or in some cases infuriate, you. But if they didn't, it wouldn't be Formula One, would it?

THE PRESIDENT



"I BELIEVE THE SPORTING SPECTACLE OF GRAND PRIX RACING AT THE moment is good. The 1999 season produced some extremely exciting racing, but ultimately we are in the hands of the competing teams and drivers; it is they who make the spectacle. Moreover, despite certain misgivings earlier in the year when there was a degree of criticism over the latest developments to the technical regulations, I think everyone now realises overtaking is entirely possible and only marginally too difficult.

From a purely personal standpoint, I'd like to see a system where each driver has one race for each team, with the remaining five or six races each contested in a different car, with the leading driver having first choice of the car he drove, the next the second choice and so-on. This of course is an idealistic concept simply because there are many other practical, legal and financial reasons why this could never take place.

As far as tobacco sponsorship is concerned, I believe it will probably disappear from F1 over the next few years, quite apart from the European Union legislation – which may, or may not, survive the German government's legal challenge. However, provided public interest in F1 remains running at its present level, I foresee no shortage of replacement sponsors or investors.

It is also clear that F1 racing has no noticeable impact on the environment, but the initiatives it makes possible for the FIA politically mean it is, in effect, one of the greenest forms of sport.

Turning to the issue of motor manufacturer involvement in the competing teams, I think the effect will be to make F1 more stable, less entrepreneurial and is calculated to increase public interest. I also feel it is important to make the point that the presence of those manufacturers will also make it easier for the teams concerned to attract other major multi-national corporations as sponsors.

Over the years we have seen many great drivers and it is clear that many enthusiasts have their favourites from particular eras. However, in my view Michael Schumacher, Mika Hakkinen and one or two others amongst the current crop would give any of the previous generation a very hard time indeed. In particular, it is worth mentioning that, the first time he raced for McLaren, Hakkinen out-qualified Ayrton Senna in identical cars for the 1993 Portuguese Grand Prix at Estoril. And of course Michael's achievements are equally well documented.

On the evolution of the cars, I would personally like to see very powerful cars, difficult to drive, very fast, although no faster than our passive safety measures can cope with. Ideally they should be able to be recovered from extreme slip angles – although these qualities would not be explored by the very best drivers, except in cases of emergency – and have no new driver aids.

In that connection, I think it is extremely important that it is the driver alone who controls the car. I believe the public will increasingly come to appreciate this aspect of Grand Prix racing as road cars become less and less controlled by their drivers. Such developments as externally controlled speed limiting devices and other areas where electronics will take over from road drivers will make most of us wish we still had more hands-on control for everyday motoring.

"I'd like to see a system where each driver has one race for each team entered"

As far as the direction in which I *expect* F1 to develop over the next generation, I suppose I'd have to reiterate the thoughts already offered in terms of the way I would *like* to see them develop.

All this provided, of course, that there are still some rational people in charge! **Max Mosley** M

THE WORLD CHAMPION



ASK ME WHAT MY IDEAL FORMULA ONE CAR WOULD BE AND IT MIGHT surprise people to know that I would actually choose something very similar to what we are racing at present. That's not to say that I would leave the cars just as they are, but look at exactly what the current make up of a Grand Prix racer is and there only need to be a few minor changes to turn it into something that befits the name.

The last couple of years have seen increasing debate over what constitutes an F1 car that proves both enjoyable to drive and still capable of providing good racing. I do not go along with the theory that we need smaller wings; all we need is to look once again at the tyres. If we ran bigger, *slick* tyres then the aerodynamic drag produced on the straights would be so great that every driver would be forced to run less wing just to keep maximum speeds up. In one swoop you have swapped aerodynamic downforce for what the critics are crying out for: mechanical grip.

At the moment, the current F1 rules mitigate against cars producing mechanical grip with the hard, skinny, grooved tyres. Everything we can do to produce more traction comes with an aerodynamic solution and it is that which is making the cars useless to drive.

Other than that, however, there are relatively few changes I would make. I have no problems with current engine capacity or braking rules, although I would vote to get rid of some of the electronic aids such as power steering. These cars are meant to be physical to drive and driver aids such as power steering have no place in F1.

I disagree, however, with those people who argue that a return to manual gearboxes would be a good thing. While I don't dispute that in previous years a driver could line up an overtaking manoeuvre if they harried someone into missing a gear under braking, modern F1 engines are simply too extreme for a regular clutch and gearshift. We regularly rev engines to over 17,000rpm and they produce so much torque that we would break our wrists if we snatched at or missed a gear. It just wouldn't be sensible to go back now.

Of course technical regulations are not the only way to bring about changes in Formula One. I would end refuelling pit stops which still carry inherent risks every time we fill the cars and effectively turn a Grand Prix into two, three or even four short sprint races. Nowadays we can run such light fuel loads that there is barely any difference between the car in qualifying and race trim. Think how different it would be if drivers started the race laden down with sufficient fuel to reach the end of the race and had to nurse their tyres and heavy cars through the early laps.

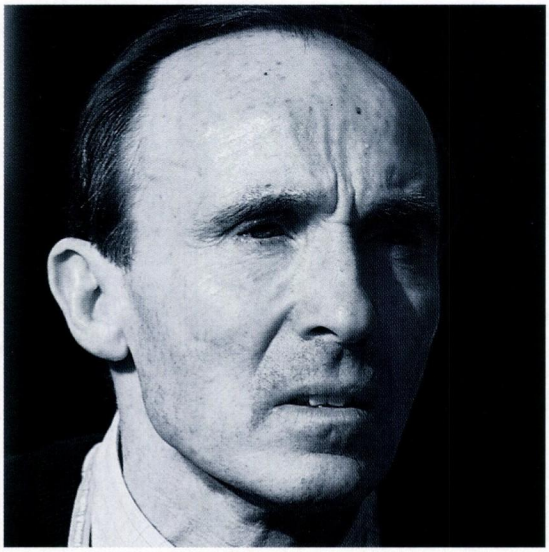
You know now what I would like to see done to F1 in the near future. How likely is it that anything will be done? In all honesty I don't think anything will change. The FIA has stated its opinion and I can't see them suddenly changing things despite the fact that almost all drivers say they are not happy with the cars as they are at present and most journalists are calling for change.

"Almost all drivers say they are not happy with the cars as they are at present"

The trouble is, as a group, the drivers still don't carry enough weight to force changes. It's a shame because at the end of the day we are the ones out there driving and taking the risks. I'd like to see what they would do without us...

Don't get me wrong – being a Formula One driver is a great job – I still find it fun. But it could be so much better with just a few little changes. **Jacques Villeneuve** M

THE CONSTRUCTOR



I AM RATHER RELUCTANT TO PONTIFICATE ON THESE MATTERS, AND as far as the sporting spectacle is concerned in Formula One, I'm not at all certain that I am the right person to be airing an opinion. Some people within motorsport think that the present spectacle offered by Grand Prix racing is not the most exciting, but on the other hand, if you take a look at television viewing figures, these perhaps tell a different story, with the audiences increasing year to year.

It is obvious that the restrictions on tobacco advertising will affect every sport and I think Formula One has moved quickly to anticipate those changes and their potential impact. I think they will change the commercial emphasis slightly, just as the arrival of the major motor manufacturers is likely also to bring with them a great deal of change.

Yet working out how to deal with change is the very essence of achieving success in this business. Formula One changes all the time and the real challenge is to run with that change and not fall behind the prevailing trend. And you need also to be able to identify what the next major sea-change in Formula One is likely to be and I am afraid that is something which I am not sure we have worked out yet.

As far as the current crop of Grand Prix drivers is concerned, I don't find myself looking back with rose-tinted spectacles. I remember when I was about eleven and at school thinking that our Rugby 1st XV was absolutely terrific. I couldn't imagine anyone doing any better. Yet the team after that won just about every game for two or three years.

My point is that every generation brings with it its new stars. Now we have Michael Schumacher and Mika Hakkinen – and, I might add, Ralf Schumacher who is making fine progress with Williams – who are every bit the equals of the great drivers who came before them.

There is always fresh talent coming along. Formula One has a great capacity for regeneration in that respect. We all enjoyed the battles between Ayrton Senna, Alain Prost and Nigel Mansell back in the 1980s, but I'm bound to say that what we have seen between Hakkinen and Schumacher has been every bit as good over the past few years.

As far as the way in which Formula One is going to evolve, I wouldn't want to predict. Year after year people suggest that it can't grow any bigger, or expand any further, yet it always seems to do so. We are obviously going to see more racing in various parts of the world but I am not certain how the engine regulations will change.

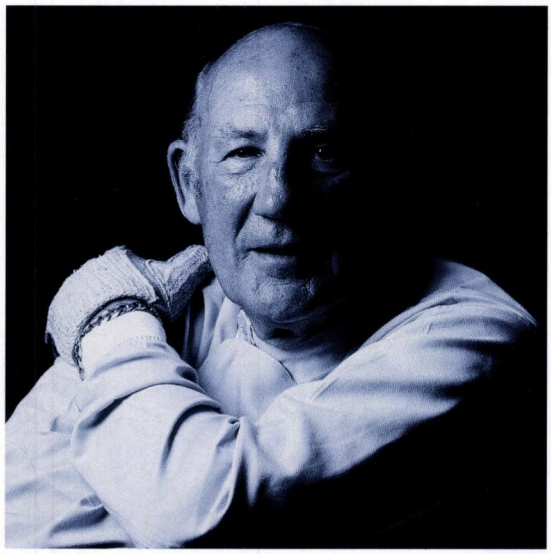
In my heart of hearts I suppose I would really like to see cars developing around 1000bhp with precious little in the way of grip, but that's me talking purely as a racer. We had around that sort of power output at the height of the turbo era in the mid-80s, but that was eventually capped in the interests of safety, which we all understood.

"I'd like to see cars developing around 1000bhp with precious little grip..."

Perhaps 1000bhp cars would make the racing less close because there would be very few drivers capable of getting the most out of them. But it would certainly be worth watching.

Taking a broader view, the whole discussion of how Formula One develops in the future is certainly not an easy one. The only thing I can state without any question is that I still find the whole business absolutely absorbing. I cannot image life without being at the races. **Sir Frank Williams**

THE LEGEND



ALTHOUGH I HAVE TO SAY I FOUND THE THOUGHT OF ACTUALLY killing myself absolutely appalling back then, I really do think Formula One is totally overregulated now, completely smothered. The FIA and all its controls have finally ensured that the drivers and the teams are merely a commodity, to be traded, and this is a terrible shame, a real tragedy. There was a time, not all that long ago, when someone would actually take the trouble to design a car for a given circuit; now it all seems to be reduced to designing a circuit for a particular type of car – totally backwards – no real challenge at all for anybody and, of course, terribly expensive.

In some senses, the whole sport is almost inside out now; whereas Formula One really should be right at the top of the tree, the absolute ultimate, about demonstrating the fruits of the labours of the whole team, all of them, it's not. Instead, it's just completely about commerce. Drivers and teams are bought and sold, and the rules and regulations, (far too many of them), are simply not geared to offer particularly interesting racing. If they threw away downforce, for example, then you'd have a situation which would be much more back to where it was. At the moment, the results of a race are all too often merely down to pit-stops, and while they are quite interesting, because of the speed and dexterity of the crews, I do feel that the race should be won or lost by the car and driver actually moving, rather than standing still.

Right now, as we speak, the sport is just not going down the right road. Please don't get me wrong, I like Max Mosley a hell of a lot and I respect him, but I cannot approve of the authorities taking the position they do now about all these regulations. Its like a crusade. It's almost as if they're saying to the designers and the teams and the drivers and the spectators, everybody, in fact: 'stand back you lot – we're taking over all the responsibilities for all of you' – and that is just plain wrong. Far too much control.

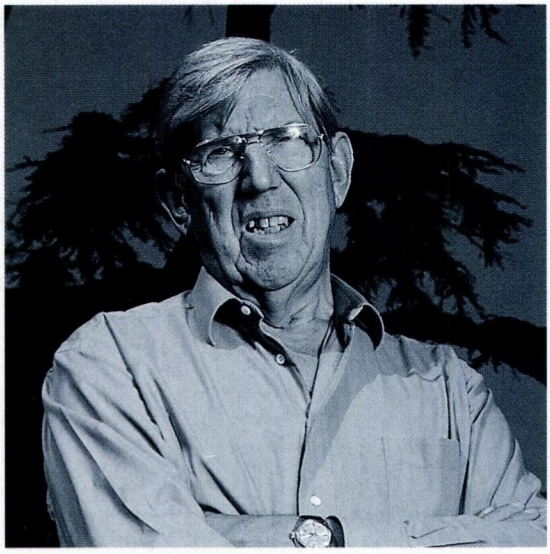
Many of the changes in racing now, from my day, are due to all the new money, it drives the whole thing. It's almost as if the designers are being totally controlled by the rule-makers now, and of course, while I think one's got to look ahead, we really do need to find a way of making what we've got more interesting and also give the new guys more of a chance. There is no room for them – it's Schumacher and a crowd of others who are moderate. There's no real overtaking, no demonstrating what the driver can really do, (except hold other people up, which is totally wrong) and there's obviously a lot of favouritism from those same authorities. In my day you'd simply never get drivers behaving the way some do – they'd never have dreamed of it, but now they just seem to get away with it. Some of them behave so unprofessionally.

In terms of where it all goes, a few points are worth making. I think the fastest lap should be worth a point again, but I'd also say this – if we have two dozen of the world's best drivers, whom we must trust, why do they have to stop just because of a yellow flag? It should be a caution, not a signal to stop racing. If you work as hard as you have always had to to make up make 0.5sec, it must be rough to see it thrown away because someone overreacts to a situation."

"The FIA have finally ensured the drivers and teams are merely a commodity"

I'd like more people to take interest in the sport's history – to see where its core values were before commerce took over, when it was the greatest sport in the world, not just an entertainment or an occasion. There was so much more emphasis on the people, and much less on the politics and regulations. Now, I'm afraid the pendulum has swung far too far the other way from those days. It is being totally stifled now. It's a great pity. **Stirling Moss**

THE ELDER STATESMAN



"FORMULA ONE IS DOING EXTREMELY WELL. IT HAS A HUGE FOLLOWING on TV, almost every Grand Prix you go to is sold out and it's attracting more manufacturers all the time.

But the problem of overtaking needs to be addressed. If Schumacher had got into the lead at the start in Japan he would probably have stayed there and won the championship. Even if you are two seconds a lap quicker than the guy in front, you can only pass with his co-operation. I don't agree at all that F1 races should be like a chess game. That's never been the appeal of motor racing. I think that the governing body should ask a couple of designers to work on the cars' aerodynamic package so there is a reasonable chance of overtaking.

As for the issue of tobacco sponsorship, if it does get banned – and they seem to be gradually finding ways around that – I don't see another group replacing the cigarette companies. There's just no-one else out there with that amount of money available. If the cigarette companies were allowed to advertise on television, they wouldn't be on a racing car.

But Grand Prix racing is not going to stand or fall on that. If there's less money it means that instead of Schumacher getting his 25 million he'll get 10 million. No big deal. Instead of the cars being full of electronics, the technical guys would have to work within a smaller budget. There would be less testing. But it would not affect it fundamentally. Colin Chapman always used to say, "The amount of money it costs is the amount of money you've got available".

And there is absolutely no possibility of the sport going wholesale to the Far East to avoid a tobacco ban. That's just a threat. There isn't the will in Formula One for it to happen. At the moment, of course, we've got the big manufacturers coming in, so they will probably make up any shortfall from the tobacco companies. I think it's terrific that F1 is becoming about car manufacturers fighting it out on the track – that's exactly where it ought to be. Little teams like we used to run are not really what it should be about now.

The manufacturers are attracting other manufacturers. The fact that Mercedes has had a good go has probably brought BMW back. Toyota has probably decided to come in because of Honda. I think the next decade will be like this. But if and when the manufacturers do go away the budgets will drop and teams will just have to compromise on the amount of money they spend.

Formula One will always be there, just as the best drivers will always come along. People ask today where are the Stewarts and Rindts, but the truth is we have them. We have Schumacher and Hakkinen who are two fantastic drivers. I don't at the moment see who is going to come along and challenge them but you can be sure that someone will – they always do, and when they do it is usually obvious.

When I first saw Jackie Stewart or John Surtees drive, it was so obvious you'd have needed to be an idiot not to see the ability. You almost didn't need a stopwatch.

I don't see the direction of F1 changing much. Bernie has brought it into the new millennium with a tremendous following, higher circuit standards and facilities second to none; he has raised the profile hugely and delivered it to the TV audiences. What happens when he retires? It will be run with a more structured style of management, but they will develop it along the lines already established by Bernie. **Ken Tyrrell** M

"There's no possibility of the sport going to the Far East. That's just a threat"

THE JOURNALIST



BERNIE ECCLESTONE WILL BE 70 NEXT YEAR, AND FOR ME FAR AND away the biggest question, with regard to the future of Grand Prix racing, is what will happen when the little man either tires of it finally, or departs for the great bank in the sky.

Unquestionably, the business has grown to a point that it is beyond the control of any single individual. Bernie apart, of course. And if we finish up with a committee at the helm, the results could be messy, as CART has demonstrated. It is not by chance that Formula One, with Ecclestone at the tiller, and NASCAR, ruled absolutely by Bill France, are the most successful racing series on earth.

Undoubtedly the major manufacturers – Mercedes-Benz, Ford (Jaguar), Honda, Peugeot, BMW, Toyota and so on – are going to play an increasingly prominent role in the coming years, and this will undoubtedly be beneficial, in terms of technology and finance. At the same time, however, it should be borne in mind that these companies are not involved because of a love of motor racing, and if economic or other outside factors so dictate, they will drop it in an instant. From that point of view an increasing reliance upon them makes Formula One vulnerable. Think of Honda at the end of 1992, or Renault five years later.

Inevitably, the manufacturers will have to take up some of the financial slack left by the eventual disappearance of tobacco money, for I find it hard to imagine that alternative sponsorship, on the same level, will easily be found.

The manufacturers' deepening involvement, too, will inevitably make for an even more 'corporate' paddock, with the emphasis ever more on marketing and PR, ever less on sport. Today's press conferences are buttoned up to a degree inconceivable even 10 years ago; how bland they will be in another 10 does not bear contemplation.

As for the shape of the World Championship, one envisages that it will become ever more 'global', with European races being sacrificed to events in the Far and Middle East. Today the only thing of consequence is TV, and the income it generates, and it seems to matter not where the cameras are located: a race is a race is a race.

As 2000 beckons, it is not the easiest thing to be a Grand Prix racing purist. As Max Mosley has said, we are of little account in today's world, and Formula One is increasingly geared to what the FIA President calls, 'The public at large'. The casual TV viewer, in other words. Why else would we have refuelling, a wholly unnecessary danger in an era otherwise preoccupied with safety?

This artifice has made Formula One far less sophisticated, reducing it to a series of sprints between pit stops. My great admiration was always for a driver who could get his car to work on full tanks and empty. Tony Brooks's opinion, expressed long years ago, was that, 'A racing car should always have a little more power than its chassis can comfortably handle'. That being so, I would like to see a return to slicks, and the decimation of aerodynamic downforce.

"An increasing reliance on manufacturers makes Formula One vulnerable"

I agree with Mosley's contention that driver aids should be kept to an absolute minimum, and to that end it would be splendid to see the back of semi-automatic gearboxes; changing gear was always a fundamental part of the racing driver's art.

Perhaps more than anything, I hope that we don't lose great circuits like Spa and Suzuka, or theatres of racing like Monza. And it would be good, too, to have the odd season where the World Championship did *not* go to the final race.

Oh, and I'd like traction control banned again... **Nigel Roebuck** M

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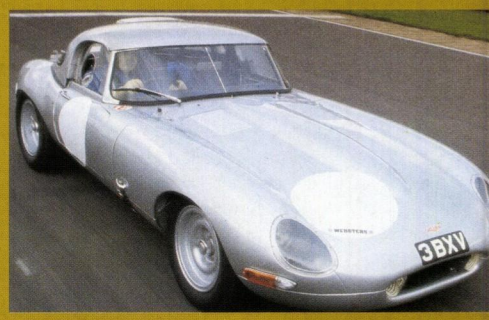


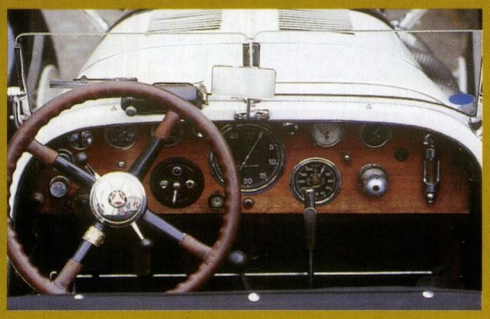


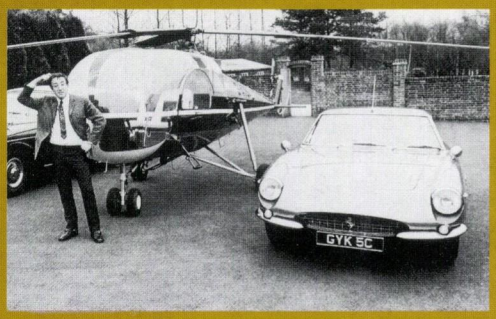














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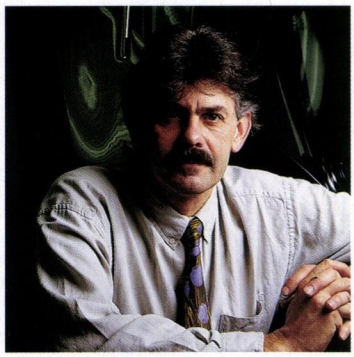
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FORMULA ONE 2000

BY GORDON MURRAY

IT ALL CAME FROM A COMMENT GORDON MURRAY made over five years ago. We were talking about the then just launched McLaren road car he had designed and, in the course of conversation I asked why he had stopped designing Formula One cars.

"It was the rule-book. It got too thick, ended up designing most of it for you..."



It was one of those off-the-cuff remarks which, while having no great significance at the time, stayed lodged, as if some awaiting some as yet undisclosed purpose.

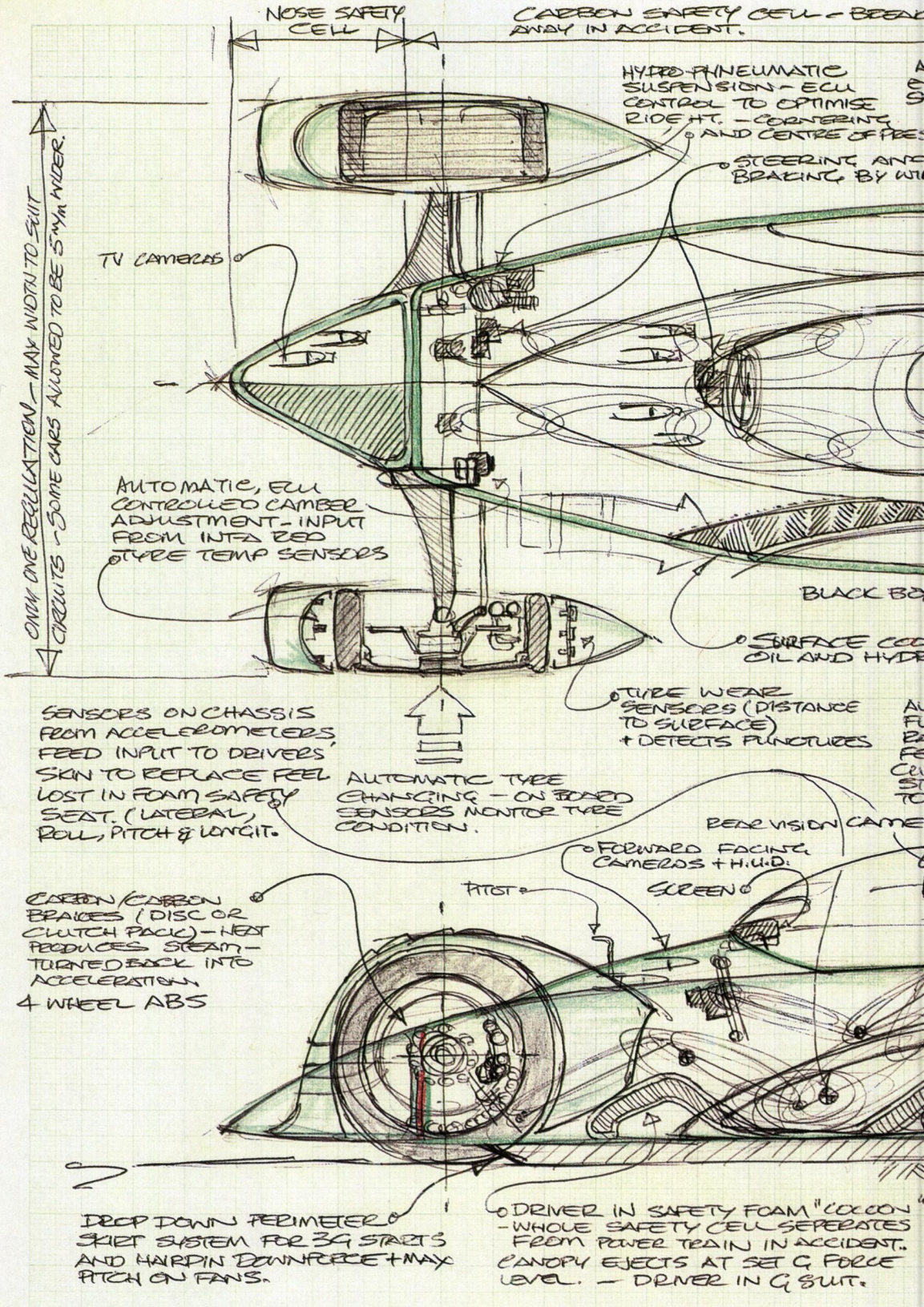
It did. When we decided our millennium edition should look forward (not least because we figured everyone else would be looking back) the words returned. What kind of F1 car would this creator of multiple championship winning Brabhams and McLarens, perhaps the most successful designer of Formula One cars alive, come up with if the rule book didn't exist?

So I asked him and he agreed to have a crack at it. And I told him the only rule was that there were no rules. You will find the result overleaf.

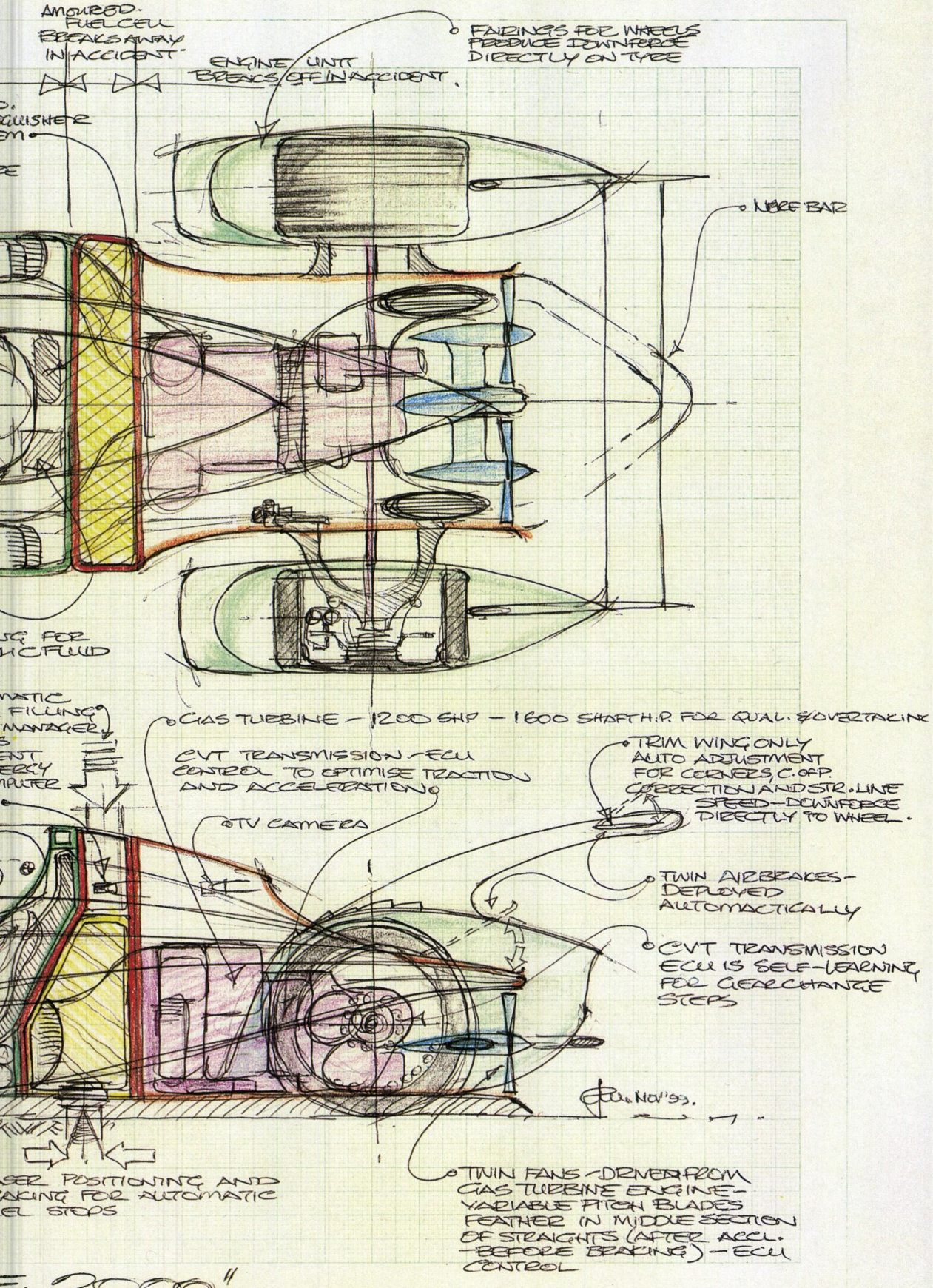
All I would ask of you when you study the drawing is that you bear in mind that the car you are looking at is not a work of science-fiction, nor even a slice of futuristic artistic interpretation. What you are looking at is a Formula One car that could race today; the technology employed is extant, the power to weight ratio no greater than that deployed by its ancestors back in the mid-1980s.

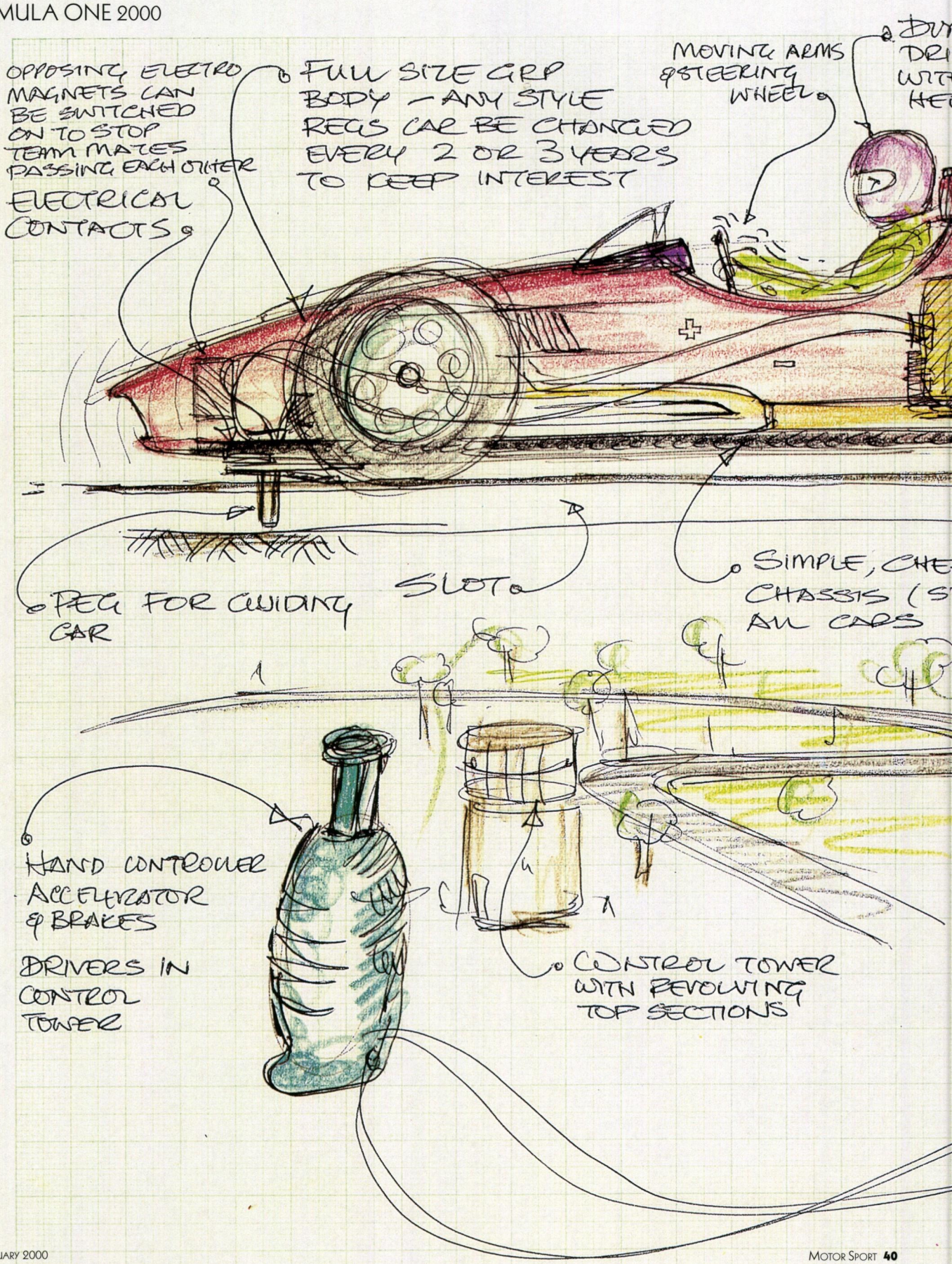
You could spend the rest of your life failing to find someone better to fill this brief. Murray's achievements speak for themselves but it is his ability not be constrained by convention which best qualified him for this particular job; that and the equally important fact that he is no longer part of the Formula One circus and therefore has no political niceties to observe.

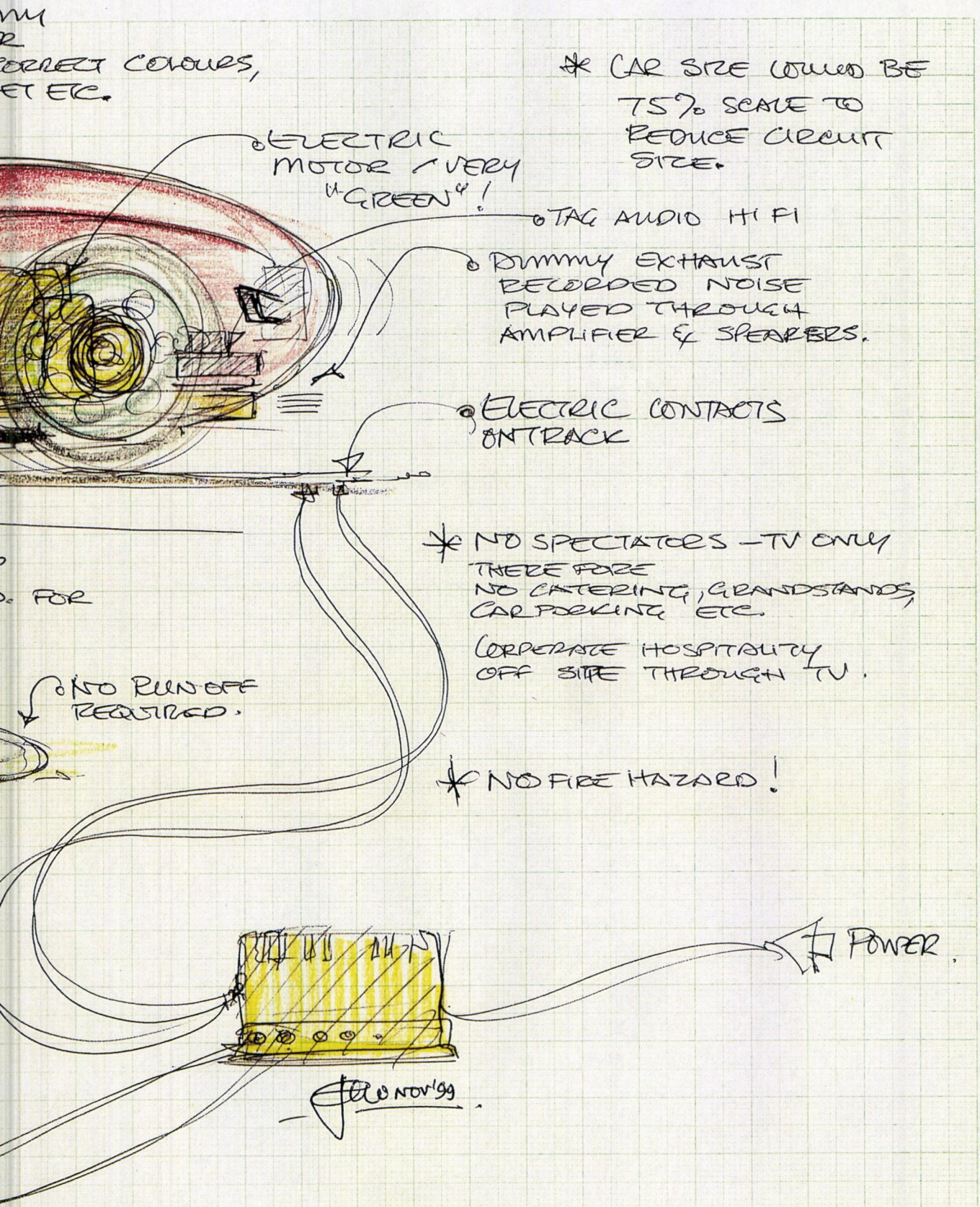
Once you have seen the F1 car drawing, turn the page again and you will find another of Murray's F1 concept cars. I didn't ask him for it, it just turned up in the package. Some who have seen it actually think he's serious. **Andrew Frankel**


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Letraset


ARMOURED FUELCELL BREAKS AWAY IN ACCIDENT
ENGINE UNIT BREAKS OFF IN ACCIDENT.
FAIRINGS FOR WHEELS PRODUCE DOWNFORCE DIRECTLY ON TYRE
NOSE BAR
GAS TURBINE – 1200 SHP – 1600 SHAFT H.P. FOR QUAL. & OVERTAKING
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TRIM WING ONLY AUTO ADJUSTMENT FOR CORNERS, C. of P. CORRECTION AND STR. LINE SPEED – DOWNFORCE DIRECTLY TO WHEEL.
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CVT TRANSMISSION ECU IS SELF-LEARNING FOR CLEARCHANGE STEPS
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2000"
1200 HP - 450 KG

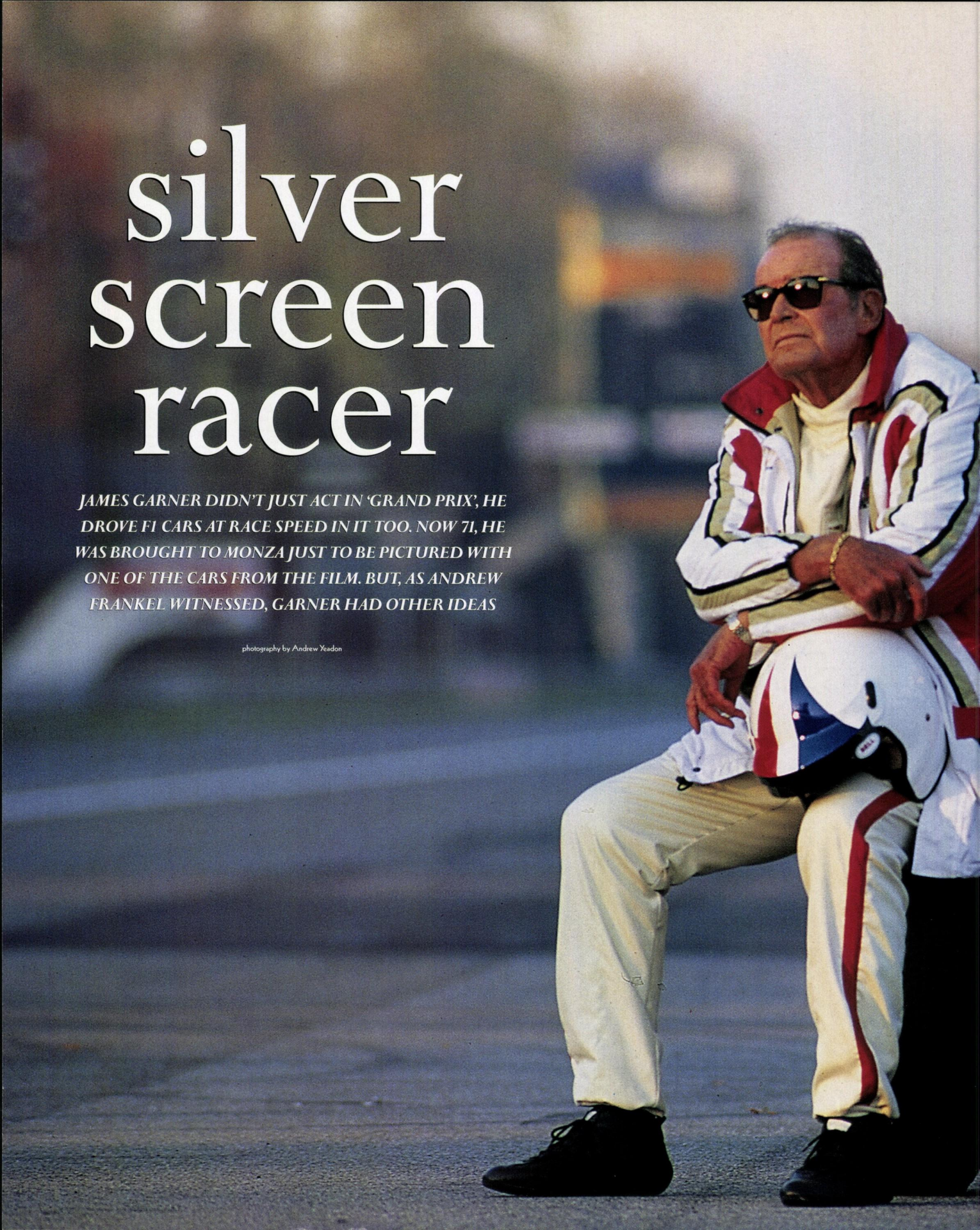

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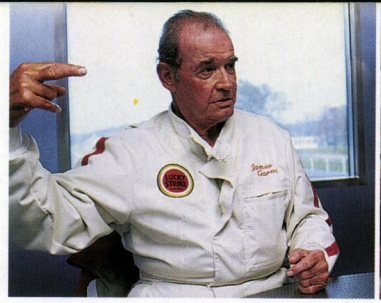
silver screen racer

JAMES GARNER DIDN'T JUST ACT IN 'GRAND PRIX', HE DROVE F1 CARS AT RACE SPEED IN IT TOO. NOW 71, HE WAS BROUGHT TO MONZA JUST TO BE PICTURED WITH ONE OF THE CARS FROM THE FILM. BUT, AS ANDREW FRANKEL WITNESSED, GARNER HAD OTHER IDEAS

photography by Andrew Yeadon




pds racing





It has been 33 years since James Garner last walked on Monza's soil. Then, as Pete Aron, he walked slowly through the final frames of John Frankenheimer's epic Formula One film *Grand Prix*. Now he walks slowly as himself, basking in the low November sunlight.

Garner has changed, but not as much as the track. His hair now is greyer and thinner, his waistline somewhat thicker. His skin bears the markings of a man never keen on the stay home option and it is no secret his 55-year romance with cigarettes has taken its toll on his arteries. James Garner, whether you know him best as Aron, Maverick or Rockford, is 71 years old.

He walks slowly today because his knees give him hell and the fact irks him. During two days he never once gave the impression of a man at ease with being old. We were there at the invitation of BAR, keen to promote its Honda engine deal and therefore to film the meeting of their man Villeneuve with Garner, the last man from North America to be seen in a Honda-powered Grand Prix car. The link is tenuous as not only do Villeneuve and Garner originate from different countries on the continent and have different languages as their native tongue, Honda wouldn't allow its name to be used in the film, so Garner actually drove for the fictitious Yamura team.

"By the time they realised what he was doing, Garner was already gone"

No matter, Garner fits the scene perfectly, as does the car BAR has brought for him to pose with. On the screen, or from 200 yards, it looks like a BRM H16. In fact it actually starred in the film and below its battered and bogus bodywork is a Lotus 22, bought by Frankenheimer from Jim Russell's racing school.

And while this Lotus/BRM-alike is a runner, Garner is only to sit in it. His insurance is already off the scale for this trip and it certainly did not provide for septuagenarian superstars who have not so much as sat in a racing car for nearly 30 years climbing aboard a single-seater and trying their luck around Monza.

Garner, however, has other ideas. He sits in the car as planned, just for the photograph, just for old time's sake. He is not allowed to flick on the fuel pump, then the ignition switch. And he is certainly forbidden from hitting the starter, selecting first, dropping the clutch and howling off towards the Curva Grande. Problem was, by the time they realised what he was doing, Garner had gone.

They chased him for a while but soon realised the pursuit was pointless. Apparently it is watching him slide the Lotus out of the chicanes which suggests he is probably in no mood to be caught.

He's back soon, a naughty grin washing decades away from his face. "Circuit changed much?" I ventured as he clambered from the car. Wide-eyed, he looked back at me and spoke in mock shock tones. "I knew there was a chicane at the end of the straight. No-one told me there were two." A colleague standing by took my arm and muttered "Hard to imagine Kevin bloody Costner doing that..."

In a recent issue, the American *People* magazine devoted their cover to Garner and published it complete with the line: *"James Garner, the Last Real Man."* And regardless as to whether you consider this a statement of absolute truth or simply an exploitative, ultimately meaningless headline, you can see what they were driving at. It's the little things you notice first: the fried eggs and bacon for breakfast and the way he keeps on disappearing behind buildings with photographer Yeadon for cigarettes; there is no script and no-one is going to tell Garner how to behave.

More than anything though, Garner is an automobile man, becoming hooked through frequent weekends in the 1950s watching the emergent American stock car racing scene. It was *Grand Prix* that finally snared him, however.

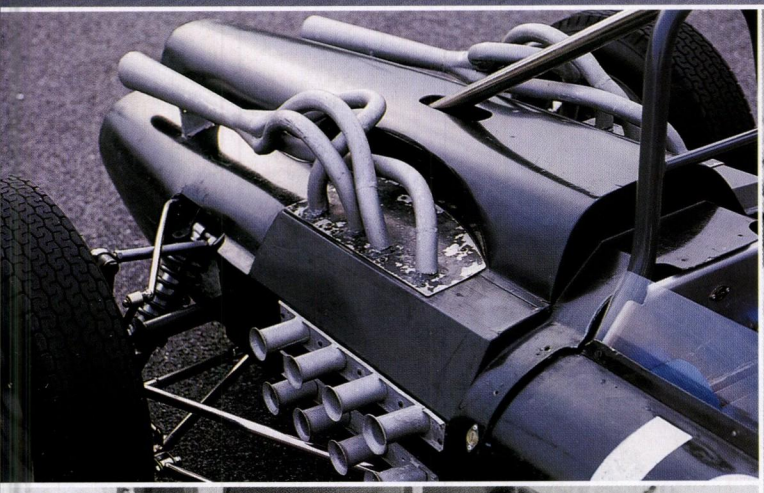
"It was a film I wasn't meant to do. They asked Steve McQueen but when they saw the abuse he was giving his body and mind, they asked me. I spent over two months with Bob Bondurant being taught how to drive race cars because I was damned if I was going to just sit there and let doubles have all the fun. ➤➤



Quick, while no-one's looking... Garner fires up the Lotus-'BRM' and heads off to reacquaint himself with Monza and single-seaters



Clockwise from top: BRM H16 film prop is actually Lotus 22; Garner on set with Mike Spence and in Monza pitlane in Yamura Grand Prix car; fake H16 inlets and exhaust survive from the film







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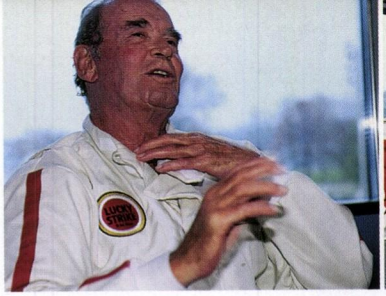
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"The film took six months to make, twice as long as a normal movie, but I had the time of my life making it. We went to Brands Hatch and Monaco, Monza, Zandvoort and Spa and spent weeks at Clermont-Ferrand filming sequences meant to take place on non-European tracks like Mexico. The cars were a real mixture: real Formula One cars and Formula Juniors tricked up to look like F1 cars. I drove 'em all..."

What, then, of his co-stars. Did they all take to the cockpit with such gusto?

"Hell no," remembers a now visibly smirking Garner. "Brian Bedford went up to Jim Russell's place and, on the second day, said 'Enough. I can't do this.' Yves Montand was little better and had to have a speed-limiter fitted to his car and was told to stay in third gear. You could always tell when he was on the track: you could hear this duh-duh-duh-duh-duh as his car drove around on the limiter. And the poor man who played his team-mate drove out of the Monaco pit-lane, spun into the first corner, came back and said 'I'm not doing that again.' "

"When I stopped, the car just went whumph. Never got out of a car so fast in my life"

How then, did the real F1 hotshots greet the Hollywood star? "Those guys were not like they are today. When I turned up there was some trepidation and who can blame them. They were being asked to go driving with an actor who, for all they knew, had no idea how to drive. But I made it clear I didn't think I knew best and had no desire to kill either them or myself. After a while they were just great. But there were moments: I was on the banking here at Monza doing a sequence with Phil Hill and we'd be driving at 130-140mph and Phil's car kept on slowing and then getting faster. When we got to the pits I asked him to keep a steady speed and he said, 'it wasn't me changing speed, it was you slip-streaming me.' I'd never heard of slip-streaming until then..."

Garner has many prized memories of the film and remembers Monaco as the circuit he loved best. But his eyebrows rise furthest when reminded of filming a sequence at Spa in appalling weather. "There were a whole bunch of us going down the straight near flat out in just the worst weather. Afterwards the drivers came up to me and said 'Well done, it's not easy to drive here at 140mph in that weather.' I was so glad there wasn't a speedo in the car."

Watch the film now and you'll still not see how much driving Garner did; often he'd be drafted into the regular squad of F1 drivers who made up the grids in the film. "If you know where to look, you can find a shot of me driving and then a shot of my car being followed by another which I'm also driving!"

He even caught fire for his trade. "We were meant to do this scene where my car goes up in flames at Brands and the stuntman wasn't around. We were running out of time so I said, 'Show me what to do.' We had the car rigged with Butane bottles and all I had to do was drive, open the tap and the car would catch fire; then I'd close it and it would stop. It caught fire in controlled kind of way, I closed the tap, coasted to a halt but there must have been this ball of butane accumulated in the car because when I stopped it just went whumph. Never got out of a car so fast in all my life."

And I can't see Kevin bloody Costner doing that either.

Meet James Garner and you'll know this is not conveniently air-brushed exaggeration. He is just a man with nothing to prove, telling a story because that's how it was. If it seems fanciful, unbelievable even now, that tells you much more about the world we live in today than it does about James Garner.

And, if things go as planned, you will be able to meet him. I suggested he might make an appearance at the Goodwood Festival of Speed next year. "Well," he said slowly, thoughtfully, "Gotta make sure the health is OK but, sure, I'd love to do it." And I know from the look this idea is not news to him. Goodwood, I know too, would love to have him there. So will he hang around the paddock, signing autographs, being a superstar or will he climb aboard something low and open-wheeled and take a crack at the hill? His insurers would tell you one thing. Ask Garner and I expect the reply will be rather different. M



James Garner superstar, enjoying a quiet day back in the old office. He hadn't been to Monza in 33 years. Didn't stop him though...



Few remember the circuit at Clermont-Ferrand, except for those who raced there. With 50 corners in five miles, it was unforgettable. And it still is.

CLERMONT-FERRAND

THE TRACK WAS FIVE MILES LONG, HAD FIFTY CORNERS AND SEPARATED REAL DRIVERS FROM ALSO-RANS LIKE NO OTHER. ANDREW FRANKEL REVISITS AN UNFAIRLY FORGOTTEN CIRCUIT

photography by Stan Papior

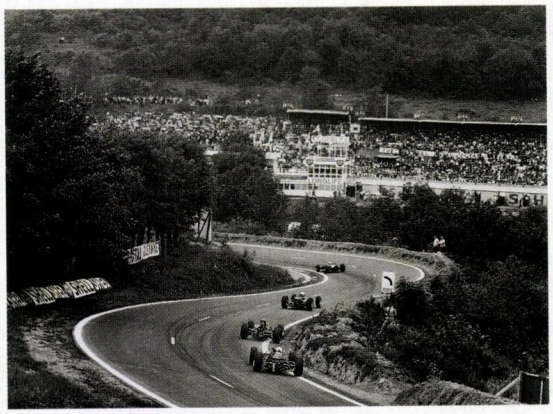
"IT WAS THE BEST TRACK IN FRANCE; BETTER BY FAR THAN EVERYWHERE else we went like Rouen, Reims and Paul Ricard." The words belong to Jackie Stewart, a man not known for overstating the facts. He is talking about the circuit at Clermont-Ferrand and, says Stewart, one of the four most difficult circuits in the world.

The evidence for the claim is strong. Just four Grands Prix were held there, of which Stewart won two, in 1969 and 1972, while the 1965 inaugural event fell to Jim Clark and the 1970 race to Jochen Rindt. Four races won by three world champions, the three finest drivers of their era. It was a circuit where precision was everything, a misplaced wheel here spelling disaster there, a place requiring more mental stamina than any other on the calendar with the possible exception of the Nürburgring. It was a beautiful, awe-inspiring place and, while there hasn't been a race of any description on the full circuit for over a decade, it still is.

I'd wanted to go Clermont ever since, in the last series of Track Tests, I reported back from its rival, the circuit at Rouen-les-Essarts. Among the correspondence that came tumbling in were several letters all saying essentially the same thing: That was Rouen, thank you. Now, when are you going to Clermont-Ferrand? The tales that accompanied this common request told of stunning scenery and awesome racing on public roads around two extinct volcanoes. It was a place I had to visit.

It's rather easier to get to now than it was when it opened its gates in 1958. Now you need simply drive to Paris, around the *peripherique*, leave towards Chartres before spearing south past Orleans to Clermont-Ferrand. The circuit lies in the countryside about five miles to the south-west of the city, outside the pretty town of Royat. On our return leg, the BMW carried us from the circuit to Paris in comfortably under 2½ hours.

But do not turn up expecting to see the architecture of one of the great race circuits in the way that you do if you visit Reims. Go to Clermont and your enjoyment will be doubled if you ➤



F1 cars at same sequence of bends as seen opposite today



The view as it is today from the wasteland that is the original paddock

do your research beforehand and pack your imagination. Know where to look and you will find the odd relic, the occasional slice of the past lurking here and there – but you will have to work at it.

To an extent, this is perhaps as it should be. The magnificence of Clermont never had anything to do with its facilities; indeed there were precious few, as you might expect from a track which was only ever used once a year and for the remaining 364 days was effectively a ring road around twin volcanic plugs. Go to Clermont today and you don't need elegantly faded tribunes, or quietly crumbling control towers; go to Clermont, drive the track, marvel at the natural beauty of the circuit and imagine what it must have been like in a DFV-powered Formula One car.

"A lot of people used to wear open-faced helmets there so they could throw up as they went down the hills..." This frank and typically illuminating piece of information came from the late Denny Hulme, as quoted in Joe Saward's *World Atlas of Motor Racing*. And it would seem he wasn't joking. In 1969, DSJ's race report in MOTOR SPORT recalls Jochen Rindt having a particularly tough time: "The Austrian was suffering from sickness and dizziness, thought to be brought on by the violent G-forces generated on the Clermont-Ferrand circuit... He finally had to retire from the race when he began to get double-vision." It is some measure of the man that he returned a year later and won.

Drive the circuit and it's easy to see why Rindt's constitution reacted so violently. Apart from a short stretch past the pits and another uphill section immediately after, the circuit has no straights worthy of the name. Right round the mountain, one corner flows into another with dizzying frequency around the five mile lap. It is truly daunting.

Though rumblings of a track in the hills around Clermont-Ferrand were heard as early as 1908, this circuit was the brainchild of Jean Auchataire, the local Fiat dealer, encouraged by Toto Roche, the man also responsible for Reims. According to the legendary French journalist Jabby Crombac, the man who has attended more Grands Prix than anyone else alive, Roche's motives were not exactly pure.

"He was in favour of anything that took attention away from Le Mans. He backed the circuit at Clermont-Ferrand just to sock it to the authorities there." Work began in May 1957 and was completed in time for the first meeting to be held the following July. The cost of rather more than 100 million Francs was paid by the local authority, topped up by contributions from car clubs,

"A lot of people wore open face helmets there so they could throw up as they went down the hills..."



Paddock once a bustling place. MOTOR SPORT's bearded correspondent can be seen centre stage



At the left-hander over the bridge as it is today, and, below, Hulme and Stewart as seen in '72

"Because of its location there was and remains a vast amount of volcanic debris around the circuit"

the town of Royat and the newly formed *Société de Circuit.*

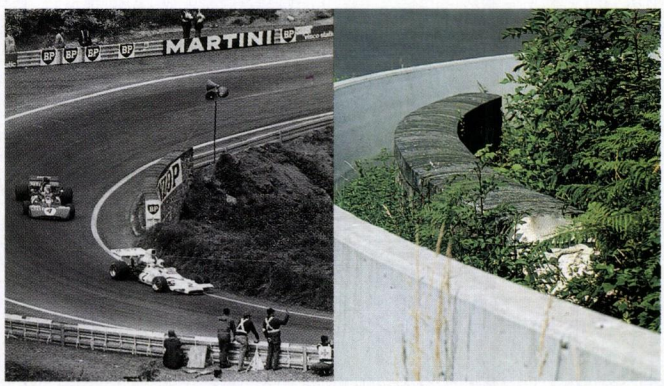
The first race was held on July 27 with a three-hour sportscar race heading the bill. Crombac, Colin Chapman's assistant team manager at the time was able to persuade the authorities to homologate a Lotus 11 for Innes Ireland, who duly walked away from the field, leading the Ferrari 250GTs of Olivier Gendebien and Maurice Trintignant to victory.

And for the next six years, Clermont-Ferrand hosted sports car and Formula Two races, while the Grand Prix fluctuated between Reims and Rouen. Stirling Moss won in the Cooper-Borgward in 1959, Jo Bonnier claiming the Six Hour race the following year in a Porsche RS60. Willy Mairesse won the following year aboard a 250GT SWB while Carlo Abarth took its successor, the 250GTO, to the flag in '62. Lorenzo Bandini won in a Ferrari Testa Rossa in '63 while the big F2 race the following year saw Denny Hulme lead home Jackie Stewart and Jack Brabham.

It wasn't until 1965 that the French Grand Prix finally arrived. "I didn't win it," says Jackie Stewart today, "but it was one of the races than made people sit up and take notice of me." The record books show why. It was the year in which Jim Clark won every Grand Prix he finished and this was the final championship outing of his Lotus 25. The BRM-borne Stewart qualified and finished second, 27sec behind Clark and over two minutes ahead of anyone else. "It was seen as an achievement because it was recognised as a real driver's circuit."

There were problems, however, both on and off the track. Back then, Clermont-Ferrand was a long way from anywhere and coaxing sufficient people through the gate was always a problem. And the financial ramifications of this were compounded by the expense of closing the roads for a meeting, which was collossal. This was no small kart track, and resources required to barrier and police all the access points stretched finances further than they usually cared to go. In addition, the on-track facilities were not what you'd expect, even in the mid-60s. Crombac remembers, "The pits were so small there was no room even for refuelling. All the teams, when they needed more fuel, had to leave the pits and go off to another area of the track, refuel and return. Not ideal..."

Even the surface of the track brought its own problems. Because of its location, there was (and remains) a vast amount of volcanic debris around the circuit. And while it was kept off the main track, it littered the verges and punished doubly anyone who stepped a little bit off line. ➳



Bridge one of the few surviving relics of the old track and not easy to find



Jim Clark wins first French GP held at Clermont-Ferrand and last for Lotus 25

So far as the Grand Prix was concerned, that was it for another four years. The race returned to Reims for the last time in '66, had one, ludicrous outing on the Bugatti circuit at Le Mans in '67 and a final fling at Rouen in '68 where the death of Jo Schlesser in the rain ended its career as a Grand Prix venue.

So, by 1969, Clermont-Ferrand seemed to have the stage to itself. Reims was too fast, Le Mans too boring and Rouen just too dangerous. But the honeymoon lasted only two years, enough for Stewart to win at last in his Matra in 1969 and for Rindt to score one of the last wins of his too-short life when he scorched from pole to victory in 1970.

One who was there on both occasions and remembers them well is John Miles, now one of the reasons Lotus makes the best-handling cars in the world, then a relatively inexperienced works Lotus Grand Prix driver. He found the circuit outstandingly tricky. "You had to be so precise there; much more so than at other tracks. The roads were narrow and you had to stay on line. The problem was so many corners looked alike and I never spent enough time there to really get to know it. Like at the Nürburgring, it is those who are able to commit to the blind brows and the sequences of corners who are going to be quickest. You couldn't afford even a confidence lift, particularly on the uphill sections but at the same time, if you did make a mistake, there was absolutely nowhere to go. All the corners flowed into eachother and the real aces could recognise that, if they made a mistake at point A, by the time they'd reach point D, they were going to have a really big accident if they didn't do something about it. I didn't have that luxury."

Then, in 1971, the writing appeared on the wall for Clermont-Ferrand and it said 'Paul Ricard'. It was then that the eponymous pastis millionaire opened the most modern Grand Prix track in the world. Located at Le Castellet in the South of France it had all the facilities, glamour and access Clermont-Ferrand lacked. Clermont would see just one more Grand Prix.

The 1972 French Grand Prix is remembered among the long list of races Chris Amon should have won. Unlike the others, however, Amon reckons it was the greatest of his life. Driving the Matra MS120D, he flew around the 50 corners that comprise a lap here to qualify nearly a second quicker than anyone else. At the start he led comfortably from Hulme and Stewart with the rest of the field nowhere. And he was extending his lead when,

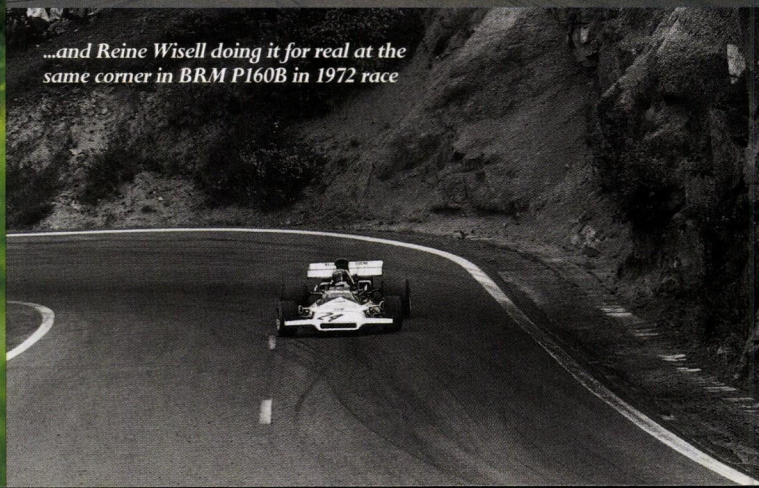
"In 1971 the writing appeared on the wall for Clermont-Ferrand. And it said 'Paul Ricard' "



Memorial to Louis Rosier, ace driver and local lad who died before work on the circuit began



Long-term BMW 328Ci plays Formula One car at the exit of one of track's 50 corners...



...and Reine Wisell doing it for real at the same corner in BRM P160B in 1972 race



The old pits straight, part of the new permanent circuit, now has a small and nasty grandstand

"Amon disposed of Cevert and Peterson as if they were not there. It was fantastic and almost unbelievable"

at half distance, one of his tyres fell foul of the now notorious track debris. He crawled back to the pits, spent 50sec stationary and rejoined in ninth position, less than amused.

Why his fightback has not gained legendary status is a mystery to me. With almost no straight, overtaking was horrendous but by lap 35 of 38 he was fifth, having smashed the lap record before coming up behind Ronnie Peterson and Francois Cevert. DSJ, not known for handing out the plaudits too readily, takes up the story:

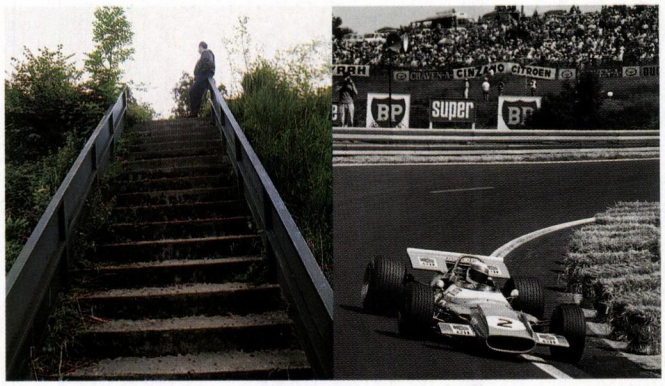
"In one lap, Amon disposed of Peterson and Cevert, passing them as if they were not there and on a circuit that is noted for its lack of passing places. It was fantastic and almost unbelievable. Not content with that he lopped four seconds a lap off Fittipaldi's lead, but the race was one lap too short for the New Zealander."

He finished third, behind Emerson and Stewart. But if he had cause to curse the rock strewn circuit, Helmut Marko had rather more. One such rock pierced his visor, blinding him in one eye and ending a promising career which included winning Le Mans in 1971 at an average speed that, to this day, has yet to be eclipsed.

Such distant memories. The circuit is all still there, some of it as a much smaller, permanent race track and rather more as the old public roads. It's still fabulous to drive, still daunting. Still littered with volcanic detritus. But almost everything else has gone. The grandstand has been pulled down and the once packed paddocks are now just areas of wasteland. We found a little bridge that's in the old photographs and mugged up lurid oversteer shots for the camera at the tighter corners on the circuit. You can't do a full lap because of the barriers between the track and the road.

What you can do is forget about the car, park up and climb up onto the banks. It's a very quiet place and nothing but the wind will disturb your concentration. And as you stand there, you might just hear that V12 Matra engine, the greatest sound ever to emanate from a Grand Prix car and see Chris Amon, coming down the sweeps, always out of shape, always over the limit.

Now it is an entirely forgotten place. In 1972, just two years after the previous Grand Prix held there, a dozen of the drivers had never even heard of the circuit before going to race there. So you can imagine how it's memory has stood the last 28 years. But you should still go. On many of the old circuits there were certain requirements needed before you could go fast. Monza needed horsepower, Monaco needed grip, the Nürburgring served best those who could forget about home, while Spa needed daredevils. You only needed one thing to win at Clermont-Ferrand and that was, very simply, to be the greatest driver of your day. Go there and you will see why. M



All that's left of the old grandstand. Stewart winning in Matra in 1969

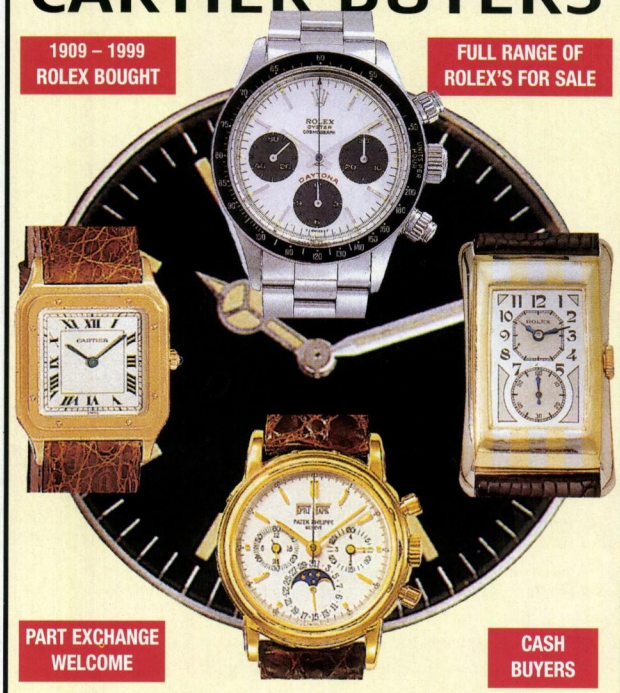
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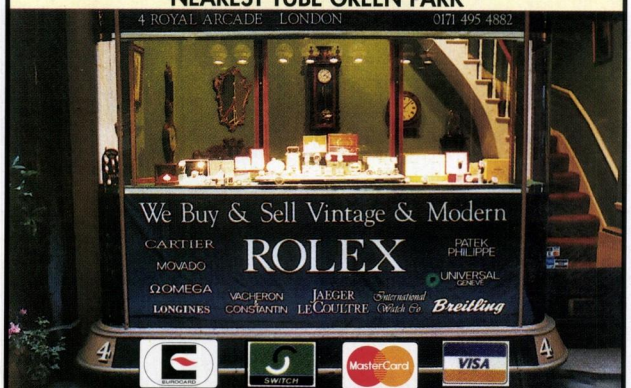
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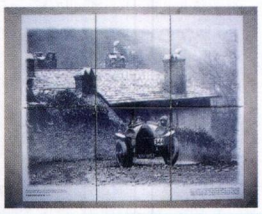
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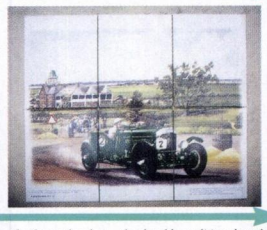
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It was a bold step on Sir Herbert Austin's part to decide to embark on the Seven's birth. It was designed in the billiard room of his house at Lickey Grange, in secrecy from the vast factory in which his post-war Austin 20/4 and later disc-wheeled Austin 12/4 cars were in production.

One has to ask why the ingenious but very diminutive A7 sold so well, almost from the time of its public release. The first intimation of what Sir Herbert had in mind and what might emerge from his Birmingham factory if he pursued it, came when, as one of the guest speakers at a Birmingham MCC dinner, he said that he thought the light car would eventually be produced as cheaply as the motorcycle combination and that then the sidecar would die a natural death. It was, the great man implied, a matter of price; while the sidecar outfit was less expensive than the light car there would be a market for both. It was a fact that Sir Herbert very much disliked motorcycles and sidecars; he had described those who manufactured them as "little better than producers of perambulators". "I cannot," he concluded, "imagine anyone riding in a sidecar who can afford a car."

Sir Herbert's contempt for the sidecar outfit enraged a correspondent of the *Irish Cyclist*, who retorted that "it seemed to indicate a frame of mind of a person who thinks that everyone should like what he likes," so Sir Herbert Austin and Mr Blair have that in common... There were a great number of cyclecars available at the time and almost every motorcycle-maker listed a sidecar model. Early in 1922 the prototype A7 had been built in Longbridge's Experimental Department, and another was running by July, when Sir Herbert gave the news of his new baby to the Press at a lunch at Claridges, with the second Seven on show. ➳



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Blue Alloy / Blue leather interior, Full Specification including, Xenon headlamps, Blue steering wheel, Climate controlled air conditioning, Traction control, Twin air bags, One owner.

Ferrari F355 Berlinetta - F1 1997 R — **4,000miles** — **Arrives**
Rosso Corsa / Crema leather interior Piped Red, Full specification including Climate controlled air conditioning, 18" Alloy wheels, Stereo system with CD player, Full Ferrari service history, One owner.

Ferrari 456GT 6 Speed Manual 1996 N — **8,000miles** — **£89,995**
Azzuro Monaco Blue Metallic / Tan leather interior, Climate controlled air conditioning, Alloy wheels, Cruise control, Electric seats, Heated seats, Twin air bags, Fitted luggage, Stereo system, Full Ferrari service history.

Ferrari F355 Berlinetta 6 Speed Manual 1997 P — **5,000miles** — **£79,995**
Rosso Corsa / Nero leather interior, Climate controlled air conditioning, Alloy wheels, Twin air bags, Stereo system, Full Ferrari service history.

Ferrari F355 Spider 6 Speed Manual 1996 N — **9,000miles** — **£74,995**
Giallo Modena / Nero leather interior, Climate Controlled Air conditioning, Electronic Suspension, 18" Alloy wheels, Electric Seats, Twin air bags, Stereo system, Full service history.

SPECIALIST COLLECTION

Lamborghini Diablo VT 1995 N — **6,000miles** — **Arrives**
Titanium Silver Metallic / Black leather interior piped Red, Red carpets, Climate controlled air conditioning, Alloy wheels, Stereo system, Sensational ! Full Lamborghini service history.

Aston Martin DB7 Automatic 1997 P — **9,000miles** — **Arrives**
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Jaguar XK8 Convertible 1998 S — **6,000miles** — **£49,995**
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Mercedes SL320 Automatic 1998 — **14,000miles** — **£39,995**
Azzurite Metallic / Grey leather interior, Rear seat, Air bags x 4, Panoramic Glass roof, Alloy wheels, Climate controlled air conditioning, Stereo system, Full service history.

Mercedes SLK230 Kompressor Automatic 1998 S — **5,000miles** — **£30,000**
Silver Metallic / Black leather Interior, Air conditioning, Power roof, Cruise control, Electric windows, Stereo system with CD player, Air bags x 4, One owner, Full service history.

MERIDIEN
MODENA

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Telephone: 02380 283404
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Directions

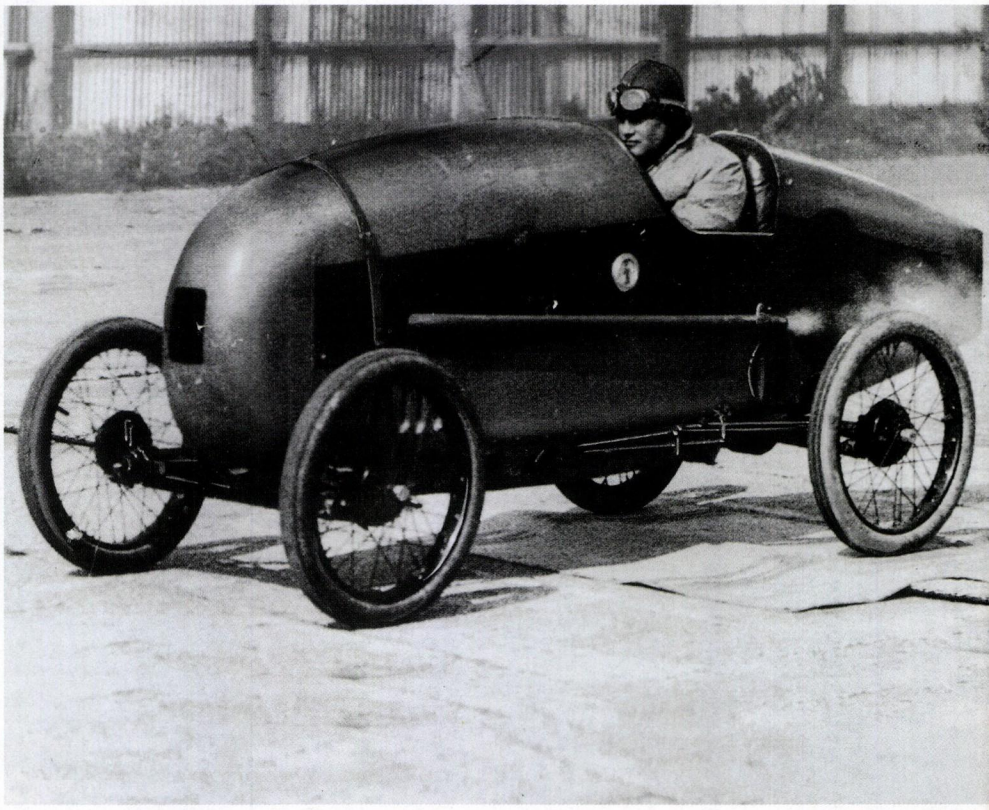
- *Junction 1 – M27*
- *Follow signs to LYNDHURST (4miles approx.)*

It was seen to be a pram-like tourer (the now famous Chummy) with 6ft 3in wheelbase, intended to be a four-seater but more acceptable for two adults and two brats in the back, where they would have more room and comfort than in the tail of a Family Morgan three-wheeler, with its narrower seat divided by the prop-shaft tunnel. But the A7 had the rare distinction then of four-wheel brakes, (although of the most diminutive drum diameter and only the hand lever bringing on the front pair) four water-cooled cylinders, those four seats, and full weather protection. It was just 8ft 8in long, weighed only 6½ cwt, had a track of a mere 3ft 4in and its 696cc engine gave 10½ bhp at 2000rpm, and pulled a 4.5:1 axle ratio, but it was a car in miniature all right. The price was £225.

On first sight the tiny car was the butt of jokes and cartoons, and it had its critics. An early non-believer was Edgar Duffield, the amusing correspondent of *The Auto*, who later changed his opinion – it is typical of those days that his first test was from Austin's London premises, the A7 lent by their Edgar Wren. He drove it for only an hour, mostly in London, before returning it to Oxford Street. Duffield thought it should have been at the Motorcycle Show, not at the Motor Show! "It is too small for four adults," he mused, as he walked to his office, comparing it with his own early Austin 20.

But generally the road tests were favourable. It wasn't long before the engine size was increased to just over 747cc, perhaps to get a whiff more power, or to meet the new racing/record class of up to 750cc. Later babycars like the Morris Minor, Singer Junior and Triumph Super Seven had around 850cc; but their makers were not interested in racing, although the overhead-camshaft Morris engine was used for the M-type MG Midget from which the racing 746cc C-type, J4, Q-type and the R-type evolved, and Triumph introduced the 750cc sports-car Super Seven, in supercharged form.

By the end of 1922 the baby had been cleaned up, the price reduced to £165, and orders taken. Delivery was scheduled for the Spring of 1923. So why did people buy the little car? It was a true baby, even after the wheelbase was increased to 6ft 9in. But those who bought cars around this time usually had a garage or outhouse in which to house them; if not, the roads were suitable then for parking. So did the small size matter? A longer wheelbase gave better road holding. The original £7 a year tax, due to a bore of just over 2in, had become £8, and as petrol was very inexpensive, the claim of 50mpg, with 52mph, was not necessarily the answer. Some prospective buyers probably relied on Austin prestige, unaware that the company was about to go bankrupt. The Austin 20 was a good car but sold too slowly, and the Austin 12 was not much help. It was the Seven which saved the financial situation, until later Austin models began to sell.



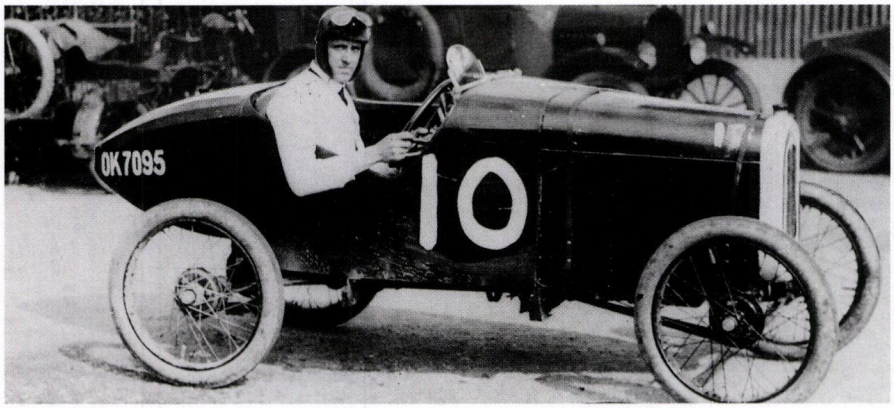
Gordon-England's odd streamlined A7 which in 1923 set the class 5km record to an amazing 79.62mph

But Sir Herbert had been careful to make the new infant look like his cars of known reputation. The radiator shell, central open gear gate, even the 'ignition' and 'gas' controls above the steering wheel, were scaled down from the 20. Another clever feature was the ease of changing a wheel, which must have appealed to wives and daughters who were taking up motoring.

The A7 made Olympia in 1922, the price still £225. It pulled the crowds, but there were rivals to be inspected. The Peugeot Quad cost £230 as a side-by-side two-seater with back-axle gearbox and 668cc four-cylinder engine, and like the A7, a transverse front spring. Then there was the 750cc Benjamin at under £205, the 628cc Mathis, a winner with slightly larger engine at Brooklands, and Wolseley had a 7hp water-cooled, rather pedestrian but smooth running flat-twin, for £225. The Stoneleigh seated three adults under its hood, at a mere £185, and there was the well established air-cooled Rover 8 at £180.

The acceptable and stylish 855cc Citroën and the 893cc £300 EHP were at the show, along with the long established 8.3hp Renault and the two-stroke, two-speed chain-drive Trojan with its slogan "A car for those who cannot afford a car," claiming it was less costly than walking. Sir Herbert had made a brave stand, and his new Seven was soon to prosper and save Austin from bankruptcy, against all this opposition. Indeed, the 'big car in miniature' theme produced the Singer Junior and Triumph Super 7 by 1927, the Morris Minor in 1928 and the Swift Cadet by 1930. But the pram-like Seven had outsold them all by the end of its first decade.

There were even shots at a £100 car, tried by Morris with a basic version of the sidevalve Minor two-seater (advertised with a racing version meant to do 100mph and 100mpg, supposedly to the ➤



Arthur Waite, Austin's son-in-law, in the very first works A7 racer which won its Brooklands race in 1923



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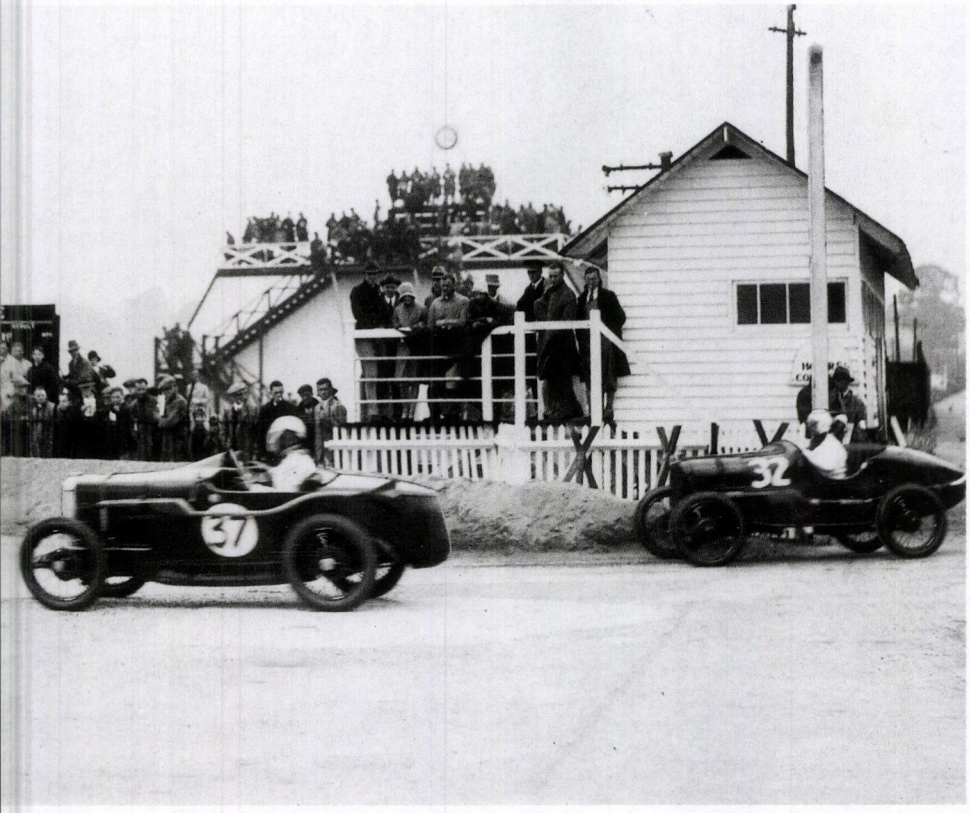
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Beacon's s/c Ulster A7 at Brooklands' Fork Corner in the 1930 LCC 'Grand Prix', chasing an MG Midget

£100 idiom) and by Ford with a much cheapened Ford Eight saloon, with Waverley and Gillette also making unsuccessful attempts. Wise Sir H never quite reduced his prices to that level.

So why was the seemingly improbable Seven from Longbridge, Birmingham, so soon to achieve fame? I suggest that it was due to competition successes. Sir H had liked racing since his drive in the Paris-Madrid in 1903 and his building of the racing Wolseley 'Beetles' and the 1908 GP Austins before WW1. By July 1922 he sent his top test driver, Lou Kings, to Shelsley Walsh with the first prototype 696cc Chummy. It clocked 89.8sec and was third on Formula (a sports Austin 20 was 19.6s quicker). But the public had seen the A7 in action...

Gordon England, noted glider pilot, soon called on Sir H suggesting that his baby was not entirely accepted and that racing it would help sales. He was given a car to experiment with. This may have prompted Sir H to build the works racers, his son-in-law Captain Arthur Waite to drive them. Except for the 747cc engine, fabric two-seater body, a Cox-Atmos carburettor, a 4.4 axle and Hartford shock absorbers, they were virtually standard. At Easter 1923 Waite won the Brooklands Small Car Handicap from a Bleriot-Whippet cyclecar and an Eric London light car, at 56.64mph, with a lap at 62.4mph. He then drove the little racer back to Bromsgrove.

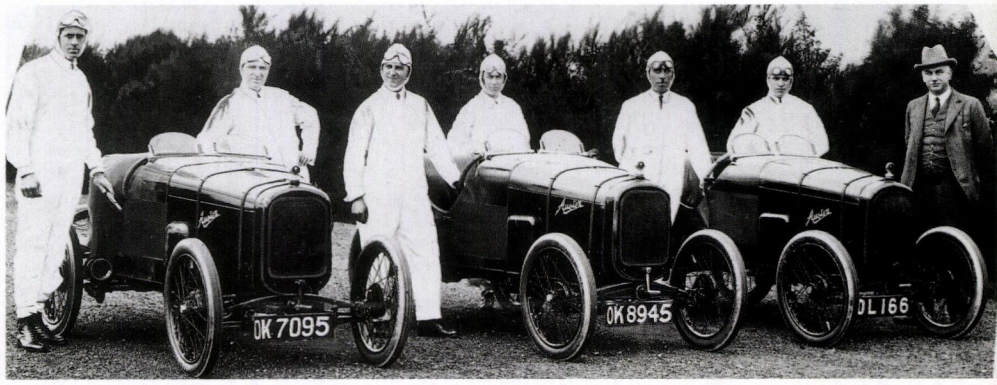
Encouraged, Austin contested the Italian Cyclecar GP, and Waite won at almost 57mph for the 250km, beating Ordorici's Anzani. Back at Brooklands England's single-seater barrel-bodied Seven was ready. Both A7s started from the same mark in the Small Car Handicap, England's car winning, with laps at 59.58 and 70.05mph. Waite opened at 54.99mph, then retired. They met next in the 75mph Short Handicap, England re-handicapped five seconds. He lapped at 71.15mph and finished third behind Waite, whose 15sec advantage gave him second place. Waite non-started in the '75 Long' race and England, re-handicapped again, found a 71.05mph lap unavailing. That a 1⅛ inch crank and jet-lubricated big ends stood up to all this should encourage today's exponents. For the rest of 1923 neither was placed in the BARC races, although Waite had two A7s, but newcomer Dingle in 'Dingo' got two thirds, his best lap 75.46mph.

More ambitious was the three-car entry for Boulogne, with Waite, Kings and Cutler as drivers; Sir Herbert with them. Two Cox-Atmos carburettors on long riser-pipes permitted a three-branch exhaust system, a high-lift camshaft was used, an 11-gallon fuel tank fitted, and the dynamo removed. Oil was pressure-fed into the nose of the crankshaft, forerunner of the later method on TT and Ulster A7s, but the No4 big ends were starved at what was said to be a remarkable 5000rpm, and all retired. But England was busy with class records, doing 5 miles at 79.62mph and over 73.5 miles in the hour. He then had the audacity to enter the 1100cc section of the JCC 200-Mile Race, with a 20lb two-seater body replacing the single-seater one. Against 90mph but unreliable Salmsons he finished second non-stop at 76.84mph, winning himself £34 for his £1 bet... The JCC introduced a 750cc class thereafter, which Gordon England won three times.

Competition successes were now in full spate – so many that even to list a year's is impossible here (at least 200 awards in 1924 alone). Surely these promoted the new Baby? Up to the end of 1930 so many more – race domination at Montlhéry, 92mph from Waite's s/c 43bhp single seater (5lb boost through a Rootes blower and 33mm Cox-Atmos carbs), many wins by Spero's 'Mrs Jo-Jo' and other amateur Brooklands drivers, a class win in the Ulster TT, culminating in an 83.42mph victory with two pit stops, at a sustained 5000 rpm in the BRDC 500 Mile Race, and so much more. How did the s/c Ulster do the '500' and then break records of up to 12 hours at 81.71mph? A target for today's Ulsters, most of which are replica orientated...

Later babycars undoubtedly bettered the A7 – half-elliptic springs and longer wheelbases gave better handling and comfort, ohc engines were used by Morris and Singer, Lockheed hydraulic 4WBs by Triumph, and Austin and Triumph used superchargers to get more from sidevalve engines. Yet somehow the Austin 7, as thousands still know, was and still is more cheeky, more fun, and easier to maintain. Sir Herbert said he used a transverse front spring (as did the Peugeot Quad) to resist braking torque, but the reality was that one spring instead of two and two attachment points instead of four, was cheaper, as Henry Ford knew with his Model T.

S F Edge, pioneer driver and renowned publicist for Napier, AC and Cubitt cars, said he would rather have given the world the Austin Seven than have given England the Gordon Bennett Cup in 1902. Hearing this, Sir Herbert said, "How nice..." M



Sir Herbert Austin (right) with A7 team for 1923 Boulogne Cyclecar race. All failed, with big-end trouble



Understeering away, Lauda finds his way to 16th place in '72 Monaco GP

THE WORST CAR I EVER DROVE

MONEY FOR NOTHING

NIKI LAUDA 1972 MARCH 721X

HE BORROWED $250,000 TO DRIVE IT AND IT DROVE HIM TO CONTEMPLATE SUICIDE. NO WONDER NIKI LAUDA IS NO GREAT FAN OF THE MARCH 721X

IT WAS THE ONE TIME I NEEDED NOT TO GET INTO A bad car. It was 1972 and I'd bought my way into Formula One with March; I'd agreed to bring $250,000 of sponsorship money, which was a lot then. But the sponsors were unable to deliver and I ended up borrowing the money from a bank, taking advantage of the name of my family. I think that they had the impression the money was guaranteed, but it wasn't really. My grandfather knew nothing about it at the time and was very much against me racing anyway.

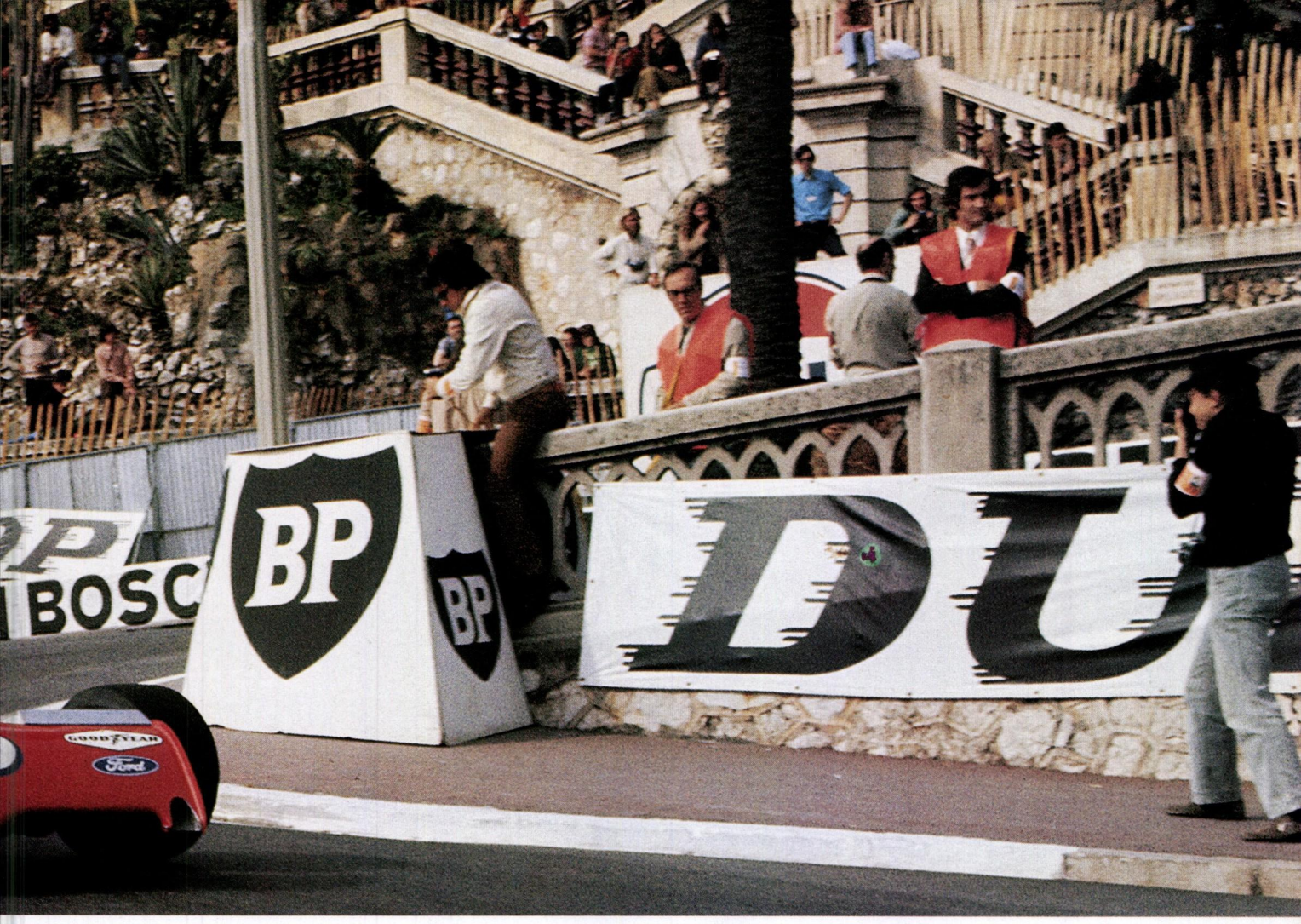
It was a huge gamble, quite crazy really. But, being young, I thought it would be OK – I'd do the season, prove I was quick, then be in demand the following year when I'd be paid enough to start paying the money back. I was confident I could do it but of course it all hinged on the car being reasonable. There was some money coming in from Touring Cars, but only enough to live on really.

I couldn't see any other way. I was not going to get any family money to go racing, so I needed to get to the top as quickly as possible. The previous year after a few Formula Three races I had decided I was wasting my time because the guys were all too crazy and there were too many accidents. So my solution had been to move straight to Formula Two. That had worked well and so now I was repeating the process, though my March deal for '72 included another F2 season as well as the F1 drive.

Robin Herd and Max Mosley told me about the wonderful new car I'd be driving in F1, the 721X. It had a transverse Alfa-Romeo sportscar gearbox mounted between the tub and the engine. The idea was to have the weight centred as much as possible, to give the car a low polar moment of inertia, which would make it more responsive. And there was no reason to doubt them. They had just had a very good season in '71, with Ronnie Peterson second in the world championship.

We started the season with updates of the '71 car which was okay, but getting a bit old. At Kyalami I finished seventh in it, just two places behind my team-mate Ronnie Peterson and he was thought of as the big talent of F1 at that time. It was okay as a starting point but we badly needed the new car. Or so I thought.

I think I first drove it in a test at Silverstone. It was shit. Really. It had no downforce, it understeered, it oversteered, it was slow down the straight and the gearchange was awful. It was like that from the first time I drove it to the last. No matter what changes



LAT

they made, it was the same. It was undriveable, I could do nothing with it.

We first ran it at Jarama. Ronnie qualified it in the midfield but I was last. I just could not make any sense out of it at all; it was chaotic to drive. It broke early in the race and I was glad to get out of it, but also very depressed.

At this stage Ronnie thought it wasn't too bad, that it could perhaps come good. I told them what I thought of it and they just told me "Well, Ronnie doesn't think it's too bad" and quite obviously they listened to him rather than a novice like me.

We went to Monaco with the car, a place where Ronnie was King. He finished 11th and I was 16th. Then it soon became obvious to everyone how bad it was; even Ronnie was sliding down the field in it and he and Robin, I think, were beginning to realise that I'd been right all along.

For Belgium they stuck a Hewland gearbox in it, which made the change better, but the rest of the car was as bad as ever. The final straw, I think, was when Ronnie complained that a privateer in a DFV-engined F2 March passed him down the straight. By the next race we had the same thing – an F2 car with an F1 engine stuck in it. It wasn't great but it was a lot better.

The main reason I didn't lose confidence was that whenever we tested I'd do a time close to Ronnie's, sometimes even quicker, and as he was one of the top guys I realised that I couldn't be too bad. Also when we raced in F2 together I could be competitive with him. Ronnie was very supportive and helpful. We used to share a flat and we'd drive up to the factory in Bicester together and he would help and encourage me.

It was a disaster for me at that time. For Ronnie, who'd already made his reputation, it was okay. He could walk away from it and he joined Lotus. But for me it looked like the end. I couldn't see how I could stay in F1, or how I could pay the money back.



Ronnie Peterson was great friends with Lauda but didn't hate the 721X with the same fervour

Then March called me to Bicester and said they had the idea of running Chris Amon in one car and maybe me in the other for the next year and I didn't have to bring any money. Maybe I could make it work, after all, I thought. Then, in November, very late after everyone had already done their deals, they called me there again and told me that the company was going bankrupt and they didn't think there would be an F1 car for next year.

I remember very well I drove from the factory into Bicester and there was a stop sign where there were houses opposite; you had to turn left or right. I thought for one second I'll drive into that house now and kill myself because there is no solution to pay the money back and I've failed completely in proving myself in F1. Thank God it was only a flash and I controlled it quickly. But part of that feeling was because of that 721X.

I sat down and calculated that if I got an office job, it was going to take me about 50 years to pay back the money. So I'd only be half-way through paying it back even today. All just for one season in that shit-box.

Thankfully, I was able to persuade Louis Stanley to run me in a fourth car for BRM in 1973. But that, as they say, is another story. M



I took my last gasp at the end of Donington's short Starkey's Straight. Just after a faint white film of smoke had encircled the front right tyre, clinging mysteriously to its circumference, enveloping the black surface that half a second before had been routinely revolving besides me. Half a second later it had stopped. Stopped as if someone had jammed a stick between the spokes of a bicycle wheel. Which, in a way, they had. Except that that someone was me, that stick no more than my right foot caressing the brake pedal. A half second study in time and motion. A little bit of impromptu performance art in which I was running out of time and still in motion.

Tear my gaze away from the stationary tyre, lift my foot from the solid brake pedal. About here is where that gasp seemed appropriate. I've done more laps of Donington than perhaps any other track in the country. In other words I have braked for the Esses at the end of Starkey's Straight more times than I can recall. It's not difficult: throttle wide open under the Dunlop Bridge, let the car go light over the crest, flow to the right side of the asphalt and pick your braking point. A cretin could do it, any day of the week.

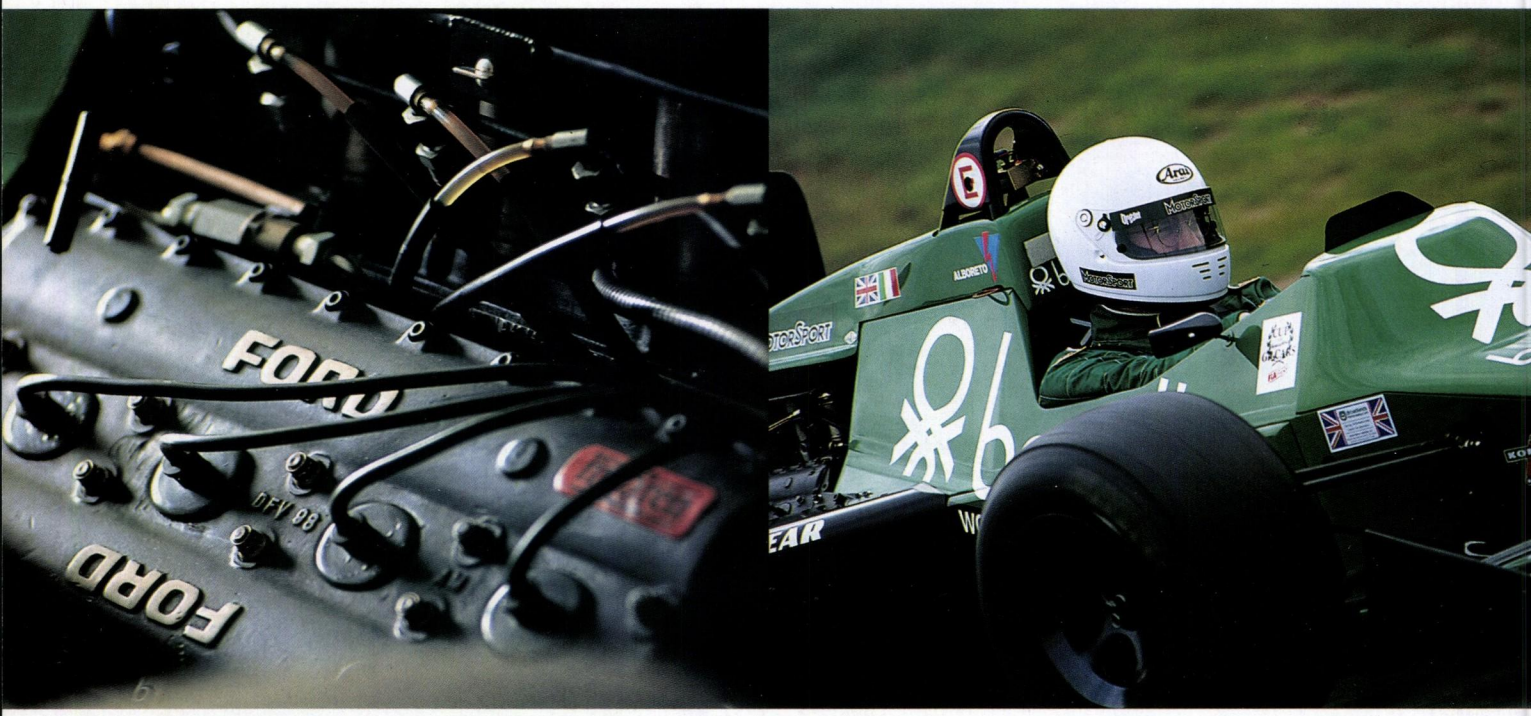
Not this cretin, not that day. The gasp seemed appropriate because as I focussed once more on making that turn, shedding enough speed to enter the corner, I noticed something deeply perturbing. Those Esses were not where they should have been. They were behind me. In less time than it takes to turn a page of this magazine I had gone from being the confident master of a piece of Grand Prix machinery to a less assured passenger. A harsh, half-second lesson in Formula One performance. One briefly locked wheel the difference between a quick lap and an even quicker demise.

Turning the wheel at that moment seemed like a good idea but then so did pulling the lever for the ejector seat, and neither was a serious option. With no great desire to spin less than two miles after



The Last Gasp

THE TYRRELL 012 NEVER WON A GRAND PRIX. THE FIA EVEN STRIPPED IT OF ITS ONLY PODIUM FINISHES. BUT ITS PLACE IN HISTORY IS ASSURED. MATTHEW FRANEY SAMPLES THE LAST NORMALLY



FORD COSWORTH DFV POWERED TYRRELL 012 AT DONINGTON, RATHER THAN 1983 DFY VERSION, BUT POWER OUTPUTS STILL SIMILAR. RESPONSIVE STEERING AND GOOD BALANCE MEANS CAR EASY TO COME TO TERMS WITH DESPITE PHENOMENAL ACCELERATION AND STRAIGHT-LINE SPEED. QUICK OUT OF THE BOX, MICHELE ALBORETO (BELOW) SCORED A POINT IN THE TYRRELL'S SECOND EVER GRAND PRIX

Saddled with the latest generation Cosworth DFY, the car habitually started Grands Prix from the wrong end of the grid but Michele Alboreto scored a point in the car's second ever race and, by the start of the ill-fated 1984 season – the team would be contentiously disqualified from the entire championship for alleged fuel additive discrepancies – the car was running well. Stefan Bellof made it to the bottom step of the podium in the famously curtailed Monaco race behind Alain Prost and a charging Ayrton Senna, and then Martin Brundle – still hindered by badly damaged ankles – finished a brilliant second in the US Grand Prix at Detroit, just 0.8sec behind winner Nelson Piquet. Sadly the FIA's draconian penalty ensured that the results would never stand.



While the history books may not give the 012 the credit it deserves, its eponymous constructor does remember it as an ideal car for its time.

"It's true to say that I was never in favour of turbocharged engines in Formula One," recalls Ken Tyrrell. "And my opposition may have eventually led us into conflict with the governing body. But we had to have an engine to go racing come what may, so the Cosworth was it.

"And in those early days of turbocharging, having a normally aspirated engine had some benefits. We may have been running with 500bhp compared to their 700 or 800, but the turbos were notoriously unreliable and we made the most of that.

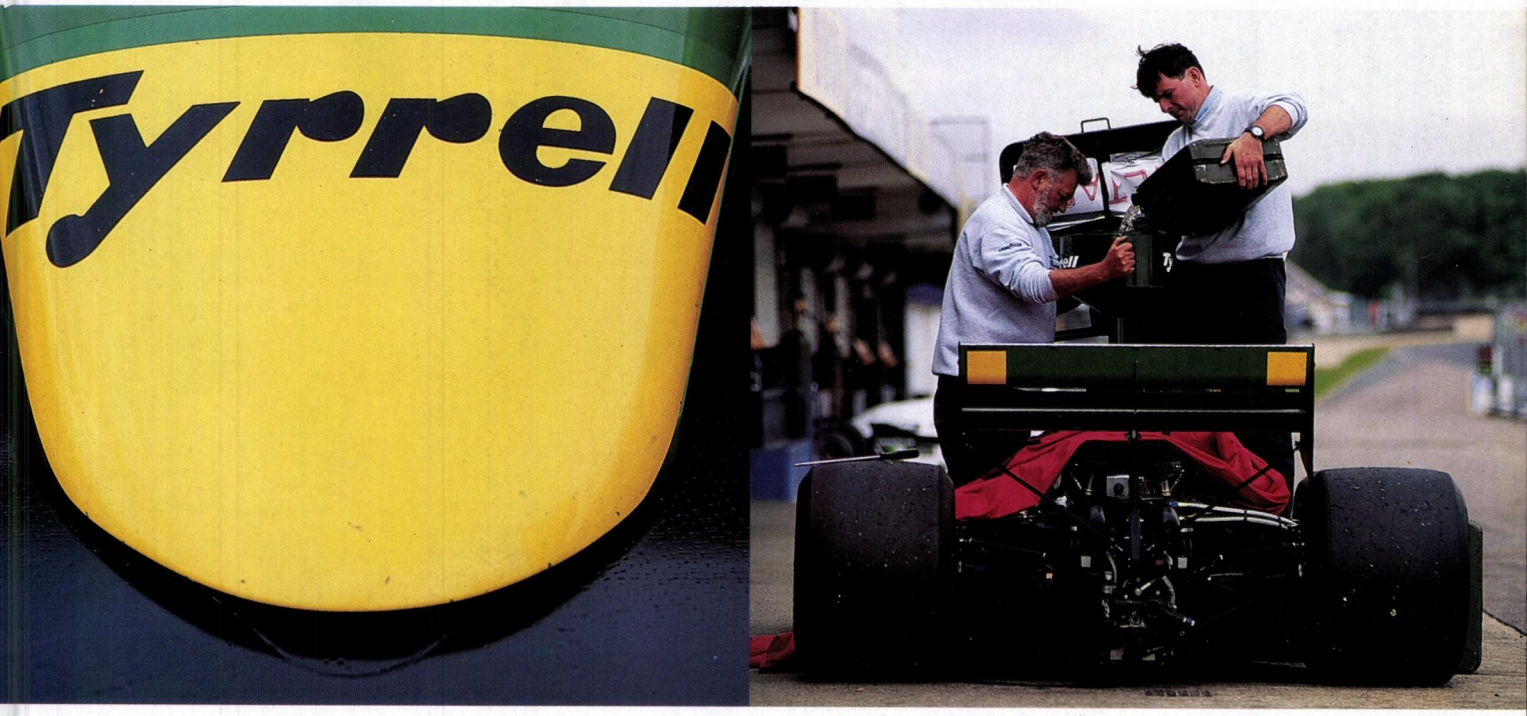
"Maurice Philippe built a car around that engine. It was nimble and very easy to drive which was important for us. We had young and inexperienced drivers at that time and it meant they could settle in quickly. When we got to circuits like Monte Carlo or Detroit, where power was not at a premium, we could close the gap."

Powered at Donington by a DFV-spec engine, 012 nevertheless lacks nothing in terms of power. Output is still around 500bhp and delivery as progressive as you might expect from an engine with decades of development behind it. From 6000rpm the Ford begins its incessant rush to peak revs, the acceleration wreaking havoc on the senses as your hand reaches hurriedly for the next gear.

The transmission – with Hewland internals – acts as some relief from the rapid progress. It copes as admirably as you might expect for what were proven customer components and is, at these relatively modest speeds at least, one less thing to have to think too hard about.

Which, as the laps clock up, is something of a godsend, for whatever attributes Michele Alboreto may have possessed as a Grand Prix driver, big feet and long legs never made the list. Designed for a diminutive Italian, the cockpit is less welcoming to an elongated Brit. The width and depth of the carbon tub is no real problem but the tiny foot well is beginning to take its toll, my knees crashing hard against the sides through the corners, my feet unable to fully brace under braking.

"A little bit of impromptu performance art in which I was running out of time and still in motion"



BENEATH TYRRELL LOGO LIES CARBON-FIBRE COURTESY OF BRITISH MANUFACTURER COURTAULDS. THIS WAS TYRRELL DESIGNER MAURICE PHILIPPE'S FIRST EVER ATTEMPT AT AN ENTIRELY CARBON CAR. NOW RUNNING IN THOROUGHBRED GRAND PRIX CHAMPIONSHIP, 012 IS IMMACULATELY PREPARED AND MAINTAINED. IN-BOARD REAR BRAKES CAN JUST BE GLIMPSED AT SIDES OF REAR WING SUPPORT

I simply would not have been able to last the length of a Grand Prix with the Tyrrell in its current configuration, but grit your teeth and ignore your shins and there is plenty of enjoyment still to be gained. About half way through my allotted laps the 'F1 velocity' effect began to recede and the Tyrrell could reveal its true self. Noticeably stiffer than previous aluminium monocoque F1 cars I have driven it also falls into that breed of car where aerodynamic grip is as prevalent as mechanical adhesion.

Through Donington's fast sweeping Craner Curves the Tyrrell begins with nagging understeer, the front tyres pushing wide as the rears put down their power. As speeds increase, however, the car's broad wings come into play, the nose pushing hard into the asphalt and the steering loading up. Now any signs of vagueness have gone, the Tyrrell is direct and sensitive, following your eyeline as you funnel down towards the Old Hairpin corner. Once there, a dab on the brakes is all that is required to shed many miles an hour in milliseconds before you squeeze the throttle back down, using all the track and more than once a hint of opposite lock.

This isn't a car to drift outrageously through every corner. It is demanding, yet accommodating; frighteningly quick, yet gratifyingly fun. Good enough to let drivers of the calibre of Alboreto, Brundle and Bellof demonstrate their talents, yet slow enough to force Tyrrell to find a turbo engine. That moment came in 1985, high in the Austrian Tyrol, where Brundle tried in vain to qualify the car. By the next race at Zandvoort both drivers would be using Renault turbos and the Cosworth had taken its last gasp. ■

Our thanks to Alistair Morrison, Roger Coltham and the organisers of Thoroughbred Grand Prix Championship for making this feature possible.

SPECIFICATIONS

Tyrrell 012/1

ENGINE

Type	Cosworth/Ford V8
Specification	2996cc, dohc, 4 valves per cylinder
Max power	500bhp @ 10,750rpm
Max torque	250lb ft
Power to weight	940bhp per tonne
Specific output	166bhp per litre
Transmission	Five-speed manual, Hewland internals

CHASSIS

Suspension (f)	Double wishbones, rising rate coil spring dampers with pull rods
Suspension (r)	Double wishbones, rising rate coil spring dampers with pull rods
Brakes (f/r)	280mm vented discs
Steering	Tyrrell 7-tooth rack and pinion
Wheels	Magnesium, 11.5in (f), 16.5in (r)
Tyres (f/r)	Avon 10.5/23.0-13 (f), 15.0/26.0-13 (r)

DIMENSIONS

Wheelbase	104.0 in
Track (f/r)	67.0in, 58.0in
Weight	540kg

"The Tyrrell is that breed of car where aerodynamic grip is as prevalent as mechanical adhesion"

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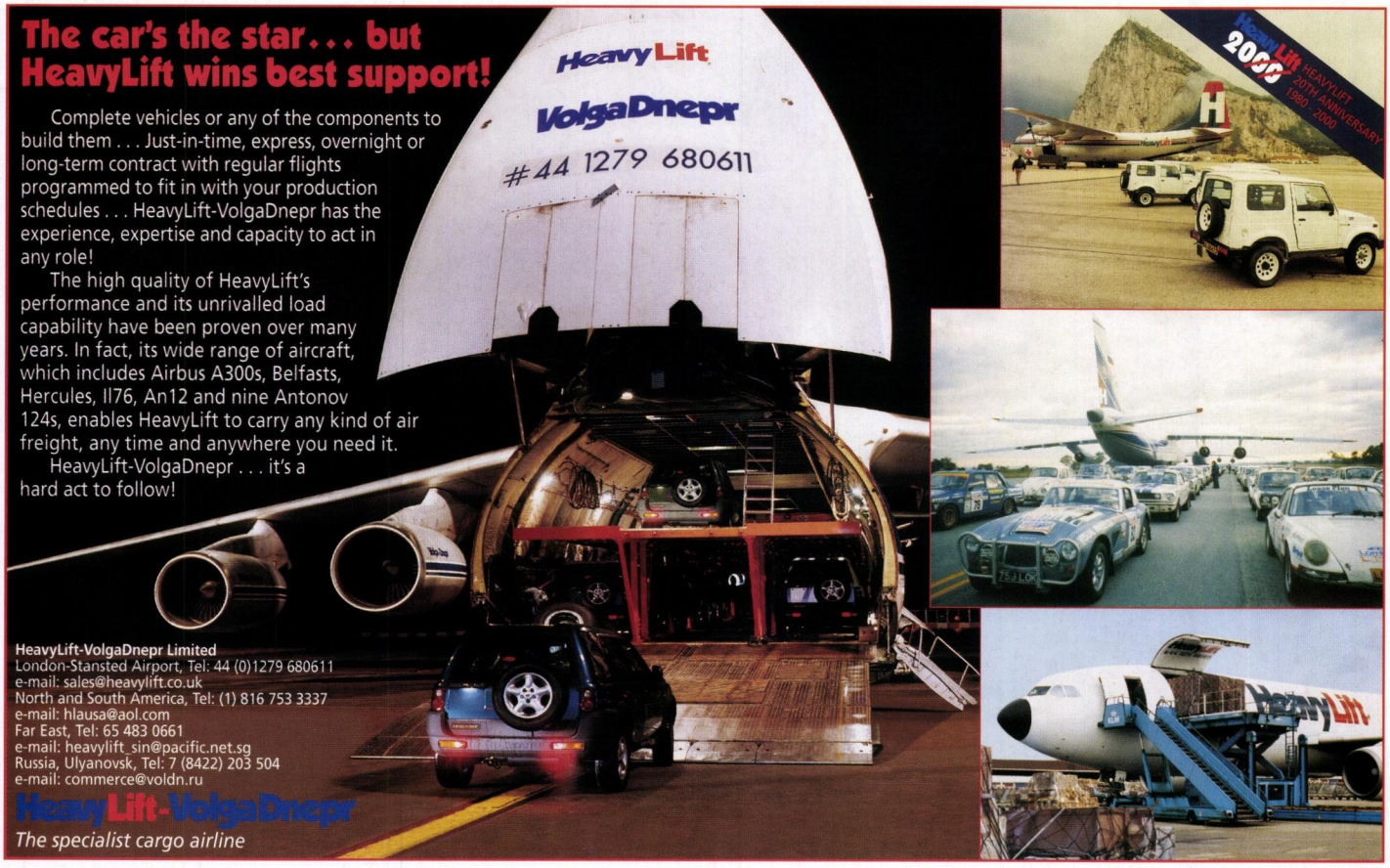
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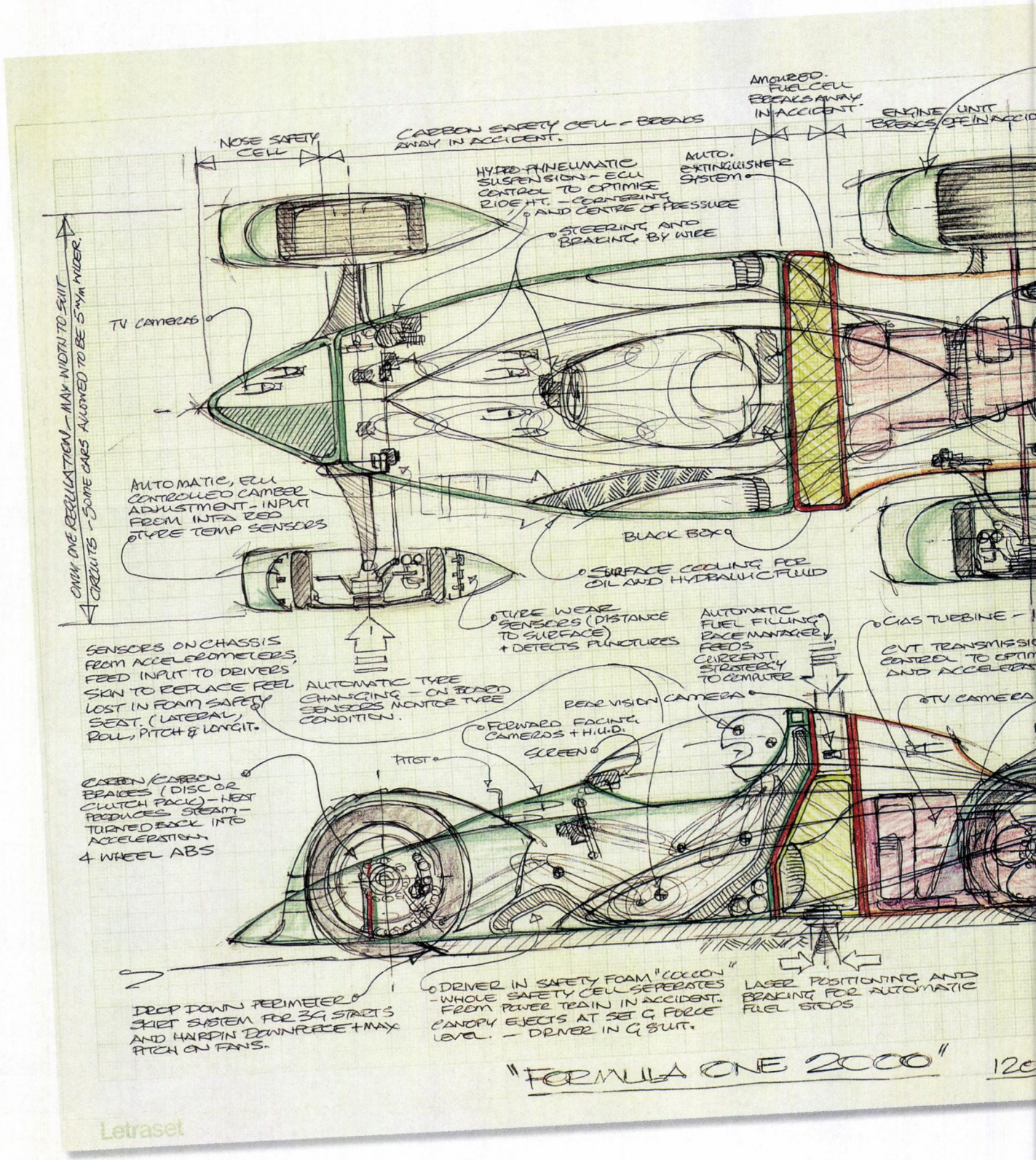


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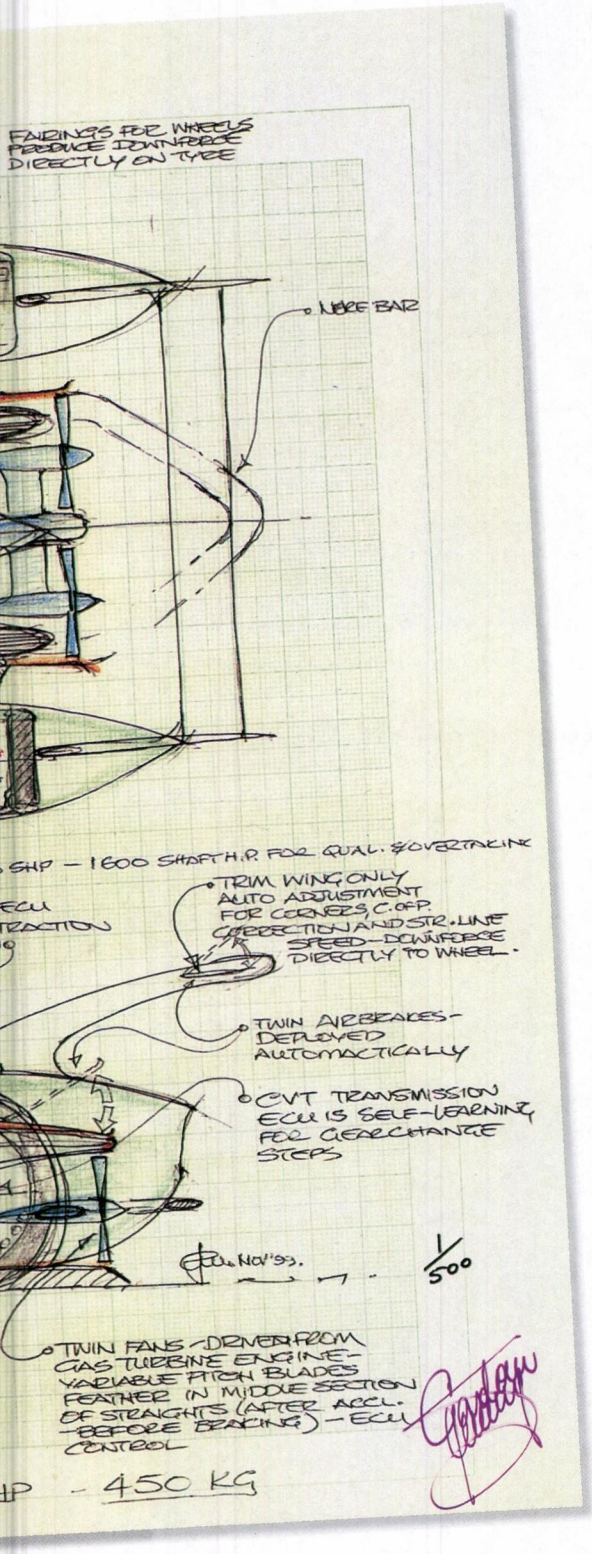
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Nuvolari appears relaxed before the start of the grand scam. His eventual attempts to allow rival Varzi to win were far from subtle

Early leader Campari's first pit stop took an absolute age. It was the first real clue that things might be amiss in Tripoli



THE GREAT GRAND PRIX SWINDLE!

IN 1933 THE WORLD'S GREATEST DRIVERS WERE EMBROILED IN CHICANERY OF A DIFFERENT SORT WHEN THEY DECIDED TO FIX THE TRIPOLI GRAND PRIX. MARK HUGHES INVESTIGATES

ACHILLE VARZI, WITH FIRE IN HIS BELLY BUT ICE in his veins, was a very great and very proud driver. But he had little reason to be proud of one of his many Grand Prix victories, that of Tripoli 1933. It required the collusion of at least four of his major rivals, not to mention their accompanying team personnel. It wasn't a race at all, in fact. It was a fix – an outrageous scam which left him and his cohorts substantially richer. It was carried off, it must be said, with a certain Marx Brothers burlesque when circumstances began deliciously to conspire against a pre-arranged plan. Ordinarily one might say no-one got hurt so where was the harm? Except, in this case, this rigged race was to cost someone his life.

It was a flawed plan from the start. Born of greed and 11th-hour opportunism, it lacked contingency – always going to be needed on an engine-breaker of a track like Tripoli and with such a complex range of possibilities. When things began to go awry it was left to the improvisation of the five drivers in on the deal to achieve the desired result. Without the necessary co-ordination, the conspiracy was laid bare.

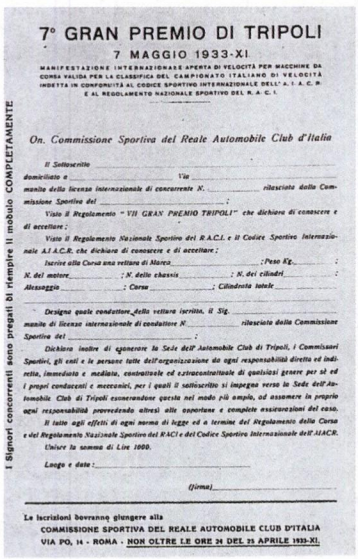
Tripoli – the capital city of Libya – was then an Italian colony, under the control of Mussolini. The dictator left it to one of his generals, Italo Balbo – a motor racing fan – to govern the place. The Tripoli Grand Prix, initiated in 1925, was for a few years of minor significance. To give it the prestige he deemed appropriate, Balbo arranged for the Mellaha circuit to be completely transformed for the 1933 race. The fantastic new track wound for eight miles around the desert oasis of Tagiura, and was immediately established as the world's fastest road circuit. With the further inducement of good prize money and surreal levels of hospitality, the top teams of the time needed little persuasion to enter the upgraded event.

Giovanni Canestrini, then editor of *Gazzeta dello Sport*, was Italy's foremost motorsport journalist. It was he who made the suggestion to Balbo that a lottery would be a wonderful way of gaining further fanfare for the race, an idea the General embraced with enthusiasm. Hundreds of thousands of 11-lire tickets were sold throughout Italy, with 30 finalists selected to attend the race. Once there, a sweepstake would give each one a ticket for one of the 30 drivers. The holder of the winning driver's ticket would scoop 7.5 million lire (close to £500,000 in today's terms). Beginning to see where this is going?

Enter the bald-headed Enrico Rivio. It was he who held Varzi's ticket. Who made the approach to whom cannot be said with certainty, but on the night before the race Rivio cut some sort of deal. Some say he approached Varzi directly at the great man's hotel, offering to split the prize with him if he won the race, and that Varzi immediately contacted the only four drivers he deemed a threat – Nuvolari, Campari, Chiron and Borzacchini – and cut them in. Others have it that Canestrini sought out Rivio and arranged that half the money would be split between them, the other half spread equally between the five drivers.

Although the Grand Prix immediately preceding this one – at Monaco – had been the first to assemble the grid based on practice times, such a system had yet to be adopted at Tripoli where the starting order was selected by draw. Skullduggery notwithstanding, practice had confirmed that the race would likely be a battle between the Alfa Monzas of Tazio Nuvolari, Giuseppe Campari and Baconin Borzacchini and the Bugatti Type 51s of Varzi and Louis Chiron. However, the speed of Sir Henry Birkin in a Maserati 8C-3000 (owned by former Le Mans winner Bernard Rubin but looked after by the factory) had caused a stir. Fine driver though he was, Birkin had not been expected to mix it with the established Grand Prix aces.

With the Rivio deal in place, Birkin's speed became a thorny inconvenience. He was not a member of the established Grand Prix clique, so the others could not risk inviting him in on the deal – even if they had, he would probably have been outraged. Instead he ➳



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7 MAGGIO 1933-XI

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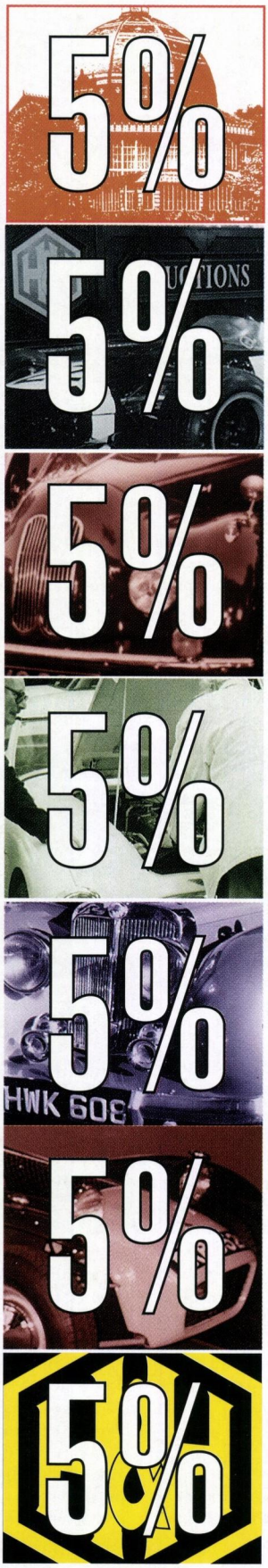


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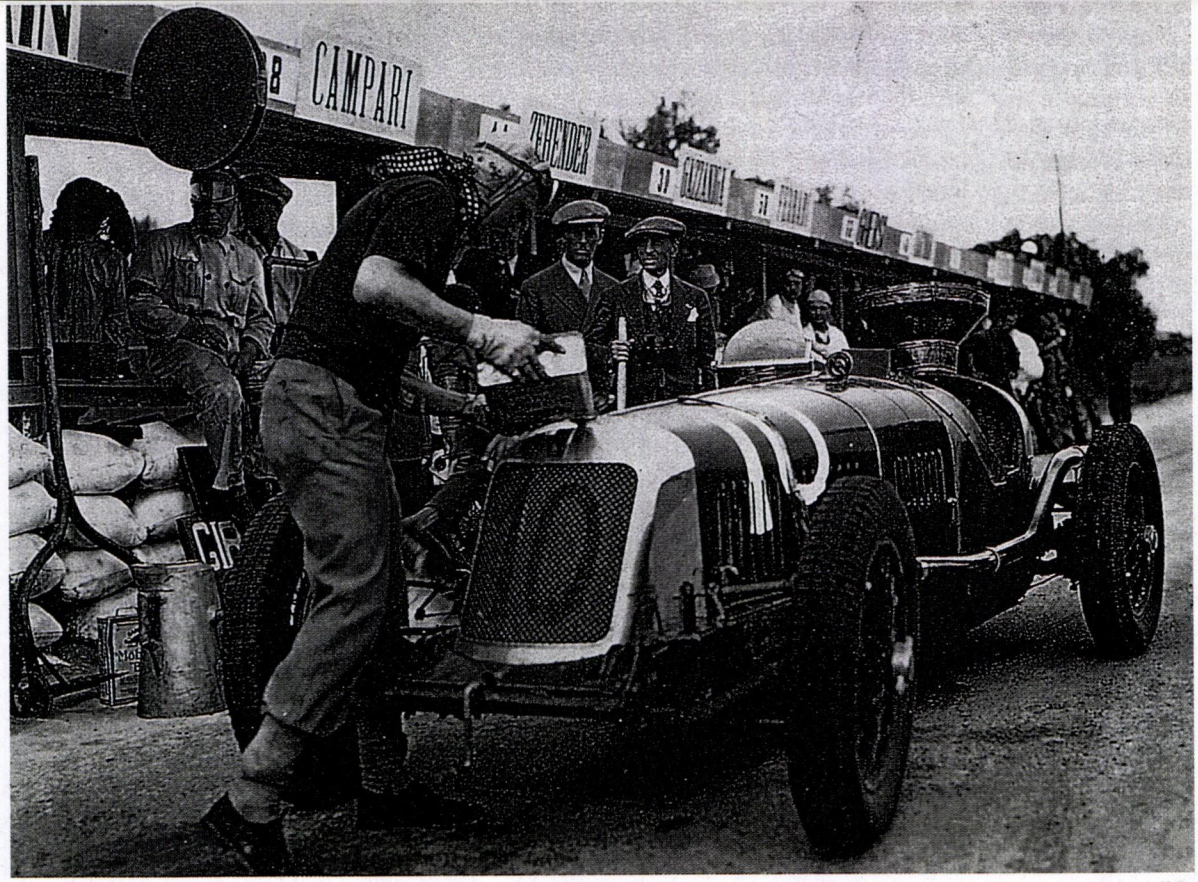
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Forced to tend to his Maserati alone, Birkin suffered burns that would eventually prove fatal. The dressing on his left arm is clearly visible

was knobbled. In a preposterous last-minute rule change, undoubtedly pushed through on a pretence by the conspirators' teams, each car was designated a mechanic who alone could work on that car, and that car only, at pit stops. Maserati had brought only one mechanic to look after both the works car of Luigi Fagioli and Birkin's customer machine; this man was accordingly assigned to Fagioli, leaving Birkin to make his own arrangements. He managed to enlist the services of a local garage mechanic.

Race day was hot – over 100 deg F in the shade – as Rivio took his seat in the special lottery contestants' grandstand. Among the 29 others were a butcher from Milan, a frail old lady from Florence, a post office sorter, a salesman, a student. They sat with hope in their hearts and sweat in their palms, unaware the odds had already been stacked against them.

As Balbo dropped the flag, the privateer Alfa of Gazzabini briefly jumped into the lead from its advantageous grid slot, but was soon engulfed by the pack. Campari led but was passed on the opening lap by Birkin, already pressing hard and obliging the others to go faster than they would have liked to be sure of keeping Varzi's car safe from mechanical harm. The circuit featured a long, long straight within its eight miles where speeds of over 160mph were reached, pulling engines perilously close to their danger zones for long periods. There were 30 laps ahead of them – 244 miles – and Birkin's early pace was in danger of scuppering everything.

Campari stayed in the Maserati's tracks only until lap five before passing and was soon followed through by Nuvolari. Hopefully, they could smother the Englishman's pace in this way. Borzacchini, in fourth place, began pressuring Birkin too. And Varzi? He was lying sixth, behind team-mate Chiron.

Then, disaster. Varzi's car began misfiring and as he headed for the pits so Rivio's millionaire lifestyle dreams seemed to evaporate in the heat haze. But the Bugatti mechanic changed plugs and magically all eight cylinders were back on song. While he was there, Varzi topped up with fuel. It was a few laps earlier than he'd planned to replenish, but if he played it carefully, he reasoned, he might be able to eke it out to the end. It would be marginal, but all was not lost. Campari was now leading Nuvolari by 12s and Borzacchini had passed Birkin for third.



Luigi Fagioli relaxes on the steamer to Libya

On lap 14 Campari was the first of the front-runners to make a scheduled fuel stop. Doubtless aware now of Varzi's delay, he had to find a way of losing time. Consequently the Alfa was stationary for an age, his mechanic seemingly working at half-speed. To onlookers of a cynical nature, it was the first real evidence that something might be afoot.

Nuvolari now led from Borzacchini, Chiron and Birkin. As the latter made his fuel stop he found to his dismay that the garage man nominated as his mechanic had turned out to be a drunk and was now asleep under a tree! Birkin set about changing his own tyres and replenishing his own fuel tanks. It was possibly when emptying a fuel churn into the car that he burned his arm on the Maserati's exhaust. With Chiron losing time at his stop, Varzi now lay third, pressing as hard as he dared but still a long way back from the Alfas of Nuvolari and Borzacchini, even after they had made their fuel stops and continued at a relatively sedate pace.

Lap 27, only three from the end, and Borzacchini could be observed looking desperately over his shoulder, presumably wondering where Varzi had got to. He then did an extraordinary thing: cutting a corner too tight, he sent a marker drum flying ➤

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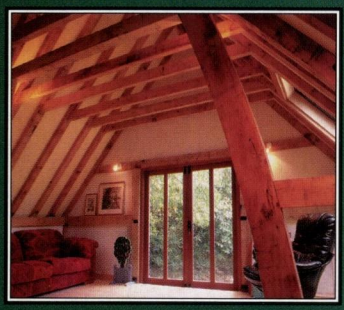
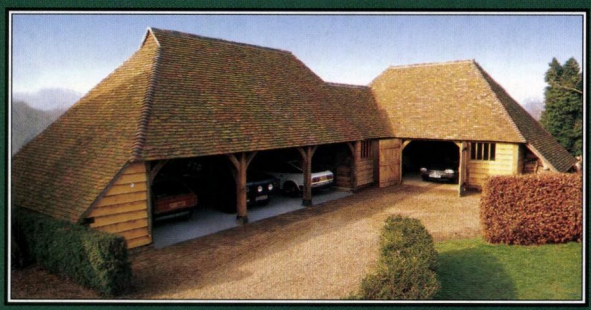
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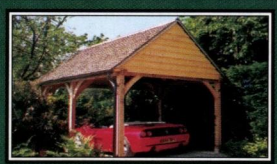
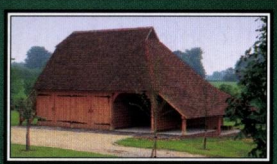
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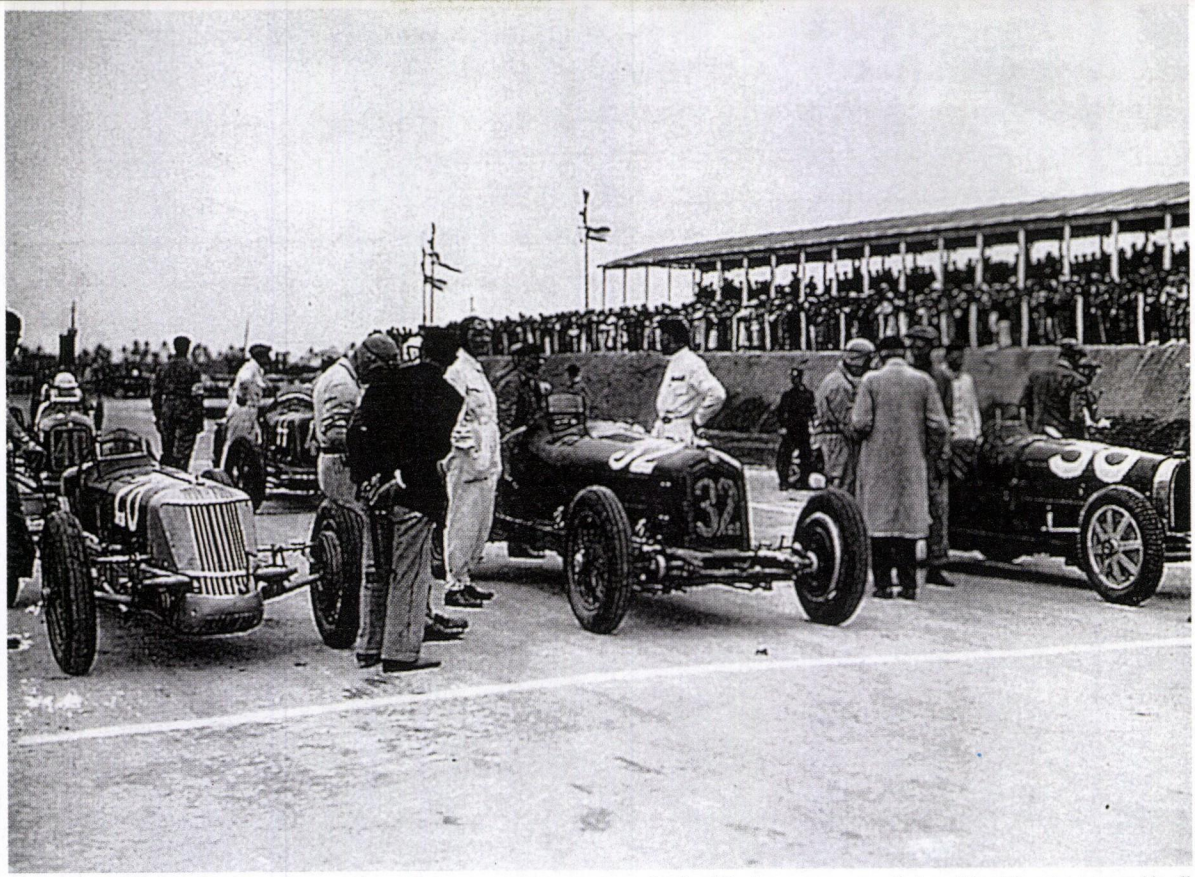
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No sign of what lies ahead as the cars line up for the most infamous Grand Prix of the inter-war years. Below: The ticket that started it all

through the air and burst his tyre. He trundled to the pits and retired, the reason given as 'transmission'.

As Varzi charged to within 20s of Nuvolari he felt his engine begin to cut-out under cornering, obviously short of fuel. He had no option but to back off once more. It was only when Nuvolari noticed the Bugatti in the distance in front of him that he realised he was in danger of lapping Varzi and so made an impromptu pit stop. For fuel! His mechanic Decimo moved as though rendered senseless by the heat, and a stop that would normally occupy something less than two minutes stretched to well over four as Varzi at last breezed by into the lead.

At just this point Campari, who despite his earlier delays had been in danger of catching Varzi, also stopped at his pit. His mechanic spent forever examining a perfectly normal-looking front suspension and the car was later retired with a trivial-sounding 'loose oil tank'. It was almost a surprise that Groucho, Harpo and crew didn't arrive at this point to further muddy the waters.

Nuvolari exited the pits trying to look like he meant business. He put the Alfa into long, over-the-top, time-consuming slides, trying desperately to look fast but go slowly. Despite his best efforts, however, on the very last lap Varzi's car stuttered almost to a halt and Nuvolari was forced to pass again. Varzi fumbled to switch over to the Bugatti's reserve tank, the engine caught and off he roared in one last desperate chase of those lire bills. Nuvolari was now on the final straight and, like Borzacchini earlier, looking over his shoulder. Pulling up just short of the pits he got out of the car wringing his hands and screaming he was out of fuel. This after two fuel stops when everyone else had made one! No matter, Decimo rushed out and sloshed some more into the tank. Varzi, by this time, was bearing down on them, albeit not at full speed. Chiron, curiously, sat right behind him and declined to overtake, perhaps unaware that he was a lap down but making things look even more suspicious nonetheless.

Anxious to keep up the pretence of a race to the finish, Nuvolari fired up his car and accelerated towards the finish line, just gently enough to allow Varzi to sweep by and cross the line 0.2s ahead. Birkin, the innocent hero, took third some distance back. Among those congratulating Varzi as he stepped exhausted from the car was a bald-headed man.



That evening Varzi, Nuvolari and Borzacchini are said to have sat together in their hotel drinking the most expensive champagne. Just three colleagues relaxing after a hard-fought race...

An emergency meeting of the sport's governing body was called the following morning in which the President accused the five drivers of having fixed the race, and called for each to have their licences withdrawn. But it blew over – Nuvolari, Varzi and Chiron were three of the very biggest names in racing and Grands Prix would have lost much of their pulling power without them. Simultaneously Italo Balbo announced that the five drivers were banned from racing in Tripoli 'for life'. Actually, Borzacchini and Campari were to die in the same accident later that year, but Varzi and Chiron were happily back there in '34, Nuvolari only prevented from joining them by injury.

In fact, the only one who really suffered was poor Birkin. The burn he sustained to his arm – probably at his ill-fated pit-stop – turned septic; he died of blood poisoning some weeks later. M

CARRERA PANAMERICANA 1999

Imagine 2000 miles of empty road twisting through forests and spearing across deserts, stringing together beautiful colonial towns between Tuxtla in South Mexico and Nuevo Laredo on the American border. This is the route of the seven-day Carrera PanAmericana, the recreation of the legendary 1950s road-race, now contested by period vehicles in classes from 'historic' to 'highly modified': winner Pierre de Thoisy's Studebaker Coupé boasted 500bhp. Highest-placed Britons were Irvine Laidlaw and Marshall Bailey in an ex-Roger Clark Porsche 911. Unfortunately, the dangers of the past continue in the retro event: two spectators and two competitors were killed before the finishers collected their medals at Nuevo Laredo, exhilarated to know that they had completed one of the last great road-races.

photography by Ben Redgrove





TOP: **CARRERA AS POPULAR IN MEXICO AS MILLE MIGLIA IS IN ITALY**
ABOVE: **HUGH TAYLOR AND DOUGLAS JAMIESON'S MODIFIED MKII JAG**
BOTTOM: **ALISTAIR CALDWELL AND SANDRA DEUMEL DROVE THEIR AC ACECA DOWN FROM FLORIDA, STRAIGHT AFTER A RALLY IN EUROPE**

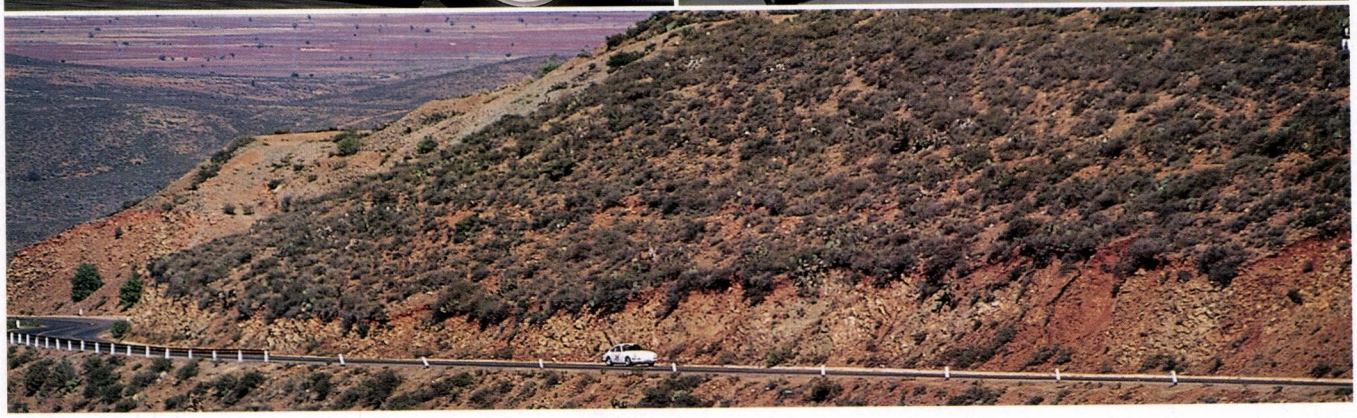




ABOVE: **FIRST DAY SAW 12 CARS LEAVE THE ROAD – BUT MEXICAN FORD SEDAN WAS PULLED OUT OF THE WOODS AND FINISHED THE EVENT**
BELOW: **CARRERA ACCEPTS ACCURATE RECREATIONS LIKE THIS POLISHED ALLOY MERCEDES 300SL, AS WELL AS HIGHLY MODIFIED SALOONS**
BOTTOM: **IRVINE LAIDLAW'S EX-ROGER CLARK PORSCHE HEADS ACROSS THE VAST ARID LANDSCAPE THAT MADE UP THE FAST LE BUFA STAGE. MEXICO'S LONG, EMPTY OPEN ROADS ALLOWED THE BIGGER-ENGINED CARS IN THE MODIFIED CLASSES TO TOUCH A STAGGERING 170MPH**



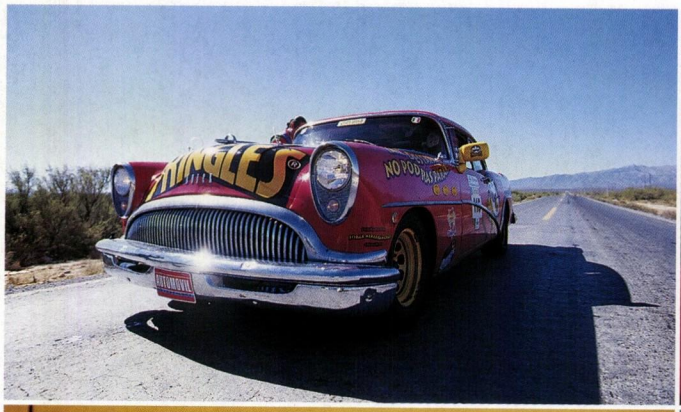


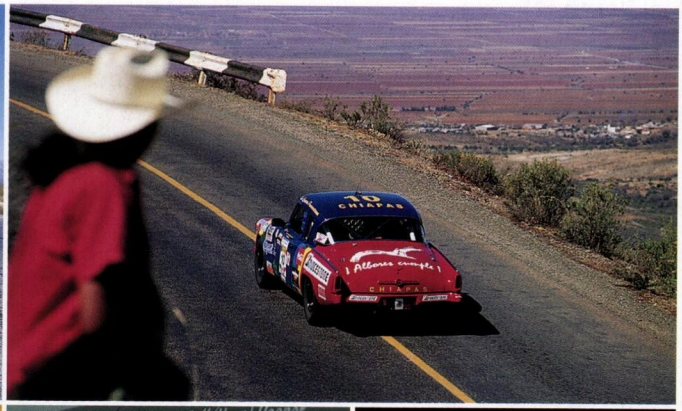




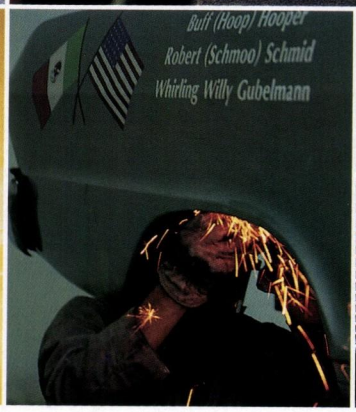
TOP: **CACTUS-CLAD HILLSIDES FRAME SPEEDING OLDSMOBILE**
BELOW: **PRINGLES-LIVERIED BUICK SHOWED GRIT – FINISHED DESPITE REPEATED FRONT SUSPENSION COLLAPSES**
BELOW: **PANEL ART RECALLS TRADITIONALLY COLOURFUL LIVERIES**

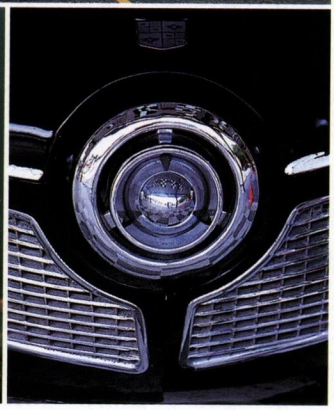
BELOW: **STRETCHES OF ARMCO RARE ON CARRERA'S WINDING ROADS**
BOTTOM LEFT: **ON-BOARD MECHANIC INCREASES CHEVROLET NOVA TYRE CLEARANCE IN EVENING GLOOM BEFORE RACE BEGINS**
BOTTOM RIGHT: **CARRERA ATTRACTS US METAL NOT ELIGIBLE ELSEWHERE**

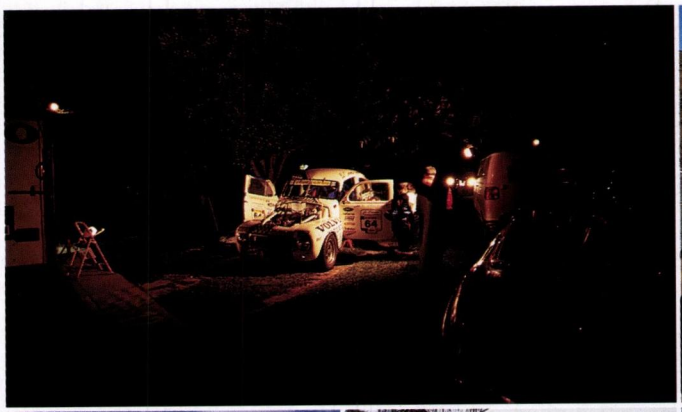


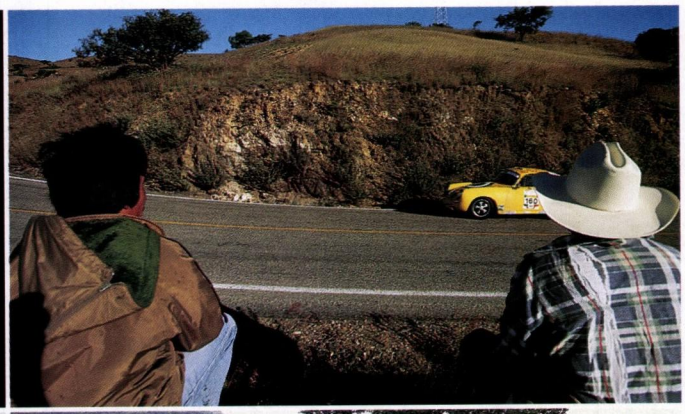




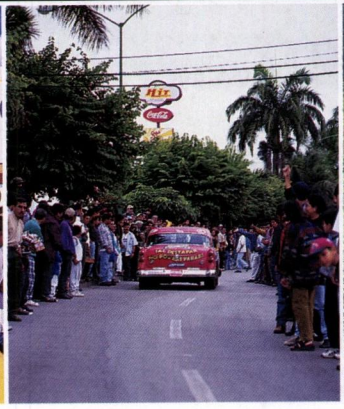














TOP: **WITH NO RESTRICTIONS ON SERVICING TIME, MANY TEAMS WORKED OVERNIGHT TO REPAIR EACH DAY'S MECHANICAL RAVAGES**
ABOVE LEFT: **WINNERS P DE THOISY AND J-P GONTIER CELEBRATE**
ABOVE RIGHT: **THE START IN TUXTLA, AND 2000 MILES STILL TO COVER**

TOP: **PORSCHE 356 ON SECOND DAY, FROM OAXACA TO PUEBLO**
ABOVE: **ANOTHER FIRST DAY 'OFF' - BUT MUSTANG DRIVER UNHURT**
BELOW: **SILHOUETTE RACER: 'BIG GUN' CLASS ALLOWS TUBULAR CHASSIS AND MONSTER ENGINES. 5-LITRE CHEVY BOASTED 480HP**



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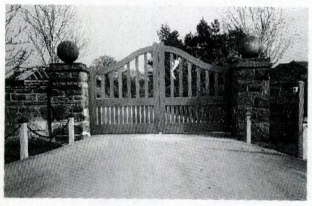
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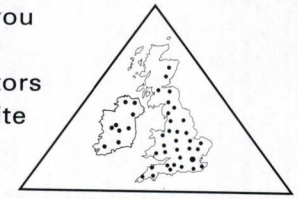
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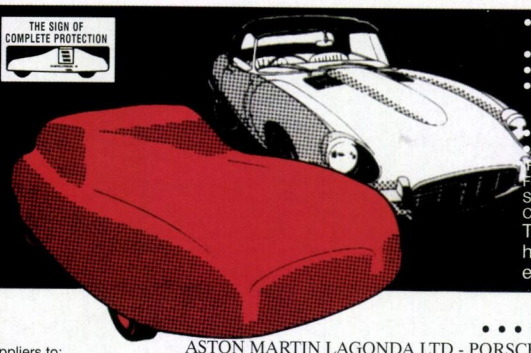
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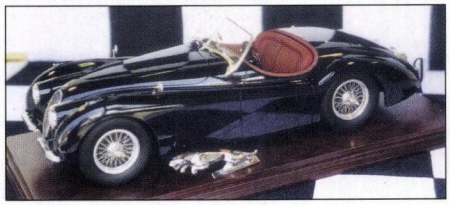




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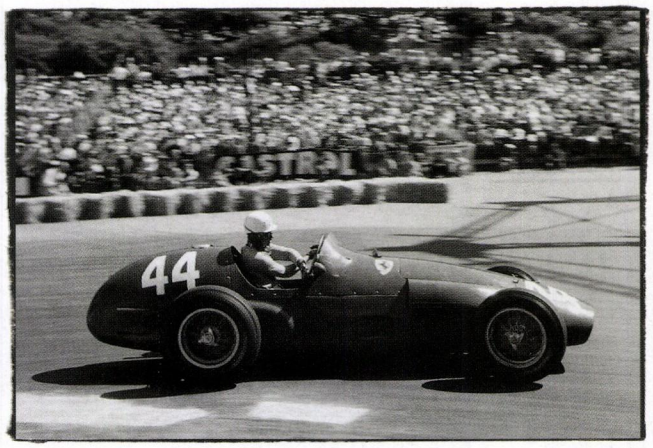




Ebullient Le Mans winner Duncan Hamilton winding his HWM through Copse during the 1953 International Trophy meeting at Silverstone. For spectators and photographers alike, Duncan always demonstrated the true excitement of motor racing


54

Left: No more lock left as the driver of this Le Mans Replica Frazer-Nash touches a Goodwood apex at a Fifties BARC Meeting. Below: A study in crossed arms – Maurice Trintignant, surprise victor against the Mercedes, hurries his Ferrari through the Gasometer hairpin at Monaco in 1955

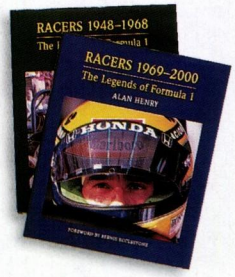




Right: Jack Brabham's visible determination was a highlight of the 1957 International Trophy as he hustled his little 2-litre Cooper around Silverstone, embarrassing the 2½-litre BRMs and Maseratis. Below: Mike Hawthorn's playboy image vanished in the cockpit. Here he is the picture of relaxed control taking his Ferrari to second place in the 1958 British GP




14



RACERS 1948-1968/1969-2000 –
THE LEGENDS OF FORMULA ONE
BY DOUG NYE AND ALAN HENRY
ISBN 190265501X AND 1902655028

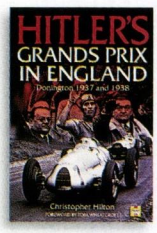
Published by Ebury Press, £30.00 each

Published as two separate titles, *Racers – The Legends of Formula One* are the end product of the formidable brains trust that is racing historian Doug Nye and journalist Alan Henry.

Nye has tackled the earlier work, choosing in his opinion the 20 greatest racers of the immediate post-war generation from Jean-Pierre Wimille through to Denny Hulme. Henry takes on where Nye ends, listing 26 drivers from Jochen Rindt to Mika Hakkinen.

Both books are sagging with historical fact and while you are unlikely to learn anything you could not find in a host of other biographies, both manage to mix the career histories with a selection of interesting anecdotes – Nye especially so. Each driver receives between six and ten pages and an impressive choice of picture selection, including some fine early colour photography, serves the books well.

If I have a complaint it is simply that the design of the books is not particularly thoughtful: two columns of text per page with photos thrown in between. What's more, at £30 per book, the price means it's worth a browse before you buy. **MF**

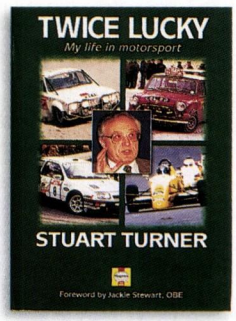


HITLER'S GRANDS PRIX IN ENGLAND
BY CHRISTOPHER HILTON
ISBN 1 85960 630 X

Published by Haynes, £19.99

A book about only two GPs? You might wonder, but Christopher Hilton's book is fascinating about those 1937 and 1938 races which brought the fabulous Mercedes and Auto-Union teams to Donington Park. Hilton's obsession with Senna seemingly over, he has produced a book full of new information and quotes from contemporary reports and those who were there, like Murray Walker, Tom Wheatcroft and me. Not exactly Hitler's races, but it makes an impressive title. The races are described fully, obscure points argued out; I found it enormously interesting.

The book goes beyond the appearance of the then-fastest GP cars, with Rosemeyer and Nuvolari the victors. It is something of a social history - political drama, Seaman's turbulent marriage, swastikas in the park where British chaps, as Chris calls them, were competing in their funny little cars, in an age of correct behaviour and status. Hilton gives a truly amazing account of what became of the German cars and famous drivers at the time of the Munich crisis; we know they left in a hurry but it would be unfair to tell you what really happened, which is revealed for the first time. So another book essential to serious students of motor-racing history. Von Brauchitsch was the nephew, not the son, of the German Army Commander, but that's on the dust-jacket, so don't blame the author... **WB**



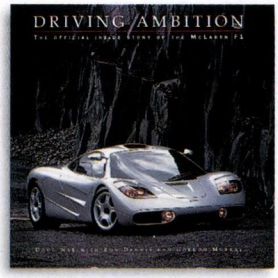
TWICE LUCKY - MY LIFE IN MOTORSPORT
BY STUART TURNER ISBN 1 85960 602 4

Published by Haynes, £17.99

Although Stuart Turner rose to the not insignificant peak of being Motorsport Director for Ford of Europe, he has always been thoroughly approachable, and perfectly likely to end up with the lads in a nightclub after an official dinner. This autobiography conveys his self-deprecating style – he cheerfully quotes his future wife's initial description of himself as "arrogant, cocky, big-headed and rude", which surely thereby excludes him from those categories.

On his way from accidentally becoming a rally navigator to steering first BMC and then Ford to great things on the world rally stage, Turner found himself as Rallies Editor of *Motoring News* at Standard House, where he recalls "the glamour of operating alongside MOTOR SPORT". His recollection of The Proprietor, Wesley Tee, as "a forceful and frightening driver" rang bells with me – we used to clear the car park when the proprietorial Mercedes was due, as the Old Man would simply drive into his own space whether other vehicles were there or not.

Turner was in control of BMC competitions during the giant-killing Mini years, and is factual, not bitter, about the infamous 1966 Monte disqualification – "in marketing terms, it worked wonders for us..." Almost every famous rally name crops up in *Twice Lucky*, usually with scurrilous tale attached, whether it is Pat Moss's problem with handbags or how Turner nearly ended up working for Paul Raymond of 'Revuebar' fame instead of with cars... As befits this brilliant after-dinner speaker, the book is lively, entertaining and extremely modest; you have to read between the lines to remind yourself just how good Turner was at his job. **GC**



DRIVING AMBITION – THE INSIDE STORY
OF THE McLAREN F1
BY DOUG NYE, WITH RON DENNIS AND GORDON MURRAY
ISBN 1 85227 841 2

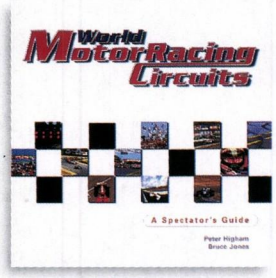
Published by Virgin Books, £30.00

Most books dedicated to the genesis of one car are a straight plod through the facts. This couldn't be more different. Apart from the big advantage of covering the Greatest Sportscar Ever Sold, the McLaren F1, it is a tale of scrupulous pursuit of perfection by a team unhampered by any constraints. Designer Gordon Murray's voice is the dominant one, naturally; his sketches, memos and even diary entries abound and Nye lets him explain his decisions in depth, talking us from packaging to surface finishes. It's a fascinating record which impressed me all over again with the car's staggering no-compromise solutions.

The handsome pages are alive with illustrations – prototypes, components, sketches, memos, mules and mock-ups, even photos of champagne corks preserved to record important moments in the F1 project. But while the F1 emerged as the most technically advanced car ever, the team seems to have worked in a satisfyingly old-fashioned way, with wooden mock-ups, hand-written check-lists and ingenious prototypes, not to mention anti-espionage tricks like fitting a kit-car mule with a sliding centre/right-hand driving position to fool the press.

The book's title may be clichéd, but it's also apt, for if one thing shines through, it is Murray's relentless drive for perfection. And if Nye's tone is adulatory – well, in this case it's justified.

The hefty book includes a poster listing the spec of all 107 cars built. **GC**



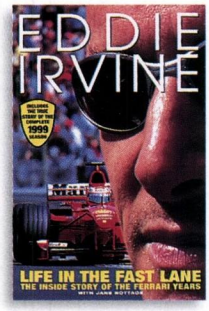
WORLD MOTOR RACING CIRCUITS
A SPECTATOR'S GUIDE
BY PETER HIGHAM AND BRUCE JONES
ISBN 0-233-99619-2

Published by Andre Deutsch, £20.00

In an office chock full of reference books there are some that quickly become favourites. To do so they need to fulfil certain criteria: be quick to use, reliable, comprehensive and unique. *World Motor Racing Circuits* is set to become such a book.

Written by Peter Higham – author of the equally invaluable *Guinness Guide to International Motor Racing* – and former *Autosport* editor Bruce Jones, this spectator's guide is an in-depth look at every major racing circuit in the world with a selection of historic tracks thrown in for good measure. In all the book covers over 70 venues, each circuit illustrated by impressive 3D graphics and colour photography. The tracks are placed within their historical context, information on all major race results supporting the text.

For the armchair fan the circuit maps would help the viewing of any televised Grand Prix, while the more active fan will find the travel information, ticket sales numbers and even local tourist offices equally helpful. I genuinely can't find a bad thing to say about this book and at £20.00 for a hardback it is exceptional value for money. Highly recommended. **MF**



EDDIE IRVINE – LIFE IN THE FAST LANE
BY EDDIE IRVINE WITH JANE NOTTAGE
ISBN 0-09-18746-02

Published by Ebury Press, £16.99

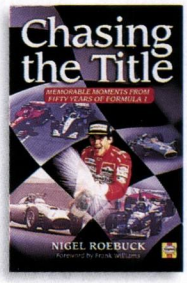
In the political world of Formula One, the dearth of free-talking, black and white characters is ever more apparent. Behind the scenes, drivers and team owners may gripe and moan to their heart's content, but God forbid that it should ever become public consumption.

There is, of course, always an exception to every rule and in the Grand Prix circus that exception goes by the name of Eddie Irvine. Love him or loathe him, the Ulsterman could not be blamed for mincing his words and in his latest book he continues in the same vein.

Centred around his increasingly turbulent time at Ferrari, the book is a surprisingly revealing portrayal of a man who has done little to disguise his mistrust of the media and journalists in particular. Irvine talks candidly, and refreshingly, about his professional and personal life and while some of his beliefs – and actions – may offend many people's sensibilities, it's hard not smile at large sections of the book.

For the gossip-mongers out there, the chapter entitled 'Girls, girls, girls' is all you need to know. For the more serious race fan, his views on Ferrari and Michael Schumacher are equally illuminating.

Eddie Irvine – Life in the Fast Lane may have one of the least imaginative titles of the year, but it's what's between the covers that counts – for Eddie and his readers... **MF**



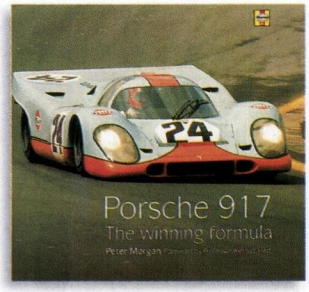
CHASING THE TITLE
BY NIGEL ROEBUCK
ISBN 1 85960 604 0

Published by Haynes, £19.99

This is the sort of book that only a man like Roebuck can get away with writing. You need only look at the chapter headings to know that the name of the book is, in fact, simply a catch-all phrase designed to be broad enough to connect an otherwise unconnected series of events. The subhead 'Memorable Moments in Formula One' is rather better at revealing the true purpose of this book.

Call it self-indulgent and it would be hard not to agree, and many of the events, such as the 1971 Italian GP, 1979 French GP and 1994 San Marino GP may be regarded as obvious milestones in the memory of any true follower of Formula One. No matter, what counts here is Roebuck's narrative and the quotes from those with whom he has spent a generation on the Grand Prix circuit. He's certainly not afraid to speak his mind and takes particular delight in deflating the egos of those with an over-inflated opinion of their contribution to the sport.

Mostly, however, this book is to be enjoyed because through all the tragedy, disillusion and tedium that often goes hand in hand with F1 racing, Roebuck's enthusiasm for the sport remains undiminished. It is the reason you should buy this book – and why he has written for every issue of MOTOR SPORT since it was relaunched nearly three years ago. **AF**



PORSCHE 917
BY PETER MORGAN
ISBN 1 85960 633 4

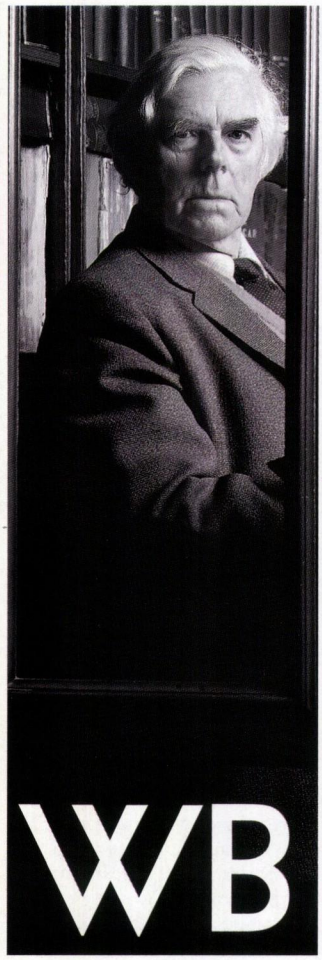
Published by Haynes, £25.00

This is a celebration of the car voted in MOTOR SPORT as the greatest racing car of all time and about time too. You may or may not find the chronological trot through its history to your taste but there is certainly no arguing the depth of Morgan's knowledge or research or the obvious passion that he feels for the unique Weissach breed.

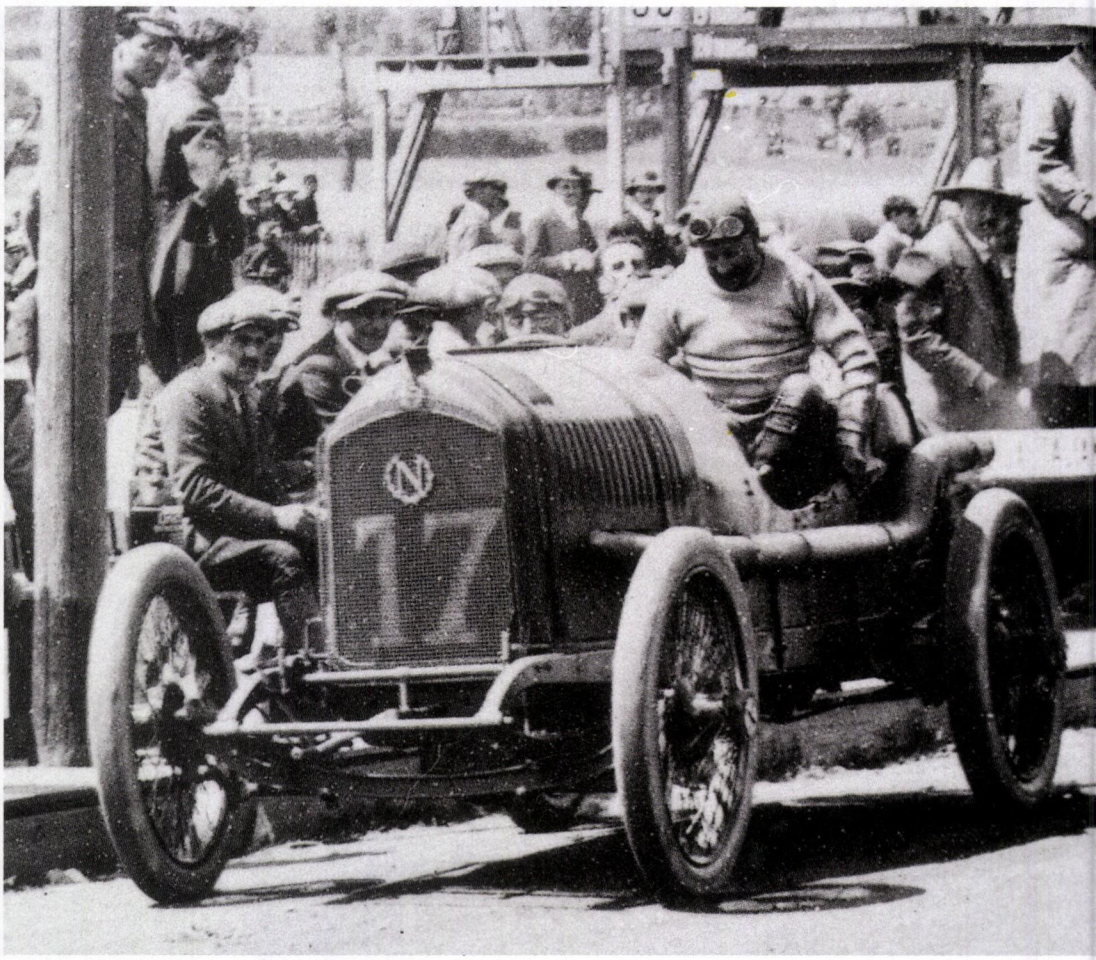
The story starts long before the 917 was first seen in public at the Geneva Salon in 1969 and catalogues Porsche's slow build-up to the top class of sportscar racing. It continues through its tricky and once fatal early iteration, the first Le Mans and then onto its utter domination of the category.

It follows the Porsche 917 to North America once European regulations had banned it from its traditional hunting grounds, and catalogues its rampage across the continent until, once and for all, another rule change rendered it obsolete at the end of 1973, but not before wrapping up the Can-Am championship that year with the 917/10 and 917/30 winning every single race. Best of all, to me at least, is the detailed chapter on the 917's last laugh, the 221mph lap of the Talladega Raceway by Mark Donohue, setting a record for the fastest lap of any circuit that would stand for a decade. Donohue himself had just ten days to live.

This is not the last word on the 917. One day someone will do a vastly expensive, nut and bolt look at the car, shoot every component and test it to the limit and finally get under the skin of this greatest ever sportscar. And, if you're wondering, my hand is in the air. Until then, this will do just fine. **AF**



WB



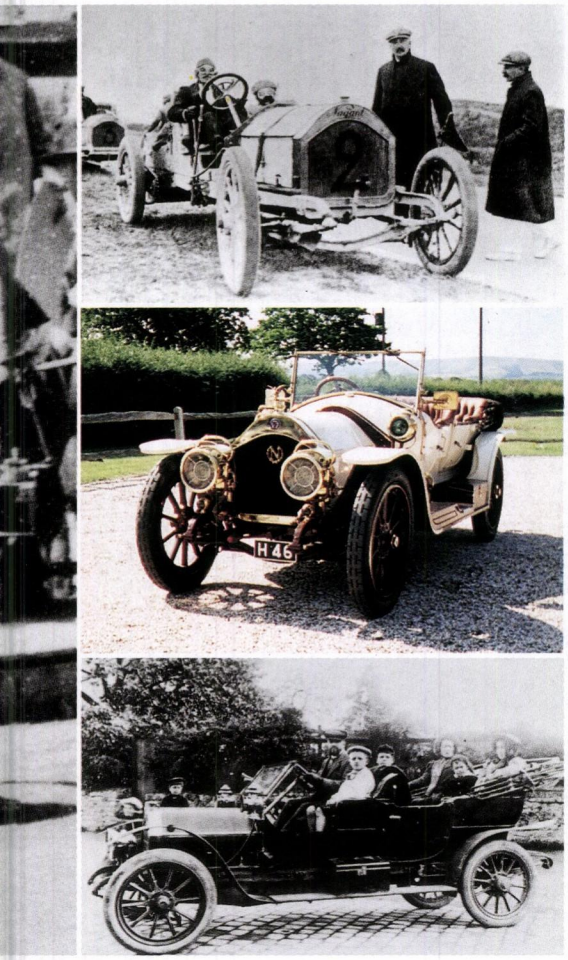
Belgium's forgotten Nagant

MOTORING HISTORY HOLDS ALL MANNER OF INTERESTING items. Recently I learned that VCC member Mike Bradbrook has owned for the past four years a very desirable 1910 24/30hp touring Nagant, but knows not a lot about this rare make. Neither did I, so some modest research seemed in order.

The Nagant was a product of Liège in Belgium. It first appeared in 1900 and sold in England for a time as the Nagant-Hobson. In Belgium Leon Nagant and his brother built opposed-piston Gobron-Brilliés in their armaments factory for an outside supplier until they began to make their own conventional cars. The 30hp chassis was rather impressive, if not perhaps quite in the class of the Minerva from Antwerp, which some regarded as the equal of our Daimler, also with Knight sleeve-valve engine, or even the Rolls-Royce. After which Nagant turned out quite brisk small cars, in the form of the side-valve 14/16. There was also an arrangement to make another French car, the Rochet-Schneider, under licence at their factory at 44 Quai de Coronmeuse.

It is pleasing to know that Nagant, like Germaine, Minerva, Excelsior, Metallurgique, FN and and other Belgian makes, took an active part in motor racing. There was a racing version of the 1907 35/40, and there was a Nagant, with a cowled radiator, in the 1911 Coupe de la Meuse. But the most striking appearance was in that gruelling French GP of 1914. Two cars were entered for Esser and Leon Elskamp, with neat bolster tanks and spare tyres behind and four-cylinder 16-valve twin-cam engines. In this memorable race, dominated by Mercedes, Esser, described as "driving splendidly", came home sixth, behind the three victorious cars from Unterturkheim, Jules Goux in the faster of the remaining Peugeots and Dario Resta in a Sunbeam. Esser had beaten Rigal's Peugeot, Duray in a Delage, a Schneider, an Opel conducted by Jorns and a Fiat, some of the greatest names in racing, and this in a race of 38 starters but only 11 finishers after those 467 miles at Lyon, before war broke out.

A 3-litre sportscar came out in 1925 and justified itself with first and scond in class in the Spa 24-hour race,



Esser's 16-valve dohc Nagant finished sixth in the 1914 French GP (main photo). From top: Busson on a 30/40 racer in 1907; Mike Bradbrook's 24/30; a 14/6 tourer

driven by de Tozée/Cheville and Wery/Scholeur.

Original except for aero-screens and mudguards, and giving 10 to 12mpg on a 2.4 top gear, Esser's car was being used regularly in Glasgow in 1923. In England Nagant-Hobson, from their premises at 29 Vauxhall Bridge in London, had, as far back as 1908, advertised wins at Brooklands by private entrants with 20/30 Nagants. This 27.8hp model with dual-ignition sold as a chassis for £500, and one took part in the 1908 Scottish 2000-Mile Trial.

For a time Ernest Valentin was Technical Director, his successor after 1907 being engineer Dulresne. Production was modest, some 200 cars a year after WWI, but the make was exhibited at the Paris Salon, though never, I think, in Britain. But these cars with the ringed 'N' badge had the reputation of being soundly constructed, with precision machinery. The post-war cars had overhead valves and four-wheel brakes, and the 15CV model was enlarged to 2 litres by 1925, and a s/c engine was exhibited at the 1927 Brussels Show. But this promising move ended a year later when the Imperia Company took over.

Unfinished...

PRESENT DAY RACING HAS ONE ODD FACTOR TO EXPLAIN AWAY. A car can today be placed in the results even after retiring. In older times, unless a car covered the full distance, or at least crossed the finishing line before the time-limit, it was flagged off. Not any more. Tenth place in the German GP went to Jacques Villeneuve although he had retired four laps from the end of the race. I have no wish to criticise this 'finish' by the BAR-Supertec, but if a car retires, how can it be classed as a finisher? It didn't happen pre-war...

Example; running third in the 1932 Brooklands British Empire Trophy, Jack Dunfee's Bentley burst a tyre on the last lap. Well ahead of Earl Howe's Delage, it was crawling on to take that third place when an official signalled Dunfee to turn off into the finishing straight instead of continuing to the finish-line. Dunfee obeyed, but probably concluded that he, and Eyston (Panhard) and Cobb (Delage) ahead of him, must have done a lap too many and that he would get his placing. Not so. He had not crossed the line. Howe did, and was placed third. Although it was accepted that there was poor liaison between the finish-area marshalls and the parking area marshalls in the finishing straight, Dunfee was not allowed his place. All he got was a compensatory award. Why, and when, was the rule changed?

A recreation

TO PRESERVE AN IMPORTANT PIECE OF BROOKLANDS' HISTORY Jim Baxter has built up an interpretation of the motorcycle ridden by G E ('Wizard') Stanley there in 1912; he was the first to exceed 75mph on a 500cc machine and set the class hour record to over 67mph.

The single-cylinder engine had side valves, and was said to have pioneered overlap timing, the exhaust cam which prodded its valve via a right-angled roller-ended rocker also opening the inlet valve at one point after the inlet cam and similar rocker had ceased to do so. The Singer engine also has its liberally drilled cutaway piston, with centre strut to the crown, above the gudgeon-pin. The engine has been put into a single-gear belt-drive Quadrant in stripped racing trim (below), and is transported in Baxter's open Lancia Lambda.

This has set me wondering when valve overlap was first used? If not on this Singer racing engine, when? Griffith Borgeson, in his erudite book *The Classic Twin-Cam Engine* (of which my copy has 42 typed corrections by the conscientious author) admitted to not knowing, but thought it might have been used first for the Henry-Peugeot racing engines of 1913/14. Or was it much earlier?



miscellany

THE FAMOUS EX-JOYCE/AKED racing AC, so well known in the 1920s, was due to appear at the AC works near the Track in December, as its owner, R Smith, after much toil, has got it running again, and it keeps his HE company. The previous owner was Robbie Hewitt, who found it long after Aked had ceased to use it for sand racing, and it put up historic speeds when driven by J A Joyce.

* * *

THE VSCC OF AMERICA HAS added selected cars made before 1960 as eligible for its events, plus some later ones if specially approved, as well as pre-war cars. The list includes post-war HRG, Jowett Jupiter, SU-carb Morgans, Peerless GT, Swallow Doretti, Veritas, etc. My hope is that the VSCC will never copy.

* * *

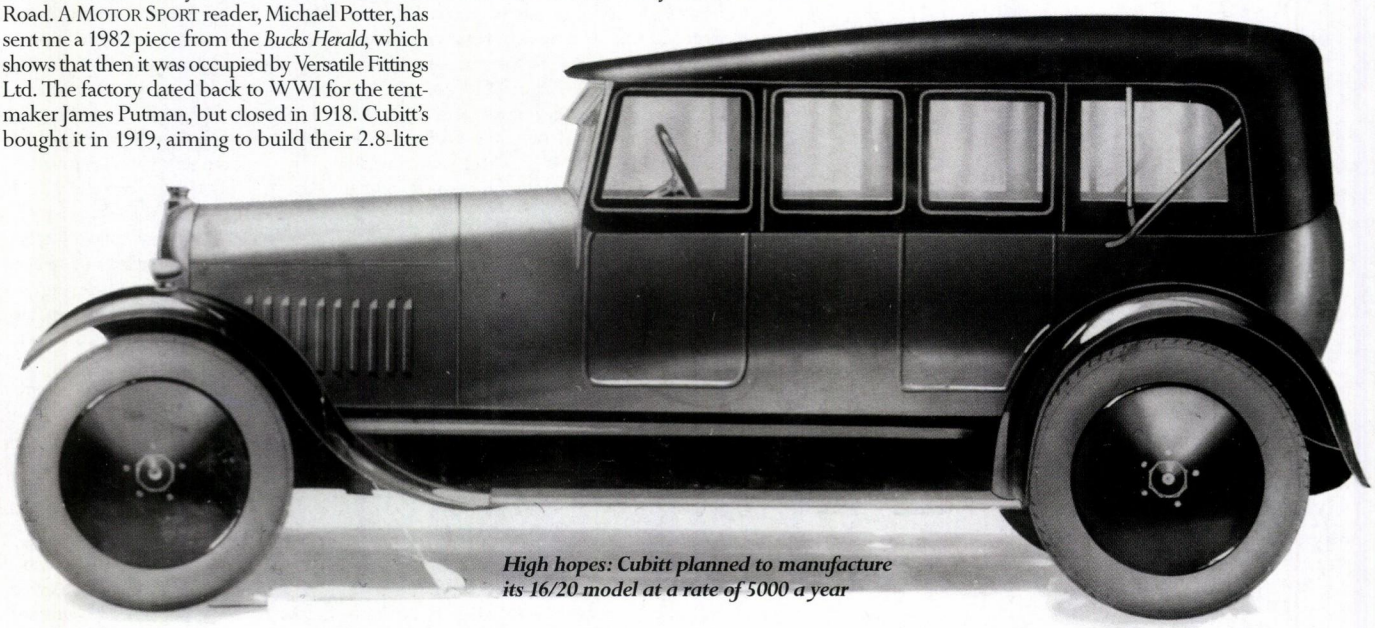
HEARING JACKIE STEWART, before Johnny Herbert's fine win in the European GP in a Stewart-Ford, remark on Ford's support for the new Jaguar F1 team reminded me of how, when Ford backed Lotus, I used to try to get Jenks to describe the F1 cars as Lotus-Fords, mindful of the part Ford played in financing things. But he would describe them as Lotus-Cosworths, to give credit to their splendid engines. I expect he would have written McLaren-Ilmor, rather than call their engines Mercedes-Benz, much as we both admired Mercedes cars.

* * *

MARAUDER CARS QUITE RIGHTLY refuse to fade away. There are 12 survivors of these Rover based sportscars devised by Peter Wilks, George Mackie and Spen King. Priced at £1,256 at the launch in 1950, when I inadvertently left with all the hand-out photos, thinking they were a set, double purchase tax increased this to £2,001, when an XK120 Jaguar cost £1,538, which probably killed off this individualistic car.

Cubitt's Aylesbury home

THERE IS INTEREST IN THE FATE OF OLD MOTOR factories and racing shops, etc. A long time ago, riding into Aylesbury in a Model-T or Lancia bus from Waddesdon, I used to note the remains of the old Cubitt car factory on the left of the Bicester Road. A MOTOR SPORT reader, Michael Potter, has sent me a 1982 piece from the *Bucks Herald*, which shows that then it was occupied by Versatile Fittings Ltd. The factory dated back to WWI for the tent-maker James Putman, but closed in 1918. Cubitt's bought it in 1919, aiming to build their 2.8-litre 16/20 car there on a mass-production scale of 5000 a year. That ran into difficulties, and in 1924 the company was wound up with a loss of £420,000 and 500 jobs. The place remained empty until Hazell, Watson & Viney took it over in 1938. During WWII EK Cole made Ekco radio equipment there. In Cubitt's hey-day you might see an enormous line-up of cars outside the four-bay building under a huge 'The Cubitt Car' notice.



High hopes: Cubitt planned to manufacture its 16/20 model at a rate of 5000 a year

VSCC Trophies settled at Cadwell Park

THE CADWELL PARK CIRCUIT NEAR LOUTH IS WELL suited to vintage racing, and offers good viewing, with the exciting hill-section. Dry conditions made the VSCC last visit doubly enjoyable. The big race was for the Shuttleworth & Nuffield Trophies, won at 70.11mph by Spencer Flack's 1952 Cooper-Bristol, Ted Dunn's Riley taking the Nuffield Trophy in a close finish, only 0.48sec behind after a fastest of the day lap of 71.42. Bill Morris' ERA R12C was some way behind but held off Ricketts' ERA GP1.

The meeting opened with James Baxter winning the Frazer Nash/GN Handicap, Clive Woolley's 1928 Bentley won the Melville Trophy race, Hernandez's fast A7 the Spero and Voiturette Trophies event, Tim Llewellyn's Bentley the Holland Trophy race, while that very good driver Julian Majzub in his 1927 Bugatti took the prestigious Williams Trophy contest. The winners of the supporting races were Tim Rides (Wolseley), two races, Peter Livesey (Alvis) and Kevin Hilton (Riley).







Williams grid with winner Majzub's blue 35B up front; Bill Morris in R12C at No Barn Corner (it's been demolished); Tim Llewellyn took Holland Trophy

Wilfredo Ricart designs

A SPANISH READER WOULD LIKE TO KNOW more about Wilfredo P Ricart. He is remembered for the design of the advanced and fast Pegaso sportscars of the 1950s, which I reported on some months ago, before he retired in 1958. But prior to that Ricart had been responsible for some interesting racing cars when he was a young man, beginning with the 1½-litre four-cylinder twin-cam 16-valve dual-ignition Pegasos, of which two were prepared for the 1922 Penya Rhin GP.

These were followed by the Tipo 226 1½-litre six-cylinder sportscar, shown at the 1926 Paris Salon. Apart from Pegasos, Ricart was also the engineering consultant for those 3-litre straight-eight National Pescaras which ran at Shelsley Walsh in 1931, driven by Zanelli and Tort.

More memorably, Ricart moved on to Alfa Romeo to design Grand Prix machinery, and in 1939 produced the Tipo 162 V16 two-stage supercharged racing engine. The beautiful Tipo 158 and 159 *voiturettes*, which became so immensely successful after the war, effectively used one bank of this V16. Ricart's last pre-war GP engine was the remarkable 335bhp Tipo 152 1490cc flat-12 with very high-pressure Roots boost.

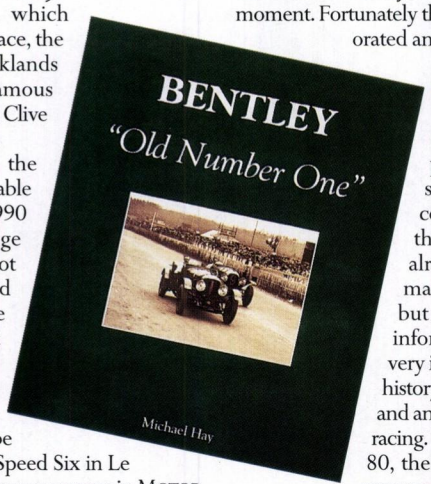


Zanelli tackles Shelsley Walsh in the 3-litre Ricart-designed Nacional Pescara in 1931

Cars in Court

I WAS INTERESTED TO SEE MICHAEL HAY'S recent book about *Bentley – 'Old Number One'*, which describes, race by race, the Le Mans and Brooklands career of this famous Speed Six, in which Clive Dunfee lost his life.

The car was the subject of a memorable court case in 1990 when Middlebridge Scimitar decided not to buy it from Mr Ed Hubbard for some £10 million. That case caused me anguish, because I could not see how this Bentley could be called the original Speed Six in Le Mans trim, and I gave my reasons in MOTOR SPORT, asking for my article to be shown to the lawyers. It wasn't, and when the Judge awarded the case to Mr Hubbard I expected to be led away to the Tower at any moment. Fortunately the matter then evaporated and I still walk free...



This detailed book tells much about 'Old No 1', which remains the property of the TSB since Middlebridge collapsed as a result of the case. You may already have seen many of the pictures, but these have long informative captions. A very interesting, nostalgic history of a great sports car and an important period of racing. Two points: on page 80, the car Jack Dunfee is seen overtaking is a Salmson, not an Amilcar; and where is Mr Hubbard now? He was last seen in Columbia, I hear...

miscellany

AMONG OTHER VINTAGE cars, John Blake has a Montlhéry BNC. His son Matthew has found another and seeks its history. Owned by Dick Batho and Peter Banner, and before that raced in VSCC events by John Clissold, it was re-registered MY 3154, and had a Riley 9 motor. It may originally have had a Lombard engine with Cozette blower, instead of the usual SCAP or Ruby. Could it have been the BNC owned by a Mr J B Johnson, which Dr Benjafield and Charles Brackenbury raced in 1929? The Blakes would welcome any further information.

* * *

WHEN DID AUSTRALIA have its first steam car, as distinct from earlier steam coaches? Information has reached me about such a car built in 1900 by Percival Albert Robinson, who made it all in his works, wheels included. His father had a foundry and the plans were seemingly those published in *The Automotor Journal* that year, based on Overman lines, and looking rather like a Locomobile. The steam car was quite successful, and a second one was built in 1901.

* * *

PLANS FOR THE Millennium Year are forming. The VCC of GB will re-enact the 1900 1000-Mile Trial round Britain on May 18 - 27 2000, and meanwhile continues to use splendid colour pictures of veterans and historic articles in its excellent *Veteran Car Gazette*. The VMCC, among a full fixture list, hopes to have 5000 older motorcycles out and about on its Relay Rally, and the Napier Centenary and many other meetings will be held at the historic Brooklands site in 2000.

* * *

ALL PRE-BMC AUSTINS are eligible for the Austin Millennium Rally at Gaydon's Heritage Motor Centre on May 27 - 29 2000, with up to 1000 cars expected from around the world.

* * *

SALTBURN IS TO HAVE A Century of Speed on September 9 and 10, 2000, to recall the days when famous drivers and cars competed on the sands there; appropriate cars, especially if raced there, are sought. Gerald Firkins has promised to run the 1905 ex-Guinness 200hp 22.1-litre V8 LSR Darracq he has been rebuilding for many years, on the Marine parade which will hopefully be closed. If interested, apply to Maurice Jennings on 01642 556 819, evenings.

* * *

THE NEW SECRETARY OF the Midland AC, following the retirement of Mark Joseland, is Roger Thomas, a well-known competitor with his Westfield and Vision cars. The MAC has plans for a new Club Office nearer to Shelsley Walsh.

* * *

THOSE WHO DO THE JOHN O'Groats to Land's End run may be surprised that in 1999 ten Sentinel steam wagons did this trip successfully, repeating an identical journey in 1976.





PARTING SHOT

1966 MOSPORT PARK CAN-AM ROUND
Mark Donohue's Lola T70 takes the flag

CONGRATULATIONS TO

BOB BERRIDGE

THOROUGHBRED GRAND PRIX CHAMPION 1997, 1998 & 1999



1st 1999

8 starts
7 wins
1 DNF

1st 1998

8 starts
7 wins
1 DNF

1st 1997

7 starts
5 wins
1 second
1 third

In winning the Thoroughbred Grand Prix championship for a superb third consecutive time, Bob Berridge has maintained not only his and Richard Salisbury's (of European Formula Racing) proud record of success, but also that of his car. For his is the very Williams FW08 that Keke Rosberg took to victory in the 1982 Swiss Grand Prix at Dijon, and which formed the basis of the Finn's victory in that year's world championship.

Just as in the previous two seasons Berridge has dominated, rather than merely won this series which is run for 3-litre F1 cars from the period 1966-85, the classic 'kit car' era of F1. His retirement from the Brands Hatch round marked the only occasion in which the Williams wasn't first past the flag.



1998 marked Berridge's first season with the Willams and his dominance with it was immediate. As in 1999 he won the title the difficult way, from the most competitive class; the series is divided up into three age categories with points awarded on position in class. The toughest class is that for cars 1978-85.

Once Berridge got his hands on a competitive car it was always likely that such dominance would follow. He had, after all, won the 1997 title with a 1983 Ram. With this car, which in its time was a regular non-qualifier from a low budget team, he beat various Williams, Lotus and Tyrrells to the crown. His work in partnership with Richard Salisbury of European Formula Racing in unlocking long-hidden technical potential from the car was a key to his subsequent success with it.

He also set, on those tracks where a comparison was still possible, times directly comparable to those recorded by grids of the pukka Grand Prix car era, something he has since repeated with the Williams.

Photographs courtesy of MAWP Sport

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Greatest Achievements of the 20th Century

The twentieth century has been the era of the internal combustion engine, of the motor car, and of motor sport. Throughout the decades, the sport has demanded the highest levels of skill, bravery and speed, while for more than seventy-five years, MotorSport has chronicled the highs and lows, the triumphs and the tragedies.

As the new millennium begins, MotorSport looks back upon the great achievements of the last century with some of the companies which have made them possible.

History in the Making.

1968 Lynx is founded. The company quickly cements a reputation for exceptional workmanship and attention to detail, earning particular renown for its work on Jaguars.

1974 The Lynx D-Type is launched at the Racing Car Show in London. To date, Lynx have produced over 40 of these exquisite recreations of Jaguar's most successful racing car.

1979 The Lynx XJS Spyder is launched. The world's first 2 + 2 XJS convertible.

1981 Lynx design the Eventer, a shooting brake version of Jaguar's XJS. More than sixty Eventers have since been built.

1982 Lynx rebuild the Lindner-Nöcker Low Drag Coupe (S850662), just one of the many Lightweight E-Types the company has been privileged to maintain and prepare for competition.

1987 Lynx succeed in gaining seven official UK National Speed Records in the Lynx D-Type '57 SAL' at the M.I.R.A. test track facility.

1990 Lynx rebuild the ex Ford of France works Ford GT40 - Chassis 1003.

1993 Lynx restore the unique Ecurie Ecosse Transporter.

1996 Lynx develop the ultimate Jaguar S-Type. A fully modernised fuel-injected twin turbo version, which is featured on BBC's Top Gear Programme.

1999 Lynx restore the Kjell Qvale Lightweight E-Type (S850660). The car had been discovered in a Los Angeles garage having been missing for more than three decades. The car resumes its racing career after a gap of 36 years, winning its class in the HSR Sebring Endurance Challenge with Lynx chairman John Mayston-Taylor at the wheel.

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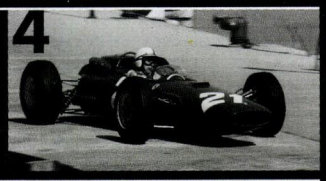
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CONSTRUCTORS CHAMPIONSHIP

1961



1964



1975



1976



1977



1979



1982



1983

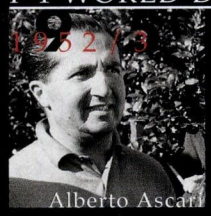


1999



F 1 WORLD DRIVERS CHAMPIONSHIP

1952/53



Alberto Ascari



1956



Juan Manuel Fangio



1958



Mike Hawthorn



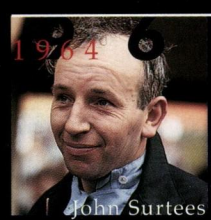
1961



Phil Hill



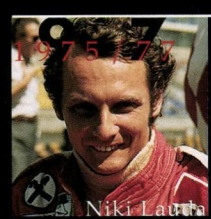
1964



John Surtees



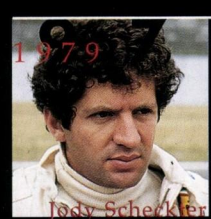
1975/77



Niki Lauda



1979



Jody Scheckter



MANUFACTURERS TITLES

1953



1954



1956



1957



1958



1960



1961



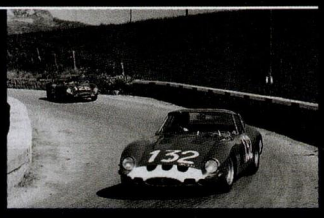
1962



1963



1964



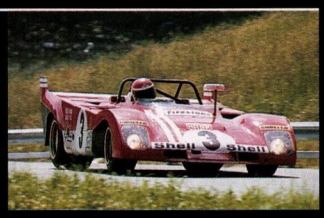
1965



1967



1972



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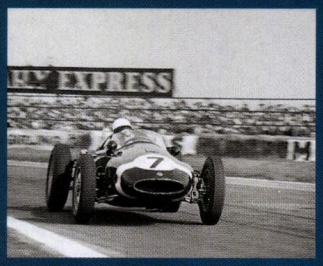
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1

DEREK BELL

Derek Bell made his debut at Goodwood in 1964. He is pictured in pensive mood on the grid in 1966



2

STIRLING MOSS

The great Stirling Moss heading for second place in the 1960 Glover Trophy at the wheel of a Cooper



6

PETER WALKER

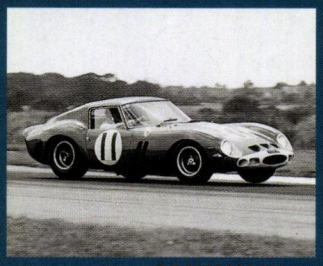
Peter Walker in the ERA E-type in 1949. Two years later he would win Le Mans with the Jaguar C-type



7

INNES IRELAND

Innes Ireland gives the rear-engined Lotus 18 a sensational debut win on Easter Monday 1960.



11

GRAHAM HILL

Double-World Champion Graham Hill lifts the inside front wheel of his Ferrari 250GTO in 1963.



12

STUART LEWIS-EVANS

Stuart Lewis-Evans gives his all in a Cooper F3, having won the Glover Trophy the previous year



16

CLIFF DAVIS

Cliff Davis in the Tojeiro 2-litre Bristol at Goodwood in 1954



17

ROY SALVADORI

So often associated with Aston Martin, Roy Salvadori is shown at the wheel of a Maserati 250F in 1954



18

PETER COLLINS

The year is 1951. In one of his earliest races, a youthful Peter Collins competes in a Cooper 500



22

MIKE HAWTHORN

Mike Hawthorn working hard at the wheel of the "Thin Wall Special" in the 1953 Glover Trophy



23

TONY ROLT

Best known for his drive to victory in the 1953 Le Mans, Tony Rolt is seen here in a Connaught B-type in 1954.



24

KEN WHARTON

Ken Wharton gives the over-complex V16 BRM a rare victory in the 1954 Glover Trophy



3

CARROLL SHELBY

Texan Carroll Shelby man-handles 3-litre Aston Martin DBR-1 around Goodwood in 1958



4

MASTEN GREGORY

1965 Le Mans winner Masten Gregory at the wheel of a Cooper in 1959.



5

JIM CLARK

Jim Clark pushes his Aston Martin DB4GT Zagato to the limit and beyond in the 1964 Tourist Trophy



8

MIKE PARKES

Mike Parkes passes a Lotus Elite in his Ferrari 250GTO in 1962.



9

DUNCAN HAMILTON

Duncan Hamilton attacks with typical verve at the wheel of a D-type in 1955.



10

BRUCE McLAREN

Bruce McLaren in a Cooper in 1964. Six years later he was to lose his life at Goodwood



13

JOHN SURTEES

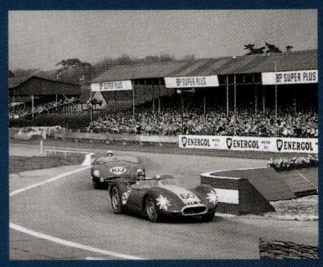
John Surtees races the Lola Mk4 in 1962. Surtees made his motor racing debut at Goodwood.



14

IVOR BUEB

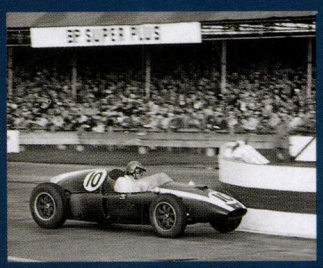
The great Jaguar driver, Ivor Bueb, pushes his Mk I saloon to the limit through the chicane in 1959



15

ARCHIE SCOTT-BROWN

Archie Scott-Brown and his Lister-Jaguar show Aston Martin the way home in 1958



19

JACK BRABHAM

Three-times World Champion Jack Brabham negotiates the chicane in the 1959 Glover Trophy in his Cooper T51



20

JACK FAIRMAN

Jack Fairman presses on in the DBR-1 with which Aston Martin won the World Sports Car Championship in 1959



21

REG PARNELL

Reg Parnell won 11 times at Goodwood. He is pictured here en route to victory in a Ferrari 625



25

ERIC THOMPSON

13th August 1949. 1.5 litre Lightweight H.R.G. wins two races



26

Bob Gerard

Shown here finishing second in the first race meeting at Goodwood in the ERA R14B No21

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LE PUR-SANG DES AUTOMOBILES

Those who own or drive Bugattis have always demanded a rarefied experience. When they were new, the cars delivered their magic because of the genius and vision of Ettore Bugatti. Today, it falls to the expert knowledge and enthusiasm of specialists such as Ivan Dutton Ltd to ensure the great marque carries into the new millennium those irresistible traits that mark out every Bugatti as something special.

For more than 20 years, Ivan Dutton Ltd has regarded itself as privileged to be a part of the Bugatti world, the origins of which stretch back to 1907 when the first Bugatti, a small car of sprightly performance, gave a taste of what was to come. Throughout the marque's life, Bugattis have proved irresistible and highly acclaimed, not least for their individuality and the artistic styling of their mechanical components.

By the early 1920s 'Mon le Patron', as Ettore Bugatti was affectionately called, had in full production the well-remembered Brescia 16-valve 1.5-litre cars, which were road-burners of the day and raced successfully. Bugatti not only raced, but was helpful to amateurs who bought them, such as Raymond Mays with his two Brescias, 'Cordon Bleu' and 'Cordon Rouge'. This led to participation in the Grand Prix, Targa Florio and other great races, with the celebrated Type 3s, endowed with wide-spoked cast-aluminium wheels which were supposed to dissipate heat from the brake drums and tyres. These Bugattis were driven by most of the top drivers of those times, such as Nuvolari, Chiron, Varzi, Etacelin, Williams, etc. They were wonderful cars, and when their 24-valve straight eight single-overhead-camshaft engines became outdated, Ettore replaced them with the twin-cam 16-valve power units for his Type 51 Grand Prix cars.

His racing cars were accompanied by more sober and elegant saloon straight eights of three and five litres and there was the fabulous Royale, a 12-litre monster which quite outflanked even a Phantom Rolls-Royce.

Well remembered, too, are the later Type 57 3.3-litre Bugattis in various forms, and the final Grand Prix cars of the same concept, with their laced-spoke wire wheels and the tubular front axles and reversed 0.24-elliptic back springs, a Bugatti hallmark.

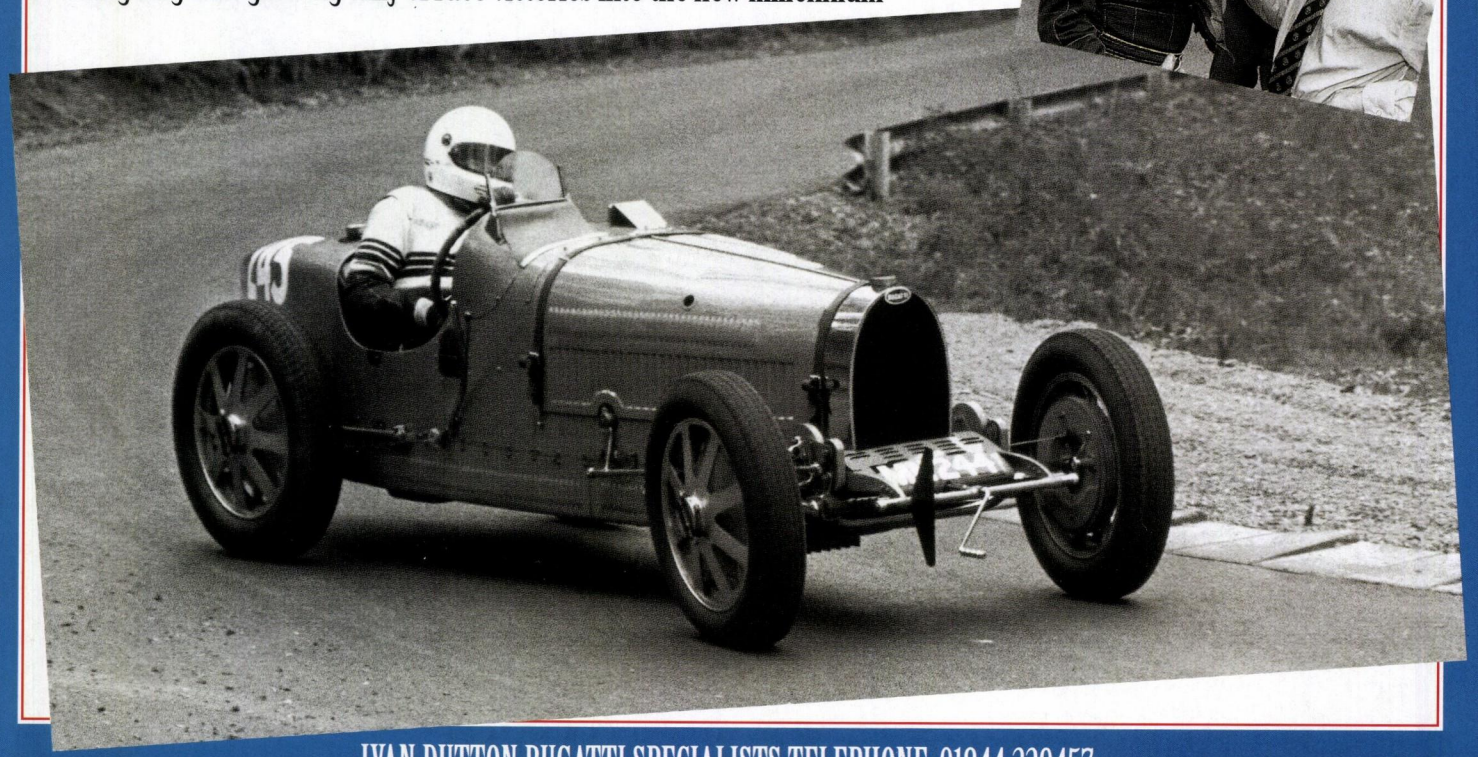
The reverence for such cars lives on, and Ivan Dutton Ltd ensures that the cars themselves live on in a manner of which Ettore would have approved. Four Type 57s are in its restoration workshop and its overdrive conversion for the touring Bugatti is in great demand. Original parts continue to arrive, but Ivan Dutton Ltd also continues to invest in patterns, dies and stock to keep the Bugatti blood coursing through to 2000 and beyond.

Few places does the blue blood pump more vigorously than on the world's race tracks, where Ivan Dutton Ltd enjoyed considerable success during 1999. For 2000, it will again aim to hold the marque's head high amid a challenging and exciting racing programme. Through the work of specialists such as Ivan Dutton Ltd, the Bugatti name will live on and be revered long into the new millennium.

Ivan Dutton

For more than 20 years, Mr Ivan Dutton and all the staff at Ivan Dutton Ltd have been proud of their association with this famous marque and are committed to taking Bugatti s growing tally of race victories into the new millennium





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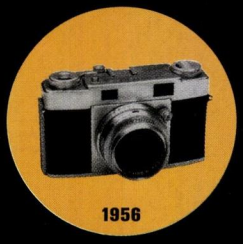


Olympus racing involvement reached new heights when all three drivers on the podium at the French Grand Prix were Olympus backed. World champion elect Mario Andretti won from Lotus team-mate Ronnie Peterson and McLarens James Hunt

OLYMPUS


1935


1952


1956


1959


1966


1968

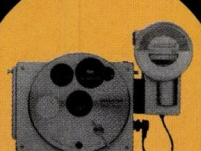

1973


1978





1985



1990



1991



1993



1999


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FERRARI 156/85 (Ch no. 082)
LOTUS 49 (CH NO. 49B/R11)
FERRARI 250 GTO (Ch no. 3607)
ASTON MATIN DB3S (Ch no. 09)
FERRARI DINO 206S6 (Ch no. 004)
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FERRARI 312T3 (Ch no. 034)
LOLA T70 MkIIIB (Ch no. 149)
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JAGUAR XJR5 (Ch no. 004)
LOTUS 971 (Ch no. 001)
PORSCHE 962 (Ch no. 118)
FORD GT40 (Ch no. AMGT-2)
JAGUAR D-TYPE (Ch no. XKD533)
FERRARI 156/85 (Ch no. 079)
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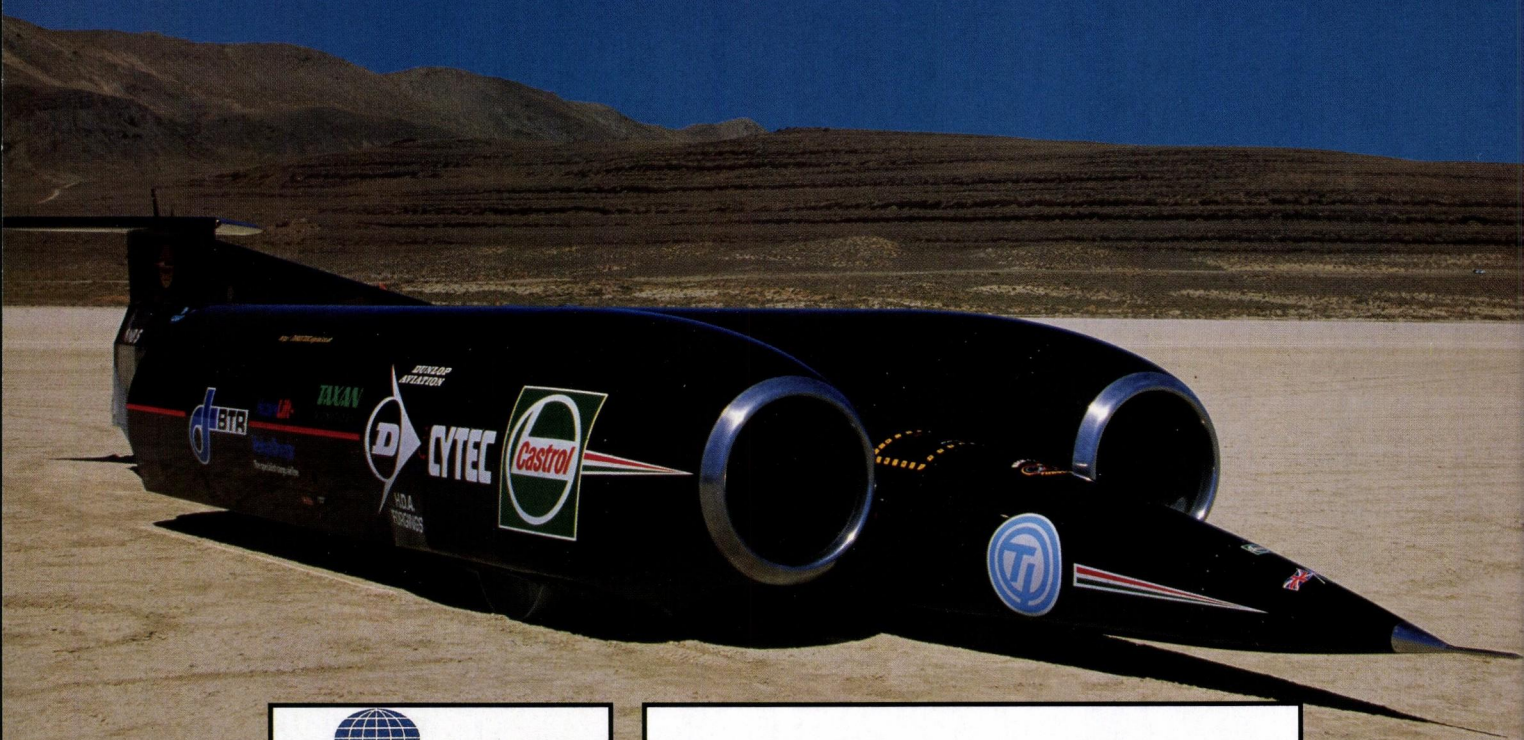
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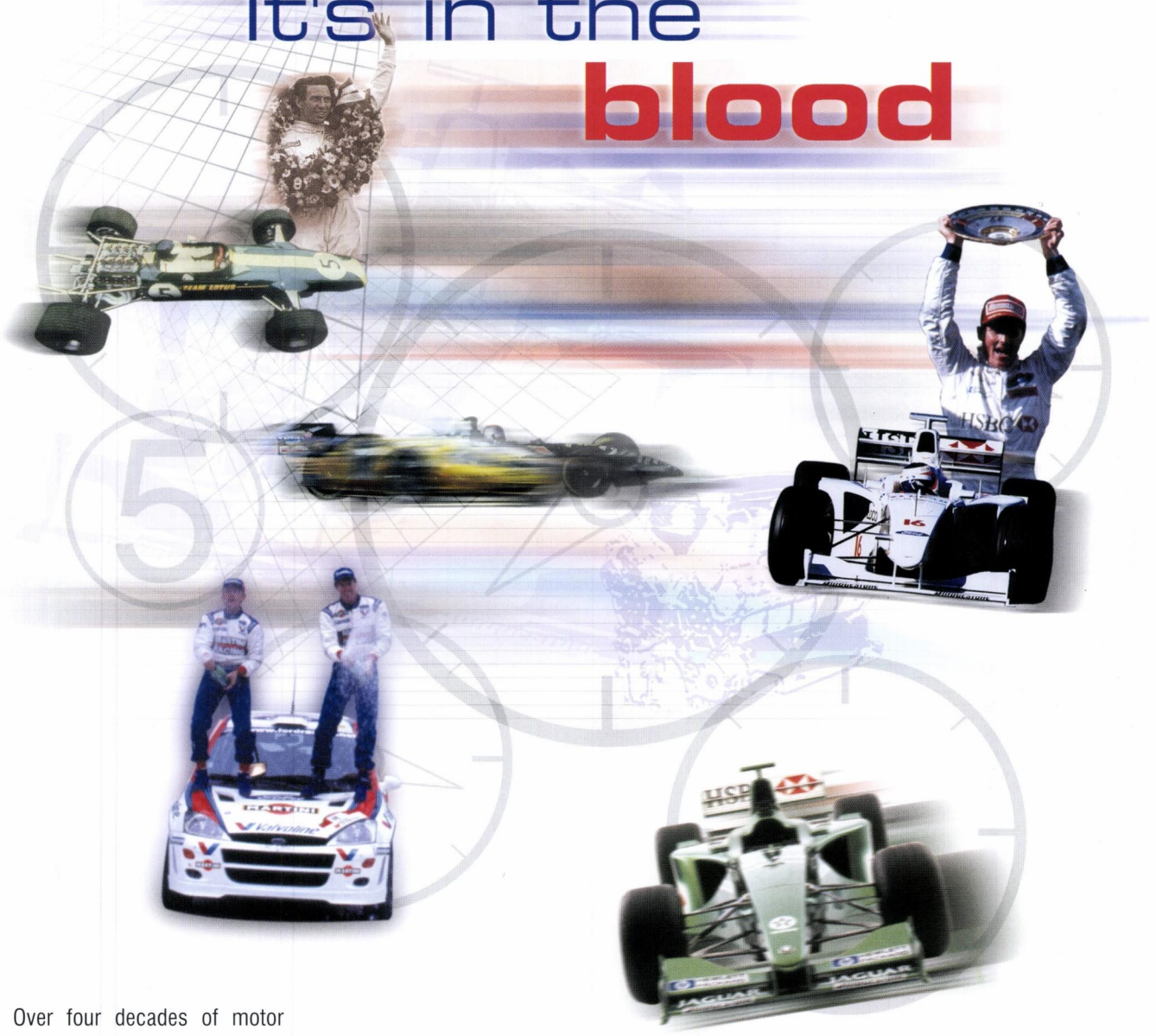
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In 1987, Brooklands Museum Trust was formed to create a museum of motoring and aviation at the world famous Brooklands Race Track.

The Museum opened formally in 1991 and chronicles the achievements of the pioneering men and women who advanced British technology on the ground and in the air and the dare-devil exploits of drivers and pilots in the 1920s and 1930s.

The Museum also tells the story of nearly 60 years of continuous aircraft production at Brooklands from the Roe I Biplane to Concorde.



On the Museum's 30 acres are many of the original buildings: the Clubhouse, the Members' Hill Restaurant and the world's first Flight Ticket Office built for keith Prowse in 1913. A range of wooden buildings, once motor-racing workshops and garages, a World War Two aircraft hanger and Barnes Wallis' 1947 Stratosphere Chamber also survive. Additionally, the steepest part of the members' Banking and the 1-in-4 Test Hill are within the Museum's boundaries. In the Motoring Village the Museum displays collections of cars and motorcycles to bring to life the behind-the-scenes skills of tuners, mechanics and tyre changers in the original motoring workshops. Other displays recapture the wartime years



with the unique Wellington bomber 'R' for 'Robert'.

Today, Brooklands museum attracts visitors of all ages and interests and is particularly popular with schools which participate in our lively educational programme. It is also increasingly recognised as a unique and interesting place for corporate functions and the Museum and its varied programme of events attracts many thousands of visitors including families, tourists and motoring and aviation enthusiasts. There is always something new to see at Brooklands and by becoming a member of the Brooklands Club or The Association of Friends of Brooklands Museum you may return frequently to see progress and will receive regular magazines and updates.

BROOKLANDS MUSEUM

Please note the Museum is closed on Mondays and dogs are not admitted.
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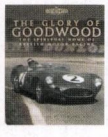
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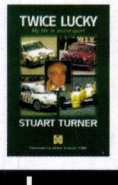


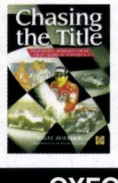
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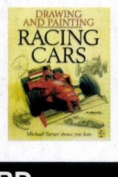


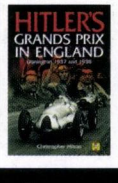
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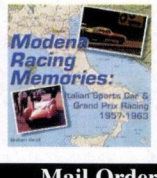
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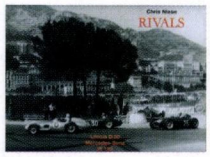








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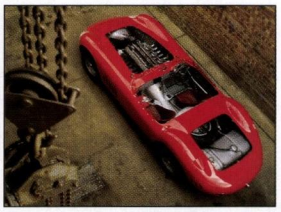


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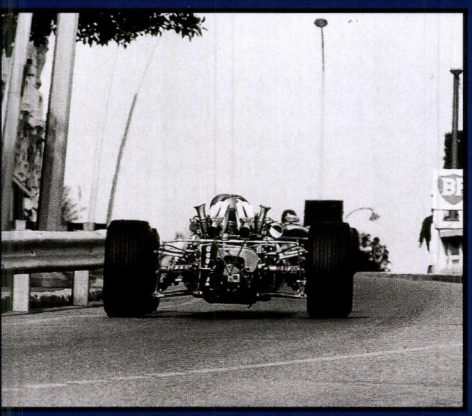
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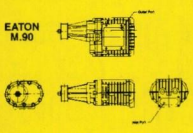
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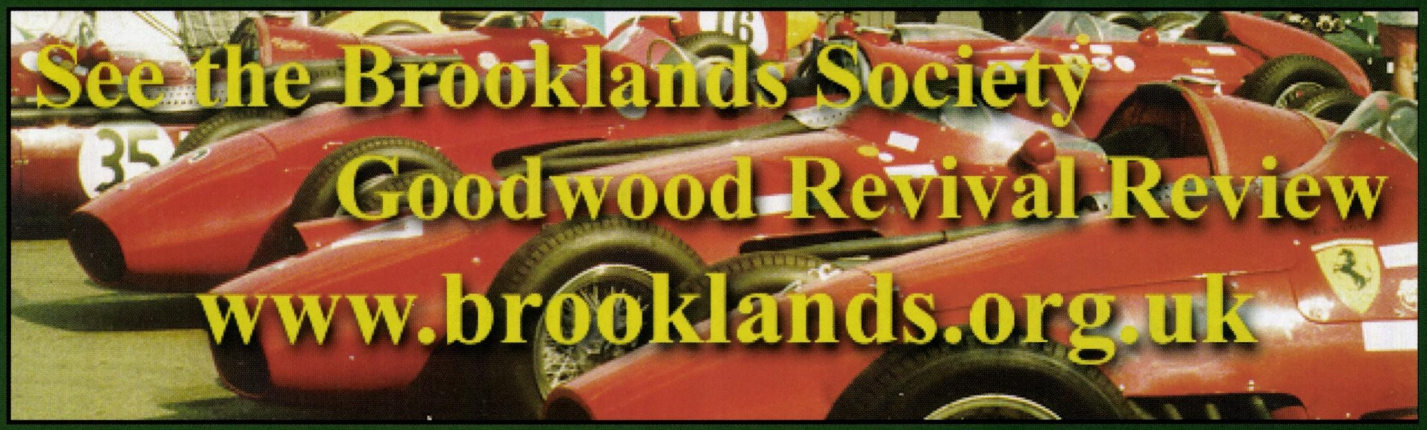
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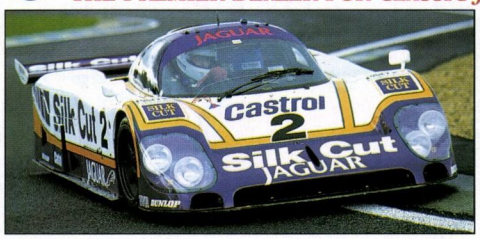
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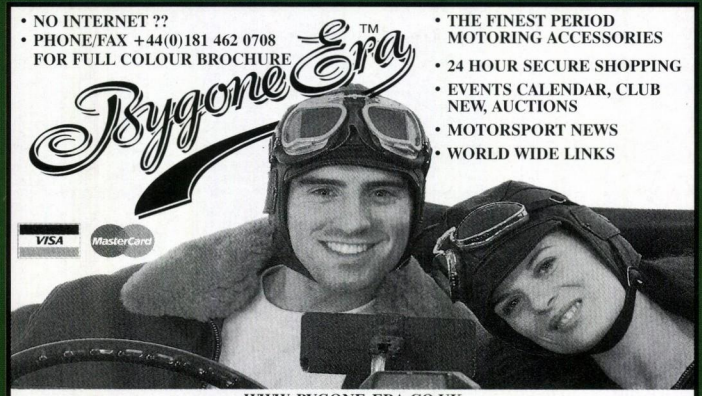
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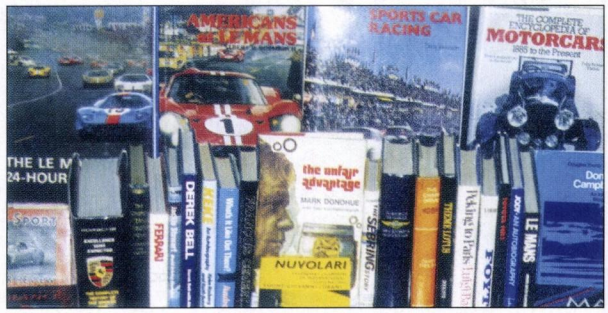
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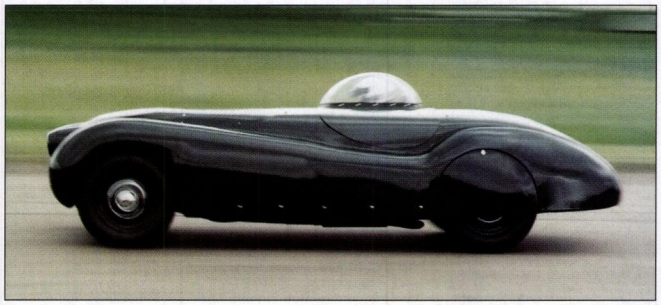
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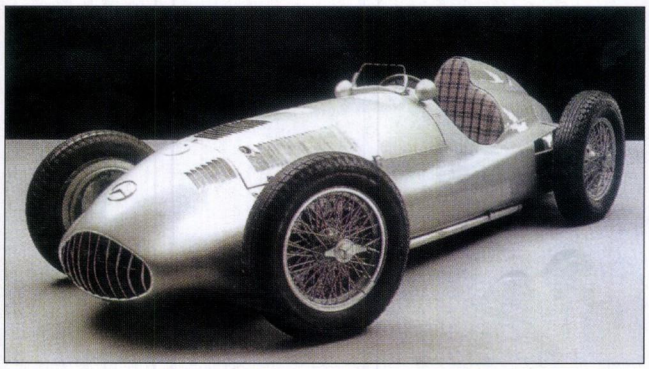
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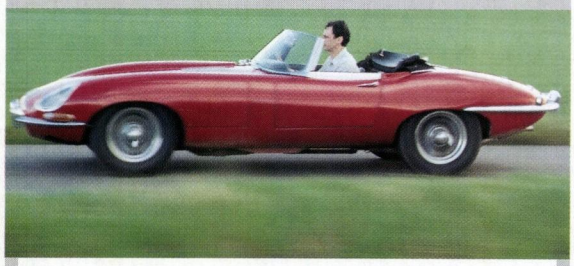
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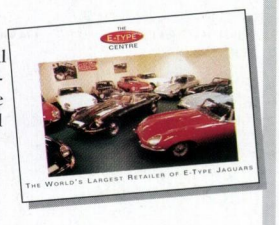
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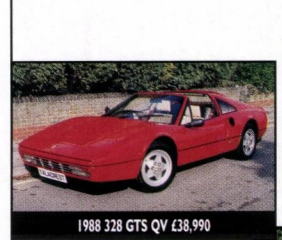
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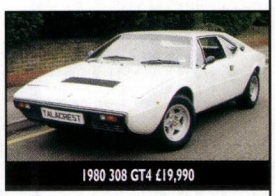
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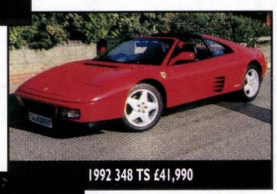
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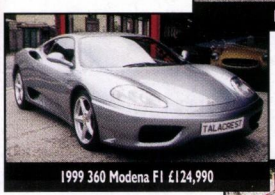
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J

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M

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MORGAN 4/4 2 STR, 1800cc, 1997, ivory, red leather, 2,850 miles, many extras, as new £22,950. Tel/fax: 01189 788629. Private sale.

MORGAN 4/4 4 STR, 1975, blue, wires, leather trim, four new tyres, Koni shockers, front brake overhaul, £7,995. Tel: 01553 840587.

MORGAN PLUS 8, December 1992, one owner, beautiful two-tone silver, aluminium body, red leather, galvanised chassis, 17,000 miles, must sell. Sensible offers invited. Tel: 0181 699 0841 work or 0468 516528. Private sale.

MORGAN +4 2 LITRE, 1986, indigo blue, red leather, walnut dash, wire wheels, 168 bhp, C. Musgrove engine, 30k miles, FSH, many extras, excellent condition, £15,750. Tel: 01763 260319.

MORGAN +4, four seater, 1997, indigo blue/blue leather, walnut, aluminium body, stainless exhaust, 12,000 miles, many extras, £22,950. Tel: 0171 435 6865 home or 0171 586 7051 work.

MORGAN +8, 11,000 miles from new, 1986, red alloy body/wings, black leather, folding screen/aero's, totally mint condition, magazine feature car, £17,950. Tel: John Colley on 01335 361255 anytime (Derbyshire).

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MORGAN +4, 4 seater, 1991, indigo blue, stone leather, walnut dash, ally body, one owner, only 23,000 miles, FSH, vgc, £18,900 ono. Tel: 01751 460223. Private sale.

MORGAN +4, 4 seater, 1985, indigo with beige hood and beige leather interior, 36,000 miles, MoT August 2000. Any inspection welcome, £13,500. Tel: 01252 782366 office or 01256 851097 eve/weekends. Private sale.

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N

NISSAN 300 ZX, 1989, 67,000 miles, a/c, T-roof, full recent service, history from new, only £4,500. Tel: 01372 450555 garage or 01372 450344 home.

NISSAN SKYLINE R33 V-SPEC, 96N, black, totally standard 22,000 miles, immaculate, £26,995. Paul Stephens Specialist Cars. Tel: 01440 714884.

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OPEL ASCONA GRP 1 HISTORIC RACE CAR, 2 door, all steel Ray West engine, twin 48s, AP 4 pot brakes, close ratio quaife gearbox, ZF LSD, Revolution alloys, new Koni adj suspension, disc braked rear axle, unused since rebuilt, fraction of build cost at £4,995. Tel: 01256 850012.

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PORSCHE 356B SUPER 90, 1963, gunmetal grey, red leather, excellent throughout, LHD, original, no rust, restored, £13,999. Tel: 01344 291741 Ascot.

PORSCHE 356C, 1963, RHD, red with black interior, restored, original radio, lovely car, £13,950. Tel: 0181 9596177 or 0956 511014.

PORSCHE 911 CARRERA, 1977, LHD, just had £4,000 spent on it. Complete respray beautifully finished in Guards red/half leather interior, lightend bodywork, ideal conversion to sprint car, 100k miles, beautiful condition, bargain £8,400. Tel: 01663 742772.

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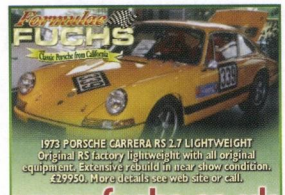
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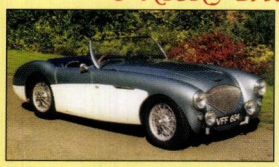
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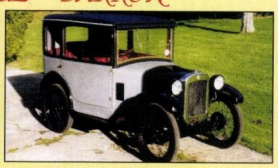
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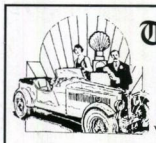
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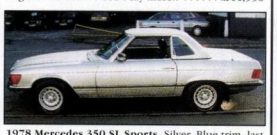
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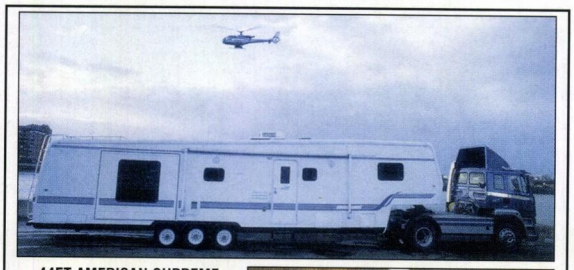
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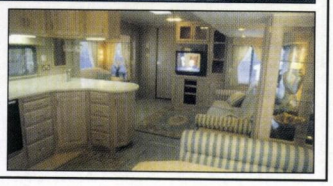
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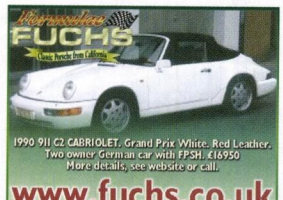


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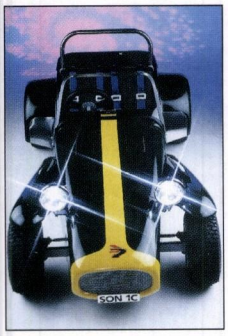
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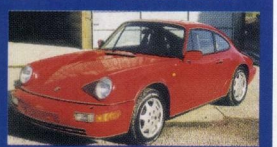
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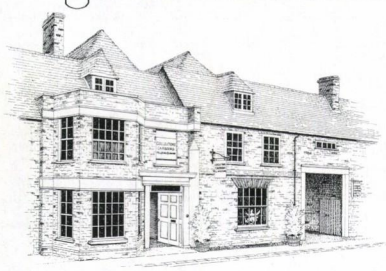
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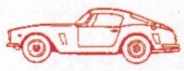
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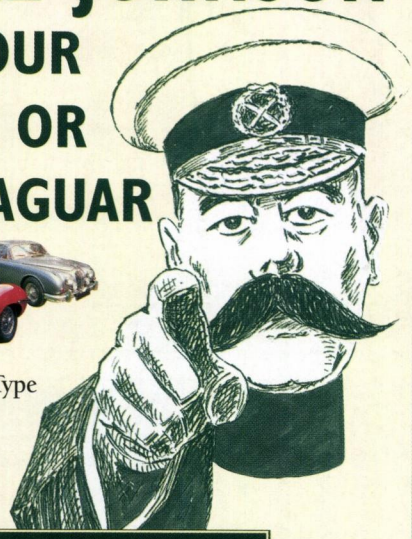
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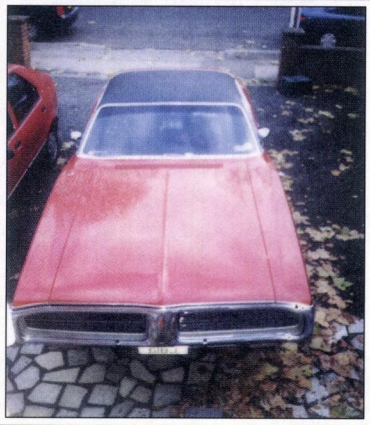
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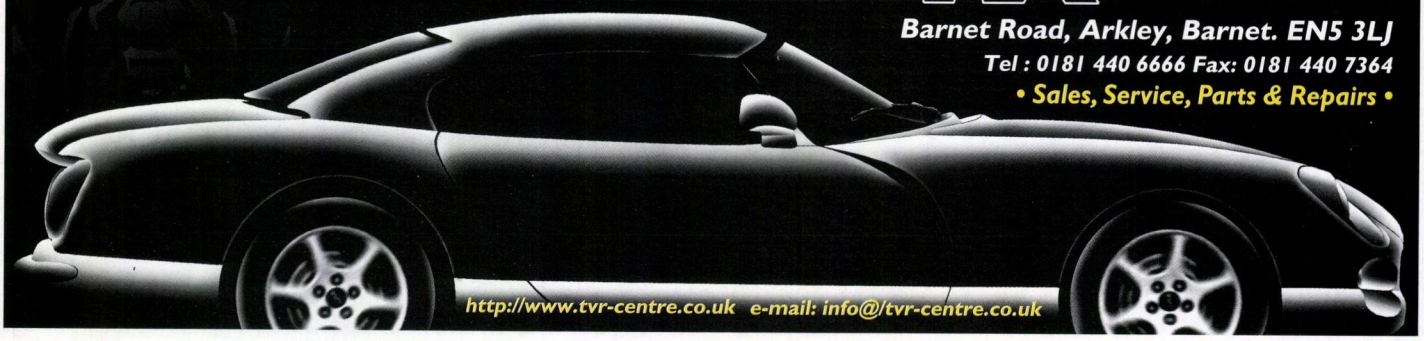
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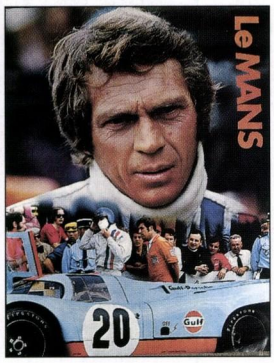
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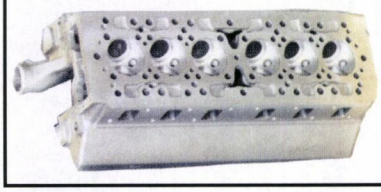
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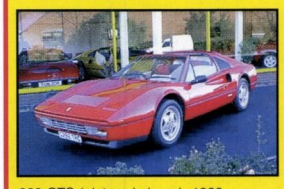
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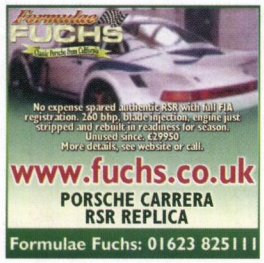


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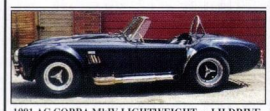
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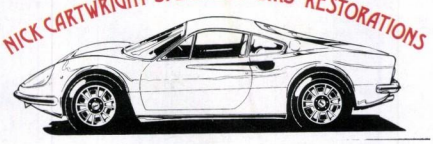
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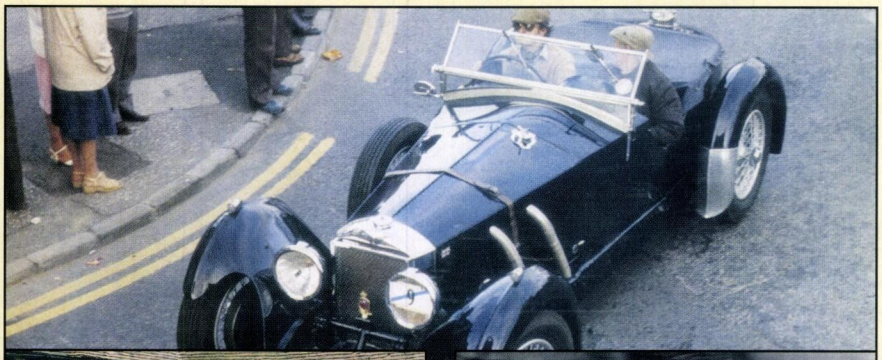
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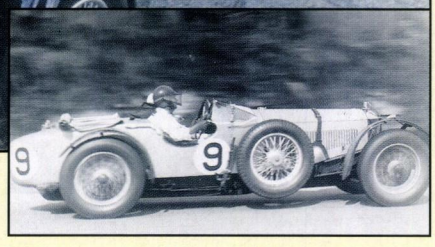


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- 1933 Brooklands BRDC 500
- 1934 International Trophy
- 1934 Ards T.T.

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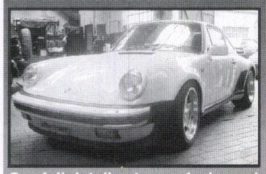
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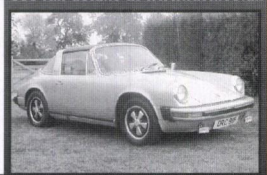
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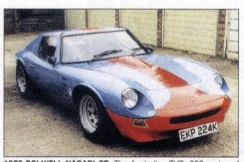

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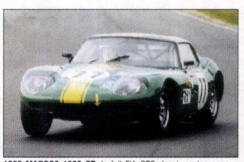

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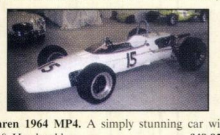

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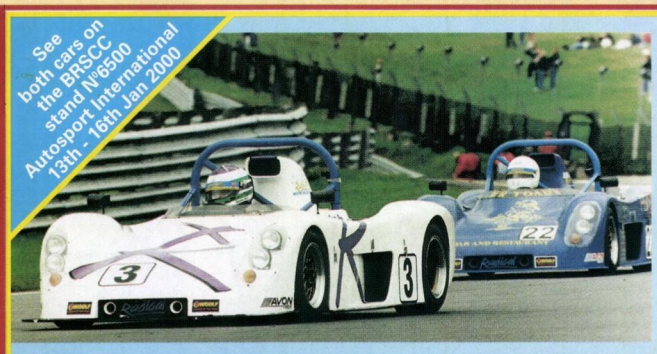
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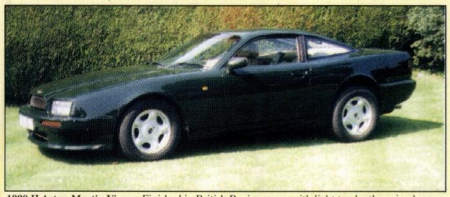
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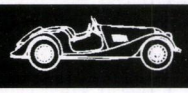
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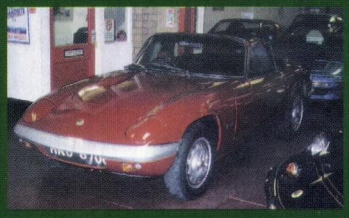
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1989 911 SPORT COUPE SSE BLACK 23000 miles
1988 911 SPORT TARGA SE RED 85000 miles
1988 911 TURBO TARGA BLUE 29000 miles
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1980 911 sc COUPE WHITE 72000 miles
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1997 355 GTB RED 11000 miles
1996 355 GT SPIDER RED 10000 miles
1991 348 tb BLUE 17000 miles
1991 348 ts RED 21000 miles
1988/9 412i BLUE 45000 miles
1989 328 GTS RED 7000 miles
1989 328 GTB RED 42000 miles
1986 328 GTS RED 43000 miles
1988 328 GTB RED 22000 miles
1984 308 GTS QV YELLOW 23000 miles
1983 308 GTS QV RED 61000 miles
1980 308 GTS CARB RED 45000 miles
1976 308 GTB FIBREGLASS RED 41000 miles
1979 BOXER 512 RED 17000 miles
1974 365 BOXER RED 15000 miles
1967 275 GTB4 RED 20000 miles
1966 330 GT 2+2 MARK II BLUE 57000 miles

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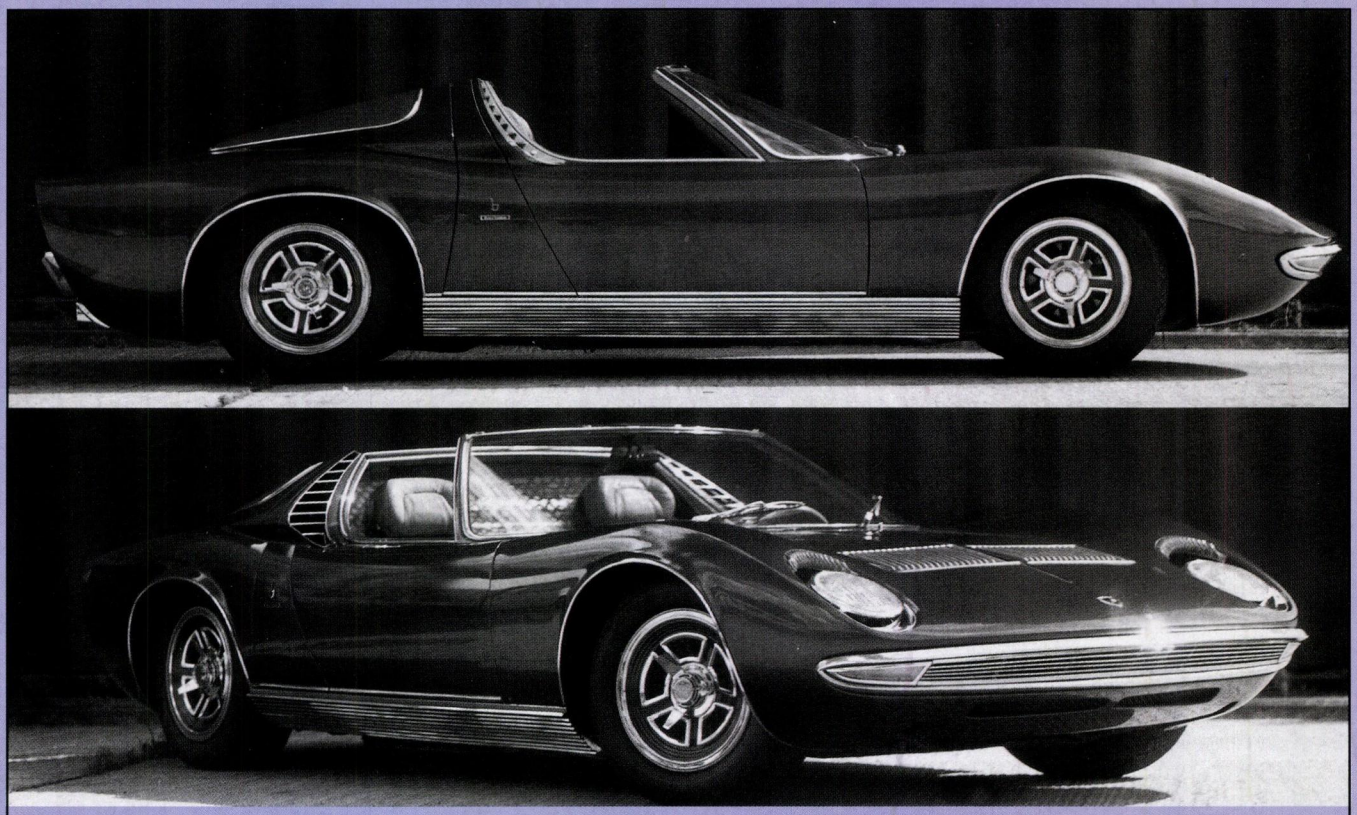
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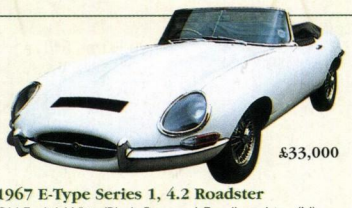
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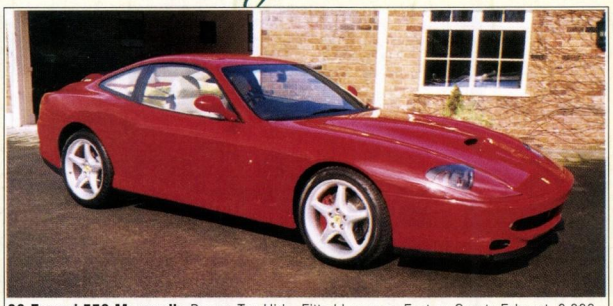
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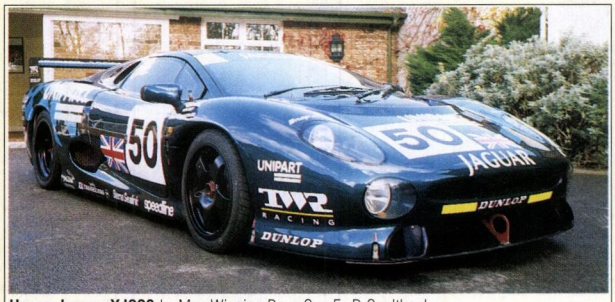
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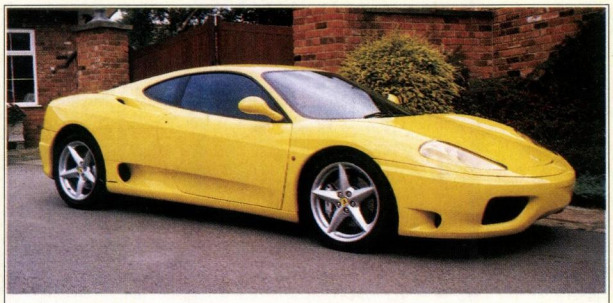
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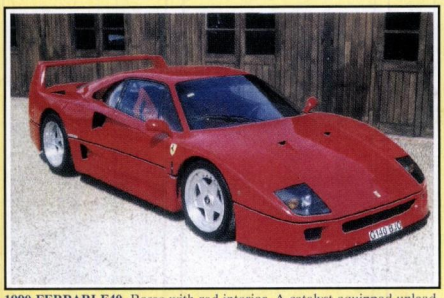
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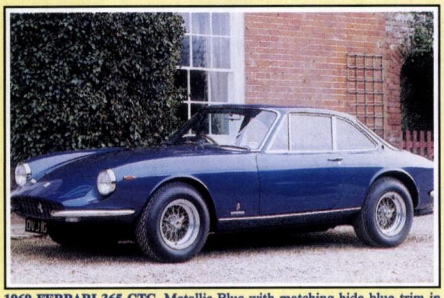
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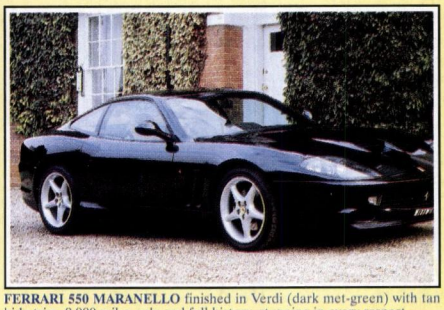
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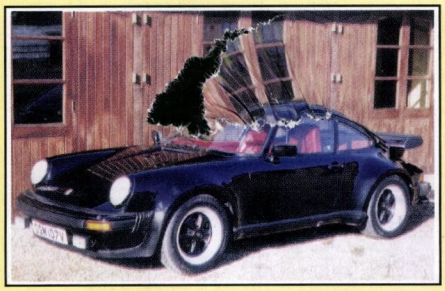
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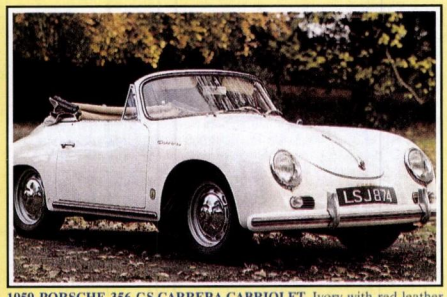
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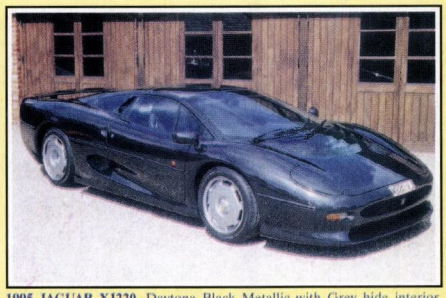
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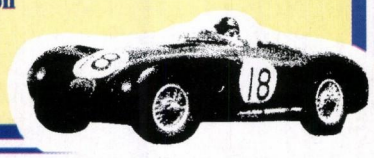
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JAGUAR T.W.R GROUP A. XJS – British racing Green. Chassis No.3. Driven by Tom Walkinshaw and Martin Brundle etc to 2nd place in the 1993 European touring car championship, fully documented history, complete original specification including air jacks, race suspension etc. A piece of Jaguar racing history in original restored condition.

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JAGUAR MKV 3¼ LITRE SALOON – Lavender Grey/Red hide and carpets, totally restored regardless of cost, superb original interior, 2 owners in the last 28 years. All original paperwork including sales invoice, brochures etc. UNIQUE

JAGUAR XK 140 DROPHEAD SPECIAL EQUIPMENT, LHD – Battleship Grey/Red hide and carpets, 16" chromed wire, overdrive gearbox, matching numbers, etc and the subject of a total chassis-off restoration. Originally right hand drive, we can convert back to RHD if you wish. Another magnificent example of the marque, and very rare.

JAGUAR XK 140 ROADSTER RHD – Dark Blue/Blue hide and carpets. 16☆ chromed wire wheels, power steering, front disc brakes, J.D. Sport 5 speed gearbox. Subject of a total chassis off restoration to very high standards, unused since. Stunning.

JAGUAR XK 140 ROADSTER RHD – Red/Beige hide and carpets, original right hand drive one c73 car built, very sound useable car.

JAGUAR XK150 'S' DROPHEAD 3.8 LITRE, RHD – British Racing Green/Beige hide and carpets. Black hood, 16" chromed wire wheels, all matching numbers, subject of a total chassis off restoration 8 years ago. We have bare metal repainted and fully detailed the car. Stunning.

JAGUAR XK 150 'S' ROADSTER 3.8 LITRE RHD – Black/Red hide and carpets. 16 chromed wire wheels, matching numbers and authenticated by Jaguar heritage. A stunning example of the rarest of all XK Jaguars.

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JAGUAR XK 150 FIXED HEAD COUPE – Dark Blue/Grey hide and carpets, subject of a total chassis off restoration with the following updates to allow it to be used as daily transport: 4.0 litre engine, J.gate automatic gearbox, air conditioning, wood veneer dashboard, fuel injection, modern ignition system etc etc. Unique.

JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Primrose Yellow/Black hide and carpets, subject of a total concours rebuild by ourselves on behalf of a client, specification includes body taken back to bare monocoque and bead blasted, new bonnet and doors etc. Completely rebuilt and detailed suspension, modifications include J.D. Sport brakes including unique handbrake system. J.D. Sport handling package, high performance engine including knife edge and polished crankshaft etc. Competition chromed wire wheels, the best S1 4.2 Roadster available, six figure sum spent in restoration, our brief was to produce the best. Full specification available on request.

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JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – Opalescent Dark Green/Green hide and carpets, matching numbers, competition chromed wire wheels, J.D. Sport stage 1 fast road engine, syncromesh gearbox, J.D. Sport handmade stainless steel exhaust manifold and system, uprated [illegible] fully retrimmed. An excellent usable example.

JAGUAR MARK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE – British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full restoration, J.D. Sport upgrades include: Fast road engine, full syncromesh gearbox with quick shift, handmade stainless steel exhaust manifold and exhaust system, modified suspension and brakes, J.D. Sport front seats etc. Excellent history, 1 owner before restoration, now useable and stunning.

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JAGUAR MARK I 3.4 LITRE SALOON, SPECIAL EQUIPMENT – Cotswold Blue/Grey hide and carpets, colour coded wire wheels, manual with overdrive, matching numbers, restored by ourselves for one of our directors 5 years ago, purchased by a client 12 months ago who commissioned us to fit J.D. Sport power steering, winner of numerous concours awards, many subtle modifications. Probably the most highly detailed Mark I Saloon you are likely to see. Unique and very traditional.

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JAGUAR E-TYPE S1 4.2 LITRE ROADSTER, RHD – Grey/Blue hide and carpets, subject of a total rebuild 10 years ago, recent modifications include J.D. Sport suspension package, J.D. Sport brakes, solid rack mounts, competition chromed wire wheels, modern stereo etc. A superb usable example.

JAGUAR E-TYPE S1 3.8 LITRE FIXED HEAD COUPE, RHD – Opalescent Silver/Red hide and carpets, chromed wire wheels, matching numbers. Virtually a one owner car that has undergone total restoration to a superb standard, original factory specification includes 'D' type camshafts and lightened flywheel. A very early production car in stunning condition, ready to drive now.

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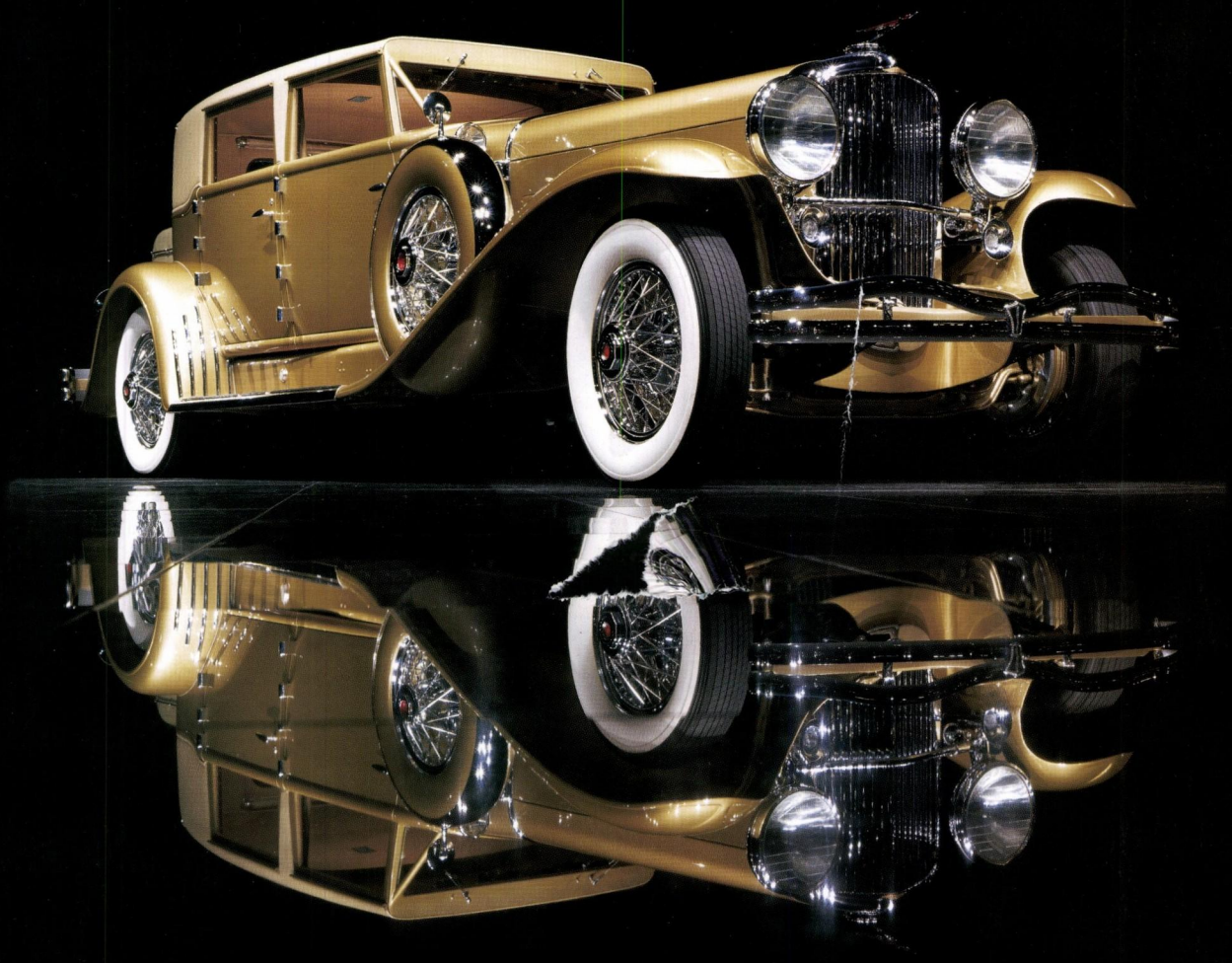
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