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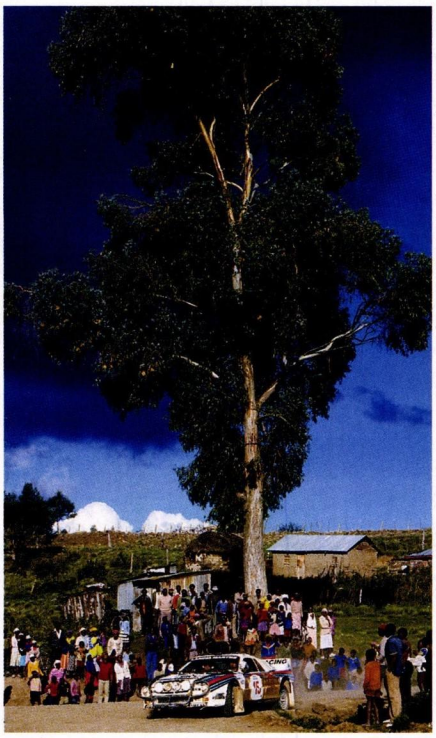
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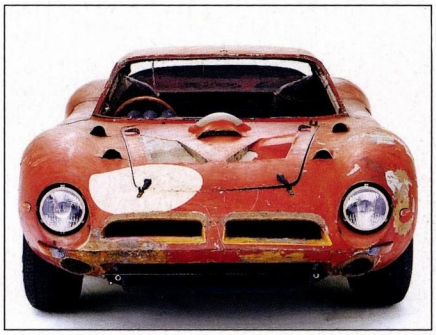


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editorial



MY FATHER'S FATHER WENT TO THE DONINGTON PARK GRANDS PRIX OF THE LATE 1930s. They weren't his first big races, though. Whenever his business took him over to France, he always tried to fit an international event into his schedule. In this way he saw the 1925 French GP at Montlhéry – it was so hot that the air-filled seat cushions in his Clyno were fit to bust! – and also spectated at a Dieppe GP.

But nothing can have prepared him for the arrival of a Silver Arrow. He'd seen the newsreels, read the reports and imagined what they might be like in the flesh. He thought he was ready. He got a big shock.

The noise grew. The anticipation sharpened. And then... blam! Lang, Caracciola – grandad's favourite – Seaman, Rosemeyer, von Brauchitsch, Hasse, Müller. Shattering. Shuddering.

The 'Brit' cars shuffled past some considerable time later, almost unnoticed. Boys against men.

And here they come again. So soon? Yep. Blam! Rosemeyer and von Brauchitsch, the fastest men in practice, already on the move.

Three hours later these two holy terrors would finish in first and second, and grandad would be nudging his way home in the Riley Kestrel, his heart still thumping, his ears still ringing, the fuel vapours from the German cars still clagging the back of his throat.

'Nothing can have prepared him for the arrival of a Silver Arrow. He got a big shock'

I have no doubt that he would have loved modern F1 – but I'm equally as sure that it would not have matched up to his experiences of 1937 and '38. Grands prix are ten a penny today, beamed live into our living rooms from uniform circuits by cameras that generally fail to capture the spectacle. Drivers and teams are under intense scrutiny. Imagination is all but eradicated.

What made the Silver Arrows so special was that they far exceeded your wildest expectations. And your expectations had been given free rein. Schumacher is a legend, his Ferrari a mechanical marvel; Rosemeyer was a god, his Auto Union a spaceship beamed down from some distant planet.

Silver Arrows, Golden Age, precious memories.



Peter Spinney/LAT

1939 Auto Union tested on the Melbourne Loop

Paul Fearnley
Editor

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middlesex, TW11 8RT, Great Britain.
E-Mail (please include address): motorsport@haynet.com
The Editor reserves the right to edit all letters

FEEL THE NOISE

SIR,

It was a pleasure to see John Davenport's tale of the Rover 3500 SD1. His words captured the chaotic essence of the time in Britain: 'Red Robbo', Longbridge, strikes galore. It was no coincidence that the cars were painted red, white and blue.

As Technical Editor (not Sports Editor) of *Motor*, I was familiar with the Rover 3500 as a road car, but you had to extrapolate pretty hard to imagine it on the track. Which was, of course, the whole point: use race success to demonstrate the car's performance competence and change the reputation once and for all.

That first Rover year (1980) was the hardest in my race career. It had some of the biggest highs (sweeping past Vince Woodman on the outside into Woodcote for a Rover to lead a race for the first time) and some of the deepest lows: being told on the grid at Brands Hatch that we were going with intermediates – but the two-car team only had six and as I was slower in practice...

Someone once told me that the Rovers sounded fantastic. That was from trackside. Inside the car it was unbelievable. Solid engine mounts and an exhaust bolted directly to the body meant that the engine and exhaust noise mixed to a howl that was completely different and excruciatingly loud. I once took *Motor*'s sound meter in the car for a quick run up Silverstone's Club Straight. It registered 124 dB! I can still hear it today...

REX GREENSLADE, BIRMINGHAM, MICHIGAN, USA

STAR LETTER

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At last – a shot of Ronnie tweaked up in the Lotus going through Woodcote

SWEDE SPOT

SIR,

Capturing a black car travelling at 150mph on a grey track under an dull Silverstone sky and managing to get that fleeting power slide is not the easiest photo subject, so I'm not surprised that pictures of Ronnie Peterson performing at Woodcote are rare.

I was lucky enough to obtain track passes to some of the big Silverstone meetings in the '70s. The drill was to hang around Woodcote to get the start, and then stand on the bank on the inside of the pitlane for a few shots while the race settled down, before decamping to the apex of Becketts, which was the best (and least safe) photographic vantage point.

Woodcote was a difficult place: the corner was so long that it was necessary to use a very powerful telephoto lens. Getting a sharp image was difficult because as you panned there was differential movement between the front and back of the car in the viewfinder which created a blur. To minimise this you had to use a fast shutter speed which, in turn, meant a large lens aperture and reduced depth of focus. At Formula One speeds you had to pre-focus on a set zone of the track and hope that you'd picked the spot where any action was going to happen. We worked out that, with a depth of focus of around 25ft and a 13ft car travelling at 220 ft/sec, you had a margin of 0.05sec to get both ends in focus!

It's great that a driver who never won the title, or even a huge number of F1 races, is still held in such high regard. Ronnie Peterson personifies what makes a racing driver; somebody who simply drives faster than the next guy. I always felt the title being awarded to a man who'd accumulated the most points in a season, sometimes by winning races as slowly as possible, was a great anti-climax. The sight of Ronnie hurling the 72 through Woodcote with its tyres shrieking in protest is what motor racing is all about, even if it only lasted for 20 laps.

JERRY BOOEN, WYMONDHAM, NORFOLK

As the best Ronnie shot yet, this also wins a free sub – Ed.

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TEA AND TYRESMOKE

SIR,

Ronnie and Barbro Peterson were great friends of mine, and when they were married it was a treat for me to be their best man. We won't talk about the trip to the Café Royal for lunch after the wedding!

One evening Tim Schenken and I thought we would go by Ronnie's house for a cup of tea. It was 12.30am. We stopped outside the house and gently sounded the horn, but he chose to ignore us. Tim suggested a few doughnuts might get him to open up, so I obliged. After about 15 revolutions there was so much tyre smoke it was impossible to see the front door. Things looked hopeless, and Tim suggested we disappear pronto before the police arrived. The whole street was now illuminated!



LAT

Ronnie – a great smile, and thoughtful to neighbours

Just as we were about to give up, Ronnie suddenly flung back the curtains, uttering unprintables. Tim and I decided we could do without the tea and left, leaving a massive plume of tyre smoke. Ronnie was not amused and gave me the most frightful telling-off the next day.

I only once heard Ronnie say something complimentary about himself. It happened at the 1974 British GP at Brands Hatch. He'd asked for a soft set of tyres, but Chapman said he was going too quick and wouldn't give them to him. So Ronnie asked for the hardest set they had – and used them to take pole!

As we drove home together he was very quiet, and then suddenly he said, "Brode, it's a good driver who gets pole at Brands." I replied, "That's good, Ron." "Why?" "Because Frank Williams and I are also on pole!" He thought that was fantastic.

In one of the last conversations I had with Ronnie he told me that he was fed up driving one-handed behind Andretti, and that when he got to America [for the last two F1 races] he would be gone – even though he liked Mario very much.

A great guy with staggering balance and car control – and one of the best smiles you'll ever see.

DAVE BRODIE, VIA E-MAIL

* * * *

CAUGHT FENCING

SIR,

I saw Super Swede numerous times at Watkins Glen and will never forget his incredible mastery of oversteer in a variety of F1 machines.

However, if any memory stands out, it was one of his sportscar drives in 1977. Ronnie was in a factory BMW. At the start I was standing on the outside of the final turn, and when the field appeared he was missing. Then a cheer was heard in the distance, growing as the object of the crowd's delight came into view at each turn. It was Ronnie, with some key bodywork askew and dragging about 100ft of catch fence, heading for the pits! I will never forget the image, which confirmed a long-standing suspicion that the patience required for endurance racing was not one of his attributes!

JOHN WEAVER, CAMP HILL, PENNSYLVANIA, USA

Continental Notes

JENKS ON FERRARI, '53

THE BIG QUESTION OF THE PAST FEW WEEKS HAS BEEN the truth behind the statement issued by Ferrari that his cars will not officially compete anymore. He is giving the Modena race a miss, yet the drivers and organisation do not give any appearance of being perturbed.

Briefly, this can be put down to finance. In the last few years Ferrari has had a monopoly and could ask £1000 per car starting money, and expect to get it. Similarly, it could pick up £1000 in prize money, plus thousands for advertising.

'Enzo could no doubt see the ending of his years of ease'

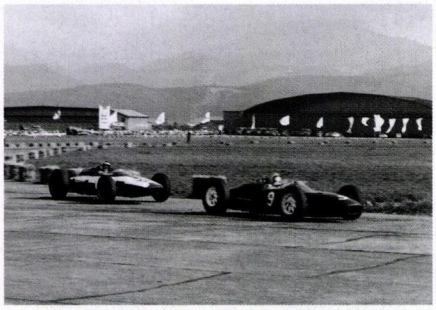
But with Mercedes-Benz, Alfa Romeo, Lancia and Maserati joining the fun, Enzo could no doubt see the ending of his years of ease. While he was alone the accessory firms could overlook his bills, but with four or five firms in the game they would have to stop, and starting and prize money would have to be shared. The whole matter boils down to him looking for backing, and it is likely that some wealthy Italian family will finance Ferrari next year.

Mercedes chief Alfred Neubauer was at Monza talking with Ferrari's drivers, but it is unlikely that Ferrari will wind up. In the 1930s, Alfa announced it would not race any more, but in 1933 the team was racing again under Enzo Ferrari. It is likely that 1954 will see the same result, with some other young Italian taking over the team. – **Yours, DSJ**



LAT

Ferrari didn't fancy the end of his domination



LAT

Lola leads Scirocco – or should that be Emeryson?

WASTE NOT, WANT NOT

SIR,

With reference to the Scirocco letter last month, perhaps I can help. In 1963, I bought an FJ Emeryson, rebuilt the engine as an 1100cc and took it to Silverstone. After a couple of hours running I swiped the wall. Needing a new wheel, I went to see Paul Emery at the works behind Cliff Davis's car showrooms in the Goldhawk Road. However, he had sold up, so was no longer able to help me. But Aiden-Jones, a helpful Irish engineer, was there, and so was Hugh Powell, a tall, pleasant American.

Aiden-Jones was busy welding sheet metal to the old Emeryson spaceframe. I asked why he was doing this and he replied that he was creating a semi-monocoque! Powell stood by in an immaculate suit bemused by the whole thing. I got the feeling he may not have been too aware of what was happening, but he seemed happy just to be associated with motorsport.

So yes, Aiden-Jones did create the Scirocco out of an Emeryson. As for a Mark 2, I think Emery would have smiled and said yes, we put the tyre pressures up and called it a Mark 2.

ROY IRELAND, POTTERS BAR, HERTFORDSHIRE

* * * *

THE LIST RESORT

SIR,

Even though I am a reader from Down Under, I read about the possible demise of Brands Hatch, Snetterton, Oulton and Cadwell Park with regret.

I know how irreplaceable these venues are, as I have experienced the loss of the two great circuits which were my introduction to motor racing as a small child. Over the next 30-odd years I regularly attended both Surfers Paradise and the other south-east Queensland track, Lakeside.

Sadly, Surfers fell victim to urban expansion, and has recently been carved up for further residential development in pursuit of the great suburban dream.

Even sadder was the appointment of receivers to Lakeside. It was put up for sale as a racing track, but an antagonistic local council saw fit to provide advice to prospective purchasers which resulted in a withdrawal of interest. Not surprisingly, the council purchased Lakeside at a heavily discounted price and began re-zoning the land for other purposes.

Thankfully, a concerned enthusiast nominated the site for Heritage Listing. The Heritage Council, which assesses applications in Queensland, quite rightly saw that the site was of significant cultural value. Their assessment of Lakeside's seminal role in the development of the sport at a regional level led to the only logical conclusion: Lakeside was listed in its entirety as a heritage site. The council, as the owner, is now bound to undertake proper maintenance of the site and to preserve its current uses.

I understand that this may be the first time that a circuit has been listed in its entirety, but I sincerely hope that it won't be the last.

For anyone considering an application to list their own favourite circuit, a visit to the website of the Lakeside lobby group may be helpful. Lakeside Motor Racing Enthusiasts Inc. was set up to lobby the council for the reintroduction of racing there. It's a voluntary, non-profit organisation, and may be found at www.lakesideraceway.com

LEWIS THOMAS, GREENSLOPES, QUEENSLAND, AUSTRALIA

* * * *

HIDDEN SUPPORT

SIR,

While reading, with amusement, Bill Boddy's article 'Smart or Grubby' in the November issue, I pondered where Astons might have got to without the leg-up from Frazer Nash in 1931.

Neither AFN's nor Aston Martin's company minutes mention the financial support given to Astons whilst they were trying to find new backing (the Sutherlands?). So, among your readers, are there any historical clues?

Pending information to the contrary, I'll suggest it was smarter to be grubby!

JOHN ALDINGTON, FRAZER NASH ARCHIVES, HENLEY

* * * *

THE BAIRD FACTS

SIR,

Martyn Wainwright's fantastic photograph of the Baird-Griffin was taken at Dundrod's Ulster Trophy meeting on May 14, 1955. The car had been purchased by Sidney Durbridge after Bobbie Baird's death at Snetterton in July 1953. Made in Belfast by Baird and David Griffin, it was powered by a 4CLT spec engine built mostly in Derby by Reg Parnell. It retired with a stretched cylinder head stud.

The fashions were typical of Dundrod – it was usually bitterly cold no matter what time of year.

SIMON THOMAS, COMBER, COUNTY DOWN



Martyn Wainwright

Baird-Griffin at Dundrod, spring '55 – hence coats

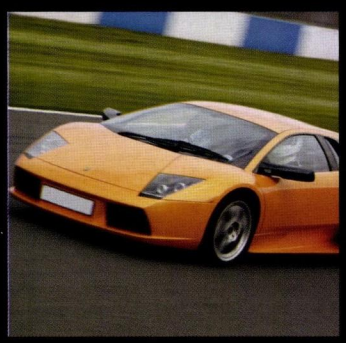
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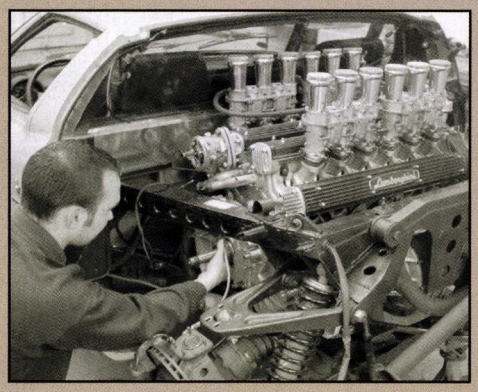
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2003 has been an important development year for Legends Racing. The Gloucestershire-based company has progressively developed its enviable reputation as a market leader in the restoration, preparation and sale of classic cars and historic racing cars. During 2003 that development stepped up a major gear despite the difficult world financial situation in the opening months of the year.

Spearheaded by Adrian Rush and Melvin Glanz, Legends Racing celebrated a landmark event in April 2003 when its new purpose-built showroom was opened amidst the glorious Cotswold countryside at Bourton-on-the-Water.

There is no question that opening the showroom has given the company a perfect environment in which to display a stunning range of cars. A distinct Ferrari flavour is quickly obvious to visitors, but many other desirable marques are equally well represented, covering just about every model of classic road car. Meanwhile, race cars from Lotus, Brabham and many other marques are regularly on display.

No sooner had the showroom been opened than the racing season began. As well as entering cars for a number of customers, Legends Racing also put a great deal back into the sport by sponsoring the Historic Formula Ford Championship run by the Historic Sports Car Club. Consistently throughout the 2003 season, the Legends Historic Formula Ford races have been thrillers, contested by packed grids of superbly presented pre '71 Formula Fords, including a car for Legends' very own Adrian Rush.

But that's not all the racing that Adrian has fitted in during 2003. He has regularly partnered Danny Wright in a Legends-prepared Lotus 23B in the wonderful HMRN Gentlemen Drivers races at some of the most evocative race circuits in Europe. Podium finishes, against far more powerful machinery, were scored at the Nurburgring, Clermont Ferrand and Donington Park during a memorable season.

Another highlight came in the spring when Rupert Keegan was re-united with his Hesketh 308E for the first time since 1977. The test session at Donington was organised by the team at Legends Racing and was the subject of a marvellous feature in Motor Sport.

Of course, while all the race team was busy dashing backwards and forwards across Europe, back at base the workshops were fully occupied with a great variety of projects. From routine servicing of classic cars from the 1960s, 1970s and 1980s, to complete restorations of classic race cars, there was always plenty going on as more and more customers recognised the depth of service available. On the race car front, the company is particularly respected for its work on cars from the 1950s and 1960s.

In recent weeks, classic road cars from AC, Lamborghini and Austin Healey have all been through the workshops, drawing on the skill and experience of the team at Legends. Although the company is young and dynamic, it also has an extensive experience base covering racing, restoration, servicing, sales and tending for cherished vehicles on behalf of owners and collectors.

A snap-shot of racing projects in hand as the 2003 season gave way to early winter included the complete ground-up restoration of a pair of Cooper Monacos. Back from a long spell in North America, the cars are being rebuilt for the Le Mans Classic in July 2004. A Lotus 15 and a Lotus 26R were under-going major work, and an FIA-specification Shelby GT350 Mustang was in for a complete rebuild.

However, the racing season did not end in Europe. In early November, the Lotus 23B was shipped off to Macau to take part in the famous street race meeting, giving the Legends race engineers another fresh challenge to tackle.

It has certainly been a busy season of major development for everyone at Legends Racing, and all the signs are that 2004 is going to be just as exciting!



YOU WERE THERE...

ON A MOTORCYCLING TRIP TO THE BELGIAN GP, JOHN HORSMAN FOUND HIMSELF MIXING IT ON THE ROAD WITH THE FACTORY FERRARI DINOS



Moss's Vanwall at La Source during practice



Horsman shot this from the Vincent's pillion as they followed Hawthorn's Dino being driven through Stavelot

BEFORE HE BECAME A RACE ENGINEER AND manager for John Wyer's team, John Horsman was a motorcycle enthusiast. After graduating, he and a friend, Richard Hardman, set off on a camping trip to see the 1958 Belgian Grand Prix, on the latter's Vincent Black Shadow.

"We found a good site to camp, just below the KLG hoarding above Eau Rouge. We were able to roam freely among the race cars throughout practice despite not having a pass.

"On Saturday we rode down to Stavelot where the Ferraris were garaged, and I jumped off the Vincent to take the shot of the two cars rolling through the cobbled street en route to the pits. We then followed them along the public road.

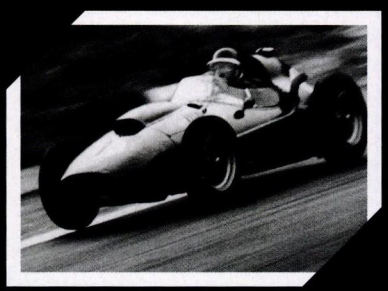
"For the race we reserved a table bordering the track at the La Source café, which included lunch – excellent food and a tremendous view, all for 10/- each.

"What great talent Britain possessed then: Moss, Brooks, Hawthorn, Collins, Lewis-Evans – great drivers, all of them.

"Strangely, in later years Spa was my most successful circuit: wins in 1967-68, '70-71 and '73."



Horsman captures two mechanics driving the snarling V6 Ferraris through cobbled streets down to the pits

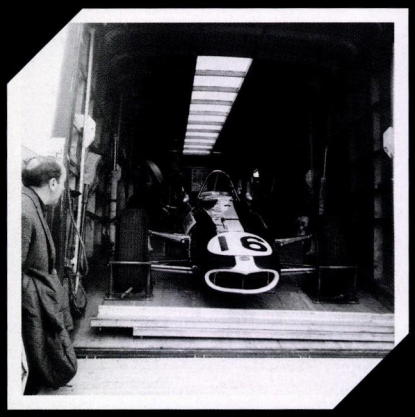


Mike Hawthorn lifts a front wheel of his Dino

WE NEED YOUR PHOTOS

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

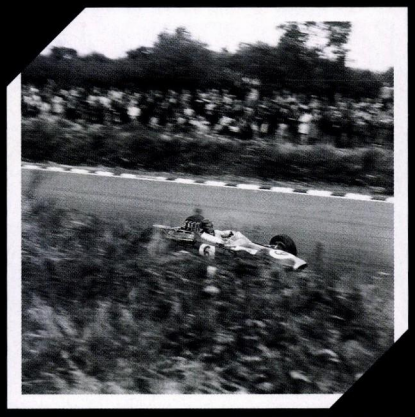
YOU WERE THERE...



A first sight of Gurney's Eagle at Brands, 1966



Denny Hulme's T70 before 1966 Guards Trophy



Dan Gurney's Brabham BT7, 1964 British GP

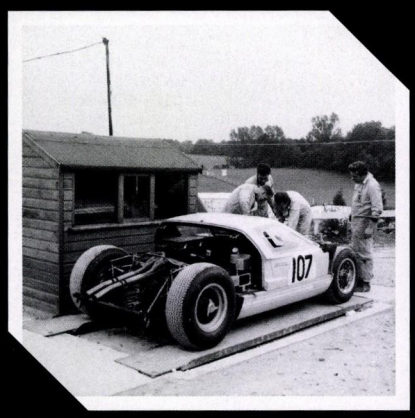
LIVING AS HE DID IN EDINBURGH, IT'S UNSURPRISING that David Baxter's first visit to a race meeting took him to Charterhall, in 1953. "Even now the noise of Wharton's winning BRM V16 is unforgettable." Then, at Winfield, "I met Mike Hawthorn, my hero, got his autograph, and watched him open a tractor rally organised by Jock McBain of Border Reivers." Things were so different then...

Especially on the autograph front, as Baxter comments: "Nigel Roebuck's astonishment that someone would pay £900 for a Monaco GP programme with eight signatures reminds me how easy it was, pre-Bernie, to acquire autographs. I collected around 70 without much trouble between 1953 and '75.

"The only driver who refused to sign was Duncan Hamilton, at Aintree, while Graham Hill, passing by while another driver gave me his signature, laughed and indicated that the driver should sign on his (or my?) backside, not my book.

"Without a camera I'm sure I could have collected many more autographs."

Perhaps, but signatures don't illuminate the past in the way album shots like these do.



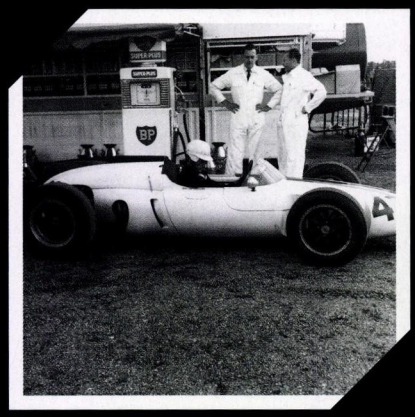
Weigh-in time for Ireland's GT40, Brands 1966



Fairman settles in Ferguson P99, Aintree 1961



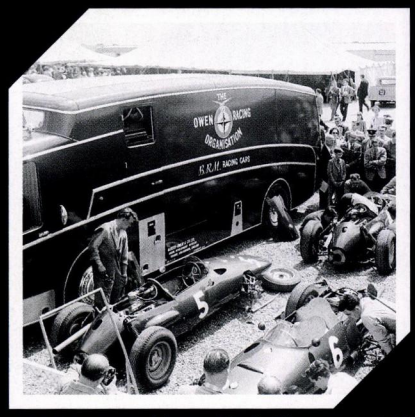
Stirling Moss and Henry Taylor chat at Aintree



Masten Gregory fuels Camoradi Cooper, Aintree



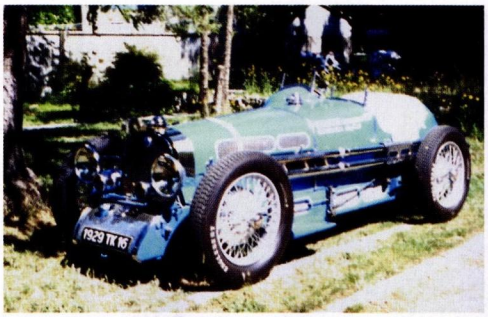
Ireland (7) and Surtees Lotus 18s, '60 British GP



BRM's corner of the paddock, Silverstone 1960

ARTCURIAL

BRIEST . POULAIN . LE FUR



ALPHI Type T
#10 - 1929



PORSCHE 910
1967 ex Bizzarini



COURAGE C34
2nd 24 Heures du Mans
1995 ex Andretti



LIGIER JS17
V12 MATRA - 1981

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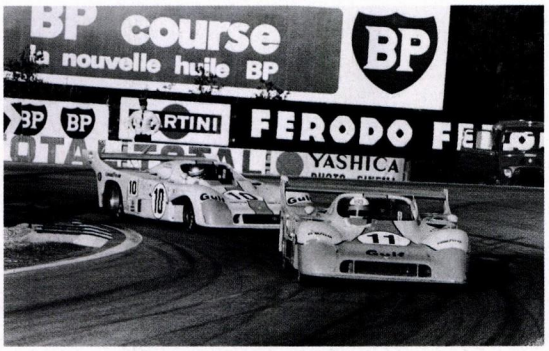
This may come as a shock, but our most successful sportscar driver prefers single-seaters – as long as they're not ropey Lotus F3 jobs. Oh, and his favourite Le Mans moment was when he finished third!

Your early years seemed quite difficult – and then suddenly you were racing for Ferrari. What triggered this turnaround?
Peter Barker, Swaffam

Driving a Brabham instead of a lousy F3 Lotus! My first year in Europe, 1966, in a Lotus 41, was a nightmare. There was no-one to guide me – the only person to say I had a talent was Jim Russell – and we were lured into buying it because of the glamour of the marque. It had to be the worst, most unsuccessful single-seater Lotus ever built. When I got a Brabham for 1967, I won lots.

What's it like to get a phone call from Ferrari?
J E Norris, Sheffield

Amazing. It was the most stunning event of my life. Ken Tyrrell once told me that joining Ferrari ruined my F1 career. Sure, but he wasn't offering me a drive! Ferrari was offering me a Formula Two contract with, maybe, an F1 drive down the road. I was all on my own – my wife at that time was very ill in hospital – and so I was under a lot of pressure. But I have no regrets about the decision I made. It was fantastic to get to know Enzo; to get pole in your first race with Ferrari. My first professional race was for Ferrari; my first F1 race was for Ferrari, at Oulton Park; my first GP was for Ferrari, at Monza; my first Le Mans was for Ferrari. Actually, I do have one regret: I didn't go to live in Italy.



Counting the laps and revs: Mirage in 1975 was first Le Mans win



F1 debut with Ferrari in 1968 Gold Cup. Bell loved Enzo's team

Your 1975 Le Mans victory is the one that tends to be overlooked. Does it deserve more recognition?
Bill Sanderson, East Grinstead

Definitely. Most people only remember the 1980s and the Porsche 956/962. But 1975 was a hell of a tough race to win because we had to keep the revs down; it was an engine, we were told, that would never win Le Mans.

Where does your 1973 Spa 1000Km win with Mike Hailwood lie in your pecking order?
Ernst Heldring, Hilversum, Netherlands

Mirage was important to me. Its Cosworth engine was fantastic, especially for the sprint races, but during the development of the car we were always frustrated that we weren't quicker; I don't think the chassis was good enough for the engine. But to win any race in a car in which I did the bulk of the development work was very special. And to have Mike, for whom I had the greatest respect, alongside me was wonderful.

Why didn't your F1 career take off?
Peter Stanley, Liverpool

I qualified eighth in my first GP – with Jackie Stewart on one side, Denny Hulme on the other, both champions. Not bad. I think the trouble was that Ferrari gave me a car that wasn't very good. I don't think I was world champion material, but I had been good ➤



all: LAT

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Ian Dawson

F2 TRACK TEST

plus

Italy's mainland Targa Florio

Get a grip: the 4WD Lotus 63

Frank Lockhart: US speed genius

contents subject to change

ISSUE ON SALE DEC 19

in F2 and F3, and I can see no reason why an extra 200hp would have changed that dramatically; I just needed to be in the right car. But then if you talk to Trulli, he'll tell you exactly the same. They all will. The closest I came to it was when Martini & Rossi was to sponsor an F1 team: we were going to go to Brabham, and I was going to be Carlos Reutemann's team-mate. I wouldn't swear to this, but I reckon I beat him in every race we did together – and he went on to be damned successful. Unfortunately, the deal I think might have made my F1 career fell through, and Martini and I ended up at Tecno.

Did you prefer single-seaters to sportscars?
Joe Williamson, Alnwick
Oh yes. They're absolutely fantastic. My whole life at one time was single-seaters. People tend to forget that.

You raced the Ferrari 512S and Porsche 917 – how did they compare?
Christopher Freeman, Chepstow
The 917 was easier to drive. The Ferrari was like a sled; it didn't give you any messages. It would basically understeer and then leap into oversteer. But I didn't know any better, and I was happy to drive it. It had a very flat power curve that just kept accelerating, whereas the 917 would be bubbling along, you'd hit the gas and it would take off with a load of wheelspin. The Porsche had more sensitivity when you braked and turned in.

You had some lean times in the late 1970s/early '80s... Did you ever consider quitting?
Darren Whitehead, Stoke-on-Trent
It's very poignant that this should be asked. I was on the verge of quitting at the end of 1979. It wasn't coming together: sportscars was a disaster zone. I went to Renault for two years, and drove the British Leyland Jags; I was getting some fabulous drives, but none of them continued for long. Then, in 1980, I got a call from Porsche to drive a 924 GTS at Le Mans. That started my connection with Al Holbert, and led to my racing in America. And then along came a man called Steve O'Rourke – who passed away here in Florida just recently. Steve wanted to run a Lancia; I convinced him to run a BMW M1. I signed up to drive for him for 10 races, but at Monza Porsche approached me about Le Mans, and Steve magnanimously released me from my contract. I won the race with Jacky Ickx in a 936, and the rest is history.

At the height of IMSA, how did it compare to Group C?
Andy Capaldi, Newport, Monmouth
These are such good questions! IMSA was never the same quality, because the factory teams were in Group C. Having said that, Al Holbert's team was as good as it gets in terms of a privateer outfit; he had a superb car. I enjoyed driving the 962 in IMSA more because we ran up to 850hp – with a single turbo, so you had this great bite of power that would slide you out of corners. The ride height wasn't as low, so we had less grip and hence more exciting driving. And there was no fuel restriction, so we could drive flat out. But you can't get away from the fact that Europe was the home of factory racing.

Which is tougher, Daytona or Le Mans?
Janine Banks, Enfield
I used to think Daytona was. It's one corner after another, before flying round the banking. It's very physical and there's no respite. Plus the traffic is far more intense – double the cars in half the distance. But Le Mans is now more physical than Daytona, because of the chicanes on Mulsanne, the other new corners and the grip levels of the latest cars.

Is there a Le Mans moment that stands out?
Steve Stoker, Merton
Standing on the rostrum with my son Justin after we had finished third in 1995.

MOTOR SPORT is running a Top 20 sportscar drivers poll. Who is your number one?
Al Doughty, Tamworth
Jacky Ickx. He was the benchmark.

What does the future hold for Le Mans?
Jonathan Hyde, Croydon
It's always been a turbulent fixture: years of intense competition, and others when manufacturers are thinner on the ground. To me, it's leaning towards becoming a GTS race [current FIA GTs] – and that's no bad thing.

Much is written about the 4WD Cosworth and Lotus 63, but not much about the McLaren M9A. You raced it in 1969... what was it like?
Dave Fernihough, Richmond
Bruce McLaren had tested it on the Monday at Goodwood – and decided to enter it for that weekend's British GP. I was at the back of the grid, and 4WD was clearly not the way to go. The car didn't stop very well and weaved all over the place. It understeered, too, and if you lifted off the throttle all it would do was slow down – you couldn't change its trajectory. Afterwards Bruce asked me if it was going to work. I said, 'No!' It was never seen again. End of story. M

NEXT VICTIM...



Mario Andretti

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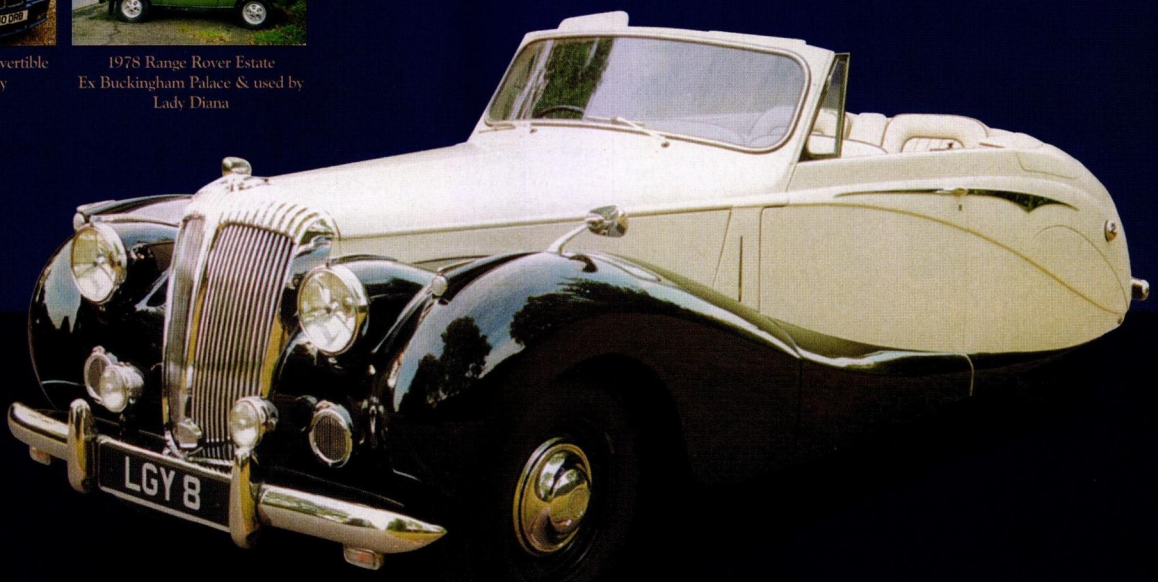
1925 Hupmobile E1 Open Tourer
Monte Carlo Challenge 1995



1996 BMW M3 Evo Convertible
Previously owned by
David Beckham



1978 Range Rover Estate
Ex Buckingham Palace & used by
Lady Diana



1950 Daimler DB18 Special Coupé Convertible
Coachwork by Hooper
Ex King George VI and Max Bygraves



1927 Rolls-Royce Phantom I
Open Tourer



1926 Rolls-Royce Phantom I
Open Tourer



1934 Raleigh Safety Seven
Open Tourer



1937 Riley 12/4 Lynx Sprite 4 Seat
Open Tourer

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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

NEW SERIES TO REVIVE BENTLEY BOYS ERA



LAT

Plans are afoot to recreate the atmosphere of Bentley's golden era of enduro racing

MOTOR RACING LEGENDS HAS JUST unveiled plans for a series of races for 1920s and '30s sportscars in 2004.

Duncan Wiltshire's company, the organiser of the successful Le Mans Legends race, will promote a sequence of six encounters, each comprising a pair of 45-minute two-driver races on successive days, in the style of the popular Bob Wood-run contests previously held at the now-defunct Silverstone Historic (Coys) Festival. These events attracted competitive grids of 30-plus cars, and Wiltshire is hoping for more of the same.

Donington Park, the Nürburgring and Spa-Francorchamps will host races, and Wiltshire is currently in negotiation with three more top-level European tracks.

Wiltshire promises "maximum fun with minimum bureaucracy".

"We are aiming to recreate those heady days of Birkin versus Caracciola, of Blower Bentleys against the might of Mercedes-Benz, and the great endurance racing of Le Mans and the Mille Miglia," he said.

Prospective entrants are invited to contact Motor Racing Legends at Hillstone Barns, Brook St, Hargrave, Northants, NN9 6BP.

HISTORIC F2 SPLITS AGAIN

THE LONG-RUNNING SAGA OF HISTORIC Formula Two has taken another twist: the 1600cc cars and later 2-litres have once again split up.

Despite strenuous efforts, notably by 2003 organiser Terry Nightingale, to keep the classes together, the pre-1972 1600s are to switch over to the FORCE organisation in 2004.

The 2-litre cars are not part of that deal, but there's a distinct possibility that they might join the FORCE's F5000 grids next year.

Clouding the situation further is the recent creation of the European Formula Two Club by Swiss racer Oskar Christen, with the aim of running rival events for all F2 cars.



LAT

Rindt's Lotus leads 'Regga' (Tecno) and JYS (Brabham) at the 'Palace, 1970

BELLM LANDS BRDC ROLE

RAY BELLM IS THE NEW CHAIRMAN OF the BRDC. He will succeed Martin Brundle on January 1.

A successful businessman, Bellm has an extensive racing background: he won the Group C2 world title twice during the 1980s, and the Global GT series in '96. He has now switched his focus to the British historic rally series.



Jeff Blockham

"Ray has the right combination of skills and experience to continue our mission to be champions of British motorsport," said BRDC president Sir Jackie Stewart.

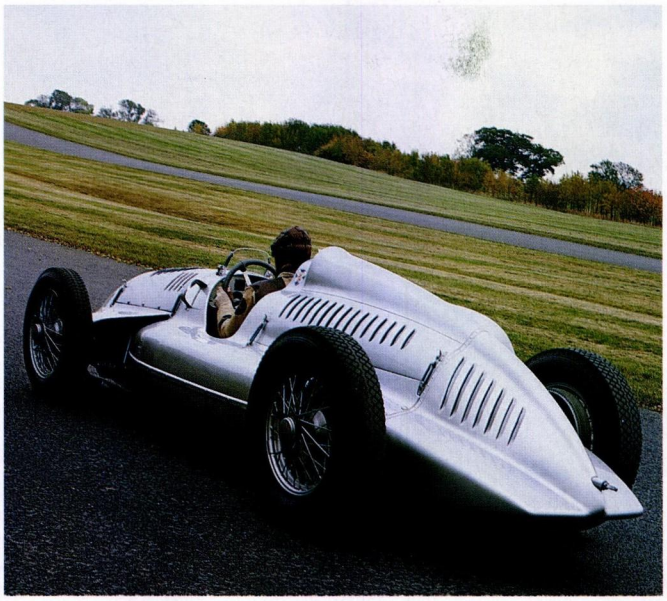
2-FOR-1 TO SEE DONINGTON AUTO UNION

MOTOR SPORT READERS CAN MARVEL at the 1939 Auto Union D-Type that is on view at the Donington Grand Prix Collection for half-price – but only until January 11.

Simply present this copy of the magazine at the Collection's reception desk and you will receive two admissions for the price of one. The offer applies to adults, senior citizens, students and family tickets. This means that two adults can get in for £7, as can a family (two adults and up to three children); two senior citizens or two students will pay just £5.

The Collection, which holds more than 120 cars, is open seven days a week, 10am-5pm (last admission 4pm). Over the Christmas period, however, it will close on December 24/26 and January 1-2. It is situated close to the M1, off junction 23A/24.

TURN TO PAGE 37 TO READ OUR WORLD EXCLUSIVE DONINGTON TRACK TEST OF THE AUTO UNION



LAT

Get a close-up view of this legendary Auto Union with our Donington offer

UK GETS FIA SEAT BACK

AFTER A TWO-YEAR GAP, BRITAIN WILL AGAIN have a voice at the head of international motorsport following confirmation that John Grant, Chairman of the MSA, has been elected to a seat on the FIA World Motor Sport Council.

"We've been determined to regain representation on this vitally important world body," said Grant, himself a regular competitor in historic racing.

VSCC RACE CALENDAR IS UNVEILED

THE VINTAGE SPORTS-CAR CLUB HAS confirmed its calendar for 2004, its 70th anniversary season.

From a packed programme of 30 competitive events, five race meetings will be held – starting at Silverstone on April 17. The club then joins forces with the Historic Sports Car Club to promote a major two-day vintage and historic festival at Silverstone over the weekend of June 5-6.

Its other race meetings will be held at Cadwell Park (June 13), Mallory Park (July 25) and the two-day Ferrari Festival meeting at Donington Park (September 12-13).

A new venture, a members' track day, will be held at Donington Park on Wednesday March 31. As well as giving racers a pre-season shakedown, it is hoped this will tempt some members onto the track for the first time.

news in brief

THE FRENCH PM ORGANISATION, promoter of the Grand Prix Historique at Dijon-Prenois, has announced two additional historic race meetings for 2004. A second event will be held at Dijon in mid-July to complement the FIA meeting in late September, while Magny-Cours will be used over the weekend of April 24-25.

* * *

ALAN MINSHAW, BOSS OF THE Demon Tweeks organisation, will contest the David Piper Tour of South Africa in January and February. He will race the Mustang that his son Jason last used in the ICS Historic Touring Car Championship several years ago.

* * *

THE VOLKSWAGEN GROUP HAS appointed Thomas Bscher as the president of its Bugatti Automobiles 'supercar' division. Bscher has raced extensively in historic and classic cars as well as winning the BPR Global GT title in 1995. He owns and races a number of Maseratis, including a 250F and a 450S.

* * *

FRANK TIEDEMAN HAS BEEN HANDED the 750 MC's Driver of the Year award for his achievements in a 53-year career. His first race was at Silverstone in 1950, in the same Austin 7 Ulster that he raced this year to third in the Triple Challenge.

THEN *as* NOW



McKlein, LAT

In 1984, Roger Clark contested his last RAC Rally, finishing 11th in a 911; has Colin McRae now made his final appearance on the event?

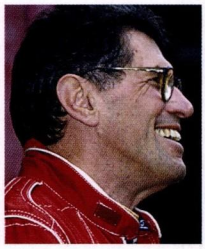
obituaries



all: LAT

After letting Derek Bell race for Porsche, O'Rourke shared his M1 with Hobbs and Jordan at LM in 1981

Steve O'Rourke



THIS LONG-TIME SPORTSCAR ENTRANT AND DRIVER DIED suddenly after suffering a stroke at his Miami home at the end of October. He was 63.

One of the true gentlemen racers on the international GT scene, O'Rourke enjoyed a highly successful career in the music industry, including being the manager of Pink Floyd. This allowed him to indulge his passion for motorsport, both through his collection of historic sportscars and single-seaters, and via his EMKA Racing team in contemporary endurance events.

Le Mans held a particular fascination for him. He first raced there in 1979 in a Ferrari 512BB, and the highlight of his career was finishing fourth overall in 1998 in a McLaren F1 GTR co-driven by Tim Sugden. O'Rourke also paired with Sugden to win the 1997 British GT title before latterly taking EMKA into FIA GTs.

In 1981, O'Rourke shared his BMW M1 with friend Derek Bell. They finished second in the Silverstone 1000Km, before he famously allowed Bell out of his contract to join Porsche's factory line-up for Le Mans, which Bell then won. EMKA also built its own Aston Martin-powered Group C car, which briefly led at Le Mans in '85.

He stopped driving this year on medical grounds, but still oversaw his team's Porsche 911 to two FIA GT class wins.

Ross Jensen

ONE OF THE MOST SUCCESSFUL DRIVERS IN THE HISTORY OF THE sport in New Zealand died of cancer at the end of October, aged 78. Jensen was a major early influence on Bruce McLaren, but he declined his own chance to carve out a professional career in Europe.

Jensen began racing an Austin 7 Special soon after leaving the New Zealand Air Force in 1946. By '54, his skills had attracted the attention of the Austin-Healey importer, which hired him to race its sportscars. His first 100/4 was then sold to a young McLaren.

Jensen's main rival was Tom Clark, and the duo's invitation to the 1957 Australian Grand Prix at Albert Park led to Peter Whitehead offering Jensen his Ferrari 750 Monza sportscar for the NZ series. Jensen duly won the NZ Gold Star award. Encouraged, he purchased Stirling Moss's Maserati 250F, and proved his ability by bettering Moss's lap times at Ardmore. A second place finish at Wigram behind Archie Scott-Brown's Lister earned him a drive with the British marque after the latter's death in '58. He then received an offer to test for BRM, but he turned it down and returned home.

He retired from racing in '61, but remained a key figure in NZ motorsport. He was a founder member of the New Zealand International Grand Prix Association, which funded the 'Driver to Europe' scheme that pushed McLaren and Denny Hulme into F1.



Jensen turned down BRM's offer of an F1 test

Peter Morgan

THE SON OF THE FOUNDER OF THE FAMOUS BRITISH SPORTSCAR MARQUE died just short of his 84th birthday following a brief illness.

Morgan worked alongside his father, HFS, from an early age and was involved in the development of the firm for more than half a century. He took over the management of it in 1959, and only handed the reigns over to his son Charles in '99. During those 40 years, he was renowned for running the company with passion and kindness.

His enthusiasm remained undimmed and he visited the Malvern factory on a daily basis until just before his death.

Terry Ogilvie-Hardy

THE FORMER SINGLE-SEATER COMPETITOR WHO DIED IN OCTOBER, AGED 72, was best known during his career as a driver for Alexis. He raced for the Midlands-based team in a variety of Formula Two and Formula Three chassis throughout the 1960s.

Successful in Formula Ford, Alex Francis's squad struggled higher up the racing ladder, but Ogilvie-Hardy's experiences with the team helped him create a very successful business: crash helmet-makers, Griffin.

He also remained closely involved in the sport by providing race reports for *Motoring News* from a range of F3 events.

Sid Beer

A MAN WHO ENJOYED A LIFELONG ASSOCIATION WITH MG, THIS CLUB motorsport devotee founded a family legacy.

His garage business in the little Cambridgeshire village of Houghton began its association with the Abingdon make just after WWII, and Sid soon became a very enthusiastic competitor in a variety of models before supporting his son Malcolm's racing.

Best known for tuning MGBs, the Beers have remained central to the MG Car Club's activities, and a third generation, Sid's grandson Adrian, has recently taken to the track.

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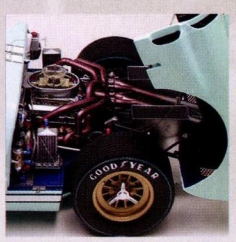
Shown smaller than actual size of approximately 17" in length.
Scale 1:10

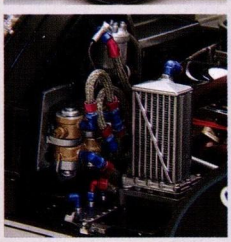
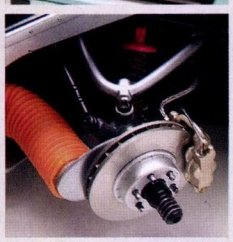
When Henry Ford himself dropped the flag that signaled the start of the 1966 24hr marathon the GT40 MkIIs surged Into the lead, and from then on there can be no doubt that when Ford set their sights on a goal, they will do whatever Is required to attain It.

The GT40's remained at the front of the field, and at the last pit stops they were directed to moderate their pace. The big Fords crept around the last lap to form a 1-2-3 photo finish. Then a puzzling thing happened... the Miles/Hulme Car No.1 was ordered to brake and let the Amon/McLaren car cross the finish line first It was thought that Ken Miles was a lap ahead. Race officials thought differently. A Photo opportunity cost him victory at the World's greatest endurance race... a particular troubling thing as Ken Miles would be killed just two months later. Nonetheless the trio of cars set speed and distance records previously unheard of at Le-Mans; the closest Ferrari was almost 400 miles back.

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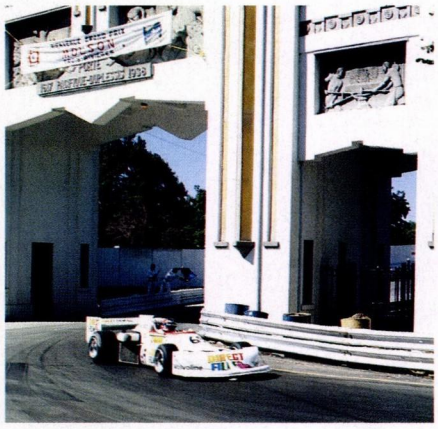
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GILLES' HOME TRACK TO CLOSE



all: LAT

Triumphal arch: Villeneuve took victory again in '77

THE FAMOUS STREET CIRCUIT IN THE QUEBEC TOWN of Trois Rivières is facing permanent closure after a lack of sponsorship forced it to cancel its 2004 round of the American Le Mans Series.

Organiser Léon Méthot has struggled to make the event financially viable since support from Player's ended in 2000, and he is fearful that the famous venue has hosted its last race.

The 1.5-mile track was first used in 1967, and it earned a lasting place in history by turning the spotlight on Gilles Villeneuve's talents when he beat James Hunt in its 1976 Formula Atlantic race.

In almost every year since the circuit's inception, the French-speaking town has hosted an international event. Toyota Atlantic has remained a fixture on the programme, and supported the new ALMS feature race in 2003. Can-Am, IMSA and Trans-Am have also appeared at the track.

obituary

'Nello' Pagani

ONE OF ITALY'S GREATEST MOTORBIKE RACERS DIED LAST MONTH IN HIS native Milan. He was 92.

Riding in the 1930s and the immediate post-war period, Pagani won five Italian titles as well as the '49 world 125cc crown. He retired in '56 and managed the MV Agusta team until '60, overseeing John Surtees's four world 500cc titles.

From 1947-50, Pagani dabbled with car racing, mainly in the Maseratis of Scuderia Plate. The highlight of his four-wheel career was beating a strong field to win the 1948 Pau GP.



Pagani's Maserati 4CL at Monaco's Portier in '48

MYSTERY CAR COMPETITION



both: LAT

A YEAR'S FREE SUBSCRIPTION IS THE PRIZE FOR the reader who recognises this car, which we think will be a bit harder to pin down than last month's offering (we're still gauging the correct level of difficulty!). In the likely event of there being more than one correct answer, we will again favour those entries with the best information. Good luck!

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

Last Month: The Cromard Special, built and developed by Laystall's Bob Spikins in 1948-51.
Winner: After drawing a blank last month, we were flooded with correct entries this time around – no less than 65 of you got it right, many accompanied by painstaking accounts of the car's life. The prize of a free subscription for the fullest and most accurate answer goes to Mr John Cross.



EVENTS *of* NOTE



McRae will be back in 911 action at Killarney

McRAE SNR TO TAKE ON 911 REGULARS

AT LEAST FOUR PORSCHE 911S WILL ENTER THE KILLARNEY Historic Stages Rally with a chance of overall victory.

To be run on Sunday December 7, this demanding closed-road event based around the scenic Irish town will be contested over nine special stages, the last of which will be run in darkness.

BHRC champion Steve Perez has entered his regular 911, while entrusting his 300bhp 1974 version to multiple British rally champion Jimmy McRae. Last year's winner Dessie Nutt (911) and Nick Whale (911S) are the other potential winners.

The 100 stage-mile route is almost completely new, featuring only one stage that was used in 2002.

The capacity entry will be divided up into three categories: historic (pre-1968), post-historic ('68-74) and classic ('75-79).

WHAT'S ON WHERE?

DECEMBER

6-9 GREAT BRITAIN
LE JOG will test crews in a dash from Land's End to John O'Groats, via special tests and navigational sections on challenging roads. Tel: 01886 833144

7 KILLARNEY (IRL)
Killarney Historic Stages Rally is one of the most popular events in Europe (see preview above).
Tel: 00 353 87234 1237

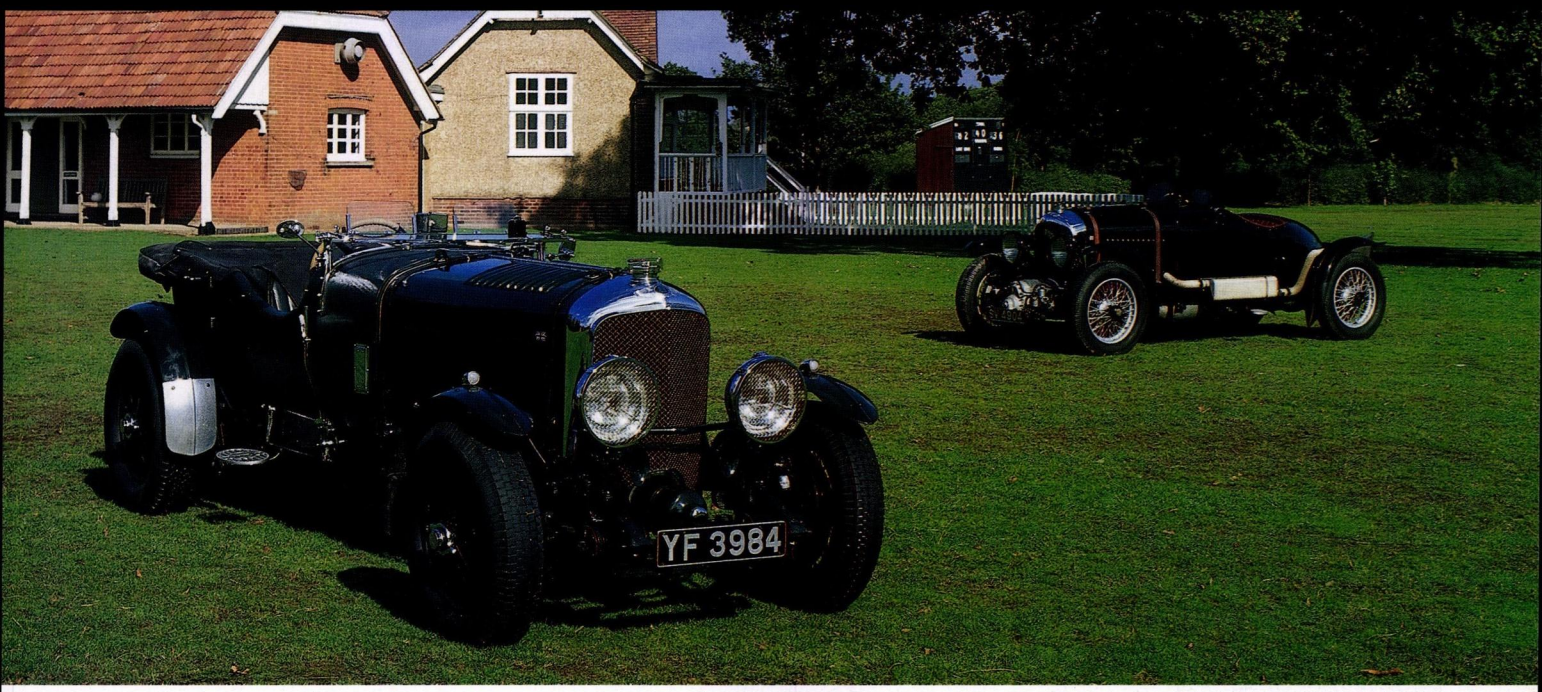
JANUARY

8-11 BIRMINGHAM NEC (UK)
Annual Autosport International show. For more information visit: www.autosport-international.com

10-16 MONTE CARLO (MC)
Winter Challenge takes 100 pre-1968 machines on a five-day rally from Duxford to Monte Carlo.
Tel: 01633 263366

11 BROOKLANDS (GB)
Driving tests will get VSCC's 70th anniversary season off to a brisk start. Tel: 01608 644777

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SPECIALIST CAR DIVISION

ESTORIL HISTORIC FESTIVAL

KUMSCHICK'S POISONED ARROWS SETS UP WRIGLEY FIELD DAY



Kumschick heads the TGP field away at the second start; champion-to-be Wrigley (Tyrrell 012) lies sixth



Gert Breitford brought his restored Fittipaldi F8C



Hoole leads Baker as sun sets on HGPCA season

all: Jim Hodgreve

THE THOROUGHBRED GRAND PRIX TITLE SHOWDOWN provided a thrilling centrepiece to Estoril's new historic festival as nearly 100 British entries made the end-of-season trip to southern Europe.

For the many lured by the prospect of October sunshine there was disappointment, as rain fell for the majority of the three-day meeting. But the sky lightened long enough on Sunday afternoon for the TGP shoot-out to be held in dry conditions, which enabled pole man Fredy Kumschick to fire his Williams FW07C into the lead at the re-start, which followed a first-lap midfield crash. As points leader, the Swiss knew that an overall (and therefore Class C) victory would be enough to secure the title. His rivals for the crown, Mike Wrigley (Class D Tyrrell 012) and 2002 champion Mike Whatley (Class B Ensign N175), had to be sure to win their respective classes, and hope that Kumschick tripped up.

Crucially, Kumschick had lost first gear. This precluded any breakaway, and Hubertus Bahlsen's Arrows A4 and the Williams FW08s of Joaquin Folch and Richard Eyre ran in tandem directly behind the leader. Until lap six, that is, when Bahlsen tried to outbrake Kumschick into the tight left-hand turn six. Contact was made, the Arrows flew off the road and the delayed Kumschick dropped to third.

Folch quickly built a cushion he'd hold to the end, while Kumschick finally displaced Eyre on the final corner of the last lap – but his second place meant the others had a chance.

Whatley successfully won his class, despite a broken right-rear brake disc – but only after Mauro Pane's flying Tyrrell P34 had been forced to pit. With Wrigley finishing second in class, after being passed by Steve Hartley's Arrows A6 at mid-distance, it appeared that the Ensign driver had kept

OFF the BLOCKS

BACK ON THE TRACKS IN DRUM-BRAKED SPORTSCAR races in 2004, after an absence of more than 50 years, will be a rare Gordini T23S. It last raced in 1952 when Robert Manzon crashed while leading the Reims 12 Hours.

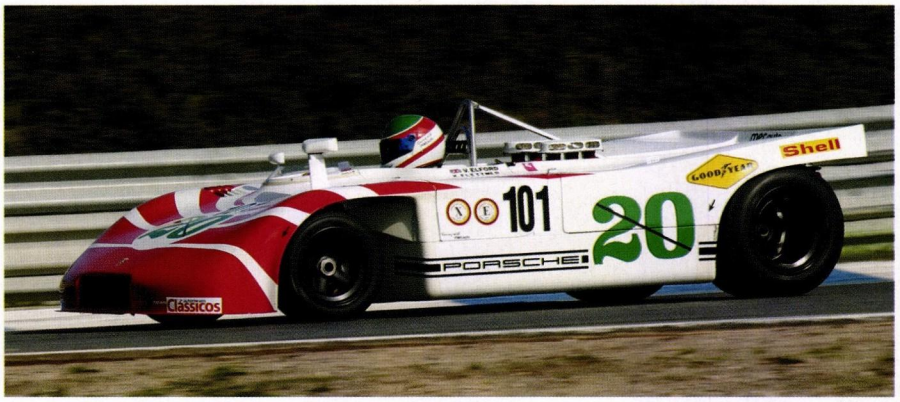
The car of Eddie McGuire is one of three T23Ss built by the French company, starting life in 1949 with a 1.5-litre engine. It was upgraded to 2.3-litre form in '52 and raced at Le Mans, where it led for nine hours in the hands of Jean Behra and Manzon.

It stayed in Gordini hands until 1972 when the damaged chassis was sold to Serge Pozzoli. Finally, a chance conversation between McGuire and Pozzoli's grandson, Flavien Marçais, led to the car being restored.

The restoration work has been done in the UK by S Longland-Hart, with bodywork by Aubrey Finburgh of Classic Autos.



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Among Estoril's eight races was a libre event which attracted Klaus Flettner's gorgeous ex-Elford 908/3

his title. Not so. Post-race, the stewards disqualified Hartley for passing Wrigley under yellow flags, allowing Wrigley to snatch the crown.

A brace of HGPCA events fell to Sid Hoole's ex-Jo Bonnier Cooper T66. In the first race he swapped the lead several times with Irvine Laidlaw's BRM P57 before prevailing. In the second, with Laidlaw absent, it was left to American Danny Baker to harry the leader throughout in Roy Walzer's Lotus 24.

Flavien Marçais and Nick Wrigley's Iso Grifo emerged as the clear winner in the wet Gentleman Drivers' two-hour race. David Clark and Simon Hadfield's Aston Martin just staved off the Richard Bull/Chris Conoley Triumph TR4 for second.

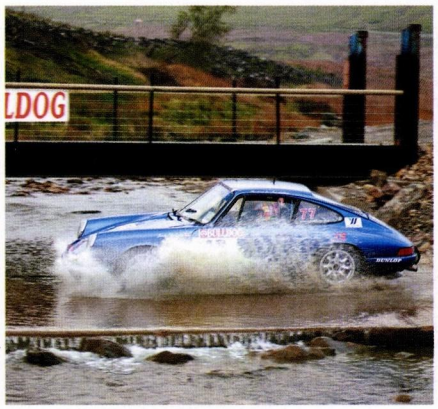
Another class win sealed the FIA Historic Touring Car title for French Mini Cooper drivers Claude Boissy and Alain Miran, while Simon Ham won the Lurani Formula Junior round.



The Conoley/Bull TR4 excelled on the wet track

BRITISH HISTORIC RALLY CHAMPIONSHIP: BULLDOG

PEREZ SHOWS BULLDOG SPIRIT TO SEAL TITLE



Mike Halley

No pussyfooting: Perez romped to Bulldog glory

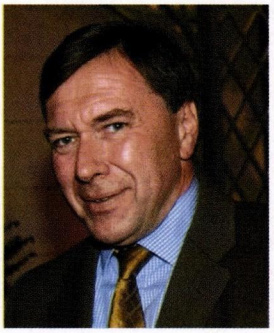
DESPITE NEEDING ONLY TO FINISH THE RALLY TO clinch the 2003 Armajaro MSA British Historic Rally Championship title, Steve Perez and Jonty Bolsover really attacked on the Bulldog Rally to win the crown in style in their Porsche 911. The pair took a commanding victory in the historic section of the Welsh forest event to put the seal on a superb year.

A Porsche also claimed the post-historic spoils as Richard Tuthill broke a two-year lay-off from the sport to dominate the event. Partnered by Kevin Plunkett in the car normally handled by Stuart Rolt, they even had time to stop on the Dyfi stage and attend to a detached throttle cable on their way to winning by 90sec. Leading the chase of Tuthill were brothers David and Andy Stokes in their Escort.

The post-historic championship spoils went to Richard Hill and Stephen Montoto in their Escort.

INSIDE LINE

MIKE WRIGLEY



THE NEW 2003 TGP CHAMPION REFLECTS ON HIS TITLE AND THE HISTORIC SEASON AHEAD

What's it meant to you to win the TGP title?
Well, it hasn't changed my lifestyle! I sent a keg of beer down to the boys at James Watt Automotive, who prepare my Tyrrell 012, but that's about it – because of the delay in finding out after the race as the stewards' made their decision. I've never done a full season in anything before. We've done it now and won a championship, which is very satisfying.

As a young man you raced Formula Three in the 1970s – why did you stop?
I just didn't have the money to do it properly, and realised I was wasting my time. I came back in the early 1990s in URS Formula Ford 2000 before getting into Supersports with a Chevron B19. In '97 I drove a Shadow in TGP before acquiring the ex-Brundle 012 I have now.

What are your TGP plans for next year?
The target this year was to get a flat-bottomed car into the first three or four overall. We managed that on occasion, but now I am looking at selling the 012 and joining the Class C boys by getting a ground-effect car for 2004.

What other cars will you be racing?
I've got a Tyrrell 020 which I may enter in EuroBOSS. I also bought a Lotus Cortina this year for FIA Historic Touring Cars. It needed a lot of work and we've struggled to get on the pace. At Estoril we were only 0.5sec off the fastest lap, but having just got out of the Tyrrell, I spun! I'm also building an A35 for Goodwood, while I'll carry on racing my Formula 5000 Lola. I like the look of the GpC series, too.

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HSCC: SILVERSTONE



Jim Houlgrave

Top tin-top: Oldworth's Ford Falcon

FALCON FLIES

HSCC CHAMPIONSHIP FINALS DAY AT Silverstone produced great racing in front of a large crowd. Star race was the Historic Racing Saloon finale, won by Richard Oldworth's Ford Falcon.

Gerry Marshall didn't even have his Mustang running at the start, so his fight back to second was impressive.

Richard Thorne's Morgan just held off Andy Shepherd's Lotus 7 in a fierce Historic Roadsports contest, while Neil Fowler had an easy time in the FF1600s after Oliver Smith spun.

VSCC: GOODWOOD

BAXTER BEST AS SUSSEX SPRINT WINS ACCLAIM

THE INAUGURAL VSCC GOODWOOD Sprint was hailed a success and produced a deserved win for James Baxter in his Frazer Nash single-seater.

Run over a standing start lap of the race circuit, the event brought down the curtain on the club's speed season and drew a very strong entry.

However, the stringent noise regulations meant that some of the noisier cars, notably the ERAs, were absent.

Having battled hard against the ERAs on the hills all season, Baxter was in sparkling form in his 3.5-litre Nash and hustled the 1934 car around in a fraction over 100sec to claim FTD.

Despite a dramatic spin at Lavant during practice, Simon Williamson's bravado aboard his Delage LSR car netted him the award for fastest time by a vintage car. He charged around the famous track in 113.61sec in the 10.5-litre monster.

Best time by a pre-war car was set by Peter Candy's Riley Falcon Special in 112.68sec, while the non-aero engined Edwardian class fell to Ron Birkett's rare but well-campaigned FL. The 1909 French machine, so named because it was built within sight of the Eiffel Tower, recorded 156.16sec.

With a very positive reaction from spectators and competitors alike this event is set to become a popular feature, and has already been added to the 2004 calendar.



Steve Havelock

James Baxter smokes his tyres as he launches the Nash onto its winning lap

Club News

NEARLY 40 YEARS OF BRITISH RALLY history ended on the Wales Rally GB when a Mini Cooper competed for the final time. Neil Burgess and journalist Jim Holder came home 39th and last on the final occasion that an original Mini was eligible for a World Rally Championship round. Rauno Aaltonen won the RAC Rally in 1965 in a Cooper S.

* * *

DAVID BRODIE MARKED 40 YEARS OF racing by contesting the 8 Clubs Revival events during the BRDC's Winter meeting at Silverstone in November. Brodie made his racing debut at the 1963 8 Clubs meeting.

* * *

DAVID LESLIE RETURNED TO Formula Ford 1600 for the Walter Hayes Trophy at Silverstone. He reacquired his 1977 Royale RP24 in the 1990s and has totally restored it. Despite racing against far more modern cars, he took advantage of wet conditions to finish third in the final.

MACAU GRAND PRIX ANNIVERSARY

HADFIELD REAPS EASTERN PROMISE

CELEBRATING THE 50TH ANNIVERSARY of the Macau Grand Prix, a Le Mans start began the historic Golden Jubilee Cup on Macau's streets in November.

The race was won comfortably by Simon Hadfield in his Lotus 30, ahead of Frank Sytner's Lola T70 Spyder. Hadfield was making amends for earlier losing the thrilling GP Anniversary Trophy race to Sytner after swapping leads over a dozen times. On the final lap Sytner passed Hadfield going into the last corner and won by 0.2sec.

Denis Welch finished both races in third place in his Lotus 23B, while Julian Bronson (Lister Costin) and Jac Nellemann (Lotus 17) shared the honours for cars built from 1950-59.

David Piper escaped unhurt after he crashed into the tyre wall on the last corner in his Ferrari 275LM.

Albert Poon returned to the rostrum 39 years after he won the Macau GP, with victory in the Mini race.



Jim Houlgrave

Hadfield's Lotus 30 stalks Cooper and Ferrari Monza in Anniversary Trophy

reports in brief

EDWIN JOWSEY BAGGED ANOTHER FJ victory as the season ended at Donington. The 2003 champion had to fend off a challenge from Robin Longdon's Lola Mk5A, but the damp chicane sent the Lola into a spin and left Jowsey's Lotus 22 safe.

* * *

GERMAN RACER WIDO ROESSLER scooped the Supersports title at the final pair of races at the Nürburgring. His McLaren M6B took two wins and maximum points to outscore John Sheldon (Chevron B16).

* * *

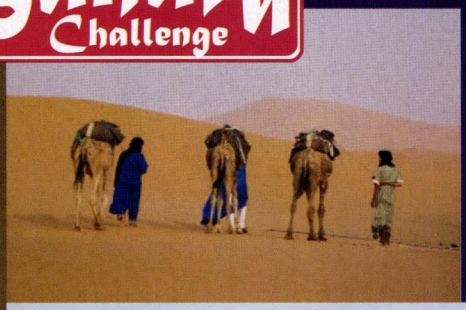
PHILIP WALKER DOMINATED THE BRDC Historic Sportscar race at the Silverstone Winter Warmer meet in November. His Lotus 15 started from pole and was never headed, but was pressed by Tony Bianchi, who wrestled the Farrellac Allard to second place. Adrian van der Kroft's Cooper ran third, but soon fell behind the Lotus XI of Neil Davies – until John Pearson Jnr passed both in the family Lister-Jaguar.

The Dash to Marrakesh

2nd - 16th October 2004

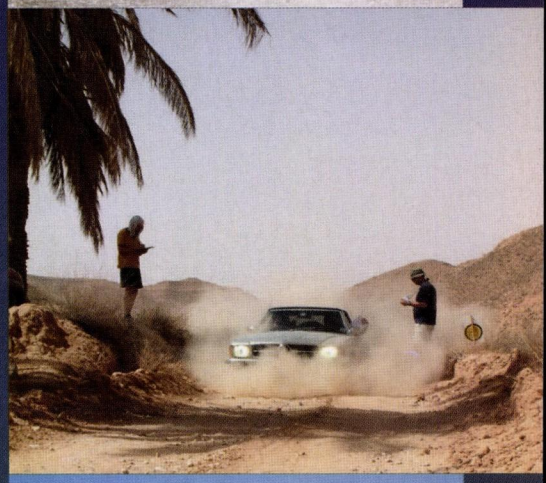
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And this is where we are next taking the 3rd edition of the Sahara Challenge, next October. Vast open and empty plains, where you storm a ribbon of road that unravels across distant horizons, and where the only car you'll spot all day is a fellow adventurer in a classic rallycar. We are just back from Tunisia – 48 timed-to-the-second test-sections and terrific local support.

Now, for our 47th international rally, we return to Morocco. We established the first-ever competitive event for Historic and classic cars to venture into Morocco with the Classic Marathon back in 1993. Since then, we have returned with the '98 Marathon, and the World Cup Rally, and numerous route-surveys. So, plenty of past experience to draw upon - for a route that promises to be even better.

We have just discovered a stunning and breathtakingly beautiful trail through the fringes of the Sahara north of Zagora – this tiny oasis village in the south-eastern corner really should be rated as one of the four-corners of the earth. Old forgotten Foreign Legion forts stick out of the sand, now piling up against the walls ...you don't forget rallying like this. It's miles away from anything, and anywhere... and yet, surprisingly, all within easy reach from mainland Europe.

Our new route will put you on the road to Timbucktu. You drive it until you hit the sand-dunes, where to go any further requires a camel train and another 45 days. Great open plains, vast empty skies, and truly empty roads. Memories are made of moments like this.

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But it's not so daunting that a vintageant with a sense of adventure can not join us...with a wide range of classes and categories, there's no shortage of "True Grit" tankards to be won. Adventure rallying in the sun. Don't you think it's time you tackled something truly different? All you need is the car... and the sense of adventure. And time out to escape the rut of normal-living, from October 5th to October 16th.

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The picture depicted for 2003 is not actual cover.

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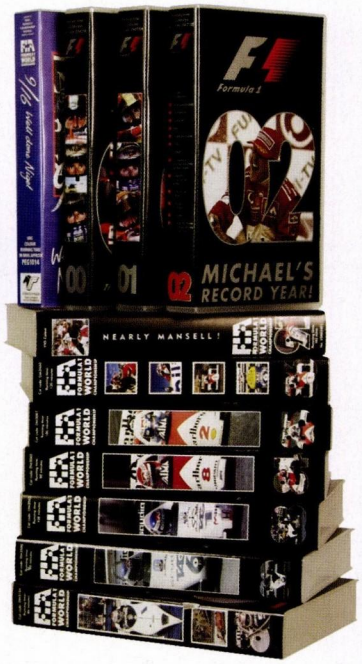
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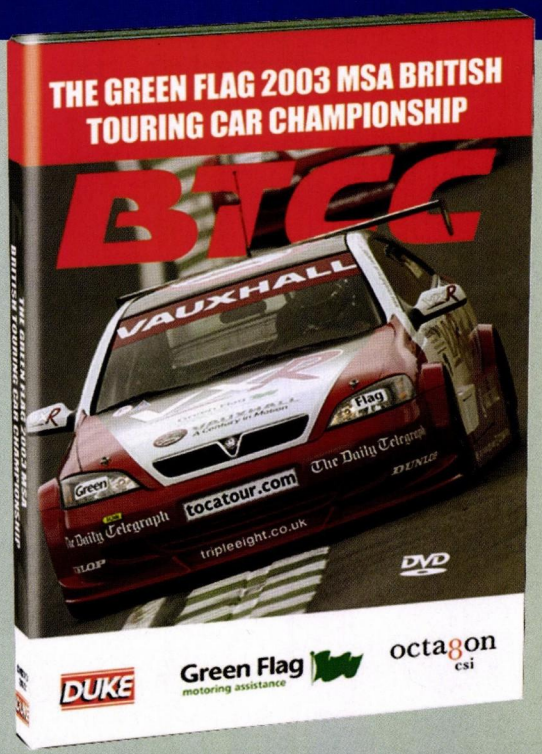


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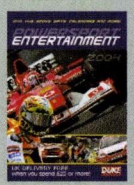


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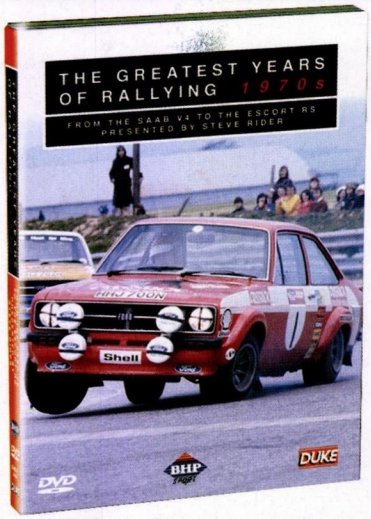
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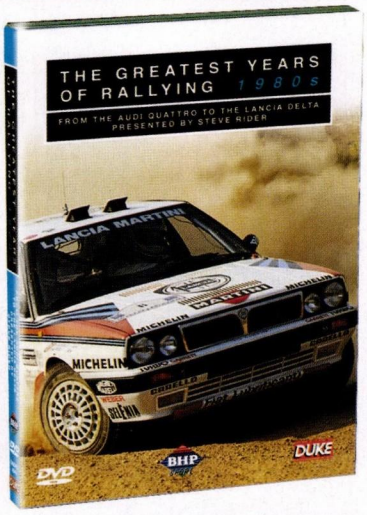
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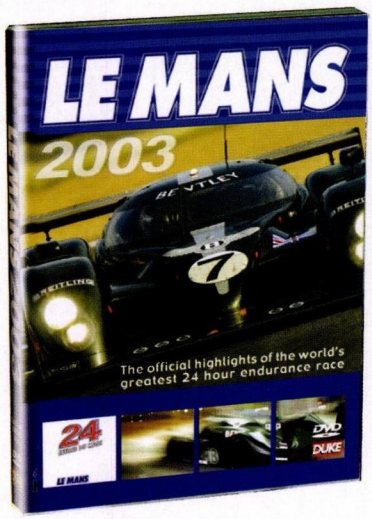
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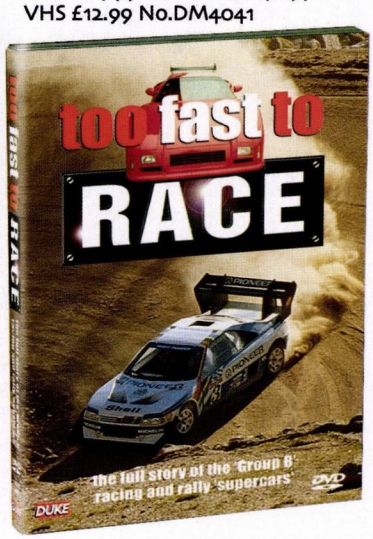
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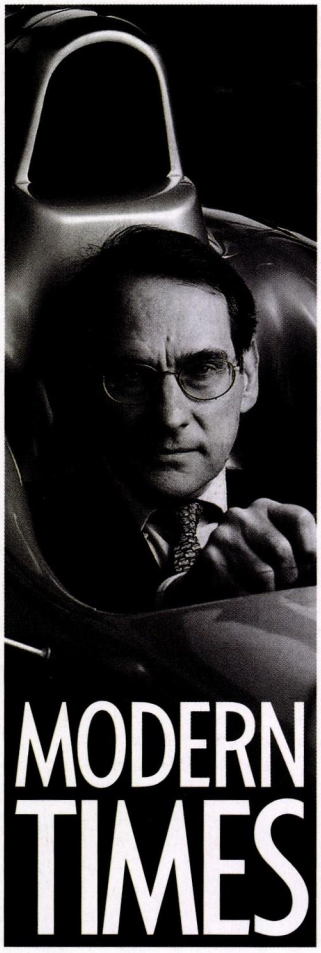
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MODERN TIMES



DPPI

MICHAEL SCHUMACHER DIDN'T HAVE to wait until the chequered flag fell at Suzuka to be heralded around the world by various media – some well-informed, some less so – as the greatest racing driver of all time. The final race of the season finished soon after 8am in the UK, so the Sunday papers had to go to press before the race, and were on the nation's breakfast tables after any readers keen enough to get up for the live coverage knew the result.

One paper coped with this little problem by devoting an entire page to its opinion of who, whatever befell in Japan, were the 10 greatest racers ever. It was a misguided effort. Its author seemed to labour under the mistaken belief that the only measure of a driver's ability is how many points he scored, under whatever system was in force at the time.

Of course, none of this will bother Schumacher. However, such lists do nothing to put his towering achievements into context. Far better to look at the job that he has done against his own opposition over 13 long seasons, 2003 included, and decide once again that he is unquestionably the greatest racing driver of his period. His sixth title wasn't perfect, but it included plenty of demonstrations that he is a racer apart: like the job he did in Austria, for example, when he coped impassively with a fire during a refuelling stop and still won the race; or at Indianapolis, where he paced himself superbly in constantly changing conditions, some of which suited his tyres, some of which didn't.

Nevertheless, it could so easily have been someone else's title. Ferrari hit the doldrums during the summer, while Williams-BMW and McLaren-Mercedes both had moments of glory. But in the end the real key was Ferrari's reliability – and the others' lack of it. Schumacher's car was always astonishingly robust: in fact, Michael hasn't retired from a race for mechanical reasons since low fuel pressure sidelined him at Hockenheim back in 2001. That's 38 grands prix ago – a fantastic achievement by the entire Ferrari organisation, even if team-mate Rubens Barrichello hasn't always been quite so lucky. By contrast, Juan Pablo Montoya would probably have gone on to win the Austrian and Japanese grands prix had his Williams-BMW not failed him. To coin a truism, there can be no ifs in motor racing, but those two wins would have given Montoya the title by 12 points. Kimi Raikkonen, meanwhile, never got to race the long-awaited McLaren MP4-18, but even so his MP4-17 was leading comfortably in the European GP when its engine blew. That would have made 10 points for him and one less for





both LAT

Above: Luigi Musso was a victim of the divisive Ferrari politics of the 1950s. Left: Even this Austrian pitlane fire didn't extinguish the team's desire to win. Below: Niki Lauda and Mauro Forghieri brought discipline to the Scuderia



Schumacher – more than enough for the Finn to win the title.

So, in a way, it was the Ferrari team that won the world drivers' title, and more than anything it underlines the fact that Formula One is a team sport. If the whole organisation, from grid to factory, isn't one cohesive, single-minded unit, the results won't come. The renaissance at Ferrari from its low point in the early 1990s has been extraordinary, and from the first it has been about the relationship between the four men who matter most: Jean Todt, Ross Brawn, Rory Byrne and Schumacher himself. When the latter, twice champion already, was lured from Benetton for 1996, part of his deal with Maranello was to be able to bring Brawn and Byrne with him. Apart from singleton victories for Gerhard Berger and Jean Alesi, Ferrari hadn't been winners for five years. It seems unthinkable now, but some thought that the red fire of Maranello had finally gone out. But by early June that year Schumacher had scored his first Ferrari victory – and since then he's won fifty more, and four world titles. In victorious post-race press conferences, when he fulsomely thanks the team, it's no empty PR-speak. Michael knows that it's the team that has won the race, and that he is but a link in the chain. The highest-paid, highest-profile link, of course, and the one carrying perhaps the biggest burden of responsibility for every result. But as long as Ferrari is the best team, Michael is happy to be a team player.

How different from the days at Ferrari in the 1950s, when the Old Man delighted in maintaining his absolute power by sowing dissent, suspicion and near paranoia, not only among his bickering lieutenants, but also among his drivers. He believed it would make them race harder. In the case of Luigi Musso, it probably contributed to his death at Reims in 1958, desperate to prove to his imperious team chief that he could match Mike Hawthorn and Peter Collins.

But move on 15 years, and you find a clear parallel to the way that Michael Schumacher turned the team around, through sheer force of character, determination and hard work, and by gathering the key people around him.

In late 1973, with Ferrari deep into one of its lean periods, a young Niki Lauda was summoned to Maranello and offered a test in the current F1 car. Then he was ushered into the presence of the Old Man to pass on his comments. Lauda, as always unfazed by the dignity of others, told Ferrari directly that his car was no good. Ferrari, unused to being spoken to like this by a driver, summoned his engineer Mauro Forghieri (who had not designed the 1973 F1 car, as he'd been transferred to work on Ferrari's road cars). He told Forghieri that he had a week to listen to Lauda's complaints and modify the car accordingly; then Lauda would drive the car around Fiorano again. If he wasn't at least a second a lap faster, he would be told not to darken Maranello's door again. Lauda and Forghieri spent seven frantic days modifying and testing the car, and the following week the Old Man watched as Lauda had his second official test – and was much more than the required second a lap faster.

He got the drive. More importantly, he had started off on the right foot with Forghieri, and they forged a strong relationship which saw Lauda win 15 grands prix and two world titles over the next four years. He also made sure that he spoke man to man with Enzo as often as possible, bypassing the ring of yes-men that surrounded him. His reviving influence on the team was just as great, in its way, as Schumacher's more than 20 years later.

And now we look towards 2004. McLaren is promising that, after the failure to produce its new car this year, the developed version will be the first of the next year's chassis to appear. It is to be hoped that Mercedes and Ilmor will find some more horsepower to help Raikkonen and David Coulthard on their way, for McLaren's engines were not the best last season. BMW and Williams must between them find more reliability, and perhaps generate a happier working atmosphere for the fiery Montoya and the inconsistent Ralf Schumacher. It will surely be Montoya's last season with Williams before he moves to better-paid pastures at McLaren. Renault has a rising star in Fernando Alonso, but has lost technical supremo Mike Gascoyne to Toyota. Horsepower wasn't the French team's strongest suit last year, but it is forsaking the wide-angle engine for a development of the older unit to try to catch BMW and Ferrari.

However, you have to say that retirement is probably the only thing that will prevent Schumacher from collecting his seventh title in 2004. Some paddock sages are predicting that this may happen, that Michael will call it a day early in the New Year. I find that very hard to believe: letting the team down at the last moment, the team that he's striven to support and lead for eight long and dramatic years, simply isn't his style. M

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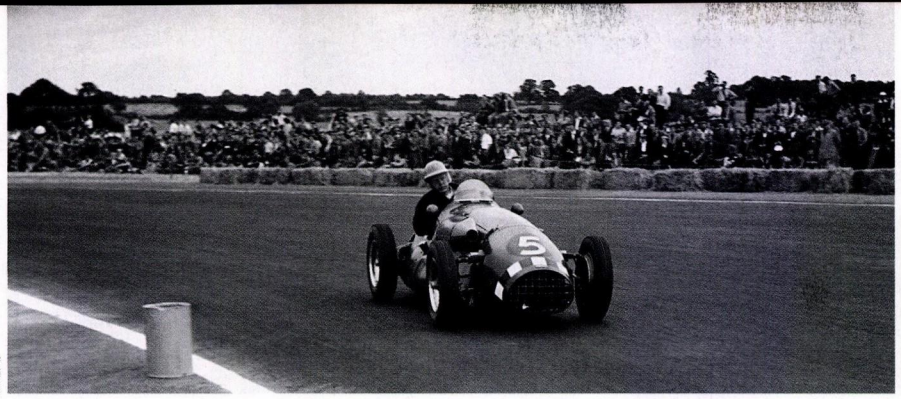
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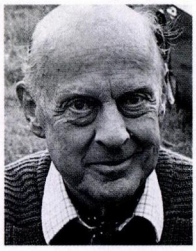
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MY ONLY GRAND PRIX

1952 BRITISH *at* SILVERSTONE *by* ERIC THOMPSON



Driving works Aston Martin sportscars is what you are best known for, but what single-seater experience did you have before you entered the British GP?
I had raced Rob Walker's ERA-Delage. Not many times – about half a dozen outings in British events. I found, though, that a single-seater then was really not very different to the sports-cars I was driving.

Did you regard sportscars with Aston – for which you won the Goodwood Nine Hours – as a priority?
My time was limited; I was not a professional racing driver – although I was paid £25 a year by Aston! I was an insurance broker at Lloyds of London, and my employers didn't particularly like me asking for days off to go motor racing. So for the time that I did have off, I found it rewarding to do sportscars because they were long-distance races with lots of seat time.

So how did you get the drive with the factory Connaught team for the British GP?
One day my phone rang at work, and it was Rodney Clarke from Connaught Engineering. He said that they were just finishing a car, which would be entered for the grand prix, and would I like to drive it? Practice was on Thursday, so I said: 'Sorry, I can't make that, I've got a meeting with a ship owner – I can make it for Friday.' He said that was fine. I qualified on Friday on the third row of the grid.

What did you think of the Connaught A-type?
It was a wonderful car, beautifully balanced. It appeared to be heavier than the Cooper-Bristols, but it was actually about the same.

Ascari's winning Ferrari was way out in front, but from the start you ran in the top six, ahead of many good cars...
It was extraordinary, really. I was ahead of Bira's Maserati, Salvadori's Ferrari, Collins' HWM. My only problem was that on the eighth lap my rev-counter broke, so it was difficult to not exceed the 6300rpm limit. Then I got in behind Dennis Poore's Connaught, and I used him as my rev-counter – when he changed, I changed. And by the time we were separated, I had it all committed to memory.

Early on you were with Taruffi's Ferrari and Hawthorn's Cooper-Bristol. Then later on, Farina's Ferrari had a problem and you fought back into the top five...
I'd had to stop for fuel which dropped me out of the top six, but I caught Farina back up. He became rather aggressive with me. I think he was slightly miffed that I was passing him – but I made it stick and finished fifth.

Which was a tremendous result for your debut GP. Did you get a good reception from the crowd?
I don't think so – certainly not one that was noticeable. These days, in virtually any race, if you win, people leap about and have hugs and kisses. Fifty years ago we said, 'Thank you, gentlemen', and walked away – which is a rather nicer way of doing things. Nothing really was said at work on Monday either, although there was some interest because the *Evening Standard* ran an article on me, 'City Gent's Turn of Speed'. It was a good experience.

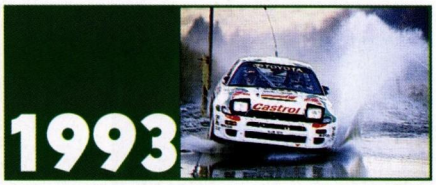
My Hero BY MARKKU ALEN



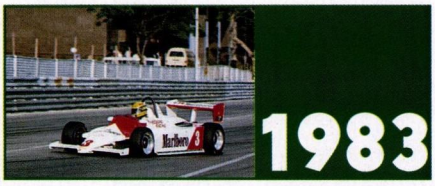
"For me as a young man, before I even began rallying, I was inspired by the top three 'Flying Finns' – Hannu Mikkola, Timo Mäkinen and Pauli Toivonen.

I remember as a 16-year-old going to spectate at the 1000 Lakes in 1967, and then again over the next two years. Going out at night to watch them is what made me want to become a rally driver. They got the Escorts completely sideways, and it was like a totally new driving style – very exciting. As soon as I got my driving licence I wanted to be like them, and when I was 18 I won the 1969 Finnish junior title. A year later I was in the same events as they were, and was pretty awestruck by the whole thing!"

THIS MONTH IN



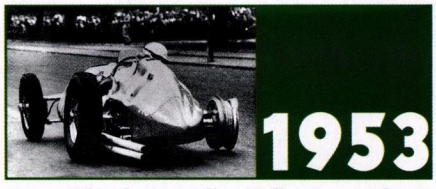
Juha Kankkunen scores a record-breaking 20th WRC victory in his Toyota Celica on the RAC Rally. Carlos Sainz signs to join Colin McRae at Subaru for '94 following Lancia's withdrawal. German Jörg Müller wins the Macau Formula Three Grand Prix



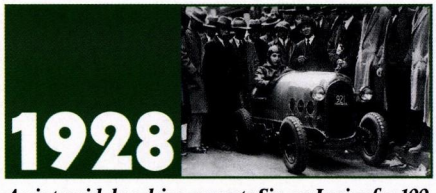
Ayrton Senna dominates the Macau F3 GP in his WSR/Theodore Ralt, beating returning Formula One driver Roberto Guerrero; two weeks later the Brazilian signs with Toleman for F1 in '84. Stig Blomqvist scores Audi's third straight RAC victory



Finnish ace Timo Mäkinen tops off his superb year by scoring his first RAC victory, heading home fellow Escort RS driver Roger Clark. Jean-Pierre Nicolas wins the season-ending Tour de Corse for Alpine-Renault. Patrick Depailler joins Tyrrell



Doug Whiteford's 4.5-litre Talbot Lago (above) wins the Australian Grand Prix at Albert Park, despite suffering a puncture. Juan Manuel Fangio leads home Lancia's 1-2-3 result on the Carrera Panamericana, marred by Felice Bonetto's death



An intrepid duo drive a sports Singer Junior for 100 consecutive ascents of Porlock Hill, and achieve their goal in 13 hours. As the Indianapolis 500 is opened to an international field, so a bike-engined miniature racer from the States (above) is revealed



LEGENDS



Villeneuve's Ferrari crosses the line inches ahead of Arnoux's Renault after perhaps the greatest battle in F1 history

Phipps/Sutton

DIJON 1979

LAST MONTH I WROTE ABOUT THE 1986 Australian Grand Prix, after which someone asked if it had been the most exciting race in my experience. And after considering the 1969 Monaco Formula Three race, an unforgettable fight between Ronnie Peterson and Reine Wisell, I decided that, yes, Adelaide '86 had my vote, at least in terms of a race in its entirety.

For short spells, though, others were perhaps more mesmeric. The closing laps of the 1970 Monaco Grand Prix, for example, when Jochen Rindt was chasing Jack Brabham, come to mind, but for sheer drama nothing matches the last few laps at Dijon in '79, and the battle between Gilles Villeneuve and René Arnoux. Ask anyone who was there.

Remarkably, this was not a matter of winning a race, either, although it would have been if Jean-Pierre Jabouille had faltered. He did not, and it remains the day of days in an often underrated career. Jabouille was Renault's original driver in F1, the man who did all the testing, and suffered all the heartbreaks, as the Régie – which pioneered turbocharged engines in grand prix racing – sought to take on the established teams. Jean-Pierre's – and Renault's – first victory came at the French Grand Prix. *Jour de gloire*, indeed.

Jabouille always had the look of a man who'd walked under too many ladders: "For me the only sad thing is that no-one remembers who won the race – only the fight for second place! Even an hour afterwards I felt that. And when I saw the video, I was not surprised..."

Dijon '79 has passed into motor racing folklore. When Arnoux retired, at the end of 1989, stories were written about his career, his working-class background, his struggle through the ranks, seasons at the forefront of F1 with Renault and Ferrari. Seven times he was a grand prix winner, but for all-time René will be remembered for that day he tried to take on Gilles.

Dijon was the eighth round of the world championship, and as they arrived there Jody Scheckter was ahead on points, followed by Ligier's Jacques Laffite and Villeneuve.

Renault, though – the only turbo team – was going to be a threat anywhere with straights worth the name. Like Dijon. Lamentable reliability apart, Renault's abiding problem until then had been throttle lag – indeed, at Monaco, Arnoux and Jabouille had made up the back row of the grid, which would have been embarrassing anywhere, but particularly so at a French race. A good showing at Dijon was vital – and the Monaco grid was turned on its head. This time the yellow cars had the front row to themselves.

For this race the cars had twin KKK turbochargers, which markedly improved torque and throttle response. Given their power advantage, they could run more wing than the rest, and were apparently in a class of their own – until Villeneuve produced a stunning lap to join them in the 1min 07sec bracket. No-one else was within shouting distance. It would be Gilles against the home side.

"Through the trap they're only two or three clicks quicker than me," he said, "and usually it's about 15kph, so they're using a lot of wing. *That's* where they're making up the time here – through the turns.

"I need a win here," Villeneuve went on, "to close the gap to Jody. I'm not interested in three or four points. If Jabouille gets into the lead, it'll be impossible to catch him, so I have to make a good start. Somehow I must at least split the Renaults."

Perhaps better at starting than anyone in history, Villeneuve did better than that. Both Renaults got away reasonably well, but the Ferrari sliced between them on the sprint to the first turn. A missed gearchange then dropped Arnoux back to ninth.

In the opening stages it was Gilles at his purest, running away from Jabouille at a second a lap: "To go for it was all I could do. We had very little downforce, and I knew I was hurting the tyres, but what was the alternative – run third all the way, and go to sleep?"

The race began to fall into predicted shape finally on lap 15. Villeneuve still led from Jabouille, but now Arnoux was up into third place. Sixty-five laps remained, and Gilles had no-one working in his corner. Still, he charged on. "If you can build up a lead," he said, "you just might make the other guy put pressure on himself."

Jabouille, though, was in a calm frame of mind. He knew the degree of Renault's superiority and readily maintained the gap to the Ferrari. As the 30-lap mark approached, Villeneuve's lead was pared away: "In my mirrors I saw I had company."

Taking scary chances through lapped traffic, Gilles pulled it out to four seconds again, but by mid-race his tyres had run up the white flag, and the T4 was all over the place, understeering on left-handers, oversteering on right-handers. By lap 46 he had no more cards to play, and Jabouille swept by at the end of the straight. Gone.

"When I passed him, I could tell his tyres were finished," Jean-Pierre said. "How he got to the end of the race on them, I'll never understand."

In the Ferrari pit, they were getting new Michelins ready for Gilles, as Scheckter – lapping at nothing like his team-mate's pace – had already been in for a change. Villeneuve, though, stayed out. Alright, Jabouille was history, but now Arnoux was chipping away at the 15 seconds separating him from second place. With 10 laps to go, the gap was down to four seconds, and Gilles seemed like tethered prey. As they went into the last five laps the cars were as one.

The closing minutes of that race beggar description. At the end of lap 70, Arnoux came by ahead, and that was that, we thought: Gilles had carried the battle to the Renaults, and the gamble had failed.

But Villeneuve was not like that. "When Arnoux passed me," he said, "I thought he'd run away, like Jabouille had. My tyres were gone, and the car was all over the place – but still I could stay with him. So he had to have a problem, too…"

So he had. In the closing stages, the Renault's fuel pick-up had begun to falter slightly. "I wanted to get him back as soon as possible," Gilles explained, "because I knew he would not be expecting it. At the end of the pit straight I wasn't really close enough, but I went for the inside and left my braking really, really, late…"

Smoke plumed from the tyres as the Ferrari scrabbled inside the Renault, and they went through the turn side by side.

No-one – not even the drivers themselves – really knew how many times in those last couple of laps the two cars passed and repassed, how many times they banged wheels, slid wide, went off, rejoined, touched again. It was desperate in a manner perhaps not seen in F1 before or since.

Halfway round the final lap, though, Arnoux seemed to have it done. At the uphill hairpin he felt sufficiently confident of his advantage to take the wide, conventional, line in. Villeneuve, braking later than late, put the Ferrari through the open door. The issue was settled.

Meantime, 15 seconds up the road, Jabouille was coming in for a momentous victory, but everyone was looking behind him. Then it was red-yellow – a blink – over the line. And as they cruised into the slowing-down lap, Villeneuve gave a wave of respect, immediately acknowledged by Arnoux. When they stepped from their cars, they embraced.

In the context of today, that seems more than faintly surreal, but we should have expected nothing else. It had been ragged, wild and frantic, but also clean. "I don't know how many times we touched," Gilles said, "but it never happened because one of us was trying to put the other off.

"It was fun!" he giggled. "A real battle. I thought for sure we were going to end up on our heads, you know, because when you start interlocking wheels it's very easy for one car to climb over the other. But we didn't crash; it was okay, and I never enjoyed a race more." Arnoux says the same to this day.

At Silverstone, the next race, Villeneuve and Arnoux were grilled at a Grand Prix Drivers Association meeting by a selection of F1's elder statesmen. Lauda, Fittipaldi, Scheckter and others called them stupid.

"From where they were," Gilles drily commented, "what the hell did they know? I couldn't believe the things they were saying. Jesus, they're supposed to be racing drivers…"

Mario Andretti, predictably, was not among the critics. As the racer's racer, his response was swift and to the point. "Nothing to get worried about," he said. "Just a coupla young lions clawin' each other." For most of us, that said it best.

And if it had happened in 2003? As Arnoux says, at the very least there would have been penalties, protests, FIA statements. Gilles, he reckons, would not have understood. M



LAT

Jabouille (centre) realised that his day in the sun was clouded by the sheer excitement created by the two drivers behind

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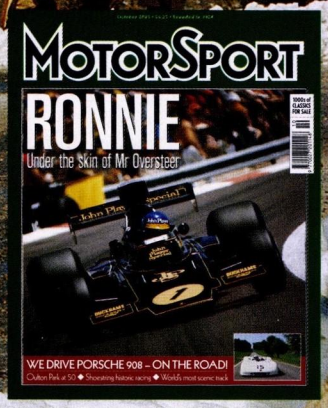


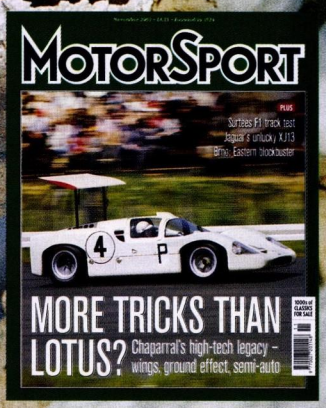
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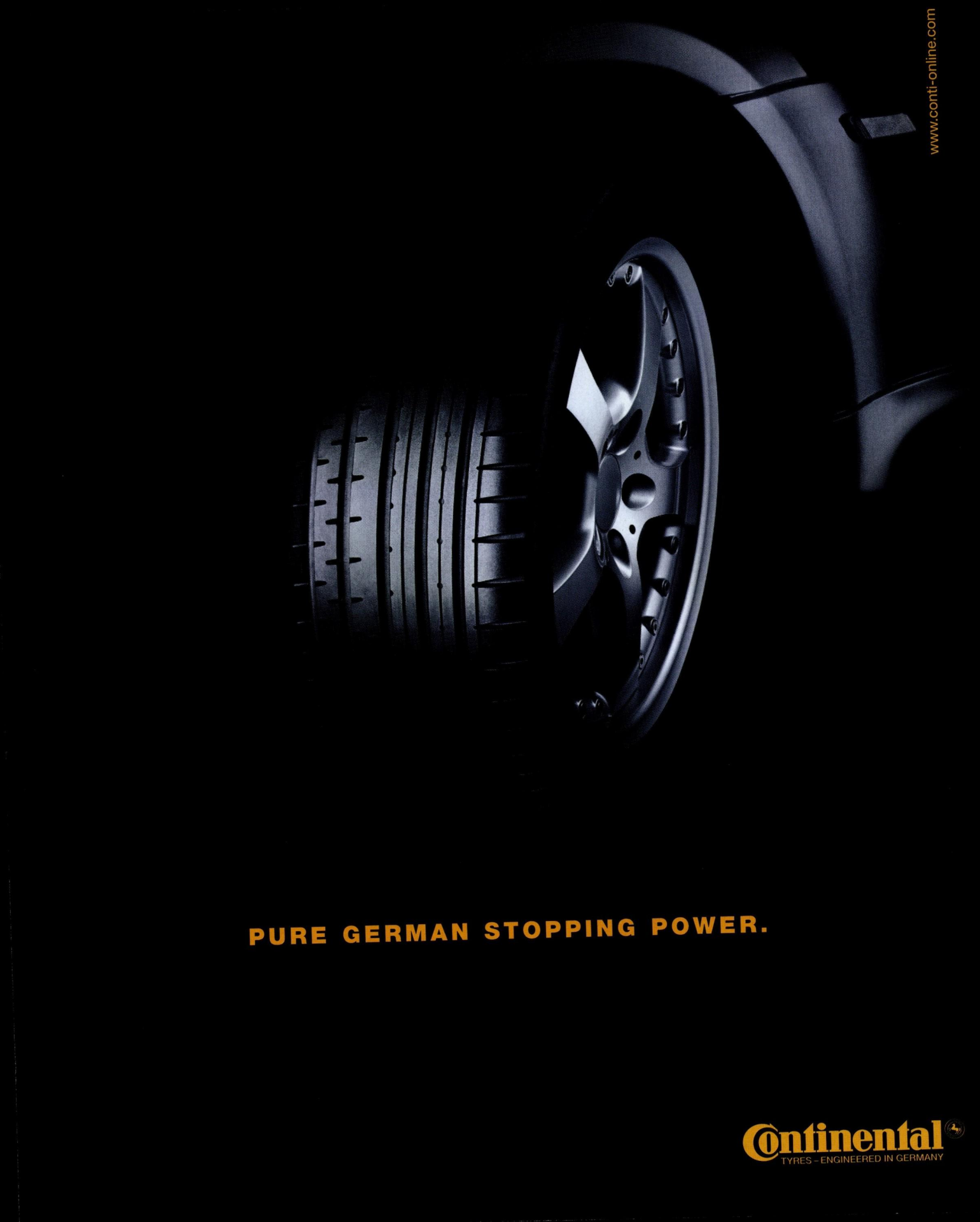
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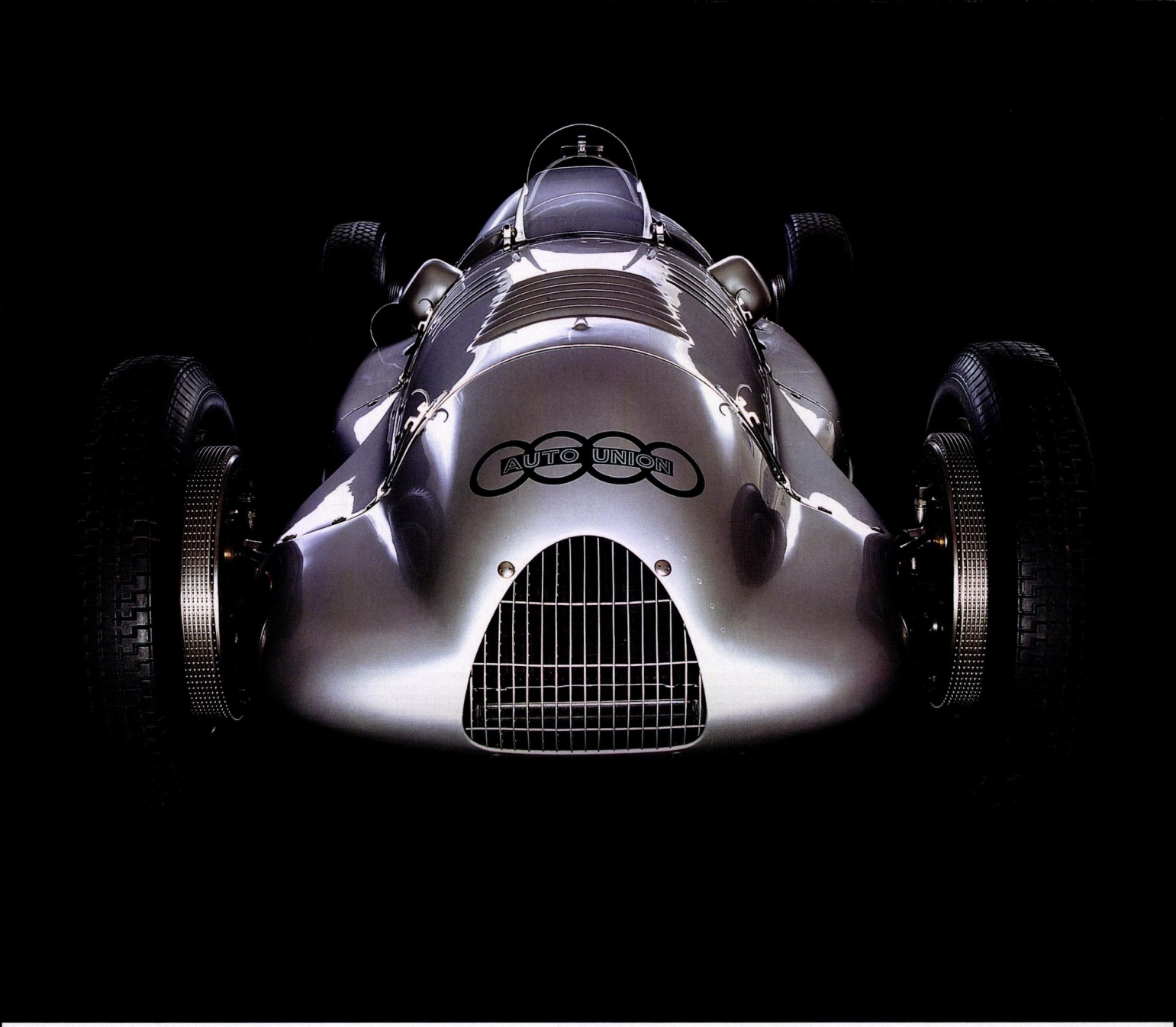
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THE AUTO UNION AND MERCEDES-BENZ GRAND PRIX CARS OF THE 1930s WERE MECHANICAL EXPRESSIONS OF GERMANY'S DESIRE TO RE-ESTABLISH ITSELF AS A WORLD POWER. THE LEAP IN TECHNOLOGY AND SPEED THEY PROVIDED HAS NEVER BEEN EQUALLED – NOR HAS THE SPECTACLE. SIXTY-FIVE YEARS AFTER THE GREAT TAZIO NUVOLARI THRILLED BRITISH FANS BY WINNING THE 1938 DONINGTON GRAND PRIX AT THE WHEEL OF AN AUTO UNION D-TYPE, PAUL FEARNLEY DRIVES A SISTER CAR ON THE VERY SAME STRETCH OF TRACK

studio photography by Charles Best; action photography by Peter Spinney/LAT





1939-spec racer features twin superchargers, hence bonnet's 'power bulge' and ram pipe. Note air inlet behind driver's head. Nose section was flatter and more pointed than in '38

Georg Meier, BMW's newly crowned European 500cc bike champion, got the call from Auto Union in early November: come to the Nürburgring and test for us. Tall and handsome, he was the hero of Germany's two-wheel brigade – but he had never sat in a high-powered sportscar, let alone a fully fledged 450bhp grand prix racer.

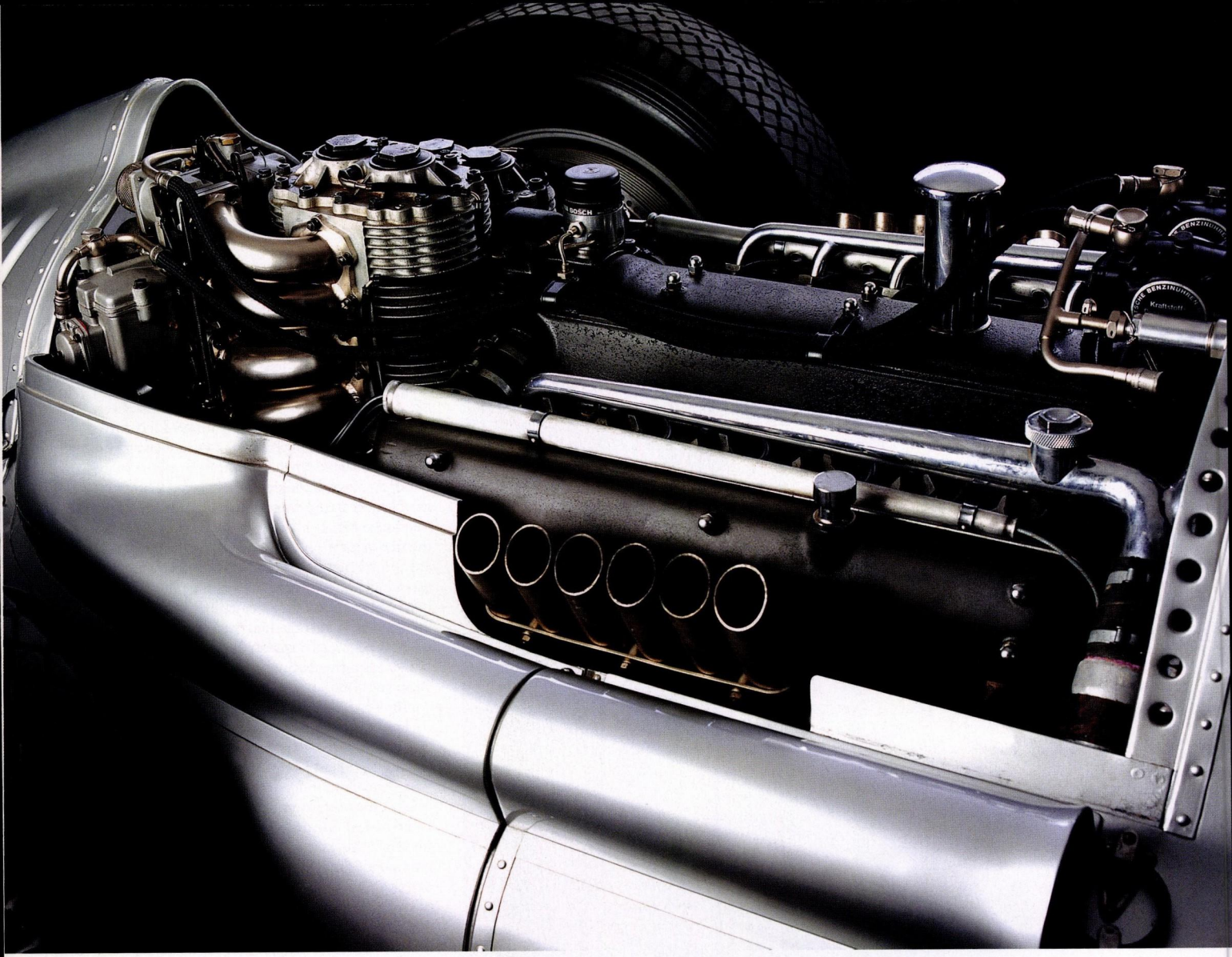
He watched intently as the well-practised team deftly brought the 3-litre V12 up to temperature. From a distance, and at low revs, it had sounded like an aeroplane. But closer to, and with its Roots blower chiming in, its shrill scream prickled down his neck, drilled along his jaw and thudded against his solar plexus. Now, sat in the car as the team whipped out its soft plugs and replaced them with hard 'racers' in readiness for his run, Meier waited – and reflected. Perhaps he let his feet tap lightly on the pedals or his hand gently rock the gear lever around its metal gate, its alloy knob the size of a cue ball and clay cold on this winter's day. The twin-plate clutch was heavy and short, the throttle light and long initially then stiffening markedly as the return springs began to tug.

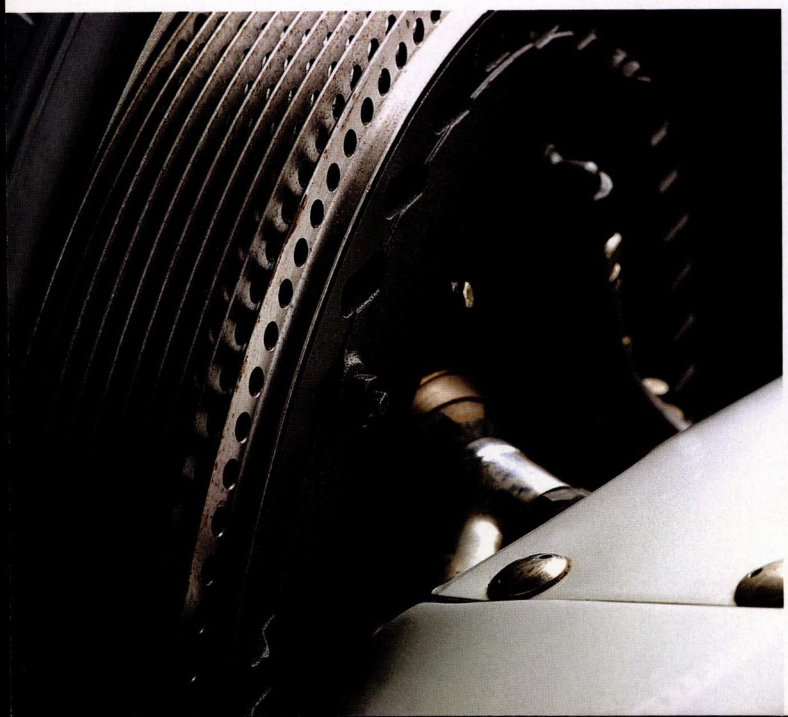
He was nervous, but he felt privileged, too: this was a great honour as well as a big opportunity. You couldn't help but be proud ensconced in such a cockpit: the attention to detail – 14 drilled holes in the throttle pedal, 19 in the brake and clutch – and Swiss-watch finish were brought sharply into focus when viewed through its tiny aero-screen.

Now the team was ready, even if he wasn't. How could he be? The detachable, 14-inch, four-spoke steering wheel was clicked into place and Meier gripped it, rippling his fingers around its slim rim and flexing it back and forth. The compressed-air starter was slid over the spigot that jutted through the aerodynamic tail. He squeezed the throttle. A whirr. Dragon smoke from the periscope exhausts...

IT'S A TOCCATA AND FUGUE OF A START, THE DRAUGHT from the closely packed organ pipes felt well above shoulder height. More *basso* than the fingernails-down-a-blackboard Mercedes, and lacking that car's eye-watering boot polish whiff, it's still immense – a call to action from the Racing Gods. Thunderous vibrations from the semi-stressed engine pass right through the fuel tank at your shoulder blades, and judder along the massive round-tube (Mercedes took three seasons to catch up with A-U in this respect) chrome-molybdenum chassis longerons and up into your grey corduroy seat. This 200mph missile awaits your first command.

Meier had to cope with the 4.8-mile Sudschleife that day in 1938; I am faced with the rather less tricky – but contextually just as important – old Melbourne Loop at Donington Park. Ironically, I have more experience of racing cars than did Meier; worryingly, I don't possess his bike-ace balance which, it was widely agreed, the Auto Union's then-unusual mid-engined layout demanded. So, like him, I am anxious, albeit for different reasons: a competitive lap time is not my concern, but the ➳


BOSCH
Kraftstoff




RECHTE-SEITE
AB

car's historic significance – and value – definitely are. For this 1939 D-Type is an amalgam of original parts – engine, gearbox, brakes and frame – tracked down behind the Iron Curtain by dogged A-U hunters Paul and Barbara Karassik in the late 1980s, and rebuilt by the incredible Crosthwaite & Gardiner. Driving a replica would have been worrying enough.

It's cold today, too, and the car chugs into life behind Hall & Hall's Ford Transit – an incongruous sight. However, it won't run long enough for me to jump aboard, and so we revert to the air starter.

The engine fires, then dies, the sudden change in throttle weight making this operation far more awkward than it would first appear. It's important to keep punching the accelerator aggressively in order to sustain the revs, to keep the superchargers (*sic*) fed with (today's) witch's brew of petrol, methanol and acetone (50:40:10). Let the revs drop and there is a form of lag as the blowers parch. Stall.

Our last hope: we push the car down the famous plunge towards the hairpin. Second, forward and around a U-bend from the dog-leg first, is selected. Clutch in. Out. Bang. Cough. Bang. Nope, it's not going to... We're away! Hesitantly, admittedly, but away nevertheless. I chunter back up the slope, which seems a lot steeper from the cockpit, and crest the rise. At this point all 12 pots chime in and the resultant shove in the back, courtesy of a lofty peak of 405lb ft at a relatively low 4000rpm, is distinctly modern, not far shy of a DFV. The noise is otherworldly. Stereophonic, too. Below 4000, the left bank is dominant, above and the right takes over as the superchargers, mounted on that side, strike up their Siren song.

Auto Union was using two blowers by 1939. Mercedes-Benz had beaten it to this punch in '38, although those items were in parallel, one per bank on its V12. Both teams were running them in series the following year, a low-pressure unit accepting the charge before squeezing it into its smaller Siamese twin. Auto Union achieved 24psi of boost in this way, an increase of seven from its singleton set-up, and this hiked power from 460bhp to 485 – five up on Mercedes! – at 7000rpm. (Another surprise is that the D-Type ran 10:1 compression, whereas Merc stuck with a conservative 6.5:1.) Of course, drop either V12 into a car weighing the mandatory 850kg minimum – minus driver, fluids and tyres – and you have a performance that far outstrips, all modern thinking tells you, the road circuits upon which these beasts were unleashed.

This car's vertical superchargers currently draw from two twin-choke Solex carburettors. However, it is understood that a four-throat, float-less (?), weir-type item was developed for 1939. Entitled the 'waterfall', this allowed a jet to draw off exactly what it needed from a chamber topped off by one pump and tapped off at a precise level by another, with any 'waste' being recirculated to the main tank. This arrangement also boasted a ram pipe, seen here, that ran underneath the right-hand side of the engine cover before swinging up into and through it.

A colossal backfire – like hitting the brakes – shows that the car is still chilly and grumpy, the methanol freezing around its supercharger inlets. I downshift into first in an effort to keep things 'on the boil'. The lever is lightly spring-loaded towards the central plane – second, third, fourth and fifth form the usual H-pattern – and its movement is steady rather than rapid. But it exudes quality and solidity, despite a rod linkage that stretches more than 4ft from your right hand to a surprisingly compact, twin-shaft, five-speed gearbox. A dose of double-declutching sees bottom slide into mesh without much of a graunch.

It's impossible to heel-and-toe, though, which makes things tricky down at the hairpin. But the Lockheed brakes are reassuring. This was another area in which A-U held a slim advantage over cash-rich Mercedes; by 1939, its slotted-backplate, radial-finned, 17-inch drums featured four leading shoes compared to the two of Mercedes. These are operated by a dual-circuit arrangement, the placement of its parallel master cylinders the cause of the wide spacing between throttle and brake. Cold, they grab and pull slightly to the right, locking the fronts once, but they have plenty of feel.

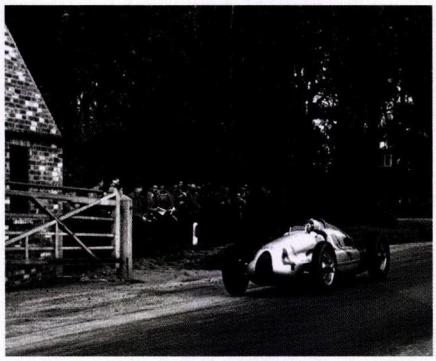
Not that late-1930s GP racing was about stamping on the anchors and banging down the 'box. Don't imagine for a minute that Tazio Nuvolari was the first man on the brakes, but the keys needed to unlock those ultra-fast circuits were high-speed balance and terminal velocity. (This was a time, remember, when the hairpin at Eau Rouge was by-passed because Spa's organisers were worried that their track was too slow!)

Now bear in mind that the Auto Union C-Type was a snap oversteerer, a wild streak tamed only by Bernd Rosemeyer, a tyro blessed with razor-sharp reactions and unencumbered with knowledge of front-engined racing cars. Lesser mortals struggled, while those others with perhaps the talent to adapt preferred to stick with what they knew – and the larger pay packets – at Mercedes. There can be no doubt that an Auto Union weakness during this titanic struggle was its driver line-up; only in 1935 – with Hans Stuck still on it, Achille Varzi getting to grips with it and Rosemeyer coming through – was the east German team able to match the Three-Pointed Star's stellar squad. Yes, it almost swept the board the following year, but it relied exclusively upon Rosemeyer – and a major backwards step by Mercedes, the unloved W25C – to do so.

So Rosemeyer's death while record-breaking on the *autobahn* in January 1938 was an incalculable loss to Auto Union, especially as Dr Ferdinand Porsche, the free thinker behind its mid-engined concept, had just left to concentrate on his VW – and build a racing car for Mercedes! Auto Union was a merger of Horch, Wanderer, DKW and Audi; its opinion, understandably, was divided. And the debate was even more fundamental than engine position; shutting up shop was on the agenda. ➳







LAT

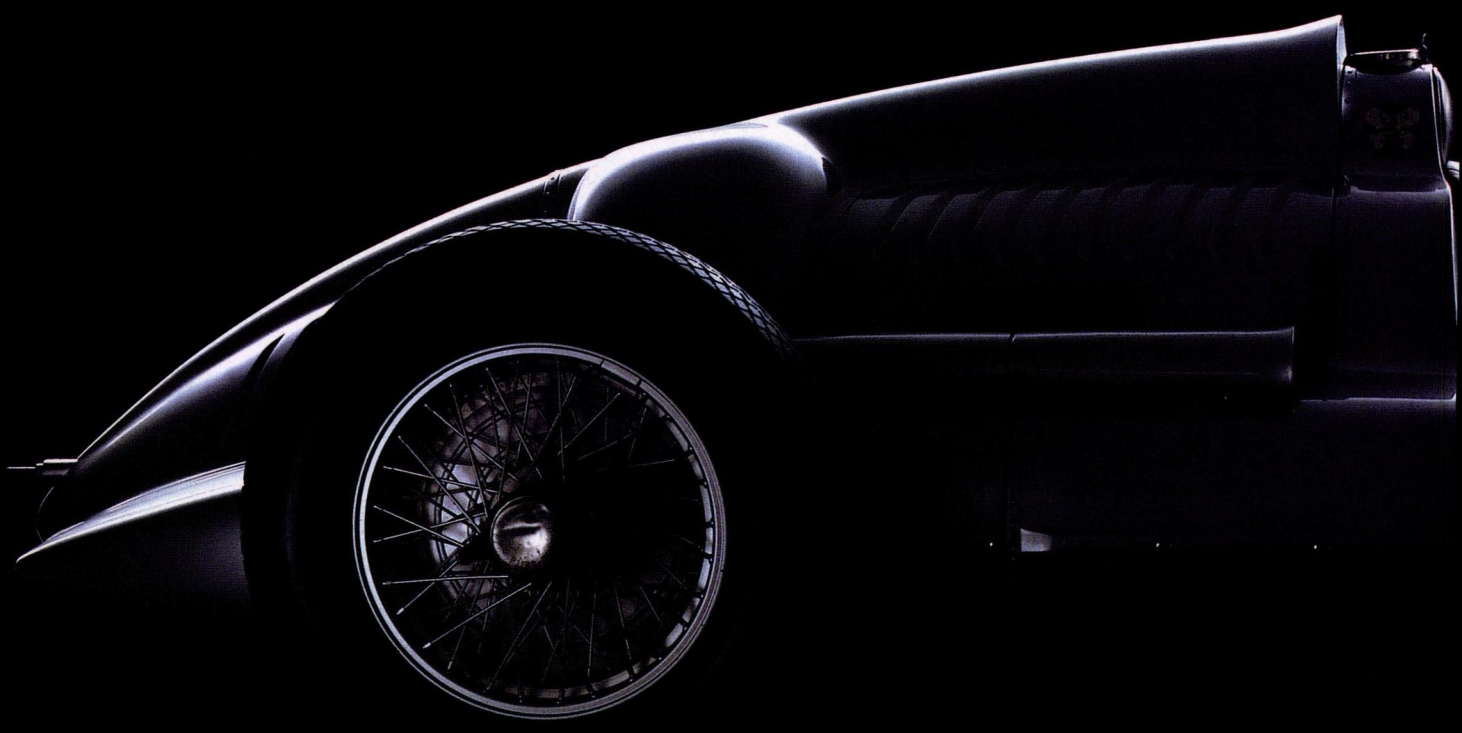
From top: Guided tour of cockpit from Rob Hall; steering wheel is detachable; Nuvolari accelerates through farm gate at Coppice in 1938; preparing for take-off; cold weather made starting difficult





Top left: Central camshaft gives impression that engine has W configuration; vee-angle is 60deg compared with C-Type's 45; twin superchargers tower over engine and breathe through pair of twin-choke carbs; fuel pumps slurp on 63 gallons. Far left: Heavily drilled radial fins cool drums; ifs Porsche twin-trailing links retained from C-Type. Left: Rudge-Whitworth hubs have handed threads; three rows of spokes buttress wheels as big as 22in!

Our thanks to Abba Kogan, Audi UK, the Donington Grand Prix Collection, Hall & Hall, Crosthwaite & Gardiner and Image Creative for their help with this feature. The car can be viewed at the Donington GP Collection during the Christmas period (see page 17 for details)





But Prof Robert Eberan von Eberhorst, Porsche's right-hand man since 1933, was convinced of two things: mid-engined was the way to go, and the company must race on; he got his way on both counts. He was not blind, however, to the problem inherent in Porsche's design – the new car had to be more driveable – or the need to be clever with the budget. Hitler's annual 450,000 Reichmarks 'donation', to be split between the two teams, plus 50k of win bonuses, triggered racing's most heroic age, but they came nowhere near covering the costs of running four- and five-car teams, Avus streamliners, mountain-climbers and record-breakers for six seasons. Meier could not have known it, but he was sitting in a car the build quality of which would only be surpassed deep into Formula One's carbonfibre era. Auto Unions didn't come cheap – and the contemporary Mercedes probably cost twice as much; whereas its rival might employ a solid ball-joint in the steering assembly, Stuttgart would utilise one twice as big – and then hollow it out! A 1970s F1 car is Fisher Price in comparison.

But Zwickau – Auto Union's race shop was based at Horch's factory there – didn't spend for spending's sake. Its new V12 bore striking resemblances to the original V16: a central cam operating both banks of inlets, the same conrod length and main bearing diameter. Necessity is the mother of invention, however, and the packaging advantages of the Auto Union's layout allowed it to compete with the more complicated Mercs.

Some big changes, though, couldn't be avoided, and Eberhorst got rid of two bones of contention: cab-forward seat position and rear swing axles. The latter had imbued the cars with better traction and straight-line stability than its live-axled rivals, but at a cost. Porsche's design incorporated independent suspension front and rear: his twin-trailing link, transverse-torsion bar front – which the D-type retained – has a low roll-centre; his swing-axle rear (torsion bars replacing transverse leaf spring in 1935) has a high roll-centre. This was a fractious marriage in a car with a relatively high CoG, jerky friction dampers and a driver far removed from his usual 'comfort' zone. In a bid to install some stability and control, extremely stiff spring rates were employed – and thus we were almost back to where the process had begun.

Matters improved when Mercedes, which had also utilised swing axles, adopted a de Dion tube rear end in 1936. This was no panacea, as evinced by the superiority of Auto Union's secret weapon of that year, ZF's limited-slip diff, but it gave much better control of the rear wheels, while the subsequent loss of independence was compensated by its introduction of more consistent, more adjustable hydraulic dampers – and softer springing – in '37.

Eberhorst went the same route with the D-Type, stepping its de Dion tube under the gearbox and locating it laterally via a low-mounted Panhard rod. It was a neat and simple design, the tube being an arc-welded fabrication rather than pieced together from several forgings as on the Mercedes – and it provided a low roll-centre; the D-Type had found its balance. Eberhorst fitted piston-type hydraulic dampers, too, albeit with the belt-and-braces ➳



Cockpit has plenty of legroom, but bent-arm position takes some getting used to; steering is heavy and extremely direct. Car looks prettier from this side



approach of retaining the friction jobs at the rear. The result of all this change was that the D-Type was a basic understeerer.

What has separated the great from the good in every era of the sport (ever more so as grip levels have increased, admittedly) is the speed a driver can carry into a corner without overly compromising his exit, for this is by far the most difficult skill to master. Oversteer could be called up at will in the 1930s, but several photographs of Nuvolari in Alfas show him turning-in early, carrying speed, while adopting an understeering stance. That's probably why he adapted so well to the D-Type, scoring three of its four victories: Monza and Donington in '38, Belgrade in '39.

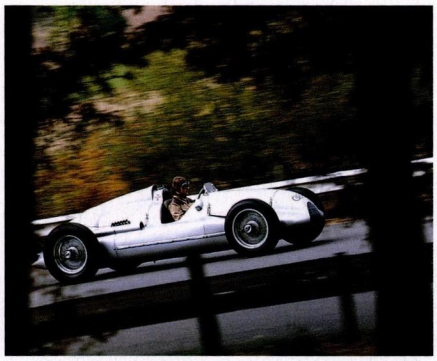
The D-Type's handling was a big step forward. It was no pussy cat, though. There was no getting away from all that power and narrow, rock-hard contact patches. Oversteer was still a flex of the ankle away at all times – and in all gears. Meier set the fastest time of the all the 'hopefuls' gathered at the Sudschleife and was signed up for 1939, but he had found the car hard work, heavy to steer and tricky to control near the limit; he had spun on three or four occasions.

I have neither the intention nor capability of repeating Meier's performance, but I can concur with his assessment of the steering. This worm-and-nut arrangement takes plenty of muscle at low speed; core strength, too – pecs and abs as well as shoulders, biceps and forearms. No wonder Nuvolari was wiry. The cramped cockpit – 44 inches from seat back to wheel boss – and upright seating position suddenly make sense, without becoming any more comfortable. The in-your-chest tiller, adjustable for rake, had initially seemed like an overly keen bouncer desperate to usher you off the premises; in fact, he's just trying to help you find your way. Wheel-twirling is reduced by high-geared steering which, at approximately a turn from lock to lock, is positively go-kart. Rapped knuckles must have been a regular occurrence even so, the gap between the cockpit surround and wheel rim being little more than a finger's width.

Temperatures and confidence increasing after a few runs down and up, it's time to be a bit braver. There is a wide apron of Tarmac at the top of the rise and I swing hard right. The nose drifts slightly wide and I feed in the power. Don't kid yourself that the light section of the throttle travel is just play – it's responsible for the first 3000rpm, which is enough to tighten the circle, the inside-rear just starting to climb up onto the diff's locking action. Next time, I shove past 'the play' and the tail comes around, progressively. And along with it comes a smidge of opposite lock. It's surprisingly well-balanced and well-behaved.

I'm acutely aware that this is far removed from a 140mph four-wheel drift on the cobbled, downhill right-hander past the pits at Berne, but as Mark Donohue would later prove, you can learn a lot from 'skidpan' work. And Captain Nice would have approved of the D-Type's 45:55 weight split, its (relatively) low CoG, and low polar moment of inertia courtesy of the central siting of its fuel tanks. This latter item was a major design consideration:







NMM

From top: Flat over crest – if you're brave; much of Donington was wooded in late-1930s; Nuvolari takes chequer in '38; hairpin requires only small steering input; magnificent machine loops the Loop





Right: Wheel and VDO tacho dominate; other dials are: temperatures (top row) – oil, water; pressures (bottom) – cam, crank, fuel; four-position Scintilla ignition switch just visible; fuel tanks end level with driver's thighs; lift flange on gear lever for reverse. Below right: Every radiator slat has different radius. Far right: Hydraulic dampers replaced friction items as set-ups got softer; note massive chassis tube

the 63-gallon load was almost 15 per cent of its all-up weight; the Mercedes carried 88 gallons, a great deal of which hung over and beyond its rear axle. You don't have to be Colin Chapman to see which needed driver-adjustable dampers to cope with the dramatic handling changes caused by such huge, fast-draining tanks.

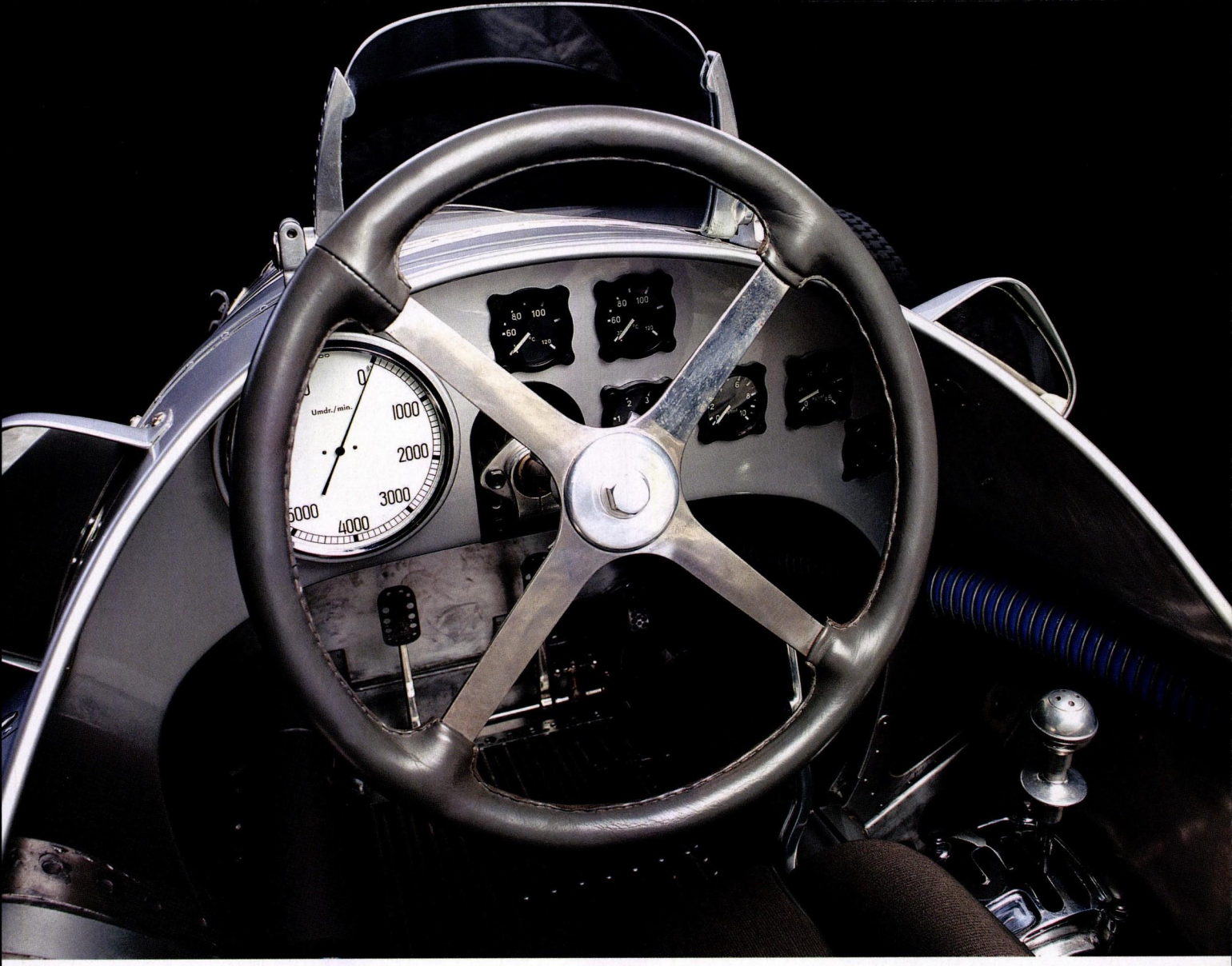
The acid test for me, Captain Nice-and-Steady, is that I'm now wishing we were out on the modern Donington Park. Never in my wildest dreams had I expected to feel this way; the D-Type is more 'understandable' than I ever thought it could be. But should that be a surprise given that it's mid-engined with side fuel tanks and an air intake behind your head, and that you sit in it rather than on it with your backside almost precisely amidships? There is a lot here that is way ahead of its time. Daunting from without, the car 'shrinks' considerably once aboard. Driving position aside, it feels right.

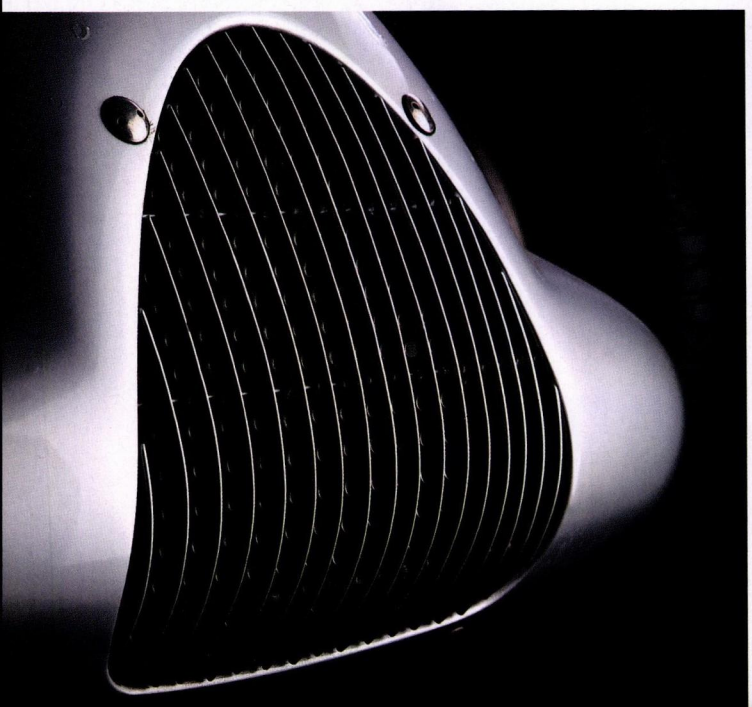
What a thrill it must have been to hear these engine notes echo through the woods and bounce off stone gable-ends before a Silver Arrow burst into view going in several directions at once. 200mph feels fast on a wide banked oval – imagine it on a two-lane Route Nationale with man of the moment Hermann Lang on your gearbox. My God! Even at Donington Park, which at a little over three miles was considered Mickey Mouse – no overtaking through the middle arch of the Stone Bridge or the farmyard at Coppice! – speeds were in excess of 170mph on a main straight that was very narrow, undulating and far from straight.

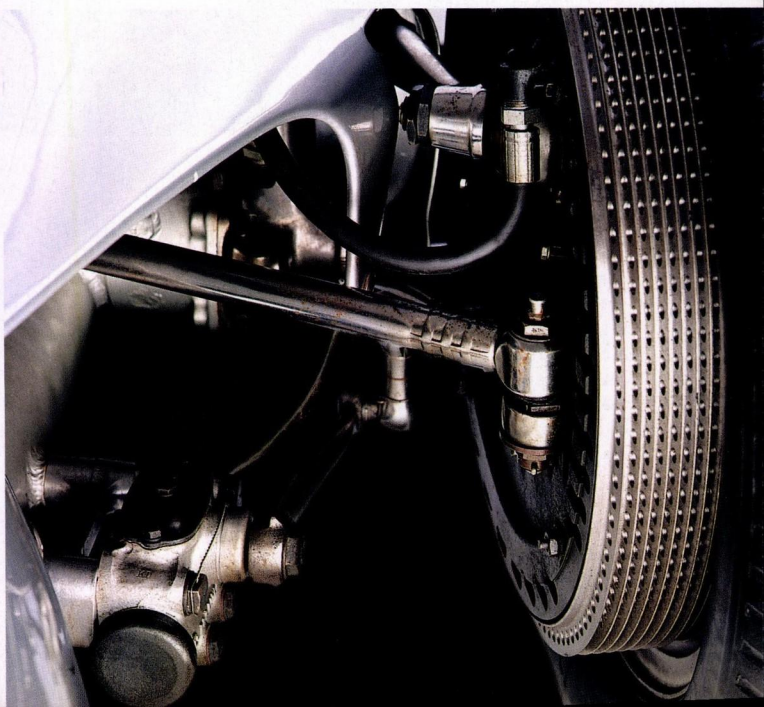
They *must* have braked before the crest at the beginning of the Loop, for not only is there a sharp descent, there is a distinct kink right, too. A blind apex had to be clipped here, and at the return-leg left, if a grassy landing was to be avoided. In 1938, the German cars did not aviate as grandiosely as had the more powerful machines of '37, but Manfred von Brauchitsch and Nuvolari were only half a second shy of the former's previous pole time, in cars half the capacity. Had they returned the next year they would have bettered it

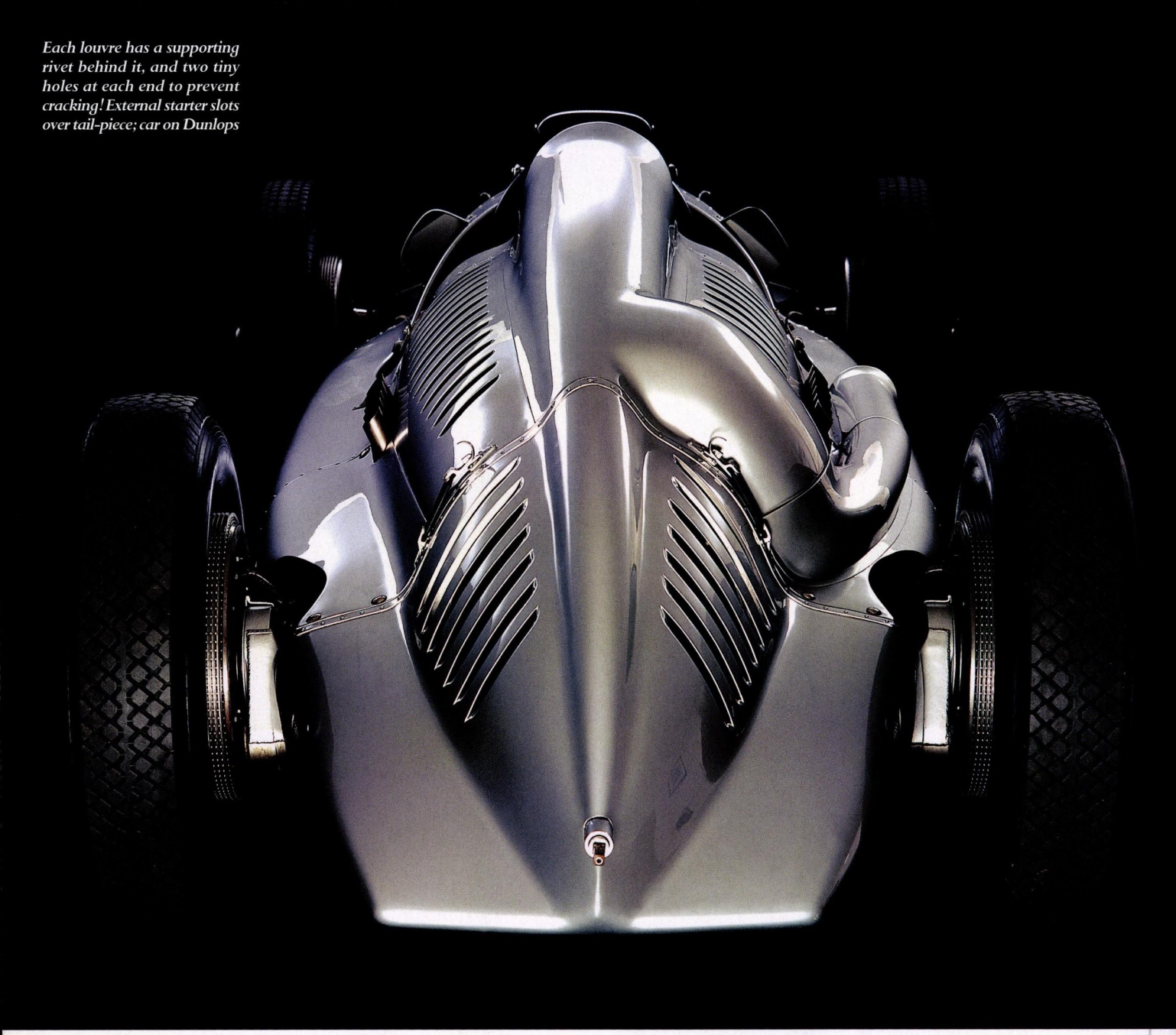
My day at Donington is curtailed by a chill wind and dislike of tow starts – beautifully crafted nose too close to van rear doors for comfort. But I have seen, heard and felt enough to know that Auto Union was perhaps a season away from dispelling the myths about mid-engined design. The 1500cc supercharged formula mooted for 1940 and beyond – smaller and better-packaged cars please apply – would have played right into its hands. Sure, Mercedes had stunned its rivals with the 1.5-litre W165 – a jewel of a machine – it built to win the '39 Tripoli race after the Italians had changed its formula late in the day, but would its successor have been mid-engined?

I think yes – if it had wanted to win regularly. M


Umdr./min.
0
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Each louvre has a supporting rivet behind it, and two tiny holes at each end to prevent cracking! External starter slots over tail-piece; car on Dunlops

TECHNICAL SPECIFICATION

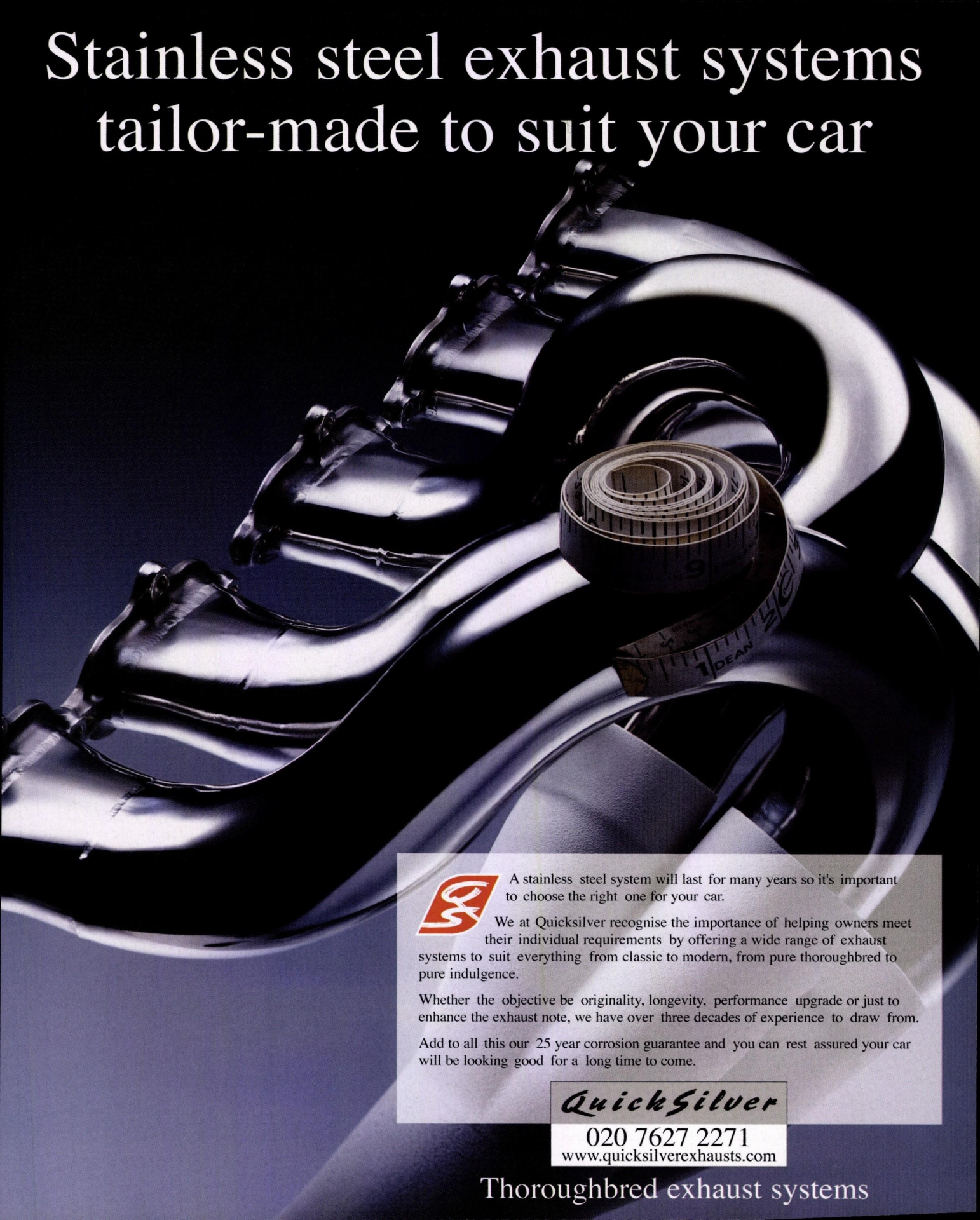
ENGINE
Type and construction: twin-stage supercharged 60deg V12; three gear-driven cams; two-valve, single-plug heads – 90deg included angle; one-piece aluminium crankcase and block, forged-steel wet liners; Mahle forged four-ring pistons; Hirth built-up crankshaft, roller bearings **Capacity:** 2985cc **Bore x stroke:** 65 x 75mm **Compression:** 10:1 **Max power:** 485bhp @ 7000rpm **Max torque:** 405lb ft @ 4000rpm **Bhp per litre:** 95.48 **Carburation:** Solex, two twin-choke (SUM, 'waterfall'-type in 1939) **Fuel pumps:** Bosch **Mpg:** 2.75 **Ignition:** Bosch, two magnetos **Superchargers:** Roots-type, Elektron, (large) 2.25 litres per revolution, (small) 1.2 litres, both running at 1.63 times engine speed **Boost:** 24psi

DRIVETRAIN
Gearbox: 5-speed plus reverse, twin-shaft **Differential:** ZF, limited-slip, spiral bevel **Clutch:** twin-plate

CHASSIS
Construction: chrome-molybdenum tube main frame (145mm) and cross-members (65mm) **Frame weight:** 51kg **Wheelbase:** 2850mm **Length/width/height:** 4200/1660/1060mm **Track:** 1390mm **Weight:** 850kg **Suspension (f):** independent, Porsche twin-trailing link, transverse torsion bars, hydraulic dampers **Suspension (r):** de Dion, Panhard rod, single radius arms, transverse torsion bars, hydraulic and friction dampers

RUNNING GEAR
Steering: worm and nut **Brakes:** Lockheed, 17-inch drums, four leading shoes **Fuel capacity:** 62.7 gallons **Hubs:** Rudge-Whitworth **Wheels:** 19in (f & r) – 22in (r) on faster tracks: **Tyres:** Continental (Dunlop now), 6 x 19in (f), 7 x 19in (r)

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FLORAL TRIBUTE

AFTER 30 YEARS AS A CORNERSTONE OF THE WORLD RALLY CHAMPIONSHIP, SAN REMO HAS LOST ITS PLACE ON THE CALENDAR. JOHN DAVENPORT LOOKS BACK ON THE 'RALLY OF THE FLOWERS'

IF JULIUS CAESAR HAD BEEN WRITING THIS ARTICLE, HE MIGHT WELL HAVE started by saying that the San Remo Rally's history was divided into five parts: the Prologue, the Flowers, the Marriage, the Independence and the Asphalt. For 30 years it has brought its charm and style to world rallying's stage; indeed, it was a star name in the original cast. Now, sadly, the final curtain has dropped.

The event surfaced in the late 1920s when the Automobile Club San Remo held just two competitions. They were dissimilar to the other major rallies emerging at the time – the Alpine Trial and the Marathon de la Route – in that they were not speed events, being instead very long-distance regularity trials with competitors converging on San Remo from five 'zones'. The winner in 1928 and '29 was Major Urdarenau of the Romanian Guards and, naturally, he started from Bucharest in his 2.5-litre Fiat 521.

This was the Prologue. There followed a very long wait for the first act. It was in 1961 that the AC San Remo ran its first rally under the name of the Rallye dei Fiori, acknowledging the main industry of San Remo, the cultivation of flowers. Organising rallies in Italy after the Mille Miglia accidents of '57 was made difficult by the passing of a law that required competition drivers to respect a 50km/h average on all public roads. Fortunately, the roads of Liguria in the hinterland of San Remo were mountainous, twisty and mainly gravel; thus a 50km/h average was a proper test of a driver's ability and meant that these public roads could be used for rallying without too much regard to road closures.

The 1961 event was put together by an Italian, Ighino Longo, who had contested the Monte Carlo many times. It's no surprise, then, that the first Rallye dei Fiori had concentration runs from various Italian cities, all converging on the host city. After that, the survivors set out onto those special roads that are so characteristic of the rally. It was pretty much an all-Italian entry and Alfa Romeo swept the board, though a local chap called Leo Cella broke them up by finishing fifth in a VW. Lancia, with its emergent HF Squadra Corse under the guidance of a youthful Cesare Fiorio, came in force to win the next two years with Flavias.

The event proved extremely popular and its entry list was soon bursting, and not just with Italians. In 1964, it became a European Championship event: Erik Carlsson and Pat Moss came with Saab 96s and scored a magnificent 1-2. From there on, the rally was much better supported and foreign entries more numerous. But Lancia still ruled, with Cella winning in '65 with a Fulvia saloon and giving the Fulvia Coupé its first big win in '66. In '67, the foreigners had their way with Jean-François Piot winning in a Renault R8 Gordini from Paddy Hopkirk's Mini-Cooper.

The Flowers title was dropped for 1968, the San Remo name was adopted as its badge, and two classic years ensued, Lancia battling against Porsche, Alpine, Ford and Opel. Then came a proposal from the Fiat empire: would the minnow of San Remo like to join forces with the AC Torino to make a San Remo–Sestrière Rally and dub it the Rallye d'Italia? The Sestrière had a distinguished history peaking in the 1950s, but after the Mille Miglia debacle it had declined and only recently been revived.

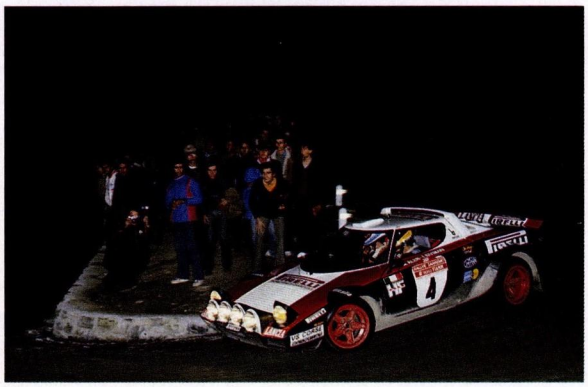
It all sounded good, and indeed, the two rallies run under that marriage were memorable. The first, in 1970, suffered from a larger-than-normal helping of snow. The traditional date was at the start of March and there was always some snow on the stages. But this time it was worse. The event was due to be a fight between the two factory teams from Turin, Lancia and Fiat, with Alpine and Saab on the sidelines. But first there was sabotage – and then cars started getting blocked in the snowy stages (sidebar, page 53). Somewhere up ➳

'For 30 years it has brought its charm and style to world rallying's stage. Now, sadly, the final curtain has dropped'



McKlein

Röhrl's 1985 victory in the large E2 Quattro remains one of the greats



LAT

Alén takes the Stratos to the fourth of its five San Remo wins, in 1978



It was the rare mix of gravel and asphalt that helped make the San Remo so special



McKlein

Wonderful scenery and challenging mountain roads have not been enough to preserve San Remo in a world dominated by the demands of television



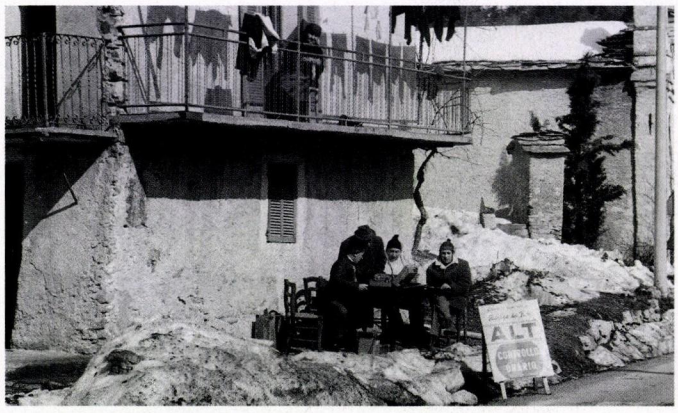
LAT

For two decades Fiat was key to San Remo entries – this is Cerrato's 131 in '81



LAT

Fans casually view the progress of Jean-Luc Thérier's Alpine in '72



LAT

Locals get involved, taking charge of the time control at Cantarana in 1969



McKlein

In '84, Vatanen's speed on the loose meant Peugeot overcame Lancia

at the front in all this confusion, Jean-Luc Thérier managed to keep his Alpine ahead of Harry Källström's Lancia to win.

The second product of the union was just as snowy, but much less controversial. The result was much the same, though, with Ove Andersson winning for Alpine, followed home by a brace of Lancias. But behind the scenes all was not harmonious between the clubs, both of which wanted to have control. The inclusion of roads to the north of Cuneo, towards Turin and Asti, had given more variety and depth to the rally, but the organisational differences were too great. Everyone knew that the World Rally Championship was coming for 1973 and the AC San Remo wanted to be ready to accept the invitation to be part of it. When it took the event back under its sole control for '72, it was moved to October to avoid the spring snows.

The narrow, twisty gravel tracks were gradually being asphalted, and by the time Sandro Munari notched up the first win for a Lancia Stratos, in 1974, the stages were nearly all Tarmac. And while San Remo always had a strong entry from the Italian factories, it was not attracting the mainstream WRC runners such as Ford, Datsun, Renault, Toyota and Opel. The change came in '79 when Adolpho Rava decided to include gravel stages by using roads in Tuscany; the rally started on asphalt in Liguria, went to Tuscany for a day and night of gravel, and then came back for a final fling on asphalt. It was an instantly popular formula.

Within two years, the San Remo was on every manufacturer's programme. Then came Group B and some of the most spectacular rallies in the event's history. In the first year of the Quattro, Michèle Mouton became the first lady to win a WRC event. The following season it was Stig Blomqvist's Audi which won, and then Markku Alén won in a Lancia 037. These were rallies that called on the driver and his team to give their very best in two different disciplines, and with little room for error if anyone's judgement was awry.

When, in 1984, Peugeot joined the fight between 037s, Manta 400s and Quattro S1s, this event was one of the hottest on the calendar. Could the Lancias sufficiently outpace the 4WD cars on the asphalt, or was there then too much gravel for them to be able to claw it back towards the finish? In the end, after a massive aqua-planing accident for Walter Röhrl's Quattro, it was Ari Vatanen's Peugeot which won – heavy rain and cancelled stages on the last night preventing the Lancias from compensating for their gravel losses. Not quite so nail-biting, but massively impressive all the same, was Röhrl's win in '85 with the Quattro E2.

But the following year things rather fell apart for the San Remo. A good rally was ruined by politics (see sidebar) but at least the event survived intact and, during the Group A period, regained its status and popularity. These were Lancia's years – and remained so until 1993 when the Turin firm pulled out of rallying.

The organisers now started to experiment with the format and finally, in 1997, the event went back to being an all-asphalt rally; the manufacturers had wanted to eliminate the cost of having to change car specification in the middle of an event, while the emphasis from the FIA was to shorten events and render them easier to televise. For this the San Remo was, initially, perfect. But when centralised servicing was introduced, there was a problem: the cars had to be brought down from mountains and into San Remo every time. No solution could be found, but the recent shifting of the service park to Imperia helped to cut unnecessary road mileage.

A beautiful setting, good organisation, testing roads, uncertain weather and almost universal popularity has not managed to keep the San Remo in the WRC. Earlier this year, it was announced that the Italian round of the 2004 world championship was going to be a new event in Sardinia. The reason? The WRC needs more gravel events as they provide more of a spectacle for the cameras.

That's true. But you ignore your history at your peril: where now are the brand leaders of the sport? The 1000 Lakes, the Safari, the RAC, Portugal – and now San Remo – have all gone.

What next in the name of progress? M



McKlein

Seconds out: Waldegård and Munari (right) duelled in 1976

TIGHTS AND FIGHTS

THE ACTION IN AND AROUND THE SAN REMO RALLY HAS HAD SOME EMOTIONAL moments over the years, though one has to say that few of them emanated from the rally organisation itself.

As early as 1966, the winning Lotus Cortina of Vic Elford was excluded for having an illegal gearbox, thus allowing Cella to win. It was Ford's fault because, while there was nothing physically wrong with the gearbox, its homologation form listed the wrong numbers of teeth!

When the Lancia versus Fiat battle was building up in 1970, and five works Fulvias were set against an armada of 125s and 124 Spyders, three of the Fulvias never made it to the first control. All three stopped with blocked fuel systems within a kilometre or so. Initially, the problem was ascribed to paint from inside Lancia petrol cans, but the nylon stockings later found inside the petrol tanks seemed to indicate a more malign influence. The same year, a car crashed on Monte Ceppo in the snow and the hundred or so private competitors blocked behind it were excluded for being out of time. They retaliated by felling a tree across a stage later on in the rally!

When Lancia's Stratos arrived on the scene it started to make the San Remo its own with victories for Munari in 1974 and Björn Waldegård in '75. The following year Lancia had its eye on the world championship and tried to keep its leading pair from fighting too hard. Munari and Waldegård thus played a game of trying to match each other perfectly. With two stages to go, the big Swede led by just four seconds. They did the same time on the penultimate test so Lancia decided to hold Waldegård for four seconds after the start of the last stage to put their drivers on an equal footing. A nervous Sandro went like a rocket. But Björn, slightly upset by all these manoeuvrings, went one better and equalled Munari's time, thus winning the rally – and getting fired into the bargain.

The biggest controversy came in 1986 when there was a bare-knuckle fight between Lancia and Peugeot, with the formidable Delta S4 taking on the 205 T16. The French cars led after the early Tarmac stages, then two of them picked up slow times on a stage where the timing had failed. Lancia fought hard to keep that stage in the results, while Peugeot announced that it would get it removed. Suddenly, the FIA scrutineer discovered that all the Peugeots were fitted with illegal aerodynamic devices on their undertrays. Normal practice was to let cars that were thought to be illegal continue under appeal and then sort it all out at the finish. Not this time. Before you could say abracadabra, the stewards had ruled that there was fraudulent intent and the (French) felons were excluded before the final leg of the rally.

And it wasn't over yet. Alén lost a minute during the last night and Miki Biasion had to stop on the last-but-one stage to allow him to win. Alén was thus the prime candidate for world champion, a title he would hold for 11 days in December. That was after he had won the final WRC round in the USA, and before Peugeot's protest against its treatment in Italy was successful: the San Remo result was struck from the WRC record books.

ARDENNES' NIGHT

ONE ROUND-THE-CLOCK RACE IN FRANCE HAS GARNERED ALL THE ATTENTION, BUT IT IS NOT THE ONLY SUCH EVENT. BILL BODDY RECALLS THOSE OTHER CONTINENTAL 24-HOUR RACES, AT SPA-FRANCORCHAMPS

THE LE MANS 24-HOUR RACE IS ONE OF THE MOST important dates in the motorsport calendar. From the inaugural event in 1923 it was intended to display and test not only the stamina of road-equipped cars and their starting, lighting and tyres, but even their all-weather equipment, for hoods had to be erected for the opening laps.

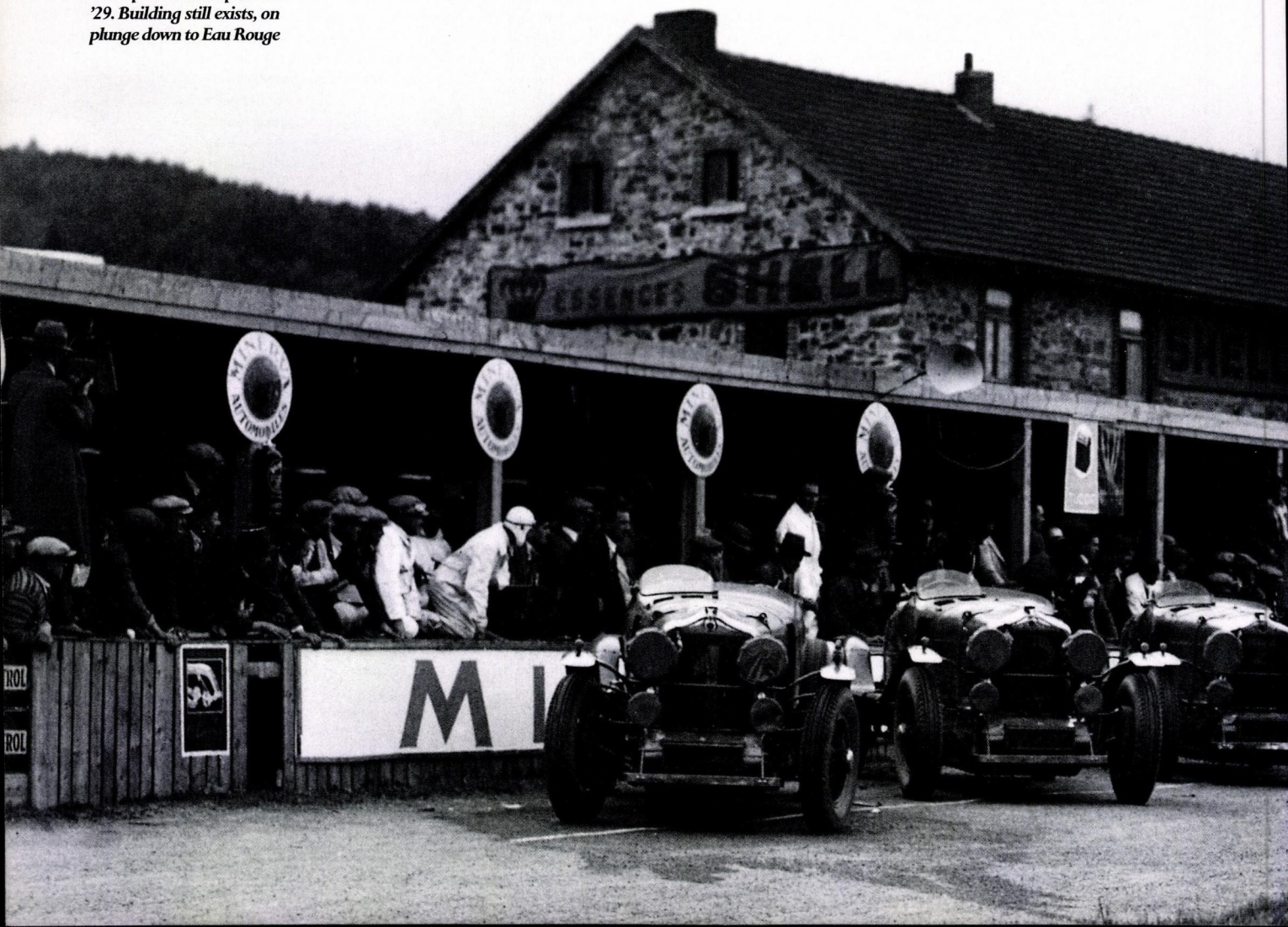
When John Duff's Bentley won outright in 1924, leading to those great Bentley years of '27 to '30, interest here soared. Since those far-distant days, this ambitious and punishing event has become a race not to miss. But while it is the leader of its kind, it is by no means the only significant 24-hour event.

There had been round-the-clock racing prior to this, starting in 1904 on dirt or board tracks in America, but these had little impact here. There was, however, a French 24-hour contest before Le Mans, the Bol d'Or, which ran from 1922; but it was for those odd cyclecars and early light cars to which the French were particularly partial. It was Belgium which was prompt to follow the Le Mans type of sportscar marathons.

The first Spa 24-hour event was held a month after the second Le Mans race, in July 1924. It was not exactly a copy of the French contest but it was to become almost as interesting. However, it was some time before it attracted much attention from race followers here, nor was it so well reported.

Called the Belgian Grand Prix although a sports-car affair, it was run over the Spa-Francorchamps circuit, which was to become well-liked by most drivers even though it was difficult and dangerous. This was particularly true when rain fell over one

Three Minervas front the line-up as drivers sprint in '29. Building still exists, on plunge down to Eau Rouge



part of it but the road was dry elsewhere, which caused Dick Seaman's sad accident in the (real) Belgian GP of 1939, in a W154 Mercedes-Benz.

Back to the more sober Spa occasion of 1924. The winning car was a 2-litre Bignan driven by Springuel and Becquet, which averaged 48.7mph, and covered a distance of 1168 miles. The British press was pleased to point out that this was 5mph slower and 112 miles below that which the 3-litre Bentley had achieved at Le Mans that year. But they had more experience perhaps than the Spa-race drivers and their car a litre more poke.

Second place went to the Chénard et Walcker of Lagache and Pisart. Another Bignan was doing better but ran off the road and, having been pushed back thereon, was disqualified. The 3-litre class win went to a Model T Ford Speedsport, the 1.5-litre division to Colomb and Balard (Corre La Licorne), from a Chénard et Walcker and another La Licorne. The 1100cc class went to an Amilcar, with a Salmson second, another Amilcar third, and



both: LAT

One of the Chryslers on Spa's quiet roads in 1929

the Team Prize, the King's Cup, went to a trio of little Citroëns.

By 1925, the Spa 24 was becoming established, with 45 starters, against 49 at Le Mans. However, there was some raising of eyebrows at its title of the Belgian Grand Prix, as suggesting it was for *real* racing cars. However, when a true Belgian GP was introduced in '25, using the same Francorchamps circuit (winner Antonio Ascari in a P2 Alfa Romeo, 74.56mph for 503 miles), the supporting event was renamed the Belgian Touring Car Grand Prix. No British cars competed, but there was a rare piece of history – John Duff shared a Belgian Imperia with Bruyere.

The race was faster now, with 750cc and over-3-litre classes. It was won by a Chénard et Walcker, conducted by Lagache and Leonard, at 56.6mph. Second were de Courcelles and Rossignol in a Lorraine Dietrich, an Excelsior third. Two Nagents were first and second in the 3-litre class and the 2-litre class was won by a Bignan, that beat a Ballot. FNs had a 1-2-3 finish in the 1.5-litre category. Imperias were first and second in the 1100cc class, Sénéchal third on a solo drive in a car of his own make, Dore third in the 750cc class (car unnamed) and Duff's Imperia was fourth. A Ballot might have won had it not refused to restart after a fuel stop 37 miles from possible victory. Retirements included a Chénard et Walcker when a stone damaged its oil tank, and a Georges Irat was forced off the road into a tree. The Amilcar Sixes had plug problems and an over-excited mechanic poured water into the fuel tank of a Bignan.

In 1926, there were 29 starters, compared ➳



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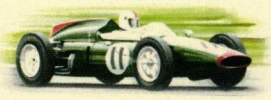
















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Aries team of Duray/Delano (left) and Laly/Rigal pose after their class 1-2 of 1928

to 41 at Le Mans; some Le Mans contenders, such as Rigal, Lagache, Leonard, de Zuniga, Rost and Laly, had discovered this other 24-hour race. As before, this Belgian enduro was a class contest, with the top one now for cars of over three litres. On the famous circuit, through Francorchamps, Malmedy and Stavelot, more testing even than Le Mans, the best performance was that of the 4-litre Peugeot handled by André Boillot and Louis Rigal, which covered 1425.5 miles, some 47 more than the winner had accomplished in '25, at an average speed of 59.4mph. The sleeve-valve Peugeot they drove had competed at Le Mans. It was now challenged by the big six-cylinder Excelsior of Dils and Caerels, attempting to uphold national honour but failing to do so by a mere 14.3 miles.

Another car which was 'fresh' from Le Mans was the four-cylinder Chénard et Walcker of Lagache and Leonard, which won the 1100cc class with a distance of 1388.7 miles, regarded as perhaps the best performance of all. In the 1.5-litre class, Georges and de Grady, sharing a Belgian FN, did only 8.2 miles less and, with two more of their kind, FN took the King's Cup. The 2-litre class went to Rost and Burie in a Georges Irat in spite of water pump problems, this being another car direct from that year's Le Mans race. Another George Irat was second, a Theophile-Schneider third.

Experience probably helped, as Laly, with Flohot, took an Aries to first place in the 3-litre class, ahead of a Buick. Lighting problems held back Derny and Rossi, but they got their Georges Irat its class second place. In the class for small cars, a Chénard et Walcker and a Salmson filled second and third positions.

So André Boillot, brother of the great Georges who had gained Peugeot such convincing victories in the French GPs of 1912-13 and in the 1913 Coupe de *L'Auto*, had beaten a hard-driven Ballot – that later overturned

During the night there were 10 retirements: a Locomobile, La Licorne, Sénéchal, a couple of Ceiranos, a Mathis and a Salmson driven by veteran Wagner, and Serre. The second Peugeot had for a long time been almost alongside the winning one, an exhibition of French supremacy, but it stopped for good on Sunday morning with mechanical ailments. Previously, Englebert tyres had been favoured, but in 1926 Dunlops were used on the winning Peugeot, the Aries and the Georges Irats.

The 1927 race was rather disappointing for those interested mainly in the faster cars, because there was only one finisher among them, namely the Excelsior of Robert Sénéchal and the capable Caerels. A triumph for Belgium but a hollow one, at an average speed of 57.12mph, 2.38mph slower than the convincing victory of the far smaller-engined Peugeot the previous year.

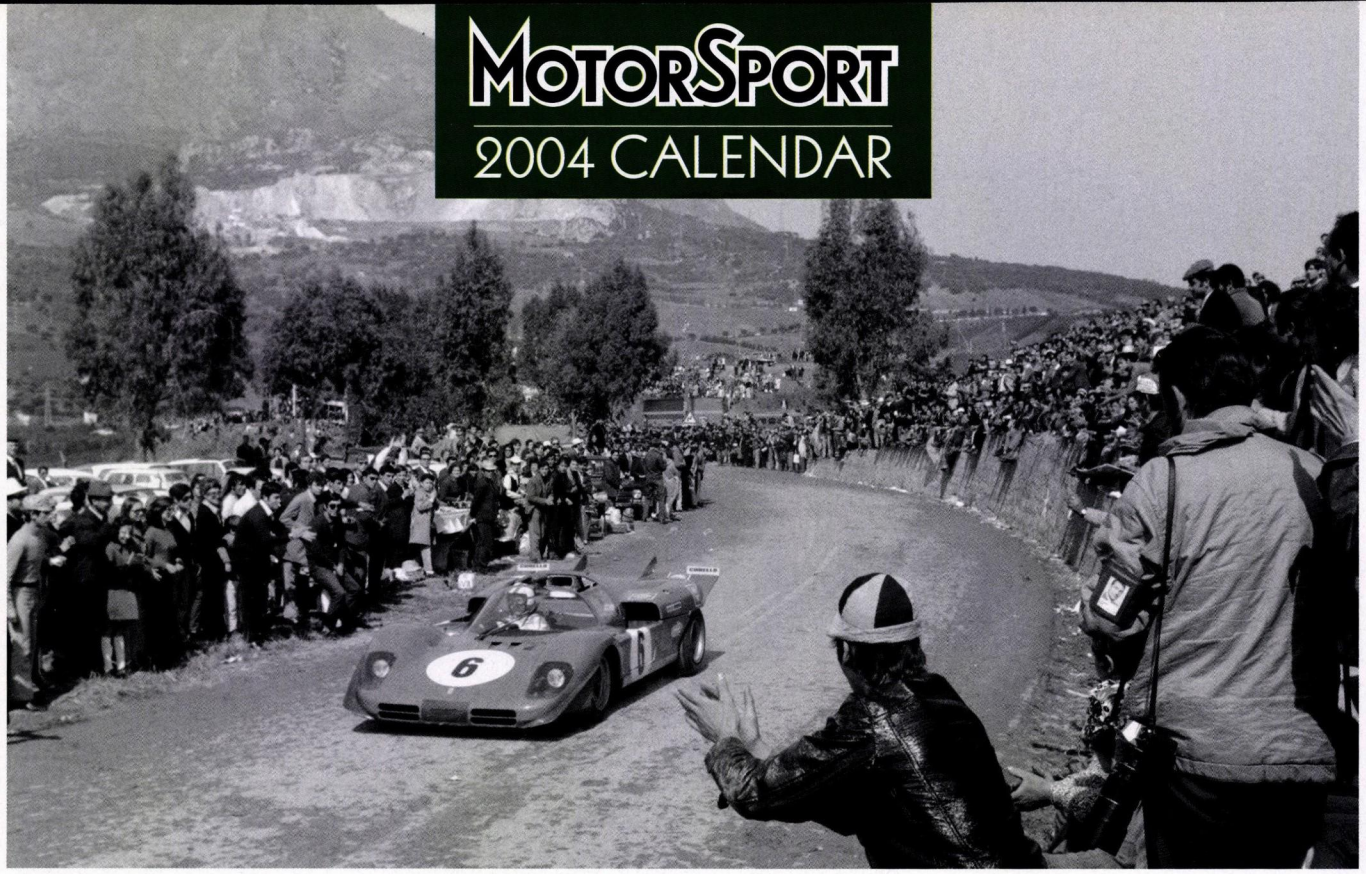
Fortunately for the race's reputation, all was normal in 1928. This time 30 cars lined up for the classic Le Mans start, with the drivers sprinting across the road to get the engines going on the starter motors. All, that is, except an Auburn which collided with a Chrysler as they started to move, both having to cease until their damaged mudguards and headlamps had been repaired, to comply with the regulations. As before, the grandstand overlooking all this was brilliantly lit and powerful lamps outlined the pits. Those Britishers who made the journey to Spa must have been disappointed that Sir Henry Birkin's 4.5-litre Bentley had been withdrawn, as it was being prepared for Nürburg where it was the only unsupercharged car to finish, and one of the Alfa Romeos had also defaulted.

Italy was making an impressive bid for an outright win, to make up for the French having banned the supercharged 1.5-litre Alfa Romeos from running at Le Mans as their bodywork was found not quite to comply with the required measurements. It worked. The Russian driver Ivanowski and the Italian Marinoni came home first, in spite of their car's modest engine capacity, 145 miles ahead of the first of two American Chryslers, setting a new record of 1532 miles, at an impressive 63.80mph. They had broken the previous record distance by 105 miles, and had obviously won also the 1.5-litre class, from a Bugatti and a Chénard et Walcker. The Chryslers, five in all, two of them 1927 Le Mans runners, had dominated the 3-litre class, a Georges Irat took the 2-litre section, and an 1100cc Aries did splendidly to finish a place ahead of another 2-litre Georges Irat, and a 750cc Sénéchal, little known in England, was last of the 15 placed finishers, with 867.3 miles completed. ➳

'32 Alfas used prancing horse badge for first time



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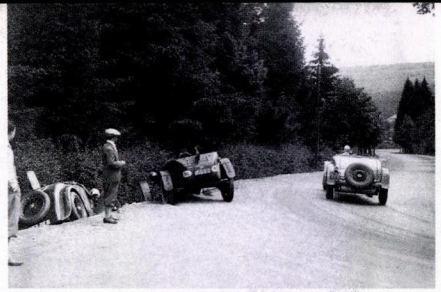
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1931: Sommer's Chrysler passes two less skilled pilots

It had been an eventful and thus interesting struggle, calling for more skill than at Le Mans. Quite early the BNC broke a valve. Both drivers were permitted to work on it at Spa, but in the end they gave up; a supercharger had been added since it ran in the French race, which may have exacerbated the trouble. One Bugatti went out, but after four hours a s/c Bugatti had the lead, Ivanowski's Alfa Romeo in hot pursuit. As darkness began to close in the Alfa took the lead, never to lose it. The challenging Bugatti wore its tyres out, and a different make was hastily found and fitted – shades of the current tyre war! The second Alfa succumbed to what was quoted as broken piston rings.

The next excitement was a fire which commenced after the tyre-consuming Bugatti was refuelled, possibly from a leaking tank – odd that 2.3 Bugattis had been burnt out in the TT and at Phoenix Park and now this. Was the back axle too close to the tank and the reversed quarter-elliptic springs difficult to damp, leading to contact? – no doubt the BOC will tell me. The Spa Bugatti was, like Campbell's at Ulster, completely destroyed, and soon afterwards another Bugatti was likewise burnt out, in the Spa race. Another Bugatti retired when its cylinder-block bolts broke, leaving only a slow 1.5-litre one circulating.

Daylight having returned, this did not prevent Duboid's Auburn ramming a Georges Irat which was wrecked (shades of today's F1), the American car's driver however being badly injured, as the car hit a tree. (No trees anymore!) The fourth-placed Georges Irat lost second place to a Chrysler when a thrown tyre tread set up so much vibration that it had to come into the pits with a broken water connection. Marinoni was frequently given the 'Slow' signal but ignored it. Alfa enthusiasts may care to know that the winning car had no tyre (Dunlop) or brake trouble and only once was its bonnet opened for a very brief inspection.

After the fine show by Alfa Romeo in 1928, the following year's race was dominated by the Italian cars, the first three places taken by the cars from Milan. It was not entirely a victory for the 1750cc cars because the private entry of a 1.5-litre version by recordman George Eyston and Ivanowski came home in second place, a notable achievement against such opposition.

Further interest was lent by the appearance of a team of well-contrived Minervas from Antwerp, with Knight double-sleeve-valve engines, a hopeful sign for a Belgian victory. Indeed, they split the Alfa team, de Lettenherve's behind Marinoni's Alfa Romeo, co-driven by the great Robert Benoist. Then came rain, and this Minerva rolled into a ditch, killing a gendarme.

It was a wet night and a race of many disasters. Typical of the Spa circuit, rain fell only in parts and the tarred, cambered road became very slippery. Charlier's Bugatti hit a tree and he was killed. Then the leading Minerva crashed, killing another gendarme, yet it continued until it had a second accident. Another Minerva ditched, then another, and a Bugatti did likewise, also one of the Chryslers. An Amilcar and a Licorne were soon out, as was one of the SCAPs for taking over an hour at the pits, and one of the Lancias left the road when in fourth place. Eyston was faster than Marinoni in the winning Alfa, so led until Benoist took over. Thus this testing race resulted in the Benoist/Marinoni Alfa winning at 63.02mph from Eyston's smaller-engined one, 17 miles behind that of the 1927 winner, the team Alfa of Rigal and Zehender in third place, 95 miles in arrears. Next came two 3-litre Lancias and two 5-litre Chryslers, with 19 finishers, a BNC taking the 1100cc class.

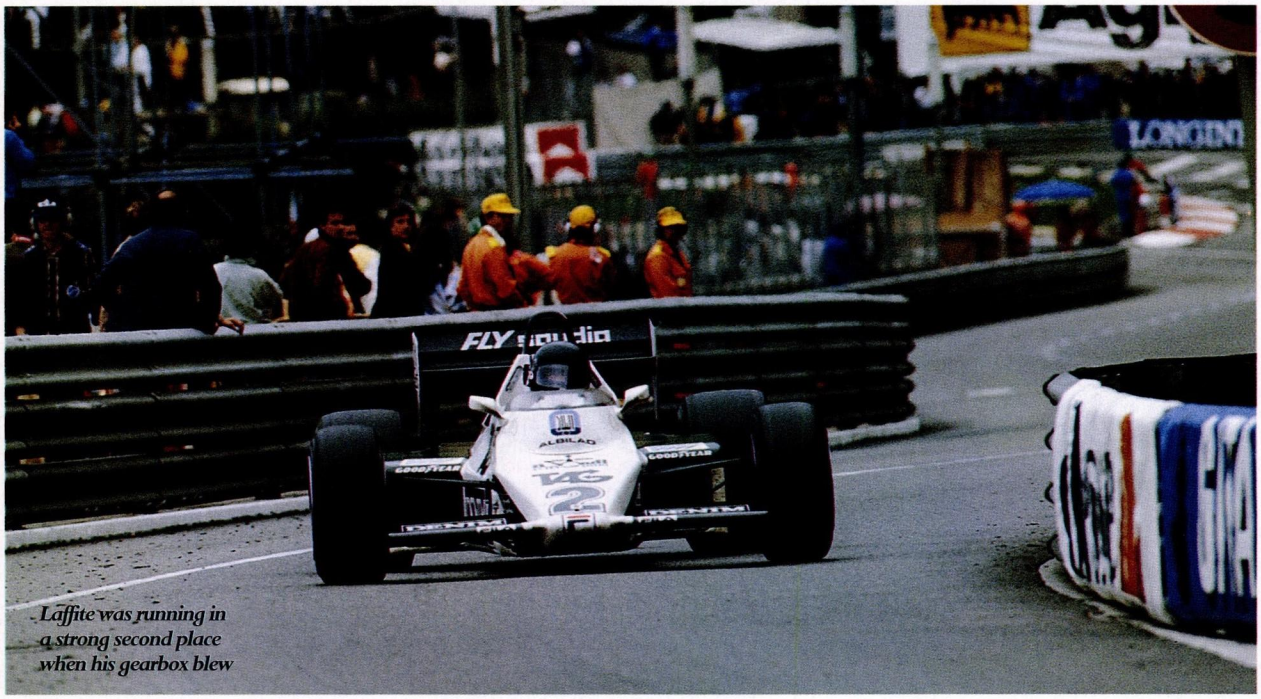
Alfa Romeos repeated the 1929 triumph in '30, when the factory team was 1-2-3, Marinoni making up for his slower driving than Benoist's in '29 by winning at 68.50mph, in spite of doing a stint of six hours after his partner Pietro Ghersi, the motorcycle racer, hurt a knee falling in the pits. Ivanowski/Cortese were second, Canavesi/Zehender third.

My preference is for the era up to 1930, the end of the 'vintage' period. But the Spa 24 Hours continued – this year it was won by a Porsche 911 – and in '31, a Mercedes beat the Alfa Romeos, followed by another Alfa 1-2-3 in '32, Howe/Birkin finishing third, and again in '33. And in the first post-war race, 1948, Horsfall/Johnson gave Aston Martin a very famous victory. M

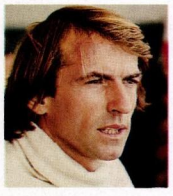


Imperia leads Fiat through Eau Rouge in 1931, when it still led up to a hairpin turn

both: LAT



Laffite was running in a strong second place when his gearbox blew



MONACO, MON DESIR

IT WAS A CLASSIC, TIGERING ROSBERG WIN. BUT HIS WILLIAMS TEAM-MATE RECKONS THAT HE SHOULD HAVE GOT THE GLORY, HE TELLS ADAM COOPER

"THERE ARE A FEW FRUSTRATING RACES I REMEMBER FROM THE Ligier days, especially in 1979 and '80 when we had a superb car. Even in '81, in the JS17, we had a car which was good enough to have made me world champion, but we missed out. But the race I remember as being the most frustrating was the Monaco Grand Prix of '83, when I was with Williams. My team-mate of that year, Keke Rosberg, won the race – and I was catching him when I retired.

"I had been with Ligier from 1976 to '82. In my last year we thought we would have a turbo engine from Matra for '83 to replace the trusty V12. They made an engine with Peugeot, a very nice V6, but in the end they decided not to go with it, so we were left without a competitive engine. And by then you had to have a turbo engine to be a winner. It was that simple.

"I had been at Ligier for seven years and I decided that it was time for me to change. I was nearly 40, so I was not so young! I knew that Frank Williams was working with Honda to have a turbo engine for 1984, and he made me an offer to join Keke.

"I liked Frank (and Patrick Head), so I was very happy to go back there eight years on from when I last drove for him; he had given me my first chance in Formula One way back in '74. He had nothing back then – I wasn't even paid! In fact, Count Zanon bought one or two engines for me to give to Frank to help us, but otherwise I had no money. But what was really good about Frank was that all his thinking was about racing. Even with no money, he wanted to go testing and do the right things.

"Keke had been the world champion in 1982, so I thought it was a good time for me to go back to the team. The FW08C we had in '83 was a good car, but often I had a Cosworth DFV that wasn't quick enough. I'd say to Frank, 'Why do you pay me so much, and then don't give me the best equipment?'

"I didn't have such a great qualifying at Monaco, and I was seventh. It had been raining before the start, and Keke and I both started on slicks when most of the turbo guys went for wets. Keke got into the lead early on and, after about eight laps, I got up to second.

"After a while I caught him up a bit; I really felt that I was quicker than him. Maybe he was not going as fast as he could because he was leading the race. And at Monaco at that time you really had to take care of your clutch, gearbox and brakes – no over-revving and so on.

"You cannot believe what it means for a driver to win at Monaco. When I started racing I just wanted to win the big races: Monaco, the Le Mans 24 Hours and the Indianapolis 500. I wanted to win them all. So I was prepared to overtake Keke, for sure…

"I was catching him very quickly towards the end, but I got a pit signal saying 'Go slow!' Finally, I was going too fast and I had a problem with my gearbox. At this time you could shift the gears without using the clutch, and at Monaco you had 4000 gearchanges or something. So it was my own fault.

"When I stopped Frank told me he wasn't at all happy because we could have had a Williams 1-2 finish, which would have been very good for the team. I agreed with that but, you know, for a driver it's very important to win in Monaco.

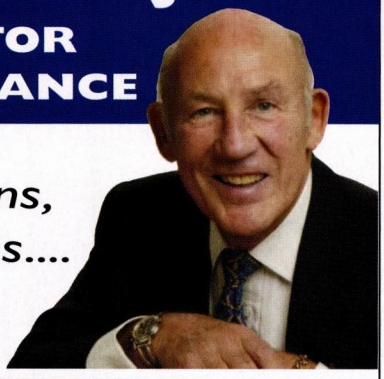
"Frank asked me, 'If you'd caught Keke did you plan to overtake him?' I replied, 'Yes, for sure!' 'Even if he was looking for you?' 'Yes, the first time I'd had the opportunity, I would have overtaken him.' 'What if you had touched?' Whoa!

"As I said, I knew it was important for the team to be 1-2 in Monaco, and we missed this because I was stupid. It's easy to say that afterwards, but when you are in your car in Monaco, and you think you are quicker than your team-mate, and you think you will catch him – you go all out.

"I had won in Monaco in Formula Renault and in Formula Three. I loved the track, and to win the GP there… I'd have cut off my own finger!" M

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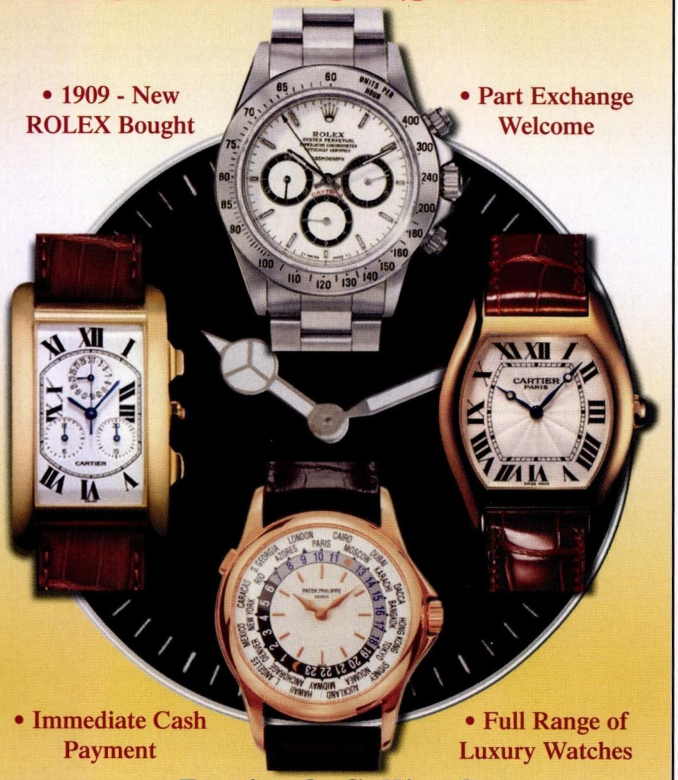
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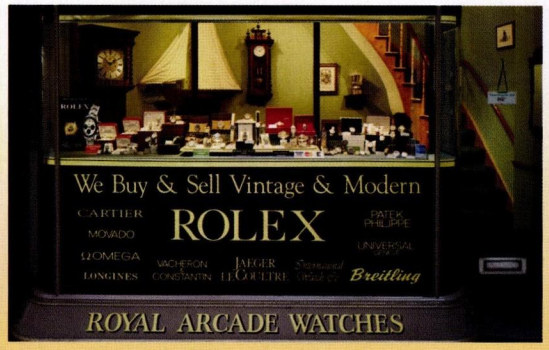
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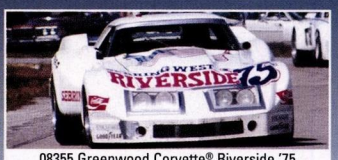
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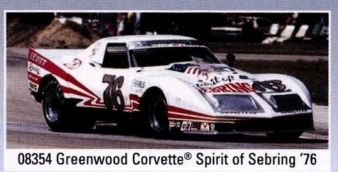
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X-RAY SPEC

PORSCHE 804

THE MARQUE'S FIRST FORAY INTO RACING'S TOP RANK BROUGHT FRESH THINKING, BUT ONLY ONE MAJOR WIN. KEITH HOWARD TALKS TO THE MAN WHO SCORED IT

ALTHOUGH THE CHANGE TO A 1.5-LITRE ENGINE capacity for Formula One from 1961 could hardly be described as a popular alteration to the regulations, it did have the effect of persuading newcomers to raise their sights to motorsport's pinnacle. One of them was Porsche, whose successes in Formula Two tempted it to become the first German F1 team since Mercedes had prematurely bowed out following the Le Mans tragedy of '55.

Mercedes and Porsche were very different – and yet curiously similar. Porsche's financial and technical resources were a fraction of those of its Stuttgart neighbour, yet it too was determined to design the car in its own inimitable, even cussed, way. Not for the inheritors of the Ferdinand Porsche legacy the ignominy of imitating the British *garagistes* – buying-in engines and transmissions and relying on your wit and invention to utilise them more effectively than competitors. Admire its ambition or question its arrogance, Porsche was determined to do the job the old-school way by making everything itself: car, engine (air-cooled in the Porsche manner) and transmission.

In its choice of drivers Porsche was less inward-looking, partnering Jo Bonnier – who'd enjoyed success in its F2 cars – with the emerging Dan Gurney. Of the two, it was Gurney who would flower over the two seasons of Porsche's works presence in F1.

Porsche's F1 car for 1961 was the 718 – a derivative of the previous season's F2 car, with trailing-arm suspension, drum brakes and an uncompetitive four-cylinder engine. An 'improved' derivative, the 787, was supposed to supplant it but proved inferior. But the 718 at least had the asset of being reliable, something for which Gurney – who provides his comments on the 804 overleaf – had cause to be grateful: "I finished every race except the first one at Brussels. When that happens, why, you can learn how to drive. I was very appreciative of that even though, yes, the car was a tad off the pace."

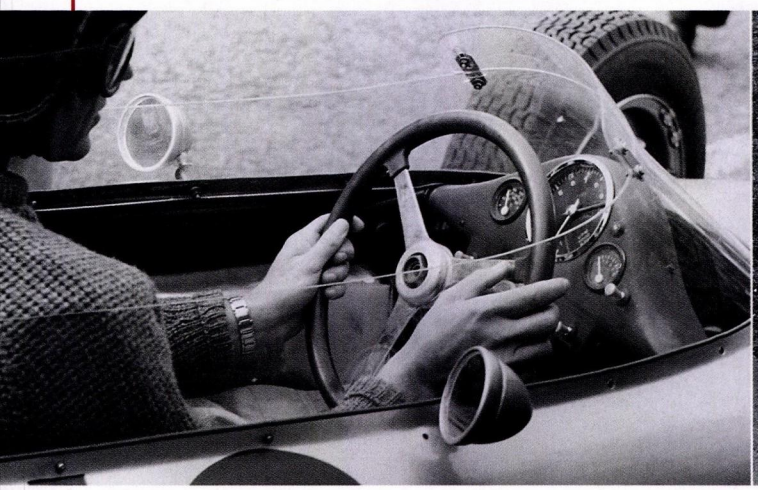
Porsche's real F1 car was supposed to be the 804, whose flat-eight powerplant would, in theory anyway, allow Gurney and Bonnier to play hardball with the wide-angle V6 Ferrari and upcoming V8s from BRM and Coventry-Climax. But its arrival on the grid was badly delayed by the engine's initial poor performance. It ran on the dyno for the first time as early as December 1960, when it reputedly delivered only 120bhp – a good 60bhp shy of what Porsche knew was needed. It took major head revisions and a lot of development time to find the missing grunt. So long, in fact, that the 804 didn't turn a wheel in testing until March 1962, two months before its debut at Zandvoort.

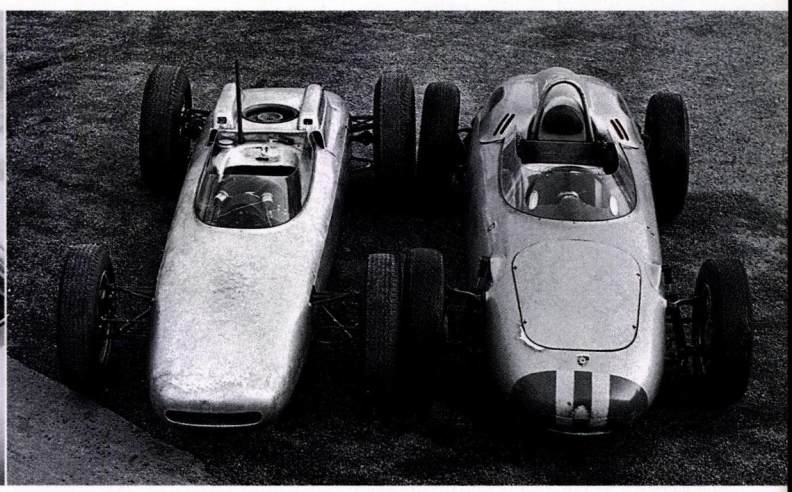
In histories of the marque, including Ferry Porsche's biography, Porsche's F1 interlude is typically treated as a temporary aberration, a diversion that really shouldn't have happened. And yet Porsche's race record for 1961 and '62 doesn't read that badly. In its first year it came third in the constructors' standings and Gurney was similarly placed in the driver's rankings. Team and driver were both fifth the following year. For any other new kid on the block it might have seemed like a modest success, but the Porsche family's winning habit lay heavily on it.

When it withdrew from F1 at the end of 1962, Porsche's stated reason was to concentrate its limited financial and human resources on its road cars and sportscar racing. Less charitable observers dismissed this and concluded that Porsche simply couldn't hack it in F1. It seems a harsh judgement, and yet perhaps there's some truth in it. Certainly, it must have been a wake-up call to the furious pace of F1 development that the 804 actually fared worse than the stop-gap 718. And watching the Lotus 25 circulate in '62 must have brought it home to even the staunchest Porsche supporter that it would have to run very hard to catch up. ➳

both: LAT

Left: Seating position caused some resistance, until Gurney produced a pragmatic solution that may have inspired Colin Chapman. Right: Type 804 is lower, slimmer and cleaner than 718 thanks to its flat-eight engine, inboard springs and conventional wishbones

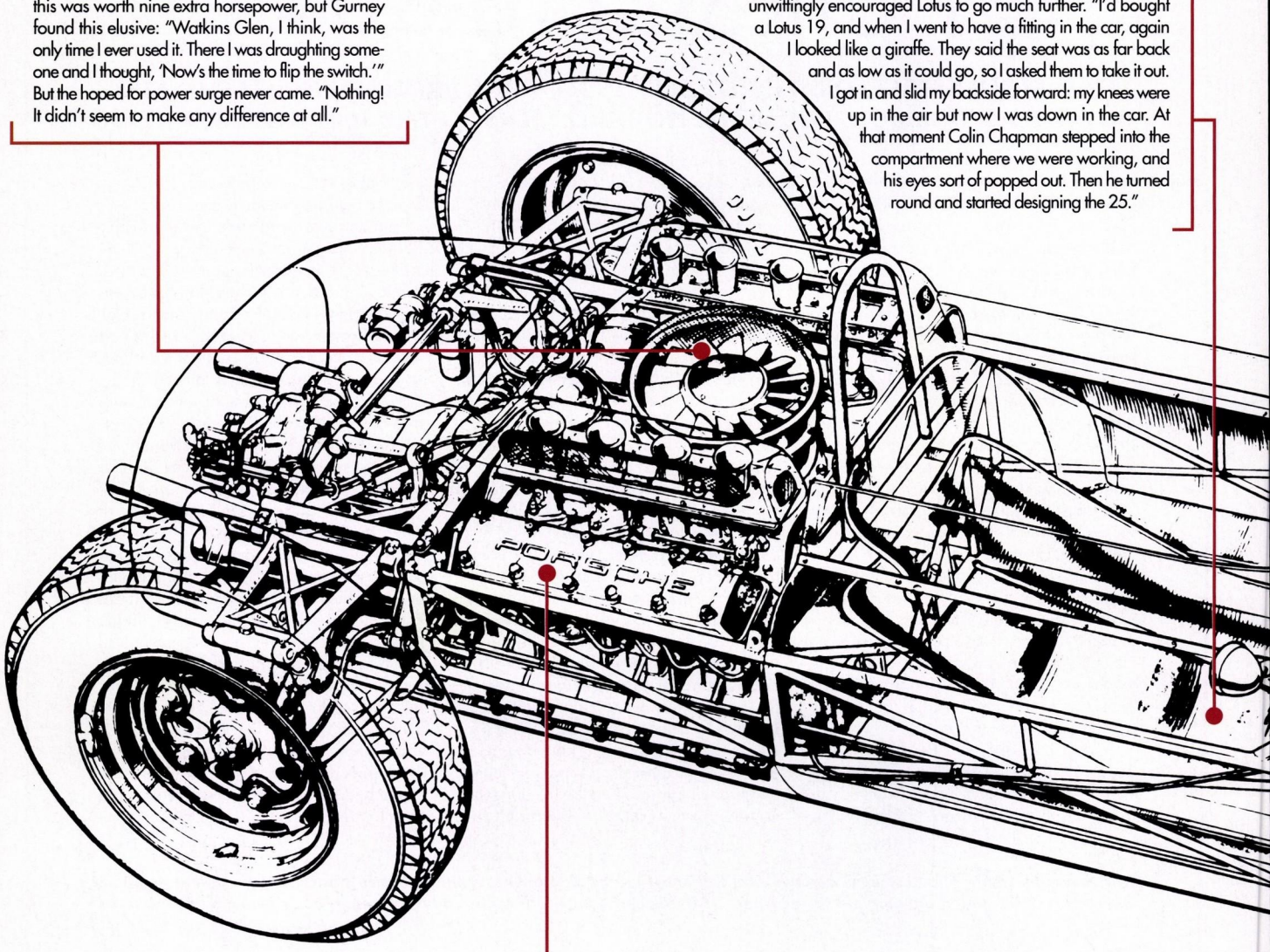




X-RAY SPEC: PORSCHE 804

In the search for more power, Porsche's engineers eventually fitted the engine's cooling fan with an electronically actuated clutch so that it could be temporarily disengaged by the driver. Supposedly, this was worth nine extra horsepower, but Gurney found this elusive: "Watkins Glen, I think, was the only time I ever used it. There I was draughting someone and I thought, 'Now's the time to flip the switch.'" But the hoped for power surge never came. "Nothing! It didn't seem to make any difference at all."

The lanky Gurney had to insist on changes being made to the 804's seating arrangement: "The way I was forced to sit for the Zandvoort race, I looked like a giraffe. I was up in the airflow big time." Porsche made the necessary changes, but Dan had already unwittingly encouraged Lotus to go much further. "I'd bought a Lotus 19, and when I went to have a fitting in the car, again I looked like a giraffe. They said the seat was as far back and as low as it could go, so I asked them to take it out. I got in and slid my backside forward: my knees were up in the air but now I was down in the car. At that moment Colin Chapman stepped into the compartment where we were working, and his eyes sort of popped out. Then he turned round and started designing the 25."

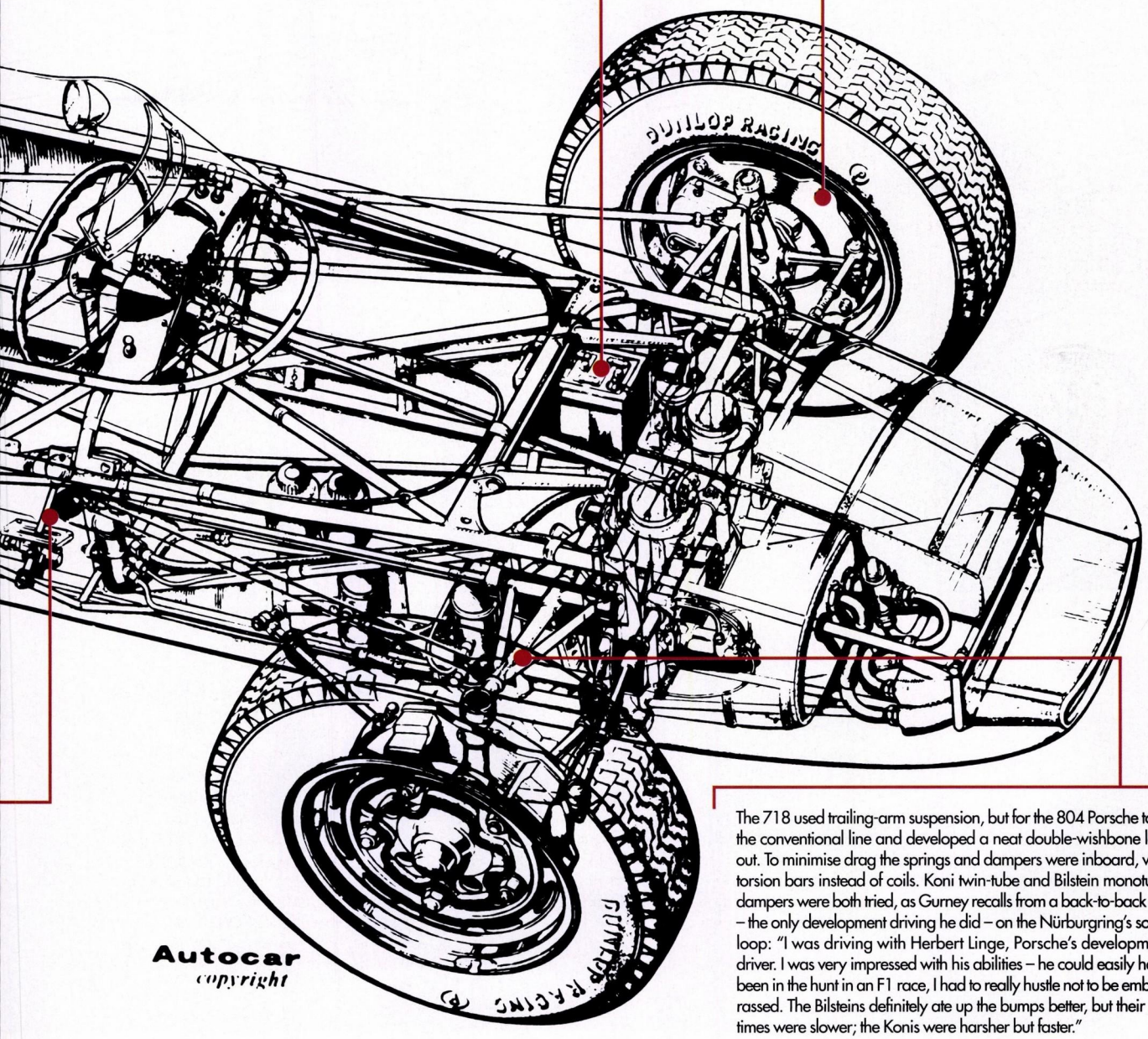


Porsche's reason for adopting a flat-eight wasn't only one of company heritage – its also ensured the lowest possible centre of gravity. But to prevent the engine being too wide, its stroke had to be limited to 54.6mm (bore 66mm), a factor which may have contributed to its reputation for poor torque (113lb ft at 7450rpm). Peak power was around 185bhp at 9300rpm. Many have blamed the engine for the 804's relative lack of success, but Gurney didn't find it a handicap: "I think the power was okay, on a par, really. I'd say it was probably hurting a little on torque, but if you kept it buzzing with that six-speed gearbox it was alright."

Gurney's initial experience with Porsche's transmission was less than happy – on lap 47 of the season's first race at Zandvoort, the gearstick came away in his hand. But he learnt to appreciate the six-speeder, which unusually was fitted with Porsche's synchromesh system. "It was bullet-proof if you could figure out how to use it. I see there's a gate on this drawing, and it looks to be four-speed. Well, there was no gate and it was a six-speed! The lack of a gate meant you had to be as precise as possible, but you could work it. And if you brutalised the synchro system, it was about as quick as any other."

Gurney might have scored a second win in 1962 at the Nürburgring (the first was at Rouen) – and this time not because better cars had retired; the race was wet, he made a poor start from pole and was then delayed by the battery breaking loose by his feet: "Since I hadn't a lot of experience in the rain, I didn't touch the set-up – the car was balanced as close to perfection in the dry as I knew. Graham Hill, and probably John Surtees, too, unhooked the anti-roll bars. When the battery came loose and started sliding around in the cockpit, I was very concerned it would short on a fuel tank, but I found I could wedge it off to one side with my clutch foot and hold it there. In the meantime I'd lost, I think, 17 seconds. I clawed that back relatively easily, but I couldn't get past them. I was making up time in the corners but, because of my dry set-up, they could put the power down better coming out. If I'd got past, I think I could have left them."

Having postponed the move to disc brakes even longer than Ferrari – the 718 ran drums – Porsche gave in to the inevitable and equipped the 804 with discs. But it couldn't resist adding a twist, partly to make use of existing components. Instead of the disc being bolted to the wheel hub at its centre, in Porsche's 'inside out' arrangement the rotor was an annulus, bolted around its periphery, with the caliper bridged across the hole in its centre. Gurney was not enamoured with the result: "There was a large amount of pad knock-off on bumpy surfaces so they used various means to keep the pads close to the rotors. That essentially meant you had the brakes on most of the time."



Autocar
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The 718 used trailing-arm suspension, but for the 804 Porsche took the conventional line and developed a neat double-wishbone lay-out. To minimise drag the springs and dampers were inboard, with torsion bars instead of coils. Koni twin-tube and Bilstein monotube dampers were both tried, as Gurney recalls from a back-to-back test – the only development driving he did – on the Nürburgring's south loop: "I was driving with Herbert Linge, Porsche's development driver. I was very impressed with his abilities – he could easily have been in the hunt in an F1 race, I had to really hustle not to be embarrassed. The Bilsteins definitely ate up the bumps better, but their lap times were slower; the Konis were harsher but faster."

REST AND BE THANKFUL

SNAKING BETWEEN TWO SCOTTISH MOUNTAINS, THIS NARROW PASS WAS FEARED BY EARLY MOTORISTS. THEN IT BECAME THE MOST CHALLENGING HILLCLIMB IN BRITAIN. GORDON CRUICKSHANK WENT TO SEE WHAT REMAINS

photography by Malcolm Griffiths/LAT



LAT

Low cloud shrouds Cobbler Bend and hairpin on UK's most spectacular hillclimb. Inset: Inaugural event of 1949 ran over a full mile

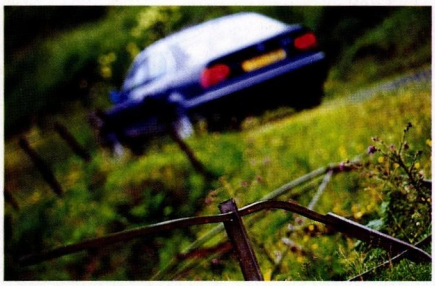
Above us there's a notch in the grey mountains, the crest of the pass. Groups of tourists are gazing down the valley, but few of them know what they're looking at; it's just a disused, crumbling road leading from the car park to nowhere much. No particular landmarks, no buildings to arouse curiosity. That's if you've never seen the photographs. Images of Ken Wharton painting twin black take-off lines with his ERA. Of Dennis Poore sliding his grand prix Alfa Romeo through the hairpin. Of Tony Marsh aviating his 4WD Special. Put those in your mental album and suddenly this dank and derelict track regains its dignity. This used to be the nearest thing we had to a mountain hillclimb. It was a whole mile long to start with (cut to 1475yds latterly); well shy of the marathon continental slopes, but the only one which has a real Alpine flavour.

For 200 years this pass has been a crucial route from Glasgow to the Western Highlands. It cuts across the neck of the Bute peninsula between the vertebrae of what the locals call the Arrochar Alps, scrambling out of Glen Croe and over a narrow saddle between the stony flanks of Ben Arthur – also called The Cobbler – and Ben Donich. It's also a monument to military control.

Roads across Scotland were few at the time of the 1745 rebellion. In the wake of the rebels' defeat, the government began a road-building programme which would allow troops to march rapidly to the scene of trouble. This was one of those roads. General Caulfield, in charge of construction, had no JCBs, so he took an 'easy' option, sticking low in the valley but paying the price with one steep last-gasp hairpin which brought him to the 860ft summit. Here there's a stone inscribed with the words 'Rest and be Thankful' – heartfelt in the days of ponies or legwork, but not unique by any means; the name crops up at several passes, pubs and beauty spots – which may be Wordsworth's fault for writing a poem about this bleak crossing.

Until WWII the steep climb was a legendary challenge to vehicles, the final hairpin flooring many a pioneer motorist. At the crest the frequent mountain mist often mixed with the steam from boiling radiators. And inevitably the stopwatches came out: in Edwardian days the Royal Scottish Automobile Club ran reliability trials up here.

But at the end of the war work began to improve the road. Though it crosses the pass at the same ➤



Cobbler railings now battered by rally car usage

point, today's A83 cuts higher into the side of Ben Arthur on its eastern leg, making a steadier climb parallel to the old route.

This new road was both the birth and the death of this scenic hillclimb. With the old road now redundant, the RSAC pounced on it for a new venue. But with the new road being alongside and above the track, it offered the perfect grandstand – and for free. "That's what closed it," says Andrew Davidson, who now farms the land. "They could never make it pay. Even with No Parking signs all the way down the road, people just heaved them out of the way."

But spirits were high at the first meeting in 1949. Even though it was not yet part of the RAC hillclimb series, it attracted the big guys: Poore with his 8C35, Sydney Allard with his V8 special, Peter Walker and Raymond Mays in 2-litre ERAs. £2000 was spent improving the surface, already deteriorating, and a large crowd saw Mays set the first record: 68sec.

Over the next few years, just as on the circuits, the nimble rear-engined opportunists overtook the traditional heavy metal. By 1951, Wharton was running a Cooper-JAP as well as his ERA, and the blown twin proved quicker on the narrow track, though it was another year before he stole the hill record from Poore, at 54.23sec, and cemented rear-engined superiority.

Despite its northerly latitude the Rest became a popular summer addition to the British hillclimb series, helped by running Bo'ness, Scotland's other chief climb, the weekend before. Large crowds drove out from Glasgow to lean on the fencing at the pass and watch. There were club meetings, too, but never enough activity to require permanent facilities – canvas scrutineering bays and the lean-to Gents stick in the memory – although the RSAC inherited a couple of army huts (the pass was a security checkpoint during the war) to protect officials from the frequent damp. But just as often the sun lit the peaks and opened the views both ways to make this the most spectacular course in the country.

It was a track which cried out for power, and the glen reverberated to big-engined specials like Allard's Steyr, Peter Westbury's Felday-Daimler, the 4WD Marsh-Buick and Martin Brain's 7.2-litre Cooper-Chrysler. But year after year it was Welsh brothers David and Peter Boshier-Jones who traded FTD; the absolute record of 50.09sec, set in 1964, stands forever to Peter in his nimble supercharged Lotus 22. Despite resurfacings, and planing the Hump in '67, the big bruisers never matched that. As maintenance costs overwhelmed income, '69 turned out to be the last big meeting. The Scottish Sporting Car Club ran one final climb in September '70, before the Rest and Be Thankful hillclimb died.

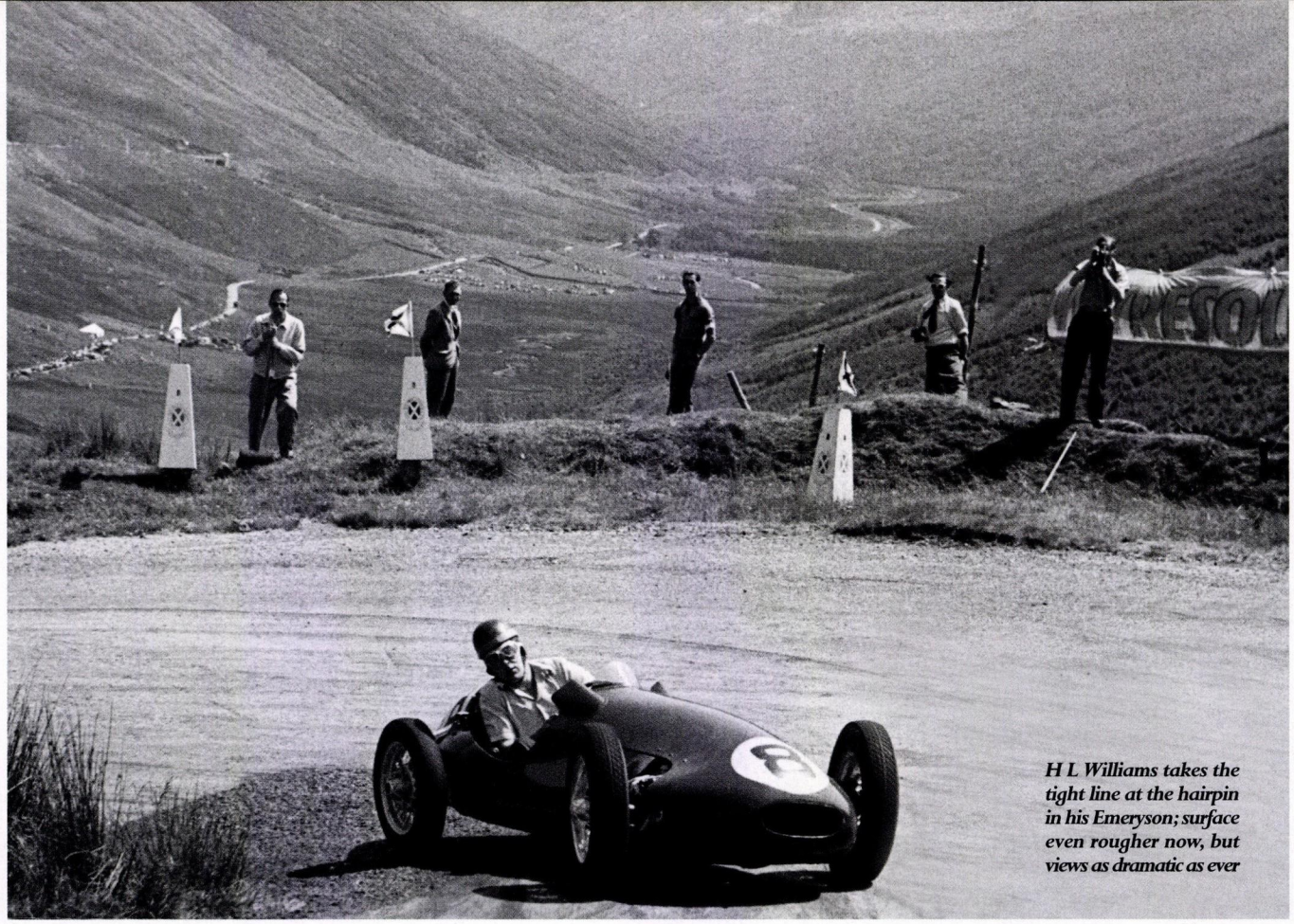
It's rarely quiet, though. Since then the hill has often been used as a rally stage, both up and down, and, thanks to owner Davidson's enthusiasm, for historic events like LE JOG, and commemorative runs. In the 1990s, a retrospective of the Scottish Reliability Trial saw the Rolls-Royce Silver Ghost AX201 climbing the very hill it tackled in 1907 – when the surface was better. Of course, there's a fee for access to the Rest; it's currently a bottle of a decent malt. But no pussyfooting: Andrew says if you don't try hard, you don't get to come back next year.



Stone Bridge has blind entry and exit; Tony Marsh must have needed blind faith to slide his Cooper thus



LAT



H L Williams takes the tight line at the hairpin in his Emeryson; surface even rougher now, but views as dramatic as ever



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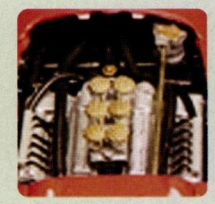
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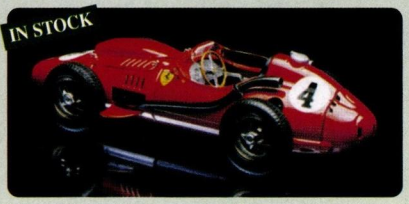
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(not pictured) Argentina 1958, L.Musso
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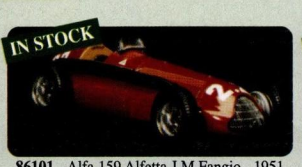
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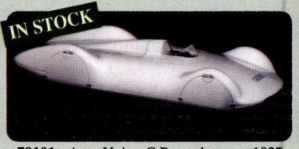
89101 - Ferrari 500 L4 Alberto Ascari 1952
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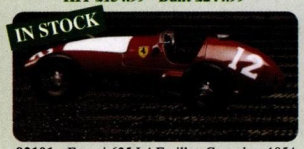
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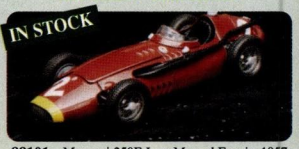
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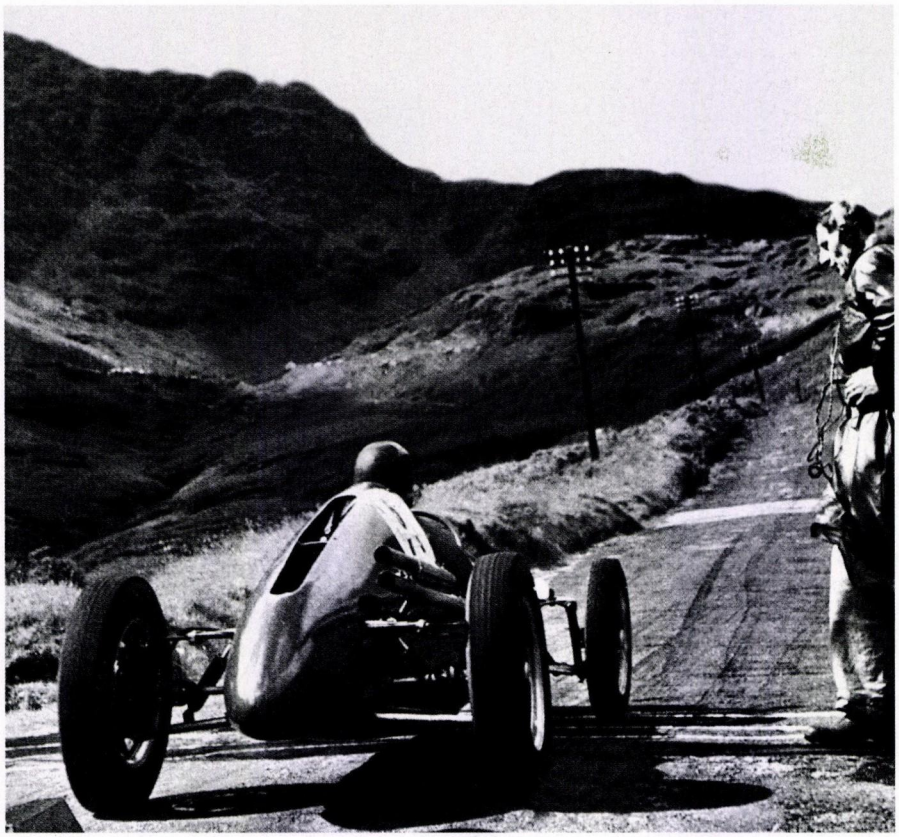
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LAT



Marsh's Cooper faces first hump on its way to BTD in 1955; now, sadly, silence reigns as road slowly decays



Look down on it from above and the track seems to offer little more challenge than one left-hander and a hairpin. But driving onto it (with the owner's permission – there are gates top and bottom) makes you pause. It looks much scarier from ground level.

Try to forget the appalling surface, the patches on patches, the edges crumbling away down the hill. Line up where a small brick wall used to mark the start (the wall has tumbled down to the burn) and look away up the valley to the crest, where a silver glint marks the burger bar in the car park. That's where you've got to get, in one minute flat. And suddenly you realise that even the lower part isn't straight: it's a sinewy, squirrelling, plunging and rearing tapeworm of tar. And it's fast. If you're lucky you'll hit the bank and spin to a shuddering halt. If you're careless you'll do more barrel rolls than the Red Arrows before you reach the valley bottom.

It begins with a flattish, very fast section over two humps to a yump over a culvert. The fast guys got airborne here, praying to touch down square on the narrow track, keeping the power on past the farm road (don't drop a wheel down the road end), reaching peak speed on the 1-in-8 before hitting the brakes for a jink right into medium-left through a bridge. This would be narrow enough square-on, but now you're coming at it from below, at an angle, and you can only see the wheel-tearing corner of the stone parapet. You can't see the exit, but you know if the car slides too far you'll tag the opposite wall, and there's no room to get crossed up. As for the rocks below the bridge, put those out of your mind, too. (Later on, the club put logs across the burn for a softer landing, which saved Averil Scott-Moncrieff when she put her Bugatti off here.)

Now the hillside on your right blanks the view of what should be a fast open right but you can't back off because you will lose time into the following left, the one with the long, unprotected plunge inside. This is your last chance for max revs, a brave right-left-right you can't quite straight-line before whanging down to second for Cobbler. This one's critical – it's lo-o-o-ong, veering more than 90 degrees, but it's quite open, so it's quick, and you're right below the watching crowd so you have to put on a show. Don't look through the thin iron railings to the steep, slippery slope below, where Peter Lawson put the 4WD BRM 100 yds down...

At last the hairpin; rising steeply inside, but with plenty of width. Do you stay neat, clipping that 1-in-7 apex, or fling the car into a big slide around the flatter edge? Remember there's another 50 or 60 ft before the scruffy tin hut where the timing crew are sheltering from the weather, and it's still 1-in-20 here, so you need traction... At the top the holding paddock is crowded, but if your car is road legal, there's another option: you can sprint back down the main road, terrorising the tourist traffic. The best bit, said some.

Six-time British hillclimb champion Marsh remembers the track well: "It was incredibly bumpy, and there was often water running over it. You couldn't see over the humps, and sometimes you couldn't see the top for the mist. But I enjoyed it – it was a real challenge. We only came once a year, so you couldn't learn it like the others. And you couldn't walk it easily, either. I used to count the ➤

bumps from the start – it was the third one you had to get right. That's where you took off, and the track changed direction while you were in mid-air. Then there was a huge camber change on the hairpin which would make your inside wheel spin. So I used to go in deep, almost overshooting it, and then turn."

It was on the Hump that Marsh had a big crash in his Buick-powered 4WD special in 1962, while going for the outright record: "The cars were getting lower by then and I'd been hitting the sump. So I stayed left, off the camber. I landed touching the grass as planned, but I think the steering arm broke; the car shot right, up the bank, bounced onto the road and landed by a marshal's post. I could feel it teetering on the stone wall; the marshals got me out but they let the car slide away down the hillside. Then the chief scrutineer took me up to the top for a big stiff whisky. Actually, I didn't drink, but I think he needed it!"

Bill Henderson reported on many of the meetings for the weeklies: "Things were pretty basic. The paddock was just a wider bit of road before the start, and there was no catering – bring your own sandwiches. But the spectators could see the whole course from the top, and you had a great view of Wharton with his elbows waving, or Basil Davenport sliding Spider through the S-bend after the bridge; that one was critical. And I remember how proud Jimmy Clark was of his class win in the Border Reivers Porsche."

Clark was just one home-grown star who competed here; Jackie Stewart also tackled the hill in his early days, in a Marcos. "That's where I first met Jackie Stewart and his brother Jimmy – always helpful and friendly," recalls David Good, another of the hill's stars. He first came in 1959, with the inevitable Cooper-JAP, like all the top runners of the time. "We'd make a holiday of Bo'ness and the Rest. It was rough, fast and challenging – the hazards were akin to the European climbs, but it was only half as wide!"

It had its unique problems, too, as Marsh recalls: "The best entertainment of the weekend was watching the shepherd trying to remove the sheep beforehand." Not always successfully, as Good found when one jumped in front of his Cooper: "I nearly went over the edge. I told the official at the top that I'd just killed a sheep, and he just said, 'Oh good, lamb for supper'."

Westbury also recalls it very fondly: "I took the Cooper-Daimler there in 1962 and got the FTD, beating champion Arthur Owen. It was the first meeting of any consequence that I'd won. But what I remember more is our night out afterwards. Coming home I saw two wires sticking out of a lamp-post and I thought they ought to be connected. So I did; the whole village blacked out."

Now, with the mountains lost in cloud and the decaying track slick with moss, it's hard to feel the thrill that brought competitors so far north to take such big risks. Yet no-one was ever killed here, and drivers and watchers alike have only good memories of an epic place. And there's one other link with motorsport; the man who runs the burger bar is Dario Franchitti's uncle. M

Our thanks to Andrew Davidson and Ross Finlay for their help with this feature. For access to Rest and Be Thankful, call 01301 702523.





Above: Ninian Sanderson's Cooper on the line in '52; hard today to see where rudimentary paddock was. Below: Ken Wharton floors it out of the hairpin to finish past the ex-army commentary hut, now gone



LAT





Bites out of parapet are a reminder that not everyone kept it tidy through the tight left at Stone Bridge

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BILL IVY BREEZED INTO TOP-FLIGHT MOTOR RACING. THE CHIRPY BIKER WITH THE fashionably straggly hair roared into Thruxton's paddock aboard his beloved Maserati Ghibli, fired off a few wisecracks, plonked his backside into an ex-Winkelmann Brabham and slapped it on pole for the first heat. It was the Easter Monday Formula Two meeting of 1969; it was Ivy's first qualifying session in a car. He'd already stolen the show.

Tucked away in the same paddock, 'hiding' behind a neatly trimmed beard and beneath a brown suede trilby, was John Watson. This 22-year-old from Belfast was five seasons into his racing career, but for a lad with a long-held distant dream of becoming a grand prix driver, the journey began here. Today.

Even via ferry – transporter and a brace of year-old Lotus 48s safely stowed away – the mainland was, physically, but a short hop away; psychologically, the crossing was a quantum leap. The Irish scene was bustling. Self-contained, too. Big fish, small pond – few had bothered to test the waters elsewhere: the *craic* wasn't as good, the competition was too good. Watson was different. Or was he? He was having doubts: "When I looked around and saw all those big names – Hill, Stewart, Siffert – I thought, 'Just what the hell am I doing here?'"

He had a point. There was an incredible entry for this opening round of the European series: Beltoise, Cevert, Regazzoni, Courage, Bell and, of course, the king of F2 himself – Jochen Rindt. Watson was a hotshoe back home in his dinky Brabham 'twink' – regular wins at Phoenix Park, first 100mph lap of Bishopscourt – but he was out of his depth here, surely? He'd never seen the track, never driven a car with wings – never even driven the car, the ex-Jackie Oliver works machine. Gerry Kinnane's ground-breaking Team Ireland was small beer here, and it took some persuading to get 'Wattie' to leave its truck.

He was in Ivy's heat – 2.6sec and two rows behind him, but ahead of Regazzoni's Ferrari 166 – and finished 11th, a lap down, after the engine had cooked on the line. This gave him a slot on the eighth row for the 50-lap final... alongside Rindt! The Austrian had been 2sec quicker than everyone else in practice, and he'd led the second heat until his Brabham punctured. The 45,000 crowd was buzzing: a Rindt charge was on the cards.

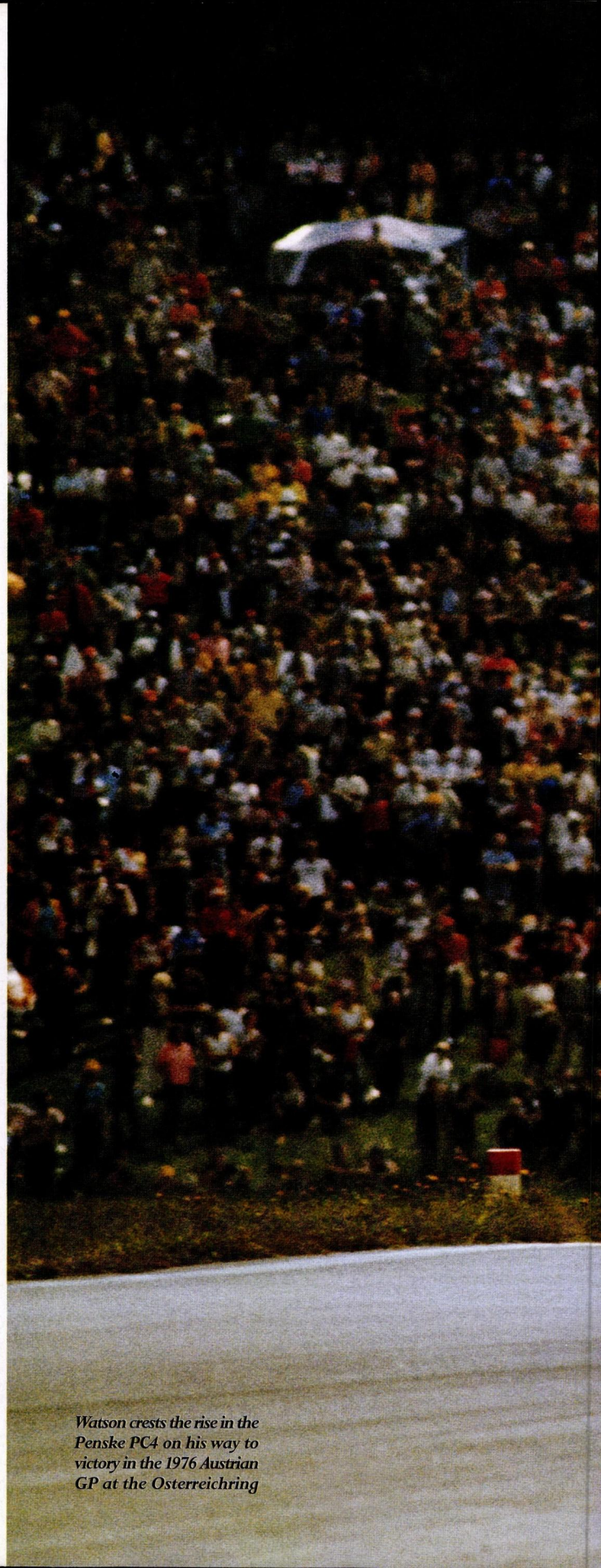
When I looked around the paddock and saw all those big names, I thought, 'Just what the hell am I doing here?'

It would be wrong to suggest that Watson sat glued to Jochen's gearbox as he blasted to the front in quick sticks – but he wasn't a million miles away. Indeed, he was in a stunning fifth place when he understeered off at Cobb on lap 30.

"I'd passed some good people: Servoz-Gavin, all three Ferrari drivers," he says. "I was shy, but I had self-belief; it's fair to say, though, that I had surprised myself. And this set the seal on my desire; I'd been able to measure myself against strong competition. My family realised that what I'd been dreaming about was now a possibility. They realised that I wasn't going to be satisfied working in the business [his father's "wind tunnel of a garage" – hence the hat!] and racing at the weekends. They made a commitment to me, made some sacrifices so that I could move on."

Watson was born into a racing family, his father Marshall having won the first touring car event to be held in Northern Ireland – at the wheel of a Citroën Light 15! A strong character, Marshall was happy to champion his son's cause; John's first racing car may only have been an Austin-Healey Sprite, but its go-faster bits and sharp preparation put most of its rivals to shame. The Crosslé sports-racer that followed it was a minter, too. The reputation was starting to build, and with a 1600 Ford twin-cam dropped into the back of an ex-works F2 Brabham, it was time to venture abroad: Formula Libre at Mallory and Oulton, that sort of thing. More of a raiding party than an invasion.

It might have been different in 1969, but that Thruxton shunt forced Watson to return home for the remainder of the year while the family regrouped to buy him a Brabham BT30 for another crack at F2. "We wondered about F3, but the cars I'd been driving in Ireland were already quicker than F3s, so I didn't see the point," he explains. "Money was very tight, though: it was me, a mechanic, a Transit and a trailer, one spare engine, two sets of wheels, one spare nose – but I was very determined." Which is how he found himself living in London and arriving back at Thruxton, one year on, again in a car he had never driven... He put it on the front row for heat two! Alongside him ➠



Watson crests the rise in the Penske PC4 on his way to victory in the 1976 Austrian GP at the Osterreichring



POT OF GOLD

DESPITE LAUGHABLE BUDGETS AND TWO SERIOUS SHUNTS, JOHN WATSON FINALLY GOT THE F1 CHANCE HE DESERVED. PAUL FEARNLEY RETRACES THE ULSTERMAN'S TORTUOUS ROUTE TO THAT FIRST GP WIN



Winning the 1966 Dunboyne Handicap in the 1600cc Crosslé. Watson's later affinity for street circuits stemmed from this unforgiving track – and Phoenix Park!

was Ickx's works BMW and the Lotus 69 of... Rindt. He finished behind this illustrious pair in the race, too, and was running fifth in the final when he crashed at... Cobb. Unlike 1969, however, his campaign did not end in Hants: he DNQ-ed at Hockenheim, qualified on the front row at Montjuich, finished ninth in the Eifelrennen (his first visit to the Nürburgring), retired at Zolder, collided with Peterson's March at the 'Palace and flunked at Hockenheim's second meeting. The daunting Rouen was next...

"I loved that place," he says. "I was flat through those downhill sweepers on only my third lap in practice." And then a tyre blew. "I was coming back up the hill. Bang! The car spun at 140mph and hit the Armco on both sides of the track. I opened my eyes and realised that I had an extra joint in my forearm! I'd broken my left leg and ankle, too. The medics took me to the worst hospital I've ever seen, some sort of nunnery." Bernie Ecclestone rescued him and had his pilot fly him back home, but another season had been curtailed.



'The car spun at 140mph and hit the Armco on both sides of the track. I opened my eyes and realised that I had an extra joint in my forearm!'

In some ways, though, 1971 was even tougher. Watson had escaped from the hated London and relocated to Church Farm Racing's old Bognor Regis base, but his reworked car was now a year old and the budget was even tighter: a DNF equalled no prize money; no prize money meant no next race. Cautious with revs and cagey in traffic, he still finished the season in the red. The family had to call time. It looked to be all over.

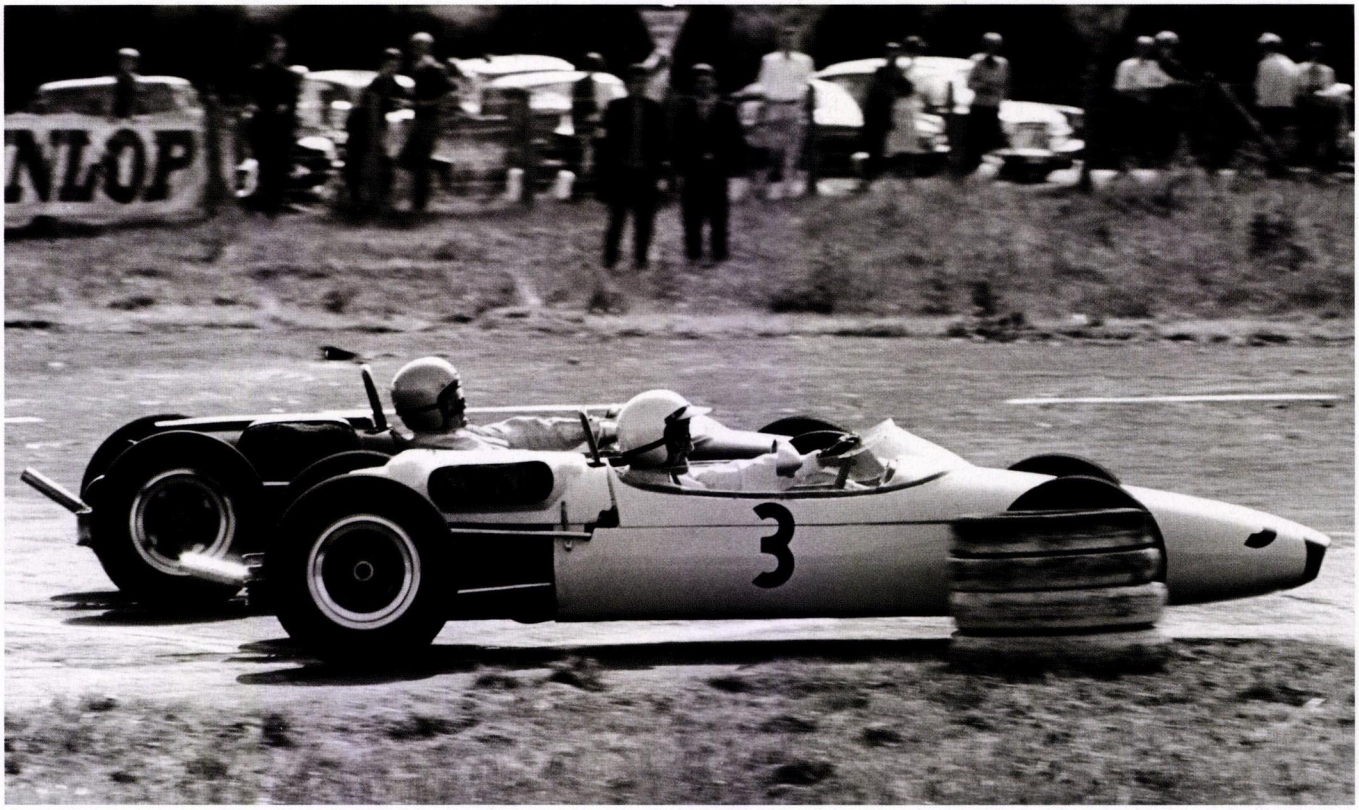
"THERE WAS THIS IRISH GUY WHO LOOKED LIKE JESUS, IN A LOTUS 48. THAT WAS never a good car, and so when he charged through the field with it at Thruxton, he really caught my attention." It would be two years, though, before New Zealand's Allan McCall and Watson would work together. And theirs would be a partnership forged in tragedy. When McCall's best buddy, partner in the Tui team and promising racer, Bert Hawthorne, was killed at Hockenheim in 1972, Watson was not the first man he thought of as the 'replacement' – but he had no cause to regret his eventual decision.

McCall: "Bert lived in Ireland until he was eight; my family was Irish. What else could I do? John supplied a very fast V6 Transit, and we just got on with it. He was a class act, his track skills were faultless. If he had a weakness, it was that he tried to look after our very meagre budget too well." Old habits...

The results were not spectacular, the Tui's 1740cc Hart engine up against the advance of the 2-litres but, crucially, Watson was being paid to drive somebody else's car – and getting noticed: "I wasn't aware of it. But I guess that some people were able to see the speed, to see beyond the retirements, to take into account my circumstances."

When a contractual problem prevented Peter Gethin from driving Chevron's B20 F2 car in the Rothmans 50,000 at Brands Hatch in August, Watson got a last-minute call-up. The race was a weird affair, a 118-lap Formula Libre job – F1, F2 and F5000 – and Watson impressed as its fastest F2 runner. A problem with the fuel breather forced him into a second pitstop, and he was classified sixth after a late collision – but the boss of Hexagon of Highgate had seen enough. In fact, Paul Michaels had been convinced for a while, having checked out Watson's performance in a Chevron B21 in April's 1000-kilometre race at the same track. Michaels had somehow ended up with the ex-Eifelland March 721 in a swap deal made with famed Irish car dealer 'Monkey' Brown – he'd handed over a Bugatti in exchange! – and was now looking for someone to drive it. 'Monkey' had recommended Watson...

With its strange periscope mirror, the Eifelland had been a laughing stock,



all: LAT

Passing Malcolm Templeton's Brabham to lead a 1967 Formula Libre race. Watson was the star of the show at home, but could he hack it across the water?

yet it allowed Watson and Michaels to prove that they were serious contenders with a storming performance in their first attempt at F1, the end-of-season Victory Race, again at Brands. With the car put back to March spec, Watson ran as high as fourth in wet conditions before fading slightly to sixth: "It was so terribly easy. What was all the fuss about Formula One? I drove freely that day, without expectation. It was a good feeling."

Michaels: "That afternoon turned out to be the most expensive of my life. There was no big plan to continue in F1, but I was so impressed with John, and we hit it off so well, that I was keen to do more with him."

Watson, though, was suddenly in demand, and he signed with Ecclestone's Motor Racing Developments for 1973, to drive its works F2 BT40 and contest some F1 races, and also with Mirage, to share an M6 with Mike Hailwood. And having worked so hard to get this far, he was determined not to let a sticky throttle get in the way of his big chance: the debut drive of Gordon Murray's first F1 car, the BT42, in the Race of Champions in March.

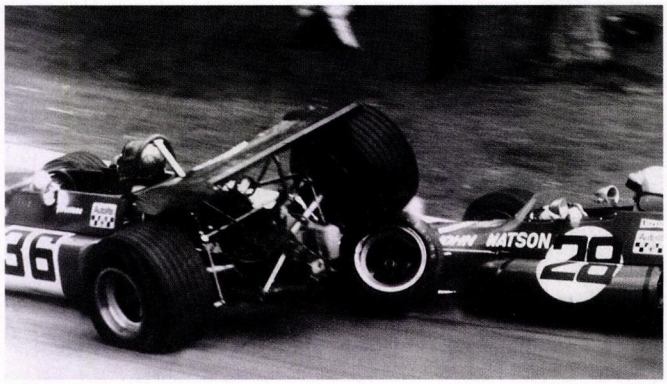
"I should have come in," he admits, "but I didn't want to let the team down. I decided to drive around the problem." It was a decision he would regret, spearing off at Stirling's early in the race. "I didn't hit the barrier too hard, but it folded – and so did my right leg!" It was another bad break, another interruption, his new-look career halted almost before it had begun. He returned in June, at Le Mans, desperate to make up for yet more lost time, but in his absence the third BT42 at the British GP had been promised to Andrea de Adamich. Michaels stepped in, persuading Ecclestone to loan him an old BT37 for the race. It was a bag of bolts, and Watson retired it with a failed metering unit, but not before he had set the sixth-fastest lap. Yes, the field had been depleted by the big shunt, but the signs were there if you cared to look.

Hexagon now decided to square the circle: with backing from businessman John Goldie, it would tackle an entire F1 season with Watson, who felt right at home in this tight-knit, single-car outfit. "That was a very good team, with some fantastic people. I got on particularly well with the Firestone guy, Bruce Ashmore; he was absolutely brilliant at translating my feedback."

The results in that brown BT42 were solid in a particularly competitive season – sixth at Monaco bringing Watson his first F1 point – but matters ➤



Watson lines up Hahne (35) and Westbury (24) during his startling F2 debut

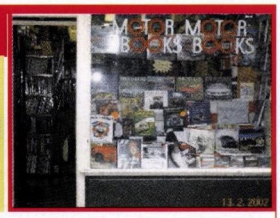


Self-owned BT30 punts off Peterson's March 702 in the 1970 London Trophy

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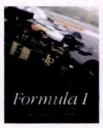
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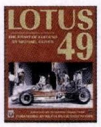
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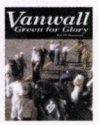
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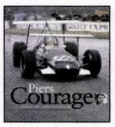


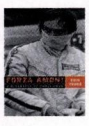
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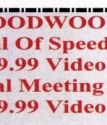


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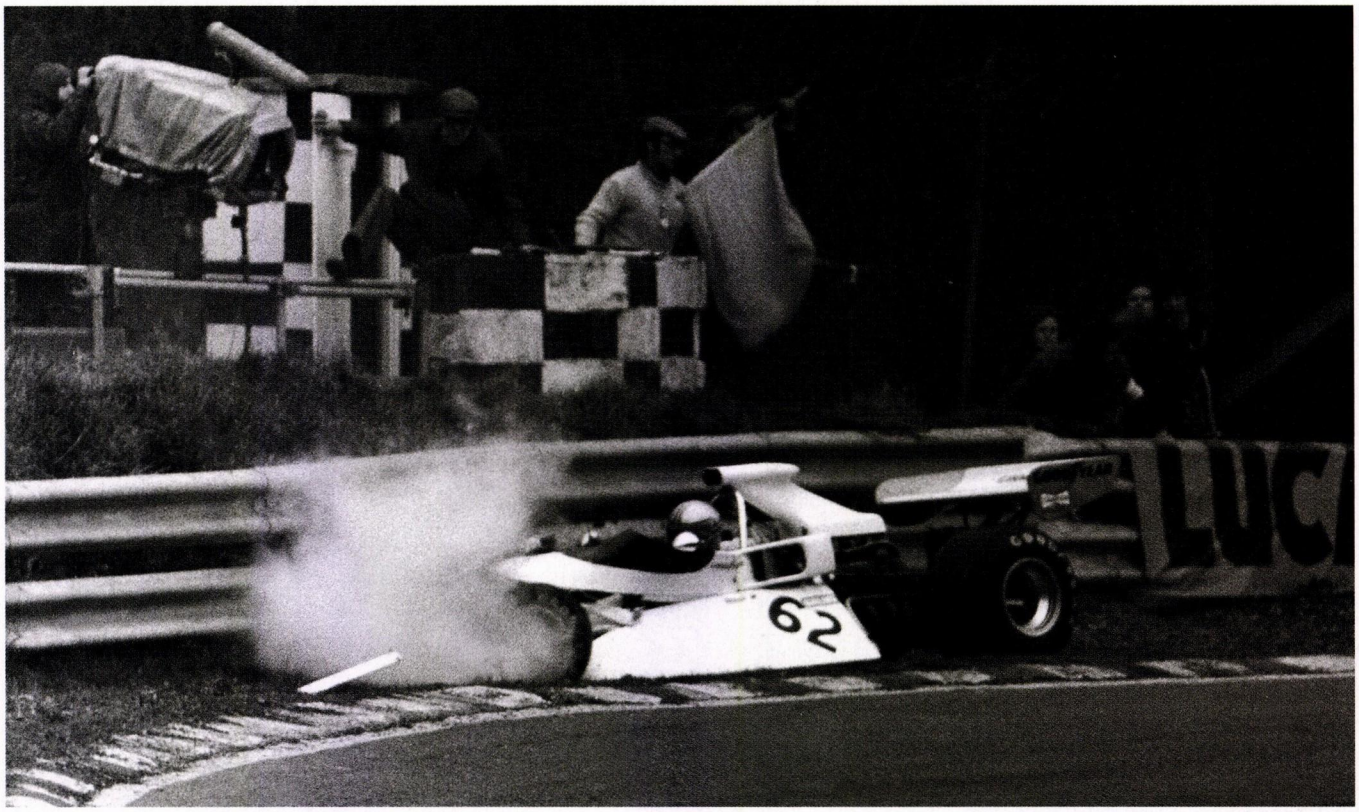


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both: LAT

Broken leg number two: Watson's BT42 hits the barrier at Stirling's in the 1973 Race of Champions. They were still cutting him out after the race had finished!



Watson takes the Tui to fifth in the '72 Rouen F2 race. He leads Lauda's March

really perked up with the arrival of a BT44: John crashed it at the 'Ring, finished fourth in Austria (a superb comeback drive after an early pitstop for new tyres) and qualified fourth at Monza...

"Gordon Murray is an absolute genius," he says. "I think he was the first to understand tapered titanium variable springs and rising-rate suspension. The BT44 was fantastic – it was perhaps the best Formula One car I ever drove."

Unfortunately for Watson, it wasn't the strongest, a rear suspension failure pitching him into the barriers at the Lesmos right at the death in practice. The works loaned him its T-car for the race, but brake woes dropped him to seventh. The season ended on a high note, though – fifth at Watkins Glen – and the team hoped to run two cars in 1975. Privateers were a dying breed, however: the money never arrived; Hexagon's big adventure was over.

'Gordon Murray is an absolute genius. The BT44 was fantastic – it was perhaps the best Formula One car I ever drove'

Michaels: "That was a shame, because we had the makings of a very good team. And in John I was convinced that we had a potential champion. He was quick and free from bullshit: he admitted to mistakes, and when he told us to do something to make the car go faster, it always went faster."

Surtees was hardly cashed-up either, but it offered Watson a Plan B for 1975, and he grabbed it. Second and fourth places in the early-season British non-championship F1 races gave grounds for hope – as did a strong qualifying run at Montjuich Park – but the season descended into disappointment with the "little bit heavy" TS16. When the team was forced to pull out and reassess, Wattie landed a JPS Lotus 72 drive at the Nürburgring (its front suspension broke!), but he feared yet another hard winter: "It was at that meeting, though, that I had a chat with Heinz Hofer [Penske's F1 team manager]. He told me that the team had me in mind for 1976. Then Mark Donohue was killed at the Oesterreichring, and they asked me to race at Watkins Glen."

It was a massive hole to fill: Penske and Donohue had been America's Clark and Chapman. But once again it was a single-car team with good people; Watson felt comfortable. The feeling was mutual and Penske signed him.

The Geoff Ferris-designed PC3 began 1976 well, but it was badly affected by the aerodynamic rule changes that came into force in Spain in May. Penske ordered Ferris to pen a new car, but his PC4 proved disappointing – initially.

"Roger is very hands-on," says Watson. "He was busting his balls that year, flying to and from The States every other weekend. But he was very sharp, and after looking at the McLaren M23, he told us to fit a spacer to lengthen the wheelbase, and to fit a normal front wing. These changes transformed the car."

'Here I was, leading a grand prix at last – but what was I doing that was in any way different to what I had always done?'

Watson arrived at the Osterreichring in August after two thirds (Paul Ricard and Silverstone) and a disappointment at the Nürburgring (seventh). A year on from Donohue's fatal crash, a Penske lined up on the front row. Was destiny calling?

The early stages were tense, Peterson's March and Scheckter's six-wheeled Tyrrell both getting their noses in front of a hectic slipstreamer. But by lap 12, Watson was back ahead. And by lap 15, he was pulling away: "Here I was, leading a grand prix at last – but what was I doing that was in any way different to what I had always done?"

Just as it had at Thruxton in 1969, it felt easy, natural. Calm confidence oozed from the cockpit of the shy guy from Ulster. The laps were reeled off and the long-awaited win understatedly accepted: he'd done it once, he could do it again. Of course, he couldn't have known that Penske would pull the plug on its F1 programme in December, or that his next GP victory was five years away. But one thing he knew for sure, as did Roger Penske – who had made a win-and-shave bet with him – as did the whole paddock: it was time for him to step out from behind that beard. M



In the soon-to-be-replaced Hexagon BT42 at the 1974 German Grand Prix

both: LAT



Something for the weekend: Watson celebrates his first GP victory as Laffite and Nilsson join him on the podium. That beard is not much longer for this world!

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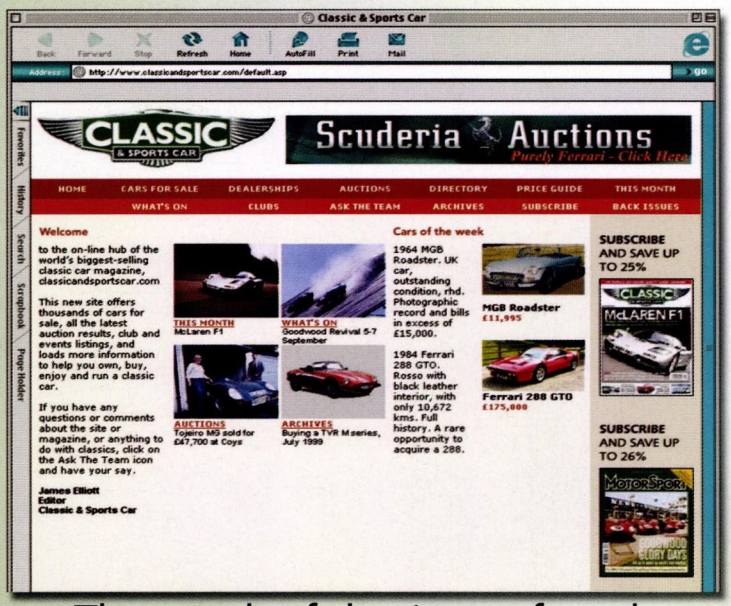


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Neve dives into Copse well clear of Nilsson to lead the British GP's F3 support race

LAT

LOST IN ACTION

ELEVEN DIFFERENT CHASSIS COMPETED IN BRITISH F3 IN 1975, BUT ONE OF THE NEW CARS THAT CAUGHT THE EYE SOON DISAPPEARED FROM VIEW. TIM SCOTT EXPLAINS WHY...

COMPARE AND CONTRAST. IN 1975, SITTING ON THE GRID AT Thruxton for the opening round of the BP Championship, were two brand-new Formula Three cars: the works Ralt RT1 sat poised for action, about to open a major chapter of F3 history, the first of literally hundreds of chassis to be sold over the next 17 years; just ahead of it, representing an equally ambitious dream to become a junior racing benchmark, was the Safir RJ03. Only *its* production run, as it turned out, would be just two.

The timing of the marques' introductions to the scene wasn't their only link. Ralt boss Ron Tauranac, fresh from selling Brabham, had the more established name by far, but the man behind the Safir, Ray Jessop, was a protégé of the prolific Australian. It was Tauranac who had spotted Jessop's potential and persuaded him to leave British Aerospace and join Brabham full-time some five years earlier.

Their solutions to the problem of breaking March's grip on the category were similar in concept, too. Both cars featured aluminium monocoques that sported full-width noses, frontal radiators and slab sides. And it speaks volumes for Jessop's abilities that it was *his* chassis, in the hands of talented Belgian Patrick Neve, that proved to be the major thorn in the side of the works March-Toyotas during the first half of the season.

With his tiny four-man team, Jessop had at last found some autonomy and stability. The previous couple of seasons had seen him caught in a pinball-effect of failed F1 projects, first with Rondel and then Token, which folded at the end of '74, Jessop's RJ02 design having run in three GPs. Then Jessop found his sugar daddy...

Businessman Peter Thorp was Ray's neighbour, and was dismayed by his friend's bad luck. So he bought Token's assets and moved them to Walton-on-Thames.

Thorp: "Ray was getting messed around with the whole Rondel and Token situation. He'd got this F3 design on the blocks, and I thought that if we could create a company to build and market the car, we could get somewhere. I bought the Token F1 car just to tidy things up – we ran it, as a Safir, in two non-championship F1 races for Tony Trimmer in '75, but F3 was the priority."

Money, or lack of it, remained a problem, but things were eased by having a free supply of Holbay's Pinto engine; the drawback was that it just wasn't as quick as a Toyota. But Jessop and former BA colleague Alan England had a strong aerodynamic background, and they produced a car that was fast in a straight line. At Thruxton that day, Neve finished a strong second to March's Gunnar Nilsson. A slightly fortuitous second at Monaco followed, and a switch to a lighter Holbay twin-cam Ford helped net another second at Thruxton. But the biggest day came at Silverstone, in the prestigious support race to the British Grand Prix.

Neve grabbed the advantage at the start to lead the opening four laps from Nilsson and his March team-mate Alex Ribiero. "Silverstone was a very good race, because the car was excellent at fast circuits like that, brilliant for slipstreaming," says Neve.

Nilsson, and then Ribiero, did scramble by, but the Brazilian spun on the final lap to allow Neve to chase the Swede home. He went on to record Safir's only win, at Knockhill, two weeks later, against a field slightly depleted by a clashing Europa Cup round, but Silverstone was the sweetest result. "The British GP stands out as the highlight," says Thorp. "We were up against it in many ways, but to lead was great."

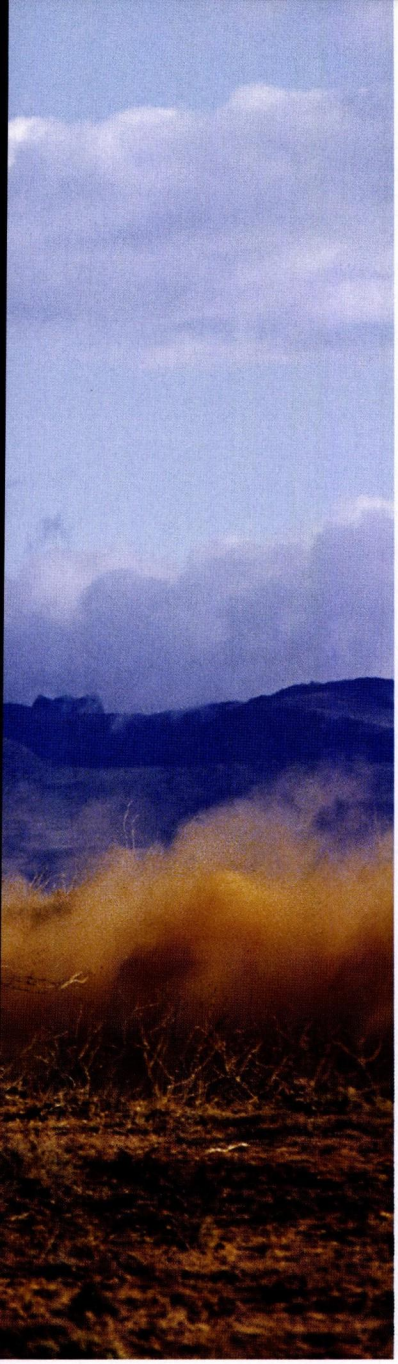
Another Thruxton podium at the finale meant Neve concluded the year a close fourth in the points. But the Safir story was about to go awry. A second chassis was built over the winter, but in March Jessop suffered a stroke and died, aged just 40. "We'd lost a crucial part of the jigsaw – the writing was on the wall from there on," says Thorp.

England took over the team and, with Toyota power, ran Tiff Needell in the final six races of the '76 season. He finished fourth at Oulton on his F3 debut and, with the Safir's slippery shape coming to the fore once more, ended with a second at Thruxton. This, though, would be the marque's final race, Thorp electing to concentrate on more lucrative road-car engineering contracts.

"Could we have achieved what Ralt did if Ray had not died?" muses England. "Not really. Ray and I came from big industry. Most who succeeded in motorsport were pushy characters, and we weren't like that." M



Left: And this was only half the herd ! This was part of a pre-rally PR shot for Toyota, but the threat of finding very large wild animals in your path was very real



BIG GAME PLAYERS

THE SAFARI WAS THE WORLD'S MOST PHOTOGENIC EVENT; REINHARD KLEIN IS RALLYING'S GREATEST PHOTOGRAPHER. THIS IS A SELECTION OF STUNNING IMAGES FROM HIS LATEST BOOK CELEBRATING 50 YEARS OF KENYAN ADVENTURE

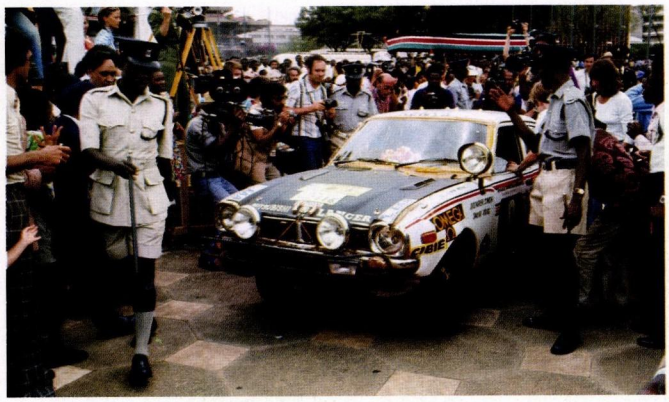


Above: Mount Kenya is a shy damsel who normally keeps her face hidden behind the clouds. On this occasion there was a brief gap in the cover and Reinhard was able to make the 15,000ft peak the perfect backdrop to the rally car and the spectators



Above: It wasn't just wild animals that presented a danger. A herd of cows destroyed the front of Anders Kullang's Opel Ascona 400 and took out most of his lights. Leading the 1981 event by 23 minutes at Mombasa, he hit a hole during the night and retired

Left: A very appropriate name for somewhere a rally driver could make a pitstop for a Coke or White Cap…

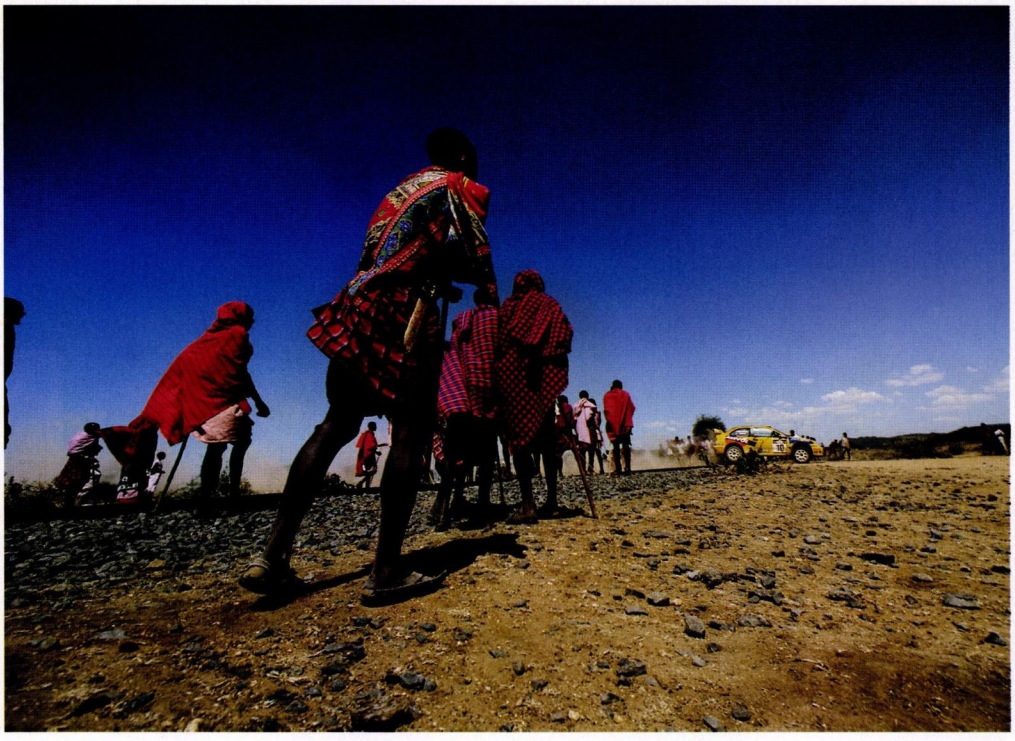


Left: Garlands already inside their Mitsubishi Colt, Joginder Singh and David Doig make their way to the finish ramp after their second successive victory, 1976



Right: The Safari was still a long, tough rally in 1992, and the strain shows on the faces of Mikael Ericsson and Nicky Grist on their way to fourth place, an hour and half behind their Toyota team-mate, Spaniard Carlos Sainz, who won outright





Above: The 1985 Audi Sport Quattros of Mikkola and Blomqvist were the quickest cars ever to compete on the Safari, with a top speed of 153 mph! Both retired with broken gearboxes. Left: Route notes for 1966 Safari along with a preview to 1967 event



Above: The Masai may be cattle herders with a proud warrior past, but over the years they have also acquired an interest in rallying. This group watches as Piero Liatti and Carlo Cassina in a Seat Cordoba WRC cross a railway line in 1996

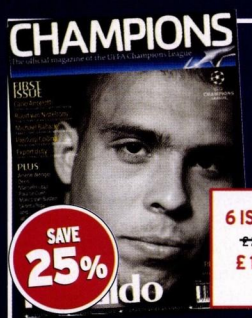
Left: The weather was so bad in 1963 that only seven cars finished. Even having a three-man crew in a VW didn't help much: Jasani, Nesbitt and Hemsworth struggle, while up ahead Jock Aird and Pierre Parsons attach chains to their Hillman Super Minx

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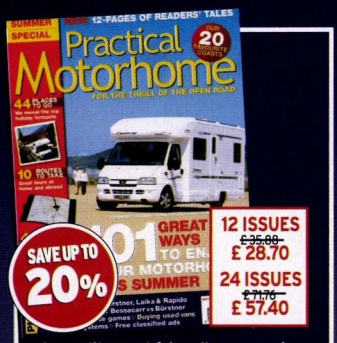
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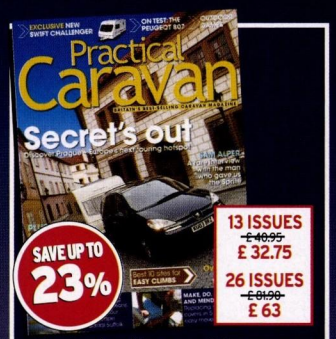
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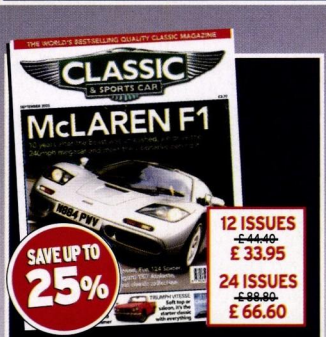
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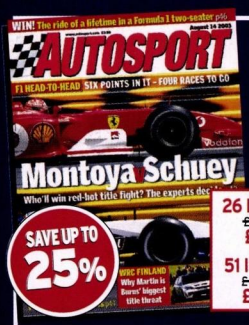
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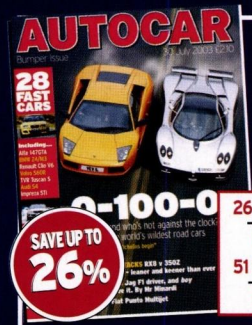


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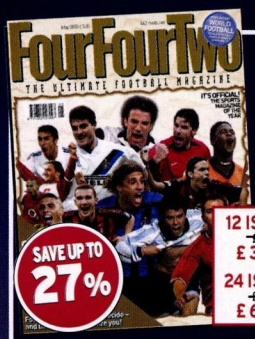


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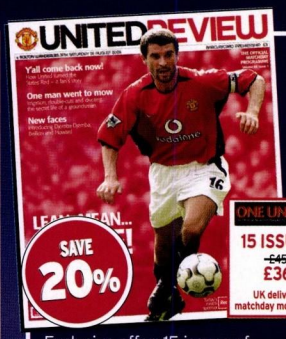


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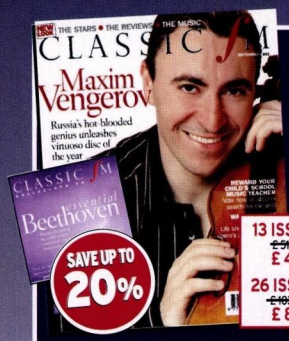


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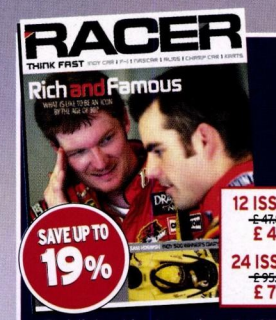


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BIZZA EXPRESS

THREE DECADES AFTER BEING SOLD AS JUST ANOTHER LOT IN A LIQUIDATION SALE, THIS INCREDIBLE GT RACER HAS BEEN UNEARTHED. PAUL FEARNLEY TELLS ITS STORY – AND THAT OF THE GENIUS BEHIND IT

photography by James Mann

IT'S ODD THAT RED PAINT FADES LIKE NO OTHER. VIVID and vibrant, and flat and flaky are but a few years of neglect apart. And this particular hue has been maturing for more than 30, crazing evocatively across a beautiful fibreglass 'canvas'.

Giotto Bizzarrini was an *Ingegnere* – engineer just doesn't hack it – with an artist's temperament: a bullish Tuscan with no time for red tape or red bills. Which is (probably) why his Livorno-based firm flitted from address to address, and wound up in receivership in 1971.

Responsible for a triptych of motoring icons, Ferraris 250 SWB and GTO, and Iso Grifo – oh, and Lamborghini's glorious V12 – it's indicative of Bizzarrini's nature that he was a key part of the disaffected group that left Ferrari to form ATS in 1962, thus missing what should have been his crowning glory, the GTO's official unveiling. What he really wanted, though, was to build cars bearing his name, for his zs to lightning-flash through a styly, 'jet age' badge. So what he *really* needed was a partner to take care of the money side – and to put up with his whims and caprices.

Enter Iso scooter magnate Renzo Rivolta. It was a big jump, from three-wheeler 'putt-putts' and Isetta bubble cars to a world-beating luxury GT, but Rivolta was determined to make it – with Bizzarrini's help. His contracted freelancer, however, was planning an even bigger leap of faith. As the GM-engined Rivolta GT was still taking shape, Bizzarrini was badgering his boss to green-light a two-seater sportscar – and to race it. Rivolta loved life – fast cars, fast boats, etc – but he was a businessman first and foremost and racing simply didn't stack up. He would take a lot of persuading...

Incredibly, *two* very different Grifos appeared at the 1963 Turin Show: Bertone's beautiful A3/L road car and Bizzarrini's raw A3/C racer. The latter had wanted to build a mid-engined car, but Rivolta insisted that he use a shortened version of the GT's sturdy platform chassis. He agreed. But this was his last compromise. Back at his Autostar works, he mounted the small-block (5.3-litre) Chevy so far back in the frame that its distributor could only be accessed via a lift-up panel atop the dash. He wanted all of the car's weight between its wheels; he wanted it stiff; he wanted it svelte.

Its aluminium, load-bearing, wind-cheating body, penned by Giugiaro from an original Bizzarrini sketch, and fashioned by Piero Drogo's Sportscars Modena concern, was a show-stopper: low, wide and super-purposeful. It *looked* a winner. Bizzarrini had got his way; Rivolta had been bullied, kept in the dark and eventually swayed. The boss was on board for that first season: 1964.

But semi-works status did not guarantee a big budget; Bizzarrini loaded the boot with spares and drove the car to Le Mans himself. He would drive it home, too, after 2560 miles that had exceeded expectation. Crewed by the Franco-Swiss combo of Pierre Noblet/Edgar Berney, the Grifo qualified 16th, ran 172mph along the Mulsanne

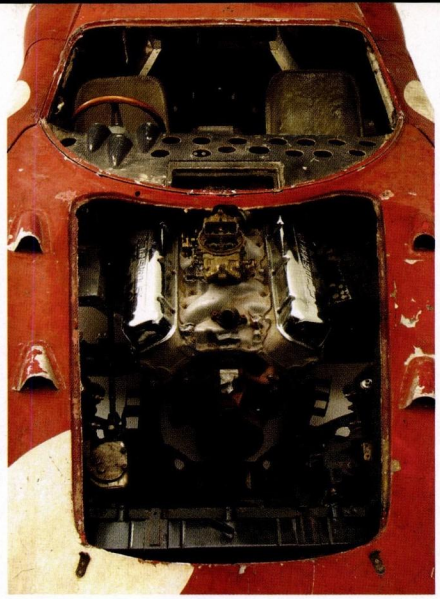


and finished 14th overall, fourth in class, despite losing two hours with a brake drama.

One year later the stats were: 24th in qualifying, 180+ on the straight and ninth overall, first in class, despite losing 30 minutes while a mechanic ran to the stranded car to show the driver where the switch for its reserve fuel tank was! But behind this result, courtesy of French pairing Regis Fraissinet/Jean de Mortemart, all was not well. After a disappointing performance in May's Nürburgring 1000Km, Rivolta had ended his association with a flawed genius: he could see the looming, huge financial input required to be competitive; Bizzarrini could not. He was handed enough parts to build 50 cars, and was left to his own devices: a recipe for brilliance and disaster, in unequal measure.

Backed by American enthusiast Mike Gammino, Bizzarrini set about constructing the mid-engined car he'd dreamed of: he put his heart and soul (and house) into it. The Corvette-engined P538 – the first chassis was fitted with a Lambo V12 – lasted just eight laps at Le Mans in 1966, having spun embarrassingly as Berney accelerated away from the run-and-jump start. And then the CSI changed the rules for '68: 3-litre Prototypes, with a stay of execution for Group 4 cars – so long as they did not exceed 5000cc and more than 50 of the model existed. Bizzarrini was crushed. He should have concentrated on his front-engined road cars, but the urge to race could not be denied.

This car, chassis BA4 0106, is what might have been – instead, its condition is testament to what happened. In 1966, Bizzarrini launched the GT America, a fibreglass-bodied car with independent, unequal-length A-arms



New Chevy 7-litre fitted; Jaguar steering box used

instead of a de Dion rear axle. 0106, the only right-hand-drive factory racer, partnered the mid-engined *barchetta* at Le Mans that year; driven by Sam Posey and Massimo Natili, it outqualified and outran it – but not by much, being disqualified after just three hours because of a piffling pitlane infringement.

"The car was very predictable with some understeer, and the steering effort was very reasonable," says Posey. "The driver sat low on the floor and there was great power. Overall, it was a damn good car. The big problem was a lack of development; it really needed a proper team to run it." Bizzarrini was relying instead on a group of students from a nearby university.

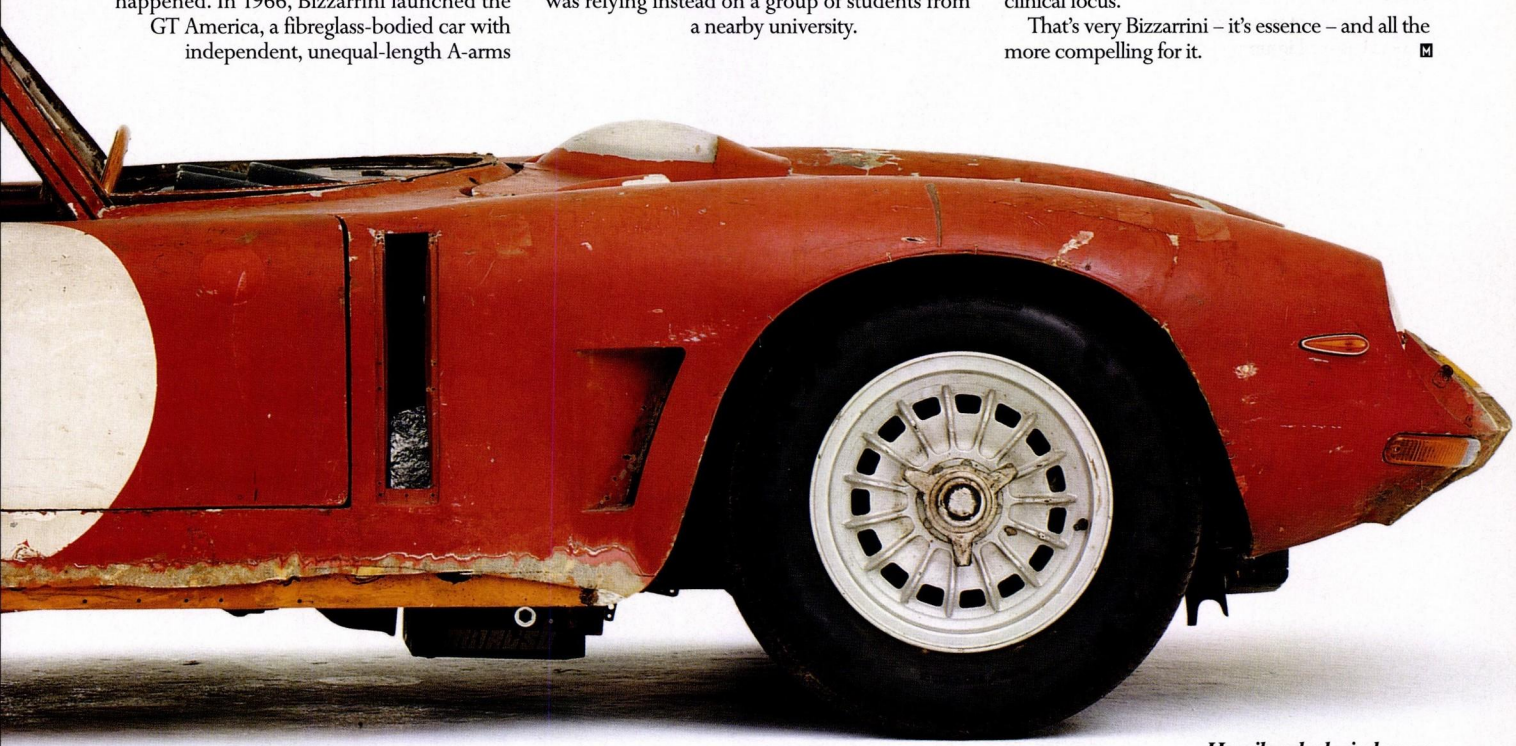
Weighing an official 1196kg, it was the lightest *berlinetta* that Bizzarrini had ever run, yet it was substantially slower than the original '64 Le Mans car. Funds were even tighter without Rivolta, and the team was descending into chaos: a lack of rain tyres had delayed 0106's race debut, having made a reasonable fist of qualifying, at the Monza 1000Km in April, while a collision with a farmer's Topolino on the way to the start of the Targa Florio in May wasn't exactly conducive to a good result; it blew a headgasket on lap two.

Bizzarrini pressed on into 1967, 0106 becoming the only one of his cars to be fitted with a 500bhp big-block (7-litre) Chevy. Despite the ugly vents, Perspex 'power bulge' and massive, ungainly oil cooler now besmirching its lines, this car is Iso fans' Holy Grail: the (alleged) 200mph Mulsanne racer...

There is no question that Bizzarrini's design had the potential to be the best front-engined GT car of its age. The reality, though, was far removed from that. *Autosport* described 0106's arrival at the Le Mans practice day in April thus: "A rusty car appeared on a rusty lorry." This is unlikely given the racer's construction, but the sentence still paints a picture. As did the stopwatch: it was way off the pace at the test, and suffered the ultimate embarrassment of being rejected by the race scrutineers.

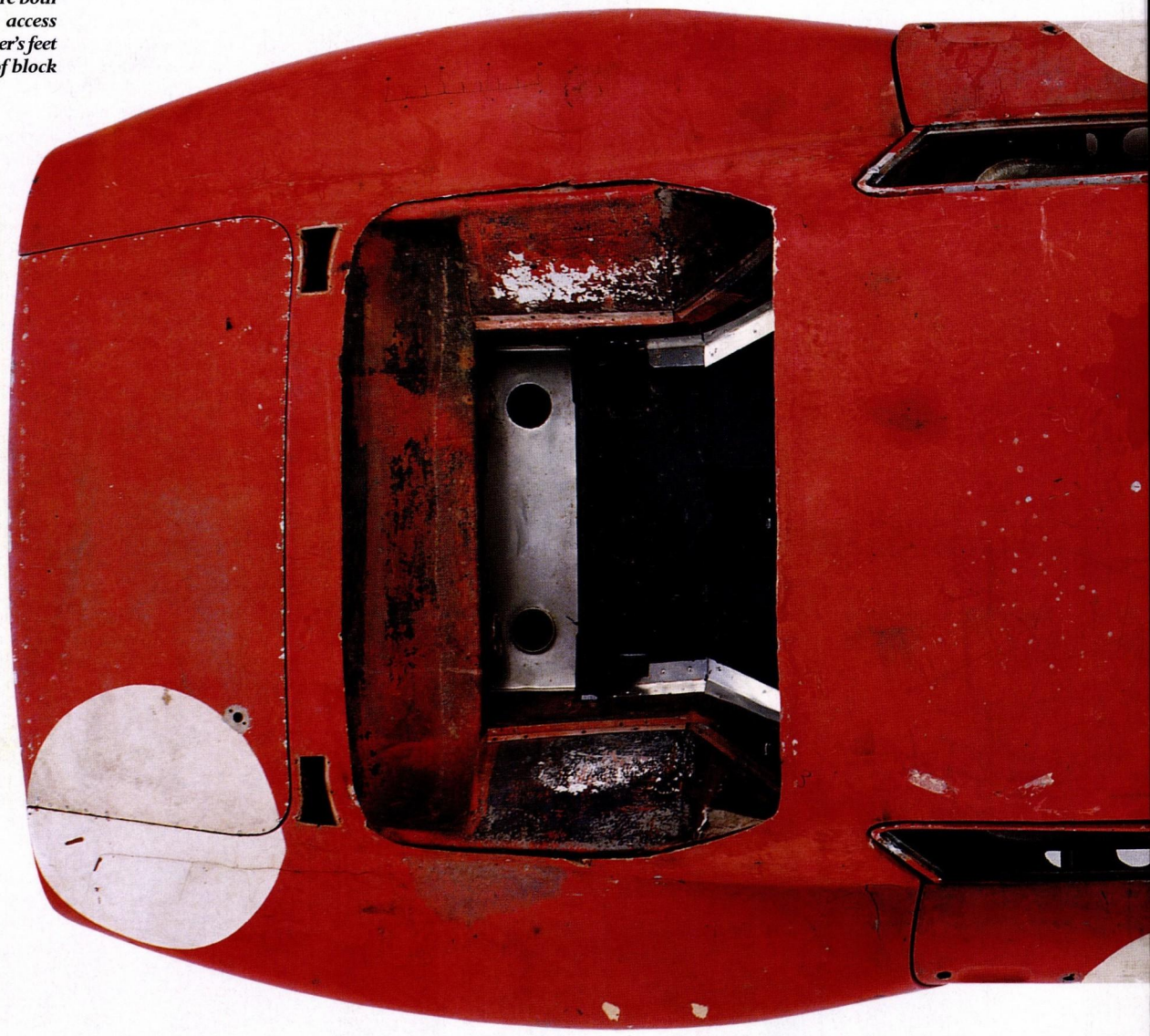
Look closely at the car today, at the careless yellow overspray on its nose, the ragged ducts punched through its shell, the brackets upon brackets in its engine bay, and it becomes clear that the team was a hotbed of ideas bereft of a coolly clinical focus.

That's very Bizzarrini – it's essence – and all the more compelling for it. M



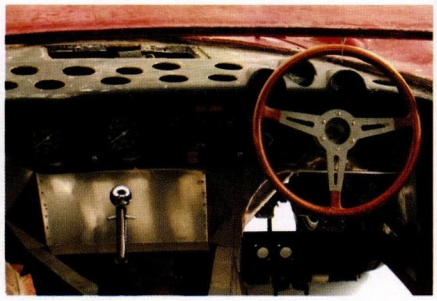
Heavily raked windscreen and offside sill are missing, but that doesn't prevent car from still being beautiful

Bonnet and boot are both aluminium; note access hole to dissie – driver's feet level with centre of block





Ducts and vents increased along with engine size



Dash is fibreglass; demister holes; 320km/h speedo



Mysterious markings made on left-rear wheel arch

The car is to be auctioned by Christie's on December 2 at Jack Barclay Showroom, Nine Elms, London. Details on +44 (0)207 389 2851



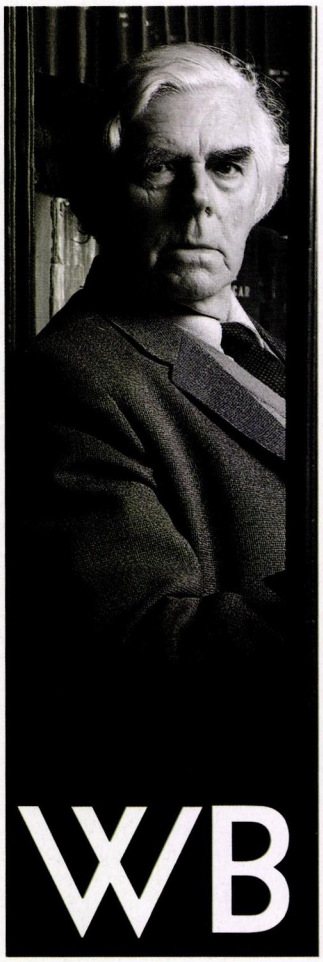
Tank sits on rear parcel shelf, within wheelbase



Nose and wheels were sprayed before 1967 season



Fibreglass doors and aluminium window frames





Spin on the Brighton road

THE BRIGHTON RUN FOR VETERAN cars, on November 2, was as usual tremendously successful, as one of the world's most important and enjoyed fixtures, with entries from all over Europe and from America.

But one factor blemished it. Since 1930 this great happening has been for cars made prior to 1905, as appropriate to a commemoration of the 1896 Emancipation Run which celebrated new freedom for automobilists. The pre-1905 rule held good until 2002, when the RAC and MSA permitted the entry of more recent vehicles. This caused enormous concern and anger, even to a rival 'Red Flag' Run being planned to upstage the so-long-established RAC/VCC Brighton Run, but it was not held, as the MSA capitulated. Indeed, it agreed that the 2003 and subsequent 'Brightons' would revert to the long-prevailing pre-1905 ruling. This was confirmed by the chairmen of the RAC and the MSA, in writing.

So what do we find? These men ignored their written promises and invented a 'Grandfather' class of post-1905 cars, eligible for this year's Run. This, they explained, is for those whose cars, originally dated as having been constructed prior to 1905 and which had previously taken part in the Run, were redated as post-1904 by the VCC's hard-working and very experienced dating committee.

In fact, six 'Grandfathers' were accepted for this year's Run and were included *undated* in the programme. Is this the thin end of a new wedge? Those who join the VCC presumably do so on the understanding that they accept its ruling. If their cars were redated, I assume they would regard it as unethical to demand a 'Brighton' entry. One car which had not been accepted as pre-1905 by the VCC, and had never been on the Run, was invited to join in!

This great and magnificent event for genuine veteran cars is sponsored by the *Daily Mail* and Tindle Newspapers and organised by International Motor Sports Ltd. In the 62-page £4 programme I find only three minor mentions of the VCC, without which these wonderful Runs would not have been possible.

Not content with 407 pre-1905



An 1896 Lutzmann is passed by fellow veteran runners as it undergoes repairs at Hyde Park

PA Photos

2003 entries, 35 of these pre-1900, Daniel Ward had to bring in this new 'Grandfather' category, backed by the Steering Committee of the RAC, to appease (I quote Mr Ward) those who had bought or own cars they thought were eligible for the Brighton Run.

The 2003 programme gives publicity to a 1930s A7 and has pictures of a '20s Stoneleigh light car and a 1908 Stanley steamer; are these hints of future trends?

The Chairman of the RAC says he is pleased that a Steering Committee has been set up, *in part* "to ensure that the historical traditions of the Run are preserved". He does not remind us that it printed regulations admitting post-1904 entries not agreed at its second meeting and that, after a heated discussion, the RAC promised to correct this before they were dispatched – but this was *not* done.

Spin is not confined to politics.

Memories of Derek Buckler

I KNEW DEREK BUCKLER QUITE WELL. A rather serious chap, and why not, when you are selling kit-car parts and complete small-production sports-cars in a competitive marketplace?

His works were at Crowthorne, not far from Fleet, where we then lived, so I would call in to see what was going on in a workshop lined with obsolete fruit machines. Derek was nothing if not optimistic, and thorough in promoting his products. He took an inside-front cover ad in MOTOR SPORT, giving very complete details of a Buckler's selling points and a set of acceleration and gradient times for his Ford Ten-engined cars. He even noted the difference that 70 or 80 octane fuel or petrol-benzole made, 0-60 mph being claimed, respectively, at 22, 20 and 18.4sec. He started in 1947 and by '49 the Airflow model was available, except for export; the normal two-seater was priced at £695.

The basis was a multi-tubular spaceframe, plus four cut-down Ford cross-members and the Ford rear cross-member, which was slightly heavier than the Ford frame but more rigid, wheelbase 7ft 6in, track 3ft 9in. Front suspension was by an LMB-type divided axle and transverse spring. The engine was the side-valve 1172 cc Ford Ten, with Ford transmission and 5.5-to-1 back axle. Tyre size could be suited to events, from 5.75x16 to 4.00x17. To aid weight distribution the radiator was behind the engine. The rear petrol tank held 6.5gal, with the battery beside it. Later Bucklers had Servais silencers and the brakes were Ford-Girling. Derek told me sadly that if he sent potential customers drawings of his spaceframe they made their own frames from them, and if he didn't, he heard no more!

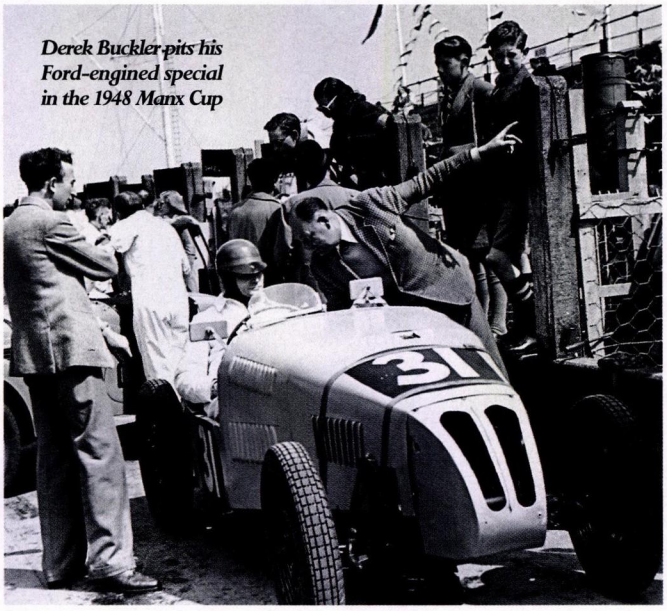
Up to 1948, Derek had competed in 12 trials or hillclimbs, gaining top awards in two MCC events, and did the Brighton 1km at 58.8mph. But the most daring was driving in the Manx Cup, with a normal front axle, some leaves removed from the front springs, Newton shock-absorbers, a high top gear and 7.6:1 compression-ratio, and with the weight, minus strip wings, screen and lamps, down to 10cwt. The Buckler was last, but this did not deter Derek from using it crossing the line for his Christmas card. But it did get a fifth at Goodwood.

Although I was a lazy 'bouncer' and an impossible navigator, Derek took me on the first post-war MCC Trial. We drove down to Exeter on the Friday to find that the New Year celebrations were in full swing at the Rougemount Hotel. The Buckler had an adequate windscreen, appreciated as we left in hail and a gale at 6.30am the next morning. Clean climbs were accomplished up all the observed sections: Windout, Fingle Bridge with restart, the coast-downhill brake test, Knowle, Waterworks, with another restart, and the nasty Green Lanes where part of the little car's tail was torn away – so a 'gold' award was ours. The Oxborough retreaded tyres were reinflated and we were free to go back to the hotel and wash, strip wings giving little protection so that we were covered in mud and even swallowed some of it, to the delight of spectators at the finish.

In the 273 miles, fuel consumption was 34.5mpg, trial included, cruising at 60-70mph on main roads, to average just over 50mph. After lunch at Coombe Lodge, Shaftesbury, on the way home I took over, approving of the good road holding, good brakes and the remote-control gear lever.

I went again on the next Exeter, the Buckler now with a belt-driven Shorrocks supercharger, giving about 4lbs boost, 6.00x16 rear tyres and a more civilised body. It cleared everything except Simms, failing at the 1-in-3.5 slate outcrop. The marshal said he had waited 16 years to see Scrogg's famous Trojan stop, as it had also done. Next day Derek insisted on going out to Simms again, but try as he did, it refused to be climbed. On the run home, following Charles Bulmer's TT Replica Frazer Nash, he hit a wall at a bend – but 'Nashes do corner very fast. The Buckler's directional apparatus was deranged, so we had to continue crammed into the back of the 'Nash, intended only for tools and cans or one badly undernourished child.

I recall another Buckler encounter: I was driving a 2CV Citroën in an Economy Trial. Bonnets were sealed and we were tying for a win with Derek when his Ford engine lost water. The officials said that *if we agreed* they would allow him to open his car's bonnet and refill its behind-engine radiator. I and my co-driver Holland Birkett could not decently refuse. The Buckler went on and beat us...



Derek Buckler pits his Ford-engined special in the 1948 Manx Cup

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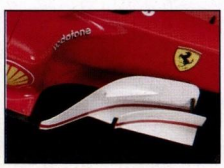
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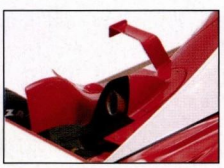
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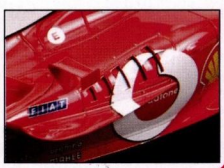
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Over the edge in a Benz



John Duff and his friend were lucky to survive this huge crash in the Benz

Getty Images

AFTER A LONG WAIT I HAVE THE TRUE story about when John Duff, driving one of the pre-war 22.5-litre chain-drive Benz, went over the top of the Members' banking in the 100mph Short Handicap at the 1922 Autumn Brooklands Meeting.

The Autocar reported at the time that Duff had as passenger a stranger who had begged a ride as the Benz was going out. I have recently had a letter from a reader which explains events.

The writer was the son of Leslie Pennal, who was with the Bentley Company from the start, and who rode as W O Bentley's mechanic in the 1922 TT and became a leading member of the Bentley racing team.

Duff was a Bentley driver, which explains why Pennal was helping him with the Benz. Pennal was to have ridden with Duff but a *friend* of Duff's (not a stranger), who arrived late, saw that the Benz was about to race and reminded Duff of his promise to one day let him ride with him. Apparently, Duff asked Pennal if he would mind, and, as Pennal thought the ancient Benz 'a shocking thing', he agreed.

Duff failed to slow sufficiently at the end of the Finishing Straight and the Benz slid up the banking, hit a telegraph pole, which prevented the car from rolling over, and went over the top. It then ran backwards down the steep slope through the trees before coming to rest. Duff and his friend were lying beside the car when the petrol tank, which had lodged in a tree, fell out onto his friend's head, who, perhaps in shock, was abusing Duff about his driving. Duff is said to have told him, "There, now you will have something to complain about!"

The Autocar reported that neither was seriously hurt, but *The Motor* reported some weeks later that both were in Weybridge Cottage Hospital.

Barlow, the usual driver of the Benz, was scathing about Duff, bringing replies from Duff, Hornsted, Parry Thomas, etc.

Duff recovered, and won Le Mans for Bentley in 1924.

obituary

Nigel Orlebar

NIGEL ORLEBAR, WHO DIED AGED 87 in September, joined the VSCC in 1936.

His mother had competed in pre-WWI hillclimbs in a Sizaire-Naudin. While still at school, Nigel bought a GN for £1, and ran it in the '33 Lewes speed-trials. Up to '39 he owned a further six GNs and three Frazer Nashes.

He worked for Granville Grenfell at Brooklands up to the war and was also a student at the College of Automobile Engineering there.

He competed with several specials, including the GNs 'Rabelro' and 'Red Biddy', which he drove in numerous pre-WWII events, and also at the wheel of a Brescia Bugatti.

He worked at Vickers-Armstrong during the war and afterwards raced a Ford Ten sportscar, and Velocette and Ariel motorcycles, before turning to boats and writing about them.

He brought 'Rabelro' to Silverstone in 2000.

An eccentric who resided in a 15th century cottage in Sussex, he will be missed by his many friends of GN and other days. **WB**

miscellany

THE PRESENT OWNER OF THE low-chassis S-type 4.5-litre Invicta which the late Bugatti exponent Lindsay Eccles owned until 1947, and who has had the car for the last 30 years, is anxious to discover what happened to it after Eccles disposed of it. Its Reg No is UY 9516 and it has what appears to be a body by Carbodies, except that both the passenger's and driver's doors are cutaway, unusual on these two/four-seater bodies. Also, the body is aluminium, whereas in Lindsay's day the car had a fabric body, which may have been damaged when this driver went into a cul-de-sac at high speed. Letters can be forwarded.

* * *

IT HAS BEEN POINTED OUT THAT IN my recent discourse on Austin 7 racing history I said the only GP an A7 had won was the South Australian race, omitting the late Doug van Riet's victory in the 1937 Rand race. My apologies to his memory…

* * *

AN 86-MINUTE VIDEO OF THE STD's Talbot Commemoration Rally and other Talbot material, based on the 53 cars at the rally, is an ingenious record of a unique event and is obtainable for £14.99 post-free from the STD Register, c/o James Fack, Orchard Farm, Shareshill, Wolverhampton, Staffs.

* * *

THIS YEAR'S BERT HADLEY Memorial Championship, in memory of the pre-war A7 racing driver, was won by Stewart Arkley with a Gould Ulster Special. The Murray Jamieson Trophy, named after the great designer, was won by Alan Fairless in a 1929 Ulster Special, while the Kay Petre Award was won by Julia Constaninos in her 1934 single-seater A7. Nick Allen took the Newcomer Cup driving a 1926 Sprint Special.

miscellany

THE LATEST COMPACT SHIRE Album is *Number Plates* by Dave Moss (ISBN 0 7478 0566 0, 32 pages, £3.50). It tells you everything you may wish to know about them, except the alarm motorcycle users expressed as to whether the 1920s prescribed-size plates were too large for their machines. But excellent, with history, registration letters relating to counties, etc. Useful and enjoyable.

* * *

A READER WHO OWNED A 1932 TJ 12/50 Alvis wide two-seater from 1961 to '69, which is unknown to the 12/50 Register, would like to trace its whereabouts. Dan Margulies advertised it for sale in 1977 in MOTOR SPORT. The engine and chassis no was 9681, reg no is or was TS 9939. Letters can be forwarded.

* * *

FOR AVIATION FOLLOWERS THE latest book in the Rolls-Royce Historical Series is No33, about the Nene and Derwent R-R engines used in the Soviet Union. Non-members can buy it for £12 from the R-R Trust, PO Box 31, Derby, DE24 8BJ.

* * *

IN THE RECENT PIECE ABOUT SCAR cars I asked if anyone had memories of them. When I saw a heading "Living with a SCAR" in a magazine someone had left behind I turned to the article, only to find it referred to female tattoo treatment. But I was reminded that perhaps we did not make it clear that the 'R' in the car's name derived from the factory making these cars being in Reims, hence its destruction during WWI.

* * *

THE VSCC MARCHES RALLY ON October 11 produced two winners of First Class awards: B Roberts (1927 12/50 Alvis) and P Easter (1928 Sunbeam 20).

Oh brother, which art thou?

JOURNALISTS ARE TOLD NOT TO REVEAL their news sources, which in politics has led to tragic results. I wonder who in motor racing got it wrong in 1921.

Before WWI, Georges Boillot was one of the greatest drivers, with the revolutionary Henry-designed twin-cam 16-valve Peugeots. He won the 1913 and '14 French GPs and the 1913 Coupe de *L'Auto* race. He then joined the French Air Force and earned top honours, until one day over Verdun in 1916 his Nieuport was attacked by five Fokkers and shot down. He was laid to rest at Valdelaincourt.

His brother André was also a pilot and had earned similar honours, but was not quite as successful a racing driver as Georges. But in 1919 he won the Targa Florio for Peugeot in very difficult conditions, ending with that dramatic finish. He was successful in later sportscar endurance contests, after a terrible accident in the 1921 Sanvenier hillclimb when his Talbot-Darracq hit a tree and caught fire. His passenger, Eyekenn, who was Darracq's Brussels sales rep, died from burns; André broke his jaw.



NMM

André Boillot attempts to repeat his earlier Peugeot win, in the 1927 Targa

It was thought by a news agency that *Georges* had lost his life, and soon the world's newspapers were broadcasting this mistaken sensation. The *Daily Express* had a two-page spread illustrated with Georges' picture and *The Autocar* fell for it too, but quickly published a correction.

In fact, André was killed in 1932 when the 996cc Bugatti-engined Peugeot 301X he was driving in the local La Châtre hillclimb skidded on a wet course, crashed into a tree and caught fire – an almost exact replica of his accident in '21.

His skull was fractured and he died six days later in Châteauroux Hospital. One report had it that he was practising for the Côte d'Ars race, another that he was testing the 301X, a third that he was on his way to compete in the hillclimb...

How careful one must try to be!

Trio of B & M Aston Martins

MY RECENT ITEM ABOUT A BAMFORD & Martin Aston Martin brought encouraging news of these cars. Andy Bell of Ecurie Bertelli Limited, Olney, which specialises in vintage AMs, reminds me that in its workshop are three of these lovely cars, two with their original bodies, namely a tourer, chassis 1949, an archetypal barn find, and the 200-Mile Race car which Humphrey Cook crashed in the 1925 race.

The third is the long-chassis ex-Delves-Broughton car, No1920, which Ecurie Bertelli has restored to sports model specification. Andy points out that these three cars have differing radiator shapes, so "they really were built one at a time". There is also the remains of another B&M Aston which includes the radiator (all that is left) of the Swiss car which we illustrated in *The Brooklands Gazette*.

For himself, Andy is near to completing a three-year rebuild of the only *racing* Aston Martin single-seater (the 1923 'Razor Blade' was intended for record-breaking), which was tested at Brooklands by Gordon Sutherland and Charles Brackenbury, but soon sold on, fitted with a two-seater body and a DB1 engine; it reappeared as the Garside Special. Andy has the original engine, which was used in the AM Dick Seaman drove in the 1936 Ulster TT, and is restoring this rare AM to its original form and hopes to race it, for the first time, as a single-seater.

Finally, the Bentley Motor Museum near Lewes, East Sussex, has a boat-tailed three-seater long-chassis B&M AM, No1941, once owned by James Cheyne, of 'Razor Blade' and Halford Special memory. The Home Guard used MPG503 as a war-time tractor, but it was rescued by a student in 1960, then later found by the present owner in a scrapyard. He bought it for £75 and put it back to original order, using it regularly until 1980.



courtesy of Andy Bell

B&M trio at Ecurie Bertelli: 200-Mile racer, Delves-Broughton car, and tourer

NEWMAN CAMS

In 1966 DAVID NEWMAN commenced grinding performance camshafts on a Churchill cam grinder that he modified for non-production camshaft manufacture. One of the first camshafts that he ground was for the Competition Department of the Rootes Motor company, now Peugeot, grinding Hillman Hunter and Imp competition camshafts. As a company, we continued to manufacture and grind performance camshafts.

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Hewland Ends 2003 with Diverse Success.



After 45 years in business, UK racing gearbox company Hewland Engineering has had `a good year` according to MD William Hewland, despite a difficult industry climate. He adds `Business is hard, because there is fierce competition. However at the very top end of the market, it remains that few players can really cut the mustard at this time. Even so, all clients want higher than ever quality and service, whilst paying less for it. We have had to react to this whilst also spreading our service to cover a wider client base, including some motorcycle and engine gear work. Our huge investment over recent years has proven vital to our present position`.

A small percentage of championships already `in the bag` for Hewland in 2003 are shown below:

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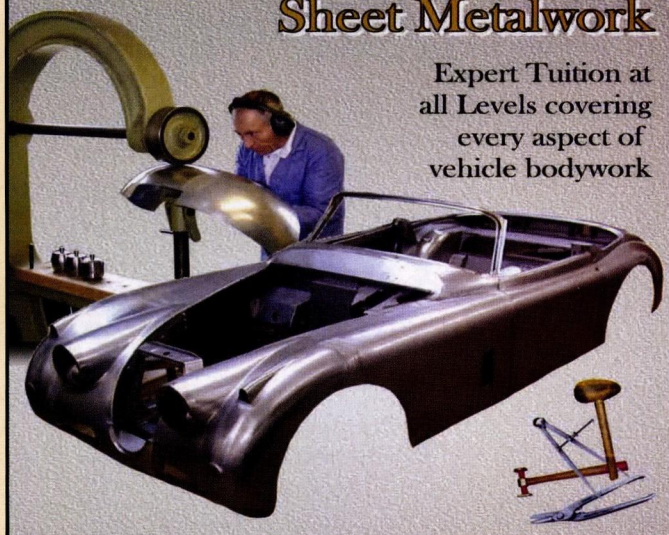
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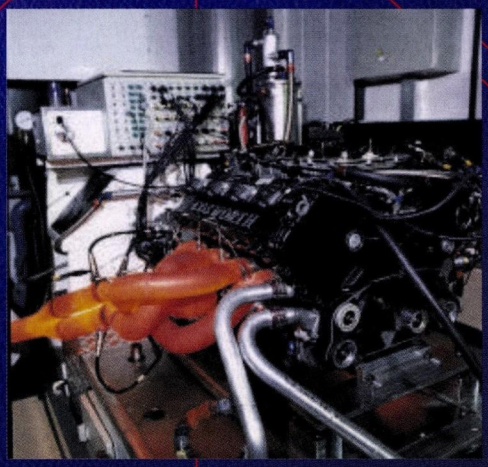
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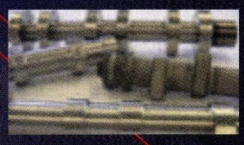
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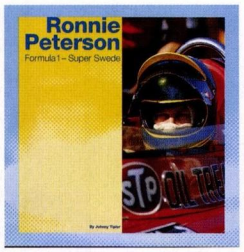
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RONNIE PETERSON: FORMULA ONE SUPER SWEDE

BY JOHNNY TIPLER
ISBN 1 902351 07 X
Published by Coterie Press Ltd, £34.95

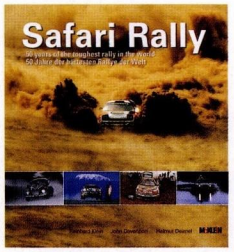


IF YOU ENJOYED OUR Ronnie Peterson story last month, then you've already started reading this, for it was a preçis of the opening chapter. In a way that's already praise, but reading the whole work confirms the amount of research that Tipler has done. He allows friends and team-mates to talk at length about the man, including flaws, and seems to quote everyone who mattered. Portraying the man first and the racing driver afterward avoids the usual career history trap, and pages from private Peterson albums are a bonus.

Tipler gives much detail about whether Ronnie should have survived the crash, but concludes there was no malpractice. Which may or may not comfort those who miss a great racing character. **GC**

SAFARI RALLY: 50 YEARS OF THE TOUGHEST RALLY

BY REINHARD KLEIN, JOHN DAVENPORT AND HELMUT DEIMEL
ISBN 3927458082
Published by McKlein, £57.99



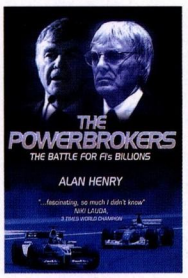
REINHARD KLEIN IS known to have an eye as much for the landscape as for his rally car subjects, and if ever an event majored on its scenery, it's the Safari. Or rather it was, since this cinematic event no longer fits inside a TV screen, and has been sidelined from the WRC.

If you never got there, this luxurious book gives a flavour of the heat, the mud and the eye-watering colours which framed this arduous challenge. Air support was crucial to the Safari, and Klein made good use of it to offer us some stunning aerial views, along with telling details of cars, crews and local life.

With both English and German text, and dotted with road-books and programmes, this is a lavish picture of the toughest rally of all. **GC**

THE POWER BROKERS: THE BATTLE FOR F1's BILLIONS

BY ALAN HENRY
ISBN 0760316503
Published by Motorbooks International, £16.99



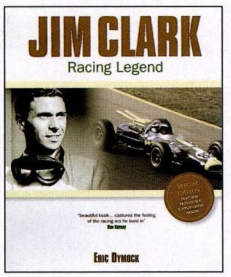
ALAN HENRY HAS WORKED close to Bernie for years, and has seen him sailing smoothly on despite all the complaints about excessive control and the staggering costs of Formula One. But, as AH illustrates, the big money goes hand in hand with the intense coverage we now enjoy, and no-one in the paddock is going to give up their private jet anytime soon.

The book offers a clear view of how Bernie made, managed and distributes those billions, and how Max Mosley and the team chiefs fit into the system. The big players talk seemingly frankly, but it's not Henry's fault the major questions are left open. Has Bernie played fair? Is the rival F1 series a serious threat? Were the '83 Brabhams legal? Even an insider like Henry is forced to conclude "we may never know…"

But he does make one definite statement: the British GP will survive. Bernie will never be the man to cancel it… Illuminating – but frustrating. **GC**

JIM CLARK: RACING LEGEND

BY ERIC DYMOCK
ISBN 0760317038
Published by Motorbooks International, £24.99/£14.99



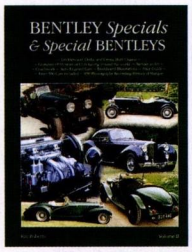
ERIC DYMOCK KNEW JIM Clark from before either of them began their respective careers, and since the former's profession turned out to be writing about the latter's chosen field of activity, it's comes as no surprise that Dymock penned such a fine biography.

This revised edition, now also available in softback, adds a new picture section and includes a moving letter from Dan Gurney, but retains the clean, attractive layout which makes it a pleasure to read. There's plenty of factual detail, down to the routine at Clark's old school, but Dymock also tries to draw some conclusions about his behaviour.

Nor is he afraid to be critical: though regarded with great affection by almost everyone he met, Dymock points out that the shy Scot could be unchivalrous, even belligerent. For those who never met Clark, it feels like a very truthful picture. **GC**

BENTLEY SPECIALS AND SPECIAL BENTLEYS

BY RAY ROBERTS
ISBN 0 9545 398 0 X
Published by Ray Roberts Booksellers, £100



THIS MUST BE THE FIRST book I have seen which begins on p447, but as ours is just about the only magazine which still numbers pages through the year I should be attuned to that.

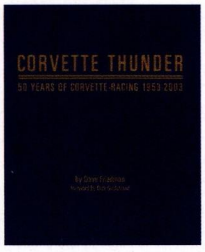
This is Vol 2 of Roberts' work on the non-standard Bentleys, and it not only adds cars modified since the fascinating Vol 1, but throws in scads of marque history, technical facts, race results, marque specialists, estate cars, art, dashboards, personalities, motoring jokes…

In fact it's too crowded with information, not all relevant, and is confusingly laid out, with dozens of 'chapterettes', hefty picture sections, and pages of tables listing Bentley entries in obscure events.

There's a ton of interesting stuff in here, but it's about three books in one. An impressive but overwhelming bit of research. **GC**

CORVETTE THUNDER: 50 YEARS OF CORVETTE RACING

BY DAVE FRIEDMAN
ISBN 0-9743986-0-8
Published by Guldstrand, US $75



MOST AUTHORS KEEP IT secret that they know little or nothing about the subject before they began their book. But historian Dave Friedman cheerfully admits it – "I'm a Ford man" – before offering us this rich and complete picture of Corvette racing.

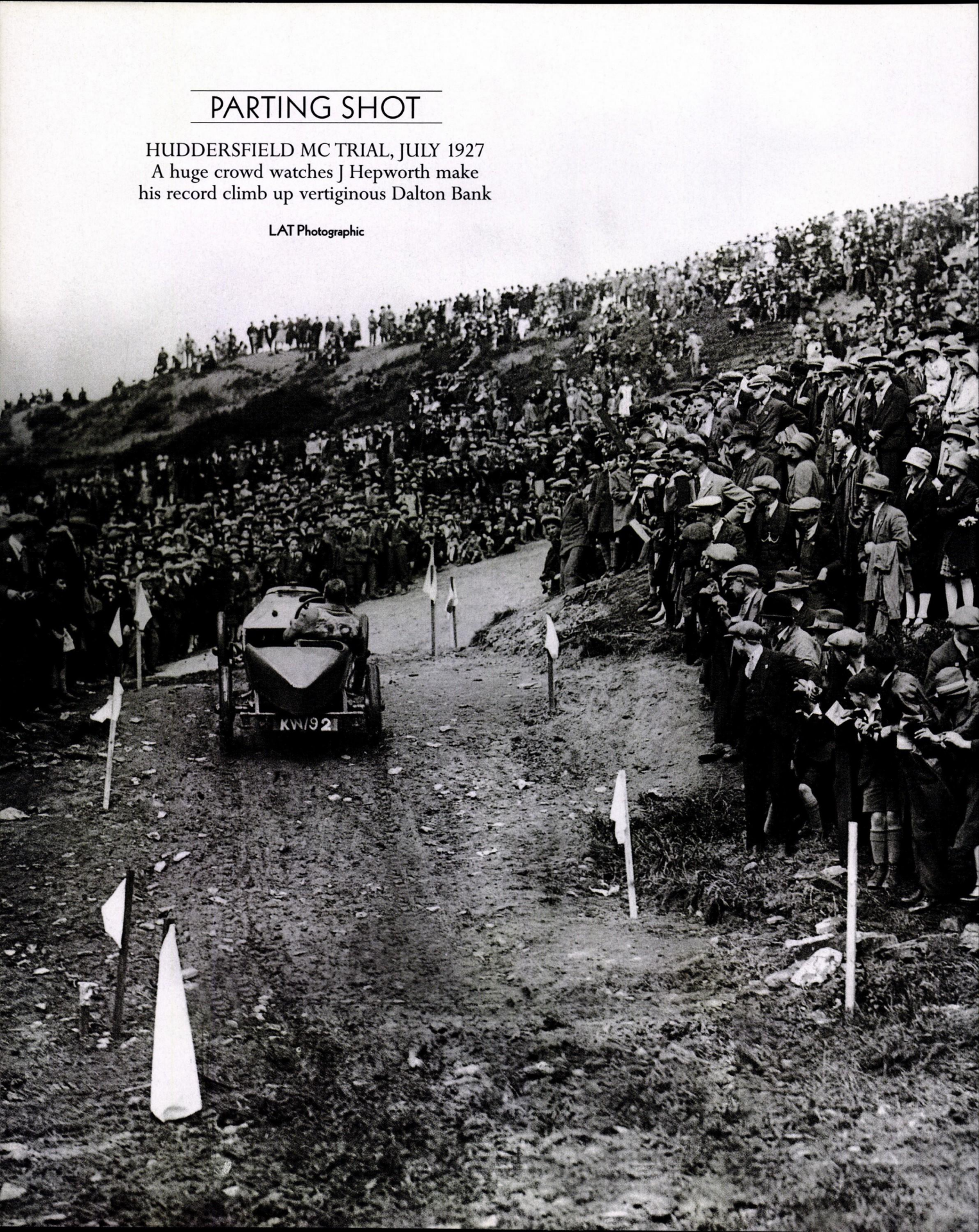
Like his fine Shelby Daytona book, this is mainly pictorial, showing the 'Vette mature from underpowered concept car to American hero.

Ignoring the trend for exhaustive results tables, Friedman lets the photos drive the tale, with informative extended captions taking us from crew-cuts and crossplies to slicks and sponsors, right up to Le Mans this year. Maybe it's my black-and-white tinted spectacles, but for me the most evocative part is 1960-70, with Corvettes hanging off Pikes Peak and smoking across the Bonneville salt. **GC**

PARTING SHOT

HUDDERSFIELD MC TRIAL, JULY 1927
A huge crowd watches J Hepworth make
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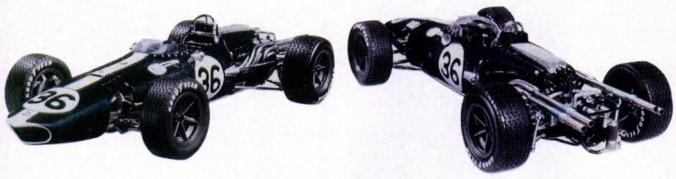
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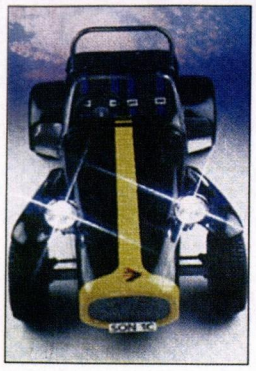


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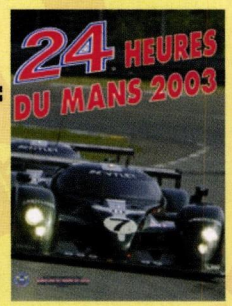
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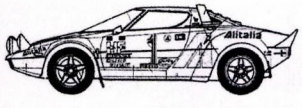
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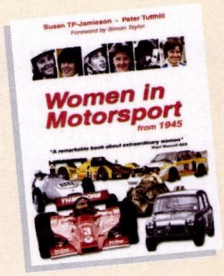
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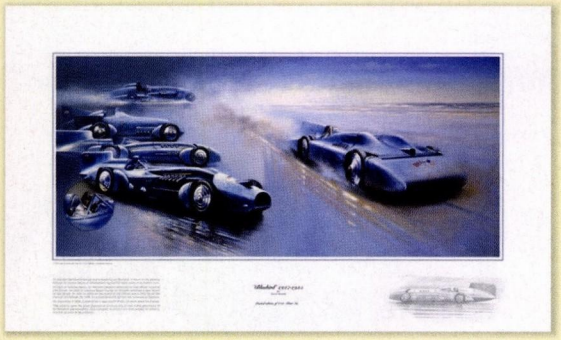


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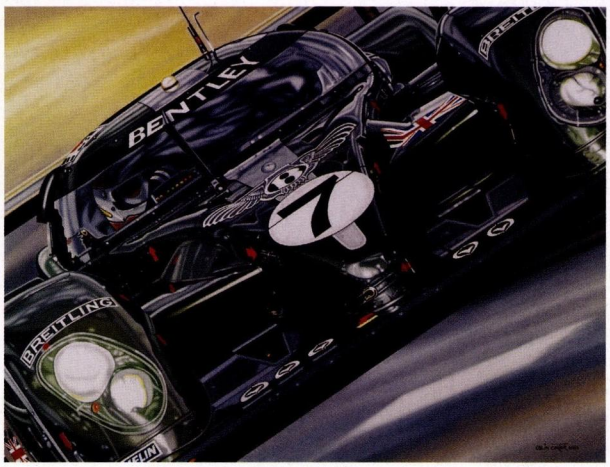
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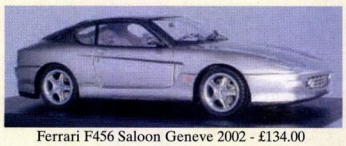
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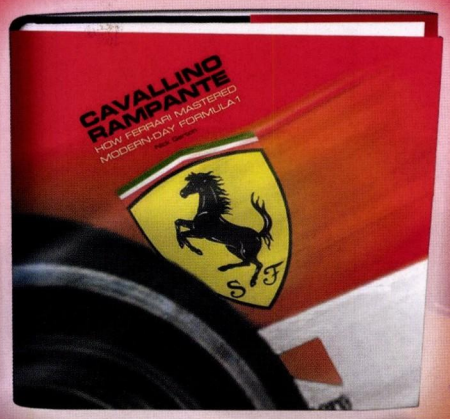
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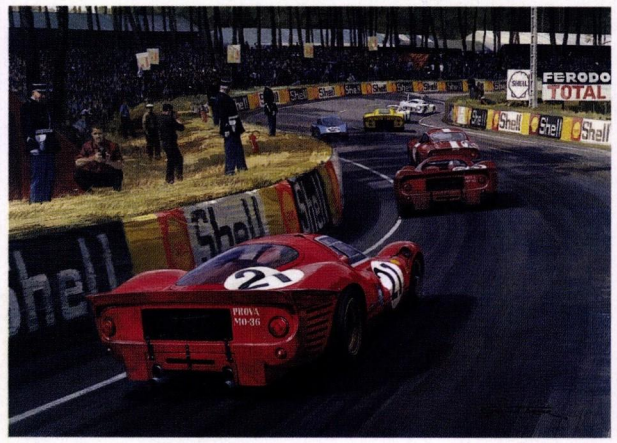
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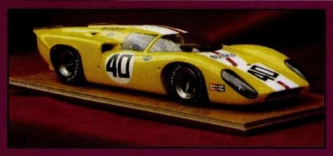
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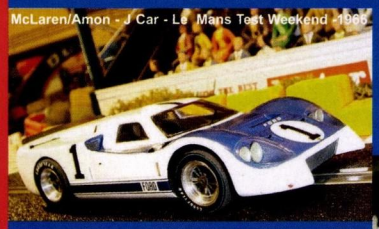
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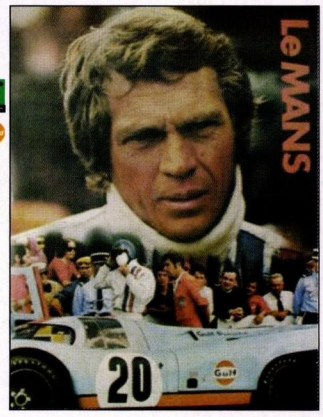


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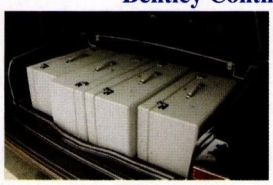


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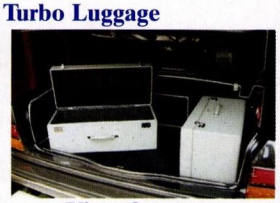


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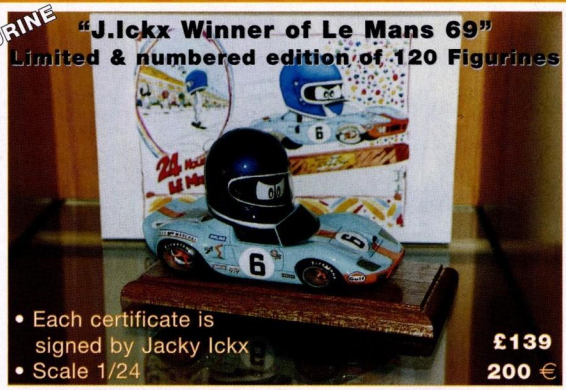
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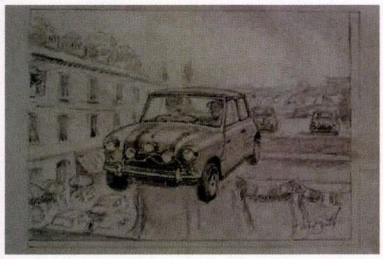
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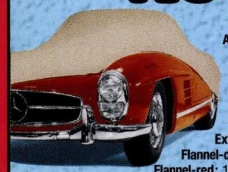
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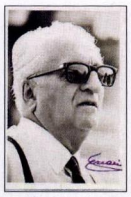
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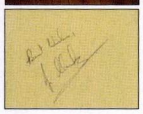
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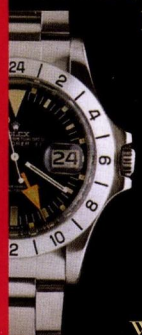


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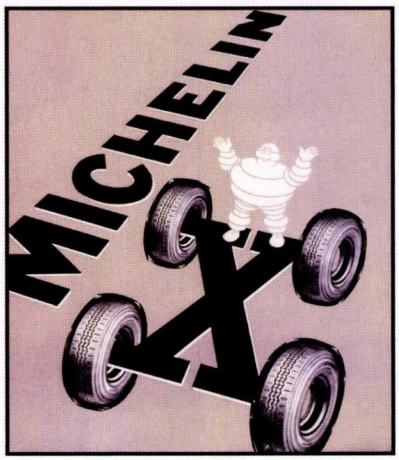
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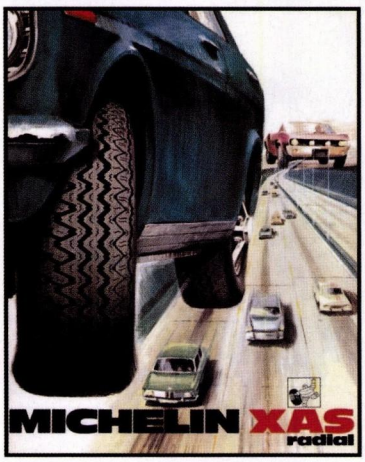
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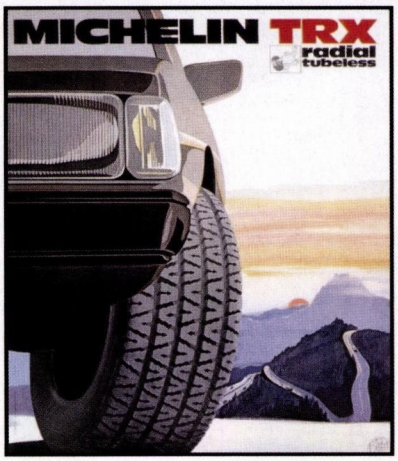
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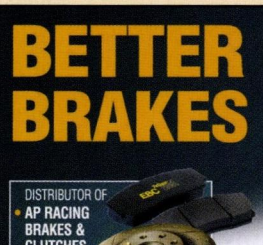
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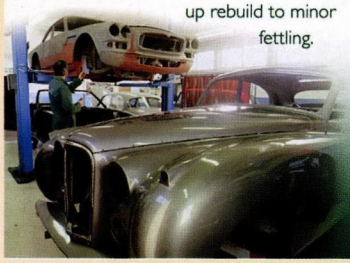


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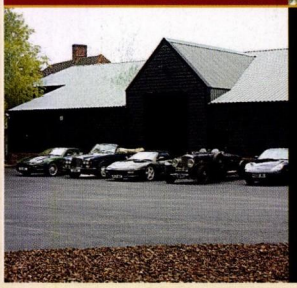
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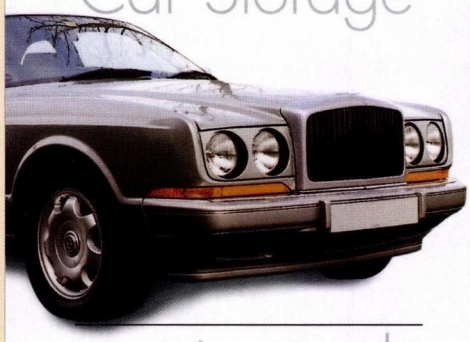
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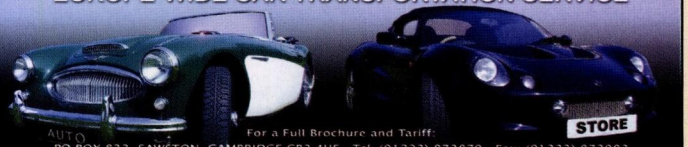
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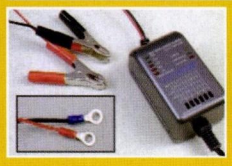
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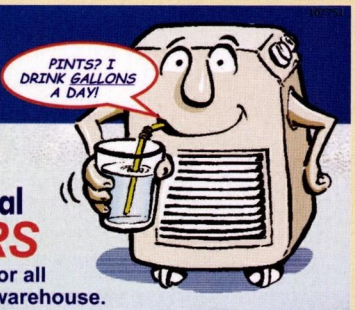
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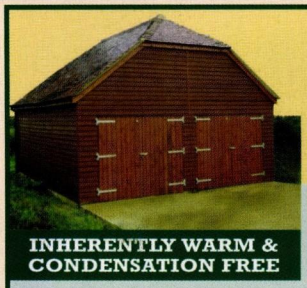


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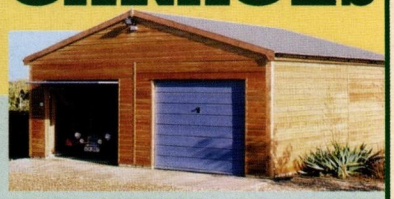
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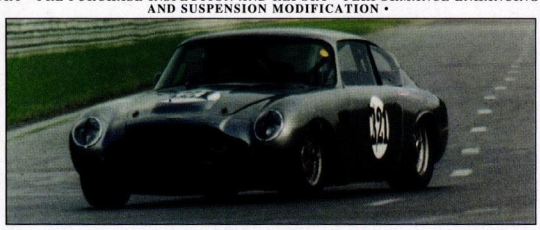
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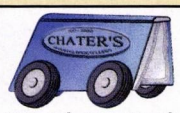
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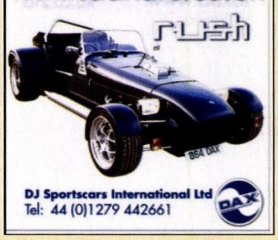
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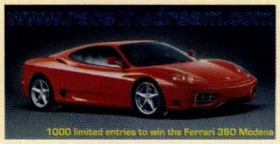
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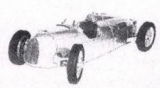
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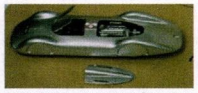


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Clarke MECHANICS TOOL CHESTS & CABINETS

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- Chests feature piano hinge lids for smooth opening, security and strength
- Trolleys feature 5" castor wheels except CTC700 (4"), CTC500 (3") and CTC800 (3")

FANTASTIC VALUE

4 CTC106
£64.95 EX-VAT
£76.32 INC-VAT

3 CTC103
£44.95 EX-VAT
£52.82 INC-VAT

PROTECTIVE TOP MAT



Full extension runners for smooth opening action

6 CTC105
£139.95 EX-VAT
£164.44 INC-VAT



	MODEL	TYPE	EX VAT	INC VAT
1	CTC600	6 drawer chest	£44.95	£52.82
	CTC900	9 drawer chest	£59.95	£70.44
	CTC500	5 drawer cabinet	£89.95	£105.69
2	CTC800	8 drawer chest/cab set	£99.95	£117.44
	CTC700	7 drawer cabinet	£119.95	£140.94
	PRO RANGE			
3	CTC103	3 drawer step up chest	£44.95	£52.82
4	CTC106	6 drawer drop front	£64.95	£76.32
5	CTC109	9 drawer chest	£69.95	£82.19
6	CTC105	5 drawer trolley	£139.95	£164.44
7	CTC107	7 drawer trolley	£169.95	£199.69

Clarke HD PROFESSIONAL TOOL CHESTS

- Drawers lock simultaneously when top lid is closed • Protective anti-slip liners and identification inserts • Tough nickel plated side handles and lid brackets

MODEL	DESCRIPTION	EX VAT	INC VAT
CFS306	6 Drawer-drop front	£69.95	£82.19
CFS309	9 Drawer Tool Chest	£89.95	£105.69
CFS312	12 Drawer-extra deep	£129.95	£152.69
CFS308	8 Drawer Tool Chest	£79.95	£93.94
CFS310	10 Drawer Tool Chest	£109.95	£129.19

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209

Tools not included

2 CBB206
£109.95 EX-VAT
£129.19 INC-VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

THE ULTIMATE IN TOOL STORAGE! Be the envy of friends and colleagues with these top of the range HEAVY DUTY PLUS tool chests & cabinets.

6 CBB217
£229.95 EX-VAT
£270.19 INC-VAT

- Extra heavy gauge double wall steel construction with nickel plated side handles with tough rubber grips
- All drawers feature protective anti-slip liners and identification inserts





"An absolutely splendid tool chest and cabinet which will be the envy of all my friends.. ..I shall certainly be visiting Machine Mart in the future!"
Mr. P. Heath, Birmingham

	MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Drawer tool chest		£89.95	£105.69	REDUCED
	CBB205	5 Drawer tool chest		£99.95	£117.44	
2	CBB206	6 Drawer tool chest		£109.95	£129.19	
3	CBB209	9 Drawer tool chest		£139.95	£164.44	
4	CBB203	3 Drawer chest-step up	£82.19	£67.95	£79.84	
5	CBB215	5 Drawer mobile cabinet		£194.95	£229.07	
6	CBB217	7 Drawer mobile cabinet		£229.95	£270.19	
	CBB212	3 Drawer mobile cabinet	£176.19	£139.95	£164.44	
7	CBB213	3 Drawer mobile cabinet		£179.95	£211.44	

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL/CHEST CABINET

CHEST
£229.95 EX-VAT
£270.19 INC-VAT

HEAVY DUTY

MAX LOADING 1000KG

GAS STRUTS Holds lid open



EXTRA DEEP DRAWERS

CABINET
£379.95 EX-VAT
£446.44 INC-VAT

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

1.5M TALL

BALL BEARING RUNNERS

FANTASTIC VALUE

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

Machine Mart®

where Quality costs less

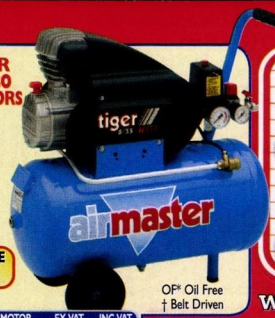
NEW STORES — 47 SUPERSTORES NATIONWIDE — DUNDEE GLASGOW ILFORD OPENING NOVEMBER

master TIGER TURBO AIR COMPRESSORS

FROM ONLY £94.95 EX VAT / £111.57 INC VAT

- Fully portable
- H/Duty pumps
- Auto stop/start control

HUGE RANGE OF SPRAYGUNS & ACCESSORIES!



OF* Oil Free
† Belt Driven

MODEL	CFM	MOTOR	EX VAT	INC VAT
Tiger 8/45 O/F*	1.25	1.5 Hp	£94.95	£111.57
Tiger 8/40	7	1.5 Hp	£99.95	£117.44
Tiger 8/65	7	1.5 Hp	£179.95	£211.44
Tiger 9/55†	8	2 Hp	£269.95	£317.19
Tiger 10/70†	9	2 Hp	£309.95	£364.19
Tiger 15/55	14	3 Hp	£259.95	£305.44
Tiger 15/65†	14	3 Hp	£349.95	£411.19

Clarke rubber air hose (10m) FROM ONLY £10.95 EX VAT £12.87 INC VAT

Clarke MIG WELDERS

FROM ONLY £119.95 EX VAT / £140.94 INC VAT

Includes free:
- Gas regulator
- Earth clamp
- Face mask
- Welding wire
- Welding torch

Pro90-150 also includes CO_2 gas bottle



MODEL	AMPS	EX VAT	INC VAT
Pro 90	25-90	£119.95	£140.94
100E	27-100	£139.95	£164.44
135TE Turbo*	30-130	£169.95	£199.69
150TE Turbo*#	30-150	£179.95	£211.44
165TE Turbo*	30-155	£239.95	£281.94
175TE Turbo*	30-170	£299.95	£352.44
205TE Turbo*	30-185	£339.95	£399.44

*Turbo fan cooled for longer welding at full output
#150TE Turbo Best Buy Auto Express

master PORTABLE AIR COMPRESSOR

TIGER 6/6

ONLY £69.95 EX VAT / £82.19 INC VAT

- Highly efficient 5cfm air displacement
- 8 bar max working pressure
- 1.25Hp motor
- 6ltr air receiver



Clarke INDUSTRIAL AIR COMPRESSORS

These professional quality units offer the durability and reliability demanded by professionals whilst maintaining value for money.

H/DUTY
FROM ONLY £259.95 EX VAT / £305.44 INC VAT

UK MADE



All units feature:
- Cast iron pumps on SE11 & SE16
- Maximum 150psi (10 bar)
- Fully automatic
- Cast iron cylinders
- Fully painted
- Twin cylinder pumps
- Motor overload protection
- Petrol, diesel and portable models available

MODEL	CFM	MOTOR (HP)	RECEIVER (LTR)	EX VAT	INC VAT
SE11	8.5	2	100	£259.95	£305.44
SE10C(WS)*	9	2	100	£309.95	£364.19
SE16	14	3	150	£299.95	£352.44
SE18	18	4	200	£479.95	£563.94
SE25#	23	5.5	200	£599.95	£704.94

*WIS=Wired in starter #Supplied with direct on-line starter

Clarke PARTS WASHERS

FLOOR STANDING
- 45 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £93.94 INC VAT NOW ONLY £74.95 EX VAT £88.07 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1000Ltr/hr pump rate

REDUCED! WAS £41.11 INC VAT NOW ONLY £33.49 EX VAT £39.35 INC VAT

FROM ONLY £33.49 EX VAT / £39.35 INC VAT



Clarke ARC WELDERS

SEE THE FULL RANGE IN OUR NEW FREE CATALOGUE!

FROM ONLY £42.95 EX VAT / £50.47 INC VAT



MODEL	AMPS	EX VAT	INC VAT
105E	40-100	£42.95	£50.47
115E	40-110	£47.95	£56.34
160E	60-150	£46.95	£55.17
190E	50-185	£69.95	£82.19
145TE*	40-140	£69.95	£82.19
165TE*	35-160	£89.95	£105.69
190TE*	35-180	£99.95	£117.44
230TE*	40-210	£109.95	£129.19

For home user, automotive and industrial applications.

Clarke 150 ARC/TIG INVERTER

- Low amp operation - ideal for Arc & Tig welding, auto bodywork and thin mild/ stainless steel
- 5-130 min/max amps



ONLY £259.95 EX VAT / £305.44 INC VAT

Clarke AIR TOOLS & SPRAY GUNS



TYPE	MODEL	EX VAT	INC VAT
Air Hammer	CAT29B	£16.95	£19.92
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun	SB1	£23.95	£28.14
Spot blast gun	SB2	£23.95	£28.14
6" Dual Action sander	CAT80	£24.95	£29.32
Pro Spray Gun	-	£19.95	£23.44
1/2 Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
Super Pro Spray Gun	SP14C	£29.95	£35.19
14pce 1/2" Ratchet set	CAT221B	£35.95	£42.24
Super Pro Spray Gun	SP18C	£29.95	£35.19
12pce 1/2" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

Clarke H/DUTY BLAST CABINET

FROM ONLY £99.49 EX VAT / £116.90 INC VAT



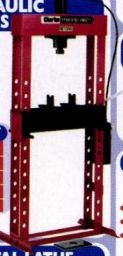
- Low voltage
- Blasts old paint, rust, & revitalises aluminium
- Air Filter inc.

ALSO: Aluminium oxide powder or garnet powder from only £17.95 EX VAT £21.09 INC VAT

Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

FROM ONLY £178.95 EX VAT / £209.74 INC VAT



MODEL	EX VAT	INC VAT
10 ton bench	£178.50	£209.74
10 ton floor	£198.00	£232.65
15 ton floor	£369.95	£434.69
25 ton floor	£589.95	£693.19
50 ton floor	£998.00	£1,172.65

Clarke EDGE SETTERS / JOGGLERS

FROM ONLY £24.95 EX VAT / £29.32 INC VAT



Item shown £32.95 Ex Vat £38.72 Inc Vat

Clarke NO GAS MIG WELDERS

FROM ONLY £99.95 EX VAT / £117.44 INC VAT

These can be converted to used gas with optional accessories.



MODEL	AMPS	EX VAT	INC VAT
85ENB	27-85	£99.95	£117.44
90EN	30-90	£114.95	£135.07
105EN	30-100	£129.95	£152.69
130EN	30-130	£179.95	£211.44
151EN	30-150	£179.95	£211.44
160EN	30-150	£209.95	£246.69

Clarke 6 SPD METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

ONLY £699.95 EX VAT / £822.44 INC VAT

- 430mm between centres
- Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling
- Compound slide with 4 way tool post
- Clutch for independent mill/drill operation

FULL RANGE OF ACCESSORIES AVAILABLE!



Shown with optional floor stand £119.95 EX VAT £140.94 INC VAT

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head. ONLY £579.95 EX VAT £681.44 INC VAT

N.B.: The Mill/Drill head is not available separately

Clarke METAL LATHE

CL300M

ONLY £399.95 EX VAT / £469.94 INC VAT

- 300mm between centres
- LH/RH thread screw cutting
- Electronic variable speed
- Self centering 3 jaw chuck & guard
- Compound mitre slide and 4 way tool post
- Gear change set
- Power feed

BEST SELLER



FULL RANGE OF ACCESSORIES AVAILABLE

Clarke SPOT WELDERS

FROM ONLY £219.00 EX VAT / £257.33 INC VAT

VARIETY OF ARMS AVAILABLE - SEE CATALOGUE



#Microprocessor controlled

MODEL	MAX ABSORBED POWER	RATING	MAX THICKNESS	EX VAT	INC VAT
CSW6T	6Kw	1.2Kw	1+1mm	£219.00	£257.33
CSW13T#	13Kw	2.3Kw	2+2mm	£289.95	£340.69

Clarke 5 PCE AIR TOOL KIT

ONLY £19.95 EX VAT / £23.44 INC VAT

KIT1000



- Paint Spray Gun
- Tyre inflator
- Paraffin spray gun
- Recoil hose with quick couplers
- Blow gun

ALSO AVAILABLE 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun ONLY £14.95 EX VAT £17.57 INC VAT

Clarke MEASURING INSTRUMENTS



MODEL	DESCRIPTION	EX VAT	INC VAT
CM160	150mm Dial Caliper	£17.95	£21.09
CM180	0-25mm External Micrometer	£9.95	£11.69
CM190	25-50mm External Micrometer	£15.95	£18.74
CM200	0-1" External Micrometer	£13.95	£16.39
CM220	0-10mm Dial Test Indicator	£16.95	£19.92
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM110	200mm/8" Vernier Caliper	£19.95	£23.44
CM120	300mm/12" Vernier Caliper	£25.95	£30.49
CM130	150mm/6" Locking Caliper	£15.95	£18.74
CM150	6" Dial Caliper	£16.95	£19.92
CM145	150mm/6" Digital Vernier	£29.95	£35.19

STAYER SANDERS/ POLISHERS

PROFESSIONAL QUALITY

FROM ONLY £84.95 EX VAT / £99.82 INC VAT



LU270 POLISHER
- 1,800 rpm no load speed
- 800w, 230v
- 170mm backing pad

ONLY £84.95 EX VAT £99.82 INC VAT

LU272 POLISHER/SANDER
- 800/1200w, 230v
- 170mm backing pad
- 2 speeds, 2000/2500 rpm no load speed

ONLY £94.95 EX VAT £111.57 INC VAT

Full range of Compounding & Polishing Heads - see Catalogue for details

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT / £4.47 INC VAT



- Water and tear resistant

SIZE	BLUE OR GREEN EX VAT	BLUE OR GREEN INC VAT	CAMOUFLAGE EX VAT	CAMOUFLAGE INC VAT
6"x 8"	£3.80	£4.47	£4.99	£5.86
8"x 10"	£5.95	£6.99	£5.99	£7.04
10" x 12"	£7.95	£9.34	£8.99	£10.56
12"x 16"	£9.95	£11.69	£13.95	£16.39
16"x 20"	£16.95	£19.92	£22.95	£26.97
18"x 24"	£18.95	£22.27	£29.95	£35.19
20"x 40"	£34.95	£41.07	£49.95	£58.69

Clarke PRO AIR BRUSH KIT

CAB2P

ONLY £24.95 EX VAT / £29.32 INC VAT



Complete with:
- Double action trigger for accurate control
- 2 Jars
- 1/4" BSP adaptor
- Lightweight hose
- Chromed paint cup
- Precision machined nozzle

Clarke GENERATOR

G900

ONLY £299.95 EX VAT / £352.44 INC VAT

700W SUPER QUIET



OTHER MODELS UP TO 10,000KVA

- 2 x 230v outlets
- 700w max output
- 12v DC battery charge

Clarke DRILL PRESSES

Full range of Drill Vices available

FROM ONLY £33.95 EX VAT / £39.89 INC VAT



- Safety cutout on belt guard
- Tables tilt 0-45° left and right
- Depth gauge
- Chuck guards

* Includes wet 'T' slot table & worklight

MODEL	CHUCK SIZE	SPD	EX VAT	INC VAT
CDP5DD	13mm	5	£33.95	£39.89
CDP10IB	13mm	5	£54.95	£64.57
CDP15IB	13mm	5	£84.95	£99.82
CDP20IB	13mm	12	£115.49	£135.70
CDP25IF	13mm	12	£134.95	£158.57
CDP30IB	16mm	12	£139.95	£164.44
CDP35IF	16mm	12	£149.95	£176.19
CDP40IB	16mm	16	£159.95	£187.94
CDP45IF*	16mm	16	£189.95	£223.19
CDP50IF*	20mm	12	£379.95	£446.44

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT / £15.22 INC VAT



Inc. disc & handle

MODEL	DUTY	MOTOR	WAS INC VAT	EX VAT	INC VAT	
CAG121*	DIY	500w	£16.39	£12.95	£15.22	R
CAG120*	DIY	550w	£19.92	£15.95	£18.47	E
CAG115*	PRO	500w	£32.84	£25.95	£30.49	D
CAG115C*	PRO	720w	£35.19	£26.95	£31.67	U
CAG230#	PRO	1700w	£41.07	£32.95	£38.72	C

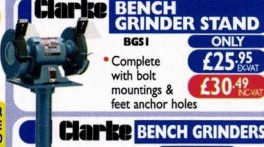
*115mm disc #230mm disc

E D

Clarke BENCH GRINDER STAND

BGS1

ONLY £25.95 EX VAT / £30.49 INC VAT



- Complete with bolt mountings & feet anchor holes

Clarke BENCH GRINDERS

FROM ONLY £18.95 EX VAT / £22.27 INC VAT



CBG8W features 8" wetstone & 6" drystone.

MODEL	DUTY	WHEEL DIA.	EX VAT	INC VAT
CBG6RZ	PRO	150mm	£18.95	£22.27
CBG6RSC*	HD	150mm	£26.95	£31.67
CBG8RSC	HD	200mm	£33.95	£39.89
CBG6SB#	210w	150mm	£24.95	£29.32
CBG8W*	275w	150/200mm	£39.95	£46.94

*Heavy Duty # With sanding belt

Clarke POWER WASHER

ONLY £54.95 EX VAT / £64.57 INC VAT

FULL 100 BAR PRESSURE

IDEAL FOR PATIO CLEANING

SEE CATALOGUE FOR FULL RANGE OF ACCESSORIES



- 6l/min max flow
- 1.6Kw, 230v motor
- Inc. foam lance and refillable detergent bottle
- Nozzle for fan or pencil jet

ALSO: HIGH POWER JET 5000, HUGE 130 BAR PRESSURE

Clarke GAS FIRED SPACE HEATERS

- Variable output (except Little Devil)
- Dual voltage (except Little Devil)
- Calor approved

FROM ONLY £84.95 EX VAT / £99.82 INC VAT



STAINLESS STEEL ALSO AVAILABLE

MODEL	BTU/HR	EX VAT	INC VAT
Little Devil	35,000	£84.95	£99.82
Devil 850	107,000	£154.95	£182.07
Devil 1250	149,000	£209.95	£246.69
Devil 1850	200,000	£299.95	£352.44
Devil 3000	281,000	£319.95	£375.94
Devil 3150	344,000	£389.95	£458.19

Clarke VICE

MULTI - PURPOSE CMV125

ONLY £39.95 EX VAT / £46.94 INC VAT



- Jaw width 127mm
- Jaw opening 120mm
- Jaw depth 75mm
- 360° rotating vice head
- 360° double locking swivel base

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position • 10 amp facility ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position • 10 amp facility ONLY £15.99 EX VAT £18.79 INC VAT

SUPERWINCH

FROM ONLY £119.95 EX VAT / £140.94 INC VAT



MODEL	CAP	VOLTS	FREEWHEEL	EX VAT	INC VAT
T1500	680kg	12	Yes	£119.95	£140.94
S2500	1130kg	12	Yes	£199.95	£234.94
S4500	2040kg	12	Yes	£329.95	£387.69

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

*CTJ2 & CTJ2LR voted Best Buy in Car Mechanics Independent Test

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2LR*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G	£49.95	£58.69

BEST BUY CAR MECHANICS

Clarke JUMPSTART 910 WITH AIR COMPRESSOR

ONLY £42.54 EX VAT £49.98 INC VAT

- Portable 12v rechargeable power supply, booster starter & air compressor (240psi max)
- Up to 50 hrs of 12v DC supply for lights, mobile phones, power tools, CD players etc.
- 900 peak amps

Ideal Air Supply for Inflating Tyres, Boats, etc.

Also available without compressor ONLY £34.95 EX VAT £41.07 INC VAT

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327 REDUCED PRICES
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- Order from www.machinemart.co.uk
- e-mail: sales@machinemart.co.uk
- Telephone 0845 450 1855 (local rate)



Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

- Powerful and compact general purpose winches
- Quick & easy to install for all types of pulling & lifting work
- Cable doubles to increase load capacity

MODEL	POWER	X1 CABLE	X2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400	880	200kg	400kg	£159.95	£187.94

Clarke WORKSHOP CRANES

FROM ONLY £119.95 EX VAT £140.94 INC VAT

Fully tested to proof load

MODEL	EX VAT	INC VAT
1/2 ton	£119.95	£140.94
1/2 ton folding	£139.95	£164.44
1 ton folding	£139.95	£164.44
1 ton large folding	£169.95	£199.69
1 ton long reach	£159.95	£187.94
1 ton pro	£299.95	£352.44
2 ton pro	£599.00	£703.83

Clarke JERRY CANS

FROM ONLY £10.95 EX VAT £12.87 INC VAT

Fixed & flexible spouts available

- Stores fuel safely

10 LITRE CAN ONLY £10.95 EX VAT £12.87 INC VAT
20 LITRE CAN ONLY £12.95 EX VAT £15.22 INC VAT
Optional Vehicle Bracket
ONLY £17.95 EX VAT £21.09 INC VAT

Clarke TOOL CHESTS/ CABINETS

FROM ONLY £44.95 EX VAT £52.82 INC VAT

FANTASTIC VALUE!

MODEL	TYPE	EX VAT	INC VAT
1 CTC600	6 dr chest	£44.95	£52.82
CTC900	9 dr chest	£59.95	£70.44
2 CTC800	8 dr chest/cab set	£99.95	£117.44
CTC700	7 dr cabinet	£119.95	£140.94
PRO RANGE			
3 CTC103	3 dr step up chest	£44.95	£52.82
4 CTC106	6 dr drop front	£64.95	£76.32
5 CTC109	9 dr chest	£69.95	£82.19
6 CTC105	5 dr trolley	£139.95	£164.44
7 CTC107	7 dr trolley	£169.95	£199.69

Clarke MECHANICS TOOL BOXES/CHEST

FROM ONLY £19.95 EX VAT £23.44 INC VAT

CB4

MODEL	DESCRIPTION	EX VAT	INC VAT
CB2	2 Drawer Chest	£19.95	£23.44
CB3	3 Drawer Chest	£26.95	£31.67
CB4	2 Drawer Chest with front cover & tote tray	£24.95	£29.32
CB5	3 Drawer Chest with front cover & tote tray	£34.95	£41.07

Clarke AXLE STANDS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Supplied in pairs
- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£19.95	£23.44

Clarke ENGINE STANDS

FROM ONLY £29.95 EX VAT £35.19 INC VAT

CES500A
- Rotates through 360°
- Engines up to 227Kg

ONLY £29.95 EX VAT £35.19 INC VAT

CES750A (shown)
- Rotates through 360°
- Engines up to 340Kg
- Includes tool tray

Fully tested to proof load

ONLY £39.95 EX VAT £46.94 INC VAT

Clarke CAR TRANSPORTER LASHING

- 3.33M overall length
- 5000kg max strength in straight pull
- 300mm long wheel strap to slide onto main restraint

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke PRO TOOL SET

178 PCE SET & CHEST - CHT388

PROFESSIONAL QUALITY

ONLY £79.95 EX VAT £93.94 INC VAT

- All the most popular sizes (AF/Metric), sockets, spanners, driver bits etc.

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £24.95 EX VAT £29.32 INC VAT

MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA	£24.95	£29.32
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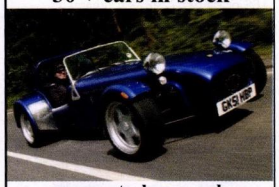
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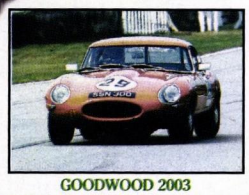
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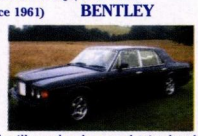
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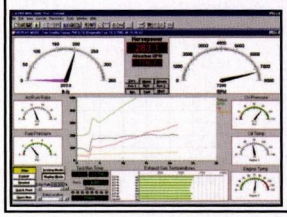


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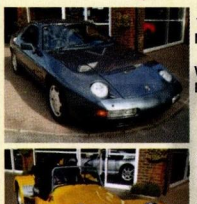
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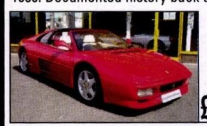
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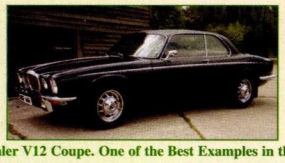
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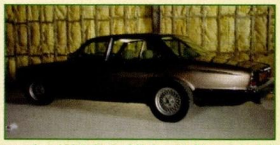
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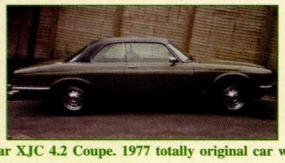
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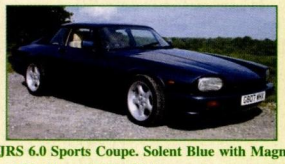
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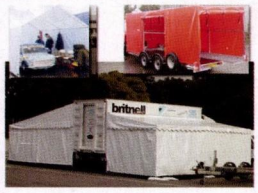
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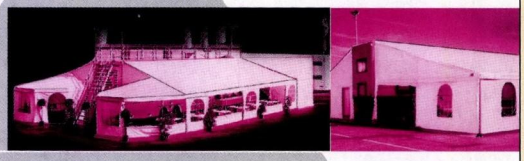


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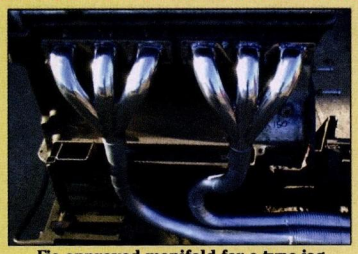
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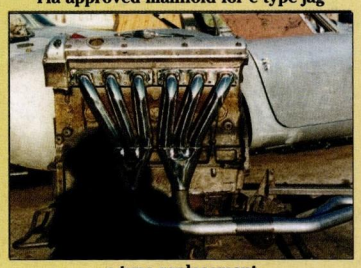
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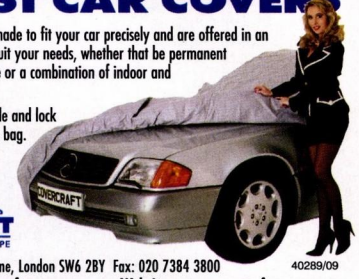
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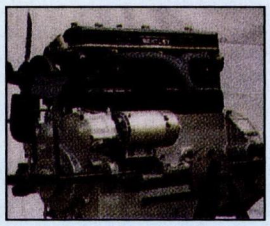
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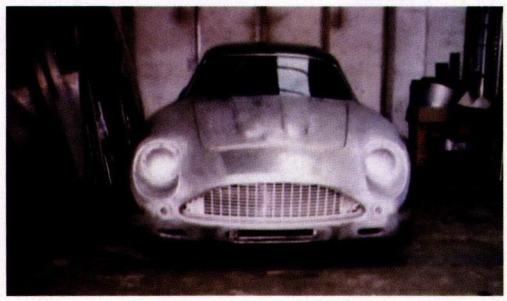
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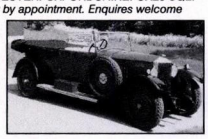
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1928 Clyno 10.8 standard 4-seat tourer	£10,750
1928 O.M 15/60 special sports 4-seat tourer by Hall & Lewis	£58,000
1929 Vauxhall 20/60 Hurlingham	£25,000
1931 Austin 7 saloon	£4,950
1931 Riley 9 Plus series. 4 seat tourer	£15,500
1931 Wolseley Hornet Patrick special 2 seater	£14,000
1932 Alvis 12/50 TJ drophead coupe with dickey seat	£17,250
1932 M.G. 8/33 D-type long chassis 4-seat tourer	£15,000
1932 Riley Monaco	£9,500
1934 Singer Le Mans 4-seat tourer	£14,000
1934 Singer Le Mans 4-seat tourer	£14,500
1934 Singer Le Mans 2-seat sports	£14,500
1935 Riley 12/4 special. (2 seat sports)	£14,000
1936 Alvis Silver Eagle 3-position drophead coupe	£32,250
1936 Standard Flying 12 saloon	£3,000
1936 Wolseley 14hp 4-door saloon	£7,750
1937 Morgan 4/4 2-seat sports	£15,500
1937 M.G. SA drophead coupe	£48,000
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1938 Chevrolet 2-door coupe with dickey seat	£9,500
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1953 M.G. TD Chrome wire wheels	£16,000
1954 M.G. TF 1250cc	£15,500
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1960 Bentley S-type special. Corniche engine. 6.7 litres	£35,000
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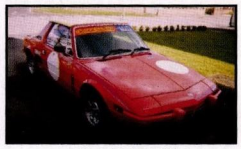
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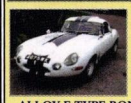
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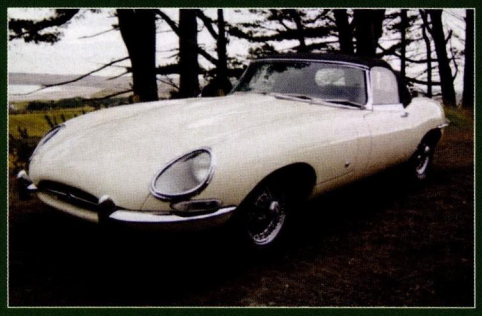
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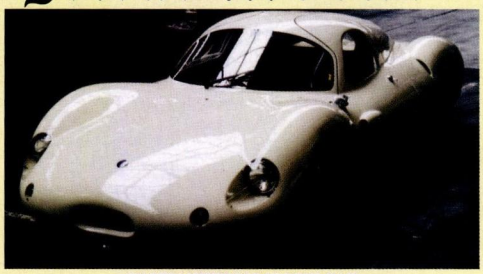
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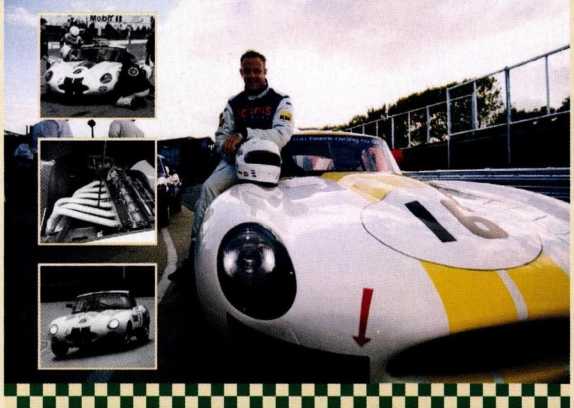
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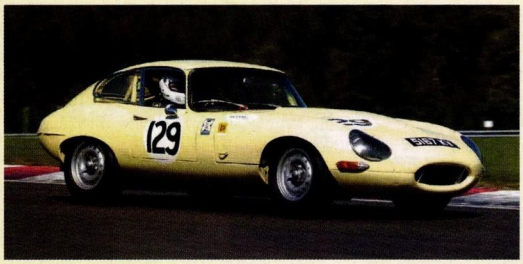
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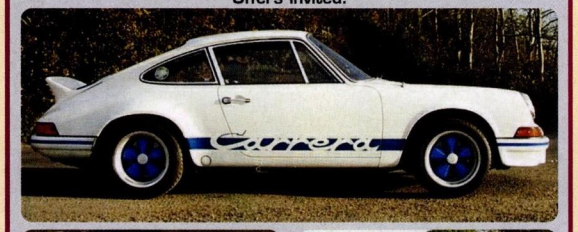
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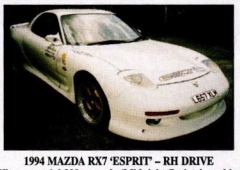
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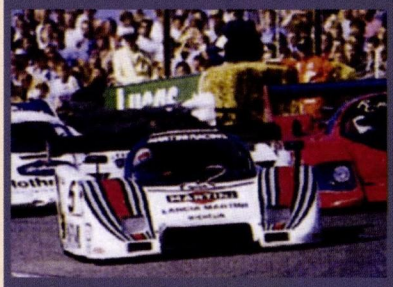
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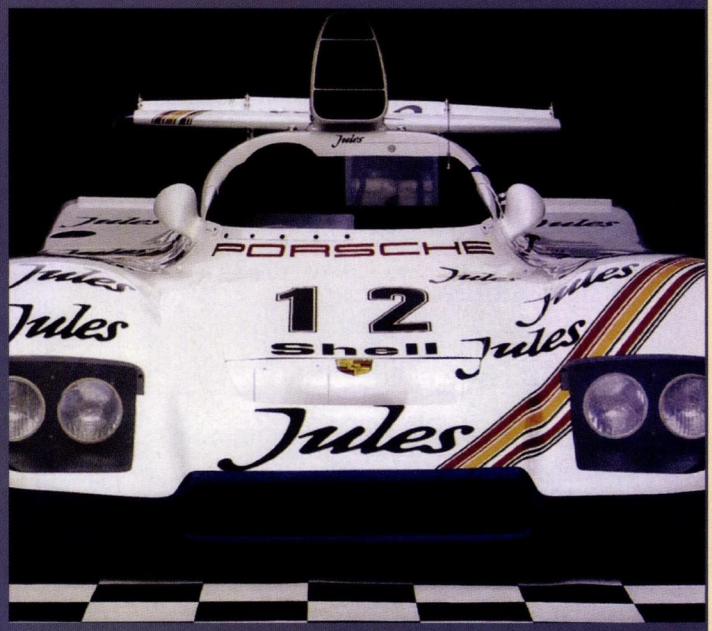
1983 Lancia LC-2 Group C (Prototype)
#LC-002

Built by Lancia with support from sister company – Ferrari. (Engine 3.0 Ferrari V8 TwinTurbo – 850 BHP.) Lancia/Martini works car for '83–'86 season including pole position for '83 LeMans, finished 8th. Second fastest qualifier for LeMans in '85, finished 6th. Wins at Spa, Imola, Kyalami – driven by Patrese, Alboreto, Wollek, Fabi, DeCesaris, Heyer, Barilla, Nannini. "100 point" ground up restoration, mechanicals to race specifications. P.O.A.



1985 Tyrrell Formula I
#012/7

Purchased from private collection of Ken Tyrrell. Built for '85 season for Brundle and Stefan Bellof. Driven by Bellof at Estoril, Imola, Monaco, Montreal, Detroit, Spa, Nurburgring. Recently completed 3,000 hour ground up restoration of exacting standards, including new newly built DFY Cosworth "short stroke" engine. P.O.A.



1976 Porsche 936 Turbo Spyder (Prototype) #936-001
1977 LeMans Winner

One of three factory 936s built, the only one outside the Porsche Museum. The most successful factory team Porsche to run at LeMans - 5 starts ('76-'81) including first overall in '77 with Ickx, Haywood & Barth, and second overall in '78 with Ickx, Wollek & Barth. Restored/race ready condition – eligible for historic LeMans. P.O.A.

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Currently equiped with 2 litre BMW super tourinc engine on slide injection FT200 gearbox. Aluminium monocoque.
Many original spares including full race Mazda rotary engine. Original built for South African championships driven by Tony Martin and Vernon Bricknell. Rare, quick car.
£20,000



1973 Chevron B25 chassis No2.
Formula II immaculately restored on the button 1925cc BD6 Hewland DG400 Lucas injection, opus ignition. Fresh M.Budd engine.
Originally driven by Ian Sheckter for Team Gunston. 1974-75, Guy Tunmer for Lexington. Not raced sinced 1980. restored 1998.
Finished in gunston orange livery. £38,000



1975 Chrevon B29 Formula Atlantic.
Superb restoration with fresh Mike Budd BDA on carbs. FT200 gearbox. Original wheels. This was Gunnal Nillson 1975 F. Atlantic Championship winning car. Finished in original yellow livery of Moores Motors.
£24,000



Chevron 1975 B29 chassis 29-75-15
Fully restored by Andrew Thompson in 2000 fitted with 2 litre BDG on carbs and Hewland FT 200 gearbox.
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1989 (F) Plus 8 3.9, Jaguar BRG. Green leather recliners, rollbar. Simmonds hood in green, lots of goodies..... **£21,995**

1998 (R) Plus 4 2 seater Polaris Silver Metallic, Red Leather, 8,000 miles, 1 owner..... **£21,995**

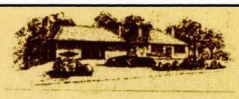
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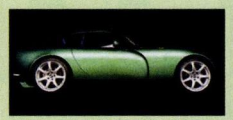
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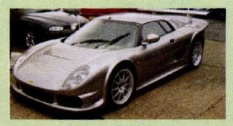
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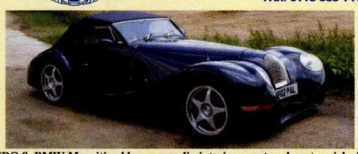




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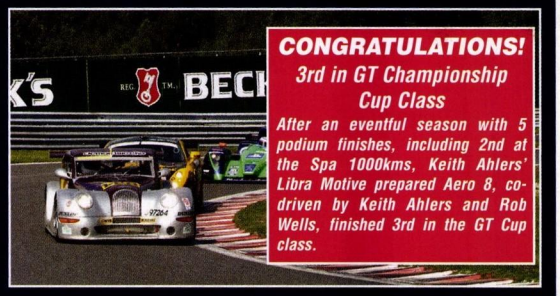
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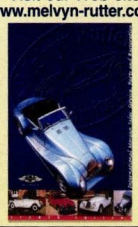
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Morgans For Sale

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Coming soon

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When the clocks go back, winter comes all in a rush and the oppressive darker evenings aren't improved by the extra hour of watery twilight. In the run up to advent, which signals the beginning of the Christmas period, it's not too bad as we manage to fill it with excuses for parties, Halloween, fireworks night, prize-givings, presidential dinners and the traditional VSCC trials and driving tests. I know from experience that it's much harder to raise the spirits in the immediate post-Christmas period when you can feel the new season descending upon you! Customers will be getting twitchy for the return of their cars and everybody else seems to be on a skiing holiday. The annual analysis of shopping trends over Christmas are spun by every possible pressure group to show that the economy is doing well or badly along with cries that Christmas is too commercial and we should try to recapture the real essence or without the commerciality of Christmas the retail sector would suffer. Borrowing is up, or borrowing is down; interest rates should go up; interest rates should be kept down etc. etc. etc!

It's at this time of year that the carefully planned marketing strategies to relieve you of your Christmas pound swing into action and in an increasingly risk averse age, everything seems to be a sequel or a revival. In the cinema the Matrix Trilogy draws to a close. The first film was brilliant but each subsequent film seems to be a hurried attempt to cash in on the success of the first, increasingly less bright and engaging. The West End is full of revivals of old shows and on the toy front; we've even got Teenage Mutant Ninja Turtles again! What next…. a Mod Revival?

So as 2003 draws to a close, I look forward to 2004 and the full programme of events that are already planned. In many ways, 2004 is going to be a year of change. Due to the modifications to the race structure for Monaco, the chances of a Bugatti win are marginal to non-existent. The format for historic Le Mans will be different and it will be interesting to see if it works as well as the first one. Volkswagen have a new man in charge of the Bugatti project, Thomas Bscher, who was once a customer with an 8CM Maserati so perhaps he may have some feel for the old cars and as an enthusiastic driver of a McLaren F1, he should have some idea of how a real super car should feel. One area that's very different for our new year is that it looks increasingly likely that we'll enter it with no cars for sale! The world seems to have caught up with the idea that owning a vintage car, especially the blue chip cars such as Bugattis, is a better use of money than leaving it in the bank or having it squandered by faceless institutions. I suppose it won't be long before the present owners manage to over value the cars to the point where they stop selling but it's been an amazing twelve months!

By the time you read this the NEC Classic Car Show will be a fading memory. We will have displayed two cars on the Classic British Quality Charter Stand (**www.classcar.com**). This initiative to provide a professional body to oversee our industry has gained momentum this year and by Christmas we should have fifty members. I find that increasingly it is an essential backroom support helping us deal with employment issues and health and safety, which for the customer also affects the insurance cover the vehicles enjoy. Through the involvement with the DTi and the FBHVC, there are even the beginnings of a tie up with the educational establishment to provide courses tailored to bring new people into our industry.

In many ways the New Year looks very bright but there are some concerns; the ongoing eligibility debates within the VSCC and their need to bring in young members; vintage cars (and even the historic cars) being squeezed out of the major circuits. And for me, the increasing reliance on commercial interest and to sponsor major social rallies and the inevitable corporate led sterility of the events. I suppose we'll start to see the beginning of the next general election battle too!
So the dark nights after Christmas, in the snug of the Dog and Duck, will be whiled away discussing the ongoing situation in Iraq, the collapse of the Anglican Communion, how to build a better trials car, Schumacher's chances in the World Championship and the Merchant Banker at Bugatti - no change from last year then! Cheers! **Tim.**

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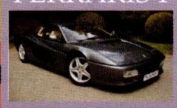
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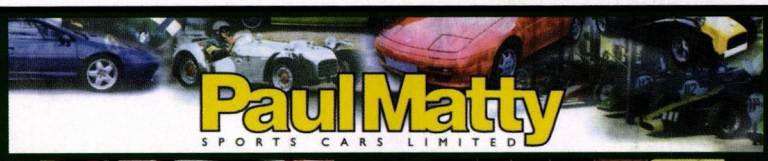
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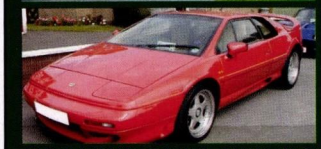
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LOTUS ELISE SPORTS TOURER - 2001 Silver with red leather. Just the one owner from new. FSH. 10,000 miles. No chips, absolutely stunning. £19,995

LOTUS ESPRIT GIAGARO - Celebration model. 21 cars produced - this is No.20.Museum stored. 264 (yes, 264) miles only. Positively the best - simply breathtaking. .....

VERY, VERY, VERY EXPENSIVE!!!

LOTUS ESPRIT HC N/A - Dazzling red. Full sand leather. A/C. Factory glass roof. FSH. Only 12,000 miles - how do we keep finding these low mileage cars? £14,950

LOTUS ESPRIT S4S - 1995 Calypso red with tan leather interior. 32,000 miles rom new. FSH. Refurbished wheels. In stunning condition. £23,950

LOTUS ESPRIT TURBO - BRG metallic. Full gold leather trim. Low mileage.Air-con. Factory sunroof. Exceptional example. These cars are now finding their place in motoring history. £12,950

LOTUS ESPRIT TURBO HC - 1987 One of the very last Giagaro. Gleaming whtie with red decals. Stunning magnolia leather with contrasting black carpets. 41,000 miles only. FSR. A/C. Recent cambelt change by PMS. Immobiliser fitted. This car is exceptional. Esprit prices are rising - this will be cheap next year. £14,250

LOTUS EUROPA SPECIAL - Fully restored. Thousands spend with Banks to include: Fuel injection, suspension, gear change etc.Yokohama tyres. Attractively finished in Lotus yellow with oatmeal interior. £13,950

LOTUS EXCEL SE CELEBRATION - BRG metallic with sand leatherinterior.Full spec car. A/C. New carpets. FSH. .....T.B.A.

LOTUS EXIGE - 2001 Y Silver. Red alcantara interior. 2 owners. 30,000 miles. Yokohamas. Motorsport tail and original perspex. Veryaggresive-looking car. £20,950

MGA ROADSTER - 1957 Total last nut and bolt recreation. Stunningpowder blue with dark blue leather and chrome wheels. Go on gents - treat your lady! £14,750

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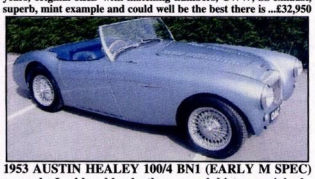
82 Ferrari 246 - 244 Ferrari 360

33 Miurcielago - 10 Miura

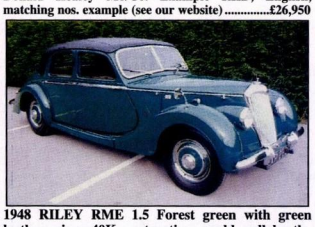
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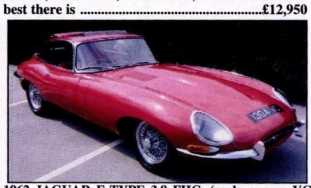
1965 (C) JAGUAR E-TYPE 4.2 SL FHC, Old English White, with black leather trim, 58,000 miles, 2 previous owners (1st owner 31 years, original RHD with matching numbers, CWW, SS exhaust, superb, mint example and could well be the best there is ...£32,950



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £26,950



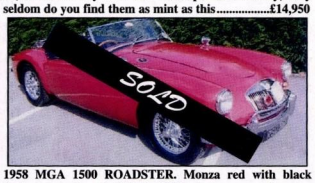
1948 RILEY RME 1.5 Forest green with green leather, circa 40K, restoration, could well be the best there is £12,950



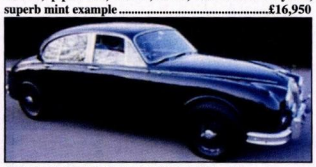
1962 JAGUAR E-TYPE 3.8 FHC. (early car on VC Coventry Reg.) Signal red with red leather, and red webasto sunroof. CWW, restored by previous owner to a very high standard, a superb and original RHD, matching numbers example £32,950



1989 AUDI QUATTRO TURBO COUPE (the one to have). Lago blue, with grey leather trim, (full spec) alloys. 85,000 miles only with full VAG/specialist history, very seldom do you find them as mint as this £14,950



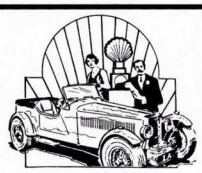
1958 MGA 1500 ROADSTER. Monza red with black leather, piped red, CWW, RHD, last owner 14 years, superb mint example £16,950



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£28,950 (See our Web-site)



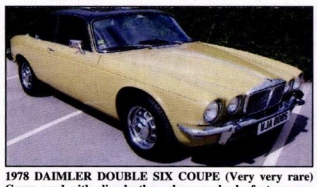
1939 BENTLEY MK 5 SPORTS SALOON BY PARK WARD Black with grey leather, subject of a Circa 100k restoration, by its last owner, superb and very important history file, famous owners, and the rarest of all Derby Bentleys (one of nine left). Please look at our website, for more details /photos etc. . POA



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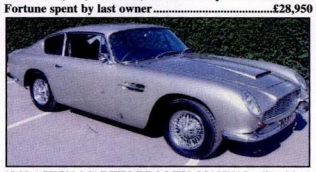
1978 DAIMLER DOUBLE SIX COUPE (Very very rare) Green sand with olive leather, chrome wheels, factory sunroof, one owner 42,000 miles only.....£10,950



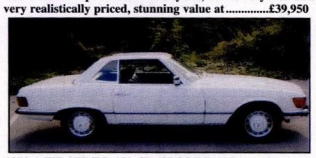
1959 BENTLEY CONTINENTAL (FOUR LIGHT FLYING SPUR) By HJ Mulliner (Reg HJM 50.) Dawn Blue, Grey - leather, steel sunroof, restored to concours standard, for its last owner of 25 years, by leading top Rolls Royce/Bentley specialists. Now for sale at a very realisitc price .....£POA



1963 CORVETTE STINGRAY (rare split rear screen model) V8 Manual. (Hurst shifter). Daytona blue, original black trim, 45,000 miles, in time-warp mint condition. Fortune spent by last owner.....£28,950



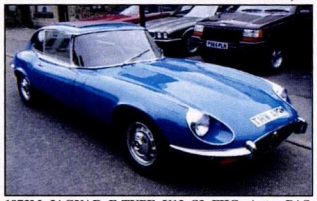
1966 ASTON MARTIN DB6 MK1 MANUAL silverbirch with blue leather trim, CWW, a lovely original example, with a vast comprehensive history file, drives very well and very realistically priced, stunning value at.....£39,950



1979 MERCEDES 450 SL SPORTS. White with Blue leather trim 80000 miles FSH, auto, hard & soft tops, mint example £13,950



1989 MERCEDES 300 SL SPORTS. Signal red, black trim with grey inserts, alloys, abs, H&S tops plus good spec – 19,000 miles only, with FMBSH, one of the best left in the world £26,950



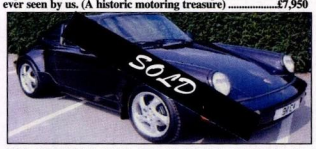
1973M JAGUAR E-TYPE V12 S3 FHC. Auto. PAS. Azure blue, with tan leather. Chrome wheels. Webasto sunroof. 45,000 miles only.....£19,950



1991 PORSCHE 911 CARRERA 4 TARGA. Gp White, with blue Pinstripe trim, alloy, music, 5 speed, 80,000, Full FSH. Superb mint example £19,950



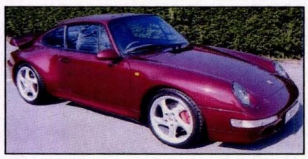
1949 MORRIS MINOR SPLIT SCREEN, with famous "Alta" tuning conversion (very rare) first owner 40 years, 36,000 miles only, platinum grey with leather trim, this unique motorcar is superb in all areas, and has the most comprehensive history file ever seen by us. (A historic motoring treasure) £7,950



1993 PORSCHE (964) 911 CARRERA 4S Celebration model. Finished in Viola with violet leather, sports seats, sunroof/aircond/tubo alloys/brakes etc 64,000 miles only, FSH -and of of the box £28,950



1964 MERCEDES 220 SEB CONVERTIBLE AUTO, Horizon Blue with Grey leather trim & Blue Mohair hood, Restored to Concours Standards by last owner of 25 years, Best we have seen £36950



1998 REG PORSCHE 993 CARRERA 4S. Turbo body Turbo brakes, spoiler and wheels, (special order) and one of the last ever sold. Arena Red, grey leather sports seats esr, em, aircond. CD, tracker, 21,000miles only with FPSH. As new .....£45,950(see our website)



1958 JAGUAR 2.4 MK1. Black with cherry red leather (English car). Original RHD example, matching numbers, 40,000 miles only, original bill of sale, history file. The best we have seen, truly stunning.....£15,950



1935 AUSTIN 7 OPEL Royal Blue, Blue leather, superb original example. Original Buff log book. Three owners from New. (See our website) First owner 32 years. The best we have seen to date.....£9950



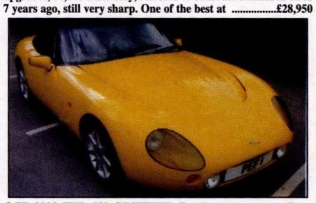
1973 ROLLS ROYCE SHADOW ONE. Fern green with clack leather trim, one famous owner, 73,000 miles only, Harvey-Bailey kit, mint example. Please see our website £14,950



1981 MERCEDES 280 SL SPORTS. Auto. Pewter with silver roof, old grey trim, H&S tops, alloys, electric pack, stereo, superb mint example. Excellent history file £12,950



1962 JAGUAR 3.8 MK II MOD. Original English RHD example in opalescent silver-blue, with blue leather trim, pas, and brake upgrades, 64,000 miles only, restored to concours standards circa 7 years ago, still very sharp. One of the best at £28,950



OCT 2000 TVR 500 GRIFFITH, Pearlescent sunset yellow, with black leather and yellow stitching, mega spec inc. alloy wheels, alloy switches yellow dials, polished wood, CD system, alarm, one previous owner, 2200 miles only, as new inside & out (number plate by separate negotiation only £29,950



1989 BENTLEY TURBO R. Cobalt blue with magnolia leather piped blue, alloys, full spec, 102,000 miles, FSH, superb history file. Mint example, very rare to be found as good as this .....£18,950 (See our Web-site)



1958 JAGUAR XK150 3.4 ROADSTER MANUAL. Pearl grey with red leather and blue mohair hood. Original LHD example with matching number. Subject of a 7 year ground-up-restoration to Concours standards, one of the best you will find .....£47,950 (See our Web-site)



1954 BENTLEY R-TYPE SPORTS SALOON AUTO. Ascot grey with grey dove leather, steel sunroof restored by main agent in 1995 to a very high standard, superb in all respects £22,950

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1949 LANDROVER SI (SUPERB)

1965 AUSTIN HEALEY 3000 MK 111 (THE BEST WE HAVE SEEN)

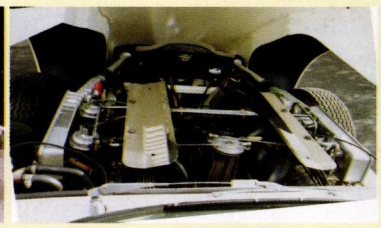
1969 JAGUAR 420 G SUPERB

1960 JAGUAR XK150 S 3.8 FHC (MINT AND VERY RARE/FAMOUS CAR)

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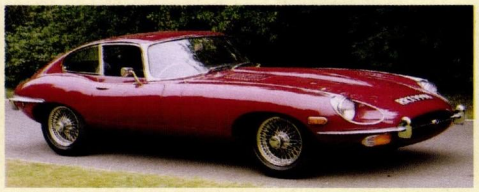
JAGUAR E-TYPE SIII V12 ROADSTER 1972. Finished in Black with Black hide upholstery, 4 speed manual, PAS, chrome wire wheels, works hard top. A full restoration was carried out by Appleyard (main Jaguar dealer) in 1980 when the car had covered 33,334 miles from new, fully documented and has now covered a total of 44,000 miles. New clutch, chrome wire wheels & tyres just been fitted. This genuine UK RHD supplied Roadster must be seen and driven to be fully appreciated. Choice of 4 exceptional examples from **£29,995**



Triumph TR5 (TR250 Export Model) Right Hand Drive. 1968. British Racing Green with Black upholstery. Minilite style alloy wheels, 4 speed manual, extensive history file including complete engine & gearbox rebuild 4,000 miles ago. This car is in exceptional condition in every department and drives as good as it looks **£14,995**



JENSEN INTERCEPTOR SIII CONVERTIBLE 1975. N Reg. Metallic Brenz Blue with full Navy hide upholstery and hood. 7.2 Litre V8. Automatic, PAS, air conditioning, power hood, electric windows etc. One celebrity owner from new. Only 42,000 miles, comprehensive history, over £5000 just spent. Exceptional 4 seater convertible **£29,995**



JAGUAR E-TYPE SII 4.2 COUPE 2 SEATER 1969. Regency Red with Black hide upholstery. 4 speed, manual, chrome wire wheels. Meticulously maintained, huge history file including original service and maintanance book. Exceptionally straight immaculate example.. **£19,995**



JAGUAR E-TYPE SIII V12 2+2 1973 (Reg. no. JAG 63l) Azure Blue with perfect Cinnamon hide upholstery. Automatic P.A.S chrome wire wheels, Webasto sunroof. This car was subject to a photographic restoration to Concours standards ten years ago and is still in show condition in every department. Genuine U.K R.H.D. Supplied extensive history **£24,995**

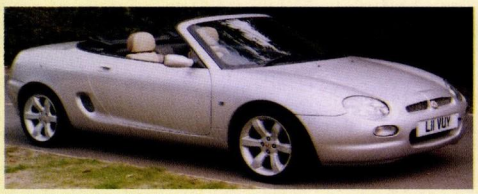




AUSTIN HEALEY 100/6 1959. Old English White with Red hide upholstery. 4 speed manual with overdrive, chrome wire wheels, full weather equipment, unleaded. Fuel conversion. This car has had a total nut and bolt restoration to top Concours standard, the work was completed in 1996 and since then has had numerous concours wins. This big Healey drives as good as it looks, and must be one of the best available **£25,995**



PORSCHE 911 CARRERA SPORT TARGA 1988 F REG. Metallic Marine Blue, navy sports seats, 5 speed, electric windows, seats etc. 1 family owner from new. Total Porsche main dealer service history including all invoices from day one. Lovely original example **£13,995**



MGF VVC 2000. Metallic SIlver with full two tone leather upholstery. 5 speed manual, PAS, ABS, air conditioning, wind - deflector, wood pack, chrome pack. 16" alloys, hi-fi CD. This ultra high-spec car has had one careful lady owner from new. Only 27,000 miles with full MG main dealer history. Immaculate **£9,995**



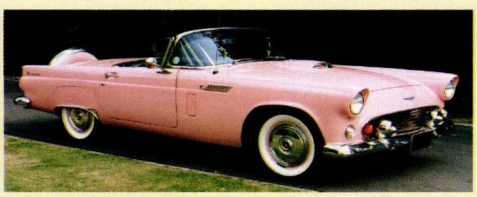
AUSTIN HEALEY 3000 MKI 2 SEATER 1959. Finished in Black over Colorado Red. Red hide upholstery. 4 speed manual with overdrive, wire wheels. This car was the subject of a full nut and bolt rebuild to concours standard in 1995 (photographic record) and has covered 4,500 miles since being meticulously maintained and kept. Recent upgrades. Still in show condition. Needs to be seen & driven to be fully appreciated **£26,995**



TRUIMPH TR6 1974. Finished in White with Black upholstery, 4 speed manual with overdrive. This car has only covered a genuine 766 miles from new and has been meticulously kept and maintained. Fully documented history. This car is as new. THe best TR6 you will ever find. Unique opportunity **£23,000**



ROLLS ROYCE CORNICHE CONVERTIBLE 1983. USA specification. Masons Black with light Beige hide piped Black. Automatic, PAS, Air conditioning, power hood, electric windows, Hi-Fi CD. Alloys Whitewall tyres etc. 41,000 miles believed genuine. Exceptional example, must be viewed **£34,995**



FORD THUNDERBIRD 1956. Finished in original colour of sunset coral, with black and white original trim, larger engine option of (312ci 5112cc) automatic p.a.s. This car has been subject to a no expense spared body off rebuild to original specification and is in mint condition. Viewing essential **£26,995**



JAGUAR MK11 3.4 MANUAL WITH OVERDRIVE. 1966 Gunmetal Grey with perfect original Red hide upholstery. This car was fully restored in 1981. Fully documented restoration & history file. Since then the car has been kept in a heated garage and used sparingly by the last owner for 22 years. A large quantity of good spares are supplied with this car, still in excellent condition **£14,995**

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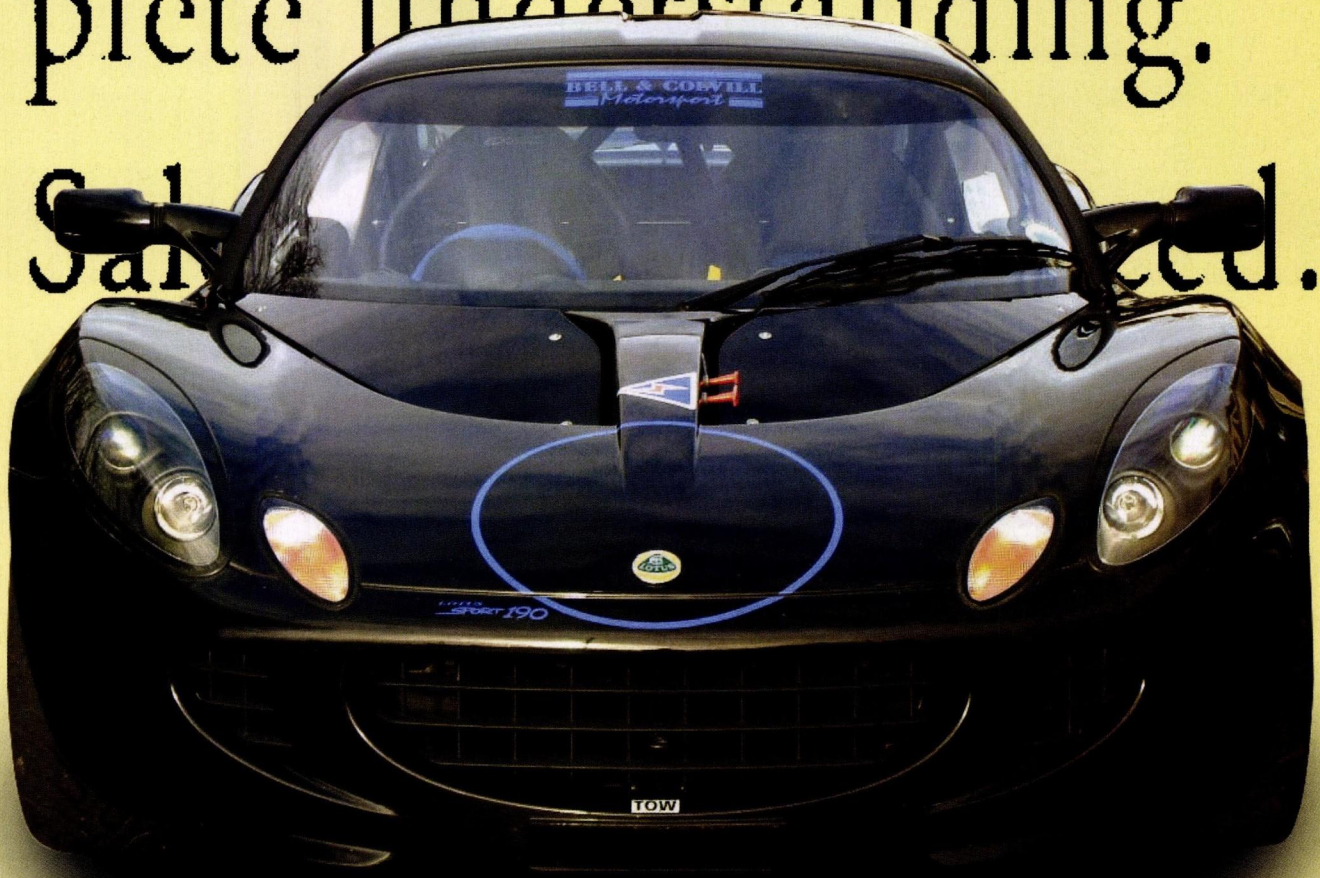
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996

2002/03 911 GT2 METALLIC BLACK 1300 miles
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2002 996 CABRIOLET SEAL GREY 9000 miles
2000 996 CABRIOLET TIP ARCTIC SILVER 39000 miles
2003 996 4S COUPE ARCTIC SILVER 3000 miles
2002 996 4S COUPE LAPIS BLUE 9000 miles
2002 996 4S COUPE ARCTIC SILVER 10000 miles
2003 996 COUPE OCEAN BLUE 9000 miles
2002 996 COUPE FACELIFT BLUE 14000 miles
1998 996 COUPE METALLIC BLACK 42000 miles
1998 996 COUPE TIP OCEAN BLUE 35000 miles
1998 996 COUPE ARCTIC SILVER 36000 miles

BOXSTER

2001 BOXSTER S BLUE 18000 miles
2000/1 BOXSTER S TIP ARCTIC SILVER 6000 miles
2001 BOXSTER S ARCTIC SILVER 14000 miles
2000 BOXSTER S ARCTIC SILVER 24000 miles
2001 BOXSTER 2.7 BLUE 14000 miles

993

1997 993 2S ARCTIC SILVER 23000 miles
1996 993 TURBO 4 POLAR SILVER 25000 miles
1996 933 TURBO 4 POLAR SILVER 55000 miles
1996 993 TURBO 4 IN OCEAN BLUE 31000 miles
1997 993 TARGA BLUE 54000 miles
1994 993 CABRIOLET BLUE 72000 miles
1994 993 COUPE TIP BLUE 36000 miles

1990 964 CABRIOLET RED 59000 miles
1990 964 TARGA RED 117000 miles
1988 911 TARGA GUARDS RED 70000 miles
1980 911 3.0 CARRERA WHITE 75000 miles
1977 911 CARRERA 3.0 COUPE SIENNA COPPER METALLIC

FERRARI

2003 575M MARANELLO BLUE 1000 miles
1998 5.2 MARANELLO GUNMETAL GREY 16000 miles
1999 355 GTS F1 RED 15000 miles
1999 355 F1 BERLINETTA RED 11000 miles
1999 355 SPIDER F1 RED 20000 miles
1999 355 GTB LHD BLACK (26000 km) 16000 miles
1998 355 GTB RED 18000 miles
1997/98 355 SPIDER ROSSO RED 15000 miles
1997 456 GTA BLUE 25000 miles
1992 348 TS BLACK 9000 miles
1992 512 TR RED 18000 miles
1991 TESTAROSSA RED 5000 miles
1985/6 MONDIAL COUPE QV RED 54000 miles
1972 246 GT AZURE 48000 miles
1967 275 GTB4 RED 37000 miles

OTHERS

1968 E-TYPE 4.2 RDST HARDTOP CONCOURS SILVER 54000 miles
1963 E-TYPE 3.8 FHC SUPERB RESTORATION BURGUNDY 85000 miles
1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
1959 XK150 S DROPHEAD COUPE RED RESTORED
1954 XK 120 DHC OLD ENGLISH WHITE 70000 miles
1989 AC COBRA MK IV DARK METALLIC BLUE ENGINE UPGRADE FROM FACTORY 7000 miles

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Pictured above is Hendon Way Motors' Ferrari 275 GTB 4 competing in the Tour Auto rally in April 2001

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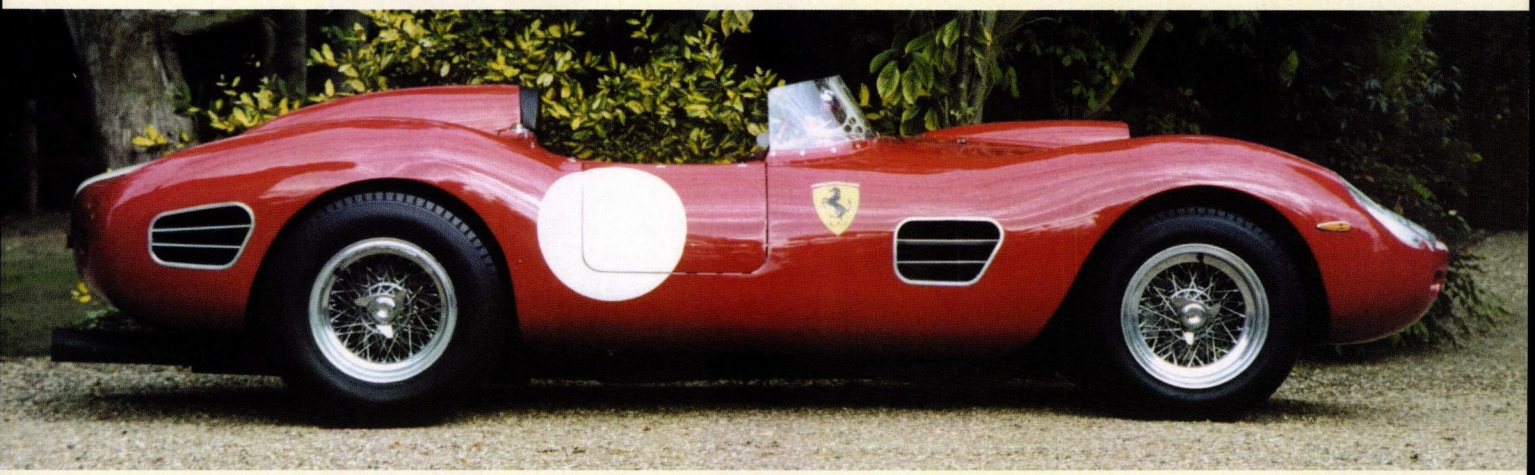
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Experimental Style Sports Tourer

1952 Bentley MK VI Countryman II
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1955 Jaguar XK 140 Fixedhead Coupe
LHD

1956 Bentley S1 Continental Coupe
by Park Ward

1964 AC Cobra 289 MK II
RHD

1973 Ferrari 365 GTB/4 Daytona
RHD - 24,000 miles

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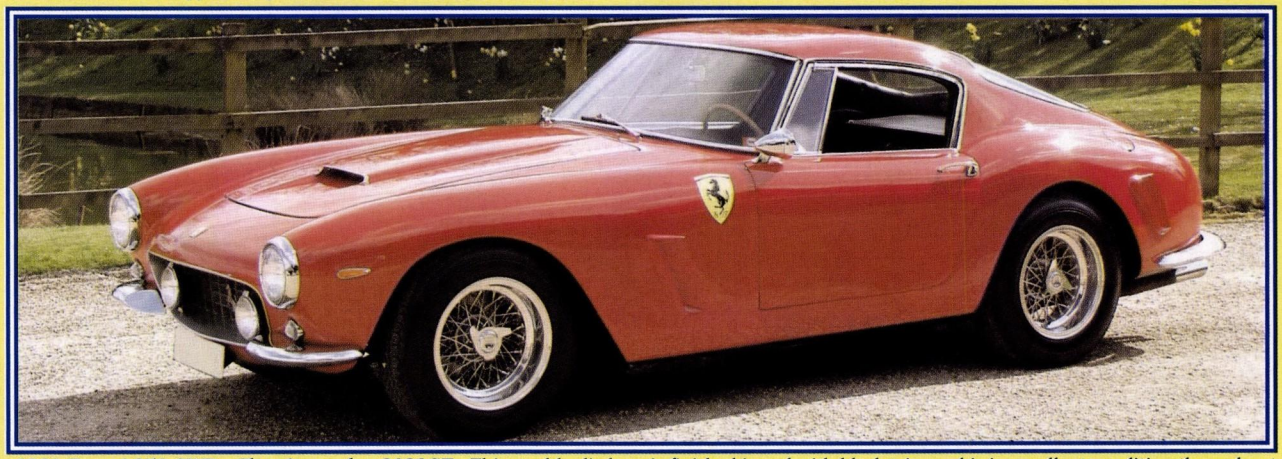
1961 250 SWB chassis # 2335 GT. One of only nine right hand drive cars built. Fitted outside filler cap and other competition features. Metallic dark grey with burgundy leather. This fully restored example is perfect throughout. ..... **£POA**



1986 Ferrari Testa Rossa. This unique example has covered just 2,600kms from new. Left hand drive. Finished in brilliant white with crema hide interior. Total history and as close as possible to a 'new' Testa Rossa. A rare opportunity **£43,500**



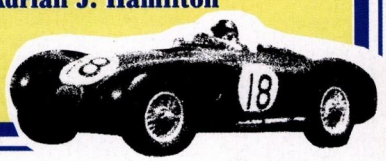
1991 AC Cobra MKIV Lightweight. Dark metallic blue with black hide interior. A rare opportunity to acquire a genuine Lightweight, one of only 26 built and in exceptional condition having covered less than 6,000 miles from new. 340 BHP blueprinted Ford 5.0 V8. ..... **£59,950**



1961 Ferrari 250 SWB. Chassis number 3039GT. This steel-bodied car is finished in red with black trim and is in excellent condition throughout. The car has an exceptionally good provenance and is available immediately ..... **£POA**

For further information on any of the above outstanding cars please call: Adrian J. Hamilton
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1986 AC COBRA MK4 300BHP. In Chichester Blue with Black hide. 10K miles, FSH, equipped with roll hoop, 3 eared spinners, wind wings, sun visors, radio cassette, door mirror etc. Impeccable condition and outstanding value. RHD.....£37,995



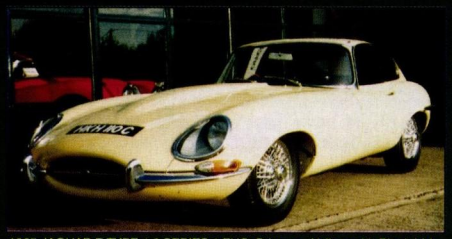
1971 JAGUAR V12 E-TYPE FHC AUTO. In Opalescent BRG with Biscuit hide piped Green. Total professional ground up restoration to the highest of standards, uprated suspension, CWW, PAS, webasto sunroof, music system etc. Rarely do FHCs in this condition come on the market. RHD .. .. - £21,995



1963 FORD LOTUS CORTINA MKI 'A BRACKET' Team Lotus colours, just completed total re-build to F.I.A. spec. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11. F.I.A. Papers, in the right hands will be unbeatable. RHD £50,000



1965 MORGAN 4/4 1600. Midnight Blue with Black trim. Total restoration & upgrading to international rally spec, stage 3 engine, 3.9 diff, roll cage, sump guard, spot lamps, luggage rack, minilite wheels. They don't come much better.RHD.....£17,995



1965 JAGUAR E-TYPE 4.2 SERIES 1 FHC. Primrose Yellow with Black hide. Total restoration carried out, only 10,000 miles since. CWW, webasto sunroof and radio. An English matching number car in superb condition. They certainly don't drive better than this example.RHD £28,995



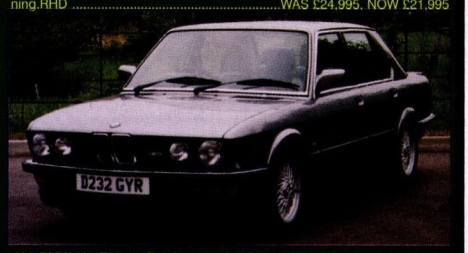
1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning.RHD .....WAS £24,995, NOW £21,995



1994 AC COBRA MKIV TO LWT SPEC. Dark Blue with Biscuit hide piped Blue. 8K miles, FSH, 350bhp, non cat, traditional dash, front & rear anti roll bars, 3 eared spinners, wind wings, wood rimmed wheel etc. Unmarked and shatteringly quick.RHD £44,995



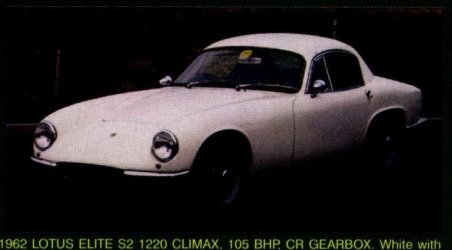
1967 SUNBEAM TIGER MK1A 4.7 In Sebring Red with Black trim. Minilite wheels, full harness, uprated suspension. An outstandingly well restored example, a Tiger to set the heart thumping, its 'very' quick!RHD £19,995



1986 BMW M5 E28. In Dolphin with full Black hide. A local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket.RHD.....£9,995



1965 FORD CORTINA GT, 2 DR RALLY CAR. Midnight Blue with Black trim. F.I.A. spec with F.I.A. & F.I.V.A. Papers, full cage, Halda, spot lamps, minilite wheels, 120 BHP engine, CR gearbox, plus every rally aid you could ever need. A very successful car just fully prepared with fresh engine, now ready for some serious use. RHD.....£9,995



1962 LOTUS ELITE S2 1220 CLIMAX, 105 BHP. CR GEARBOX. White with Black trim. Twin 40 DCOE carbs, both chrome and painted wires, 27K miles believed genuine. An outstanding example ready to use or race. An all time great in superb order.RHD .....WAS £28,995, NOW £24,995



1972 MGB ROADSTER. In Tartan Red with Black hide piped Red. Ground up restoration including new shell, many upgrades, cww, overdrive, sound system, spot lamps etc. A perfectly restored example. RHD.....£12,995

1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready Dec 03..... .....P.O.A.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable' .....LHD, £59,000

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, equipped with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Your search is over. Possibly the finest example available £19,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K miles, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for and virtually unique.....£14,995

1964 MGB ROADSTER, PULL DOOR HANDLE. Iris Blue, Dark Blue hide piped Blue. Ground up restoration, UK car, wire wheels, oil cooler, tonneau cover etc. Photographic record and bills in excess of £15,000. Outstanding condition £11,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value.....£9,995

1963 MGB ROADSTER, PULL DOOR HANDLE. Totally restored & re-shelled, in OEW with Black trim. Overdrive, wire wheels, wood rimmed steering wheel. A UK car, 141 KEW, good value £9,995

1969 MORRIS MINOR 2 DR SALOON. Finished in O.E.W. 4 owners with a believed genuine 59K miles. Excellent driving car in very good overall condition....£1,495

1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard including paintwork and trim. A pristine example of a highly sought after classic £16,495

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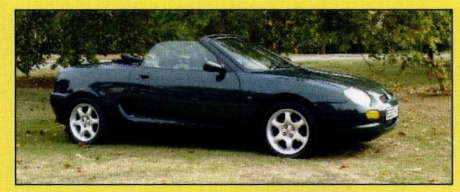
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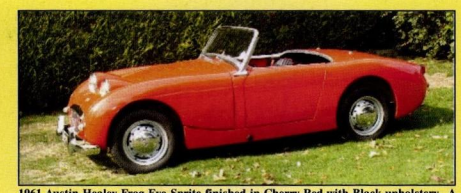
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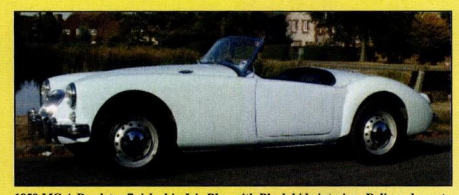
1998 MG F finished in British Racing Green with Black cloth interior. This is a one owner car with full service history. A very nice car and superb value. £6,995



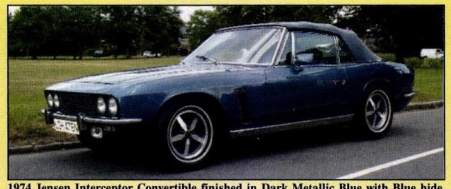
1961 Austin Healey Frog Eye Sprite finished in Cherry Red with Black upholstery. A nice original UK supplied car which has been sympathetically refurbished (not overdone) and drives extremely well £8,995



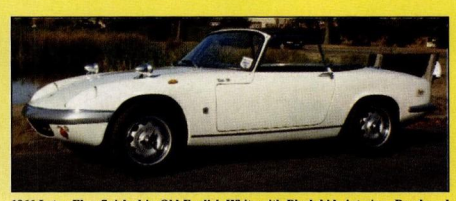
1998 Alfa Romeo Spider finished in Black with Black hide interior. Fitted with 16" alloys, air conditioning, airbags, CD player, 5 speed Manual and immobiliser ..£8,995



1959 MG A Roadster finished in Iris Blue with Black hide interior. Delivered new to South Africa in 1959 and because of this is in totally rust free condition. Fun to drive; an appreciating asset at only £12,950



1974 Jensen Interceptor Convertible finished in Dark Metallic Blue with Blue hide. 52,500 miles, Automatic, electric powered hood, alloy wheels, comfortable 4 seat open top motoring. £19,950



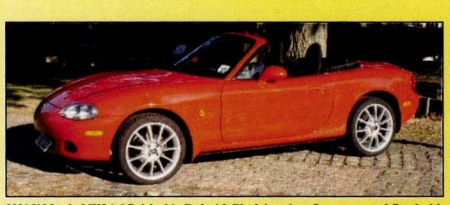
1966 Lotus Elan finished in Old English White with Black hide interior. Purchased new by Peter Sellers (documentation to prove). In time warp condition. £16,995



1970 MGB V8 Roadster finished in Carnival Red with Magnolia leather interior. Fitted with electric windows, 5 speed gearbox, Wilton carpets, Burr Walnut cappings, chrome wire wheels. Last owner 21 years £14,950



1936 Rosengart LR4 finished in Dark Blue with Grey interior. Restored 10 years ago and has had no use since. Now requires minor attention. Very rare, hence only £8,995



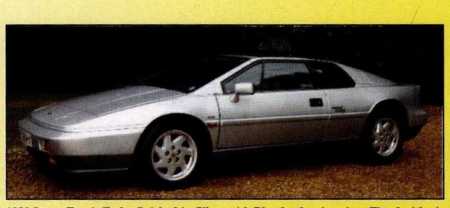
2001 Y Mazda MX5 1.6 finished in Red with Black interior. One owner and fitted with alloy wheels, sports suspension, electric windows and CD player. £10,995



1973 MGB Roadster. Finished in White with Black interior, recent restoration, Minilite wheels, o/d, tremendous value. £7,750



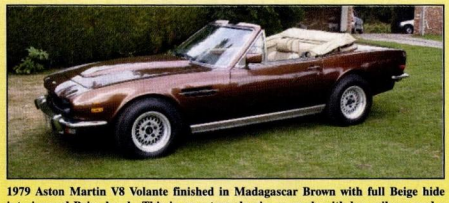
1957 Austin Healey 100/6 (BN4) finished in Red with Black leather interior, wire wheels, Black wood and tonneau cover, boot mounted luggage rack, wood rimmed steering wheel. A very original classic car with 2+2 advantages £16,950



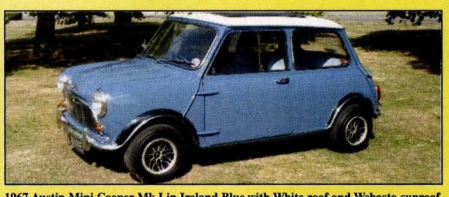
1988 Lotus Esprit Turbo finished in Silver with Blue leather interior. Fitted with air conditioning and glass roof. 56,000 miles and service history £12,950



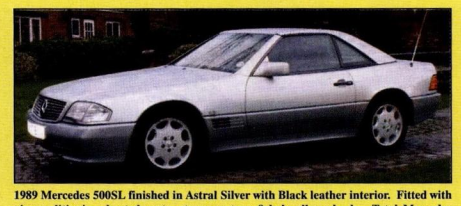
1969 MGB Roadster finished in Mineral Blue with Black interior and fitted with wire wheels and overdrive. A very nice car and superb value at £8,450



1979 Aston Martin V8 Volante finished in Madagascar Brown with full Beige hide interior and Beige hood. This is an extremely nice example with low mileage and a detailed service history. Currently offered for sale on behalf of the present owner who is purchasing a newer car £29,950



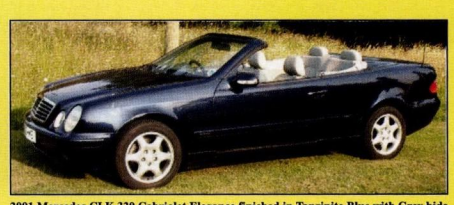
1967 Austin Mini Cooper Mk I in Ireland Blue with White roof and Webasto sunroof. Fitted with Cosmic alloy wheels and Period arches, twin fuel tanks, Heritage certificate. Beautifully restored throughout. An appreciating classic at only .£5,950



1989 Mercedes 500SL finished in Astral Silver with Black leather interior. Fitted with air conditioning, heated seats, stereo system, 8 hole alloy wheels. Total Mercedes service history. Very nice condition. (similar to photo) £14,995



1989 BMW Z1 finished in Henna Red with Black leather interior. 5 speed Manual gearbox, electric windows and doors, power steering, alloys, stereo, alarm. 44,000 miles with service history. £15,950



2001 Mercedes CLK 320 Cabriolet Elegance finished in Tanzinite Blue with Grey hide and Dark Blue mohair hood. Fitted with Automatic transmission, anti skid control, electric hood, 6 stack CD. This car has covered only 22,000 miles and has full service history £27,995

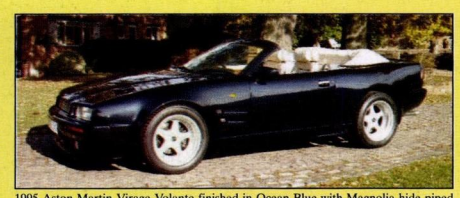
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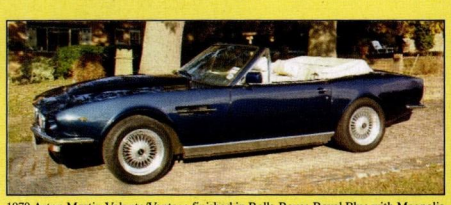
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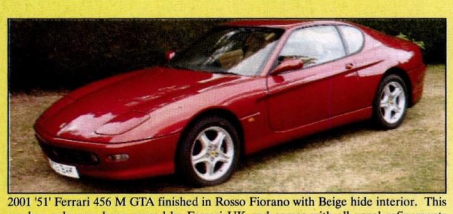
1995 Aston Martin Virage Volante finished in Ocean Blue with Magnolia hide piped Blue. Fitted with Dark Blue mohair hood, 6.3 cosmetic coachwork, 18" OZ alloys. A one owner car with 42,000 miles from new. Excellent order throughout. (Similar to above) £49,950



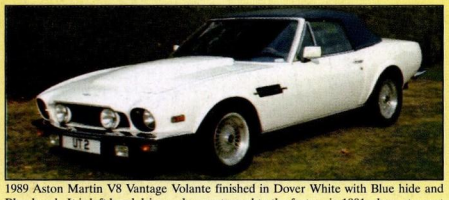
1993 Aston Martin Virage Volante finished in Conniston Sand with Black hide interior piped Cream. A very nice example with service history and fitted with 5 spoke alloys, wing vents and AUTOMATIC transmission. £36,950



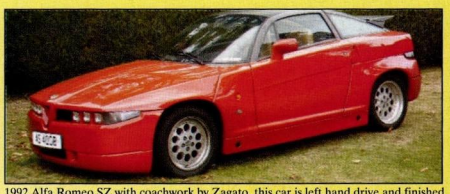
1979 Aston Martin Volante/Vantage finished in Rolls-Royce Royal Blue with Magnolia hide interior piped Blue and dark Blue mohair hood. Fitted with X Pack specification engine, Manual gearbox, 16" Ronal wheels, sports exhaust. Full history with low mileage at Aston Martin main agents. Superb throughout. £59,500



2001 '51' Ferrari 456 M GTA finished in Rosso Fiorano with Beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Factory £79,995



1989 Aston Martin V8 Vantage Volante finished in Dover White with Blue hide and Blue hood. It is left hand drive and was returned to the factory in 1991 when, at a cost of £60,000, this car was converted to P.o.W. spec and had a full 6.3 conversion carried out £79,950



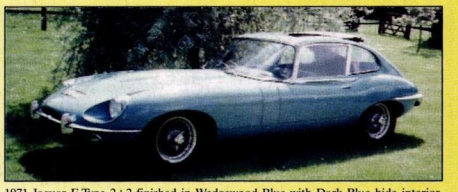
1992 Alfa Romeo SZ with coachwork by Zagato, this car is left hand drive and finished in Alfa Racing Red with Tan hide interior. 42740km and is very rare and collectable £23,950



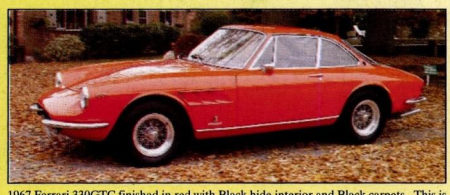
1957 Aston Martin DB 2/4 Mk II finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at £32,950



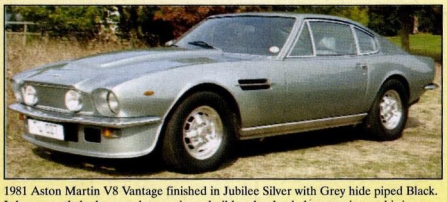
1955 Aston Martin DB 2/4 Race Car finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competitive with numerous Class wins. Fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, Cunningham rods, DB3S valves - all of this producing 170bhp at the wheels. Please telephone for further specification. £42,500



1971 Jaguar E-Type 2+2 finished in Wedgewood Blue with Dark Blue hide interior. Fitted with Manual transmission and chrome disc wheels. In excellent condition throughout and has been stored for the last seven years. (similar to photo) £16,950



1967 Ferrari 330GTC finished in red with Black hide interior and Black carpets. This is an exceptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen £69,500



1981 Aston Martin V8 Vantage finished in Jubilee Silver with Grey hide piped Black. It has recently had a complete engine rebuild and unleaded conversion and is in excellent condition throughout. It is fitted with 5 speed Manual gearbox, air conditioning and comes with full service history £34,950



1965 TVR Griffith 400. Barnet Motor Company demonstrator run by Gerry Marshall and later sold to stunt man - Colin Skeaping. The car was returned to the TVR Factory after an accident, who then rebuilt the car to the later 400 specification. Accepted by the FIA as a 1965 built car and comes with full FIA papers. (similar to photo) £36,950



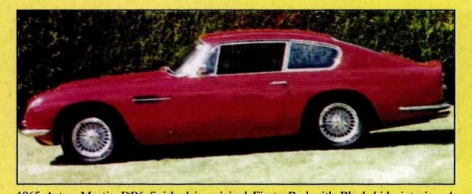
1995 Aston Martin DB7 finished in Mendip Blue with Parchment and Pacific interior. This is a 5 owner car having covered only 42,000 miles from new and in perfect condition throughout. Fitted with automatic transmission, air conditioning and all usual refinements £34,950



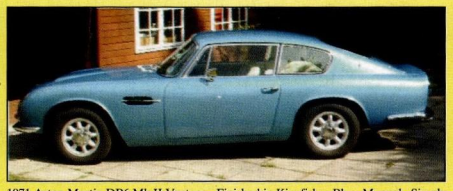
1998 R Jaguar XKR Supercharged finished in Phoenix Red with Magnolia leather interior and Beige carpets. Two owners, 34,000 miles only and full Jaguar service history. (similar to photo) £26,950



1972 Ferrari 365 GTC4 finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning £39,950



1965 Aston Martin DB6 finished in original Fiesta Red with Black hide interior. A beautiful example with fully rebuild engine with unleaded head. Chrome wire wheels, 5 speed ZF box, a really excellent early example £44,950



1971 Aston Martin DB6 Mk II Vantage. Finished in Kingfisher Blue, Manual. Simply the best. Very expensive restoration at Chapman Spooner. All documentation available. 3 sets of wheels. Not to be missed.....£75,000



1988 Aston Martin V8 Vantage fitted with an X pack engine and finished in Suffolk Red with Magnolia interior piped Red. Ronal wheels, driving lamps, 5 speed Manual gearbox. 34,000 miles only. Total service history including recent suspension overhaul. Beautiful condition.....£46,950

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AT THE AMERICAN AIR MUSEUM, IMPERIAL WAR MUSEUM, DUXFORD
29th NOVEMBER 2003

Included in the sale and illustrated above 1954 Connaught ALSR ex-Stirling Moss, Les Leston, Archie Scott-Brown £100,000-120,000, 1960 Sunbeam Rapier Mk III Lightweight racing car, ex-Works, Peter Harper, Ricardo Rodriguez £16,000-20,000 and 1968 Lamborghini Muira P400S partially upgraded by the factory to SV specification £100,000-120,000

Catalogue or pass entry to the sale only. Catalogues £10 by post available from the auctioneers after 18th November and online on www.cheffins.co.uk. Non-catalogue passes £4.

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1983 Porsche 911SC/RS(954)GP.B
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Other highlights include:

1911 Bugatti Type 15	Estimate: €170,000-190,000
1929 Bugatti Type 51, chassis no. 4776	Estimate: €450,000-550,000
1965 Aston Martin DB5 (left hand drive)	Estimate: €100,000-140,000
1967 Aston Martin DB6 Volante (left hand drive)	Estimate: €150,000-180,000

Exceptional Motor Cars at Rétromobile

Auction
Paris, 14 February 2004

Consignment Deadline
1 December 2003

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