THE ORIGINAL MOTOR RACING MAGAZINE

Founded in 1924

MOTOR SPORT



40 YEARS OF CAN-AM

RELIVING RACING'S WILDEST RIDE

VOL. 82 NO. 9 GB £4.95
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ROLLS-ROYCE
THE GRAND PRIX WON BY A GHOST



LORD MARCH
WE LUNCH WITH GOODWOOD'S GUIDING HAND

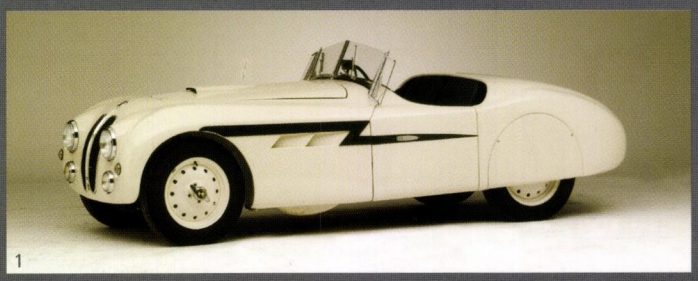
PORSCHE 956
JOHN WATSON
COLOGNE CAPRI
MARTIN BRUNDLE

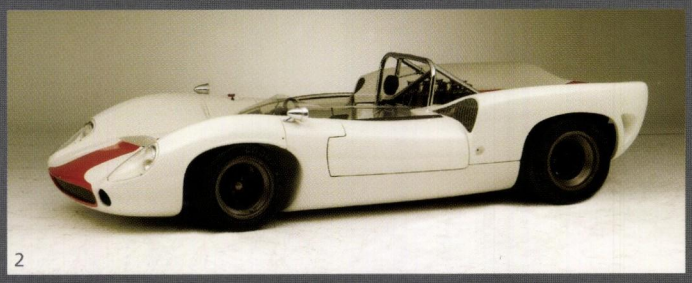
Bonhams 1793

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Chichester, Sussex
Friday 1 September 2006
Important Sports, Competition and Collectors Motor Cars, Automobilia and Models



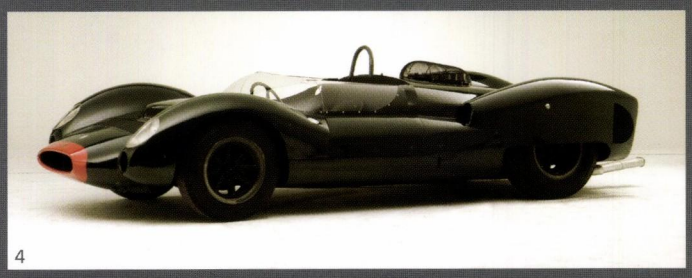
Further Entries Invited


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1 1948 Frazer Nash-BMW - Chassis '85427' - Exquisitely bodied, exquisitely rare, a mouth-watering example of the Aldington's early development on the BMW 328 theme.

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4 1963-64 Cooper Monaco-Maserati Mk V - The ex-Tommy Atkins Anglo-Italian 'King Cobra' with 5-litre 4-cam V8 Modenese engine, as raced in period by none other than Roy Salvadori.

5 The ex-Michele Alboreto/Martin Brundle1983 Tyrrell 012 Formula 1 Single-Seater. Fresh from a winter re-build, a regular and competitive runner in the popular TGP Series.

6 1937 3½-litre SS100 Two-Seater Sports -Without doubt the most iconic British car of the 30s, chassis No.39002 is believed to be the second of only 118 examples built.

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September 2006

The Original Motor Racing Magazine

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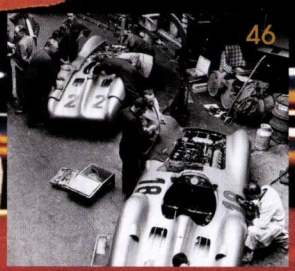
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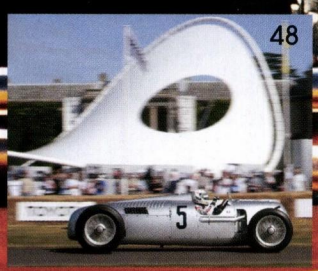
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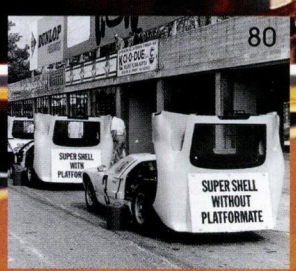
Mercedes W196 streamliners prepare to be Pomeroy-rated



V16 Auto Union shriek electrifies the huge crowd in front of Goodwood house



This month's profile is Porsche's all-conquering 956 in our fold-out special



Go well, go Shell, they used to say... Read about the advert that proved it

Cover photography: Pete Lyons, LAT, James Mitchell. This page: Pete Lyons, LAT, Alex P, Bernie Reeve

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Eighty-third year of publication

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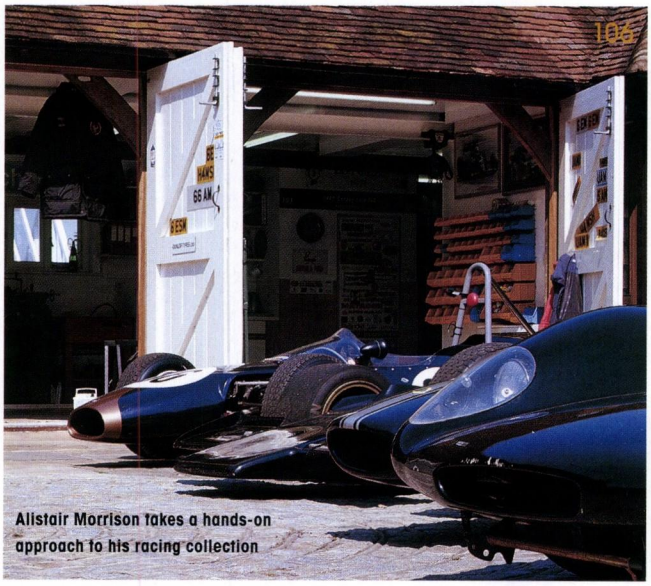
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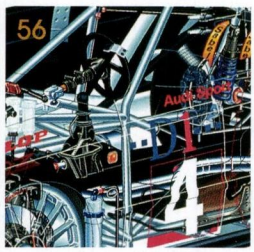


Alistair Morrison takes a hands-on approach to his racing collection



The Pullman galleries are treasure boxes of objets de luxe

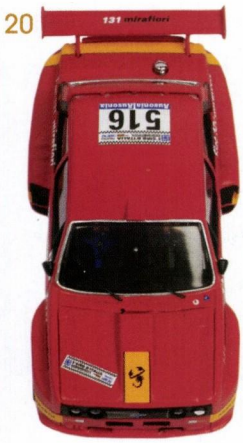
The Super Touring Audi A4 quattro truly was a Grand Design



Racing shoes, bags, cars and coat racks feature in Desirables



Fiat Abarth, Surtees TS9B, record-breaking 1905 Napier



Phil Starling, Charlie Hopkinson, James Mann

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Rich Mitter

Time travelling

It's normal, I think, for most of us to wish we were a little younger. There is, though, one reason why I wish I were older – Can-Am. Andretti, Surtees, Stewart, Brabham, Revson, Gurney, Cevert, McLaren, Foyt and Hulme. BRM, Shadow, Chaparral, Porsche, Ferrari, March, Ford and Lola. Huge wings and ultra-wide wheels, fan-generated ground effect, four-wheel drive, turbochargers and superchargers. And I'm too young to have been there to watch the cars on track…

This issue, we celebrate 40 years of Can-Am (in a 10-page feature starting on page 34) by visiting the anniversary event at Road America to bring you George Follmer's stories about lapping circuits quicker than his F1 contemporaries. And we get behind the wheel of a 1972 Can-Am Shadow Mark III.

Our special fold-out feature series continues (on page 65), with a studio shoot of a Porsche 956. It's the car that came third in the 1982 Le Mans 24 Hours and then went on to score a string of other podium finishes around the world. *Motor Sport* has also uncovered some evocative photographs and a great story about a 1960s Shell ad campaign, using three GT40s at Monza (p80), and we look back to Rolls-Royce's only GP win in 1913 (p102).

Maybe wanting to have watched that is taking it a little too far.

Richard Robinson, Editor

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ABC
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Matters of Moment

NEWS

GP Masters

MANSELL AIMS TO PROVE HE'S THE MASTER

Damon Hill may enter British round of veterans' series

Nigel Mansell will be bidding for his third straight win when Europe's first GP Masters race this year pits together 15 former grand prix racers. Sunday August 13 will see drivers with a combined total of more than 1700 GP starts and 60 race wins in identical 600bhp single-seaters on the Silverstone grid.

In the two GP Masters races to date, in South Africa and Qatar, Mansell remains unbeaten, and will now return to the scene of three of his most emotional wins. 'Our Nige' won the British GP at Silverstone in 1987, '91 and '92.

Mansell will celebrate his 53rd birthday in the week before the race, but the oldest driver on the grid will be Emerson Fittipaldi, who will be 60 in December. Not in the field, despite previous rumours that he might join the series, will be Alain Prost, who has not agreed terms to race in the Masters series. The line-up does include Ricardo Patrese, Derek Warwick, René Arnoux and Patrick Tambay, and Damon Hill is rumoured to be considering entering.

Support races for Sunday include a TGP round and a British F3 race.

GPM TICKET OFFER

10 per cent off weekend Grandstand Tickets (includes paddock entry, usual price £60) for the GPM race at Silverstone on August 12/13.

Call the ticket hotline on 08704 588246, stating that you are a *Motor Sport* reader and quoting 'GPM001'. Offer subject to availability. Limit four tickets per person.



LAT

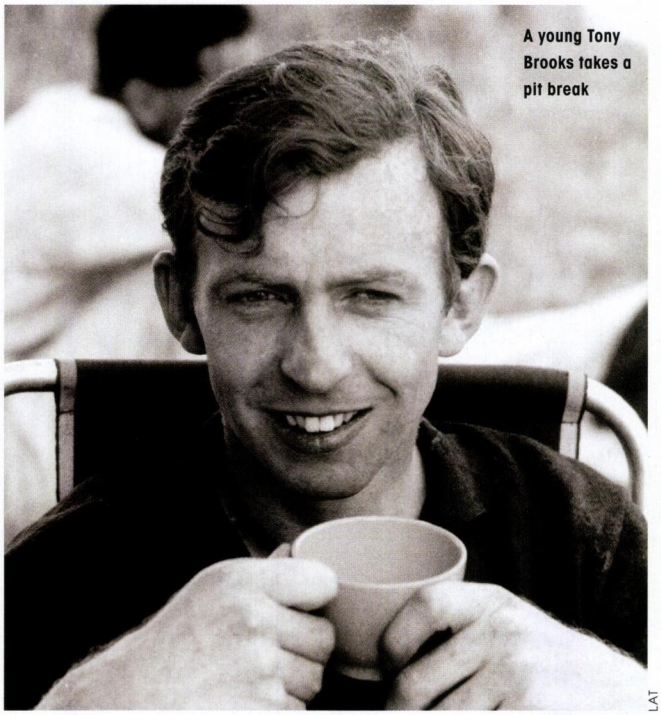
Gold Cup plans

CONNAUGHT RACE TO HEADLINE AT OULTON

A special Connaught race will be a feature event at the Oulton Park Gold Cup meeting on August 27/28, as a celebration of Tony Brooks' victory at Syracuse in 1955. His victory for Connaught in the non-championship Syracuse Grand Prix in Sicily was the first post-war international win for a British grand prix car.

Brooks himself will attend the event and drive demonstration laps, having not been to the Cheshire track since the late 1950s. He will fly in from his home in Spain for the occasion.

The organisers hope to attract former Connaught employees and drivers to the event, which this year for the first time adds a rally stage to its wide range of post-war historic sportscar and single-seater action.



A young Tony Brooks takes a pit break

LAT



DONINGTON TO GO LIVE FOR 2007

A major new event at Donington Park has been launched to celebrate grand prix racing. GPlive, which will run on May 18-20, 2007, will feature a mix of races, demonstrations and interactive attractions for visitors.

Races for all generations of F1 cars, including the Thoroughbred Grand Prix Car Championship, will be interspersed by demo runs from famous cars and drivers. Organisers say GPlive will feature the biggest gathering of grand prix cars anywhere, with unprecedented public access.

Hawthorn honour

BUTTON WINS TROPHY FOR THIRD TIME

Jenson is Britain's most successful F1 driver

Jenson Button was presented with the Hawthorn Memorial Trophy during the British Grand Prix weekend, having won the annual award in 2004 and 2005.

Presented by the MSA in memory of Mike Hawthorn, the trophy is awarded to the most successful British or commonwealth driver in F1. The Honda driver received the award from Peter Hain, MP.



LAT

NEWS IN BRIEF

Person to person

Motor Sport staff were able to meet many of our readers at the Goodwood Festival of Speed, where our stand was busy all weekend. If you are



attending Goodwood Revival, we'll have a stand there too; come and introduce yourself.

Take this rally to Cuba

A category for pre-1978 classics has been added to the 28-day Panama-San Francisco Rally, which will run in February 2007. Among the first classic entries is the Citroën SM of Swiss crew Gerry and Helen Leumann. The Trans World Events rally will be the first rally ever to visit Cuba, and crews will spend two nights in Havana as they travel north. The route takes in eight countries.

Just like the real thing

If you were swayed by Max Mosley's view that we should be racing replicas, then talk to the Old Racing Car Company at the Goodwood Revival. They are importing Argentinian company Pur Sang's extremely accurate 'tool room copies' of Bugattis. At £110,000 for a T35 and £25k more for a T51, it's a cheap way in to the fabled marque; just don't tell the VSCC.





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NEWS



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At the movies

SCREEN IDLERS

Paul Newman and Richard Petty meet on the track

Cars are usually the villains in today's world, but in *Cars*, the animated adventure from Disney and Pixar, the motors are the heroes. Directed by John Lasseter of *Toy Story*, the film follows the NASCAR trail using characters modelled on real machines. Doc Hudson, a Hudson Hornet oval racer, is voiced by Paul Newman while Richard Petty is the Southern drawl behind his famous Number 43 Dodge Charger. Love interest is a Porsche called Sally, there's a Fiat 500 named Luigi, and even Michael Schumacher is there – played by a VW Beetle.

TALKING HEAD AT DESIGN MUSEUM

Patrick Head, Director of Engineering at Williams F1, is giving a talk at the Design Museum in London on September 4. Head, who joined Williams as Chief Designer in 1978, will speak about his distinguished career at Williams during which the team has won 16 World Championships. An exhibition entitled Formula One – The Great Design Race is showing at the Design Museum until October 29. Tickets for Patrick Head can be booked at talks@designmuseum.org



WIN RACE TICKETS

The American Le Mans Series comes to Donington Park on August 27th. You can have the chance to win a pair of VIP hospitality tickets – just answer the question below, by e-mail to: Doningtonpark@rsm.uk.com. Which manufacturer goes racing with the DBR9? Is it a) Chevrolet b) Aston Martin or c) MG Lola?

Winners will be chosen at random from the correct answers, and will be notified by e-mail by August 14, 2006. Two runners-up will win a pair of raceday admission tickets. The judges' decision is final. No correspondence will be entered into.



LAT

ROTOVIC REVIVAL

If you have visited the Donington Collection you will have marvelled at the sheer barminess of the Rotorvic engine – six vee-twin Ariel motorbike engines nailed together to make an air-cooled 1.5-litre V12. Few people heard its raucous wail when it raced in the back of a Lotus 23 in 1964/65, but soon you might get the chance.

Jeremy Deeley bought a Lotus 23 from the States, realised it was the Rotorvic car, and persuaded Donington to release the engine. He plans to re-install the motor and race the beast. Meanwhile he needs more information, and pictures, about the car, its early racing, and its driver Bill Hill. If you can help with information on the Rotorvic please contact Jeremy on jjdeeley@ btinternet.com

25 years is new minimum

YOUNGER GUNS JOIN THE OLD STAGERS

Pre-82 cars now eligible for historic championship

In 2007, the 1975-81 cars currently competing in the HRCR Classic Stage Rally Championship will become a full part of the MSA British Historic Rally Championship.

To date only Category One (pre-68) and Category Two (1969-75) cars have been eligible to win the overall MSA title, but following the continued growth in support for Category Three, the 2007 British title will be contested by all three age groups.



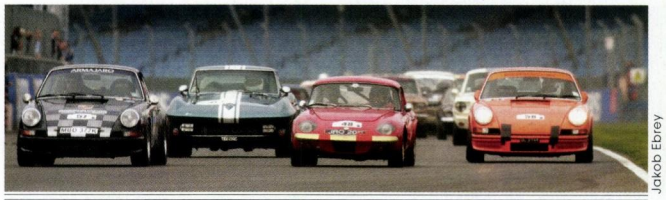
Writtle Photographic

On road and track

TOUR STRENGTHENS FOR SECOND RUNNING

Ray Bellm defends his title on four-day race and rally contest

The second running of Tour Britannia is set to be a fight between Chevron B8s and Lotus Elans during the four-day race and rally event based in the English midlands. Races at Oulton Park, Cadwell Park, Donington Park and Mallory Park feature in the September 5-8 event. Leading the field will be 2005 winner Ray Bellm, but he has opted for a Lotus Elan rather than his Ford GT40, which proved a handful on the narrow rally stages. John Sheldon will be a rival in his Elan, while the Chevron pack includes Michael Schryver, Gareth Burnett and Chris Chiles.



Jakob Ebrey

OBITUARIES

Donald Morley (1930-2006)

Don Morley rose to fame in the rapidly growing sport of international rallying during the late 1950s, and became one of BMC's most reliable works drivers in the 1960s. Invariably co-driven by his non-identical twin, Erle – Don was the smaller of the two – Morley became associated with the big Healey 3000s that he drove to repeated victories in the GT category of the Alpine Rally. He also won three *Coupes des Alpes* and thus a special *Coupe d'Argent*. Morley's professional rally career started when, after several years of driving rallies at both national and international level, he won the Tulip Rally with Erle in a privately entered Jaguar 3.4 in 1959. His exploits with BMC were not confined to Healey. He did several major events in a works Mini 850 getting one through to the finish of the Monte Carlo in 1960. In 1964, he temporarily forsook the Healeys for an MGB on the Monte Carlo where he won his GT class ahead of a works Porsche. He also co-drove in the Sebring 12-Hours of 1963.



LAT



John Colley

DIARY
WHAT'S ON THIS MONTH

Aug 11-13 Nürburgring (D)
AvD Oldtimer Grand Prix, including Grand Prix Masters, HGPCA and Orwell Supersports.
www.nuerburgring.de

Aug 12/13 Silverstone
Thoroughbred Grand Prix race during the Grand Prix Masters event.
Tickets: £35
www.silverstone-circuit.co.uk

Aug 12/13 Snetterton
Heritage GT race during the British Touring Car meeting.
Tickets: £26
www.motorsportvision.co.uk

Aug 18-20 Laguna Seca (USA)
33rd Rolex Monterey Classic, featuring Cooper.
www.montereyhistoric.com

Aug 19 Silverstone
Bentley Drivers' Club race meeting.
Tickets: £10
www.silverstone-circuit.co.uk

Aug 25-27 Donington Park
Classic Endurance Series race at the Le Mans Series meeting.
Tickets: £20
www.donington-park.co.uk

Aug 26/27 Brands Hatch
Heritage GT race during the British F3/GT event.
Tickets: £18
www.motorsportvision.co.uk

Aug 26-28 Oulton Park
Gold Cup meeting organised by the HSCC.
Tickets: £21
www.motorsportvision.co.uk

Sep 1-3 Goodwood
Circuit Revival Meeting.
Tickets: £45
www.goodwood.co.uk

Sep 5-8 Tour Britannia
Various UK race and rally venues.
www.tourbritannia.com

Sep 9/10 Flanders (B)
Historic Tour of Flanders Rally.
www.omloopvanvlaanderen.be/

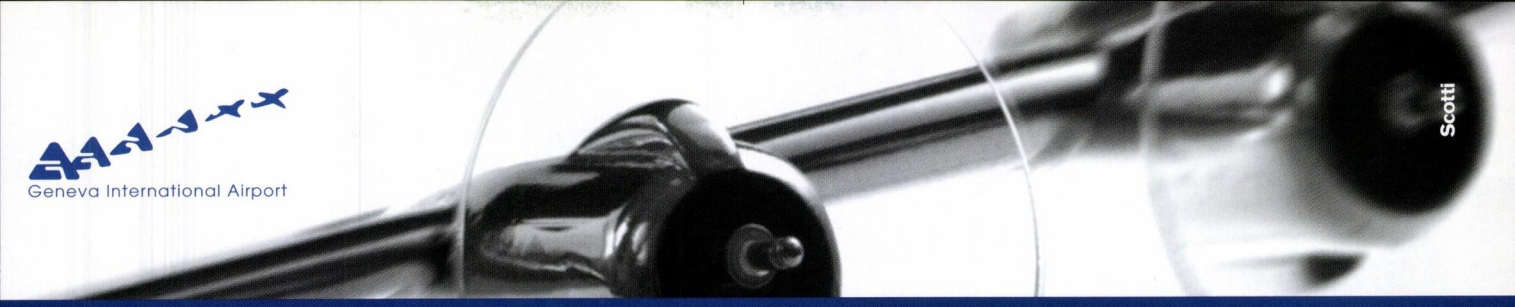
Sep 10 Brands Hatch
HSCC race meeting.
Tickets: £12
www.motorsportvision.co.uk

Sep 16 Oulton Park
Aston Martin Owners' Club meeting.
Tickets: £12
www.motorsportvision.co.uk

Sep 16/17 Angoulême (F)
Circuit des Remparts race meeting
www.circuit-des-remparts.org

Sep 23/24 Donington Park
VSCC See Red meeting, including Thoroughbred Grand Prix, HGPCA and Supersports races.
Tickets: £25
www.donington-park.co.uk

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GENEVACLASSICS

The Sportscar Auction Geneva Oct 7th 2006

Over 50 classic and sports cars, classic planes and boats will be auctioned on October 7th 2006 during the Geneva Classics event at Geneva Palexpo.



www.sportscarauction.ch

1961 Ferrari 250 SWB

Matters of Moment

NEWS



Jeff Bloxham, LAT, Aquo Action Images

Above: Dario Franchitti (26) and Ludovic Lindsay (25) in the E-types, and Bobby Rahal in a Ferrari 330LMB get underway for the 2005 RAC TT Celebration race. Below, from top to bottom: Lotus 16s on track; air action thrills between races; Vitantonio Liuzzi in a Plymouth Barracuda in the 2005 St Mary's Trophy; period dress is a must for paddock entry

Preview

GOODWOOD REVIVAL

The cars, planes, bikes and stars will be at the Goodwood Motor Circuit from September 1-3

In garages, sheds, and lock-ups the classics are being polished in readiness for the annual pilgrimage to their Mecca. Some will bring their motors for the sole purpose of gaining access to the pre-1966 car park, as close to the inner sanctum as you can get.

Women are retrieving their 1950s frocks from the back of the wardrobe, where they've hung since last September. Many of them will also be searching for the trilbies and flat caps that the men have mislaid.

They are preparing, of course, for the Goodwood Revival, the historic racing event that the Earl of March describes as a magical step back in time, a return to the glory days of British motor sport. Judging by the ever-increasing crowds since the first Revival in 1998 there are a huge number who would agree with him.

This year, there are some notable changes to the format of the Revival in an effort to inject yet more excitement into this theatrical occasion. New for 2006 is the inclusion of specialist small-capacity sports-racing cars in the Madgwick Trophy: these rapid little cars will create some spectacular dices. The addition of some rarely seen endurance specials will add a new dimension to the already popular Fordwater Trophy and you can expect to see some lesser known British specials from Sunbeam, Lenham and WSM on the grid.

The Revival is best known for its celebrity two-driver races, the RAC TT Celebration and the St Mary's Trophy saloon-car thriller. The line-up for 2006 is as impressive as ever. Known to be joining in the fun are Bobby Rahal, Jochen Mass, Derek Bell, Stirling Moss, René Arnoux and Henri Pescarolo. It's hard to think of anywhere else in the world where you can see such a spectacular grid of cars racing in anger and driven by aces past and present.

The motorcycle races, in memory of Barry Sheene, will have spectators on their feet, while a tribute to World Champion Phil Hill, featuring the man himself and most of the cars he raced, will stir some great memories.

And that's just the action on the circuit. The sky will be alive with Spitfires in an emotive farewell to Ray Hanna, the masterful pilot who created the Revival's extraordinary air displays and who died last year. Can it be the same without him?

Pull on the flat cap, pack the picnic and take that step back in time. From September 1-3, Goodwood will be closing its gates on the modern world for what is surely the most fun event of the season.









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ENTERED IN THIS SALE...

1949 Healey Silverstone Prototype

One of only three Works Healey Silverstone competition cars, chassis D1 was both Works racer and Works demonstrator. It is the actual car that Donald Healey and Ian Appleyard drove to 2nd overall / 1st in class on the 1949 Alpine Rally (they won a 'Coupes des Alpes' for their troubles).

It also helped the Healey team win the team prize at the 1949 BRDC International Trophy Race (Silverstone). JAC 100 was road tested by Motor, Autocar, Autosport, Motor Sport and the Daily Mail etc.

It was owned and raced during the early 1950s by Roy Salvadori. Restored in the early 1990s, it has been with its current owner since 1993.

Arguably the most important Healey Silverstone ever built.

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1

1 RENAULT F1 COAT RACK
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With a forged magnesium wheel as a base and hooks made from the driveshaft plunge assembly, this coat rack is part of a limited edition of *objets d'art* made from Renault F1 parts.
www.renaultf1team collection.com



2

2 CARACALLA HOLDALL
£140

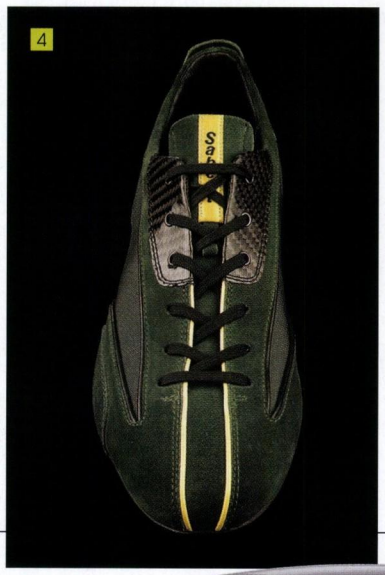
The top luggage purveyor's best seller in Italian leather with contrast stitching: ideal for those weekend trips to Monza, Spa, and the Nürburgring.
www.caracalla-bagaglio.co.uk



3

3 RENAULT F1 SOLITAIRE
£600

You can have a piece of Alonso's action with this solitaire game, made from a carbon brake disc and stainless steel ball bearings. Log on to the Renault Collection website as above.



4

4 ASTON MARTIN SHOE
€250

Support your favourite endurance racers with the 'Sabelt for Aston Martin Racing' shoe used by team members on events, which is now available to the general public through selected retail outlets.
info@isabellaerrani.com

"Transforming components from our world champion R25 car into unique objets d'art is a powerful concept"
Flavio Briatore



5

4 JAGUAR XKR
From £67,495

Jaguar's latest XKR, the fastest, and sharpest, version of the company's award-winning coupé, will be available in late 2006. It promises to provide the ultimate expression of Jaguar design and engineering. It's also available (from £73,495) as a convertible.
www.jaguar.com

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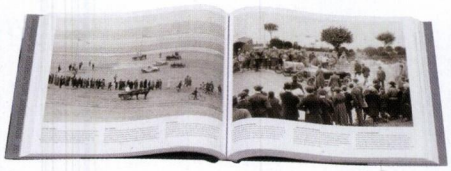
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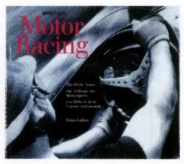
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BOOKS

MOTOR RACING – THE EARLY YEARS
Brian Laban





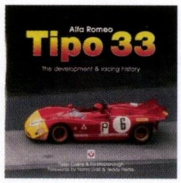
Here are 350 pages of truly stunning images, running from 1894 up to the end of the 1950s. The range of content is wide, from grand prix racing and sportscars to grass-roots racing, beach races, speed trials and hill - climbing. There are great shots of Land Speed Record cars and a good deal of driver, mechanic and crowd portraits as well. The tri-language (English, German and French) format does limit the depth that the captions can reach, but that's a very minor niggle. It's impossible not to stop and immerse yourself in every evocative spread of this wonderful book, and the very low price makes it astounding value. **RR**

Published by Könemann, £19.99. ISBN: 3833113545

ALFA ROMEO TIPO 33
Peter Collins and Ed McDonough

From the earliest 1964 prototype to the T33/TT12s which took Alfa to victory in the ailing World Sportscar Championship in 1977, via the *Stradale* road car and a variety of concept cars from the likes of Pininfarina and Bertone, it's all here. A wealth of images fills the pages, and co-author McDonough has even provided driving impressions of several variations on the theme. Memories and fascinating anecdotes from Autodelta drivers and copious references to contemporary reports punctuate the text, and there are comprehensive factual appendices. It's sub-titled: 'The development and racing history,' and it doesn't stint on either aspect. **NP**

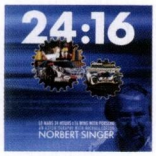
Published by Veloce, £39.99. ISBN: 1904788718





24:16 – 24 HOURS, 16 WINS
Norbert Singer with Michael Cotton





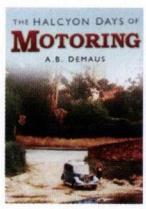
This is a must for all endurance-racing enthusiasts and collectors of books on the subject. Michael Cotton is a respected writer, especially on this subject, while Norbert Singer is one of the legendary Porsche engineers, best known for his wins at Le Mans and his development of the 911 for the racetrack. This is a work which takes the reader right into Zuffenhausen and Weissach, and while the design does get over the top on a few pages, the book reveals some of the magic and discipline that made Porsche such an irresistible force at La Sarthe. **RS**

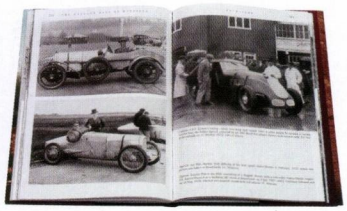
Published by Coterie Press, £39.95. ISBN: 1902351304

THE HALCYON DAYS OF MOTORING
A B Demaus

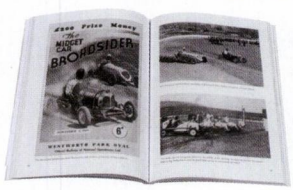
Of those who have collections of motoring photographs, I have been impressed by that of A B Demaus, well-known vintage historian and one-time owner of side-valve Aston-Martin and Arab cars. He has now produced a book of well presented pictures of motorcycles, cyclecars and cars, many of rare makes, in town and country settings, at picnics, after accidents and in competitions. The 222 varied shots, in roughly chronological order, include almost forgotten venues, road scenes with accompanying backgrounds, and famous and less well-known personalities, with useful detailed historical captions. Lots of nostalgia and some surprises, such as finding *two* Bugatti Royales in Herefordshire. **WB**

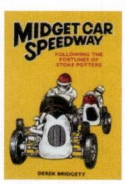
Sutton Publishing Limited, £14.99. ISBN: 075094532





MIDGET CAR SPEEDWAY
Derek Bridgett





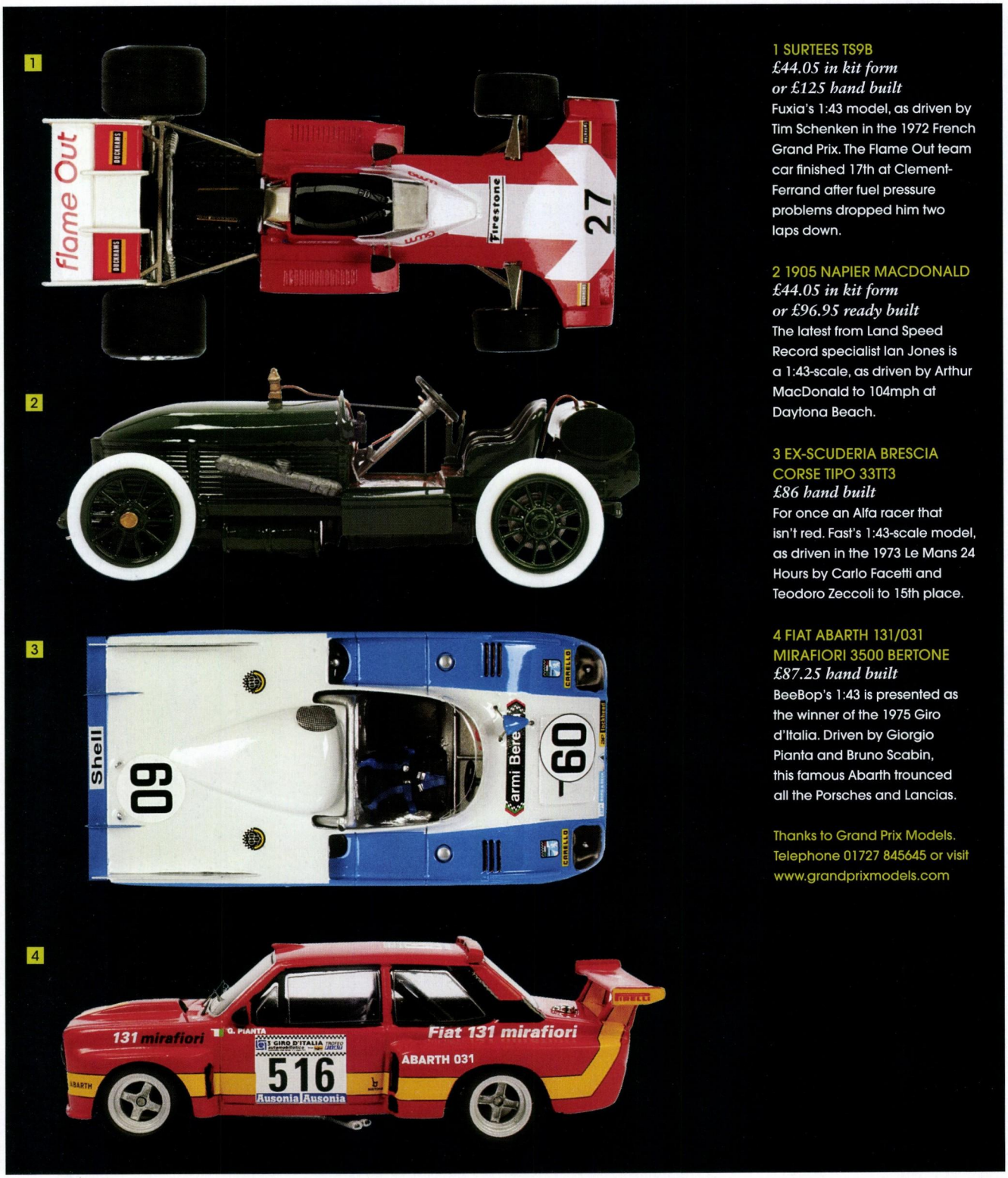
This is specialist stuff, a little book that could probably only happen in the eccentric byways of English publishing. This is about as far away as you can get from the rich and glamorous side of our sport. But, importantly, this is the story of how 'ordinary' people could afford to design, build and race a car. *Midget Car Speedway* follows the fortunes of the sport from its early beginnings in the USA through to its arrival in the Potteries via Wembley, Southampton and Glasgow. If this sounds an unlikely tale, it is. But here is a serious appraisal of a branch of motorsport that gave a whole new swathe of people the chance to go racing. **RS**

Tempus Publishing Limited, £12.99. ISBN: 0752438700

Photography: James Mann

Matters of Moment

MODELS



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2 1905 NAPIER MACDONALD
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or £96.95 ready built
The latest from Land Speed Record specialist Ian Jones is a 1:43-scale, as driven by Arthur MacDonald to 104mph at Daytona Beach.

3 EX-SCUDERIA BRESCIA CORSE TIPO 33TT3
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For once an Alfa racer that isn't red. Fast's 1:43-scale model, as driven in the 1973 Le Mans 24 Hours by Carlo Facetti and Teodoro Zeccoli to 15th place.

4 FIAT ABARTH 131/031 MIRAFIORI 3500 BERTONE
£87.25 hand built
BeeBop's 1:43 is presented as the winner of the 1975 Giro d'Italia. Driven by Giorgio Pianta and Bruno Scabin, this famous Abarth trounced all the Porsches and Lancias.

Thanks to Grand Prix Models. Telephone 01727 845645 or visit www.grandprixmodels.com

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AUCTIONS

This month's lots...
Roll up for the big hitters

With Goodwood Revival and Pebble Beach as highlights the auction market is buzzing

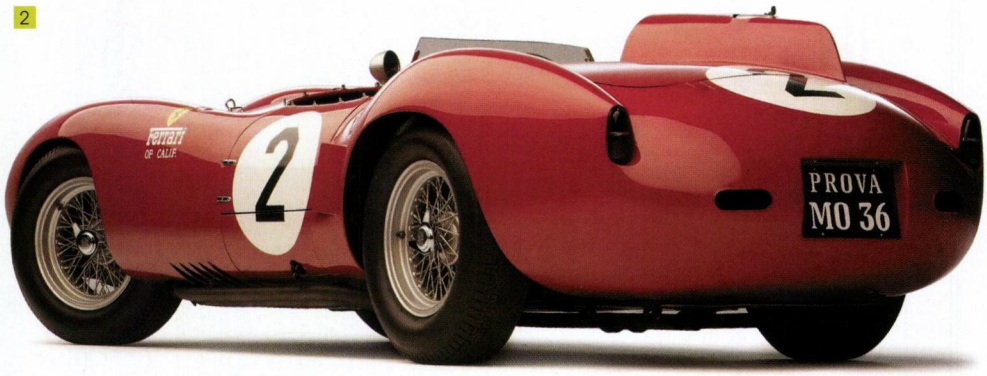
Not one but a brace of rare big-engined Ferrari sports-racers come up this month as the auction houses line up their big guns to coincide with major motoring events in Sussex and California. Porsches proliferate at Goodwood along with a Lola and Elva.

1 GIRO CHECK
Price guide: $1.2m-1.5m
Built in 1952, this Ferrari 225S posted fasted time on the Giro di Sicilia. Later raced by Roberto Bononi in South America, the Vignale-bodied car is up at Monterey Jet Centre during Pebble Beach weekend.
Christies: 001 310 385 2600

2 BORN FOR THE USA
Price guide: $6,000,000
RM Auctions expects record-breaking money for the unique '58 Ferrari 412S which comes up before Pebble. The 440bhp monster was created for Monzanapolis and modified for SCCA racing. If you want to sit where Phil Hill and Richie Ginther once sat...
RM: 001 519 352 4575

3 PORSCHE SPREAD
Price guide: various
Coys concentrates on the German marque at Eynsham Hall during August Bank Holiday weekend. Top lots are the 956 which placed third at Le Mans in '83, plus this ex-Bjorn Waldegard works 911S/T with RAC and Swedish history.
Coys: 020 8614 7888


1



2



3

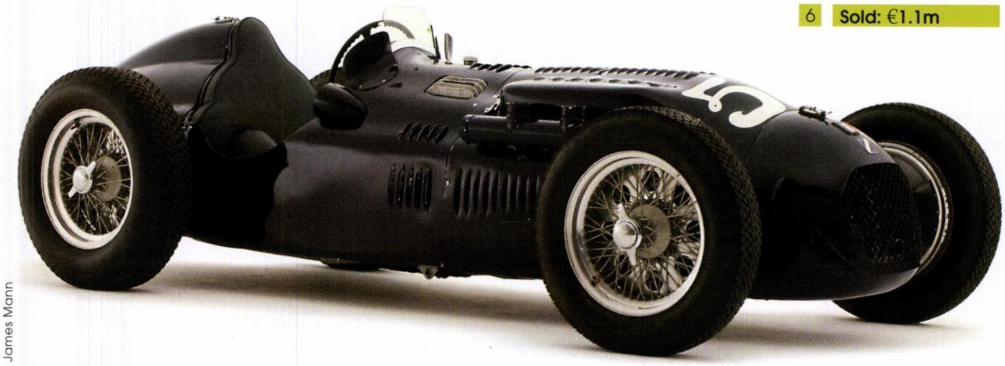
4





5

6 **Sold: €1.1m**



James Mann

7



LAT

DIARY

August 17
Christie's International sale, Monterey Jet Center, California

August 18
Bonhams & Butterfields' cars and automobilia, Quail Lodge, Monterey, California

August 18–19
RM Auctions' sports and racing cars at the Monterey Conference Center, California

August 27
Coys at Eynsham Hall; Porsche sportscars and other marques

September 1
Goodwood Revival: collectors' and competition cars, automobilia, models

September 9/10
Barons' classic British motor cars at Sandown Park

4 STUTTGART SELECTION

Fancy bringing something unusual back from Goodwood? Choose between Lola MkVI GT (left) and Elva MkVIIS among other sportscars at Bonhams.

5 GREEN MACHINE

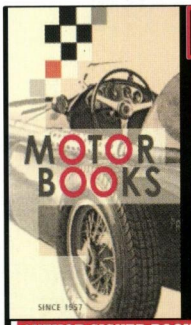
Price guide: £120-150,000
Tyrrell 012 raced by Alboreto and Brundle, with both Ford and Renault power, and in F3000 too. *Bonhams: 020 7447 7447*

6 ROSIER VIEWPOINT

The Talbot-Lago which brought Louis Rosier the 1950 French title sold for €1.1m in Christies' Le Mans sale, while the Maserati we profiled in June hit €368,000.

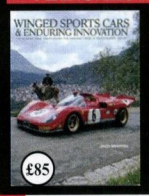
7 COOPER IDENTIFIED

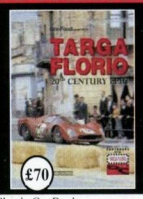
When H&H auctioned a mystery Cooper recently, it turned out to be hillclimb champ David Hepworth's mount. His sons bought it and plan a restoration.

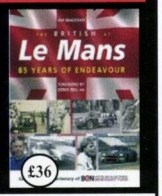


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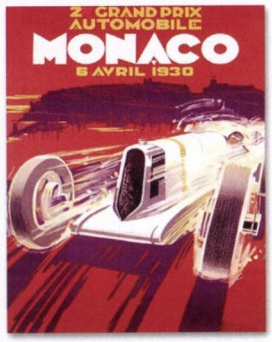
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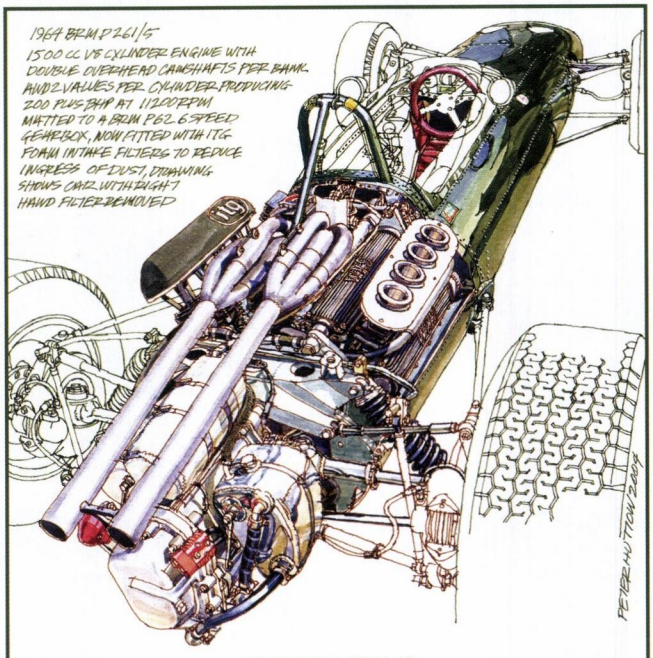




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LETTERS

CHIRON POINTS

Sir,

Yes, I agree you have produced a great issue, though I hope the reduction of the letters page is not part of a permanent trend...

My real reason for writing this month is to raise two or three points about Louis Chiron and his career. I believe that I am right in saying that he was the only driver to have raced in both the Grand Prix Manufacturers' World Championship series of 1925-1927 and the present drivers' series from 1950. I also understand that he was actually leading team-mate Nuvolari's Alfa in the 1935 German GP – a race that he had won in the past – only for his transmission to fail on lap five. Also there were two French GPs in 1949. Louis won the F1 Grand Prix de France at Reims while the Grand Prix de l'ACF itself was run for sportscars at Comminges three weeks later. Louis eventually finished fourth with Paul Vallée sharing his overheating Talbot.

And he did not 'hang up his helmet' after the Mille Miglia in April 1956. He attempted to do one more Monaco GP – this time in a Scuderia Centro-Sud Maserati 250F, but the engine blew up before he could qualify. He also tried the works team's spare car – with a sadly similar result. He certainly continued with Osca sportscars that year. I have found *Autosport* refers to him racing in the Nürburgring 1000kms, GP Supercortemaggiore at Monza, Reims 12 Hours, Pescara GP and the Swiss Mountain GP at Ollon-Villars.

His last race? That would appear to have been the 1957 Mille Miglia in which he shared a Citroen DS19 with André Testut, a fellow Monegasque. They finished second in the 2-litre section of the Special Touring Class. This was not intended to be his swansong, however. Looking forward to Le Mans, *Autosport* told us: "Maglioli's co-driver in one of the works Porsches is announced to be 57-year-old Louis Chiron, although friends of the great French veteran are urging him to change his mind". They must have succeeded.

He also did a few laps in practice for the 1958 Monaco GP in Testut's by then obsolete Maserati 250F as the owner was way off the pace. This would seem to have been a test to see what was wrong with a mate's car rather than a serious attempt to qualify.

As I said – a great issue. Keep up the good work.

David Cole, Oakham, Rutland

MOSS'S 'RING FEAT

Sir,

I read Nigel Roebuck's article on Sir Stirling Moss with great interest. I have to agree that it is very enjoyable talking to Sir Stirling. I had the opportunity to do so about a year ago at Shepherd Street when we interviewed him for a book project on the Nürburgring 1000 kilometre race.

In his article Nigel mentioned the 1959 Nürburgring race and claimed that Moss did 41 laps in that event. Just to put the record straight: Moss in fact did 36 laps. Moss pitted for the first time after lap 17, and Fairman took the car over for six laps (the Brünnchen incident happened on lap 23). Moss took over for another 10 laps and had to hand over to Fairman on lap 34 in order not to contravene the 'three-hour rule' (a driver was not allowed at the wheel longer than three hours). Fairman did only two laps and then Moss drove to the finish from lap 36.

Still, this was certainly one of Sir Stirling's best-ever drives and that he won three more of these gruelling 1000km races at the 'Ring speaks volumes.

Udo Klinkel, Buch am Erlbach, Germany

THE AFFABLE JAMES HUNT

Sir,

I've just read the article on James Hunt in the latest issue of (the delightfully green) *Motor Sport*.

In 1992 I worked briefly for the F3000 International outfit Pacific Racing. My tenure as a young and inexperienced team gofer was short but during my time with Pacific I had the pleasure of meeting James. During this time he was a consultant with Phillip Morris and, because Marlboro sponsored Pacific, he was present in meetings.

At the first race of the 1992 season at Silverstone, I abandoned whatever menial task I had been assigned and snuck in to the Marlboro hospitality bus to watch the start of the race on the monitors, to find James alone doing the same. As I was the lowliest member of the Pacific team, the bus was definitely off limits. I apologised for disturbing him and was leaving when, taking pity perhaps, he invited me to stay and watch. I was stunned.

At the 1992 Pau race, I again sneaked away from my fetching and carrying duties to watch the start from the first corner, only to find, to my delight, that James had done the same thing. This time, I took the opportunity to chat a little longer. He was affable and easy going.

I never imagined a boyhood hero could be so approachable and so down-to-earth.

My career in the motor racing industry ended a few races later, less than a year before James died. When I heard the news I felt like I'd lost an old friend, even though I'd only spent minutes in his company.

Matt Bailey, Norwich, Norfolk

THEY'RE RACERS – RACE THEM

Sir,

My letter is to ask why we should stop racing old cars as suggested by Max Mosley in your interview and by your correspondent from Switzerland, Michael Bernhard.

Why do we have to keep these beauties in a garage when they were conceived for something totally different? Of course, there's no point in racing recklessly, but why not race hard?

Why not with Lotuses, McLarens, Audis, Ford Escorts, Lancia 037s or Aston Martins? To me, having a car like that kept like a sculpture without the chance to enjoy it to the fullest is a joke.

If I were to buy an Audi Sport Quattro S1, I'd go to the Circuit de Catalunya, race it until I get sore, go to classic events, call Walter Röhrl, ask him to give me tons of advice to get the best, according to my skills, from it, and if I ever get tired of it, sell it...

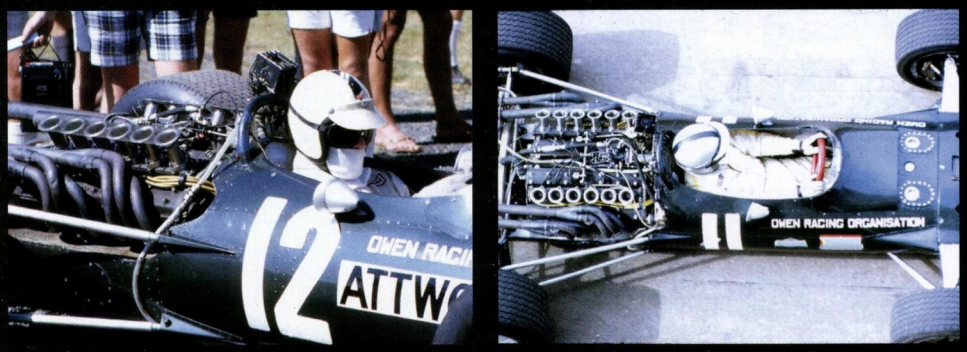
What's the point of spending an awful lot of money if you can't enjoy it?

Abel Cruz, Barcelona, Spain



Matters of Moment

YOU WERE THERE



Left: Dickie Attwood in the V12 BRM P126. Right: Pedro Rodriguez in the other P126. He also used a V8 P261 in the series



Chris Amon's Ferrari mechanic chose a downhill site for his work on the V6 246. Amon was second in the final points table



The winning Lotus 49s were in mildly disguised Gold Leaf colours despite an advertising ban in Australia. A fine was imposed

As a teenager, Anthony Horan blagged his way into Surfers Paradise and Warwick Farm with brother Greg and mate Dave Carroll to watch the 1968 Tasman Series races.

He remembers great freedom to roam – he took the overhead shot of Pedro Rodriguez from the stewards' tower at Surfers Paradise on practice day – no pass, no questions asked.

The weather was scorching and the sport was on the verge of big changes. This was the last year when the cars would show up down-under without wings, and seat belts.

Jim Clark and Graham Hill were one-two in both the Australian rounds Anthony attended. They drove Lotus 49s, fitted with Cosworth DFVs reduced in capacity to 2491cc to comply with the 2½-litre Tasman Series limit. At both these races their closest challenger was Piers Courage in a 1600cc, Formula 2 McLaren M4A, and Anthony recalls that the Englishman was a real star. Courage finally finished third in the points behind Clark and Ferrari's Chris Amon.

WE NEED YOUR PHOTOGRAPHS

We always love to receive readers' photos, from famous grands prix via national touring car races at German airfields to long-forgotten clubbies at Rufforth. If you feel you have some gems, and interesting anecdotes to share, we'd like you to send them in to the address on page 7. We suggest that where possible you keep the negatives and send prints to us, though slides are also welcome. We will return your photos safely after use.

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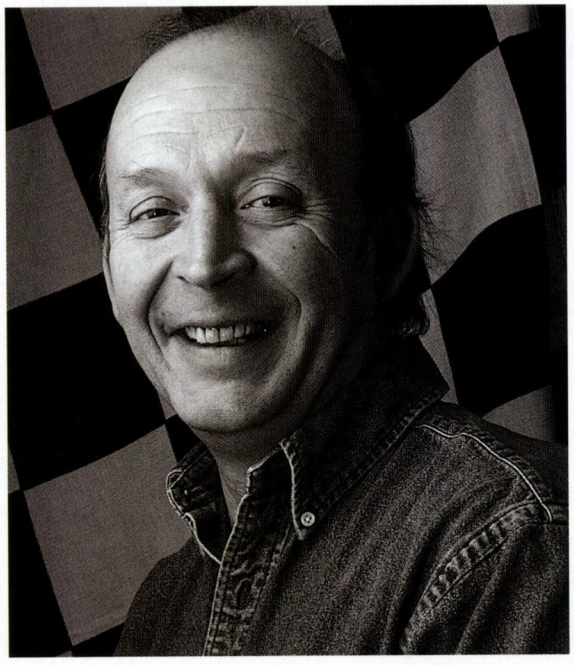
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NIGEL ROEBUCK'S

Legends

REIMS WAS SPECTACULARLY FAST, HAD A WONDERFUL AMBIENCE, AND DRIPPED WITH A SENSE OF OCCASION

At Reims in 1966 Jack Brabham became the first man to win a *grande épreuve* in a car bearing his own name, and Roebuck attended his first foreign GP. It was all much more to his taste than Magny-Cours 2006



For Jack Brabham, the 1966 French Grand Prix will forever be the race in which he became the first man ever to win a World Championship round – a *grande épreuve*, as they used to be known – in a car bearing his own name. Six years earlier, Jack had won at Reims in a Cooper-Climax, but this was different – this was in a Brabham.

For me the significance of that day – July 3, 1966 – is rather more parochial: for the first time in my life, I attended a foreign grand prix. I had not long left school, and when a friend airily talked of 'maybe going to Reims', a firm plan was made on the spot, in the sense that he asked his mother if he could borrow her car – an MG 1100 – and I bought a map of France. This was Thursday evening, and we duly arrived at Reims on Saturday afternoon, just in time to see Brabham win the Formula 2 race.

Because the Reims weekend constituted such a festival of motor racing, with so many events, there was no F1 qualifying on the Saturday, but it didn't really matter, for the atmosphere was fantastic, an endless *fête* on a grand scale.

All this came back to me recently, as I sought to keep awake through the 2006 French Grand Prix at Magny-Cours. Although Reims was no great driver's circuit – long straights and mainly slow corners – it was spectacularly fast, had a wonderful ambience, and dripped with a sense of great occasion. Magny-Cours, alas, falls short in every regard.

Then as now, though, Ferrari were central to the French Grand Prix. Michael Schumacher dominated this year's race, and 40 years ago Lorenzo Bandini looked set to do the same.

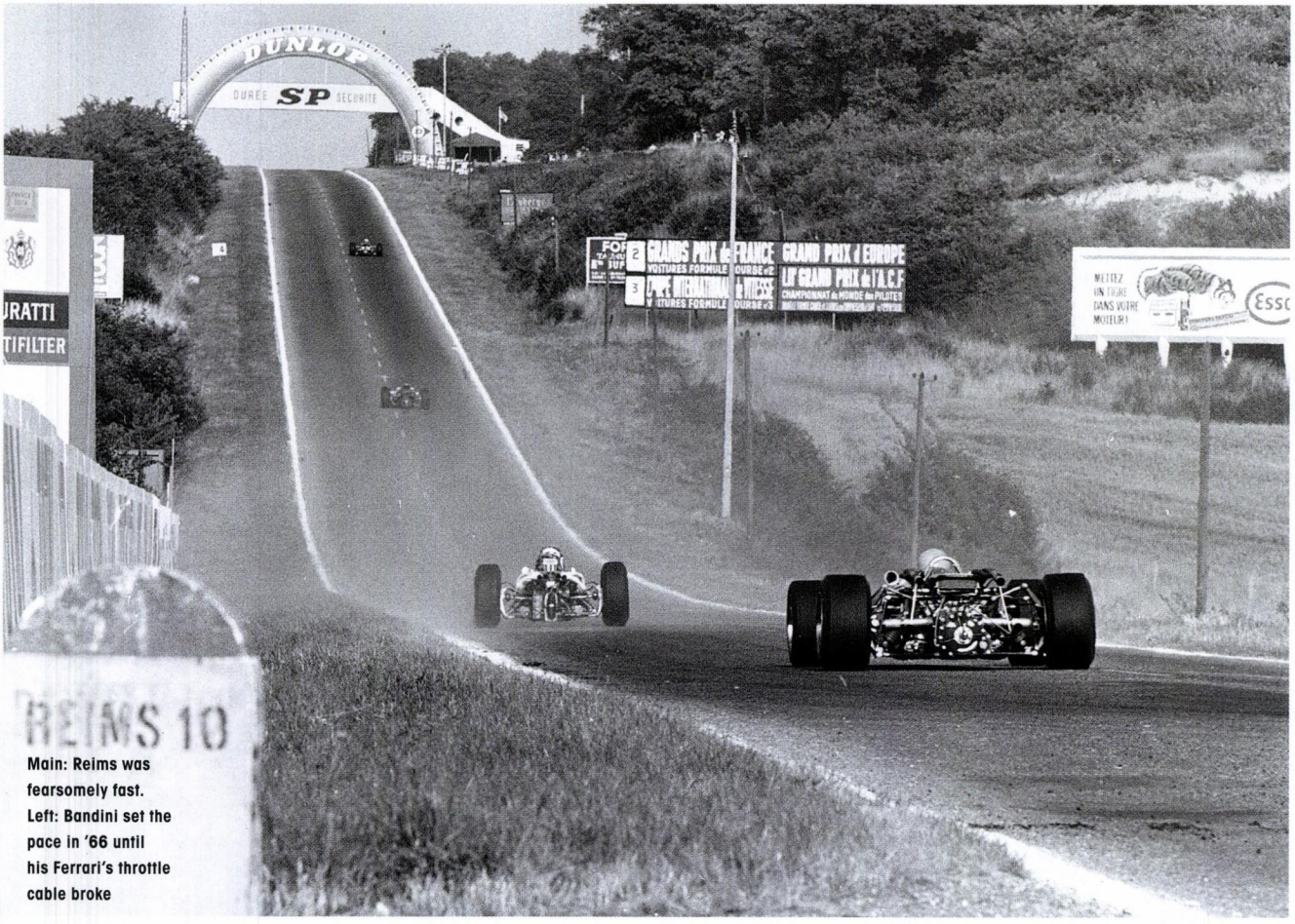
In point of fact, Ferrari were in a state of some ferment at the time. At the Belgian Grand Prix, three weeks earlier, team leader John Surtees had won brilliantly in the rain, but there had long been a high degree of tension between Surtees and team manager Eugenio Dragoni.

Quite obviously the best driver in the team, Surtees was never one to bend the knee, but his worst sin, in the eyes of Dragoni, was failing to be Italian. Bandini was the team manager's blue-eyed boy, and although Lorenzo always got along well with John, there was nothing anyone could do to prevent Dragoni's infamous 'briefing' against Surtees, particularly in the end-of-the-day telephone calls to Maranello, where Enzo Ferrari awaited.

Dragoni, a political animal before the phrase had even been thought of, did everything possible to destabilise the position of Surtees in the team, minimising his achievements, playing up his mistakes, ascribing unfounded statements to him. After one punch-up too many, at Le Mans, Surtees went to see Ferrari, and the Old Man unfathomably decided on instant divorce.

No one was more upset at the news than Bandini, now propelled into the role of team leader, a position he did not entirely savour. For Reims he was to be joined by Mike Parkes, Maranello's other Englishman, but emphatically not a bosom buddy of Surtees.

Surtees, for his part, was immediately contacted by erstwhile team mate Roy Salvadori, now team manager at Cooper. A deal was swiftly struck, and although a Cooper – with an ageing Maserati V12 engine – was hardly the quickest car in town, Jochen Rindt had finished second to Surtees at Spa, so obviously there was some potential there.



Main: Reims was fearsomely fast. Left: Bandini set the pace in '66 until his Ferrari's throttle cable broke

LAT

Reims seemed to bear that out, for in qualifying John succeeded in splitting the Ferraris, six-tenths slower than Bandini, seven-tenths faster than Parkes – who did remarkably well to make the front row on his F1 debut. Lining up behind them were Brabham and then three more Cooper-Maseratis, the factory cars of Rindt and Chris Amon, and Rob Walker's car for Jo Siffert. A total of 17 cars would go to the grid.

Forty years ago, of course, it was still possible to buy paddock passes, and it was a delight to find some still available. In we went that late Saturday afternoon, collecting autographs here and there, watching Surtees in earnest deliberation with Salvadori, listening to Colin Chapman attempting to converse with Pedro Rodriguez…

Pedro had been drafted into Team Lotus in place of Jim Clark. During Thursday practice Jimmy had been hit in the face by a bird, suffering a badly swollen eye, and was advised not to race.

Next morning we were in early, and already it was mighty hot. As a keen Bandini fan, I had my hopes, but my pal was adamant that Surtees was going to use this day to give Ferrari the finger. As it turned out, we were both to be disappointed.

Although Surtees initially took the lead, his fuel-pump drive failed at the first corner, and so we, spectating near Thillois, the hairpin leading on to the pit straight, never saw him. Bandini led on lap one, but already Brabham had got by Parkes, and there he would stay.

For a time Brabham was able to stay in Bandini's tow, but it wasn't long before they were into lapping the backmarkers, and when that happened Lorenzo was able to move himself out of range. From that point on he looked unassailable.

All very pleasing to me, but it wasn't to last. On lap 32, as I fiddled to put a new film into the camera, my friend coolly announced that Bandini had just gone by – apparently without drive.

A little way beyond us, Bandini stopped, climbed out of his car – and then began ripping at one of the straw bales. It turned out that his throttle cable had snapped, and from wire purloined from the straw bale he was able to fashion a hand-operated throttle, by which means he was able to get the Ferrari back to the pits.

There the mechanics fixed the problem properly, and Lorenzo went back out, thinking – ever the team player – that he might be able to tow Parkes up to Brabham.

Jack, though, had everything handled, and thus won his team's first grand prix, at an average speed of 136.89mph – swift for 1966, with just over 300 horsepower available. Brabham went on a tear thereafter, winning at Brands Hatch, Zandvoort and the Nürburgring, to clinch, at the age of 40, his third World Championship.

Sadly F1 was never to return to Reims, and I'll always be glad we made that last-minute trip. Magny-Cours isn't quite the same thing.

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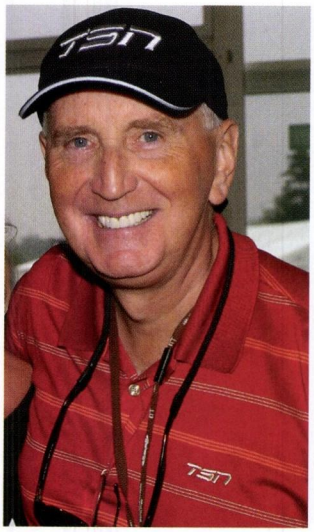




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GUEST COLUMN





Silverstone's facilities have massively improved under Jackie Stewart's BRDC tenure, but the future of the British GP is still in doubt

John Watson

The former F1 driver thinks the BRDC will be a lot calmer now that Damon Hill has taken over from Jackie Stewart as president

You have probably never heard anyone remarking that Jackie Stewart wants to be Frank Sinatra, so let me be the first.

I believe the British Racing Drivers' Club will be a lot calmer now that Damon Hill has taken over from Jackie as president. Jackie is a busy man by nature and operates at a high profile.

What the presidency of the BRDC provided Jackie with was the platform for his particular aspirations, principal among which was to secure the future of the British Grand Prix at Silverstone. But he wanted to emulate the old Sinatra song 'I did it my way'. And Jackie ain't Frank Sinatra...

One has to say that there has been enormous change in respect of the infrastructure around Silverstone, which is massively improved, but in relation to the sealing of the future of the British GP on his terms, or 'in my way', it didn't happen.

There is no doubt that there was not a lot of love involved between Jackie and Bernie Ecclestone. That became evident at the point when Damon was elected president and Bernie implied that he could do business with Damon. Which means, now that Jackie is no longer around, let's get on with sorting out the British GP.

And let's not directly involve the Government. There's nothing in it for central Government to fund the most capital-intensive sport in the world; why should we expect the Government in a country as developed and with such a heritage in motor racing as the UK to divvy out £100 million or whatever to take Silverstone up to the standard of, say, the Shanghai International Circuit?

I truly believe the only way that Silverstone can address its issues is to flatten the damn place and start from scratch. As a former BRDC director at Silverstone, I know what we have had is a kind of Joseph's Amazing Technicolour Dreamcoat circuit. We make things fit where basically they shouldn't fit.

St Modwen's deal as put to members by the previous board, where they went out and sought a commercial partner, was fundamentally right, but the members didn't like it at all because of the way it was structured and the terms and conditions of the contract. That may well have been the right judgment in the case of that contract, but it was the wrong judgment in terms of the future of how we're going to raise funding, so the circuit and its facilities remain in perpetuity.

Hopefully now we're going into a period of stability for the club. We've got a new board and I like Ray Bellm – he has a clear vision of what needs to be done and doesn't get as wrapped up in the emotion as most members do. Change doesn't mean it's worse, it could be better, and we have to move forward and accept significant change with a more commercial outlook – one not so affected by emotion.

And that has always been a major stumbling block to the progression of the BRDC at Silverstone.

I TRULY BELIEVE THE ONLY WAY THAT SILVERSTONE CAN ADDRESS ITS ISSUES IS TO FLATTEN THE DAMN PLACE AND START FROM SCRATCH

Matters of Moment

ANDREW FRANKEL



Autocar

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Aston Martin V8 Vantage

It's great behind the wheel, and is gorgeous enough to make passers-by walk into lamp-posts

Had it not already done so 47 years ago, you'd think Aston Martin would be destined never to win at Le Mans. Back in June, I was there with countless thousand other Brits watching the pretty, sonorous DBR9 prove itself the class of its field on pure pace but let down by reliability issues, just as it had last year. I'm old enough to remember the rumble of the Group C AMR1s and Nimrods and lucky enough to have driven the actual DB3S that gave Aston Martin the last of its three second places at the great race in the 1950s. In fact, more than 100 Astons have taken the start during the years, but to date just one, the Salvadori/Shelby DBR1 of 1959, has won.

But as I stood at the Sarthe this summer wondering why Aston was having to play bridesmaid yet again, another Aston was howling around another equally famous track in another 24 hour race. It didn't win either, but in many ways the efforts of the V8 Vantage in the Nürburgring 24 Hours, held on the conglomeration of the fearsome old and rather dull new tracks, was just as impressive. Some 220 cars started this race, but just 141 finished, with the Aston 24th overall and 4th in its class. For a near factory-standard car driven by two development engineers from Aston and Dr Ulrich Bez, Aston's mercurial, 62-year old boss, it was some achievement.

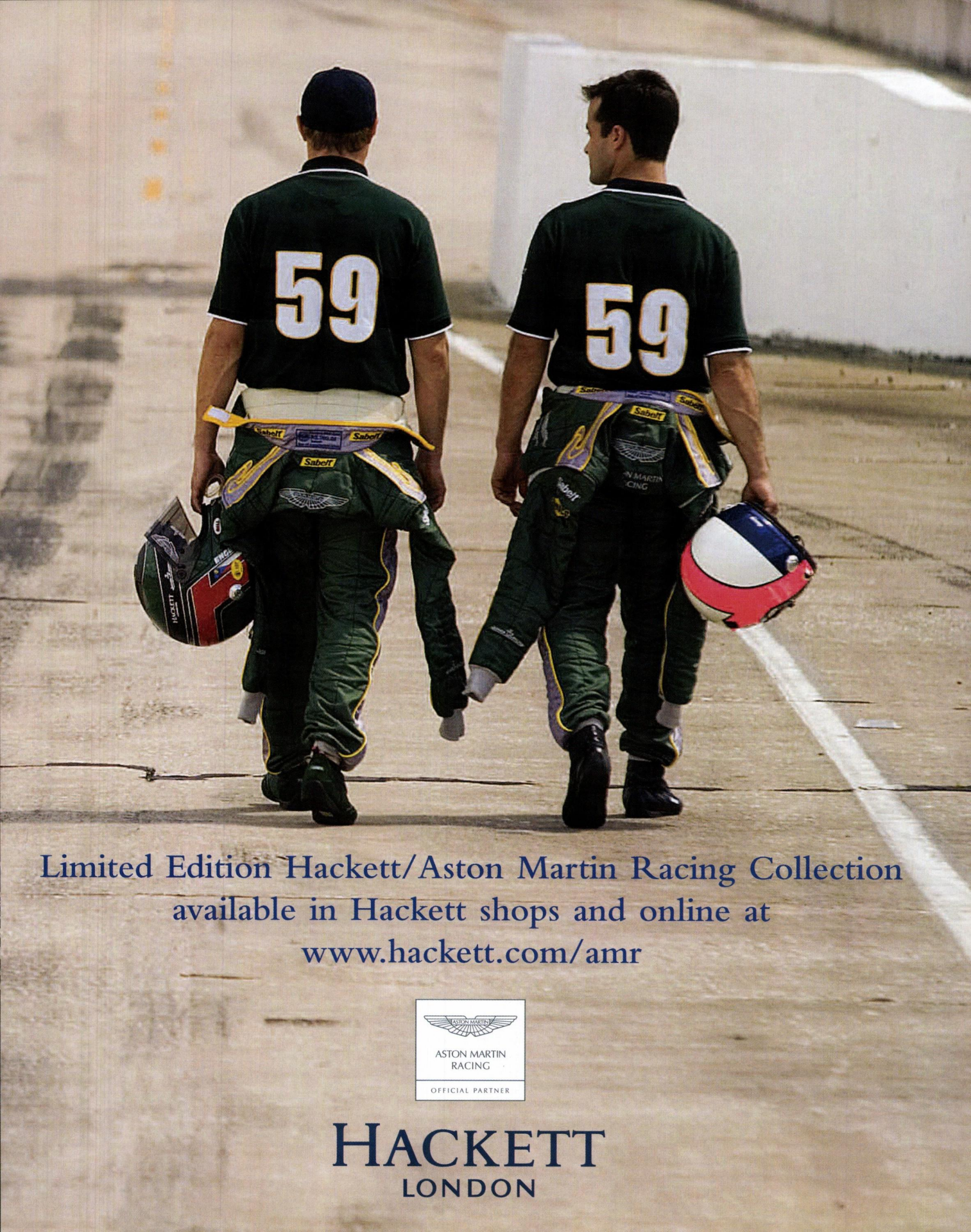
Then again, even a standard road V8 Vantage is a pretty special car. Many colleagues of mine in the motoring press have found it an easy car to criticise, usually and somewhat peculiarly because it is apparently not fast enough, but that has never been my experience when I've been at the wheel. Indeed I've always found the performance of its 380bhp, 4.3-litre V8 motor rather refreshing, not simply for its ability to catapult its all-aluminium body from 0-60mph in 4.9sec and onto 175mph, but also for emitting the best noise of any car costing less than £80,000.

I've driven the V8 Vantage side by side with the Porsche 911 and there's no doubting that, for the true enthusiast, Stuttgart has come up with more of the right answers than Gaydon. But there is more to it than this. For a start, you need to be intimately familiar with both before you can detect that, yes, the Porsche is a smidge quicker and sharper, and unless you happen to own both – which is unlikely – such differences will be of no concern.

Then consider that for every V8 Vantage that will be built, Porsche will knock out ten 911s. And while the look of the latest 911 is a considerable improvement on its predecessor, it doesn't make people walk into lamp-posts like the V8 Vantage can.

What's more important to me is that the V8 Vantage is the living embodiment of everything I'd hoped a 21st century Aston to be: quick, gorgeous, very sporting and great to drive. It might not be enough to win a 24 hour race, but it will ensure the health of Aston Martin for years to come. To me and to Aston Martin, that's what really matters.

THE V8 VANTAGE IS THE LIVING EMBODIMENT OF EVERYTHING I'D HOPED A 21ST CENTURY ASTON TO BE: QUICK, GORGEOUS AND GREAT TO DRIVE



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Can-Am BALL

On the 40th birthday of the biggest big-bangers ever, Gordon Kirby joins the party while Pete Lyons gets to grips with a monster from the past



By all accounts, Road America's annual mid-summer Brian Redman weekend – now formally known as the Kohler International Challenge with Brian Redman – has established itself as one of America's leading historic racing weekends. Historic racing is booming in America, and this year no fewer than 490 cars were entered, in 10 divisions from historic F1 to production sedans, for the races at Elkhart Lake in Wisconsin's beautiful Kettle Moraine country. The variety and selection of cars from the fifties through to today was just about as rich and varied as you can imagine.

There was also a concours sponsored by *Road & Track* in the center of the village of Elkhart Lake providing everyone with the opportunity to hoist a few at Siebkens Hotel bar, the longtime primary watering hole for Road America drivers, teams and patrons. Road America and nearby Elkhart Lake exude a rustic, folksy Midwestern charm, in contrast to the smarter Monterey Historics weekend at Laguna Seca and the surrounding Monterey peninsula in late August. But as a racing event, Road America is every bit Laguna's match, maybe better.

This year's Brian Redman weekend in Elkhart Lake also celebrated the 40th anniversary of Can-Am's creation in 1966. Forty-eight cars were entered with 40 taking the green flag for Sunday's eight-lap feature race. There were M6 and M8 McLarens galore, plenty of Lola T70s, a few McKees, a couple of Genies, one each of Matich and Burnett, as well as Juan Gonzalez's well-presented Shadow DN4, Andy Boone's McLeagle and Tom Mittler's Honker.



Unfortunately, there were no Chaparrals or Porsche 917/10s or 30s, although Joe Buzzetta ran his Porsche 908 spyder.

My personal pick for best Can-Am car in show was Harold Higgins' superb McLaren M6-Ford '429er' which was on display, but didn't run. Built in ▶

2006. Road America. Above left: Michael Dunkel in the McLaren M8F drives the street parade in Elkhart Lake. Left: Andy Boone in the 1968 McLaren-Eagle M6B

Pete Lyons, Mark Becker

1970 **Mosport** McLaren M8F **Dan Gurney**


48
McLAREN CARS
Dan Gurney

1969 by the Agapiou brothers for Mario Andretti to try to beat the factory McLarens, the car is much more pristine today than when Mario drove it. "It's been a 15-year restoration project," Higgins said proudly.

The Can-Am portion of the weekend was organised by *Victory Lane* magazine publisher Dan Davis and his right-hand woman Pam Shatraw, who saw to it that a bunch of McLaren family members were flown in from New Zealand. They also made the very fitting choice of 1972 Can-Am champion George Follmer as the race weekend's Grand Marshal. Follmer was one of America's top drivers in an era when the USA produced many racing greats. As well as winning the '72 Can-Am title in Roger Penske's L&M Porsche 917/10, Follmer also won the 1972 and '76 TransAm championships, and ran most of the 1973 F1 world championship in a UOP Shadow.

Follmer finished sixth in his F1 debut in the South African GP, then finished third in Spain in his next F1 race. But there were few finishes or results thereafter and both he and team-mate Jackie Oliver were dropped at the end of the year by team boss Don Nichols. Follmer continued to race in Can-Am while he was racing in F1 in 1973, driving Bobby Rinzler's ex-Penske Porsche 917/10. He finished second to Mark Donohue's factory Penske 917/30 in the championship. For 1974, Follmer and Jackie Oliver concentrated on the all-conquering Shadow Can-Am team for what turned out to be the final year of the series.





2006. Road America. Left: McKee Mk7. Far left: Shadow DN4.

For me, the weekend's main race brought back great memories, because I covered the last two years of Can-Am, 1973 and '74, the first two of my 33 years as *Autosport*'s American editor. It was a rare pleasure to see so many old faces I hadn't seen in years and to talk about the great days of Can-Am with guys like Follmer.

The unlimited nature of Can-Am was the making of the series. It spawned plenty of spectacular cars from the original Lola T70s and McLaren M6s, through the tiny 'rollerskate' Shadow, to the Chaparrals, McLaren M8s and M20, and turbocharged Porsche 917/10 and 917/30.

"The Can-Am rule book really was about a three-page book," Follmer said. "There were a lot of pages that didn't really apply. When it got right down to it, the car had to have doors and a windshield and that was pretty much it. So engineering-wise, a lot of stuff happened in Can-Am. It was interesting to the drivers, the teams, the fans and the press, too. Jim Hall came along with the Chaparrals, of course, ▶

> "The Can-Am rule book really was about a three-page book. There were lots of pages that didn't really apply. When it got right down to it, the car had to have doors and a windshield and that was pretty much it"

TOP FIVE RACES

Nine years, 71 events, more than 100 different vehicle designs, championship-winning drivers drawn from F1, Indy, USRRC, Trans-Am, F5000... But the editor wants me to narrow the glory days of the old Can-Am down to Top 5s. Piece of cake.

1. St. Jovite 1966. The first-ever Can-Am was in many ways the best-ever, a relentless Surtees-McLaren battle enlivened by Chris Amon. At the time, we thought they'd all be like that.
2. Riverside 1967. McLaren's team was dominant most of that year, but here Hall put up such a fight that Bruce exclaimed, "The other chaps are catching up!" 3. Mosport 1970. Bruce had died, Denny's hands were burned, but Dan Gurney came to McLaren and just barely staved off a stirring attack by Jackie Oliver. 4. Mid-Ohio 1974. Almost the dying Can-Am's last gasp, but Brian Redman, in the difficult turbo-Porsche, came out to challenge the two Shadowmen, Follmer and Oliver, who proceeded to beat each other nearly to death.
5. Because he hated to give up, any race with Jackie Stewart in it. Not enough, unfortunately. **PL**



WILD THINGS – THE UNRESTRICTED TECHNOLOGY OF CAN-AM

You know how F1 today likes to present itself as the loftiest summit of motorsports technology. Well, not one of its modern micro-engines would have been countenanced in the old Can-Am. They're all too small…

In an age when racing is all about rules, it may be hard to imagine cars without any. But we once had such dream machines. And one of the very few technical restrictions was a minimum: engines had to displace *more than* 2500cc.

No, Can-Am wasn't totally free of limitations. The cars came under FIA Group 7, and there were certain requirements. But not many, especially early on. As long as you built a two-seater with bodywork covering the wheels, and screwed in some safety (as then understood), you were pretty much done with the rulebook. There was never a ceiling on the displacement, design or operation of your engine (except that gas turbines were not wanted). In fact, there was nothing to stop you installing a second engine, or more. No minimum weight or maximum fuel load. Nobody told you what materials to use or which wheels to drive. Tyres were not governed, nor boost when turbos appeared – Can-Am helped perfect turbocharging for road racing.

Aerodynamic restrictions? Well, that did become a sore subject. But in the pure, early years, 1966-69, people were free to shape and size their cars any crazy way they pleased.

And plenty did. Criss-crossing the North American continent in those happy days, as I used to do for *Autosport*, was exciting: the Chaparral with the world's first suspension-mounted wing, the angle of which was under the driver's control. Or the first Shadow with its tiny tyres, which really was fast on the straights. The Chaparral 2J had a second engine driving fans to make ground-effect suction, a principle so effective it promptly got banned. Another innovator produced a car with *four* engines.

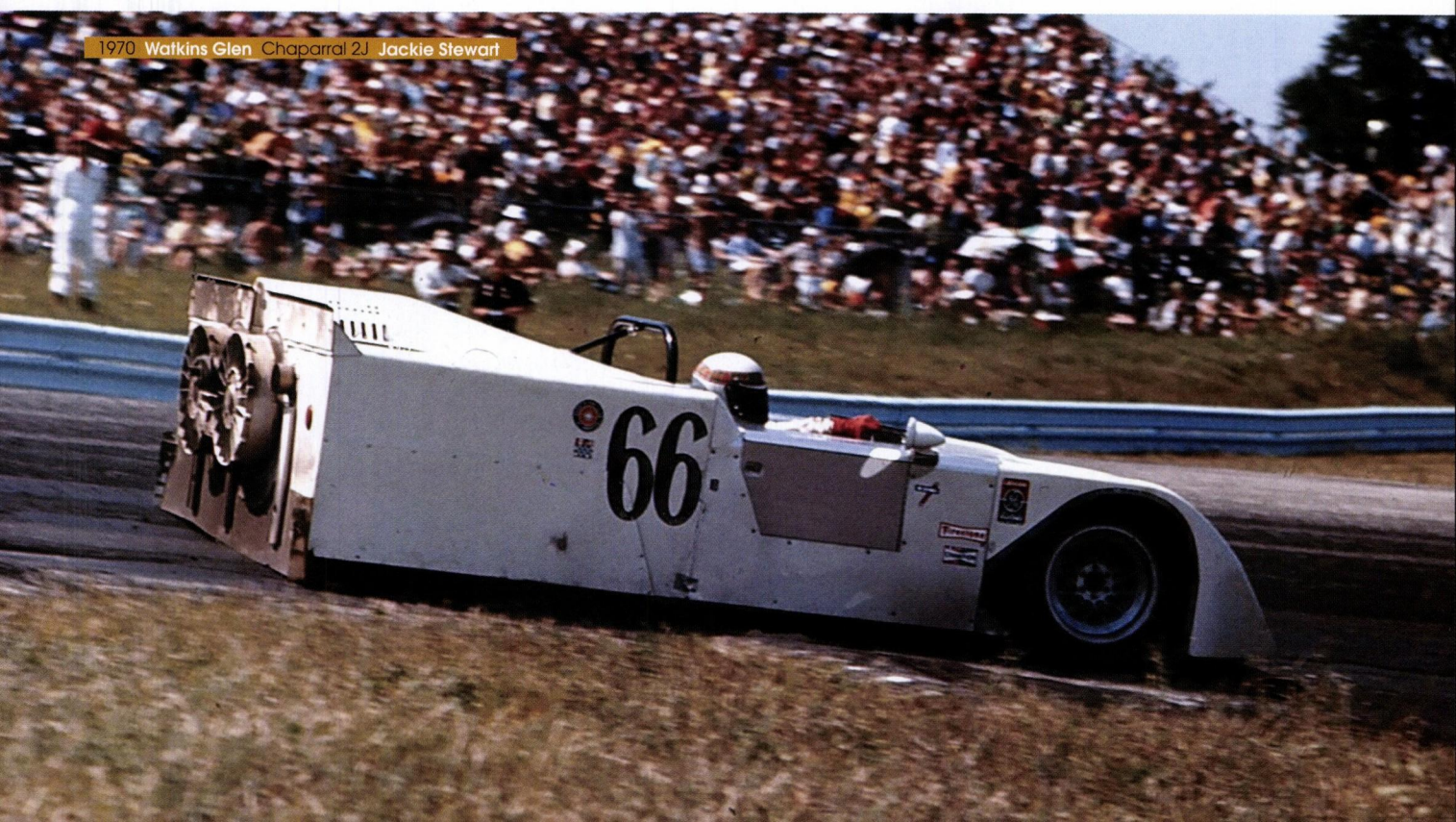
Can-Am gave us the biggest Ferrari V12 ever, and the flat-12 Porsche with twin turbos, the mightiest powerplant sportscar racing had ever seen. Cars with chassis made out of titanium, others of magnesium alloy, one entirely of glassfibre (another Chaparral). Cars manufactured by some of the world's premier marques; others crafted literally in home driveways by inventive souls who deserved to become famous, but never did.

It is true that the most successful Can-Am cars – the line of McLarens which owned the series for five years straight, 1967 to 1971 – were relatively conventional. But even these were beautiful in their conservatism, soundly designed, finely crafted and, most importantly, thoroughly sorted. Their enormous alloy-block Chevy engines would literally shake the earth.

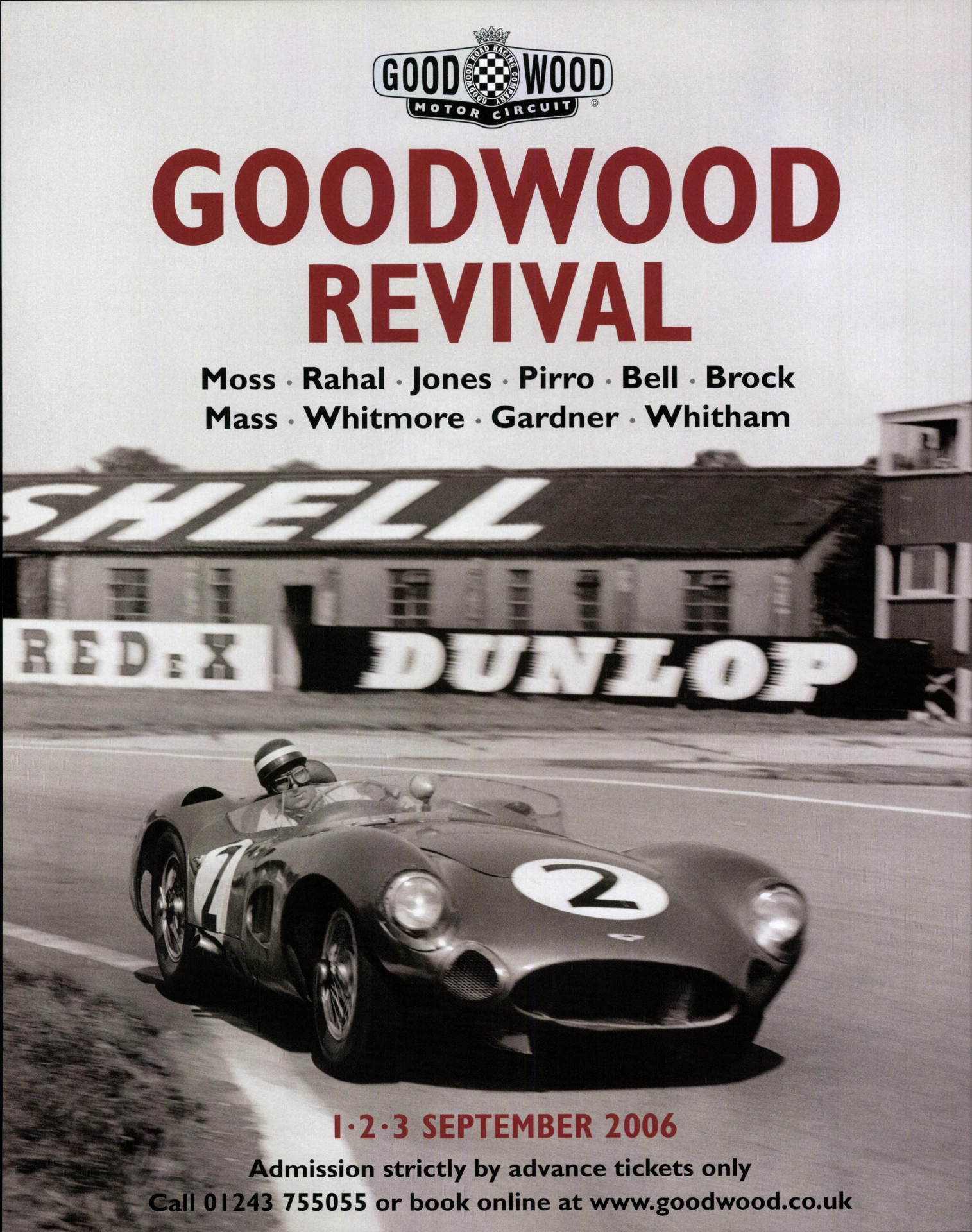
And it is a fact that nearly everywhere they both ran, Can-Am cars were faster than F1s of their day. Full stop. **PL**

Lionel Birnbom, Mark Becker

"The Chaparral 2J had a second engine driving fans to make ground-effect suction, a principle so effective it promptly got banned. Another innovator produced a car with four engines"



1970 **Watkins Glen** Chaparral 2J **Jackie Stewart**


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TOP FIVE CARS

1. Chaparral 2E. The first of the winged Road Runners from 1966, the only Chaparral to win a Can-Am, best illustrated the original meaning of the 'unlimited' series.
2. McLaren M8B. Almost any of Bruce's soundly designed, built and driven cars would qualify, but this is the one model that was never defeated, winning all 11 races 1969.
3. Porsche 917/30. Often called "the car that killed Can-Am", this 1973 championship winner packed as much as 1500hp.
4. Lola T70. The car to have at the series' outset, it was fast, handled well for its day and won five of the six 1966 races. Oh, and it's still gorgeous.
5. Hmm...chewey cake. Shall I pick the Shadow DN4, sleek series winner in 1974? Bryant's Titanium Car of 1970 that hustled the McLarens? No, wait, how about that fast and beautiful '69 Ferrari 612P...? Hmm... **PL**

1966 **Laguna Seca** Chaparral 2E **Phil Hill**

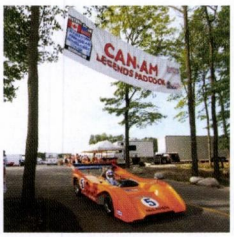
"Those cars were fast and explosive. They made a lot of horsepower, and all that power and torque meant maintenance was high. Often they required a total rebuild from one day to the next – not just the engines, but the whole car"

and Hall did some great things with those cars. He really brought on wings and downforce and his torque converter automatic transmission.

"A lot of engineering ingenuity was applied to Can-Am. The series was unique that way, and that was probably one of the reasons why it was so successful and so popular with the public. There were some real differences between car A, car B and car C."

Many people look back fondly on those years and say it was the height of the sport, both for the rate of technical development and its popularity at the gate. "Those cars were fast and explosive," says Follmer. "They made a lot of horsepower and the effects of all that power and torque meant the maintenance on the cars was very high. Often from one day to the next required virtually a total rebuild from Friday to Saturday and from Saturday to Sunday, not just the engines, but the whole car.

"We ran those cars non-stop without pitstops for 200 miles and we started the races with 80 or 90 gallons of fuel on board. That's a lot of weight which puts a lot of additional stress in the car, and because we were so busy trying to find speed out of them and maintain them we never ran them with a full load of fuel until the race. So when you went into the first turn in the race you really ▶



2006. Road America. Right: McLaren M8F

CAN-AM RUSTLERS

Ever since the original Can-Am was killed off prematurely, part-way through the 1974 season, there have been people trying to apply the old brand to lesser forms of racing car.

Lest I leave the wrong impression, I'm not saying anything against the 'single-seat' series that started up in 1977. It was good, fierce racing with great driving, and I'd have enjoyed and approved of it had it been christened anything but 'Can-Am'. A more accurate description of those vehicles came from series driver Alan Jones: "Formula 5000s with overcoats."

For one whose foundation image of motor racing had been formed and fixed forever by the wild and free original Can-Am, these design-restricted, displacement-limited artifices were imposters, plain and simple.

After that series ended in the early '80s, custodians of the bedraggled brand applied it to a yet lesser kind of car, one limited to just two litres. Again it was good racing, or so I'm told. I could never bring myself to watch.

Then there was the sad attempt to construct a 'Can-Am' series for club racers: cheap V6s, half-naked bodywork. Ugh.

I've heard some talk of building new sports-racing cars in the old style, outwardly similar to the Chaparrals, Lolas and McLarens of the late 1960s, but incorporating modern, high-strength materials and safety know-how. Big, loud engine; big, slidey tyres; severely restricted downforce... That's better. **PL**

Pete Biro, Mark Becker



TOP FIVE DRIVERS

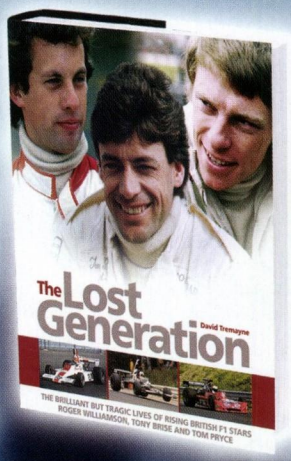
1. The Bear. Indisputable master of Can-Am, Denny Hulme won nearly 40 per cent of his races as well as two titles.
2. Bruce McLaren. A solid engineer as well as a two-time driving champion, and a nice guy to boot, his cars stamped his personality into the series.
3. Jim Hall. Innovative in the shop, tireless on the test track and superb in his Chaparral's cockpit, he could have/should have won often.
4. Mark Donohue. Porsche could not have done it without him.
5. It has to lie between John Surtees and Dan Gurney – and Peter Revson and George Follmer, and Jackie Stewart and… **PL**

Lionel Birnbom

1972 **Mosport** McLaren team **Denny Hulme leans against van**


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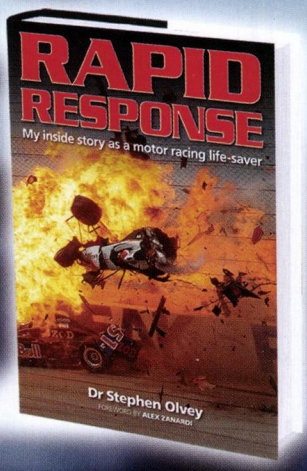


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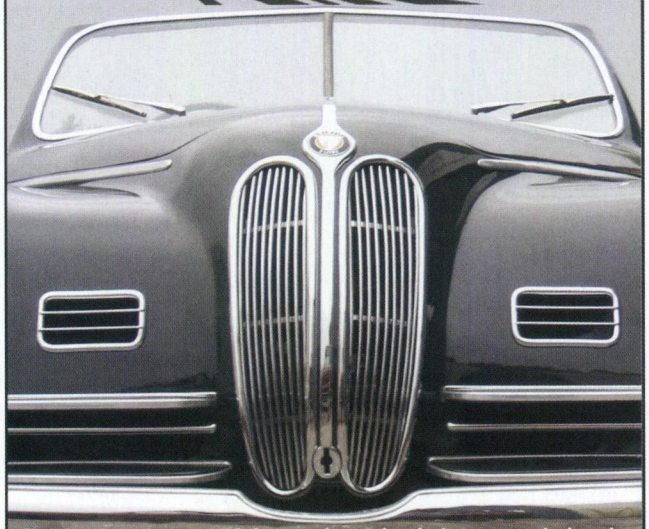


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2006. Road America. Below: McLaren M6B. Right: Lola T70

had no idea how your car was going to react. It made a lot of work for the driver, mentally and physically."

Follmer's fondest memory of Can-Am and his career as a whole is when he was asked by Roger Penske in July of 1972 to step into his new Porsche 917/10K to replace Mark Donohue, who had been injured in a crash while practicing for the second Can-Am race of the year, at Road Atlanta. Follmer had never seen the car or the racetrack before arriving at Penske's request, but he was able to win the race, leading every lap after Denny Hulme crashed while trying to stay with Follmer's faster Porsche.

"We were running with 1100 horsepower, and there was more if we wanted it," said Follmer. "As the year went on, Denny Hulme and Peter Revson in the McLarens were struggling to keep up with us. They were doing a really good job, but they couldn't match the horsepower we had. They had to keep building bigger engines and that made the engines unreliable and also emphasized the weak points in the chassis. Basically, we out-horsepowered them."



Donohue returned to action later in the season, making a two-car team, but for '73 Penske ran a lone 917/30KL for Donohue while Follmer drove the previous year's 917/10 for Bobby Rinzler's team. "The 917/10K was a very short-wheelbase car and it was very twitchy," Follmer observed. "You kind of had to dance it through a corner. Both Mark and I told them we thought they had to make a longer-wheelbase car; Mark had the factory's attention because he was an engineer, so they made the 917/30 seven inches longer and it went through the corners faster.



Lionel Birnbom, Mark Becker

"It was also more aerodynamic, a much cleaner car with better straightaway speed and better corner speed. It was significantly faster than the car that he had won with the year before, and which I drove in '73. I could keep him behind me if I could get in front of him on a tight track, but I couldn't do it on most tracks. He was much faster and I knew enough about the car to know it would be a lot faster than my car."

Driving the 917/30 at Road America in 1973, Donohue broke the track record by eight seconds, becoming the first man to lap the 4-mile track in less than two minutes. Donohue's standard stood for 12 years before Mario Andretti broke it in a Newman/Haas Lola Indycar. At the end of 1973, the SCCA banned turbos, thereby outlawing the Porsches. Follmer moved from the Shadow F1 team to the Shadow Can-Am team for '74, partnering Jackie Oliver in a pair of sleek, tidy DN4s designed by Tony Southgate. ▶

"We were running with 1100 horsepower and there was more if we wanted it. Hulme and Revson in the McLarens were struggling to keep up with us. They were doing a really good job, but basically we out-horsepowered them"





1972 **Donnybrooke** Porsche 917/10Ks **Mark Donohue and Bruce McLaren**

"The Shadow DN4 had very good manners. It had power and it stopped and it had good cornering speed – higher than with the Porsche. We went faster in '74 with a normally-aspirated Chevy V8 than we did with the turbo 917"

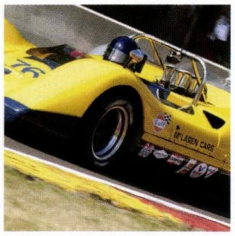
"The '74 Shadow developed phenomenal horsepower and it handled really well," Follmer recalled. "It was actually faster than the Porsche. The DN4 was a really nice car to drive. It had very good manners. It had power and it got it to the ground and it stopped and had good cornering speed – higher cornering speed than we had with the Porsche – and we did go faster in '74 with a normally aspirated Chevy V8 than we did with the turbo 917."

At Road America's Can-Am celebration this summer the most impressive driver among the big field of current Can-Am drivers was Dave Handy. Driving a 1968 McLaren M6B powered by a small-block Chevy, Handy was able to outpace most of the newer cars with bigger engines at Road America. Handy, 47, has raced vintage cars for 25 years. His operation, Sasco Sports, is based at Virginia International Raceway, and Handy bought his M6B back in 1977. "I love racing this car," he said.

The last Can-Am race took place at Road America on August 25, 1974. The season-closer was planned for Riverside two months later, but at an SCCA promoter's meeting the day after the race at Road America a vote was taken to cancel the Riverside race and kill the series.



"Can-Am was already starting to lose its stature, which was unfortunate, but that's the way things go in this business," Follmer remarked. "The ground had been laid for Can-Am's demise. The crowds were down and we didn't have the media following we had in the past. I guess we all knew the end was coming, and probably a lot of us wanted to recognise it because it had been a big part of our lives. A lot of good race drivers were developed in Can-Am – Mark Donohue, Peter Revson, Denny and Bruce, Jim Hall. Can-Am brought a good calibre of competition all the way through its short history.



"Whenever you can attract high-calibre teams and drivers to any series you raise the bar and you make everybody else better because they're going to have to compete. Can-Am was that type of a series with plenty of development, better cars and increased speeds. Everybody responded to it, so to know that it was going to end was a sad day."

Neither Follmer nor Oliver finished history's final Can-Am race. Follmer dropped out half-way round the first lap with a broken driveshaft while Oliver led easily for most of the race before his engine blew, handing victory to Scooter Patrick's McLaren M20, run by Herb Kaplan's US Racing team. For those of us who were at Road America that day 32 years ago there was a certain poignancy in Follmer's words at the same track this year. It was the end of a truly grand era in motor racing history.

2006. Road America. Above: Steve Cook in the 1968 McLaren M6B. Left: Honker II



Shadow-boxing

It was something of a dream come true when Pete Lyons was invited to drive a Can-Am Shadow. Once he got moving, he made a major discovery...

Exploring the narrow footwell, my left shoe felt something fighting back. "Is the clutch or the dead pedal?" I blurted. Towering over me, Fred Cziska laughed. I hoped to keep him in that mood.

Cziska is a prince among vintage racers who, incredibly, had invited me to try out his 850-or-so-horsepower, 1972 Can-Am Shadow Mark III. A fantasy-come-true.

You remember the Shadows. American entrepreneur Don Nichols launched his team in 1970 with the Trevor Harris-designed 'Tiny Tyre car,' so dubbed because of its startlingly small-diameter wheels, meant for ultra-low drag. A bold idea, but not a good idea; two years later Peter Bryant created a much more conventional Mark III. It was also much more competitive: that season feisty Jackie Oliver put up some fine performances against the McLarens and new turbo Porsches.

In 1974, of course, Oliver would drive the best Shadow ever, Tony Southgate's DN4, to the last Canadian-American Challenge Cup championship of the old unlimited era.

Even a runner-up Can-Am car is a fearsome beast, and as I clambered over the wide, wide fuel cell sill of the big, black Shadow I strove to appear calmer than I felt. Behind me loomed 8-and-more-litres of Really Big Block Chevy, a cannon more than capable of firing me through the nearest concrete barrier like a lead slug through damp paper.

It was a tough clutch. When people are watching you learn a race car you want to avoid stalling the damned engine, and of course I promptly stalled this one. Biting my lip I stabbed the starter again (cue a cacophony like the Big One hitting San Francisco behind my skull) and gave it a touch more gas. Just a touch, mind you. I felt both huge back tyres spin up!

As I lurched away I was thinking, this will be my only lap, he's going to wave me in and punch my lights out for abuse-of-prized possession. But as my wife Lorna told me later, Fred turned to her with a smile of approval and commented, "You can't baby this car." I told you he's a prince.

Biggest surprise: this is a car. Just a car. I'm not sure what I'd expected: perhaps some titanium alloy-cum-composite space-timecraft coursing a metaphysical continuum inaccessible to mere protoplasm like me, but – hah! – it's a *car.*

Turn the steering wheel, and the car amiably changes direction. Press the brake pedal, and it obediently slows. Press the accelerator... S-SHAZZAAAMMMM!

Good Golly, Miss Molly!

I get it now. I understand why the Fred Cziskas of the vintage world go to such expense and trouble to drive these lurid relics of the Psychedelic Age. It's the mighty thrust of those monstrous old engines. Acceleration like this warps the mind. The sensation is addictive. Once tasted... I am lost.

Pete Lyons, Lorna Lyons, Mark Becker

Pete Lyons gets settled in the Shadow Mk III, while the owner looks on

Recovery *position*

Our theoretical look at the comparative speeds of leading cars from 100 years of GP racing. Part 3: post-war resurgence and the start of Formula 1

Words: Mark Hughes. Photography: LAT

1947 ALFA ROMEO 158

Index figure: 150

Virtual lap time of the current Spa circuit: 3m 11.9s

They went into a cheese factory hiding place during the war as voiturette racers and emerged as grand prix cars, thanks to the newly-devised Formula 1 category, with half the capacity limit of the pre-war GP formula. Originally developed in the late '30s by Scuderia Ferrari with Alfa's technology, Gioacchino Colombo sited the gearbox at the rear as per the pre-war GP Mercs. For '47 the 1.5-litre, straight-eight was converted from single- to twin-stage supercharging – upping power from a pre-war 200bhp to 265bhp.

1948 ALFA ROMEO 158D

Index figure: 155.7

Virtual lap time of the current Spa circuit: 3m 06.0s

A bigger supercharger and more exotic fuel brews brought the power up to 310bhp. They dominated, eclipsing Colombo's later design for the new Alfa offshoot, Ferrari. Stiffer drums with vastly better cooling improved braking.

1949 FERRARI 125

Index figure: 154

Virtual lap time of the current Spa circuit: 3m 07.7s

With Alfa withdrawing from competition, it was left to Ferrari to clean up with a development of their original Colombo-designed 125GP, powered by a V12 1.5-litre supercharged motor, the first in GP racing to feature a larger bore than stroke. At the beginning of the season it was still in original single-stage blower/single-cam per bank format. A twin-stage/dohc version made its debut at Monza, upping power to 300bhp at 7500rpm from 225bhp at the same engine speed. The engine never did run at the intended 10,000rpm and with a less sophisticated chassis, and gearbox up-front, it was no Alfa-beater.

1950 ALFA ROMEO 158D

Index figure: 158.4

Virtual lap time of the current Spa circuit: 3m 03.2s

Alfa came back for the inauguration of the new world championship, still with a development of the '38 'Alfetta'. Original designer Colombo returned to the fold, having fallen out with Enzo Ferrari. Power of the 158D was now up to 350bhp at 8500rpm, with the fuel's alcohol content now being used to help cool the internals, contributing to a consumption of less than 2mpg.

1951 ALFA ROMEO 159

Index figure: 164.4

Virtual lap time of the current Spa circuit: 2m 57.0s

Needle roller bearings for the main and big ends brought the revs up to 10,500rpm, aided by a further increase in supercharger boost. Later in the year the swing-axle rear end was replaced by a de Dion, to make the 159A.

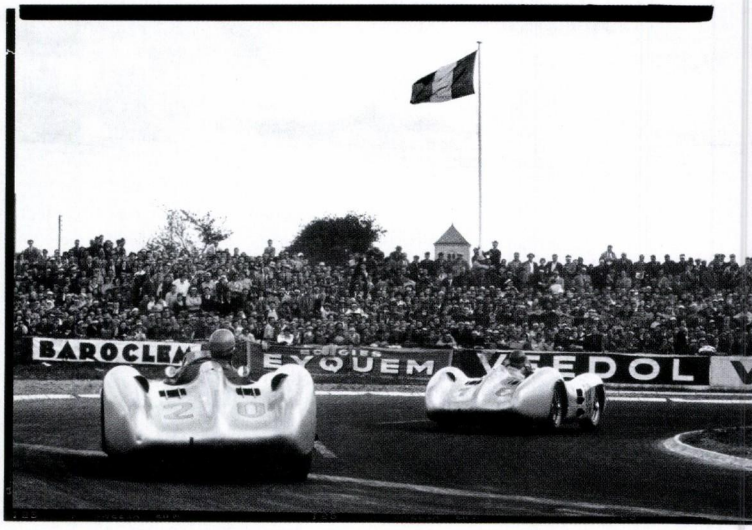
1952 FERRARI 500

Index figure: 151.5

Virtual lap time of the current Spa circuit: 3m 10.3s

The adoption of the normally-aspirated 2-litre Formula 2 for the world championship took lap speeds back to 1934 levels. With such a small-capacity limit, engine designer Aurelio Lampredi reasoned the power-to-weight ratio would be better with a four- than a multi-cylinder. Installed in a simple chassis with de Dion rear end and rear-mounted gearbox, the four-carb, dohc engine had two plugs for each cylinder and produced 170bhp. It won all seven championship grands prix.





From left to right: 1948 Alfa Romeo 158D; Fangio leads the 1954 French GP at Reims in the Mercedes W196, and won; Lancia-Ferrari D50 in 1956 Monaco pits; 1958 Vanwall at Dutch GP start

1953 FERRARI 500

Index figure: 154.8

Virtual lap time of the current Spa circuit: 3m 06.9s

Very minor changes were made to the 500 for '53 – adding up to an extra 10bhp – and it continued much as it left off. This time it won seven of the eight championship races.

1954 MERCEDES W196

Index figure: 160.5

Virtual lap time of the current Spa circuit: 3m 01.0s

For the new 2.5-litre F1, Mercedes-Benz produced a landmark design, under the guidance of engineer Rudolf Uhlenhaut. It was the first F1 car to utilise a true space-frame chassis. Installed within was a twin-cam straight-eight featuring direct fuel injection – with the mixture fed into the side of the cylinders rather than down a conventional inlet port – and desmodromic valve actuation that did away with valve springs by mechanically operating the exhaust valves as well as the inlets. It was the last successful straight-eight GP engine, and was canted to give a lower bonnet line. Initially, the whole thing was enclosed in a stunning closed-wheel low-drag body. However, an aerodynamic instability at high speeds meant that it frequently ran in more conventional open-wheel form.

1955 LANCIA D50

Index figure: 162.5

Virtual lap time of the current Spa circuit: 2m 58.9s

The D50 was the masterpiece of the veteran Vittorio Jano and took as its basis an all-new V8 engine that was used as a stressed member in the chassis – 12 years before the Lotus 49. Pannier tanks ensured weight distribution remained consistent regardless of fuel load.

1956 LANCIA-FERRARI D50

Index figure: 166

Virtual lap time of the current Spa circuit: 2m 55.3s

The first car to theoretically better the lap time performance of the 1939 3-litre supercharged Mercedes – with 2.5-litres of unsupercharged V8. This was Ferrari's revision to the departed Lancia model of the previous year. They made what seemed retrograde technical changes – fuel tanks no longer panniers, engine no longer a stressed member – but went quicker regardless, largely thanks to tyre technology advances.

1957 MASERATI 250F

Index figure: 169.1

Virtual lap time of the current Spa circuit: 2m 52.1s

Introduced in 1954, it was finally honed to championship success three years later. It accounted for much of the grid on account of being a great privateer's car. Colombo's straight-six dohc engine had been developed to 270bhp by '57.

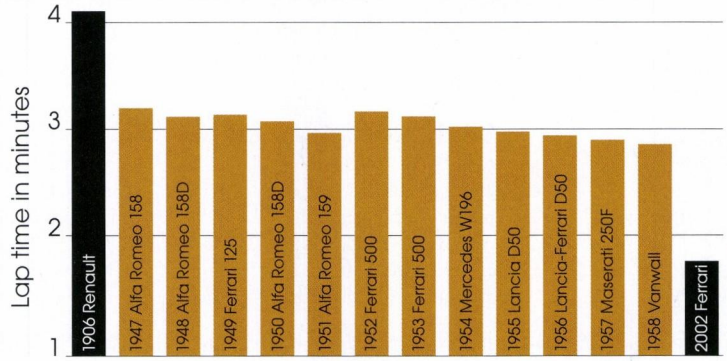
1958 VANWALL

Index figure: 170.9

Virtual lap time of the current Spa circuit: 2m 50.2s

In '57 Vanwall became the first British car to win a GP since Sunbeam in 1923. For '58, despite new regs that banned exotic nitro and alcohol brews, they were faster. It had a low-drag body designed by a de Havilland aerodynamicist, a chassis developed with the help of a young Colin Chapman and it was the first title-winning GP car to feature disc brakes. Ⓜ

ESTIMATED SPA-FRANCORCHAMPS LAP TIME 1947-1958



Laurence Pomeroy's performance index is a device for comparing the lap-time potential of grand prix cars from different eras. He made comparisons at tracks where GP cars ran on consecutive years and repeated the process for each year





Wonder*wood*

The depth and variety of machinery and action at the Goodwood Festival of Speed astonished yet again

Words: Robert Stride. Photography: LAT, James Mann, Steve Havelock

At Indianapolis they get the proceedings underway with "Gentlemen, start your engines."

Early on Friday morning at Goodwood a French engineer plugged his laptop into an R25, fired up the engine and let loose a 10-cylinder rendition of the national anthem.

A few feet away a Renault AK90CV, older by a century, was still dreaming of the day it took Ferenc Szisz to victory in the first ever grand prix as the festival celebrated the centenary of grand prix racing as well as the centenary of the Targa Florio.

Late the night before, Lord March, outside whose front door the R25 was parked, had suggested that *La Marseillaise* was perhaps inappropriate for this most English of occasions. The French went into a huddle and by dawn had produced a new map for the V10. They plugged in the laptop and the engine's throttle system did the rest.

On the far side of the park, under the shade of the beech trees, the Targa Florio cars are getting ready to perform. The Alfas, Ferraris and Porsches are warming up. Close your eyes and you could be in Sicily. So many red and silver cars with all those names on their flanks – Moss, Fangio, Hill, Vaccarella, Merzario and Munari. The Cobra and the GT40 add some bass to the alto of the Italians. The bumpy, narrow Goodwood hill will suit these cars just fine.

At the core of the Festival is the hillclimb track that snakes and swerves its way through the park. A sudden blast of noise and cheers from the fans herald the imminent arrival of Heikki Kovalainen in the Renault R25. The Finn spent less than 45 seconds hustling the car from a standing start to the top of the Sussex Downs. Another few minutes behind the straw bales rewards us with Nico Rosberg in his Williams Cosworth FW28 and Randy Mamola on his Ducati Desmosedici. On the pillion, where Michael Schumacher so recently sat, is Lord March's plucky (or crazy) daughter Alexandra.

A little later Nigel Mansell, on his first visit to the Festival, has a brush with the straw bales at Molecomb Corner, the approach to which is over a crest, off-camber and slightly downhill. The people's favourite reverses out and continues on his way. Well, he would. "That'll give the media plenty to talk about," he tells the commentator when he reaches the top of the hill. "No doubt you'll replay the video endless times during the day."

In among the endurance cars Targa winner Vic Elford, who has the gorgeous Porsche 908/3 for the weekend, talks about the long-tailed 917. Asked about doing 250mph on the Mulsanne at Le Mans, Vic responds with his usual laconic candour. "It was very comfortable, not much to do except wonder what it would be like if something failed at ▶

> "They have twenty guys on those lil' biddy cars. Man, we have six guys on ours and we have five lugs on each wheel" *Richard Petty on pitstops in F1, and NASCAR*



1: Renault Type 46. 2: JYS mobbed. 3: Ducati Desmosedici. 4: Red Arrows display. 5: FIAT S74. 6: Honda RA301. 7: Honda RA106. 8: Ralt RT1. 9: Lotus 49 driven by Damon Hill



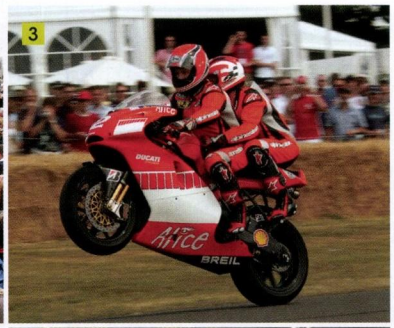




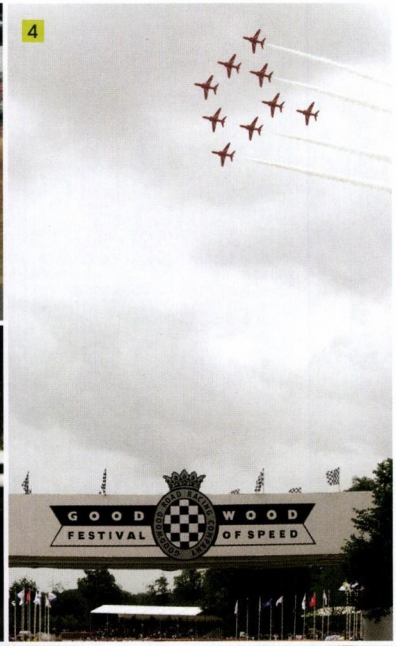




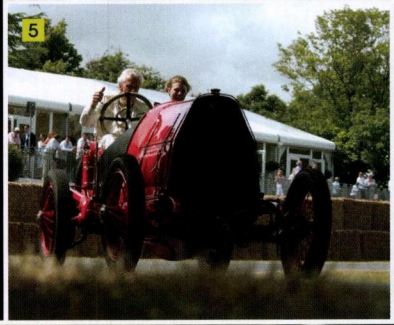
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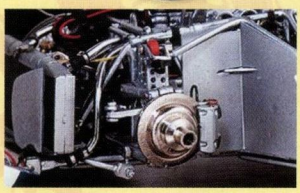
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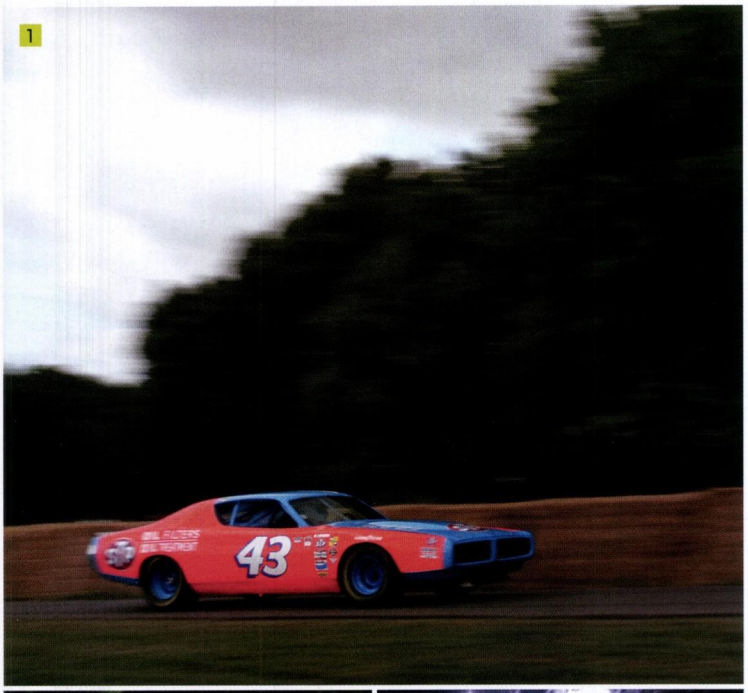
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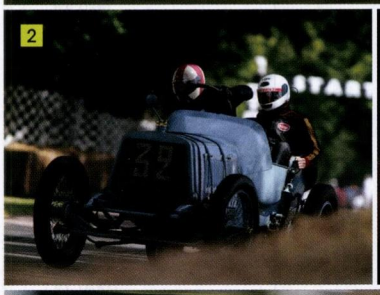
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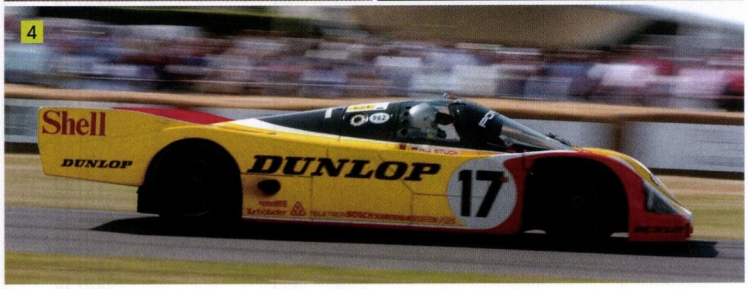
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"I am stunned. I should have come years ago – I'll be back"

Nigel Mansell on the Festival



that speed. The long straight got a lot shorter in that car, though." Along the way, Allan McNish sits in the Audi R10 which won at Le Mans this year. Two large plastic balls on a long piece of string protrude from the air intakes. "There's not enough room for my balls in the cockpit," said the Scot. Quite so. Smartly uniformed Audi engineers explained that the apparatus was to remind them to remove the covers on the oil coolers.

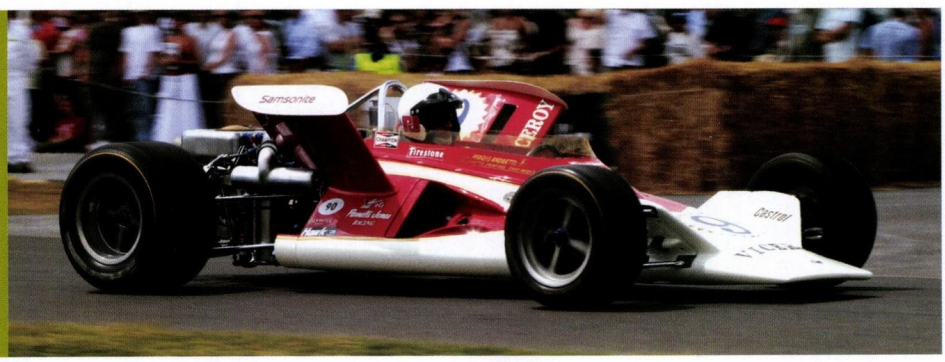
Onward, then, and over the bridge to the infield where we spy what appears to be a row of sandcastles. Upon closer inspection it transpires that a sculptor has created 10 grand prix cars, one for each decade, from 170 tons of sand. Three burly minders walk past with Nigel Mansell in their midst. Not far behind is Jacky Ickx. No minders, just his wife.

Back over the bridge, and marshals are ushering a gang of growling Can-Am cars onto the track. It's the 40th anniversary of these mighty machines. The F1 paddock is bristling with news that Juan Pablo Montoya is to join Chip Ganassi's NASCAR team for 2006. Dan Gurney quietly opines that JPM will be on something of a learning curve. "Compared to Formula 1 the jostling in NASCAR will be like docking aircraft carriers," he says. World Champion Alan Jones says that the Columbian's colleagues will not have an opinion. "They run a risk assessment on interviews. Unless they have a PR girl on one shoulder and a lawyer on the other, they cannot speak," he tells nearby fans. Jonesy has never ▶

1: Richard Petty in Dodge Charger. 2: Mark Walker's GP Panhard et Levassor. 3: spectacular opening ceremony. 4: Henry Pearman's Porsche 962

PARNELLI-OFFENHAUSER VPJ-1 INDYCAR

One of the weirdest racing cars you will ever see. It doesn't look quite right, and it wasn't. The strange dihedral wings are something from very early NASA and the radical aerodynamics did little for the handling around Indianapolis. Al Unser did the early testing and was not impressed. A more conventional wing was fitted for the 1972 Indy 500 and Andretti finished in the top 10.



"If I was a big piece of air, this is the car I'd want to drive through me" *Dan Gurney on Renault R25*



been shy of expressing his views on the sport he loves. At McLaren, former team manager Jo Ramirez says that the squad will benefit from the arrival of Fernando Alonso. "He has many of Ayrton's qualities," he says. "Total focus, total commitment and huge ambition."

The appearance of Mika Hakkinen went down very well with the crowd. The Finn is much admired by the fans for seeing to M Schumacher in some gripping wheel-to-wheel games of chicken, and is firmly in the 'real racing driver' class. In his Goodwood press conference the original Ice Man was in an open, chatty mood. He said he was enjoying being back in a McLaren, the lop-sided grin and dry humour very much in evidence all weekend.

Earlier in the day we had seen the Red Arrows and the Tornado GR4, the former another reminder of formation flying at its absolute best and the latter a gut-wrenching, gob-smacking display of unadulterated speed and power. The GR4 climbs like a rocket.

Just time then to see the last of the action on the hillclimb. Down at the startline Martin Brundle is doing his trademark 'grid walk' under the lime trees. As he strode down the line of cars he neatly door-stepped a rather nervous Lord March who was climbing aboard Mamola's Ducati for a gig he later described as "like doing the Cresta run on two wheels." Next it was Jackie Stewart aboard the Matra MS10. Murray Walker sat on the rear wheel, trying not to butt in. Then he bumped into a man dressed in cowboy ▶





1: Nico Rosberg in the Matra-Ford MS10. 2: Mercedes Silver Arrows wow the Goodwood crowd

PHANTOM CORSAIR

This is a show-stopper, a jaw-dropping piece of automotive sculpture. Built as a concept car by Rust Heinz (he of the 57 varieties) in 1938, the six-seater Phantom was his vision of the perfect automobile. In today's money, Heinz spent more than £2m on its development. The car was high-tech for its time too, with front-wheel drive, cork sound-proofing, superb aerodynamics and a bench seat for four in the front.











FOREST RALLY STAGE

On Sunday morning we could have been in Finland. Driving rain, low cloud and a stage like an ice rink. Bring out the anoraks and umbrellas. The previous day we could have been on a hillside in Italy. Jackets off, shades on and enjoy the show. Situation normal for rally fans, then. And more than 30,000 of them made the trek up the hill to see Hannu Mikkola's much improved new Goodwood Forest Rally Stage.

"It's a proper rally stage," said Petter Solberg after rushing through the woods in his Subaru. "It's good enough for the WRC and quite quick too. I love it." The Norwegian and his team raised a lot of money for the Richard Burns Foundation by giving rides to paying fans.

The WRC teams came to boost the funds of the charity in memory of the popular British rally hero. This added an extra thrill, and poignancy, to the event in which Marcus Gronholm set fastest time of the day in his Ford Focus. Colin McRae, Solberg and Mikko Hirvonen weren't far behind.

But it was not all about the modern cars. In true Goodwood style the legends of the sport played their part. Mikkola roared round in the Audi Quattro A2, while Rauno Aaltonen had his little Mini Cooper S at all kinds of angles. Fastest of the non-WRC drivers was Mike Rimmer in his Lancia Delta HF Integrale.

Many came to see the inch-perfect skills of Jacky Ickx in the Paris-Dakar Porsche 959. For sheer noise, drama and nostalgia Bjorn Waldegard in the Toyota Celica GT4 was hard to beat. A wonderful supporting cast of sideways drivers past and present kept the crowd on their toes from dawn till dusk.

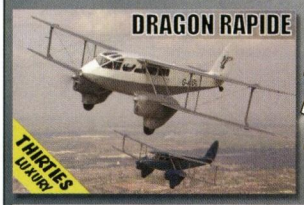
Rally cars ancient and modern.
1: Lancia Stratos.
2: contemporary Ford Focus RS WRC.
3: MG Metro 6R4.
4: Austin Healey 3000 Mk3



EAGLE WESLAKE T1-G

Arguably the most beautiful grand prix car ever made. Len Terry designed the chassis, while the V12 engine, created by Aubrey Woods, was built at Weslake. Dan Gurney won the Belgian GP in 1967, the first American to win a grand prix in a car of his own construction. Gurney did not drive it at the Festival this year, however. "I was half-way in, and I reckoned if I sat right down in it, I'd never get myself out again," he said.

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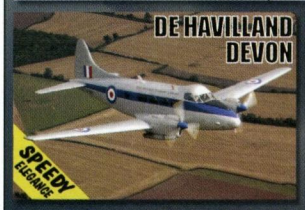
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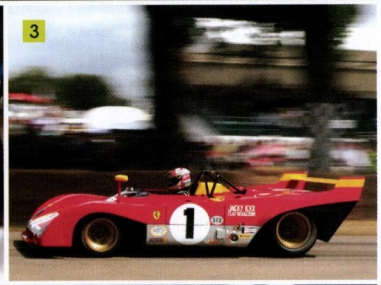
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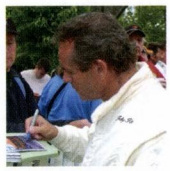






"It gets bigger, but nicer and nicer. It's a real joy, a passion shared by many" *Jacky Ickx*

hat, cowboy boots and Levis held aloft by a belt with a large buckle inscribed 'The King'. Richard Petty was examining what he calls the "lil' biddy" F1 cars, in this case Button's Honda RA106. It was Petty's first time here and he was an instant hit with the crowd. He drove his 1972 Dodge Charger, not a machine ideally suited to a narrow and cambered course, and signed what seemed about 50,000 autographs. "I ain't seen nothing like it in the world," was the King's first reaction to the Festival. "And I seen a few events."



Behind Jenson, and last in line, was Allan McNish in the Auto Union Type C. Sound bites completed, Brundle laid down his microphone, donned his helmet and zapped up the hill in the Benetton from his days as team-mate to M Schumacher. All in a day's work.

The Festival of Speed prizegiving is on the way back to the car park. On a stage crowded with racing drivers Oscar winner George Lucas gave a prize to Gary Paffett in recognition of his showbiz burn-outs in the McLaren-Mercedes MP4/20.

Returning reluctantly to the car park my little Renault Modus is sandwiched between a Ferrari 360 and a BMW M5. A man in a Goodwood T-shirt is taking a photograph of this. In the row behind two young lads sit on the grass flicking through their autograph books. If they weren't hooked already, they will be now. Wonder if they captured all seven World Champions? M

1: John Surtees in Honda RA300. 2: Jackie Stewart in period kit and Matra MS10. 3: Ferrari 312PB. 4: 1973 Targa-winning Porsche 911 RSR

LOTUS RENAULT 97T

This is the car that gave Ayrton Senna his first grand prix victory, in the rain at Estoril in 1985, when the great Brazilian picked his way around the puddles in a brilliant display of car control. The Renault engine, producing more than 1200bhp in qualifying trim, put Lotus back on the podium. The car was driven at Goodwood by Bruno Senna whose looks and demeanour are an eerie reminder of his uncle.



Audi A4 quattro

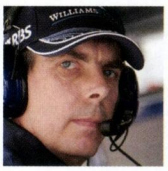
Having turned rallying on its head with four-wheel drive, Ingolstadt brought the technology to the track. For a season the A4 quattro reigned – and then came 1997...

Words: Keith Howard. Illustration: Audi Tradition



Roger King from Audi

Tim Newton, Williams



According to your viewpoint, the 1990s were either the golden era of the British Touring Car Championship or, with big names and budgets increasingly involved, the beginning of the end for a series whose cottage-industry status had once been a key element of its appeal.

If any car epitomised the arrival of big clout and big bucks, it was the Audi A4 quattro. It is remembered as the four-wheel-drive car that put the cat among the 2WD pigeons and romped off with the 1996 driver and constructor championships. But it was more than that. It was the product of a massive engineering and development effort at Audi's Ingolstadt HQ that spread its tentacles throughout touring car racing. In 1996 the same car won seven championships worldwide, as far afield as Australia and South Africa.

Nevertheless it was beaten into second place in the BTCC in 1997 by the Renault Laguna built by Williams Touring Car Engineering. How the A4 shook up touring car racing, and how Williams beat it, is recalled here by Roger King, then Frank Biela's race engineer at Audi Sport UK, and Tim Newton, who was technical operations manager at WTCE.

ENGINEERING

RK: "Joining Audi Sport UK was an eye-opener. The factory had run a development programme which ran to the beginning of the '96 season. Every part had been validated, so we knew exactly when we had to change it. This meant that reliability was assured. Apart from the accident when Biela hit oil, we had a 100 per cent finishing record."

TN: "At Williams we tried to apply F1 standards and thinking to touring cars. It wasn't about being fancy or clever but just trying to get consistency. Touring cars used to be hand-built and therefore all different, and unreliable as a result. The Audi was the ultimate car in this respect: it was designed, drawn, built in a large factory. Everything had a part number, it was a proper car. We didn't have a factory, we had mechanics who made many different parts. But I would get them to make, say, six brake pipes at a time, so they were all the same."

WEIGHT PENALTY

Cutaway shows how different touring car is from road car. Engine ahead of front axle is a theoretical handicap, but quattro system's traction (plus moveable penalty ballast) gave it an edge

RK: "When we started in '96, TOCA gave us a 65kg penalty. But we made the mistake of being successful from the outset and it was increased to 95kg. After that there was no sandbagging, we were flat out – so the penalty was well chosen. We put the ballast, mostly bolted-down lead sheet, in the passenger footwell. That gave us the corner weights we wanted and placed the extra mass as low as possible."

TN: "I think two-wheel drive and four-wheel drive should always be in different classes. No equivalency formula really works. It was the right decision to ban 4WD from 1998, but I don't think it should ever have come in. The front suspension strut they ran on the A4 was also a fairly broad interpretation of the rules, because it wasn't the same as the road car's. I think there was a bit too much of a big company with lots of money having things go through."

DIFFERENTIALS

RK: "The A4's standard diff arrangement was viscous couplings front, centre and rear. We typically ran a 60:40 torque split front to rear, but we tuned it from race to race. On a circuit like Thruxton with fast, open corners you'd want as much torque to the back as possible, whereas on tighter circuits like Knockhill you could put a bit more to the front. We ran a spool [locked diff] at the rear sometimes, where we needed really good traction and there were no sharp-entry corners where it would give you understeer."

HANDLING

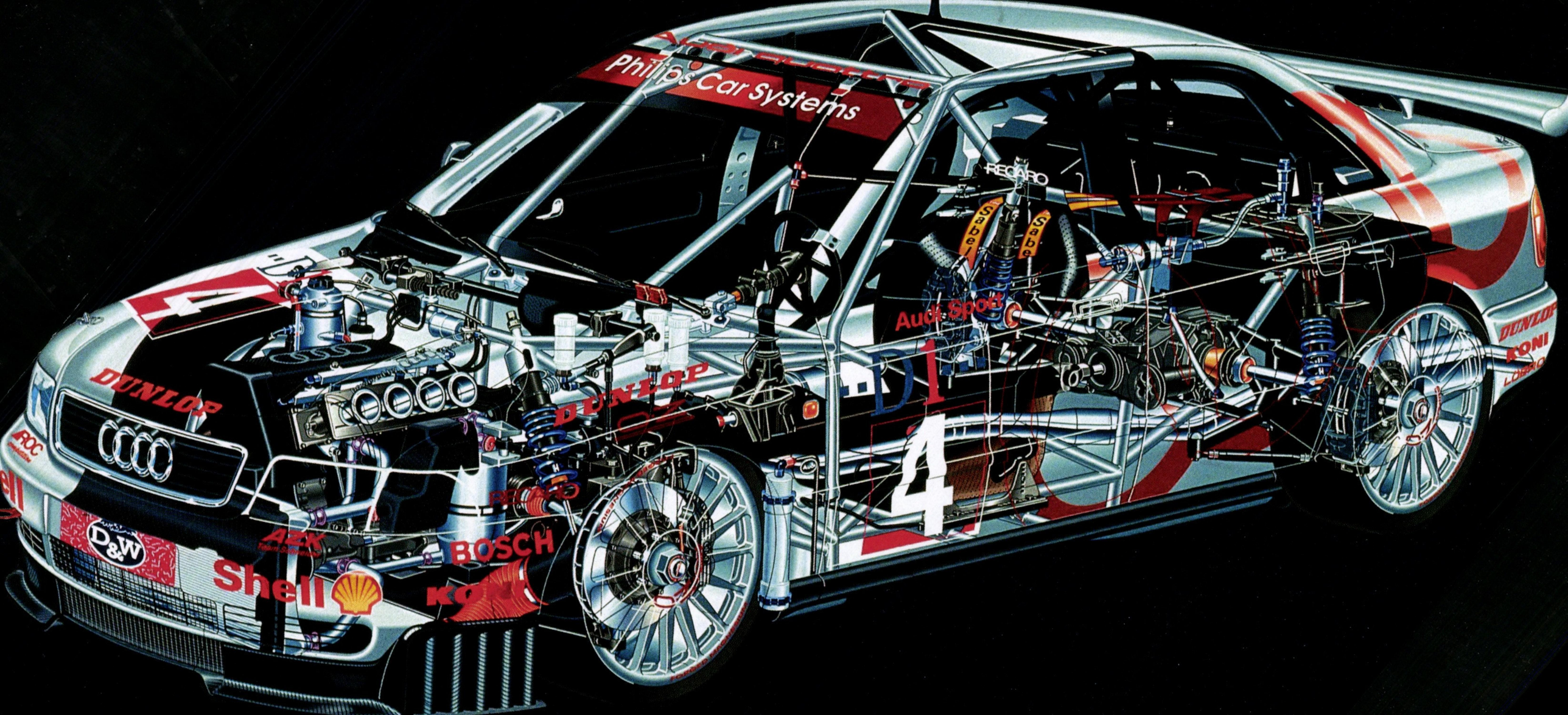
RK: "The car had to be set up to understeer. Oversteer would kill our lap times, but there were various ways of curing it. We could take a bite off the front downforce, change the rear differential, lower the ride height or change the rear toe angle. With the FWD cars the handling balance would change radically as the front tyres started to deteriorate and the rears came up to temperature, giving more and more understeer. We didn't have that problem. We quickly warmed all four tyres, and the wear was almost even all round."

TN: "Michelin made a big contribution to our success in '97. They always gave us great tyres. But it was difficult to get heat into the rears. Because we didn't have tyre heaters, the car would go out for one qualifying lap with the front tyres on the back and the backs on the front. When it came in, the front wheels would go on the back and the rear wheels would be crossed from side to side and put on the front. That was the most effective way of getting the rears warm."

DRIVERS

RK: "Having Frank Biela was a huge advantage. He'd been through all the development and knew the car inside-out. If you looked at the throttle traces, he was Mr Precision. It was all square lines: either full on the throttle or full off. The quattro was incredible like that: because of its traction you could use the throttle as a switch. John Bintcliffe struggled because he didn't know how to make the car work. He'd come from a FWD car and was lost."

TN: "Alain Menu was a single-seater-style driver – very smooth, very composed. Will Hoy was very good too, but the required driving technique had changed. Alain's style suited the car better because it had aerodynamics, it had downforce. You had to drive it like a racing car, not like a stock car."


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KONI

Cologne

Ford's iconic Capris battled with BMW, and often won

Words: Paul Fearnley. Photography: LAT

It looked fantastic: low roof line, long bonnet, fat slicks in bulging arches. And it put on a spectacular show: gutsy 3-litre V6 on open pipes, inside front wheel waving high. But the men sawing at its wheel, sweating buckets in their bucket seats, viewed it differently: Cologne Capris were über-tricky on the limit.

Even Jackie Stewart, in his third F1 title, had be
Ford to contest selected
Touring Car Championship
320bhp Capri – co-driven by P

he had finished second in the 1972 Paul Ricard Six Hours – but familiarity had not bred contentment.

The opening 1973 ETCC round was the Monza Four Hours, and JYS, sharing with Capri stalwart Dieter Glemser, qualified on pole: he was 45 minutes from victory when the camshaft broke. But even this performance on a straightforward track had highlighted inherent handling problems. Next up was the Nürburging Six Hours in July.

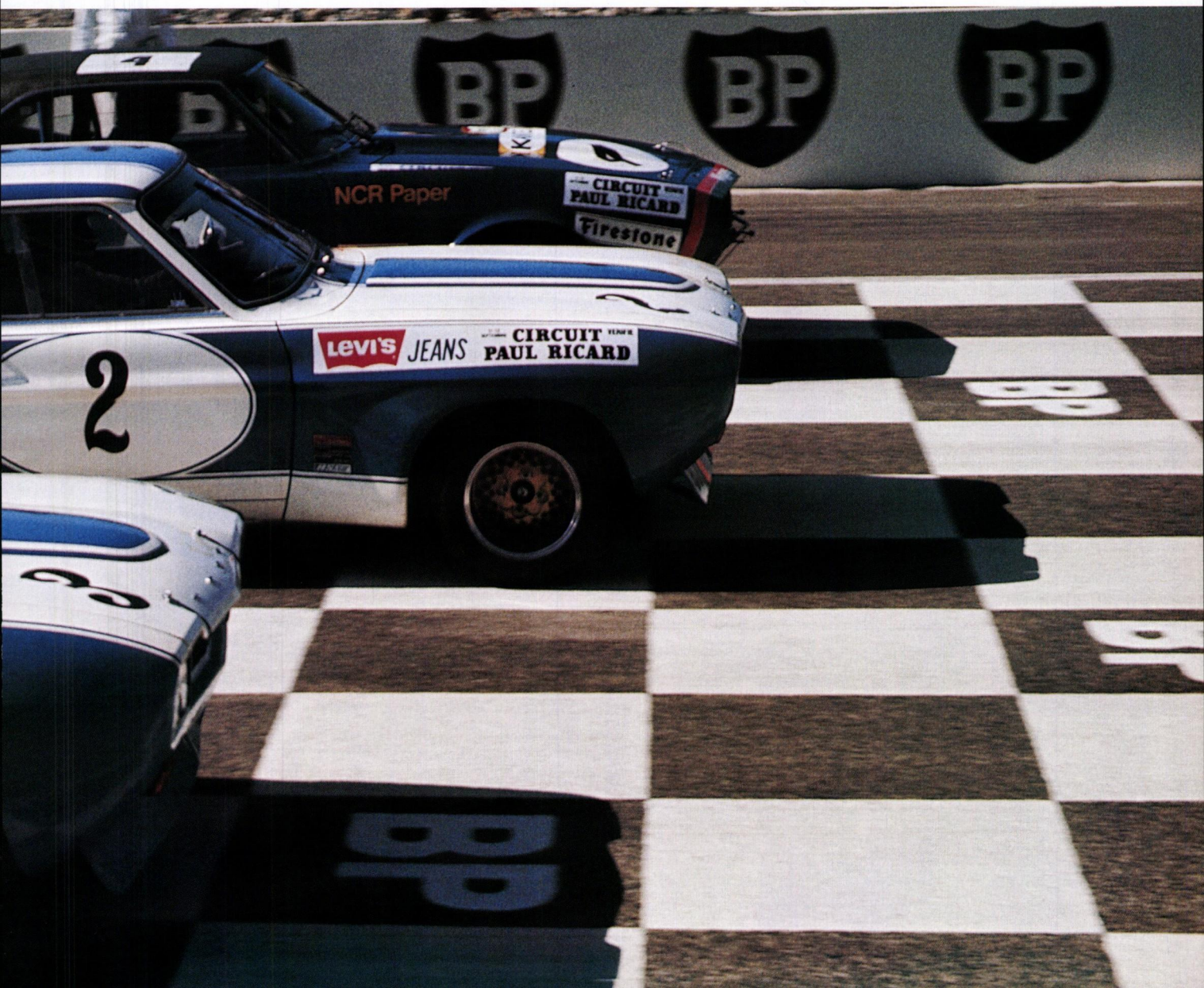
"That Capri was really heavy to drive. It had a mind of its own and was a real challenge to catch when it let go. After my first lap I felt like asking the mechanics if all four wheels were still attached. There was nothing progressive about it. Jochen [Mass] and Dieter were really earning their money."

Stewart wasn't overly bothered when the head gasket failed early in the second stint. His co-driver Emerson Fittipaldi – touring car racing's highest-profile pairing? – was even more relieved, this being the F1 champion's first saloon outing since his Brazilian Beetle days of the late 1960s.

It had been a bad day for Ford: Glemser bust some ribs when his steering failed, the John Fitzpatrick/Gérard Larrousse Capri ended up on its roof when the reassigned Mass was nerfed by a backmarker – and BMW raised the bar with its just-homologated 'Batmobile' CSLs which finished one-two-three.

"We'd heard that they'd tested at the 'Ring with a wing," says Fitzpatrick. "We thought, 'Well, there's no way they'll homologate that.' But they did." And it was worth 10 seconds per lap.

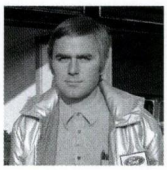
There was a new 3.5-litre (out from 3.3) straight-six from Munich too. The Capri, with its glass fibre panels, was still 100kg lighter than its rival, but the CSL now had a 50bhp advantage to go with its independent suspension. Cologne's days of domination were over – mainly because its creator Jochen Neerpasch had moved on, to BMW. ▶



The Cologne Capris of Rolf Stommelen/ Gerry Birrell (3) and Dieter Glemser/ Alex Soler-Roig (2) sprint off the line at the beginning of the 1971 Paul Ricard Six Hours



There was a caveat to the 1972 successes. Cologne competition department boss Jochen Neerpasch had switched to BMW



Neerpasch had founded the company's German competition department in October 1968 – and the new Capri provided his racing focus from '69 on.

Success was hard to come by. The 1970 ETCC racer looked purposeful, but the team had a lot to learn about the black arts of saloon car racing. The 125bhp 60-degree V6 2300GT was its base car. Weslake developed light-alloy cylinder heads for it and ZF built a five-speeder to take the power: Weslake claimed 230bhp, Cologne reckoned 200. The season, however, provided a litany of retirements and Glemser's second in Budapest was the best of a bad bunch.

Highly rated young engineer Martin Braungart was the team's tech chief: "The car was new, we were new, the engine was new to racing – everything was new. Our biggest problem was the engine; we would go to a test and do only a few laps before it came apart. It was not so easy to solve this problem because we had our own engine department and were also working with Weslake in England." And a third party was about to enter the mix.

Cologne came under the wing of Stuart Turner, Ford of Britain's new director of motorsports, and it was clear to him that the fledgling outfit needed help. He sent Boreham's rally engine expert Peter Ashcroft, a Lancastrian who spoke no German, to Cologne. Although legend has it that neither Cologne nor Weslake liked this intervention, Turner plays it down: "There was never any hostility between the British and German arms. There was a rivalry, yes, but there's nothing wrong with that. I knew Peter was the right man for the job: a down-to-earth, hands-on engineer."

It was an inspired choice. All of Ashcroft's recommendations – steel crank of entirely different design, dry sump and strengthened block – proved major steps forward. The updated V6, fitted with Kügelfischer injection, was taken out to 2873cc (later 2935) and gave a reliable 265bhp from the off.

Meanwhile, Braungart had made improvements elsewhere. The Capri's live rear axle, never ideal for racing, had been 'Escortised': tied down by four radius rods and a Watts linkage. This had a strong British influence – but the niftiest tweak was Braungart's: the 'plastic' leaf spring.

"The standard leaf springs were heavy and made it difficult to adjust quickly the suspension," explains Braungart. "To reduce unsprung weight – and to better control the axle – we used vertical coil springs; the leaf springs were still there but they did hardly anything and so could be very light. They were protested, but they complied with the law [Group 2]."

All-round disc brakes, wider arches and an airdam were among the other go-faster aids on the new, light, RS2600: aluminium axle and hubs, fibreglass doors, bonnet and boot.

Once the victory duck was broken at the Salzburgring in April – Capris finished one-two-three – the team got on a roll: wins at Brno, Nürburgring, the Spa 24 Hours, Paul Ricard and Jarama took Glemser to the drivers' title. The manufacturer honours, however, went to Alfa Romeo thanks to the class dominance of its 1300cc GTA Juniors.

Then 1972 was even better for the Capri. Now with 290bhp at 7500rpm, a stiffer shell and even wider arches, they were beaten only once in the ETCC, albeit a painful Nürburgring defeat at the hands of BMW. Mass won the drivers' title, but once again those pesky Alfas kept the manufacturers' award beyond the Blue Oval's reach.

Capris (with knocked-back compression) also contested two rounds of the world sportscar championship, scoring top-10s in the Nürburgring 1000Km and at Le Mans. And Hans Stuck used an RS2600 to dominate the national Deutsche Rennsport Meisterschaft (DRM).

There was a caveat to this success: Neerpasch had switched to BMW in April – and taken Braungart with him.

"Ford asked me to stay and run the department in Cologne," reveals Braungart. "But I'm an engineer and

François Cevert (right in helmet) prepares to take over the Capri he and Jackie Stewart took to second place at Paul Ricard in 1972

didn't want to get deep into the politics and daily admin of a team. So I went with Jochen. For a company the global size of Ford I have to say that it was very flexible. But BMW was smaller and reacted even more quickly.

"We left the Capri in a competitive state. When you look at its results you can say it was a good car. Jochen and I knew that we had a big fight to beat it."

After a defeat at Monza, Capris scored wins at the poorly supported Salzburgring and Mantorp Park rounds. But once BMW's Batmobiles took flight, Ford was scrabbling in the dark. Works CSLs scored a hat-trick at the Nürburgring, Spa 24 Hours and Zandvoort, while the Alpina-run version of Harald Ertl/Derek Bell mopped up the Silverstone TT.

The CSL also put the Capri in the shade at Le Mans. RS2600 won its class in the Nürburgring 1000Km and scored victories in the DRM and non-championship Fuji and Macau Guia races – but it had clearly been BMW's year.

"I made a big mistake signing for Ford that season," says Fitzpatrick. "And, what made me really sick was that the day after I'd signed I was in Munich to pick up a road-going CSL. Jochen asked to see me... and there on his desk was a contract for me. I'd had a big argument with him when I was driving the Escort at Jarama in 1971 – he was holding us back during our stops to try to ensure a Capri win – so it had never crossed my mind that he'd even think to sign me.

"The Capri ETCC thing looked good on paper – a works team with good drivers – and it paid well. But it was a very dispiriting year. I don't really know what was wrong with the Capri. I don't think any of us did. I liked [new Cologne boss] Mike Kranefuss. He was much more one of the guys than Jochen, but he wasn't terribly technically minded. Ralph Broad had built a Capri with trick suspension for Dave Matthews to race in Britain and it seemed to work well – but Cologne had nobody of the calibre of Ralph. Neerpasch had taken the best people with him.

"The Capri had terrible roll to start with. To dial this out they made it so stiff that it had no feel. You couldn't slide it. The inside front was lifting. So was the rear. It looked ▶

RICARD GIANTKILLER

Works Capri driver Jochen Mass was on the verge of the ETCC title – and on pole. Star F1 pairing Jackie Stewart and François Cevert were on the outside of an all-Capri front row. But privateers Brian 'Yogi' Muir and John Miles were on to a good thing. They had qualified the Malcolm Gartlan-run Wiggins Teape RS2600 seventh – but were keeping their powder dry.

Muir was in the lead of 1972's lucrative Paul Ricard Six Hours by lap six – and was still there 151 laps later. Not only were Muir and Miles faster than the Cologne cars, they were more efficient, making just two fuel stops to the factory's three.

"There was a lot of talk afterwards of us having a bigger tank," says Miles. "But that was bullshit. We had a different engine to the other Capris." Weslake had discovered that at part-throttle fuel was hitting the butterfly and splashing back. By moving the injectors to the other side of the trumpets the fuel now had a straight path. This gave the engine better mpg.

Miles isn't sure how the team got hold of the engine. Perhaps Ford was too big, too corporate, to think it was worth trying; perhaps they weren't told about it.

"But the engine wasn't the only reason our strategy worked," Miles asserts. "Brian had learned that by fuelling up first thing in the morning when it was cold it was possible to keep dribbling it in and expand the tank. It also helped that the car was well-prepared and quick: Brian set fastest lap.

"To beat the likes of Stewart gave me satisfaction. Since being dropped from Lotus's F1 team I had taken a hammering from certain parties. I was still making a living from racing, but not a great one. The 88,000 francs I got were very helpful; they paid for the renovation of my house in Islington."

The 1973 Capri was spectacular, but no joy to drive. The John Fitzpatrick/ Gerry Birrell car demonstrates its characteristic wheel-waving style at Monza



"The Capri ETCC thing looked good on paper, and it paid well but 1973 was a very dispiriting year" John Fitzpatrick

spectacular, but it felt awful. It wasn't scary, it wasn't quick enough to be scary, but it was immensely frustrating.

"The engine was reliable though."

It was also at the end of its tuning tether: 2995cc and 320bhp. Cosworth had been approached in 1972 and given a target of 400bhp. Using Group 2's '100 option' – building 10 per cent of the usual 1000 examples required for homologation – designer Mike Hall came up with the GAA, a twin cam-per-bank, four valves-per-cylinder conversion of the British-made 'Essex' pushrod V6. As usual Cosworth hit its target – the eventual figure was 445bhp. The new Capri racer was based on the British-spec, bewinged and bespoilered RS3100. Its little-bit-extra standard capacity could be extrapolated to 3.4 litres for racing purposes.

This motor was destined for a comprehensively reworked car. Slightly heavier – the glass fibre panels had been struck out by the organisers – but with a better weight distribution thanks to rear-mounted rads, it also had an adjustable, slotted front airdam and a large rear spoiler. The scene was set for another titanic ETCC struggle with BMW.

Then the energy crisis struck.

Everybody was hard hit: BMW pulled out of the ETCC and handed responsibility to its tuners; after a raft of cancellations the series dwindled to six rounds. Ford won the drivers' and manufacturers' titles thanks to Hans Heyer's Zakspeed Escort RS1600. In a reduced programme the RS3100 won at Zandvoort and Jarama, but BMW's privateers did just enough to win the large-capacity category.

Again the Nürburgring 1000Km gave the Capri a saving grace – another Touring Car category win. There were also successes in the Kyalami Six Hours and the DRM (against CSLs and Group 4 Porsche Carrera RSRs).

The bald truth, however, was that this genuine crowd-puller and -pleaser needed – and deserved – a big stage on which to perform. Sadly there was no place for its three-wheeling antics during the Three-Day Week.



Below: the final year – the Mass/Lauda Capri leads the Stuck/Peterson and Ickx/Bell BMWs into the first corner at the Nürburgring in 1974. The Glemser/Hezemans/Lauda Capri is fourth. Left: 1972 Monza race was one of 16 wins

COLOGNE CAPRI'S ETCC WINS

1971	
Salzburgring	Dieter Glemser
Brno	Dieter Glemser
Nürburgring	Dieter Glemser/Helmut Marko
Spa 24 Hours	Dieter Glemser/Alex Soler-Roig
Paul Ricard	Dieter Glemser/Alex Soler-Roig
1972	
Monza	Jochen Mass/Gérard Larrousse
Salzburgring	Dieter Glemser
Brno	Dieter Glemser
Spa 24 Hours	Jochen Mass/Hans Stuck
Zandvoort	Dieter Glemser/Alex Soler-Roig/ Jochen Mass
Paul Ricard	Brian Muir/John Miles
Silverstone	Dieter Glemser/Jochen Mass
1973	
Salzburgring	Dieter Glemser/John Fitzpatrick
Mantorp Park	Dieter Glemser/Jochen Mass
1974	
Zandvoort	Jochen Mass/Rolf Stommelen
Jarama	Toine Hezemans/Klaus Ludwig/Hans Heyer

For 1974 the scene was set for another titanic ETCC struggle with BMW. Then the Energy Crisis struck



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Profile

Porsche 956

e 956 was one of the most successful sportscars ever. Here's chassis 004's history. Thir
Le Mans and a string of seconds in other races made it the nearly car of the 956 clo

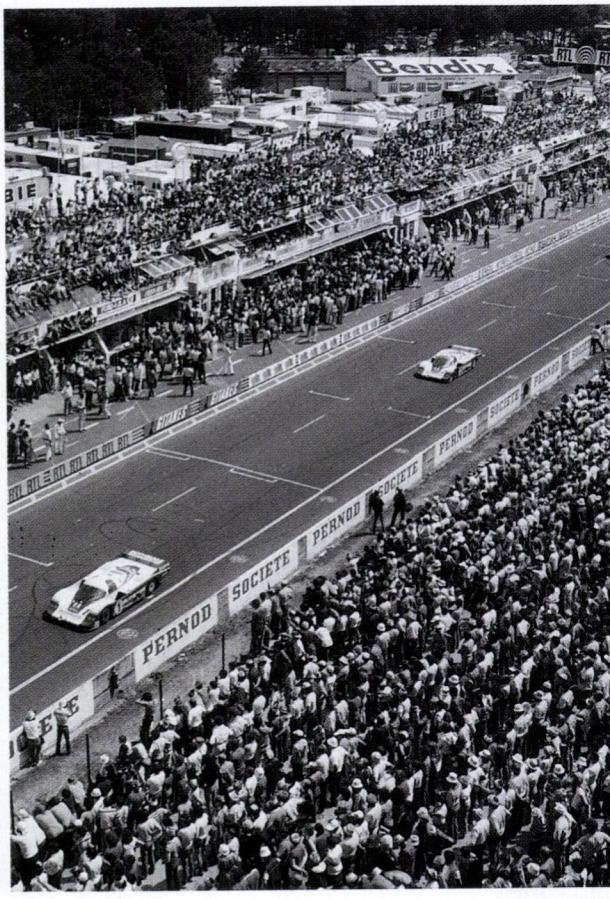
Words: Gary Watkins. Photography: Alex P



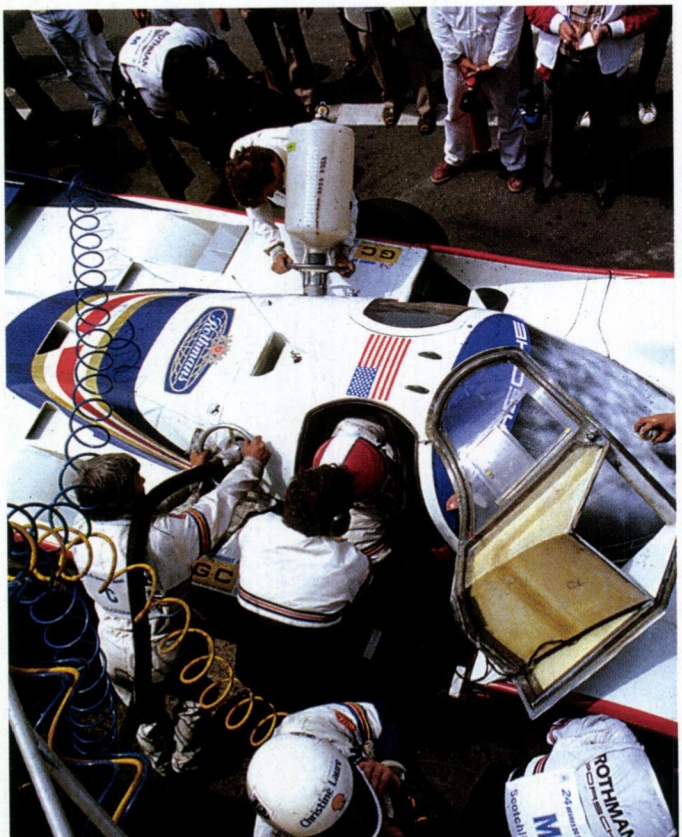
The formation finish, staged for the benefit of the cameras, has become commonplace at Le Mans thanks to a certain manufacturer from Germany. Before Audi's domination of the event, though, another German marque made sure it generated the maximum publicity from a one-two-three finish at La Sarthe. A trio of Rothmans-liveried Porsche 956s running line astern at the end of the 24 Hours in 1982 has become one of sportscar racing's enduring images. Look at those photographs now, and you don't dwell on what the car has just achieved on its Le Mans debut. Rather you think about what it would go on to achieve during the next 10 years and beyond.

A legend was born at Le Mans in 1982. The 956 and its long wheelbase successor, the 962, went on to become the most successful prototype sportscar of all time. It claimed no fewer than six Le Mans victories, the last a full 12 years after its debut. One year later, in 1995, the car took its sixth win in the Daytona 24 Hours and didn't finally disappear from the international sportscar arena until the end of the decade. No one could have imaged what was to come on that summer's day in June '82.

The car bringing up the rear of the Porsche hat-trick in 1982 was the fourth of Porsche's new Group C prototypes off the production line. Hurley Haywood, Al Holbert and Jurgen Barth kicked off a stop-start career for a chassis that would go on to be raced by sportscar legends Derek Bell and



urley Haywood, Al Holbert and Jurgen Barth kicked off a stop-start career
r a chassis that would go on to be raced by Derek Bell and Jochen Mass,
efan Bellof and James Weaver, and F1 refugees Alan Jones and John Wats



Chassis 004
d at Le Mans
. Right: Al
gets belted

Jochen Mass, rising stars Stefan Bellof and James Weav
and Formula 1 refugees Alan Jones and John Watson.
Perhaps most significantly, the pioneering Bosch Motro
engine electronics, one of the cornerstones of the succe
of the 956/962, was first used at a race where 956 004
was on the grid.

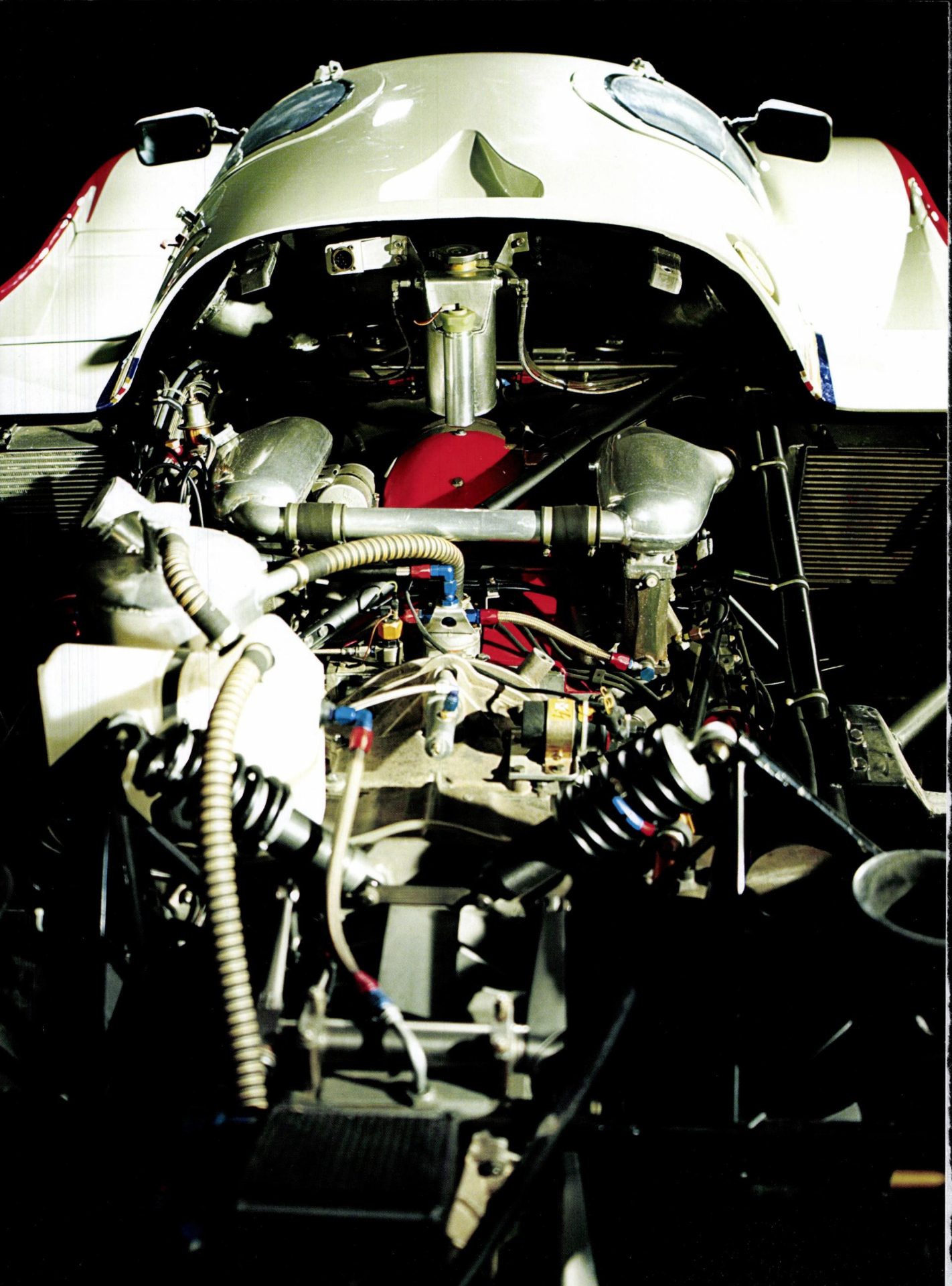
The car also had the honour of leading Le Mans.
Americans Holbert and Haywood topped the leader bo
one-quarter distance and stayed there for another two
Then it all started to go wrong.

First, Haywood fell ill, forcing Porsche to draft in Ju
Barth, who was a roving reserve for all three works en
Then, the car lost the driver's door. Contemporary rep
suggest Holbert was driving at the time, but Barth is in
that he was at the wheel.

"It seems the door hadn't been closed properly,"
remembers the 1977 Le Mans winner. "And then bang
flew off down the Mulsanne Straight."

A wheel-bearing failure scuppered any chance of a
comeback, but the car moved back into the podium po
in the final hour. Barth was a clear third Porsche when
crossed the line, albeit 19 laps down on the winning 9
driven by Jacky Ickx and Bell.

Chassis 004 was on duty again when the World End
Championship resumed at Spa in September. The new
Motronic electronic management system, which did av



PORSCHE 956 TECH SPEC



CHASSIS

Tub Aluminium monocoque
Body Kevlar, reinforced with carbon-fibre
Suspension Front and rear dual wishbones, titanium coil springs
Dampers Bilstein
Wheels Speedline
Wheel diameter 16in front and rear
Wheel-rim width 12in front, 15in rear
Tyres Dunlop
Brakes Porsche, dual-circuit discs with twin calipers
Steering Porsche, rack and pinion

ENGINE

Configuration Flat-6, dual KKK K26 turbochargers with air-to-water intercoolers
Bore x stroke 92.3mm x 66mm
Capacity 2649cc
Compression ratio 7.2:1
Maximum power 620bhp
Maximum torque 630Nm at 5,400
Maximum revs 8,200
Fuel and oil Shell

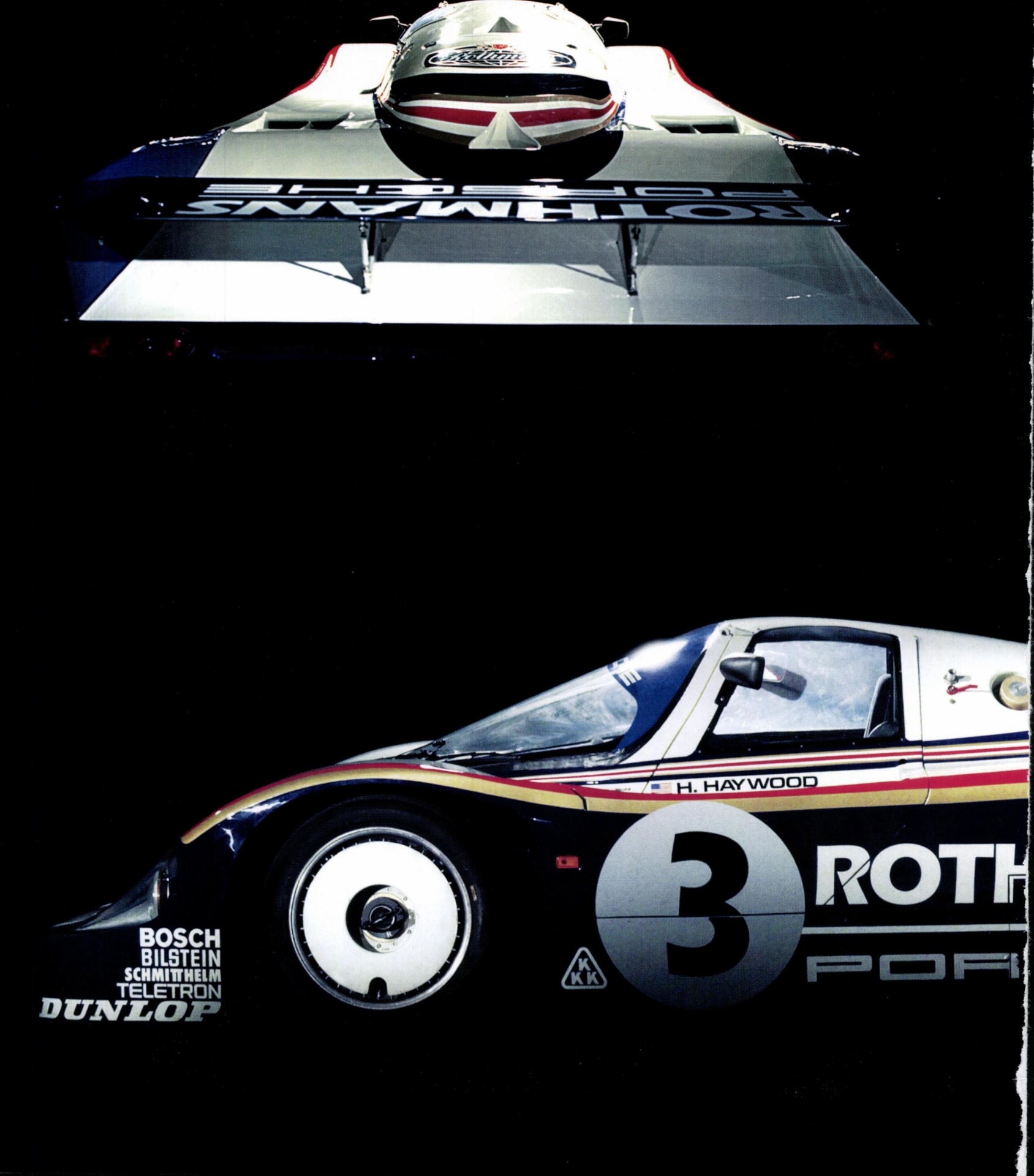
TRANSMISSION

Gearbox Porsche, fully synchronized, 5-speed
Clutch Sachs

DIMENSIONS

Wheelbase 2650mm
Front track 1648mm
Rear track 1548mm
Length 4770mm
Width 1990mm
Height 1080mm
Weight 840kg
Fuel capacity 99 litres

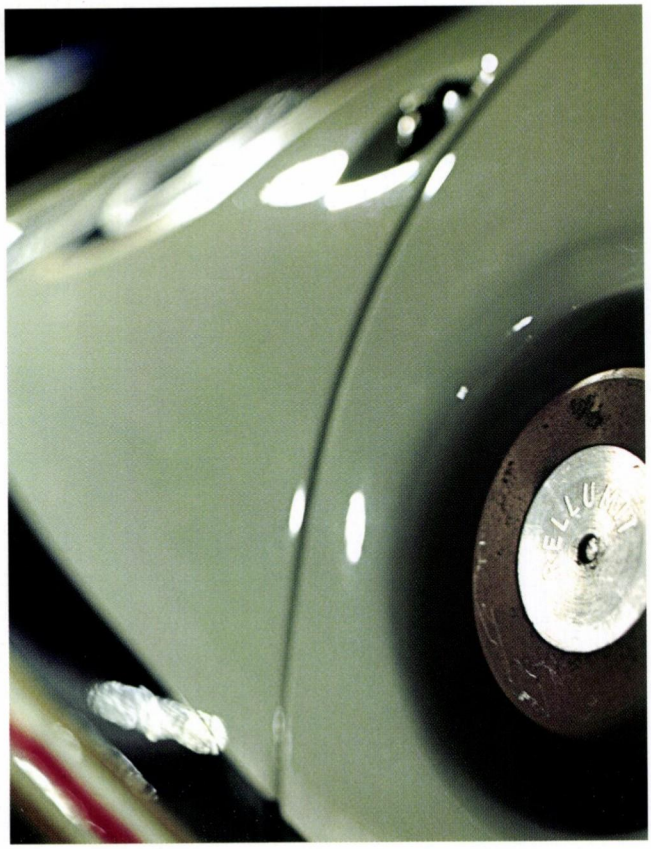


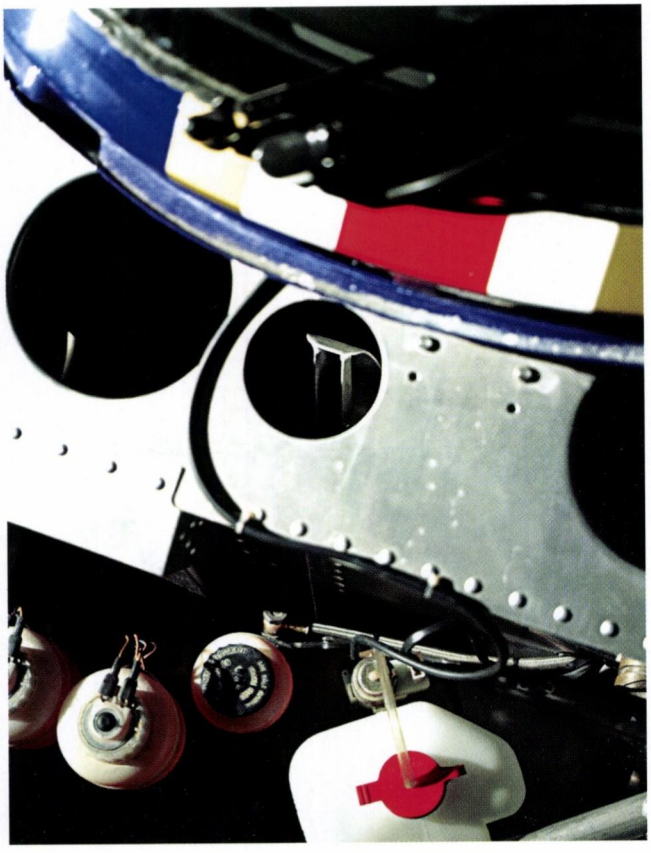

ROTHMANS
PORSCHE
H. HAYWOOD
3
ROTH
POR
BOSCH
BILSTEIN
SCHMITTHELM
TELETRON
DUNLOP
KKK





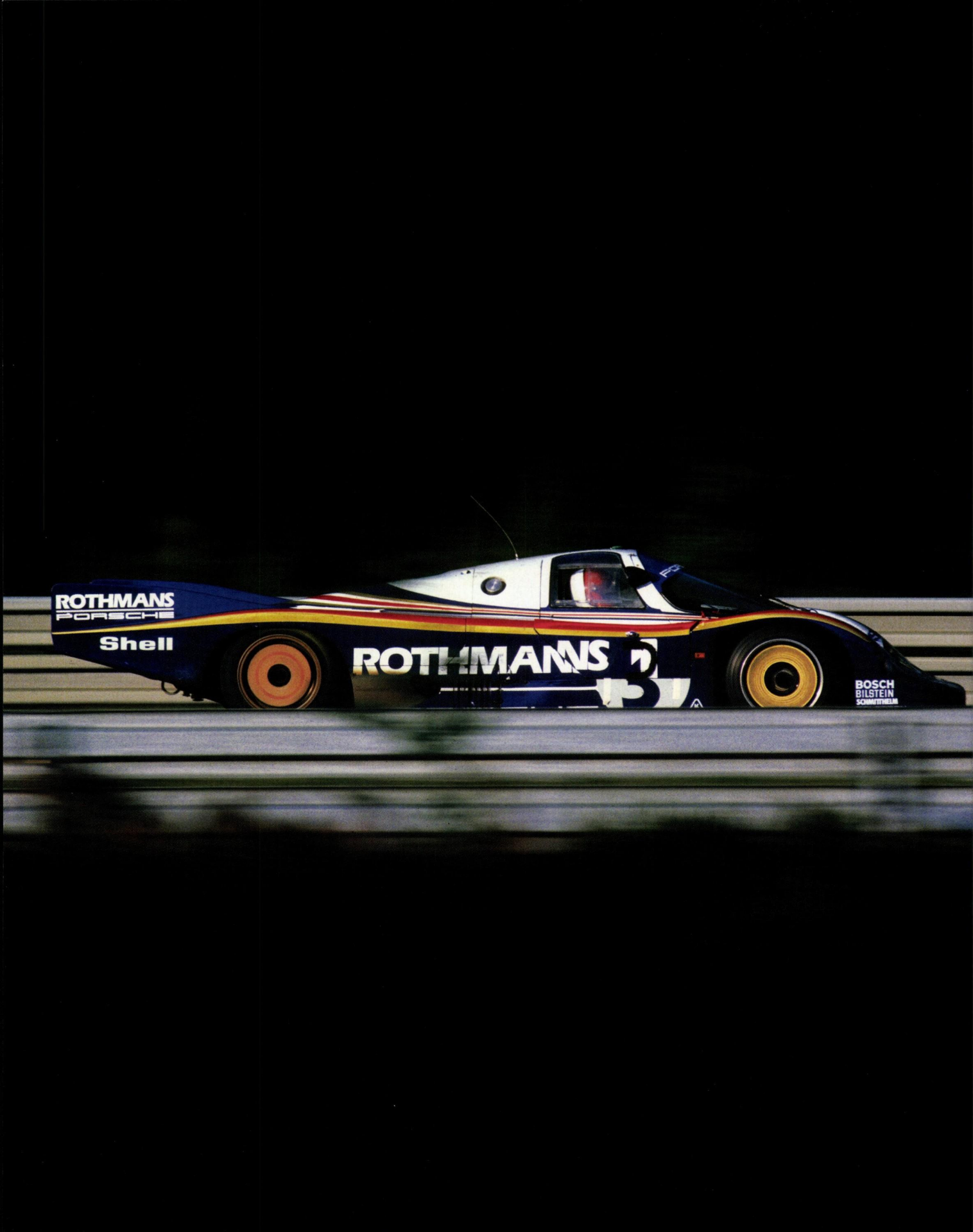
The deaths of Manfred Winkelhock and Stefan Bellof in customer 956s led to a safety drive by Porsche Research and Development boss, Helmuth Bott. Chassis 004 was crash tested as part of this investigation





Far left: engine was switched between Bosch Motronic and mechanical injection. This page, clockwise from top left: long-tail trim for Le Mans; fins aided brake cooling; chassis rebuilt after crash testing; only 4.9mpg achieved at La Sarthe. Right: 956 004 sits ready for 1982 Le Mans


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at the non-championship Kyalami event, 004 was the only car running Motronic, and Bell wasn't happy.

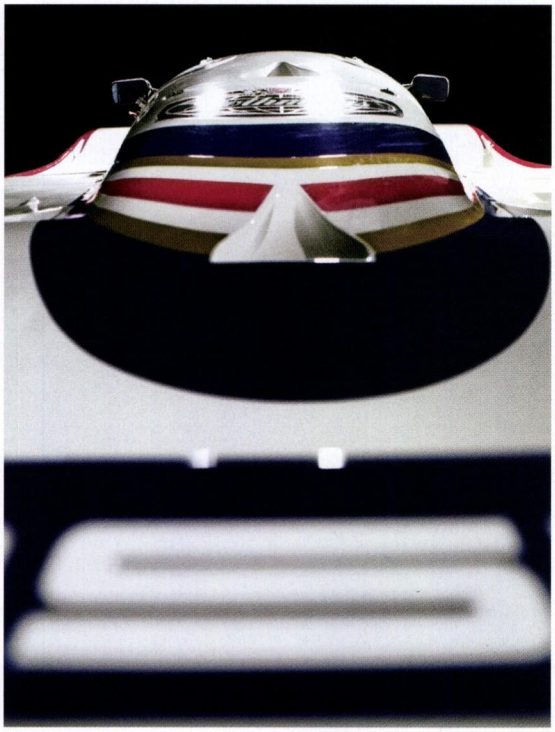
"I always used to bitch that Jacky got all the new stuff first, but this time I had the latest kit," recalls Bell, who was sharing with the Australian Vern Schuppan for the race. "There was a throttle lag problem with the Motronic, which wasn't too bad until it got dark. It was difficult to get on the power if you couldn't see through the corner.

"Vern and I were well off the pace, so I went to Peter Falk [Porsche's team manager] and said I didn't want to run the system. Jacky piped up and said he would."

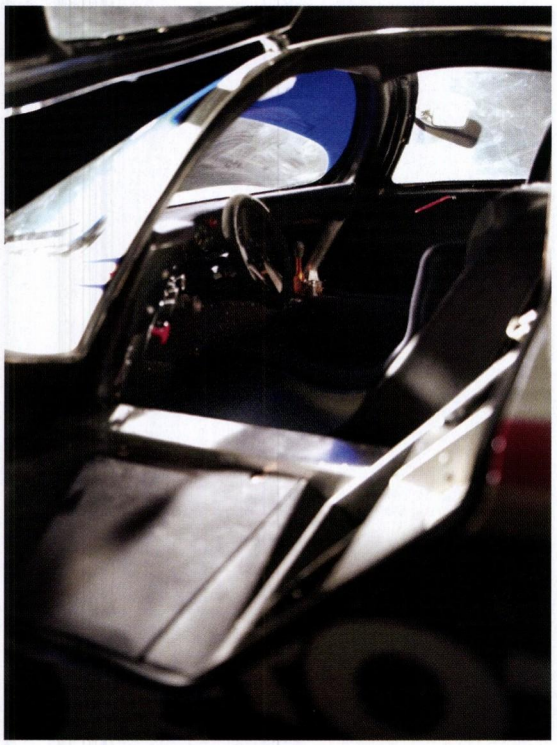
The Motronic-equipped engine would go up in smoke, though, during practice soon after the swap, and Ickx and Mass would win with mechanical injection. "That was typical of Jacky Ickx," says Bell. "He always came away smelling of roses."

Second place at Kyalami was part of a sequence of runner-up spots for chassis 004. Bell and Schuppan had been second at Spa, while the Briton would finish in the same position, together with Porsche junior Bellof at the Belgian track one year on, as well as third at Brands Hatch.

The car wouldn't race again for another 12 months when Porsche entered a third car for rally star Henri Toivonen to drive. The Finn was unable to take up the drive for medical reasons, his place being taken by out-of-work grand prix driver Watson. Former World Champion Alan Jones joined Schuppan in 004 at the Sandown 1000Km at Australia in December '84.



"The door hadn't been closed properly. And then bang! It flew off down the Mulsanne Straight." A wheel-bearing failure scuppered any chance of a comeback, but the car moved back into the podium positions in the final hour



After one more start as a camera car at Silverstone in 1985, the racing career of 956 004 came to an end, but Porsche decreed that it wasn't quite time for it to become a museum piece. The deaths of Manfred Winkelhock and Stefan Bellof in customer 956s in '85 led to a safety drive instigated by Porsche Research and Development boss Professer Helmuth Bott.

"Professor Bott wanted us to look at the safety of our cars," explains Porsche über-engineer Norbert Singer. "He wanted our chassis to be crash-tested at 80km/h. We achieved our objectives with reinforcements to the chassis as well as changes to the barriers. The idea of putting foam inside tyre barriers came from Porsche."

Chassis 004 was crash-tested as part of this investigation and the remains of the car were sold in the early 1990s. The purchaser was Willi Kauhsen, a former Porsche test driver and multiple Interserie race winner at the wheel of a 917/10.

Kauhsen rebuilt the car in conjunction with John Thompson, whose TC Prototypes company was leading aftermarket builder of 956/962 monocoques through the car's career. Thompson was given the two tubs used in the crash tests to repair and he "stripped them apart and used as many original bits as possible".

Now, 004 is back in long-tail Le Mans '82 trim – minus the ill-fitting door. Paint on 24 hours' worth of race grime, and it'd fit right into one of those famous photographs.

Far left: chassis 004 with door from the number one car. Left: entry into cockpit is a real squeeze



Lord March

Simon Taylor takes luncheon with the man whose love of history and a good party have created the world's finest historic events

Photography: James Mitchell

Goodwood House, with its flinted Palladian façade and copper-topped towers, is strangely calm this morning. Just 11 days ago, the Festival of Speed filled these grounds with 150,000 paying spectators: yet already the circle in front of the pillared portico, where grand prix Renaults past and present were displayed on asphalt, has miraculously returned to fine lawn. Glorious Goodwood, pinnacle of the horse-racing year, starts in 12 days' time at the magnificent course on top of the downs. Three weeks after that comes Britain's finest historic motor-race meeting, the Goodwood Revival, down in the valley on the lovingly restored Motor Circuit.

Driving all this frenetic activity – not to mention the Golf Club, the new Kennels restaurant and clubhouse, the Organic Farm, the shooting, the cricket, the Flying Club, and all the upkeep of a 11,000-acre estate with a staff of 300 – is the restless enthusiasm and entrepreneurial energy of 51-year-old Charles Gordon-Lennox, Earl of March and Kinrara, and heir to the dukedom of Richmond & Gordon.

The butler shows me into the Large Library and proffers a drink while I wait for Lord March, who is tied up in a board meeting elsewhere in the great house. The French antique furniture and the leather-bound antiquarian books that fill the shelves to the ceiling are priceless, yet this is a pleasantly lived-in room: a Scott Joplin rag is on the music stand, there is a jigsaw in progress on a side table, a boy's trombone is stowed under the piano.



When Charles arrives we pass through the Small Library into a circular Dining Room. Lunch is pure English – chicken stuffed with pork on a bed of roasted tomatoes, and lemon tart with raspberries and clotted cream. The ingredients come from Goodwood's organic farm.

It is clear that Goodwood itself – what Charles calls "this place" – is both the motivation and the magic ingredient in everything he does. It was his grandfather, the ninth duke, Brooklands racer and sportscar stylist, who made the Motor Circuit happen for 18 brief, brilliant years between ▶

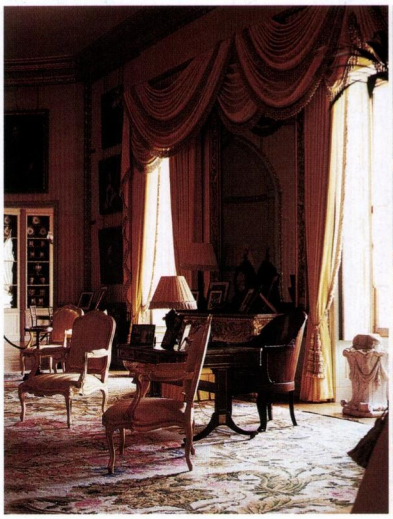


Goodwood House is Lord March's heritage, and his business, but it is also home for him and his young family

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Photo by Phil Rablin, Automotive Photography





1948 and 1966. But there has always been sport at Goodwood. The first duke inaugurated the estate in 1697 as a base for hunting. The second duke loved cricket: the Goodwood Written Rules date from 1727, and the game is still played on the same pitch. The third duke started horse racing across the top of the downs over 200 years ago. The seventh duke laid out the golf course. "These sports all started because members of the family were keen amateurs. No one was ever trying to make any money: they just had the resources, and the space, to share their enjoyment with other people."

From a small boy, watching races in the rain with his grandfather, Charles was passionate about cars. "Getting the Motor Circuit reopened was always in my mind – it was sitting there, and I was sure we could do something with it. But if we hadn't learned so much from the Festival of Speed, we might have plunged straight in and turned it into just another old race track.

"Of course, unlike the Circuit, the Festival has to be built up and dismantled every year. We have 2000 staff on site, and it's like creating a major movie. What I love about it, and what I hate about it, is that in the end you have nothing. You've just created a moment, and that's it. But creating the moment is a very big driver for me. It's very nice of everyone to say it's been such a success, but it's almost as if This Place has made it happen. I can remember sitting out there on the grass the first year, and we were all in a state of overdrive because we realised we'd hit on something which people really wanted to be part of. We lit the blue touch paper, and the thing took on a life of its own.

"The beauty of the Festival was that it just grew organically, and we were able to pay for it as we went along. But restoring the Motor Circuit was a big investment, many millions on the table. It's working out OK, but we've got to pay it all back. We need 100,000-plus spectators there to generate the level of income we need. A third of it comes from sponsorship; a third from hospitality, catering, sale of programmes; and a third from the gate.

"We've tried to recreate the Circuit very accurately, but it's more about recreating a feeling. My brief to myself and to everybody here is, anywhere I look, I don't want to see anything that isn't in period. When we first started to plan the Revival we said, let's make them all come in 1960s cars. Everybody said, you're mad. Then we said, hey, why not make them come in all the kit as well? That won't work either, they said, everybody will hate it. But we did it, and soon you reach a critical mass and the thing establishes itself. The first year some of the purists said, this isn't motor racing, this is just theatre. But once they'd seen the calibre of the racing, that went away."

Charles disliked school, left as early as he could, worked for iconic movie director Stanley Kubrick, and then became a successful commercial photographer in London. But when he was 40 the current duke handed over the house and the estate, as his own father had done to him when he was 40. So what was it like growing up in the knowledge that this immense estate would become his responsibility?

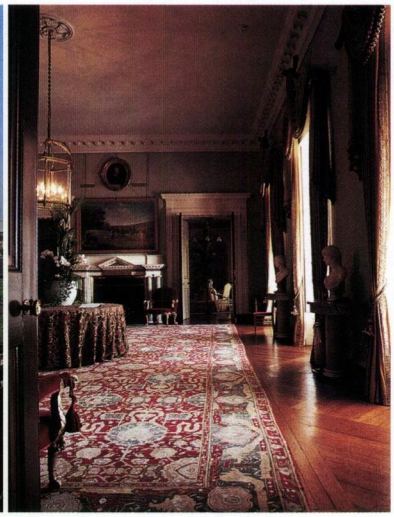
"I never doubted that what was expected of me was to be here, but I wanted to do it very much in a modern and appropriate way. My parents are very unusual, and my father doesn't impose himself on people. There was never a discussion about whether I did or didn't want to do it. If I'd said I hate all this, I'm going to go and live in Australia, he'd have said, that's fine, we'll find another way of doing it. So there was never any pressure or expectation, which is a very good thing, because it means you develop it in yourself even more strongly. I wanted to find my own thing to do at ▶

Lord March's love of cars was inherited from his grandfather. As Freddie March he was a successful racing driver in the 1930s, and opened the Goodwood Motor Circuit in 1948



"The beauty of the Festival was that we were able to pay for it as we went along. Restoring the Motor Circuit was a big investment, millions on the table. It's working out OK, but we've got to pay it all back"





March's intent with the reborn circuit was that one could look around and see nothing out of period. He has succeeded so well that it is possible to confuse Revival photos with Sixties shots

Goodwood that would have a real impact, and also we needed something that would generate fairly serious income. The last thing you want to be is the guy who doesn't deliver.

"And when I open my bathroom window at 6am on the Friday of the Festival and see tens of thousands of people walking in, it's a big buzz that people are really appreciating what you do. First thing, I psych myself up to look at the weather – I just hate it when it rains. It brings out the worst in me. The Revival's maybe a bit easier, but the Festival is about seeing cars gleaming in sunlight."

Charles thinks the 'original versus replica' argument is "a big balancing act. At the Revival we're trying to put great cars together with the right drivers to produce exciting racing. We want to see real 250Fs and real GTOs, and we would only consider replicas if a real runner doesn't exist, like the Lancia D50. That's a beautiful thing in its own right, and people want to see it. But it's complex: you've got FIA regulations, you've got originality, you've got scrutineering, you've got safety, and you want to put on a good race."



Charles' concerns about safety are well-known. The point of the Motor Circuit is that it is a truly historic track, without the emasculation of Armco and huge run-off areas that are the norm today, so drivers need to approach it differently. "We're doing everything we can all the time to make the circuit as safe as possible. The MSA are very understanding, they think it's good for motor racing and they want it to continue. But if we ended up having to destroy the track, physically, or we were forced to spend a mass of money changing it, that would be the end.

"The good guys have shown time and again that you can have great racing at Goodwood without it getting dangerous. But there are a few people whose desire to win, regardless, ratchets up over the weekend, and that's not good. It's one or two of the semi-professionals who seem to think they've got something to prove. We now have a strict process – if a driver misbehaves he gets a warning, and if he doesn't heed the warning he is banned. We just hope they get the point."

Charles is known to be a perfectionist, and a hard task-master. "One of my big issues is that the Festival and the Revival aren't happening every day. This isn't like a restaurant where you can say: we didn't have a very good day today, let's get it right tomorrow. We write a huge debrief which involves everybody, and each item is someone's responsibility. If anything doesn't work, we rethink it."

Could there be a third event? "Yes, there could. At the Circuit we've got five days when we are allowed to make as much noise as we like. But it's got to be at a certain level. We know what people's expectations are. We need to find something perhaps a bit different."

The watchword for Charles' events has always been quality. "If you go to a great horse race, even if you don't know anything about it, there's a feeling of expectation in the air, an excitement. It's like getting the real cars. If we've got the only Alfa P2 from the Biscaretti, there's a kind of energy around it which gets to people. And then, if you put the right driver with it, you have an incredible emotional experience. Cars are like music. The cars you saw racing in your childhood are rather like the music that you remember. It's something to see an ex-Patrese car, and then it's something else if Ricardo is there in his overalls, with his helmet sitting on the rear wheel..."

Therein lies the key to Lord March's magic touch. Added to boundless energy, optimistic vision and a genius for creating an event is a genuine feel for motor-sporting history. And for two glorious weekends a year, he wants us to share it with him. Ⓜ

"I wanted to find my own thing to do at Goodwood which would have a real impact, and also we needed something that would generate fairly serious income. The last thing you want to be is the guy who doesn't deliver"

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GREGOR FISKEN

Fine Historic Automobiles



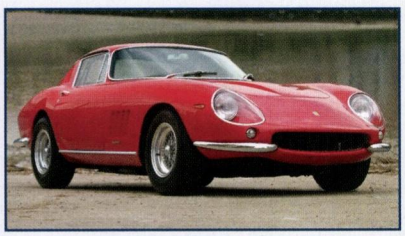
1954 MASERATI A6GCS

Chassis 2062, a matching numbers example, competed at the 1954 12 hours of Reims as well as Imola that year. The following year saw the Maserati at the 1000kms of Buenos Aires and the Grand Prix of Monza. The nose of the car was reshaped in period to resemble the pretty 300S and is currently presented in rosso rubino. The Maserati comes with a full set of FIA papers having recently taken part in The Shell Historic Challenge as well as being accompanied by a 95 page report by marque expert Adolfo Orsi.



1952 FERRARI 212 VIGNALE COUPE 'THE BUMBLEBEE'

Chassis # 0197EL perfectly embodied the styling genius of Vignale. Originally finished in the flamboyant colour scheme of pale yellow and black with a matching interior of black seating with yellow piping, 0197 was a show stopper! Sold new in 1952 to a wealthy Frenchman, 0197 was latterly exported to the States until subsequently being bought by one of the foremost Ferrari collectors who entrusted DK Engineering to carry out a very extensive and painstaking restoration. Since then 0197 has been shown at Pebble Beach and is one of the most stunning 212's that we have seen



1967 FERRARI 275 GTB/4

By the time the GTB/4 was launched in 1966 the success of the 275, on both road and track, was already a part of Ferrari history. This European example, chassis 9617 presents very well in red with black leather interior. An extensive restoration was undertaken in Italy and more recently the car has been further serviced by DK Engineering. A hugely impressive long distance Grand Tourer that is ideal for any occasion or event.

GREGOR FISKEN

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Clockwise from right: Bernie Reeve got close to the GT40s in action; aerial shots helped raise costs, making shoot the most expensive ever; GT40 without Platformate fuel runs dry; Citroën DS was stripped for filming



FUEL

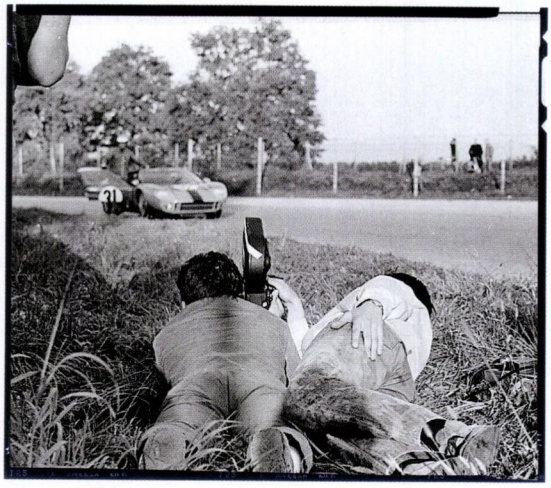
In 1967, Shell created the most expensive TV advert ever shot at the time. With three GT40s. At Monza...

Words: Gordon Cruickshank
Photography: Bernie Reeve

It's scarcely credible, but here's the call which begins this story: "Hallo, Monza circuit office here. You want to hire the track? Certainly. For how long? A month? That's fine. Name? Shell Oil. OK, it's all yours..."

It was in 1967 that Shell's PR agency, the world-famous Ogilvie & Mather, booked Illustra Films to shoot some mileage tests on a new fuel. Doesn't sound thrilling, does it? But the chosen test vehicle was a road-going Le Mans-winner, the GT40, and the venue the banked track at the Italian motorpark. With a huge crew, the latest filming technology and a helicopter for aerial shots, this would prove to be, at the time, the most expensive commercial ever shot.

Bernie Reeve was the art director for the shoot, and he compiled a stills record of events. "Yes, we had Monza exclusively for a month," he recalls. "In September – not ▶



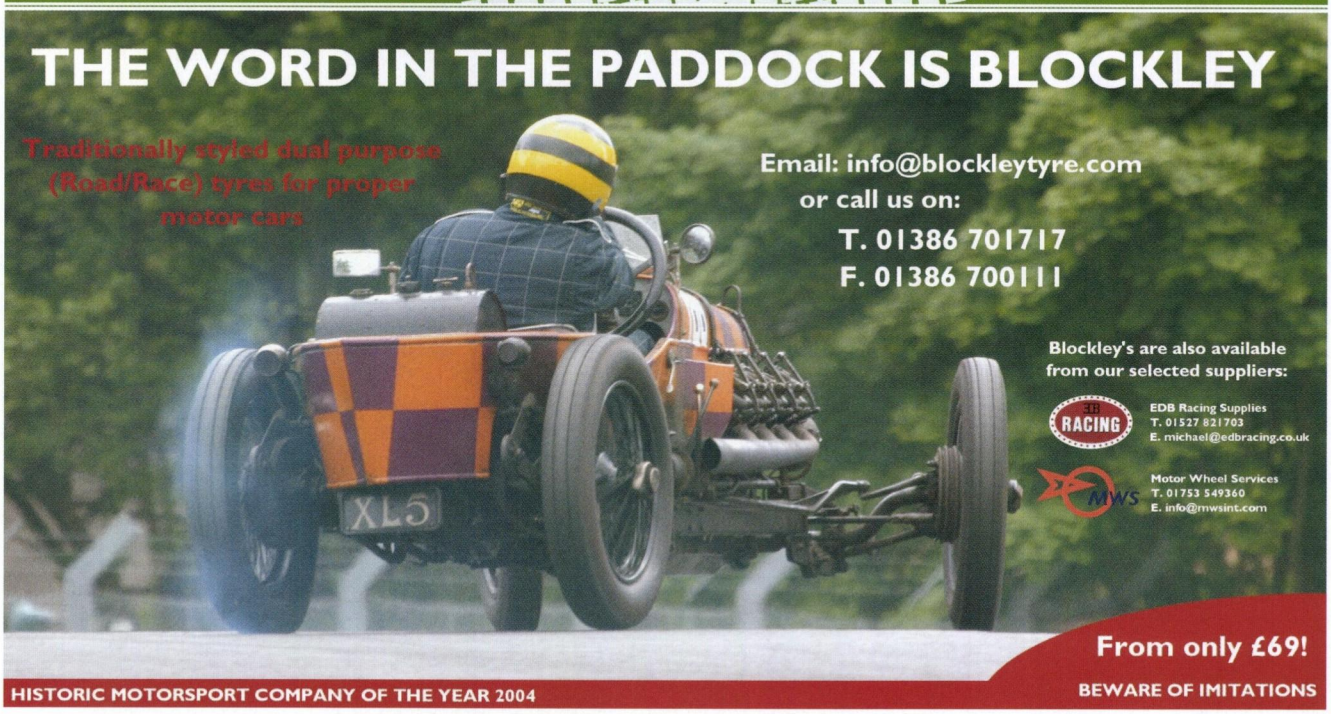


RUNNINGS

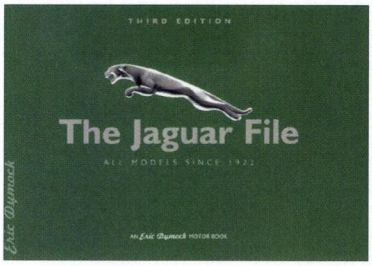


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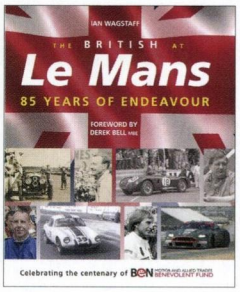


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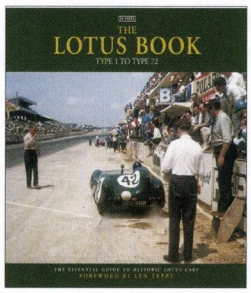
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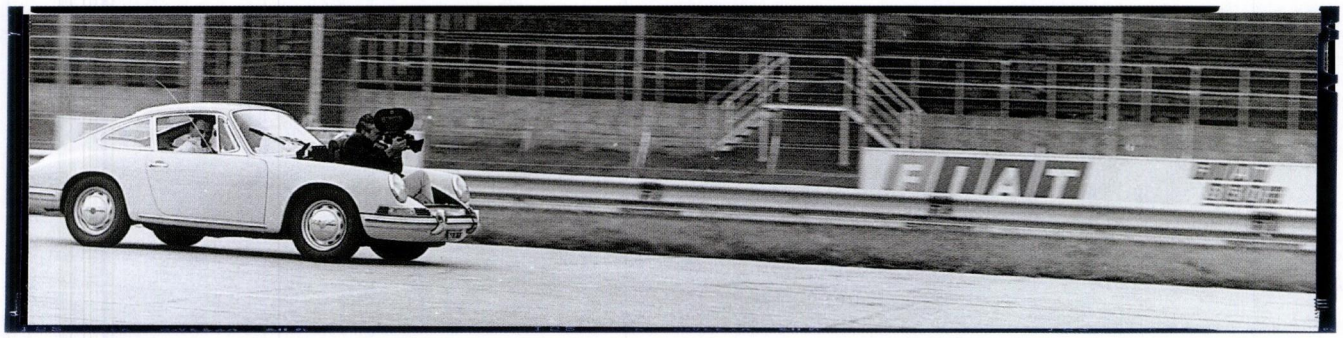
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Above: 911 was used for some car-to-car action. Below: a GT40 is prepared for the in-car shots in the Monza pitlane

even in the winter! But of course it was also Ferrari's test track. They didn't have Fiorano then, so at one point a 246 Dino arrived for testing and just set off. This was Italy – they weren't bothered about any exclusive booking…" Shell wasn't frightfully popular in other quarters, either: "They canned some local racing because of us – there was some tension over that. Then we draped Shell banners over the Agip signs… There was a deputation sent about that, too."

Shell wanted three 60-second commercials to show how its new 'Platformate' ingredient gave better mileage. Two or three GT40s would be filled with identical amounts of fuel and would be filmed in real time until one ran out – hopefully the one without Platformate. And, says, Bernie, it couldn't be faked: "Shell were definite about that. Advertising laws forced us to be honest, though they were a bit nervous about whether the correct car would win!"

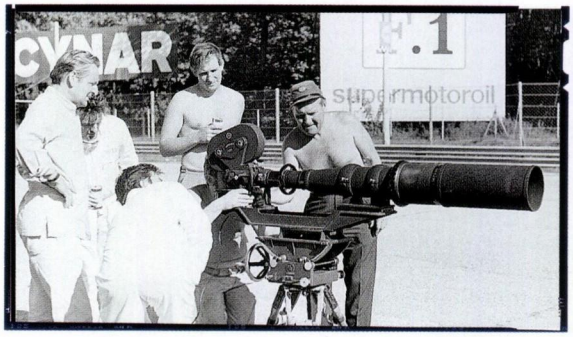
Ford arranged for JWA, which was by now running the GT40 race programme, to send across three cars, with engines specially prepared in Detroit to identical fuel consumption specification. Even getting them there was an adventure, says Bernie. "The cars technically had to be road-registered to get them into Italy, but we had a selection of plates with us, and my Coombes Mk2 Jaguar was packed with props. The Swiss border guard was deeply suspicious of this bunch, with a lorry-load of racing cars and false number plates. But when we got to the Italian border they waved us through. 'Don't stop – we've heard about you…'"

> The Swiss border guard was deeply suspicious of this bunch, with a lorry-load of racing cars and false number plates

At Monza the team assembled: director Douglas Hickox, producer Bob Warhola, Bernie Reeve, a clutch of technical people from Shell, British and Italian film crews, a test driver each from Shell and Ford, a chopper pilot from the US, six cameras, three camera cars (one a Porsche 911), 14 radios (no mobile phones then)… Shell wasn't stinting.

The scheme was to film a couple of two-car challenges until one Ford ran dry, leaving one hot driver to walk back to base. This was why Monza was ideal – around the banked oval the cars would never be far from a camera – or the driver far from a beer. Varying the plot, one commercial had a car bursting through a huge paper chequered flag, and to reinforce the honesty theme the Mayor of Monza took 'The Three-Car Gamble', in which by throwing dice he selected ▶







which car got which fuel. Amazingly (or is that cynical?), the Platformate car did always run further.

For close-up drama without being in danger, the team brought in a super-long lens – a 1000mm monster. "Ridley Scott was using very long lenses then; it was flavour of the month. But ours was the longest lens in existence at the time. We used it for a head-on of the car coming off the banking, the most dramatic point on the track. But with a car doing 100mph we wanted to be well out of the way!"

Car-to-car shots were either from the 911 – bonnet removed and cameraman crouching in the luggage space – or from a skeletal Citroën DS. "The perfect car," says Bernie. "The hydropneumatic suspension was super-smooth, and we knew you could unbolt the DS panels, so we did – boot, rear window, even the roof. And afterwards we bolted it together and took it back to Hertz."

Because every shoot had to be real and couldn't be repeated, cameraman Stan Pavey used twin mounts for many shots – two cameras running in parallel to be sure of getting the goods. But with the bulky cine equipment of the era and no remote controls there was no easy way round the on-board driver angles: it meant a camera on the passenger seat and the operator perched on the GT40's broad sill, door off, protruding into the airstream and held in by ropes. Bernie remembers asking him "Are you OK?" Came the emotive reply, "You bastards..." Luckily the cars were generally doing a steady speed – only 90-100mph. "It was boring for the drivers, actually," says Reeve.

And the final outcome of the £250,000 budget? Three one-minute ads. 180 seconds of film. About £1400 a second...

But if you try to remember seeing these ads on TV, you haven't, unless you lived in the US. "Shell was very specific: Fords for the US, Jaguars for the UK." That's why not long afterwards Bernie Reeve found himself setting up a similar shoot at Montlhéry using E-types. You may remember that one.

What Bernie remembers most about his month at Monza is what the man from JWA said at the end. "Does anybody want to buy a GT40? It's going to be more expensive to take them home. You can have them for £1500 each..." But there were no takers. As Bernie says, "Why would you pay that for a Ford engine and a few bits of glassfibre?"

Above left: the huge 1000mm lens was used for head-on shots. Above: drivers were glad of a break – the endless laps at 100mph were dull. Below: Just 180 seconds of film were used in the ads, but crew was at Monza for one month

> We knew you could unbolt the DS's panels, so we did – boot, rear window, the roof. Afterwards, we took it back to Hertz



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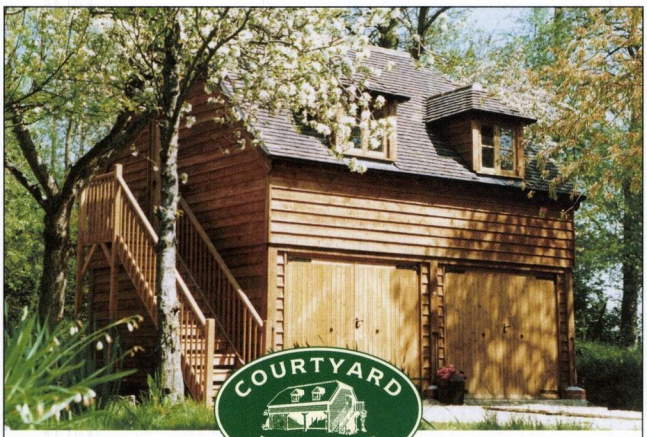
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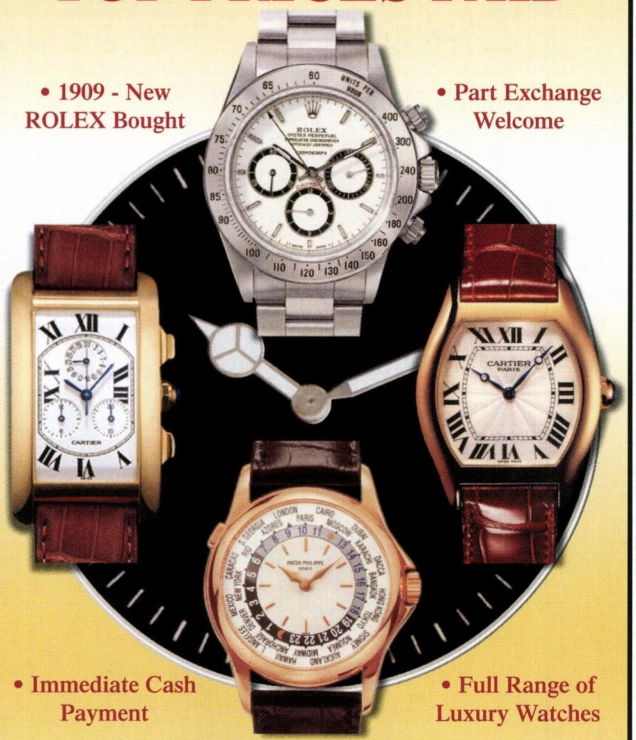
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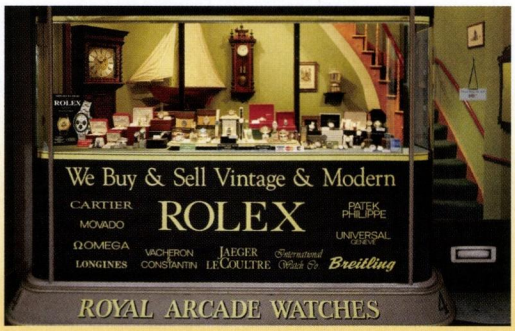
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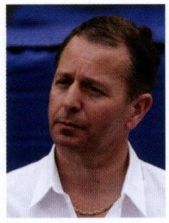
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Martin Brundle



In his first IROC race he had a sharp lesson in bump-draughting, and even wonders himself how he instinctively knew ways to work the traffic and airflow

Words: Simon Strang. Photography: LAT

Martin Brundle's first experience of the 1990 International Race Of Champions series was when he walked in to the back of a trailer in the Talladega paddock and saw a row of 'old school' wooden lockers complete with legendary names such as Dale Earnhardt and Darrell Waltrip printed on them.

Without a regular Formula 1 ride at the time, Brundle was driving factory Jaguars for Tom Walkinshaw on both sides of the pond. Off the back of his 1988 sportscar world title, he was invited to race against the good ol' boys in the three-race series for identical Dodge Daytonas. The field was a NASCAR who's who, but also included Indy 500 winners Emerson Fittipaldi, Al Unser Jr, Bobby Rahal and Danny Sullivan.

Brundle took to working the traffic and airflow like a veteran and, despite qualifying tenth at 'Dega and getting involved in an early scuffle, a sharp lesson in bump-draughting helped him finish fifth: "I ended up at the back with Darrell Waltrip, who I got on well with," he said. "I often wonder to myself how I knew about this, but I hooked up with him and started pushing him down the straight. He seemed pleased, so I did it again and we hauled ourselves up to the front. Then he stuck his nose straight down the front of that queue and hung me out to dry!

"It was like somebody had just pulled two of my plug leads off and I went backwards. I spoke to him afterwards and said: 'What was that all about? We were working as a team.' He just shrugged and replied: 'That's the way it goes fella'. You are only friends for a while in this business."

Brundle made more 'friends' in the next race at Cleveland when he blitzed the field. He had an advantage on the road course, but typically found another little extra anyway.

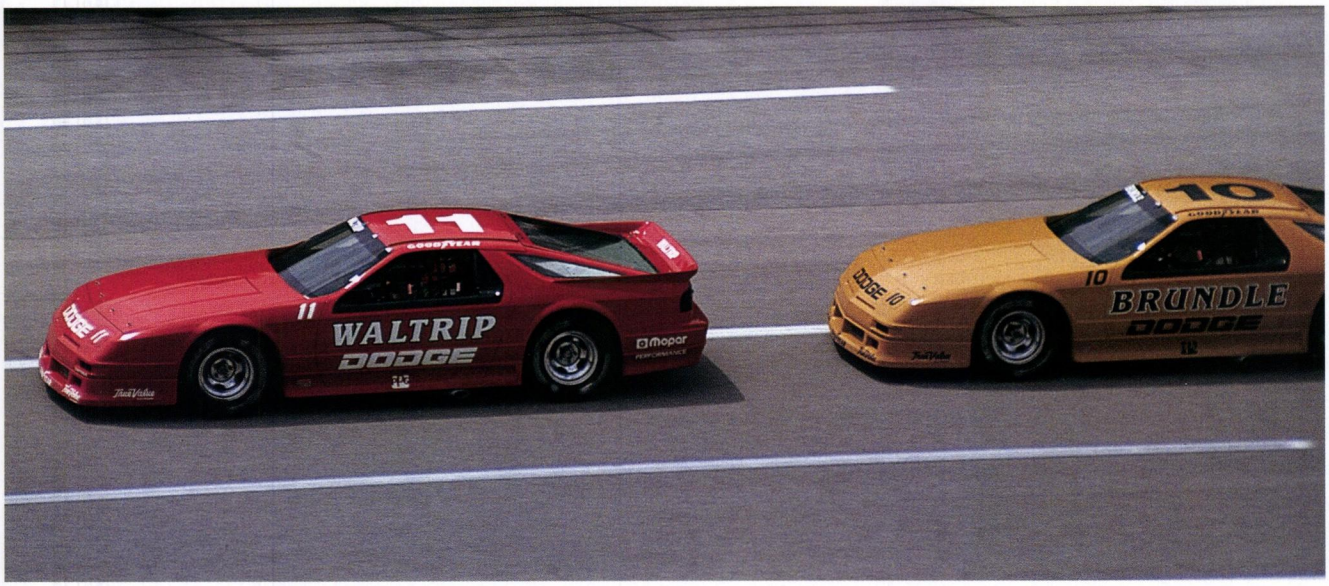
"The cars had a big water can inside them to cool the brakes," he admitted. "I realised that I could just feel the little micro-switch on the pedal with my foot. So I just drove the whole race by feeling this little switch to keep my brakes cool."

His win notched one up for the Europeans, but didn't go down well out West: "[Terry] Labonte hated me. I'll never forget he got out of the car in parc ferme and asked: 'Who won the race?'. Somebody said Brundle and he yelled: 'I DON'T F*****G BELIEVE IT!' and punched the top of his car."

Brundle led the points heading into the last race at Michigan. But by now he may as well have been sponsored by Target for the amount of rivals gunning for him.

He started from pole, but after a few laps Earnhardt, ever The Intimidator, passed him on the apron. "Then I got this most elegant touch on the back," remembers Brundle. "I heard each tyre pop individually as I wore through the tread." He finished a lap down and fourth in the standings.

"I wanted to win [the series] because it would've been good kudos and I could probably have done with the money at the time. Even now I still look at the dates each year to see if there's a chance I could do it, but they always clash with grands prix."



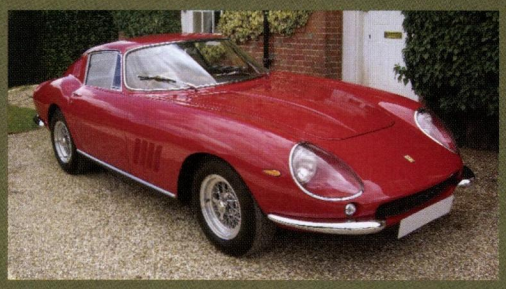
Brundle worked with Waltrip to move up to the front of the field at Talladega, but when they got there Waltrip "hung me out to dry"

"Labonte hated me. He got out of the car and asked 'Who won the race?'. Somebody said Brundle, and he yelled and punched the top of his car"

Duncan Hamilton enjoying Touring Car racing with the works Jaguar 3.4 Mk1, in which he finished 1st overall - Silverstone, 1958



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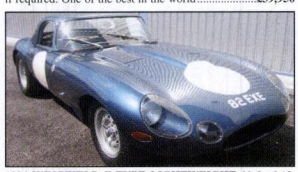
1985 (Dec) FERRARI TESTAROSSA. Rosso Corsa with Niro leather. Air con, multi CD, alloys, 38,000 miles with FFSH (belts just done). All invoices, MoT's, handbooks, tools etc. In concours winning condition. I have not seen a better example to date..... **£38,950**



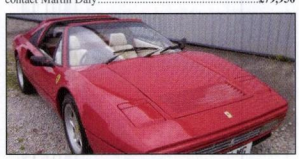
1984 ROLLS-ROYCE CORNICHE CONVERTIBLE. Redwood with magnolia trim, piped st-james. 59,000 miles, full service history, stunning example, that drives as it should. Please see website for full details, etc..... **£34,950**



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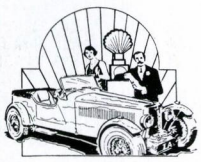
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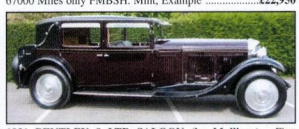
1929 BENTLEY 4.5LTR, VDP, SPORTS TOURER (old mother Gun Spec). This superb motorcar has been restored to concours winning standards by a leading Bentley expert. One of the best 4.5lts in the world today, now upgraded to (old Mother Gun Rep spec). Please phone e-mail for full details or visit our web-site..... **£249,950**



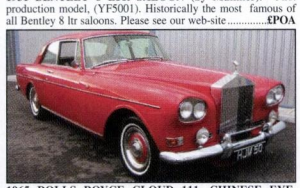
1990 MERCEDES 500SL (W129). Silver with blue leather, alloys, aircon, cruise, power hood, hard-top. Music, 90,000 miles with full Mercedes Main dealer history. This car looks 2 years old (best we have seen) **£16,950**



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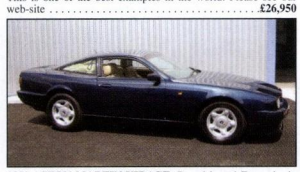
1931 BENTLEY 8 LTR SALOON (by Mulliner). First production model, (YF5001). Historically the most famous of all Bentley 8 ltr saloons. Please see our web-site..... **£POA**



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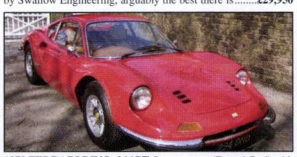
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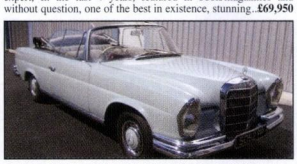
1982 FERRARI MONDIAL 8. 5 speed manual, silver, red leather 48,000 miles FSH, all books, tools, etc. Aircon, superb, original mint example (very very rare like this) **£18,750**



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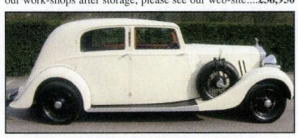
1924 TALBOT DARRACQ, 2 DOOR BOAT TAIL WITH DICKEY-SEAT. This superb and rare motor car spent a large amount of its life in New Zealand, before it went to its last owner of many years. Recently fully re-commissioned, after dry storage, a delight to drive **£28,950**



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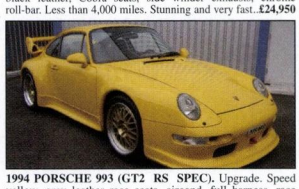
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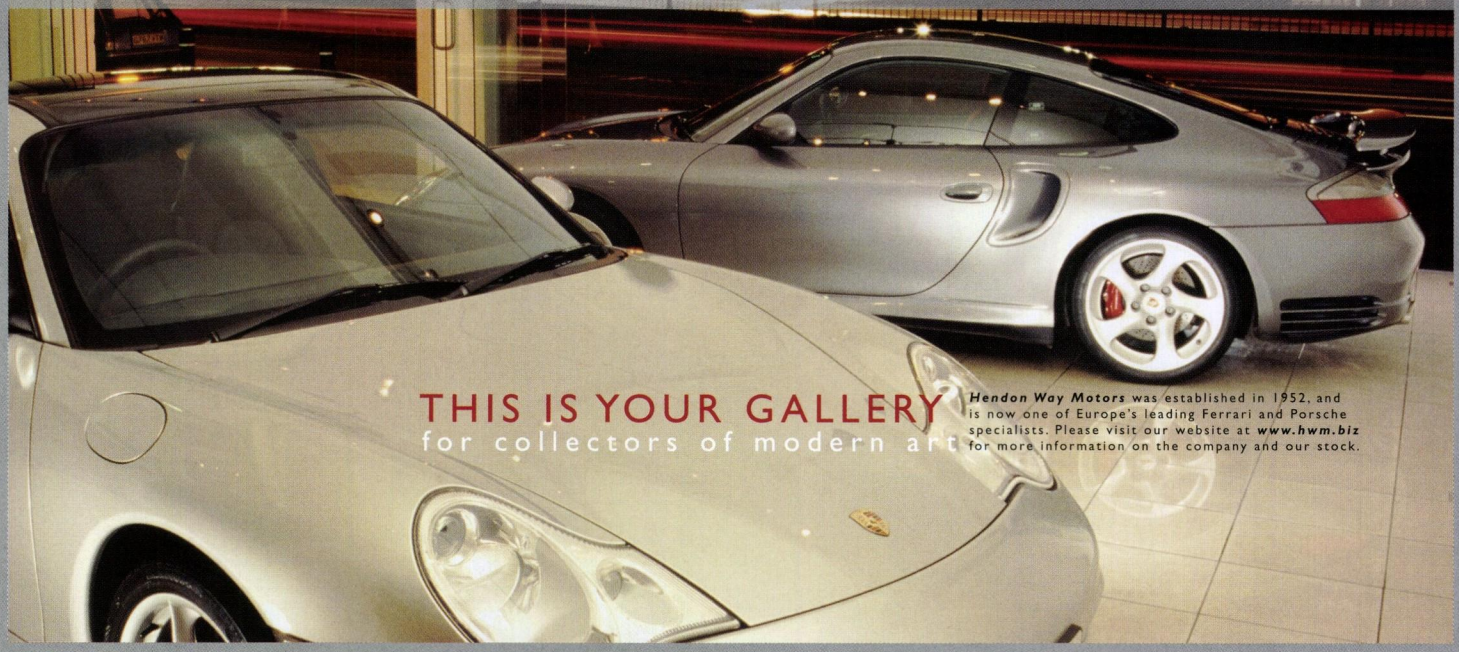
1936 Rolls-Royce 20/25 Sports Coupe, Ex(Wolf-Banato).

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2004 PORSCHE 996 C4S CABRIOLET BASALT BLACK 16,000 miles
Black leather, PCM2, Bose PSM, telephone, mod computer, Ally Pack

2003 PORSCHE 996 C4S COUPE SEAL GREY 14,000 miles
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2003/04 PORSCHE 996 C4S ARCTIC SILVER 22,000miles
Black leather, computer, PSM, climate, Ally pack, Bose sports seats, Xenon lights

2001/02 PORSCHE 996 C4 COUPE TIP ARCTIC SILVER 33,000 miles
Black leather heated seats, GT3 alloys, Litronic lights, sports suspension

2001 PORSCHE 996 C4 COUPE BLACK 21,000 miles
Black leather, PSM, Litronics, cruise, Bose

2002 PORSCHE 996 CABRIOLET LAPIS BLUE 37,000 miles
Grey leather, PSM, tracker, Bose, 18" alloys

2000/01 PORSCHE 996 CABRIOLET TIP OCEAN BLUE 30,000 miles
Blue leather, 1 lady owner, mem seats, Ally pack, Litronic lights, PSM, Sat Nav, 6CD

1996 PORSCHE 993 TURBO 4 ARCTIC SILVER 82,000 miles
Black leather sports seats, Ally pack, tracker

1995 PORSCHE 993 TURBO 4 MIDNIGHT BLUE 35,000 miles
Grey leather, sunroof, 18" alloys, computer, sport seats

1997 PORSCHE 993 TARGA ARCTIC SILVER 52,000 miles
Black leather, climate, computer, sports steering wheel, white dials, original split rim, excellent history, independent report

1997 'R' PORSCHE 993 C2 S TIP ARCTIC SILVER 49,000 miles
Dark blue leather sports seats, Climate control, 3rd break light full history

1996/97 PORSCHE 993 C2S MIDNIGHT BLUE 20,000 miles
Blue/black leather, 18" alloys, triple Concours winner

1996 PORSCHE 993 C2S ZENITH BLUE 37,000 miles
Grey leather, 18" alloys, FSH, sunroof, climate control

1997 'R' PORSCHE 993 TARGA BASALT BLACK 32, 000miles
Full black leather, Climate control, computer, 2 owners, full Porsche history

1997 PORSCHE 993 TARGA TIP SILVER 38,000 miles
Blue leather, 17" split rim alloys, alarm/immobiliser, remote locking, CD

1997 PORSCHE 993 COUPE TIP MIDNIGHT BLUE 37,000 miles
Leather trim, air con, 17" alloys, recent service, 2 owners

1997 PORSCHE 993 COUPE MANUAL 59,000 miles
Grey leather, 17" alloys, climate control, 3 owners, full Porsche history

1996 PORSCHE COUPE MANUAL BLACK 31,000miles
Black leather sports seats, Full Porsche main dealer service history, 2 owners.

1995/96 PORSCHE 993 RS 3.8 LIGHT WEIGHT MIDNIGHT BLUE 25,000miles
Black leather sport seats, one of only 48 RHD examples, full report Octane Mag

1995 PORSCHE 993 COUPE TIP BASALT BLACK 61,000 miles
Grey leather, 17" alloys, climate control, computer, full Porsche history

1994 PORSCHE 993 COUPE POLAR SILVER 59,000 miles
Blue leather, air bags, sunroof, up-rated stereo, main dealer history

1998 PORSCHE 993 CAB ARCTIC SILVER 19,000 miles
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1998 PORSCHE 993 CAB MIDNIGHT BLUE 36,000 miles
Grey leather, climate control, Xenon lights, 17" alloys

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1994/5 PORSCHE 993 CABRIOLET ADVENTURA 60,000 miles
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2005 PORSCHE BOXSTER 2.7(987) SILVER 16,000 miles
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2003 PORSCHE BOXSTER S SEAL GREY 21,000 miles
Black leather, PSM Sat/Nav phone, Ally pack, climate, hard top

2001 PORSCHE BOXSTER S ARCTIC SILVER 14,000 miles
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2001 PORSCHE BOXSTER 2.7 OCEAN BLUE 28,000 miles
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2004 LAMBORGHINI GALLARDO 8,000 miles
Black leather, full Lamborghini history, 1 owner

2002 LAMBORGHINI DIABLO VT YELLOW 10,000 miles
Black leather, full Lamborghini history

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Black leather, Daytona sports seats, shields, tracker

2003 FERRARI 360 MODENA F1 ROSSO RED 11,000 miles
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2001 FERRARI 360 MODENA ROSSO GREGARIA 16,000 miles
Black leather, Challenge grille, full Ferrari history

1998 FERRARI 355 GTS F1 ROSSO RED 13,000 miles
Black leather, climate, suspension switch, CD

1999 FERRARI 355 SPIDER F1 ROSSO RED 23,000 miles
Crema leather & red stitching, climate, suspension switch, Ferrari service

1992 FERRARI 348 TS BLACK 9,000 miles
Black leather interior, climate, alarm, 2 owners, excellent service history

1991/02 FERRARI 348 TS ROSSO RED 23,000 miles
Crema leather, red carpets, climate, electric mirrors, excellent service, MOT's

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Red leather, excellent history documented

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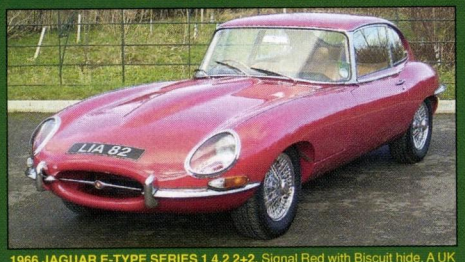
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1990 AC COBRA 7 LITRE LWT. Nile Green with Biscuit hide. Side oiler, engine 450 BHP, rug gearbox, Halibrand wheels, side pipes, roll hoop, wind wings etc. 9K miles, FSH, Reg No MPG 488D. Impeccable condition, as rare as it gets and I feel a very sound investment. **RHD** - **£84,995**



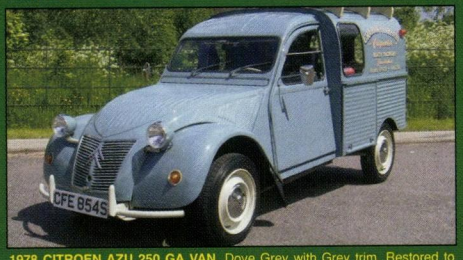
1954 TRIUMPH TR2 LD chassis number TS 899, Reg No XJ01. Black with Blackberry hide & has to be the finest example in existence. A 1 owner car until 1998, multi concours winner, a very early example with internal bonnet locking, wire wheels, O/D, correct in every detail. To restore to this standard would cost well in excess of £50k. The most critical out there would not be disappointed. **RHD** **£24,995**



1966 JAGUAR E-TYPE SERIES 1 4.2 2+2. Signal Red with Biscuit hide. A UK example restored to the highest of standards by marque specialists Robinson & Godwin at a cost in excess of £55,000, only 7,000 miles since. High ratio axle, comp CWW, HRW, music system, koni shockers etc. Very few 2+2 Jaguars are ever restored to this standard, no disappointments with this one. **RHD**..... **£25,995**



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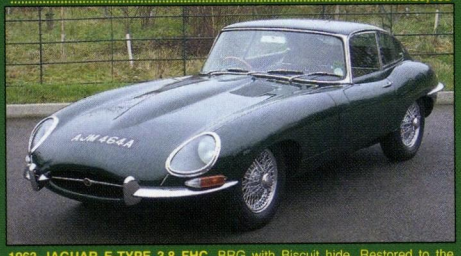
1978 CITROEN AZU 250 GA VAN. Dove Grey with Grey trim. Restored to 1959 spec by Pete Abbott of De Chevaux of Lincoln to a concours standard. Has won the Citroen concours and was displayed at The NEC. Fitted with the M28 engine and disc brakes, possibly the finest example available and has to be the cheapest form of mobile advertising ever. Tremendous fun. **LHD** **£6,495**



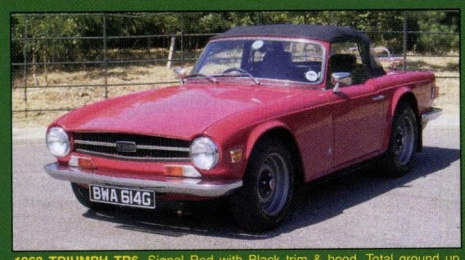
1989 JAGUAR XJS 5.3 CONVERTIBLE. British Racing Green with Fawn hide and Black hood. 65K miles with extensive history, CD auto-changer, cross spoke alloys, front fogs, heated seats, cruise control etc. Not the usual rust bucket, an exceptional low mileage example in the best colour. **RHD** **£11,995**



1961 TR4, CT666. Signal Red with Black trim piped Cream. Equipped with overdrive, wire wheels, brake servo, rev lights, unleaded head etc. The finest example by far, feature car in Bill Piggots book – The Original TR, major concours winner, restored to perfection with attention to detail that is second to none, correct in every detail, one for the perfectionist. **RHD** **£22,995**



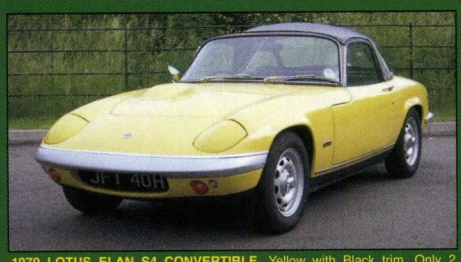
1963 JAGUAR E-TYPE 3.8 FHC. BRG with Biscuit hide. Restored to the highest standard and less than 8K miles since, 4 pot callipers, Kenlowe fan, Koni shockers, alternator, unleaded head, radio, CWW, halogen lights; impeccable condition and ready for some serious motoring. **RHD** **£37,995**



1968 TRIUMPH TR6. Signal Red with Black trim & hood. Total ground up restoration carried out only 6K miles ago. Overdrive, boot rack, gas flowed unleaded head, sports exhaust, radio. A very nice example at a most tempting price. **RHD** **£9,495**



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1970 LOTUS ELAN S4 CONVERTIBLE. Yellow with Black trim. Only 2 owners, the last since 1979 and 62K miles with a most extensive service history, centre lock wheels, elec windows etc. Re-built not many miles ago on a new galvanised chassis. A superb car to drive. **RHD** **£13,995**



1959 TRIUMPH TR3A. Black with Black hide piped Cream. Total restoration by marque specialist, bills for £36k, O/D, all synchro box, rack & pinion steering, Motolita wheel, CWW, 87mm pistons, twin 45 webbers, 155 BHP, twin spot lamps, badge bar, heater, servo brakes. A superb & astonishingly quick example. **RHD** **£20,995**

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1972 TRIUMPH TR6 150 PI. Signal Red with Black trim, overdrive etc. A well restored UK example of the more desirable big BHP car; very good value **£12,995**

1977 TRIUMPH STAG. Man with overdrive in Inca Yellow with Black trim. 66K miles with extensive service history. A very well restored example, over £18K spent, PAS, elec windows, alloy wheels, radio, wind deflector, hard & soft tops, outstanding value.. **£11,995**

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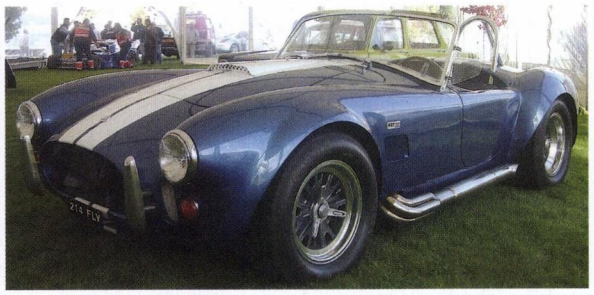
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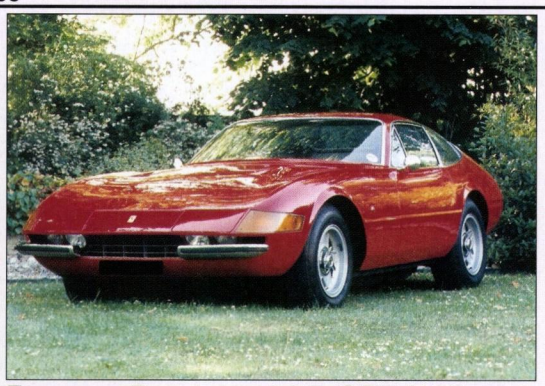
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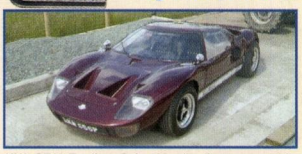


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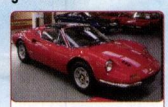
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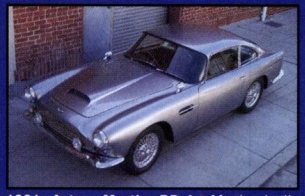
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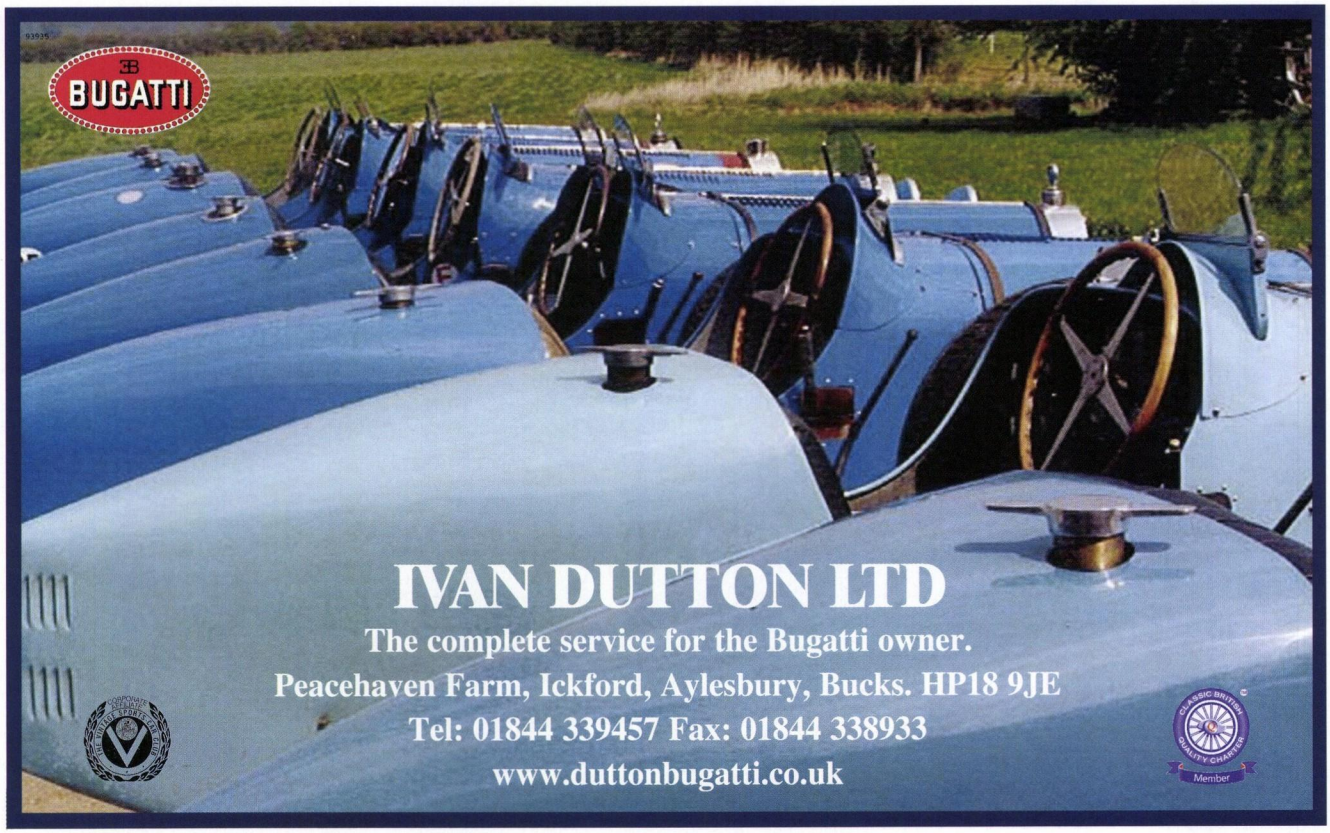
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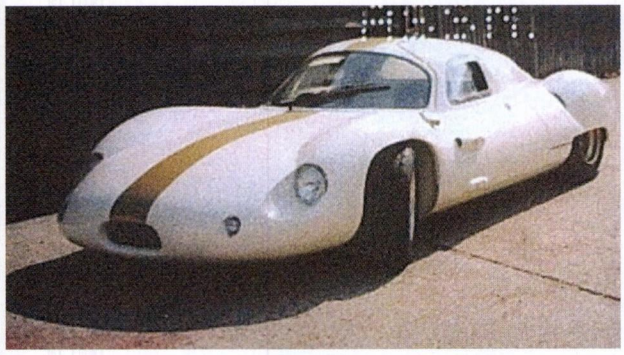
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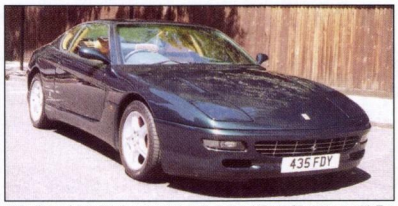
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1999 T - MERCEDES SL320 V6 AUTO (PANORAMIC ROOF) Zircon Green Metallic with Orion Grey leather, traction control, air conditioning/climate control, power hood, panoramic glass hardtop, e/seats with memory, heated seats, cruise control, walnut wood package, rear seats, CD player, xenon headlights, FMercedesSH, just 24,000 miles from new £18,995

2000 V - FERRARI 360 MODENA COUPE F1 Argento Nurburgring Silver Metallic, Nero leather, 8,000 miles £66,995

2003/52 – PORSCHE 911 (996) CARRERA 2 COUPE Seal Grey Metallic, Metropole Blue leather, 18,000 miles £41,995

2004/54 - NOBLE M12 GTO-3R Mallory Green Metallic, Cream leather, 1 owner, 2,500 miles £39,995

1997 R - PORSCHE 911 (993) CARRERA 4 COUPE Arena Red Metallic, Savannah leather, 28,000 miles £34,995

1996 P - PORSCHE 911 (993) CARRERA 2 TARGA Arena Red Metallic, Classic Grey leather, 29,000 miles £32,995



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1956 – AUSTIN HEALEY 100/4 BN2 Reno Red, Black leather, total nut & bolt restoration ..... £SOLD

2001 Y - PORSCHE BOXSTER 3.2 S Guards Red, Black leather, 1 owner, 9,000 miles £23,995

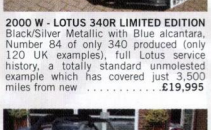
2003/03 – MERCEDES SLK320 V6 AUTO Brilliant Silver, Anthracite/Blue leather, 11,000 miles £19,995

2000 X - PORSCHE BOXSTER 2.7 Lapis Blue Metallic, Savannah leather, 20,000 miles £19,995

2003/03 - LOTUS ELISE S2 135R LIMITED EDITION Mica Blue Metallic with Blue alcantara, 9,000 miles £18,995



1998 R – RENAULT SPORT SPIDER Sport Yellow Metallic, 1 of only 200 UK RHD examples, usual specification including rare factory hood, tonneau cover, owners aluminium presentation box, FRenaultSH, just 11,000 miles from new, previously supplied by ourselves £16,995



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1997 P - PORSCHE 911 (993) CARRERA 4 CABRIOLET Artic Silver Metallic with Metropole Blue leather, usual specification including air conditioning, sport seats, e/seats, Metropole Blue power hood, Metropole Blue rear hood cover, sound package with CD player, clear lenses, Tracker system, 17" Cup alloys, full Porsche service history, just 45,000 miles from new £31,995

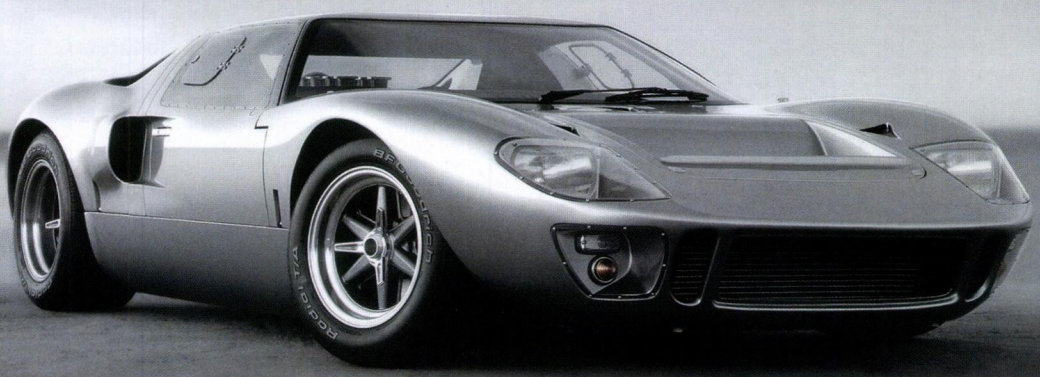
1998 S - TVR CHIMAERA 4.5 (FACELIFT MODEL) Jaguar Ice Blue Metallic with Nimbus Grey leather, usual specification including power steering, Navy Blue carpets piped Nimbus Grey, Navy Blue hood, TVR embossed head rests, kick plates, alloy extras, multi CD player, FTVRSH, just 26,000 miles from new £15,995

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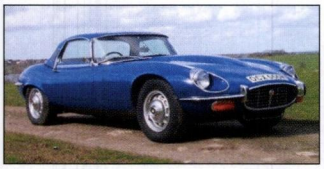
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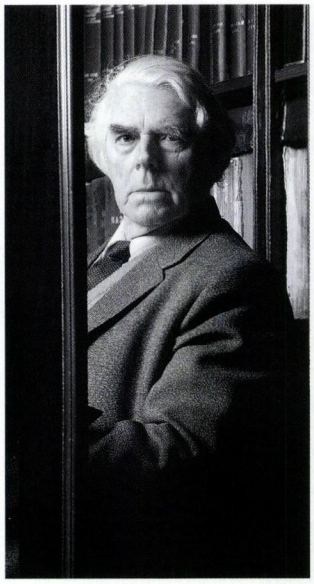
1969 Aston Martin DB 6 Mk II Manual. Finished in AM Silver with black hide interior. This benchmark DB 6 is possibly the finest available having only covered 41,000 miles from new, with substantiating history, in the meticulous hands of its one scrupulous, attention-to-detail owner, who is an aircraft trained engineer. Valuable numberplate: **VDF 1** available if required. Only available due to advancing years and ill health. Competitively priced at **£99,950** for an immediate sale.



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Bill Boddy

MOTOR SPORT'S FOUNDING EDITOR





THE DAY ROLLS-ROYCE WON A GP

The Spanish Grand Prix of 1913 was suggested by King Alfonso of Spain, and ran in baking heat

It cannot be disputed that when Henry Royce (later Sir) introduced the 40/50hp Silver Ghost Rolls-Royce to the world in 1906 those motorists who appreciated quality, style, and the uncanny ability, in those days, to function in almost complete quietness it justified the slogan 'The Best Car in the World'. But though the Ghost's reputation has lived on, few realise that it once added a grand prix victory to Rolls-Royce's many achievements.

The Ghost's worth had been proved by various RAC-observed tests and by competing in the 1907 Scottish Reliability Trial and then continuing for a total distance of 15,000 trouble-free miles, after which the Ghost was stripped down for an RAC inspection; the only new parts needed cost £2 2s/7d.

In 1908 Rolls-Royce entered two somewhat special cars for the RAC 2000-mile International Touring Car trial, in which their chief tester, Eric Platford, won his class by such a large margin that he was able to tour at 55.8mph in the concluding 200-mile Brooklands race. Later, both cars were driven there at just under 66mph lap speeds. A stern test came in the famous Austrian Alpine Trials. In 1912 Radley's Ghost had stopped on the 1-in-4 Katschberg hill; to counter this momentary disgrace, three Ghosts were entered for the 1645-mile 1913 trial, which they completely dominated, although Audi took the Team award. Radley had entered his own Rolls-Royce, which also performed impeccably, cruising at 70mph.

The company preferred tests to racing, but in 1911 they took to Brooklands with a Ghost with a single-seater body and high axle ratio. It did 101.8mph. This has to be compared with the 103.84mph

Main picture: the Rolls with Don Carlos de Salamanca at the wheel. Right: a time control was sited at the top of the course's highest pass – Navacerrada

for one hour by a 4½-litre Talbot with a more agricultural four-cylinder engine, than the Royce's 7.4-litre six-cylinder power unit, but the smaller one may have been race-tuned.

Before 1915, the new privately owned 1906 TT car won a Brooklands race and scored three second places. But had the Hon Charles Rolls, who became Royce's partner, not been killed in an unnecessary accident, there might have been more Rolls-Royce racing, because Rolls had won very easily the 1906 TT on a 20hp Royce.

Rolls lost his life when flying his Wright aeroplane at a Bournemouth flying meeting in 1910, when this pioneer pilot and balloonist had too much faith, with others, in the flying machines of those days, and the tailplane broke away while turning too steeply when competing a landing contest.

The Prince Henry Two-Thousand Mile Trial organised by the RAC and the SMMT included five notorious Scottish passes and six English ones. Platford competed with a 40/50hp Ghost. It was fastest on the hills and managed 20.2mpg in the fuel consumption test, but the outright winner was a Vauxhall.

Apart from the official performances, private owners were sometimes seen with their very dignified Rolls-Royces in competitions. In 1909 W Blamire's Royce won a race on Saltburn sands, and in 1910 S Barber's Rolls-Royce made FTD at the Aston Clinton hillclimb. In 1914 Miss Cooper's Rolls-Royce won its class at the Porthcawl sand races.

Two Rolls-Royce were entered for the Spanish GP of 1913. The event was suggested by the monarch King Alfonso, who started the race. It was a very, very strenuous long-distance touring car trial for which the cars were required to have four-seater bodies with mudguards, lamps, hoods and two spare wheels. Bonnets were sealed and coolant could not be replenished.

Moreover, the loads to be carried were based on rpm at full power (did the officials rely on makers' figures?). The English Talbot was thus heavily handicapped, with 3000rpm compared to 1850 for the Rolls-Royces. There were time controls and fuel-consumption checks.

Hispano-Suiza did not enter – did they fear that His Majesty, who favoured their cars, might turn to another make, even briefly, if they did not win? Did the King ever have a Rolls-Royce?

The race distance for the three laps was 192 miles, not comparable with that of the French GPs – the 1906 French event was 970 miles over two days, and 477 miles in 1907 and 1908. But the Spanish course was of Targa Florio severity, with the 1886ft-high, eight-mile long Navacerrada Pass in the Guadarrama mountains to be tackled twice, and another 2460ft, 10.5-mile pass in addition. But the road surface was described as very good.

As the 17 starters lined up at 10am at La Granja about 60 miles from Madrid, the heat was 90deg in the shade. The winner, after 3hr 34min 12sec at an average of 54mph was Don Carlos de Salamanca, the Spanish representative for Rolls-Royce, as he would be up to 1926. Second was the Marquis de Aulencia, driving a Lorraine-Dietrich, 3hr 37min 4sec in arrears, and Eric Platford brought the other Rolls-Royce home third in 3hr 39min 56sec. The varied makes they had defeated were, in finishing order, Theophile-Schneider, Minerva, Th. Schneider, Panhard, Mercedes, Opel and Delaunay-Belleville, the last taking more than five hours.

Two more Marquises and other titled people had taken part, but they were hardly racing motorists, yet there were few accidents and no serious injuries. The well-known French driver Rigal crashed his Sunbeam in practice and non-started. The Talbot was going well until it developed lubrication trouble, and a Humber, the Excelsior and the SCAR also retired. The race was never repeated in this form, in spite of the King's hopes, and Spain did not have a proper grand prix until 1923.



Bill Boddy

Audi isn't the first firm to make history with a diesel

HEAVY OIL AND HEAVY WEATHER

Diesel-engined competition cars are news, with Audi winning the Le Mans 24 Hours with one for the first time, and also finishing third with its compression-ignition R10 Tdi cars, Peugeot preparing a diesel racer for next year's Le Mans, and the bid for 300mph in the JCB Dieselmax at Daytona in August proceeding, for Wing-Commander Andy Green to drive.

It was a pouring wet day when I went to Brooklands in 1933 to see George Eyston demonstrate a Vanden Plas saloon powered by an 8.8-litre AEC diesel engine as used in London buses. In front of this odd car George stood getting soaked before a sea of open umbrellas, having driven it at 104.86mph over a kilometre, 101.98mph over a mile, with a best run at 106mph. That beat the American C L Cummings's diesel speed of 100.75mph.

Such records were not really recognised then, but George knew they soon would be, and he and Bert Denly then took long-distance compression-ignition records at Montlhéry with this AEC 'Safety Special' of up to 24 hours (2329 miles) at 97.05mph, until a wheel fell off.

The diesel car had achieved useful publicity, and by 1936 Eyston's 9.2-litre Rolls-Royce V12 sleeve-valve Ricardo-engined 'Flying Spray' had the compression-ignition speed up to 159mph on Bonneville salt flats.

I had wanted to know what chassis was used for the AEC saloon, and going to some function Eyston got into the lift with me, so I asked him shyly. He said: "A Chrysler". Years later I lunched with this very charming gentleman and was told a lot about his long spell of record-breaking, including his successful Land Speed Records. Unlike Campbell and Segrave he was not given a knighthood. "I didn't mind," he said. "The French knew what I had achieved and awarded me the *Legion d'Honneur*."

Long after this I wanted a copy photograph of the 1933 saloon and was told of a reliable photocopier at Lambister Common in the depths of Wales. The old chap astonished me by recognising the largely-forgotten car. He had worked at AEC's when it was being prepared there, which seemed to confirm the bus engine aspect.

Thus did diesel-engined cars receive early publicity. But let's not forget that Mercedes-Benz was first with acceptable sparkless cars you could buy in the 1930s.



George Eyston braves the rain in his 8.8-litre diesel-engined VdP saloon

LAT

RUMBLINGS

The versatility of Sir Stirling Moss OBE has been covered in *Motor Sport* recently, and his great racing accomplishments likewise. He was also not averse to taking a primitive veteran



car through the celebrated Brighton Run (date this year November 5), as this picture of him on Fred Bennett's 1904 Cadillac reminds me.

Those interested in all aspects of Brooklands may like to know of research by Tony Hutchins and Denis Corley in *Airfield Review*. Track buildings from 1907 to 2006 are shown and the developments described, with large maps. There is a picture of how the Track was camouflaged during WWII, but despite that, 87 people were killed in a raid on Vickers. *Airfield Review* is obtainable from Raymond Towler, 33A Earls St, Thetford, Norfolk IR24 2AB.

The ERA Club's informative *Newsletter* covers the activities of those racing these exciting cars, from the commencement of Raymond Mays' venture in 1934. The ERAs may have started as 1½-litre cars, but they were highly impressive, as they remain today. It is good that so many have survived. The competition results of 2004-5 occupy 13 pages of the Spring 2006 issue. Other articles cover ERA rivals, Ron Flockart's ERAs, the G-type failure, and a list of all ERA owners from 1934-2006.



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958 AAA	BF 8	7 CKG	3 DJN	I ERS	I4 GHW	9 HN	I JKW	I KTK	II MDA	70 ND	I PBO	2 RFL	SNL I	TRD 980	WAP 55
9 AAH	I BFA	82I CKJ	4 DJP	ESA I	2 GJE	95 HNK	I JL	455 KTW	MDG 59	8I40 ND	I PCA	RFP 6	SNR 849	I TRK	WAS 9II
II AAN	I BFN	I CKK	DJS 456	I ESC	6 GJF	29 HNW	II JLA	KTY 6	I MDO	I79 ND	PCB 5	RGL 8	SOC I59	TSE I	WAS I66
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AJJ I00	BLT I	I CSF	I9 DOO	FB 5837	356 GPJ	65 HT	JT 7577	LEJ II	MLG 25	45 NK	PJH 26	7I9 RRL	SWJ 77	L3 VAL	WJA 8I
AKN 468	BMC 79	2 CSS	80 DR	FBF I	I GPV	I HTA	43 JTA	LET 66	I89 MMA	I NKC	PJL 767	RRX I	I SWM	XI VAS	WJF I2
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744 AKT	I7 BMM	88 CTW	308 DRL	I FBH	I GRV	HWW 7	7 JTG	LFC 58I	MMD 8I7	700 NKL	PK 284	I RSV	TAA 3	43 VBH	WJI 555
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22 ANA	85I BOD	DI CVS	45 DTO	I FGL	9 GTN	8I0 JAR	55 KBP	LIW 2	373 MOG	I NRW	I0 PNM	I RVD	I TBE	VEJ I	WRB 7
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44 AOE	44 BR	D 38	I DWM	FHM 346	I GUJ	JBS 4	KCW 29	LJK I	7 MPM	6 NTG	POV I	SAB 8R	TDC 5	VF I000	WRL 924
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BBM II	5 CDK	DFP 6I	9 EFW	I GBR	HDN 672	JH 3	I KLN	LLSR	MWK 858	OO 7887	RB 99	I SGR	I TLE	VMU 85	YEN I
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5 BCK	I CDY	DHC 30	EGS I	2 GCH	HET I	87 JHN	9 KNK	I LVM	4 MX	OTR 9	I RBN	SHJ II	38 TM	537 VP	I YK
6 BCM	CEE 230	DHC II	7 EH	LI GCM	HG 7509	JHR 944	9 KNN	LVV 60	MYR I	OWD 43	RBV I	5 SHR	TNN 4I4	53 VPH	YKD I
I3 BDD	**I BTM**		EHG I67	GDB 647	**I GCD**		4 KNW	LWW 537	**SPP I**		RCN 408	40 SHW	**I WRG**		I YKM
237 BDH			EIL 26	3 GDD			I KOH	LY 965			39 RD	SJN 67			4 YM
I BDX	I CEJ	3 DHD	EJE I	I GEC	HGL 4	JIB I4	I KOO	LYN 734X	8 MYS	I OY	RD 89	55 SK	9II TNT	2715 VR	YNN I
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2 BEJ	CG 409	5 DHJ	244 EJH	GFL 5I	2 HGT	38 JJ	KPP 594	MAG IL	II NAK	PAD 72	RDO 4	I SKU	TJ02 TOM	50 VS	I YOG
5 BEM	20 CGE	700 DHR	I3 EK	I GFS	HHS I	JJE I04	KPR 36	MAY 7	I NBA	PAJ 93	I RDT	4 SLF	TOW 670	VSA 44	YOK I
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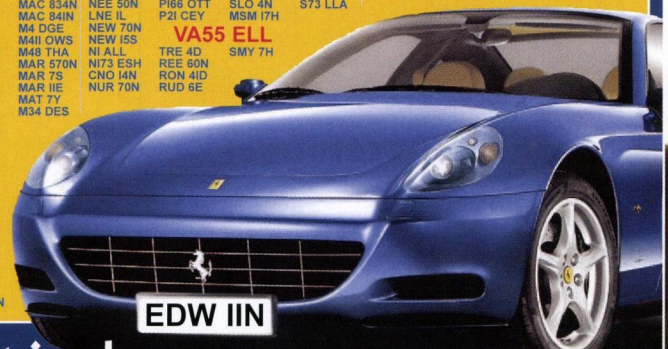
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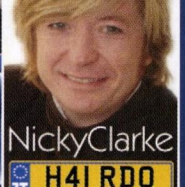
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Collector Alistair Morrison

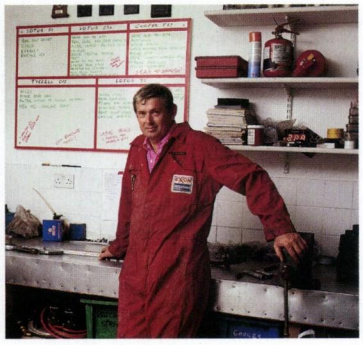
This is one collection which works for its living. From F1 to Formula Junior, these cars are out on the track through the season, bringing pleasure to owner and onlookers alike

Words: Gordon Cruickshank. Photography: Charlie Hopkinson

"I always want to be hands-on..." Thus Alistair Morrison, Formula 1 car racer, mechanic, machinist – he even drives the truck. Does he do everything? "Not entirely; I have an ex-Arrows and Beatrice guy who does about 75 per cent of the work on the cars. But he's moved to Spain, so now I save up jobs and he comes for a week a time."

Morrison is in fact an architect, but grew up with the habit of dismantling things and only took on help with his racing when he reached historic Formula 1, via a Brabham BT38 and a March 733, in which he won the German Open F3 title – "only championship I've ever won". It's obvious on arriving at his Sussex cottage that aesthetics matter: the timber-framed 14th-century house looks unchanged for several hundred years, although Alistair has neatly enlarged it, and while I know there are several racing cars lurking I can only see a couple of garages and outbuildings set in some lovely gardens in the hollow of a valley. But when Alistair opens one garage door I see a well-equipped workshop going round the corner – and a Cooper T67. And a Lotus 72. And a 23B, a 51, and the pointed green nose of a Formula 1 Tyrrell.





If you follow Thoroughbred GP racing, you'll recognise Morrison's ex-Michele Alboreto 012. With its distinctive chiselled looks and brilliant Benetton colour scheme, it's an eye-catcher on TGP grids. In Albo's day it ran a Cosworth DFY, but these days packs a Nicholson-tuned DFV. Tyrrell's first carbon-fibre chassis, 012-1 first ran in 1983, and though Alboreto scored a point in it, the DFY struggled against the turbos. For '84 and '85 Ken's team fitted the turbo Renault V6 and Martin Brundle drove it, without much glory. 012-1 even raced in the first year of F3000 with Roberto Moreno inside.

Unsurprisingly, it is a serious machine to handle. "With a flat bottom and rising-rate suspension, its characteristics change with the loadings," says Alastair. "If you cross a line it'll bite." He contrasts it with the other star of his stable, the ex-Ronnie Peterson Lotus 72. "That's like a big Formula Ford to drive." He bought it so he had a car to race at Monaco, and he has fallen for it in a big way. "I like unusual stuff, and torsion-bar suspension appealed to me." It's also a very straight piece of history: the chassis bulge for Ronnie's gearshift hand is visible, and Morrison has original nose and wings for it (safely preserved). It's now in proper Ronnie spec: "I found the correct smaller wing and Clive Chapman supplied the right saddle oil tank." There's one item he's very chuffed about. Being a tall guy he heightened the roll-over bar a couple of inches, disguising it with the taller of the 72's airbox types, thought to be wrong for 'Super Swede' spec. But lately he's found a picture of Peterson driving it with the tall 'box. Details count for a perfectionist.

At last year's Silverstone Classic Morrison took both F1 cars, but found racing two of them just too much like hard work, so one has to go; he's had so much fun in the 72 that it's the Tyrrell which Bonhams will auction at the Goodwood Revival. "When I took the 72 to Lisbon they asked me to drive through the cobbled city streets as a publicity event. We soon outstripped the police bikes and just drove where we wanted. It was brilliant!" A spin-off benefit was that Alistair's son Hamish, previously not terribly interested in the cars, had to drive the FJ Cooper – his first ever time in a racing car. He was hooked, and now races the Cooper, the 51 and the 23B, which father and son share in sportscar events.

A serious lathe proves Morrison's metalworking skills – "it's quicker to make a spacer than order it" – while a beam hoist overhead allows him to swap the cars around single-handed. In another barn, discreetly tucked into the hillside, is more evidence of his passion: noses and moulds for the F1 cars, Alboreto's Tyrrell seat hanging on the wall ("A memorial?" I ask; "No, I just don't have Alboreto's hips!") and the Elan which was his first fast car, awaiting restoration.

Outside, the transporter. I called it a truck earlier on; that's underselling it rather. Alistair's cars in fact travel in the rear half of a grand motor-home built by Oakley, the horsebox people. One wall slides out, complete with sofa, to make a decent-sized sitting area, there's a shower, kitchen, beds and flat-screen TV, and the beautifully veneered and leathered interior looks like a luxury yacht. Alistair can fit three cars in the back, aided naturally by every electro-mechanical aid. In the underfloor storage bins are two shrink-wrapped spare engines, a Ford twin-cam and a DFV, but I'm disappointed to learn that this sybaritic weekend cottage on wheels doesn't boast a tiny foldaway fork-lift to heave them in and out.

While this is undoubtedly racing in style, Morrison is a long way from being one of those hands-off racers whose cars are delivered to the track by minions. He loads them up, he drives them to the track, and has minimal help. But he is diffident about his skills: "What I'd really like is a Williams, but I can't afford it. And anyway I don't think I could put it any further up the grid." A man who races for pleasure, not glory.

Main: Peterson's Lotus and its stablemates. Original nose and wings of 72 are kept in storage. Above left: Michele Alboreto's Tyrrell 012. Above right: Alistair Morrison in his workshop


2
Firestone
John Player
Team Lotus
World Champion
Car Constructors
1972
1963-1965-1968



Simon Khachadourian

London's St James area has long been a home for art dealers. That applies to the top end of motoring and transport art, too, as a visit to this gallery confirms

Words: Robert Stride. Photography: Phil Starling






Bronzes on display range from the Edwardian era to modern works. Among sculptures and paintings the car dominates, though planes and trains appear too

Pullman, as the name implies, is catering for first class and is at the front of the train. Its motorsport department is increasingly in demand among serious collectors.

The world according to Simon Khachadourian, founder of the Pullman galleries, is all about what he calls *objets de luxe* and about being different from other purveyors of collectable and valuable objects.

Authenticity, provenance and condition are the watchwords at the Pullman establishments in King Street and in Mount Street, both in the heart of smart London.

Paintings on the grand scale, extravagant bronzes and rarities from pre-war motor racing are the stuff from which Pullman's motor sporting heritage has been formed.

Founder Simon, he of the respected brothers Khachadourian who previously ran a London gallery devoted to motoring art, opened Pullman in 1988, and set up the motorsport department in the style to which his art collectors had become accustomed. "Our mission is to deal only in works of real quality," he says. "The quality of the art is more important than the cars, and we look for objects, pictures and graphics which first and foremost are the very best and secondly use or contain the image of the car."

An exception to this rule is Pullman's association with contemporary artist Dexter Brown – or, to be more precise, his alter ego De Bruyne, who produces Renoir-like canvases.

One is on view at Pullman in Mount Street. *The Bathing Party* depicts three female nudes together with their 1909 Renault at a riverside picnic. Sound familiar? That's the point. Brown, or De Bruyne, wanted to break out into something more romantic, something that Renoir might have created had he been around with Renaults.

"I bought this particular DB back from a collector who bought it from us," says Simon. "There's a lot of interest."

If sculpture is more your thing then Pullman has an interesting bronze by the Belgian artist Pierre de Soete. Called *Vers la Victoire* this is a lot of bronze for your buck. Imagine a 1920s sports-racing car, with two goggled and helmeted drivers, careering along a 1920s road and trailing clouds of dust and flailing scarves.

"We know it was presented to the winner of a race in or near Boulogne," says Simon. "The full detail, though, is not known. It's a fine bronze and a good example of de Soete's work."

Leaving the best (for me) to last, Pullman has the work of French sculptor Emmanuel Zurini. His devotees include Michael Schumacher, Jacques Villeneuve and Flavio Briatore, and he began working in motorsport as a photographer. His compelling images are used in both grand prix and Le Mans posters of the 1960s, and in the mid-Seventies he started producing some striking bronzes of great racing cars, many of which have a stealthy black patina.

At Pullman are pieces that represent a Ford GT40, Mercedes-Benz W196 Streamliner, D-type Jaguar and Caracciola's 1937 Mercedes-Benz W154, the GT40 in black and the Mercs in silver.

"These are collectors pieces. Zurini normally makes editions of only eight so there is rarity, and they meet all our requirements – quality, artistically excellent and different."

But for me, a lifelong fan and follower of motor racing, it was the train that really grabbed my attention. There are just five of these pieces, entitled *Night Train*.

The art-deco stylised futuristic black sculpture was to have been, like all Zurini's work, an edition of eight but the hardwood maquette was destroyed in a fire before the remaining three were made. It measures more than 63 inches long and is a most impressive thing of beauty. The price tag, though, is £65,000.

There are just five of these pieces. The futuristic black sculpture was to have been an edition of eight, but the hardwood maquette was destroyed in a fire before the remaining three were made



MOTOR SPORT

GOLD CUP TIME

July in Norfolk and the sun shone down on Snetterton. Motor Sport Vision are painstakingly improving the circuit and with the good weather it made a perfect setting for a weekend of longer and double header races. Grids were very good, well up on last year and there was excellent racing. The enthusiastic band of Snetterton marshals said they loved it.

Feature race was the final round of the Classic Sports Car 'mini-enduro series'. The one-hour race was won by Paul Drayson's Chevron from a fast closing Stuart Tizzard (Lenham). Drive of the race came from Roy McCarthy. Exchanging his normal MGB for a shared drive in David Beckett's Nerus Silhouette, Roy was rapidly closing in on the lead when forced to retire. After the race the Autosport Groveair Trophy for the best performance over the Silverstone, Croft and Snetterton races went to Peter Aylett and Stephen Farrall for their exploits in a Delta GSM. Later in the day Jason Kennedy took his TVR Griffith 200 to a very popular first win in 'School Garage' Historic Road Sports. Following a growing trend in HSCC racing, father and son Andrew and Michael Hibberd took the first two places in the 'Millers' Historic Formula Junior opener. In the centre of the circuit MSV have built a new scrutineering and prestige garage suite named the Archie Scott Brown Centre, and they chose the HSCC meeting for Brian Lister and Jack Sears to unveil a memorial to Archie under the watchful eye of Jonathan Palmer.

After visits to Croix, Silverstone and Castle Combe the HSCC championships now head towards the fabulous Oulton Park Gold Cup meeting on August 26/28. This meeting gets better and better and this year fifties Grand Prix driver Tony Brooks will be attending to see the fun and drive demonstration laps. Like Archie Scott Brown, Tony drove for the Connaught team and delivered their famous win in the Syracuse GP in 1955. Incredibly this was the first British win in a GP since Seagrave in a Sunbeam in 1924. To honour this win and Tony's presence at the meeting there will be a feature race for Connaught and Alta cars.

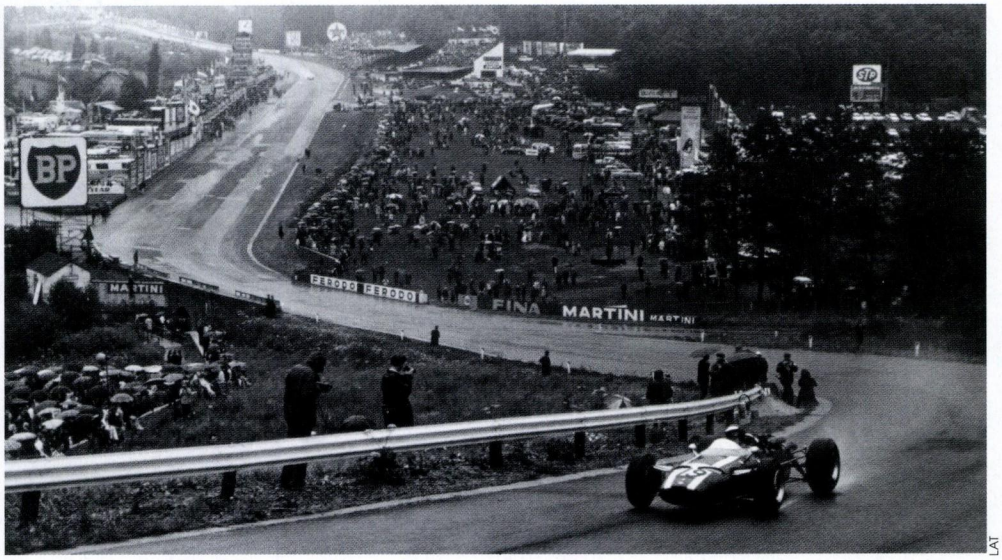
A further special treat will be an exciting grid of 2-litre sports and GT cars built prior to 1981. Racing on both the Sunday and the Monday, look out for fleet footed Chevron, Lola, March, GRD, Osella and Toj cars recreating exciting racing last seen in the RJB series. Also on the bill is a double header 'Duo' Derek Bell Trophy race. As at the Brands Hatch 'Summer Festival' this is planned to feature a contest between Formula One and Formula 5000 cars chased by nimble Formula 2s, mimicking Gold Cup's of the past. All this is supported by races for pre-66 GT cars (Bizzarini, Cobra), pre-66 sports cars (GT40), XK Jaguars, BRDC fifties and sixties sports cars plus the full span of HSCC championships and car club displays.

If the HSCC sounds like your sort of Club why not come along to a meeting or contact Grahame, Martin, Alan or Emma at the Club office on 01327 858400 or visit the website at: www.hscc.org.uk

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MARCUS PYE





LAT

Jochen Rindt tackles a wet Eau Rouge in the 1966 Belgian GP, driving a Cooper T81 Maserati. The circuit was then 8.755 miles long

Diary

A trip to his favourite circuit proves forgotten, untapped ability can be found when you least expect it. Even at a marque race at Spa

Spa-Francorchamps is my favourite circuit, the most fulfilling by miles, of the 49 I've raced or tested cars on, so I never turn down an opportunity to visit. That the offer of a trip to June's Ferrari Days came late only whetted my appetite further. And that's before I knew I'd be driving a 612 Scaglietti out to Belgium, and a 430 back.

Despite the constant changes wreaked upon it by the demands of Formula 1, Spa is still a magnificent place. That my travelling companions had not been before merely heightened the pleasure. I love seeing the jaws of virgins drop when they clap eyes on the majestic topography of Eau Rouge for the first time.

How I envy those who visited Spa during the 1960s and 1970s, let alone raced there, before the fearsome old pine tree-lined road course was amputated and the new course opened 1979.

The focus of my recent trip was the Ferrari Challenge, a twin-pronged championship for the latest 500bhp 430s: Trofeo Pirelli for those taking it very seriously indeed and Coppa Shell for 'gentlemen racers'. At 48, with 150-odd races behind me, that latter section looked mighty attractive. Especially as some of the drivers are rookies who started at the age of 60.

Unexpectedly, though, my historical interest lay behind the scenes, where I found vastly experienced Italian racers Enrico Bertaggia and Almo Coppelli working with the Ferrari Dealer Team GB effort.

Bertaggia, who plays a key role in managing the scuderia from its Silverstone base, was one of legions of talented drivers who did not get the breaks. In fact, as '87 Italian F3 champion he had the task the following season of piloting one of the worst cars I ever saw – the F3000 Dallara. Not as bad as the horrific 'F1' Dywa, but that's another story...

A far cry from Dallara's current masterpieces, the 3087 was a vast truck of a thing, which looked like it ought to hinge at the nose and disgorge two Marches or Lolas. Enrico never complained while I was reporting on the International Championship, and his subsequent efforts on the outermost fringes of F1 (with Coloni) were even less rewarding.

After a few years of sportscar racing, the Venetian has found his forté now. Commuting from his home in Monaco to do a job of which every little scarlet-blooded Italian boy dreams erases the painful under-achievement of a talent which won the Monaco and Macau F3 races in '88.

A contemporary of Bertaggias, with whom I'd crossed paths as a club reporter on *Autosport* in 1978, Almo Coppelli also works for the Prancing Horse.

Privateers in need of top-drawer expertise to run and race Group C or GTP cars would do well to use the experience of Almo, and put him back in the cockpit as part of the package. It's amazing how much forgotten, or untapped, ability you can find in and around the pits when you least expect it.

HOW I ENVY THOSE WHO VISITED SPA DURING THE 1960s AND 1970s, BEFORE THE FEARSOME OLD ROAD COURSE WAS AMPUTATED

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IN SHOPS AUGUST 23

LE MANS CLASSIC



British marques dominate the grid as post-war field sets off on one of three races

Eric Sawyer

July 8/9

Triple wins highlight 24 hour show

Night racing adds to the atmosphere as 56 years of Le Mans history are re-enacted

Although driving hugely different cars, Ray Bellm and Richard Pilkington were the stars of Le Mans Classic among a fabulous line up of cars. Bellm's Ford GT40 and Pilkington's Talbot T26 were the only cars to score triple wins as each age group raced three times during a 24-hour period. Other highlight wins came for Philip Walker (Lotus 15), Rick Hall (Ferrari 750 Monza) and two for Jean-Marc Luco's Porsche 917.

Twice Pilkington won convincingly in the 1923-39 field, but in the slippery final race Gareth Burnett harried Pilkington hard in his Talbot 105. In fact, the 105 was second in all three races with Burnett, Luke Stevens and James Diffey all taking turns.

It was no surprise when the experienced Bellm's GT40 ran away with the 1962-65 races, and the GT40s of Shaun Lynn and Adrian Newey both took seconds before disaster struck Newey. Brake failure sent him into the barriers with sickening force and seriously damaged the car. Ludovic Caron (AC Cobra) drove well to take second in the last race.

Hall, aboard the Ferrari 750 Monza, took a win, a second and a third in the 1949-56 races as Ferrari and Maserati took on Jaguar. Early on Sunday morning, Nicolas and Henri Chambon won in their Maserati 300S, while the final race went to the hard-charging Julian Bronson in David Wenman's Jaguar C-type.

The Gulf-liveried Porsche 917 of Luco was denied a hat-trick when the Ligier JS3 of Nicolas Minassian/Michael Jankowski got the better of a lengthy safety car period in the opening 1966-71 race. The Porsche 935 of Soheil Ayari/Jean Guittard set the pace in the 1972-79 races, while Philip Walker topped the Listers to win the 1957-61 class in his Lotus 15.

RESULTS

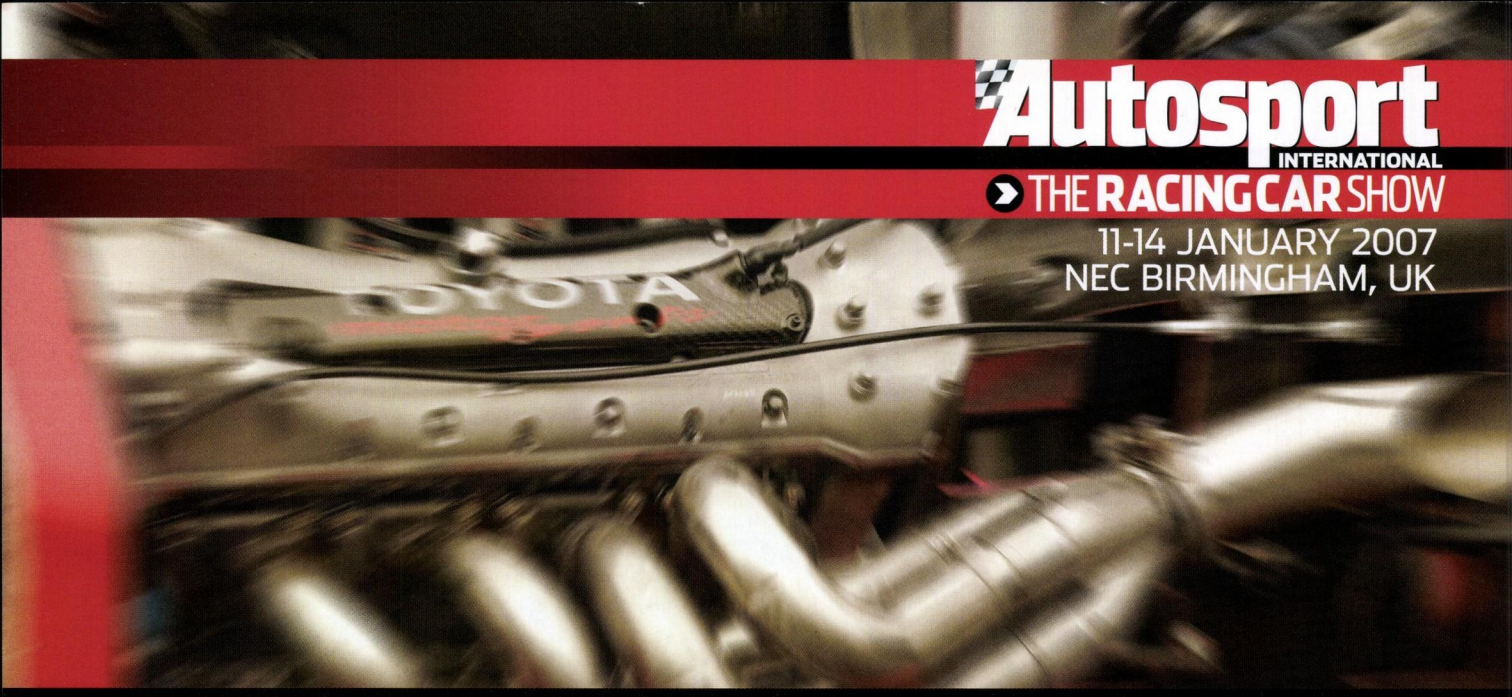
Outright classification on aggregate of three races

Group 1, 1923-1939
1 Richard Pilkington, Talbot T26 SS
Group 2, 1949-1956
1 Craig Davis/Rick Hall, Ferrari 750 Monza
Group 3, 1957-1961
1 Philip Walker, Lotus 15
Group 4, 1962-1965
1 Ray Bellm, Ford GT40
Group 5, 1966-1971
1 Nicolas Minassian/Michael Jankowski, Ligier JS3
Group 6, 1972-1979
1 Soheil Ayari/Jean Guittard, Porsche 935



Eric Sawyer

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RALLYE DES ALPES

July 3-8

The 50th win is family business

Father and son team take victory in six day modern version of the great Alpine rally

The father and son team of Dirk and Nick van Praag won the 50th Rallye des Alpes in their Delahaye 135MS and were overwhelmed when, in addition to the normal spoils of victory, the President of the AC de Marseille-Provence, Dominic Castellan, presented them with the last genuine *Coupe des Alpes* surviving from the 1960s.

This six-day FIVA regularity event started in Geneva and arrived in Marseille six days later after a week of arduous work in the Alps. In a reversal of recent years, pre-war cars took maximum advantage of their favourable coefficient and dominated the top placings. Second overall was the Bentley 3/4½-litre of James Phillips/Tony Davies who survived all manner of problems with their Halda drive to deprive the Morgan Plus 4 of Serge Chabbey/Sophie Matter of a higher placing than third. Competition at the top was fierce with the Healey 3000 of Barry and Roma Weir only just keeping clear of Roy and James Williams in their familiar Lagonda LG 45. They finished despite ripping a hole in the petrol tank on a rock. No fewer than 18 modern *Coupes des Alpes* were handed out to crews who had lost no time on the road sections and who had completed at least one regularity section per day within one second of the ideal time.

Generally the weather was kind to the 100-plus competitors, but fog and rain did harry them over the Col d'Iseran and Mont Cenis on the fourth day. One victim was the Jaguar E-type V12 of Jean-Pierre Becher/Rolf Nufer who nudged Italy on the way down to Susa, while Dave and Nikki Saunders had a puncture in their ex-works Healey 3000 and had to use fuel cans to stop the car rolling away on the steep slope while they changed the spare.

The most unusual looking car on the event must surely have been the modified Bentley 4½ of Freddie and Janet Giles. This sported a shortened hood, a 200-litre tank in place of the rear seats and lighter mudguards, all with the forthcoming Peking to Paris in mind. The most expensive was undoubtedly an original Porsche 550/1500 Spyder driven by Alpine regulars Michael Feichtinger/Michael Haberl which came through to finish second in class to Richard Fenhalls/Heather Milne-Taylor in their Alfa.

James and Fiona Willis suffered a cruel blow on the shake-down when their MGA was hit by a non-competing car, but two days later they were back in the event thanks to a rebuild. Classic rally stuff.

RESULTS

1 D van Praag/N van Praag
Delahaye 135MS 57.5 points

2 J Phillips/T Davies
Bentley 3/4½ litre 102.0

3 S Chabbey/Ms S Matter
Morgan Plus 4 110.0

4 B Weir/Mrs R Weir
Austin Healey 3000 Mk3 116.5

5 R Williams/J Williams
Lagonda LG 45 118.3

= 6 J Stofferis/Ms L Dick
Jaguar XK140 DHC 123.0

= 6 N Estenne/J-M Estenne
Volvo PV 544 123.0

8 P Barker/W Cave
Morris Mini Cooper 998 145.0

9 J Abel/Ms S Pickering
Bentley 4½ litre 155.0

10 Mr and Mrs T Gatsonides
Alvis 4.3 Cabriolet 160.7









All photos: Amos Shepard

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GRAND PRIX DE L'AGE D'OR, DIJON



Manfredo Rossi won both Historic Grand Prix Masters races in his Brabham

Charlie Wooding

June 24/25
Cobra heads the snake

Barrie Williams and Chris Phillips take victory after safety car delays the big race at Dijon

A cracking Gentleman Drivers' victory for the AC Cobra of Chris Phillips and Barrie Williams was one of the features of the major historic race meeting at Dijon. From a 37-strong grid, Phillips started his AC Cobra in the 90-minute race, but an early tangle between the Lotus 11s of Guy Peeters and Michel Thoulouze meant a long safety car period. It was 20 minutes before racing resumed.

After the driver changes had finished, three cars were at the head of the race: the Cobra, now in the hands of 'Whizzo' Williams, the Philip Walker/Danny Wright Lotus 11 and the AC Cobra of Shaun Lynn/David Clark were all in contention.



Charlie Wooding

With Wright at the wheel, Walker's Lotus 11 chased after the Cobra, but Williams kept it all together. The rigours of Monaco and Pau had depleted the Grand Prix Masters field and it was Italian Manfredo Rossi who took a double win in his Brabham BT42. "My grandfather used to own this car," said Rossi of the car that was sponsored in period by his family's Martini Rossi organisation.

Peter Wuensch took the fight to Rossi in the opening race in his Wolf WR1 as James Hanson's prodigious talent took Nick Rini's BRM P160 to third. Race two was shortened after a mix-up between Wuensch and Simon Hadfield (Trojan T101). After missing pole for the opening race when the F5000 car refused to fire, Hadfield was romping up the order in the second race when a misunderstanding on braking points left the Wolf stranded on the kerbs. The result on count-back left Wuensch second from Hanson, with Rossi again the winner.

Some of the leading big-bangers were absent from the World Sportscar Masters grid, so the 2-litre cars had a field day with wins shared between the Chevron B16s of Martin Stretton and David Yates. Stretton deputised for Jose Albuquerque to win Race 1, David Ferrer having hit the barriers in his Lola T70. Yates won Race 2 from Mark Hales (Crosslé 9S) and Chris Chiles (Chevron B8).

A misunderstanding over braking points left the Wolf stranded

RESULTS

Historic Grand Prix Masters
RACE 1
1 Manfredo Rossi (Brabham BT42)
2 Peter Wuensch (Wolf WR1)
3 James Hanson (BRM P160)
RACE 2
1 Rossi 2 Wuensch 3 Hanson

World Sportscar Masters
RACE 1
1 Martin Stretton (Chevron B16)
2 Chris Chiles (Chevron B8)
3 Steve Hitchins (Chevron B8)
RACE 2
1 David Yates (Chevron B16)
2 Mark Hales (Crosslé 9S)
3 Chris Chiles

Gentleman Drivers GT and Sports Endurance
1 Chris Phillips/Barrie Williams (AC Cobra)
2 Philip Walker/Danny Wright (Lotus 11)
3 Shaun Lynn/David Clark (AC Cobra)

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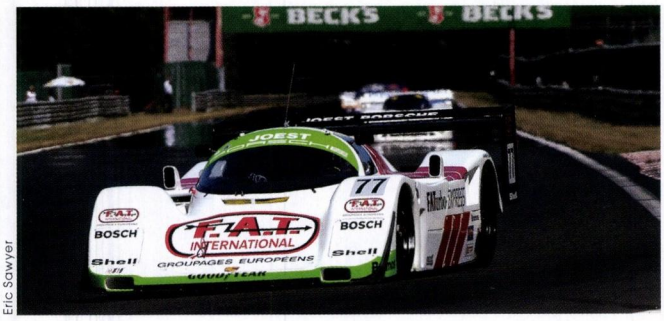
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HISTORIC GP, SPA



Eric Sawyer



July 15/16

Hsu scores despite Spice rivalry

Twin wins for US visitor in GpC sportscars, while Christian Glaser continues his TGP run

American visitor Aaron Hsu was the star of the third event on the Group C/GTP calendar when he dominated both races at Spa-Francorchamps. Racing a Porsche 962, Hsu took pole by 1.8sec from the Spice SE90C of David Mercer and went on to win Saturday's hour-long race by more than 2min.

On Sunday, Hsu (above) was again unstoppable and he won the half-hour race, although Mercer came back strongly after getting a drive-through penalty on Saturday to finish only eight seconds down on the Porsche.

Mark Sumpter was twice on the podium as he continued to learn about his Porsche 962. For the hour-long race he was partnered by old friend Chris Goodwin and they finished second to Hsu, before Sumpter was edged back to third by Mercer on Sunday.

Having taken a podium with his Group C Jaguar, Christian Glasel (top right) claimed another Thoroughbred Grand Prix win in his Brabham BT49D. The defending champion finished six seconds up on the BT49C of Joaquin Folch, which had started from pole position for the fourth race of the TGP season.

Peter Sowerby led the Brabham chase in his Williams FW07C, while Steve Hartley (Arrows A6) won class D in fifth overall to catapult himself to the top of the championship standings.

RESULTS

Group C/GTP

RACE 1

1 Aaron Hsu (Porsche 962)
2 Mark Sumpter/Chris Goodwin (Porsche 962)
3 Christian Glasel (Jaguar XJR8/9)

RACE 2

1 Hsu 2 David Mercer (Spice SE90C) 3 Sumpter

FIA Thoroughbred Grand Prix

1 Christian Glasel (Brabham BT49D) 2 Joaquin Folch (Brabham BT49C) 3 Peter Sowerby (Williams FW07C)

MODENA CENTO ORE *June 17-19*



Having finished well up in previous years, Thomas Studer and Hektor Bertschi finally won the Modena Cento Ore in their Shelby Mustang on the seventh running of the Italian classic race and rally event.

However, the event was marred by controversy as the two fastest crews were hit by major road penalties for checking into a control early. Having been instructed to do so by a marshal, Michael Eschmann/Uwe Niermann (Porsche 911) and John Sheldon/Lesley Stevens (Lotus Elan) were understandably miffed to be dumped down the order due to a time-control issue.

The dramas began before the start of the Cento Ore when the Italian motorsport authority decreed that several cars were ineligible, including the Chevron B8 of Chris Chiles and the Lotus 30 of Howard Redhouse.

Once the event was running, the Italian-entered Porsche of Gianluca Roda/Giovanni Frigerio set the pace on the opening special stages. However, their event would end on the final day when they crashed out.

Meanwhile, through races at Mugello and Misano, Eschmann and Sheldon had gone well clear of the rest, but the controversial time penalties ruined their results.

Instead, the Studer/Bertschi Shelby GT350 took overall victory, while the Michael Cowdray/Ludovic Lindsay Jaguar E-type claimed Period E spoils.

Reports

HISTORIC GP MASTERS F1 *July 14/15*

Frank Lyons scored a memorable victory when a historic GP Masters F1 race supported the French Grand Prix at Magny Cours in celebration of 100 years of grand prix racing.

A modest grid of 18 cars included Brian Wilson's Brabham BT24-Repco, shipped from Australia, but it was James Hanson who dominated qualifying in Nick Rini's BRM P160.

However, electrical problems saw Hanson retire early, while Yves Saguato (Shadow DN3) got stuck in the gravel at the first corner. Lyons now led, but had to survive a challenge from the Williams FW06 of Andrew Wareing before taking victory. Wareing went out with damaged suspension after contact, so Jeff Lewis ran second in his Tyrrell 007.



Charlie Wooding

RESULTS 1 Frank Lyons (McLaren M26); 2 Jeff Lewis (Tyrrell 007); 3 Rick Carlino (Surtees TS9B)

VSCC SHELSLEY WALSH *July 2*


Steve Welsh

It was yet another Shelsley Walsh victory for ERA R4D in early July when Mac Hulbert stormed to fastest time of the day in the most famous car from the venue's 101-year history. On a swelteringly hot day conditions worked against Hulbert as he chased his own pre-war hill record, but his second run in 34.03sec was still more than two seconds clear of his rivals.

Although Paul Richardson nipped in to clinch second-FTD in ERA R14B on his second run, Martin Spencer starred with his bravado in GN Spider II, getting down to 36.17sec on his second climb. Notable class wins went to Mark Walker (1908 Panhard Levassor), Guy Spollon (Riley Blue Streak) and Richard Scaldwell (GN Jap).

HSCC SNETTERTON *July1/2*

A rare victory for the Lotus 70 Formula 5000 car was a highlight as the Historic Sports Car Club's annual Snetterton weekend offered double-headers for many of the club's championships.

James Denty starred at his home track to give the Lotus (below) a win in the opening Derek Bell Trophy race, but any hopes of a double were dashed when he collected a puncture. Instead, Frank Lyons came through to win in his F5000 Lola T332.

That racing Lord, Paul Drayson, took time off from government activities to win the Classic Sports Car race in his Chevron B8, while Richard Trott bagged a Classic F3 double in his ex-Stohr Chevron B43.



Charlie Wooding

RESULTS

Classic F3, Races 1 & 2
1 Richard Trott (Chevron B43)
Formula Junior, Race 1
1 Andrew Hibberd (Lotus 22)
Race 2: 1 M Woodhouse (Lotus 20)
Classic Sports
1 Paul Drayson (Chevron B8)
Derek Bell Trophy, Race 1
1 James Denty (Lotus 70)
Race 2: 1 Frank Lyons (Lola T332)
Classic Racing Cars, Races 1 & 2
1 Matthew Watts (Brabham BT16)
BRDC Historic Sports
1 Peter Horsman (Lotus 17)
Race 2: 1 Graeme Dodd (Cooper)
Historic Road Sports
1 Jason Kennedy (TVR Griffith)
70s Road Sports
1 Julian Barter (TVR 3000M)
Jaguar XKs: 1 Nigel Webb (XK120)
Historic Racing Saloons
1 Les Ely (BMW 2000)
Historic FF1600, Races 1 & 2
1 Nelson Rowe (Crosslé 20F)

HSCC, CROIX-EN-TERNOIS *July 15/16*



Charlie Wooding

Although some thin entries affected the programme, the HSCC's return to the Croix-en-Ternois circuit in Northern France proved popular with those who did make the trip, and few victors were more elated than Jonathan Gomm who claimed Historic Racing Saloon spoils.

Having started the month with a second place to Les Ely's BMW at Snetterton, Gomm (above) went one better at the twisty French track to scoop his first overall win with his Lotus Cortina.

Nelson Rowe took another Historic Formula Ford 1600 double, winning over regular rival Neil Fowler, while David Randall's Ginetta G4 topped a combined Historic and 70s Roadsports race. Ian Gray's Brabham BT30 dominated the Classic Racing Car rounds.

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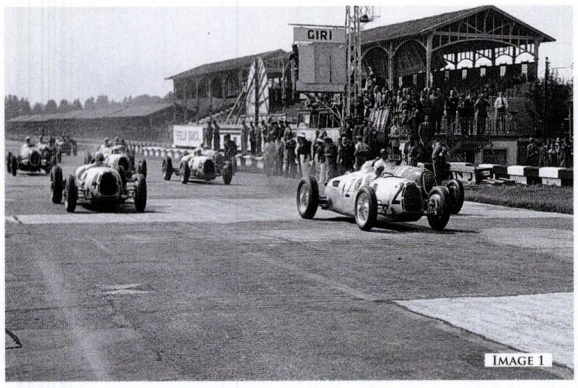


IMAGE 1



IMAGE 2

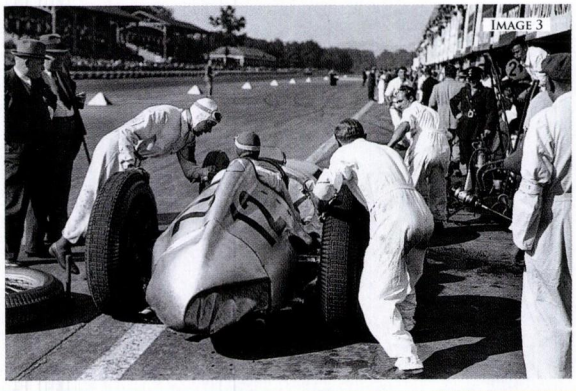

IMAGE 3


IMAGE 4

IMAGE 1 Italian Grand Prix, Monza, September 13, 1936: European Champion Bernd Rosemeyer's Auto Union leads at the start

IMAGE 2 Swiss Grand Prix, Bremgarten, August 21, 1938: Alfred Neubauer and his English driver Dick Seaman inspect the Mercedes-Benz cars in the pits

IMAGE 3 Italian Grand Prix, Monza, September 11, 1938: Manfred von Brauchitsch takes over Rudolf Caracciola's third-placed Mercedes

IMAGE 4 German Grand Prix, Nürburgring, July 23, 1939: Tazio Nuvolari – to many the greatest pre-war driver

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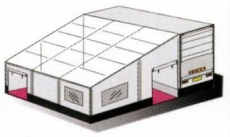
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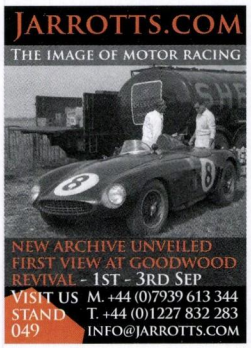
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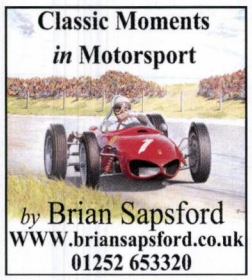


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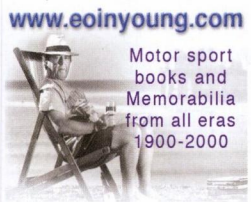












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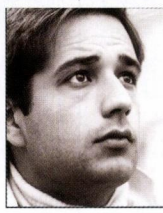
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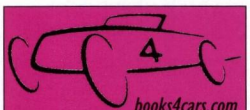
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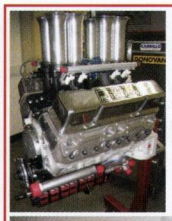
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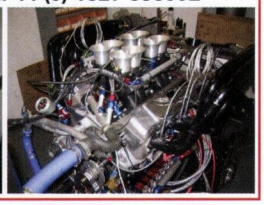


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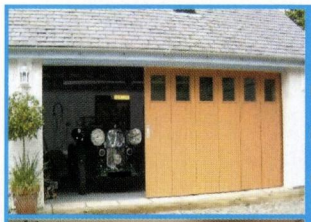


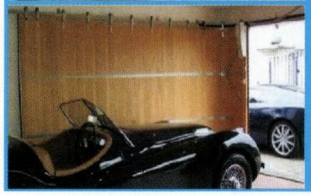


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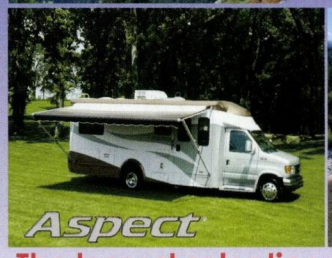
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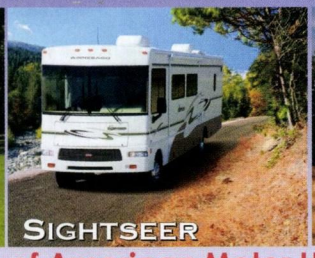
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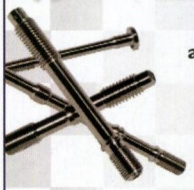
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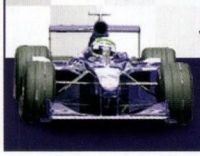
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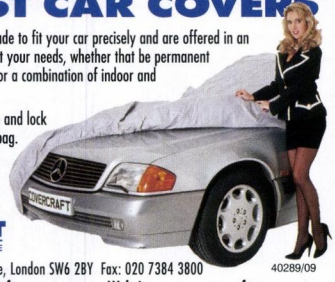
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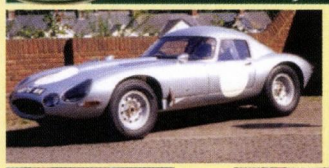
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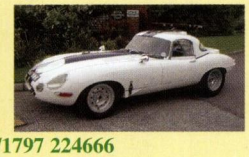
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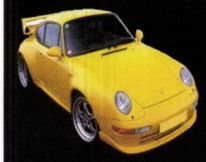
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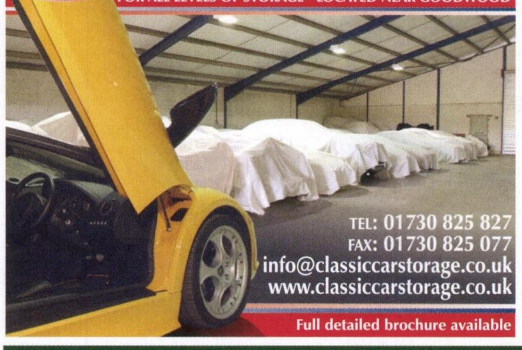
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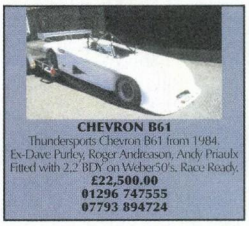
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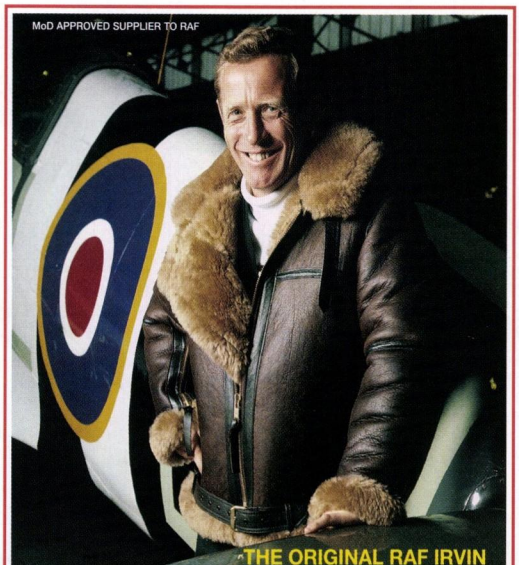
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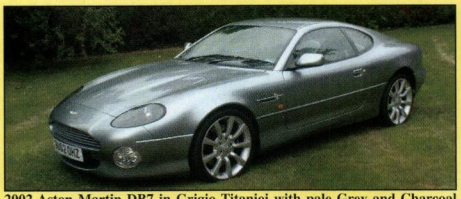


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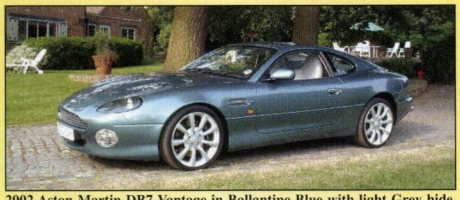
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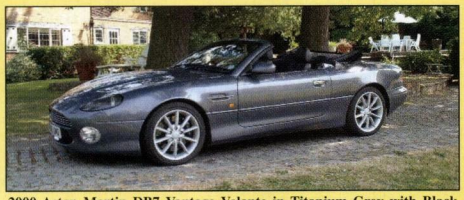
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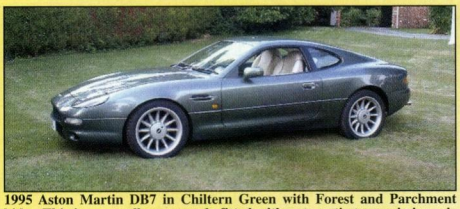
2002 Aston Martin DB7 in Grigio Titanioi with pale Grey and Charcoal hide. This is an immaculate one owner example having covered only 19,000 miles with total Aston Martin service history. Fitted with 19" alloy wheels, heated front screen, heated seats and 6 stack CD player. £49,950



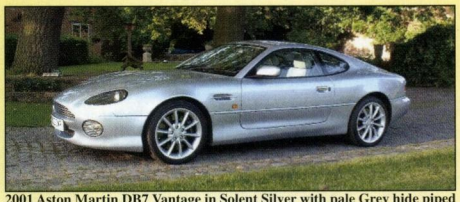
2002 Aston Martin DB7 Vantage in Ballantine Blue with light Grey hide. Fitted with automatic transmission, leather sports seats, alloy pedals, 19" alloy wheels, Carbon Pack, big bore exhaust, mesh grille and 6 stack CD player. Sat Nav. 23,000 miles. Stunning £49,950



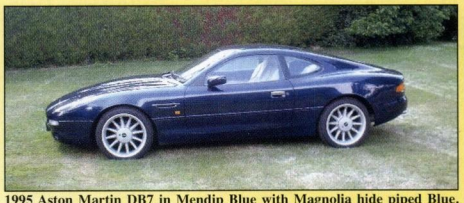
2000 Aston Martin DB7 Vantage Volante in Titanium Grey with Black hide. Fitted with 6 speed manual transmission, wind deflector and rear Parktronic. Full Aston Martin service history and only 37,000 miles from new £45,950



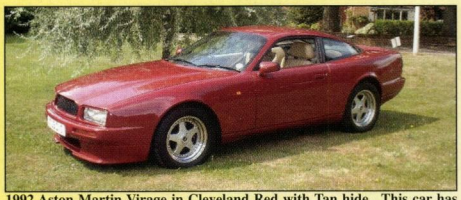
1995 Aston Martin DB7 in Chiltern Green with Forest and Parchment hide. This is an excellent example fitted with automatic transmission, air conditioning, electric mirrors, alloy wheels and new tyres. Comes with full service history and has covered 71,000 miles. It is faultless. £27,950



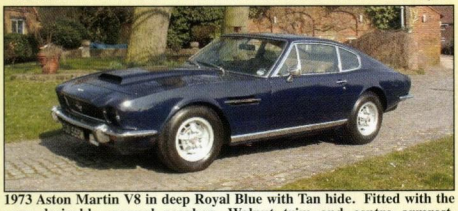
2001 Aston Martin DB7 Vantage in Solent Silver with pale Grey hide piped Blue. This is a stunning 2 owner example fitted with automatic transmission, adjustable steering column, 6 stack CD player and 18" alloy wheels. Only 21,500 miles. Perfect in every respect and sensibly priced at £47,950



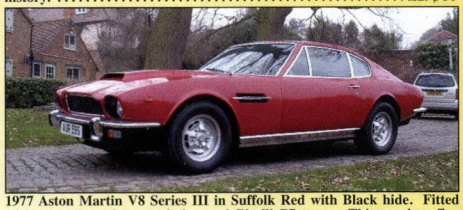
1995 Aston Martin DB7 in Mendip Blue with Magnolia hide piped Blue. Fitted with automatic transmission, alarm, central locking, alloy wheels, cruise control, air conditioning, power steering, ABS, electric windows, CD player and factory fitted phone. Two owners with full franchise service history. £29,950



1992 Aston Martin Virage in Cleveland Red with Tan hide. This car has automatic transmission and is fitted with all usual refinements including OZ alloy wheels and sports suspension. There is full service history with HWM and it is perfect throughout. 37,000 miles £24,950



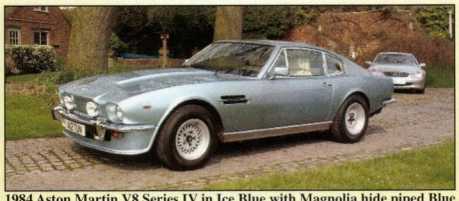
1973 Aston Martin V8 in deep Royal Blue with Tan hide. Fitted with the very desirable manual gearbox, Walnut trim and centre armrest. Mechanically sound but very little service history, hence realistically priced at £19,995



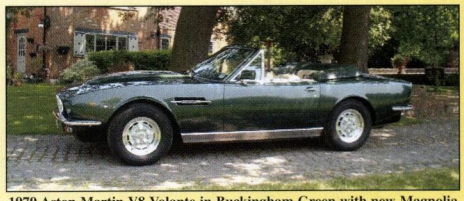
1977 Aston Martin V8 Series III in Suffolk Red with Black hide. Fitted with rare manual transmission and Pirelli P7 tyres. This car is a fine example of the marque with a full service history file. A bargain at £24,950



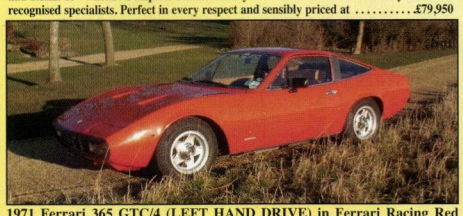
1989 Aston Martin V8 Vantage Volante in Balmoral Green with Magnolia hide piped Green. This is a stunning example finished with Firn Green carpets and fitted with all usual refinements including 5 speed Manual transmission, Nardi steering wheel, air conditioning and Ronal 16" wheels. Complete service history with the Aston Martin factory and other recognised specialists. Perfect in every respect and sensibly priced at £79,950



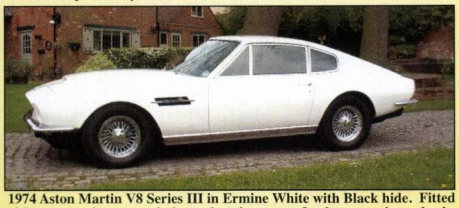
1984 Aston Martin V8 Series IV in Ice Blue with Magnolia hide piped Blue and Blue carpets. This car comes with a comprehensive service history including bills from R S Williams and Ian Mason, as well as the factory. Fitted with automatic transmission, electric windows, air conditioning and BBS cross spoke alloy wheels. Walnut veneer £37,950



1979 Aston Martin V8 Volante in Buckingham Green with new Magnolia and Fern hide interior. Magnificent example which has been in storage since 1990 and hence, has only covered 45,000 miles from new. Fitted with original GKN alloys, automatic transmission, Avon turbospeed radials and air conditioning. Superb to drive £49,500



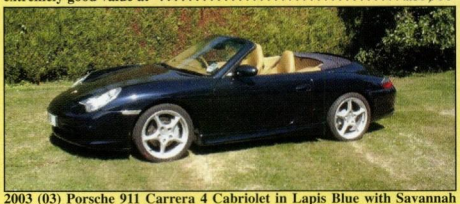
1971 Ferrari 365 GTC/4 (LEFT HAND DRIVE) in Ferrari Racing Red with Tan hide. This is a very nice example of this appreciating classic. It has had only 2 owners in the last 20 years and has a history file with recent works including wheel refurbishment this month. It now represents extremely good value at £35,950



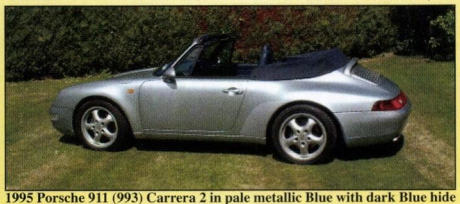
1974 Aston Martin V8 Series III in Ermine White with Black hide. Fitted with automatic transmission, electric sunroof, chrome wire wheels, stainless steel exhaust and headlamp wash/wipe. Only one owner from new, 35,000 miles, this is undoubtedly one of the nicest Series III V8s in existence £34,950



1969 Aston Martin DB6 Mk I in Fiesta Red with Beige hide interior. This is a fine example having been the subject of a full rebuild back in the early 1990s and is the last derivative of the DB series. It can comfortably accommodate 4 people and is fitted with chrome wire wheels, power steering, 5 speed manual gearbox and is superb to drive. Sensibly priced at £59,950



2003 (03) Porsche 911 Carrera 4 Cabriolet in Lapis Blue with Savannah hide. Fitted with 6 speed manual transmission, Sat Nav, Blue Tooth, 18" alloy wheels, radar detector, parking sensors to rear, heated seats, sports exhaust, upgraded hi-fi with 6 stack CD player. 33,000 miles, full Porsche service history £44,950



1995 Porsche 911 (993) Carrera 2 in pale metallic Blue with dark Blue hide and fitted with dark Blue electric hood. Fitted with 17" alloy wheels, 6 speed manual transmission, air conditioning, electric windows and 6 stack CD player. This is an excellent example with 63,000 miles and full Porsche service history. Excellent value at £23,950



2001 (51) Porsche 996 Carrera 4 (2002 facelift model) in Black with Black hide. Fitted with 18" alloy wheels, new tyres, Sat Nav and phone, 6 speed manual gearbox, white dials, sports seats, sports steering wheel, sports exhaust, aluminium tunnel, Alcantara headlining, 6 stack CD, air conditioning and rear wash/wipe £38,950

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THE TRIALS

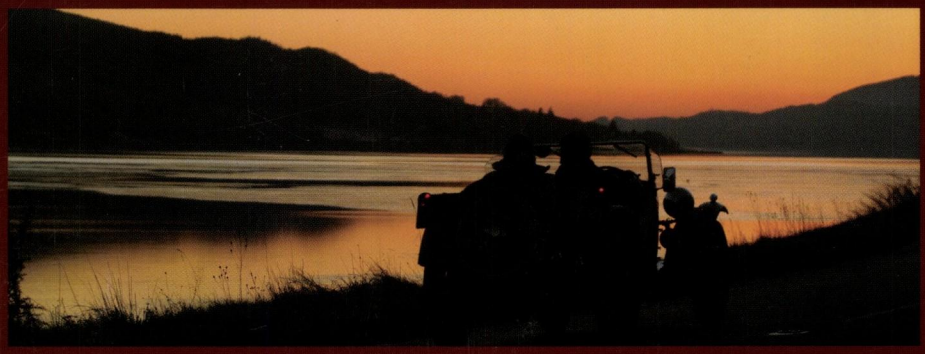
Regularity sections on minor roads where secret timing points determine how good you are at maintaining the average speed set for the section.





THE TESTS

Simple but demanding driving tests on private land where medals can be lost if you fall below the standard set for each test.



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The HERO 1000 Mile Trial of 2006 will have a similar format to all other HERO Reliability Trials and Tours. Whilst celebrating the exploits of the early pioneers of British Motor sport, the event will continue the HERO tradition of long regularity and navigational sections, simple driving tests without complex manoeuvres (with the minimum of reversing) and a Classic Car Tour running in parallel with the competitive event. The 1000 Mile Trial is not a tour of UK cities and will make use of as many minor roads as possible. Starting and finishing in London, the route will include some of the more interesting and demanding locations used in 1900, such as the timed section where C.S.Rolls' mechanic fell out and Rolls refused to pick him up as too much time would have been lost. Venues not visited in 1900 but planned for the 2006 event include the Caerwent Training Area known to all Le Jog competitors.

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