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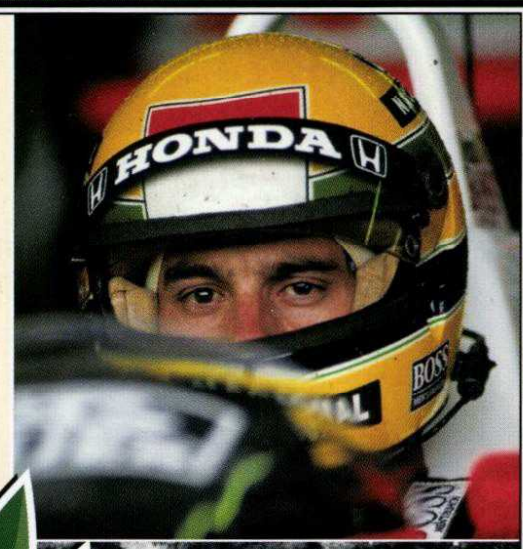
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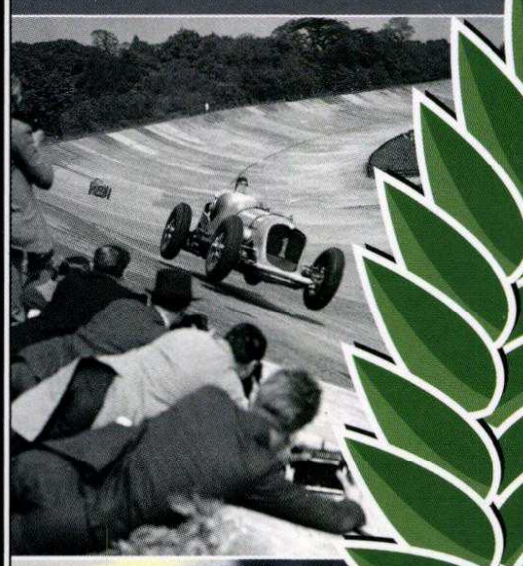
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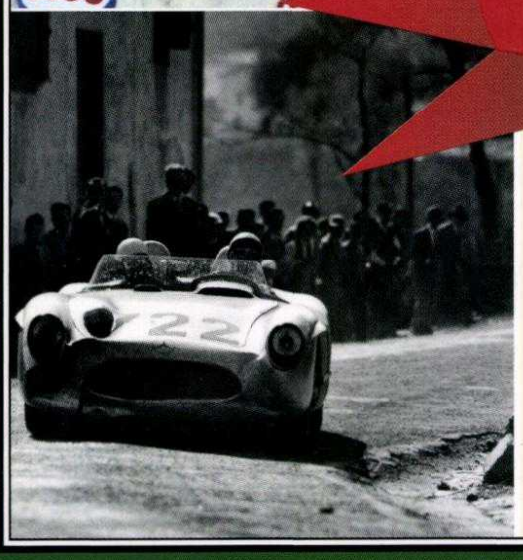
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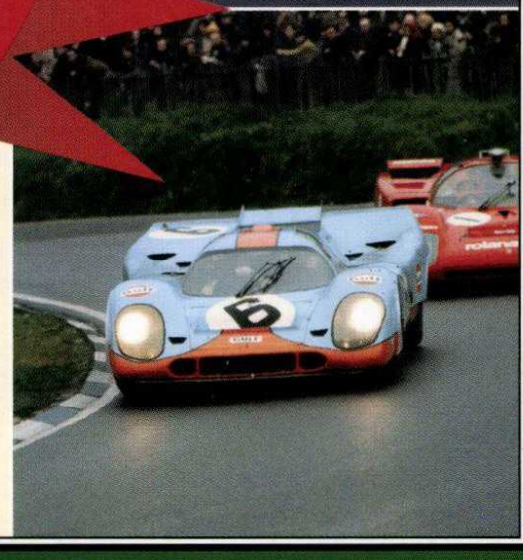






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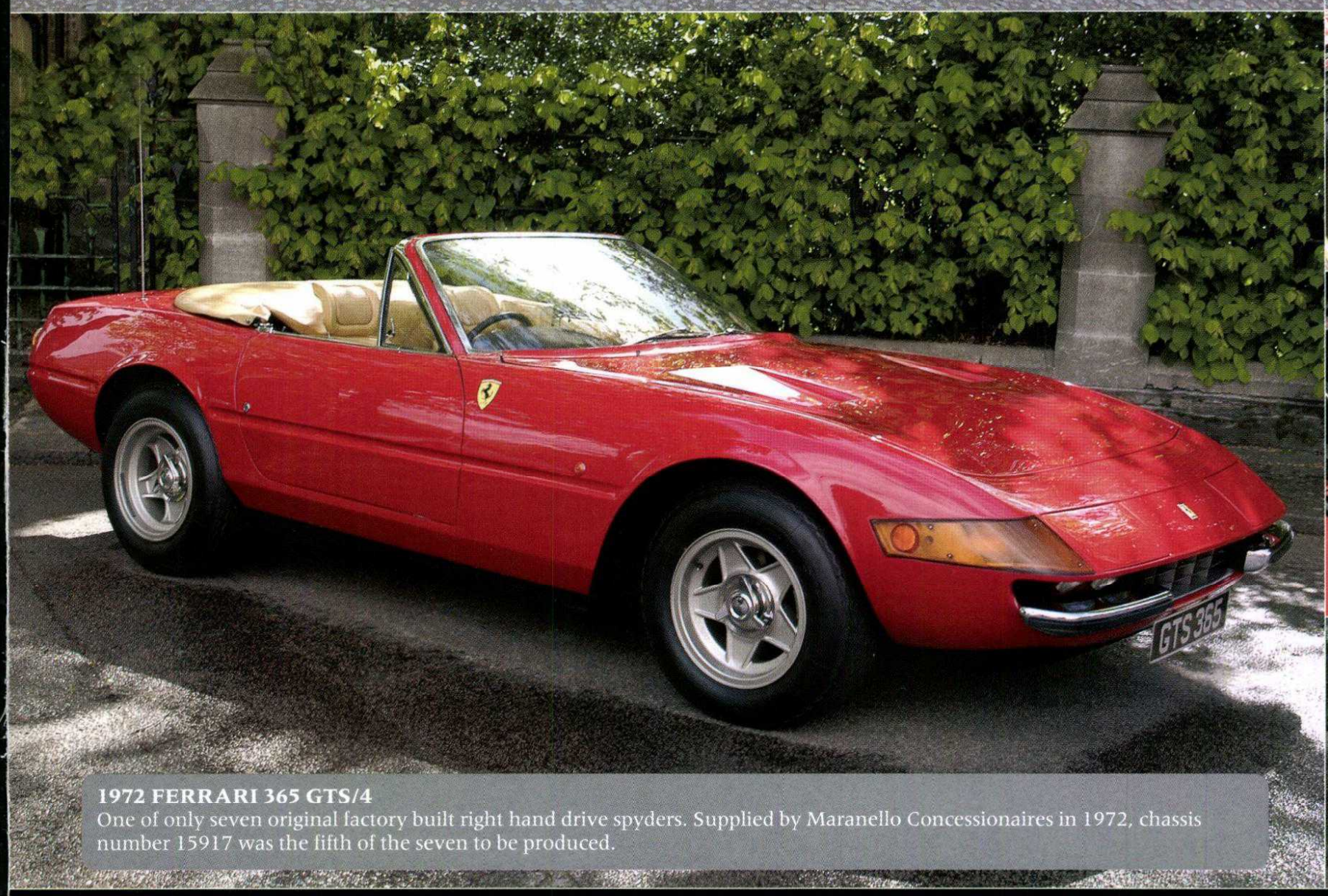


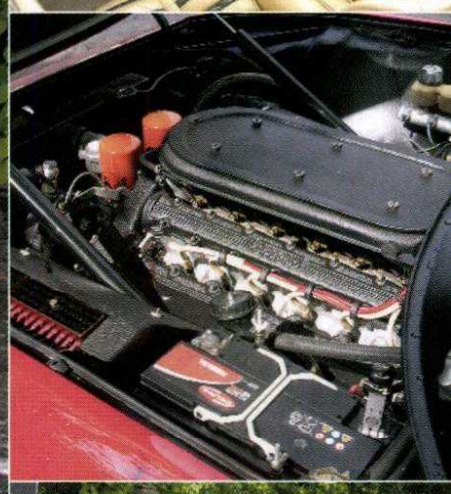




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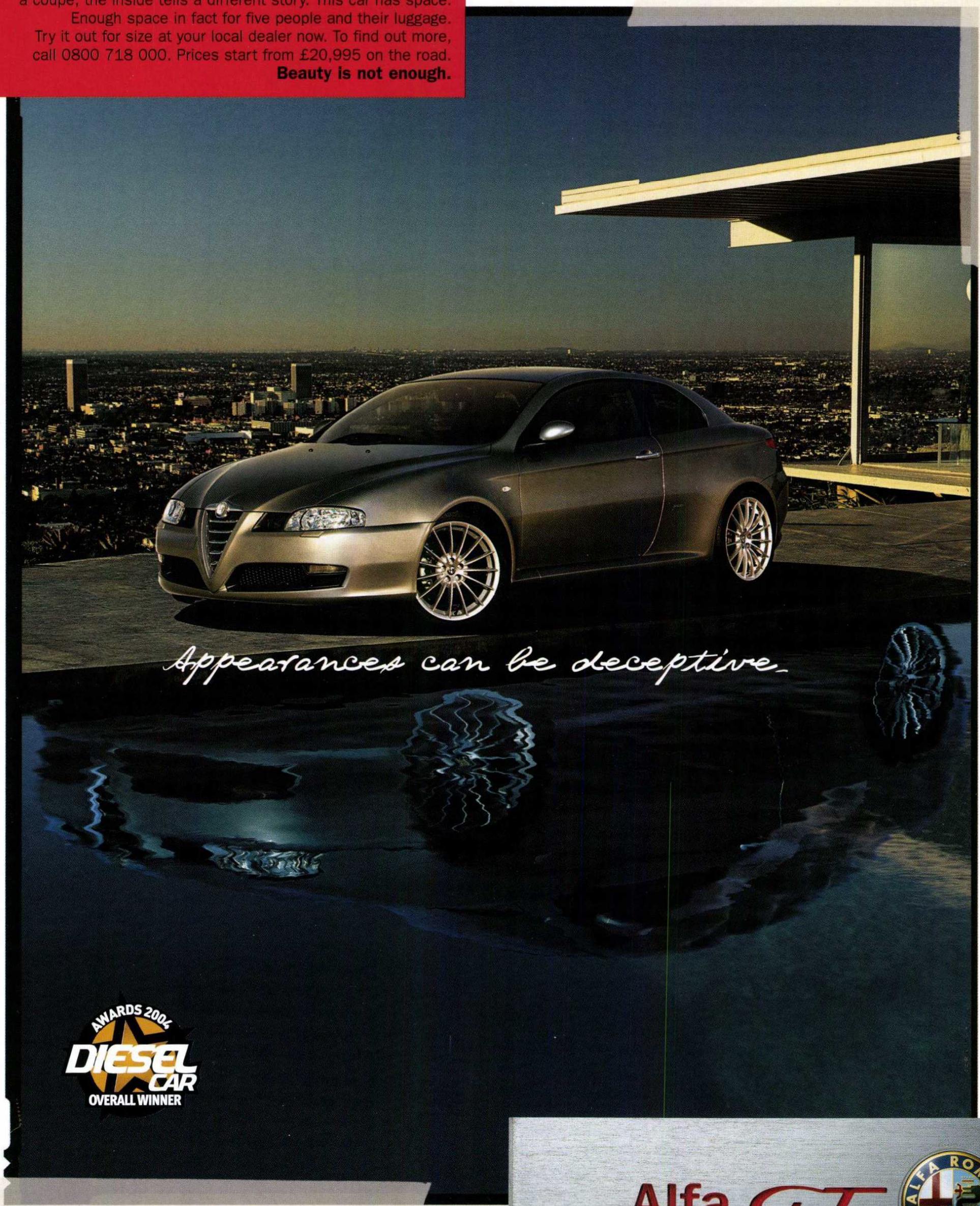
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Vol. XXVI. No. 6 EIGHTEEN PENCE June, 1950

MOTOR SPORT

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JULY 2004

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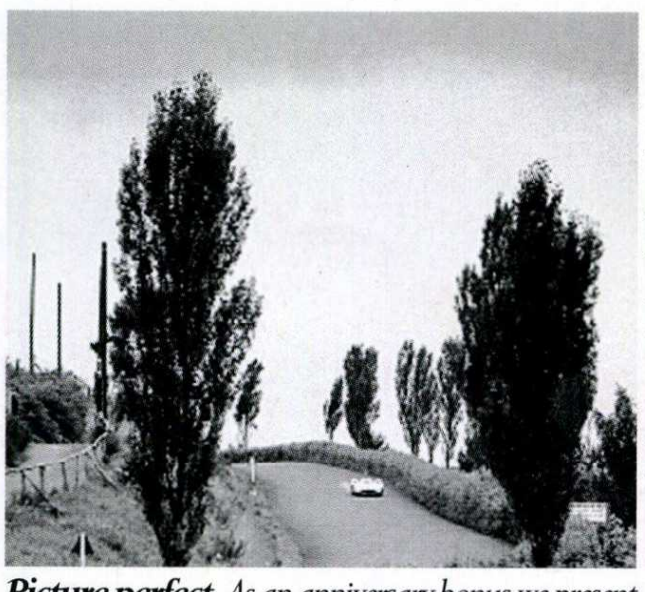
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LAT, Peter Spinney/LAT, Malcolm Griffiths/LAT, Charles Best

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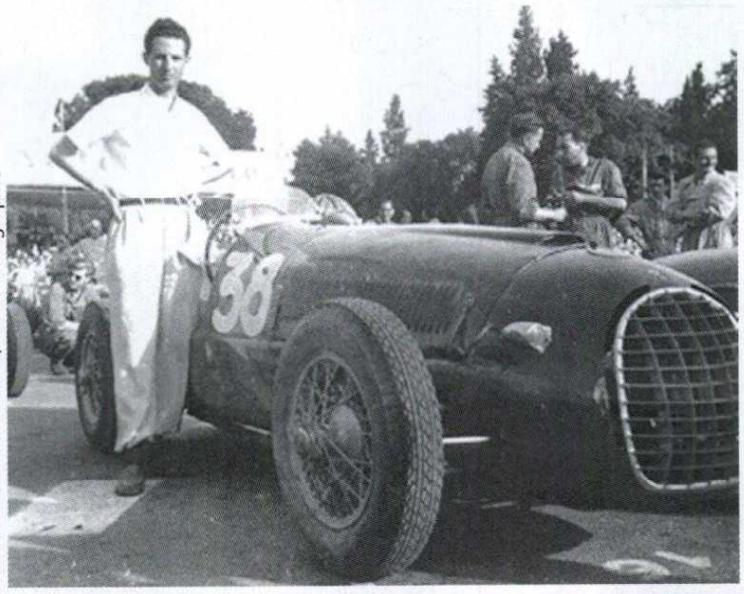


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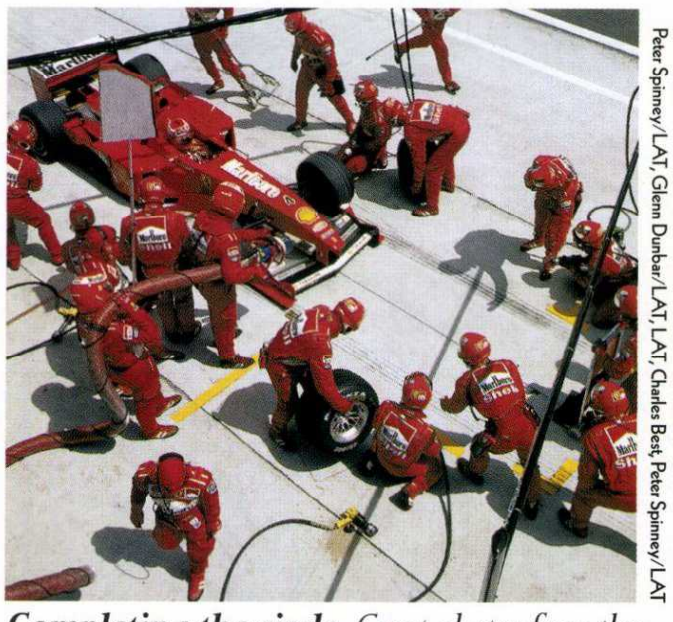
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Peter Spinney/LAT, Glenn Dunbar/LAT, LAT, Charles Best, Peter Spinney/LAT

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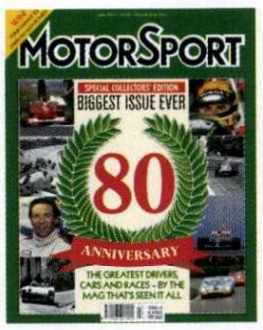
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editorial



LAT, DaimlerChrysler, Action Plus, DPPI, Sutton



A montage of the great and good of motorsport

MY CHAIR IS COMFIER (LEAF CAREFULLY THROUGH THIS BIGGEST-EVER ISSUE AND all will be revealed), the bombs have stopped tumbling from the sky and the hot-metal presses have gone cold, otherwise the job is basically the same: pack the pages with interesting stuff.

Digging back through 80 volumes was daunting but enlightening, and I couldn't help but feel a connection with MOTOR SPORT's past editors.

WB you know about. His contribution has been, and remains, immense. Can anyone else have made as big a contribution as he for such an extended period of time with a single magazine? I very much doubt it.

His monthly 'forthright conversation' with Denis Jenkinson, his Continental Correspondent, undoubtedly carried the magazine through its Golden Era. I'm never surprised when a reader calls the office and prefaces the conversation with: "I've been buying the magazine since 1951 and I've kept every one of them…"

I'm never surprised when a reader calls the office and says, 'I've been buying the magazine since '51'

That's very gratifying – but unnerving, too. With WB's help, we strive to maintain the voice and standards that turned you on to MOTOR SPORT in the first place. But we are acutely aware that things have changed, that we can never fully recapture the spirit of the times which meant that DSJ's latest missive from Berne, Campofelice or wherever was akin to a message from Outer Space. We've had to carve ourselves a new niche instead.

But that's exactly what MOTOR SPORT had to do 80 years ago: discover a gap in the market and fill it – well. They were not the easiest times and editors came and went before the storm blew out against the unbending figure of WB. But we owe a debt of thanks to Messrs Seyd, Scott-Hall, Twelvetrees (a Frazer Nash man), Hutchings, Keogh (one issue only), Braidwood (another 'Nash man) and TG Moore (ditto), who saw the magazine through its growing pains.

I like to think that they would enjoy the next 260 or so pages. I know that they would recognise the effort that has gone into putting them together, before pointing out that we have overlooked such and such report. Good on 'em!

Paul Fearnley
EDITOR (and Frazer Nash enthusiast)

Letters from Readers

Write to: MOTOR SPORT, Somerset House, Somerset Road, Teddington, Middx, TW11 8RT, United Kingdom
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The Editor reserves the right to edit all letters

MOORE DETAILS

SIR,

In a recent *Miscellany* Bill Boddy mentioned the vintage Bentleys of TG Moore, one-time owner and editor of MOTOR SPORT.

Moore was also a Frazer Nash man and drove 'chain gang' cars in the Ards TTs of 1931 and '32, with W S Braidwood [also an editor of this magazine] as his co-driver in '31. But was Moore number 23 or 24 in that race?

This was the debut for the TT Replica-style Frazer Nash, of course.

In the 1932 race he shared number 12 with RGJ 'Dick' Nash, but one of them crashed the car at Ballystockart.

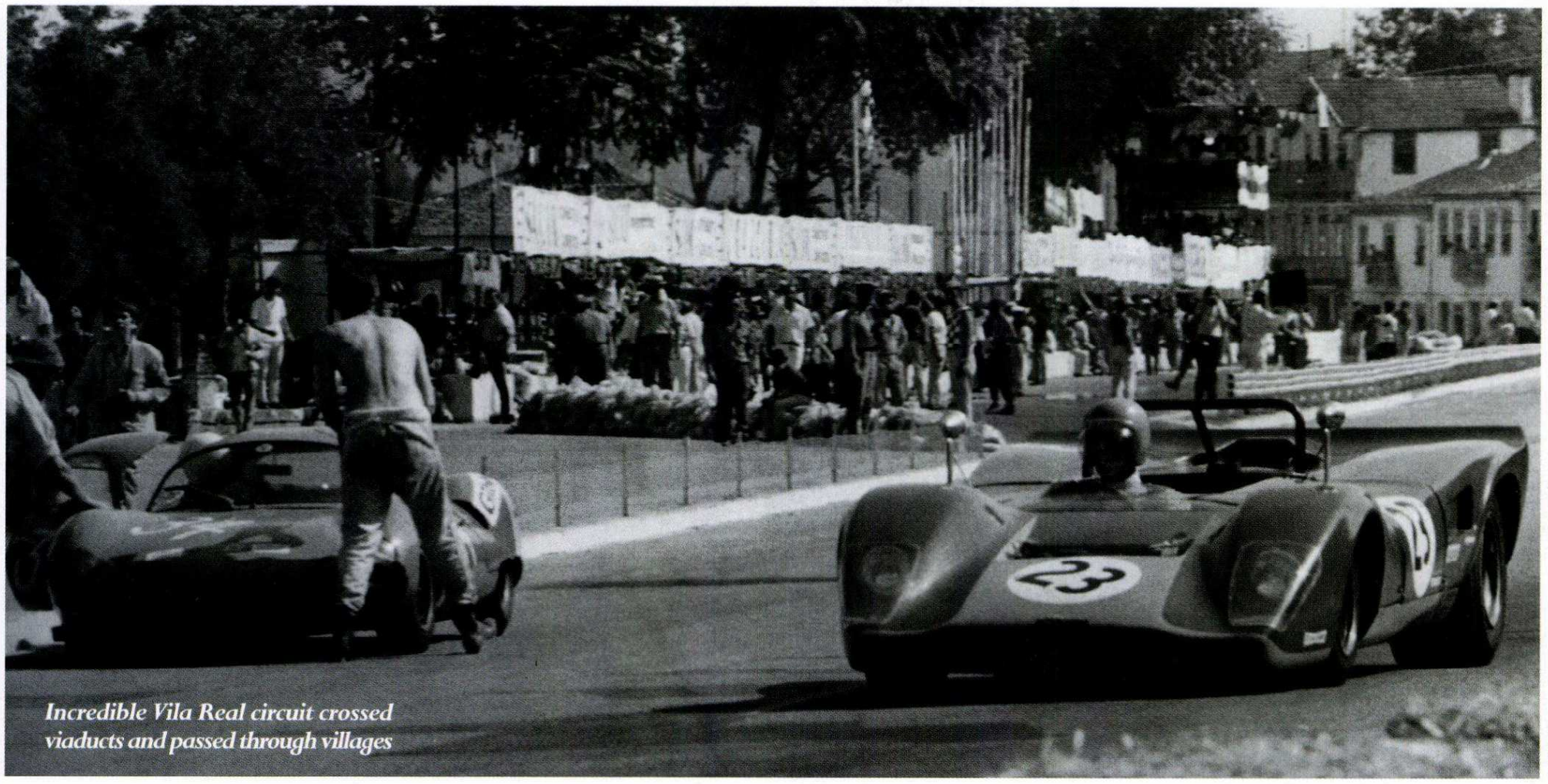
Moore was famous for having his Frazer Nash in well-used 'non-concours' condition. But was he a Manxman, or an Englishman settled in the Isle of Man (like myself)?

As regards Farman cars, there is, as far as I know, an open 'Torpedo' Farman of about 1920s vintage in the car museum at Batley, West Yorkshire.

Another Ulster connection: in your obituaries you stated that Ronnie Adams competed until the mid-1960s. Well, he was competitive until the mid-1990s! I saw him drive his Daimler Dart SP250 in one of the Manx Classic races on the Willaston circuit. Unfortunately, he broke his collarbone after flipping it over. I believe it was the 1994 (or '95) event, when he must have been in his eighties!

STEVE BERESFORD, VSCC CHAIN GANG SECTION

STAR LETTER



Incredible Vila Real circuit crossed viaducts and passed through villages

both: LAT

REAL MOTOR RACING

SIR,

My company is organising a revival meeting at the old Vila Real circuit in the north of Portugal.

The event will be staged on October 16 and it will include, among other features, an exhibition of historic competition cars, including some laps over the original round-the-houses circuit which will be specially closed for the occasion. Several cars which took part in the races between 1931 and '73 will attend. Mario Cabral, the first Portuguese Formula One driver – and winner of the GT race at Vila Real in 1958 with a Mercedes 300SL – is the patron of the event.

Among other past winners of Vila Real are Stirling Moss, David Piper, Chris Craft, Mike de Udy, Claude Swietlick and Jorge de Bagration. They are also expected to attend.

If any readers of MOTOR SPORT have raced at Vila Real or have a car which raced there, we would be pleased to hear from you, as we would like to reunite as many entrants and cars to again lap what was once considered one of the most challenging circuits in Europe.

Interested parties can contact us by e-mail at vila-real@iol.pt or via fax at +351 21 388 3077.

They can also write to the following address: Ediçoes Vintage, R Infantaria 16, 121, 1dto, 1350-166 Lisboa, Portugal.

ADELINO DINIS, LISBON

GREGORIAN CHANT

SIR,

I am currently writing a biography of my childhood hero Masten Gregory, and I am rather sad that he gets so little credit in your magazine. He was not even in your Top 100 Drivers list a couple of years ago.

In the readers' letters the following month, Robert Edwards, author of the brilliant *Archie and the Listers,* was delighted with Archie's ranking but ended his letter with, "Where was Gregory in your list?"

Your more recent Top 20 Sportscar Drivers raised the same question.

This was a guy who managed to win many big sportscar events in the US before opening the trail to a wave of wonderful young Americans who came over in the 1950s. He won hands down against Archie – both in Listers at a very famous race at Silverstone – before winning the 1958 Spa Grand Prix where poor Archie had his fatal crash during what Paul Frère called, "Their frightening dogfight".

Gregory shone on every track, with bravery and skill. Apart from Spa, he won the 1961 1000Km at the Nürburgring, driving almost all the distance himself in a Camoradi Maserati Birdcage, beating the works Ferraris of Pedro and Ricardo Rodriguez and Richie Ginther/Olivier Gendebien/Wolfgang von Trips. He won Le Mans, too, in a 250LM which had seen better days, driving 'pedal to the metal' all the way with Jochen Rindt. You can also add other significant victories: 1957 Buenos Aires 1000Km, 1962 Mosport 200, etc.

Even though it's a well-known fact that Masten's personality was not always appreciated by some among the British racing world, his absence in your list came as a surprise to me, to say the least. He was not even mentioned in dispatches among unforgettable drivers such as Larrousse, Baldi, Holbert, Haywood and Gregg, or some single-seater aces who never really shone aboard sportscars (Collins and McLaren).



Masten of all he surveys: Gregory is often overlooked

I will, of course, go on awaiting your magazine each month with great expectation, albeit now with a touch of suspicion about your 'too British' point of view.

PATRICK SINIBALDI, CAP FERRAT, FRANCE

* * * *

SLOW ON PAPER

SIR,

Reading your interesting piece on Danny Ongais in the June issue, I was reminded of the USAC races in England in 1978 when I met most of the drivers at Brands Hatch. Danny readily signed my programme but I recall it seemed to take him about a minute as his autograph was so intricate.

Compare that with Eddie Irvine's scribble at Goodwood when he must have 'signed' 40 times in the same time as Danny's one!

TIM HARRISON, VIA E-MAIL

Continental Notes

JENKS ON GP CATERING!

IN ANY GRAND PRIX PADDOCK YOU WILL FIND GIANT motor caravans, known in Americanese as motorhomes, for the team personnel. Most of the teams provide a proper sit-down lunch for the mechanics, at a large communal table under an awning, after the qualifying hour, and then it is back to work until 2 or 3am, depending on what dramas have hit the team.

It is quite an education to wander along the paddock and view the culinary delights being cooked up in the various motorhomes: spaghetti and *vino rosso* in the Italian teams, veal and *vin blanc* in the French teams, steak-and-chips and tea in the English teams and so on. I shall always remember seeing dear old Regazzoni under the awning of the Ensign team with Silvia Nunn pouring him out a nice cup of English tea. He later insisted that he had developed quite a taste for English tea.

'A well-fed mechanic is a happy mechanic'

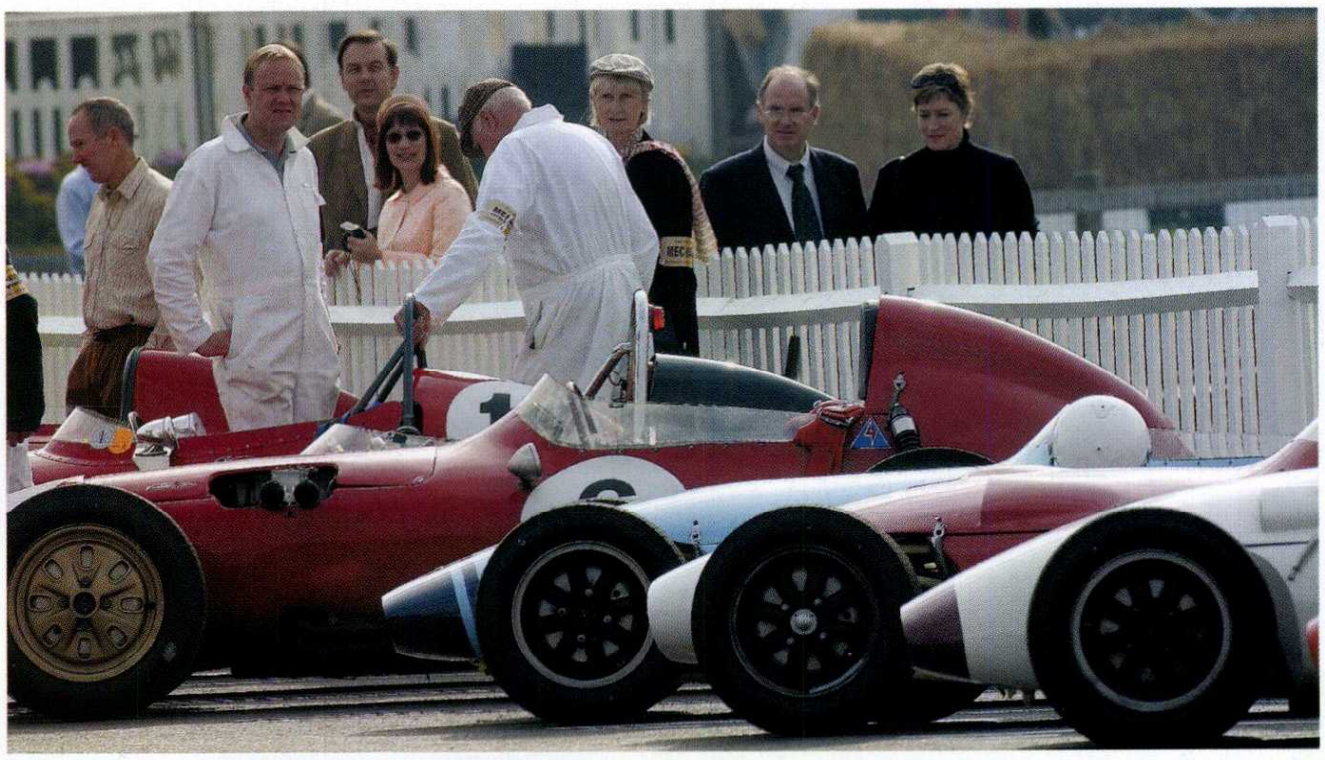
These team motorhomes perform a very important psychological function that helps towards the smooth running of a team, for most people are pretty fixed in their food requirements and a well-fed mechanic is a happy mechanic, especially if it is food that he is used to at home and not "that foreign muck".

I used to watch Ferrari and Maserati mechanics at Silverstone with some sympathy as they poked at pie, beans and chips, longing for a good plate of spaghetti Bolognese and not "that foreign muck". – **Yours, DSJ**



LAT

Lotus team digs in to barbeque, Brazil 1980



John Colley

Are today's burgeoning historic paddocks a sign that we are enjoying a new golden age of motor racing?

THE FUTURE STARTS TODAY

SIR,

With regard to FIA HTP and Heritage Certificates, I believe we will look back on this period as a golden age of historic racing. With back-up from the historic racing industry most cars should be able to race for years to come – but what of the long term?

I remember when my husband Vin Malkie began racing a Chevron B19 in 1978; the HSCC started a series for historic cars at least seven years old, which led to races such as Gp4. It may be hard for us oldies to comprehend it, but all those Caterhams and Radicals will also become historic. Will the cars we run now be viable for this younger generation who never saw them race in their heyday, think they are too expensive to maintain and repair when crashed, and don't love them the way we do now?

This is relevant because we have to look way ahead. It's vital to have the technical document (even though it's not perfect) as this will probably be the only point of reference for many in the years to come and we must try to stop too much 'creepage'. Even so, with safety in mind, unavailable parts have to be replaced and better materials used.

What about the Heritage Certificate? The FIA papers we have at the moment became prostituted to the value of the car and the fact you couldn't race without them. With a more open system, the market will decide which cars have a good history and which are known to be remakes. I don't like the FIA's monopoly, but I also know that if we don't have something most of us won't bother to try to keep full and good records, and buyers will become satisfied by verbal statements rather than facts.

Perhaps a Heritage Certificate should be the norm for any car from day one of its racing life.

I believe there is room for technically correct new cars, with a good tagging system from the moment of inception. Perhaps new cars should only be produced by the original manufacturer on the original jigs with a new continuation chassis number.

We must debate all areas thoroughly. Nobody wants to end up in litigation; a more open system has to be better. But if I were lucky enough to own a Bugatti would I bother to bring it out if somebody could race a new model which looks exactly the same but costs a lot less? Probably not.

HELEN BASHFORD-MALKIE, CHESHIRE

* * * *

JENKS SAW IT COMING

SIR,

Your June editorial and the subsequent news story opens a major can of worms. Some years ago Jenks wrote a piece about an overheard conversation in the pub (fictitious) that, in essence, was the story of a man building an original Bugatti from the cast-off bits of a car being rebuilt for racing. The man in the pub was finishing up with more of an original 1920s car than the 'racer'.

Were current historic racers to be totally honest, many of their cars would be described (at most) as having only an original chassis plate, history and, maybe, chassis.

Any car that has raced continuously for 60 or 70 years has had virtually every major component changed, either because of damage, in search of higher performance or safety – who is going to race on cracked or suspect suspension components?

Ask one of the historic front-runners how much of their car is original as manufactured and fitted to the car when it left the factory. Ask him also if he has kilos of the original bits stored somewhere. Monocoque? Suspension? Block? Pistons? Rods? Rims? Brake discs? I could go on.

This is not an attack on any individual. I just hope someone might give you an honest answer to an unanswerable question: when is a car original and when not? When it has the original chassis? Or 20 per cent by weight? Or 50 per cent by 'importance'?

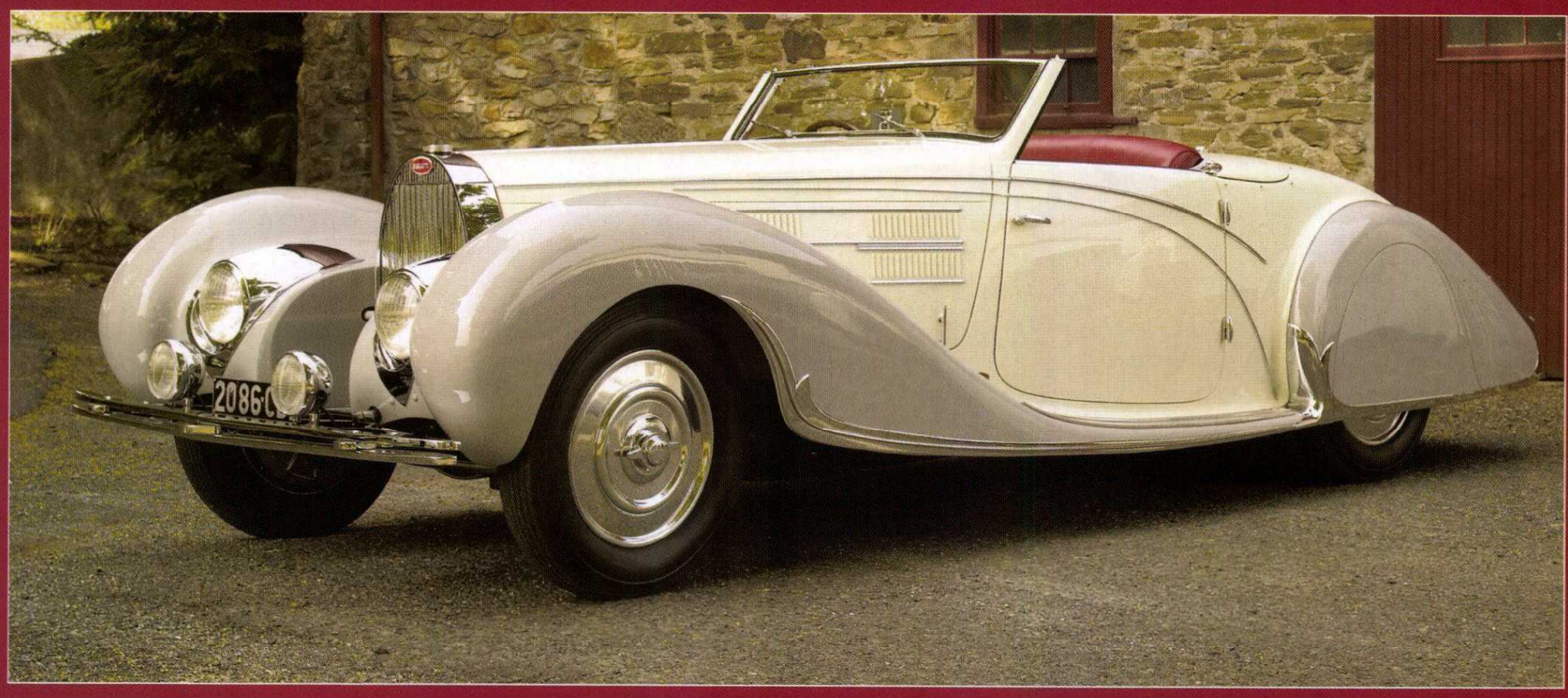
Let the discussion roll!

But keep thrilling us with historic cars – or perfect replicas – being used as they were intended.

STEPHEN GOSS OBE, DELRAY BEACH, FLORIDA

Bonhams 1793
& BUTTERFIELDS

The Quail



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The ex-Charles Olivero Geneva Motorshow
1939 Bugatti Type 57C Cabriolet by Gangloff

According to Charles Olivero's daughter her father was 'a great enthusiast of mechanical precision, quality of construction and elegance of detail, a maniac of perfection.'

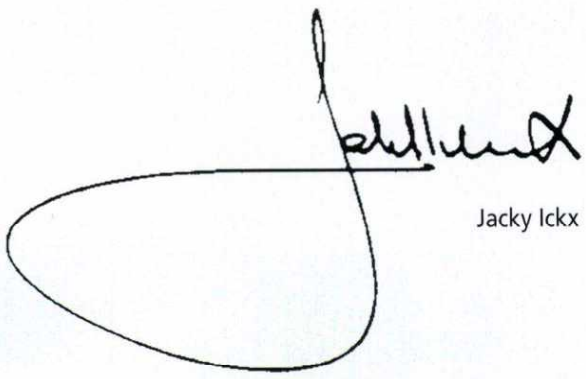
Charles,a long time Bugatti customer,selected this Type 57C chassis from the Bugatti works at Molsheim and had a direct hand in the styling of this coachwork at the Gangloff works in Colmar. None can dispute the beauty and elegance of this unique motor car;a star at concours events before the war, it continues to garner honors today. After a lengthy restoration, with incredible attention given to detail, chassis '57749' was launched back into competition where it was immediately acknowledged with an award at the world renowned Pebble Beach Concours D 'Elegance in 2003. Such was the impact of this motor car that invitations now abound for '57749' to participate in the world 's finest concours events.

Charles Olivero and the master craftsmen at Gangloff clearly produced a masterpiece in this spectacular cabriolet that is arguably one of the most beautiful and original Bugattis to be offered on the open market in recent years.

Estimate on Request

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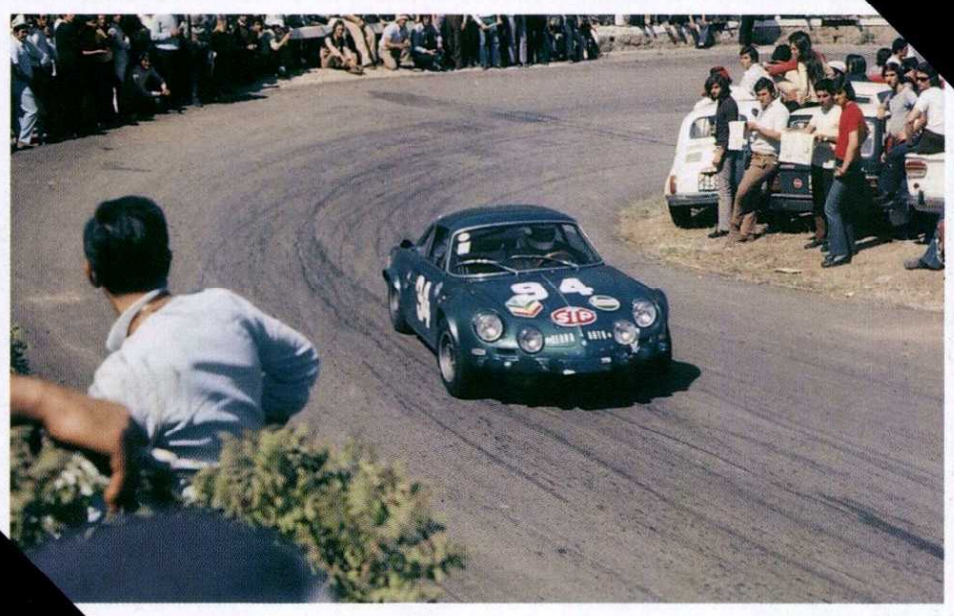
K&K © Modèle déposé

YOU WERE THERE...

ANOTHER CHAPTER IN THE SERIES FOR PHOTOGRAPHS TAKEN BY OUR READERS. THIS MONTH WE VISIT MONZA FOR THE 1981 ITALIAN GP, GET EXCITED BY A GRAINY IMAGE FROM AINTREE '55 AND DROP IN ON PACKED SICILIAN ROADS FOR THE TARGA FLORIO



De Adamich/Hezemans Alfa 33TT3 ignores speed limit



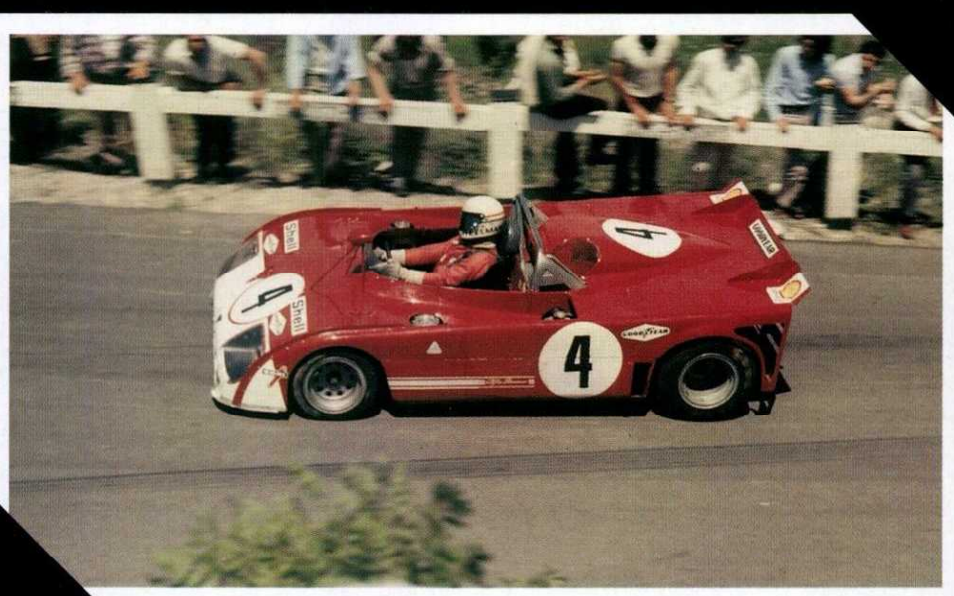
Cedrati/Galimberti Renault Alpine A110 on its way to third in 1300 GT class



Perched crowds watch as Hezemans chases down Ferrari 312PB of Munari



Marko/Galli Alfa shows battle scars; crowd has no escape if it all goes wrong



Hezemans attacks. He would finish third, as Alfa faced humiliation of defeat

WE NEED YOUR PHOTOS

Do you have photographs from races or rallies gone by tucked away in a drawer at home? If the answer is yes, and you feel you have some interesting anecdotes to go with them, we would love to hear from you (see our postal address on page 10).

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

"THE HIGHLIGHT OF MY 1972 OVERSEAS HOLIDAY WAS MEANT TO BE THE MONACO GRAND PRIX ON MAY 14," remembers David Pearson. "It turned out to be a very wet procession." Instead, a trip to Sicily in a Fiat 127 hire car with two Australian hitch-hikers would provide his best memories and some evocative photographs of the Targa Florio.

They booked a room in a small Palermo hotel and headed up the Caltavuturo Heights to check out the roads that would be used for the race. Huge crowds were gathering, and after surviving the climb amid the "crazy" local drivers, they wisely decided to park on a grassy slope, forget returning to Palermo and camp for the night to ensure a good spot to watch the race the following day. It proved well worth the cost of a hotel room never used.

"The Targa may have been in its twilight years, but nothing before, since or ever after will come close to the experience of being in the crowd as Arturo Merzario and Sandro Munari in the only Ferrari 312PB took on four Alfa 33 TT3s," says Mr Pearson. "An abiding memory is of Helmut Marko on his last lap, when he set the quickest time of the race. He arrived at 'our' corner completely locked up and slid across the apex. The crowd sitting on the stone parapet keeled over backwards into space, in a Sicilian version of a Mexican wave."

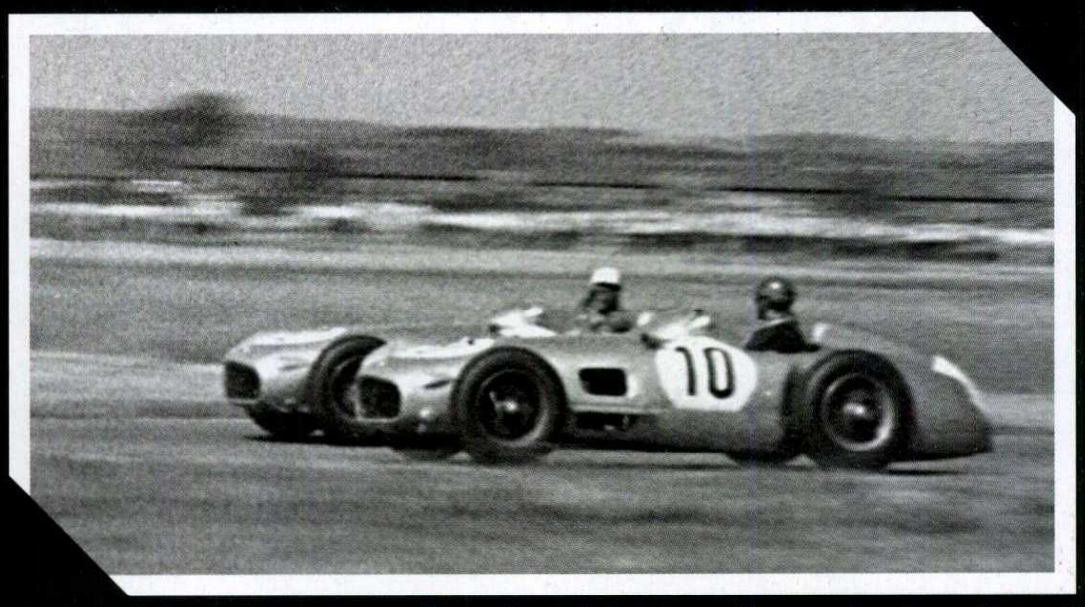
Despite Marko's efforts, Merzario and Munari claimed victory for Ferrari at a speed of 76.14mph, the fastest average that would ever be recorded on the island circuit. A year later the Targa Florio would run for the last time as a round of the sportscar world championship.

YOU WERE THERE...

IS THIS THE PHOTOGRAPH THAT PROVES JUAN MANUEL FANGIO AND STIRLING Moss did collude to determine the result of the 1955 British Grand Prix? The pair are certainly communicating something, Moss raising his hand to his team leader as they run side by side. Is this the motor racing equivalent of a photograph of the Loch Ness Monster? Sadly, no.

We must admit that Brian Saville's shot caught our attention in the MOTOR SPORT office. But Mr Saville soon ended our excited speculation when we phoned him. "I'm afraid it is taken after the race, on the lap of honour," he said.

The debate about whether Fangio had backed off to hand victory to Moss at his home grand prix is one that will never be concluded. At Aintree that day, opinion among the crowd was divided. "You had a pretty equal split of those who said Moss won fair and square, and those who said that Stirling was at his home race, had supported Fangio so well and deserved to be given this one," says Mr Saville. What side did he come down on? "I thought at the time, and still do, that it was a case of the Old Master giving the young charger this one." Well, his photo does seem to suggest Moss was thanking Fangio for something...



A wave of thanks from Moss or just acknowledgement of a great battle at Aintree?



Poleman René Arnoux flashes past in his RE30. He would crash in the race



A word from Mr Shingleton's sponsor: Alan Jones in Leyland-branded Williams

JOHN SHINGLETON WAS AN EMPLOYEE OF LEYLAND Australia in 1981 when he visited the UK on business. It was at the London head office that he was offered a golden opportunity to go to Monza for the Italian Grand Prix thanks to Leyland's sponsorship of the Williams team.

"Someone from Leyland slipped me a pit pass and I spent the whole of Saturday roaming the pitlane," says Mr Shingleton. "I had my Olympus OM1 and a few rolls of Kodachrome and found myself in motorsport heaven. Imagine that happening today. It's like another world."

On race day, he found his grandstand seats occupied by Italian fans: "Officials managed to evict them just in time for the race but they needn't have bothered; both Ferraris were out very early (another thing that has changed), so half the crowd went home in sympathy."



The car's the star? Gilles Villeneuve might have said otherwise of his 126CK



Pensive Carlos Reutemann leans against the roll-hoop of his naked FW07C

MOTOR SPORT

The Superprix!

One of the biggest events in the Historic Sports Car Club programme is the annual Historic Superprix on the glorious Grand Prix circuit at Brands Hatch over the weekend of 17/18 July.

With only a limited number of racing days available on the full GP circuit, the HSCC meeting is a rare opportunity for competitors and fans alike to enjoy some great cars in action on the daunting track. Little wonder, then, that well over 400 entries are expected to pack into Brands for two days of racing. In all, 16 races will run, including rounds of all the HSCC's own championships.

However, that's not all that is on offer. The weekend features two of the very finest classes of racing for historic sports cars that Europe has to offer. The Group C/GTP cars will have a double header, fresh from their race at Le Mans during the final build up to the classic 24-hour race, and the Orwell Supersports Cup will be another real crowd pleaser as the awesome Can-Am cars take on the nimble 2-litre cars.

While Porsches, Jaguars, Argos, Spices and much more fill the Group C field, the Supersports pack will include the monstrous 8-litre March 707 of Frank Bradley and incredibly quick 2-litre Chevrons including those of ace veteran John Burton.

HISTORIC SPORTS CAR CLUB

The success of the Superprix in attracting huge entries is further proof of just how well the HSCC has nurtured and developed its racing classes over recent seasons. It is highly likely that races like Historic Formula Ford and Historic Racing Saloons will be over-subscribed, such is the level of competitor support.

The return of the wonderful Group C cars to Brands will make the event very special and circuit owner Jonathan Palmer has pledged to drop in and see the type of cars that he raced in the 1980s back in action. Jonathan won a Group C race at Brands in period in a Porsche 956, so he knows just what it is like to conquer the GP circuit in a Group C car!

The Group C and Supersports cars will each have a race on both days, and there will be a full programme of qualifying and racing on both Saturday and Sunday, so either day will be a great day out for the fans.

The Brands weekend follows rapidly on from the incredibly successful Silverstone Historic Tribute meeting in early June when the club drew over 550 entries to the circuit! The meeting represented one of the biggest race meetings, in terms of competitor support, in the Silverstone history. Included in that total was a fabulous 60-car entry for the Motor Sport-supported Derek Bell Trophy, which meant split races with a dedicated grid for the Classic F3 cars.

In between Silverstone and Brands, the HSCC is also running a two-day meeting at Snetterton over the weekend of 26/27 June. All of the club championships will be in action, with double-header races providing great value for money for the racers. With plenty of excellent vantage points and the chance to get in amongst the racing cars and teams, it will also be a fine day out for fans in the east of the country.

For more details on the HSCC, contact Executive Director, Grahame White at the club office on 01327 858400 or visit the website at: www.hscc.org.uk







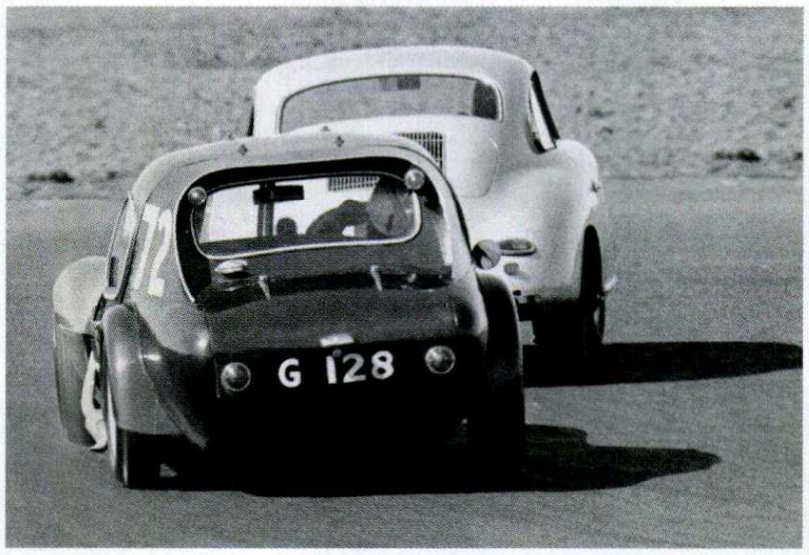


He set the place alight in a wooden car, was quick on the draw and had a fast older brother. A winner in his first season of F1, Sir Jackie Stewart made enemies with his safety stance, but shone at the tracks Jenks loved

Did you realise when racing that Marcos at Charterhall in 1961 that you were world champion material – as many of us did?
Charlie Harrison, Newcastle-under-Lyme
Absolutely not.

What did you think of DSJ's anti-safety stance and did you talk to him about it?
Robin Middleton, Newbury
I have always been a big admirer of Jenks. He was a terrific writer, a genuine eccentric. He had strong views on safety and would stand at places on racetracks where no others would, like the Masta Kink at Spa. His head would pop out at wheel level from behind a building so that he could get a real impression of who was lifting or braking. I asked him why he put himself at such a risk and he said he trusted the guys he poked his head out at. It wasn't a very robust answer because anyone can make a mistake. It was disappointing that he took such a strong view which was never going to hold up. Safety was abominable and things had to change. But we agreed to differ.

Have you kept in touch with film director Roman Polanski?
Fred Redfern, Manchester
Yes, we occasionally speak. He's based in Paris. We rarely see each other, but I still count him as a friend, one of those who you don't have to see that often to remain so.



Graham Gould

Wooden start: Stewart wheeled a Marcos in his early racing days



LAT

Lord of the 'Ring: JYS leads team-mate Cevert in '73 German GP

How did you rationalise your safety stance with the fact that you were quick at places like Spa, Clermont-Ferrand and the 'Ring?
Edwin Bray, Stoke
I drove within what I believed to be the limits of myself and my cars. That allowed me to avoid circumstances where I would go off at places where the penalties for doing so were high. You can probably count on one hand the times I went off the road, but it was still quick enough to win races. If you look at Michael Schumacher, he goes off the road nearly every weekend at some point because he has enough space to accommodate errors.

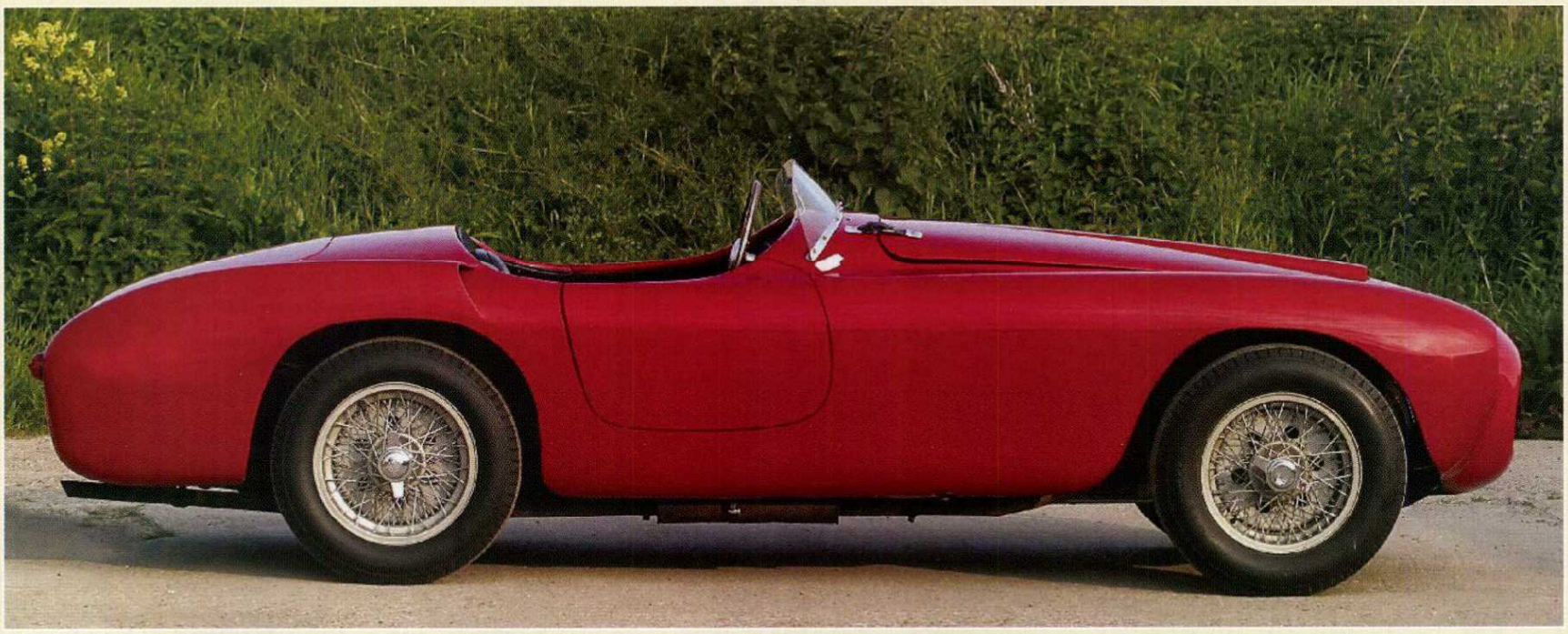
How many laps of the Nürburgring did you have to do before you really knew it, and would you still know your way round it?
Chris Hardy, Bucks
I could give you every braking distance and gear change right now. It is never to be forgotten. I went round there the other day and some things have changed in terms of landmarks and foliage, but give me five or six laps and I could drive it as I did then. It's so ingrained in me. I learnt it in a VW road car and went to the 1965 1000Km race with Maranello Concessionaires and drove its Ferrari P2 – so that was a pretty good introduction to the place. Graham Hill and Dan Gurney both took me round and I tried to remember it, which was something I was reasonably good at. ➳



LAT

Morris & Welford, LLC

Specialist Historic Car Consultants and Brokers



1951 Ferrari 212 Export Touring Barchetta

Chassis Number 0102E was sold new to Count Giannino Marzotto in April 1951. In early 1954 MGM Studios used it to star in the film 'The Racers' and in May 1954 it was raced in the Mille Miglia, driven by John Fitch & Ettore Salani. With a full and continuous history, this very pretty Touring Barchetta is highly eligible for numerous current historic events.

Other Cars Available

1910 Singer Motorcycle Sidecar Combination
1927 Bugatti Type 37 Grand Prix
1927 Rolls-Royce Phantom I Piccadilly Roadster
1931 Cadillac V16 All Weather Phaeton, CCCA Winner
1934 Cadillac 355D Convertible Coupe, CCCA Senior Winner
1935 Mercedes-Benz 500K Kombination Roadster by Windovers
1948 Talbot-Lago T26C Grand Prix Works Racing Car
1949 Talbot-Lago Grand Sport T-26 Coupe by Dubos Freres
1952 Frazer Nash Mark 1 Le Mans Replica
1956 Maserati 250F Cameron Millar Racing Car
1956 Mercedes-Benz 300SL 'Gullwing' - 1 family owned 1956-2004
1958 AC Aceca Bristol, race prepared
1967 Lola T70 Mk II Coupe
1963 F1 Scirocco-BRM
1963 Ford Galaxie 'Panamericana Club Racer'
1972 Ferrari 365 GTC/4

Please contact

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Congratulations to all at MotorSport on your 80th Anniversary

How good a driver was your brother Jimmy?
Rachel Taberner, Northwich
Very good. He was very smooth and very clean. To be invited to drive for the Jaguar works team and Aston Martin was a big deal. You had to be good – and there were a lot of very good drivers about then.

What was your first impression of Tyrrell 001 and did you have any say in its design?
Barry Smith, Horsham, West Sussex
I had no say in its concept, but we did talk about what would be good and bad. I did the cockpit sittings very early on and the car was made for me. It was an extremely good car and it was a remarkable performance for Ken to win the drivers' and constructors' titles in his first year of building cars. It probably wasn't done before then and won't be done again. It felt like a good car from the first test I did in it.

Do you think your shooting skills helped your driving?
Matthew Lund, South Shields
Yes. I gained experience of competition from the young age of 15 and shot at the highest level for Scotland and Great Britain. When I retired at the age of 23 I had won a lot of championships and knew exactly what went into winning – and losing. It was all about what I call mind management; how to stay focused. If you make a mistake driving a racing car you can make it up at the next corner. If you miss a clay you can't make it up unless someone else makes a mistake. It was a good lesson.

Without wishing to demean Tyrrell, do you think you'd have had an easier time winning the 1973 title in a Lotus or even a McLaren?
James Bryce, Chelmsford
I don't know. The Lotus 72 was remarkable, we knew that all the way through. And so was the M23 in 1973, no question. I could have switched teams, but I was very happy where I was. I was very comfortable at Tyrrell and there was a lot of trust. We had a couple of mechanical issues over the years, but they were few and far between. There was an incredible culture, where safety was put first; the team was way ahead of its time in that respect.

Were you at Monaco when Johnny Servoz-Gavin took your place in the Matra squad, and were you able to give him any advice?
Rupert Sawyer, Andover
Oh yes. Ken had him come up to my hotel room right through the weekend, in practice and before the race, and I told him everything he needed to know. It was a big moment for him, but he had everything he needed to win that race. Once you get in the lead you don't have to drive that hard. I know he's claimed that he never hit anything, but there was an awfully nasty mark on the car!

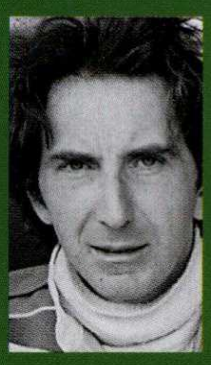
Did you try to dissuade your friend Jochen Rindt from driving for Team Lotus?
Timothy Fitzgerald, Long Island, New York
No, but we talked about it a lot and he was very nervous about going over there. Colin Chapman will probably go down as the greatest designer of racing cars from a creative aspect, but Jochen was nervous about how light he built everything.

Could François Cevert have gone on to be world champion?
Walter Tooley, Bermondsey
Yes, I think so. He had all the right ingredients and drove very well. He was much loved by the team, too.

People today talk about the speed you carry into a corner as being what sorts out the great from the good. Was it so in your day?
Tommy Spann, Czech Republic
Oh yes. It's not when you brake but when you take them off that counts. Most people don't understand that.

As far as I can remember, you have not raced since 1973. Have you never felt the slightest urge to do historic or 'celebrity' races?
Tim Harrison, Horsham
No, never. I've always been comfortable with my decision to retire. Most drivers go through withdrawal symptoms, but my cup had been full and I had taken my fill. I'm very lucky. M

COMING UP...


John Watson


Roy Salvadori


Vic Elford

all: LAT

Please post, fax or e-mail your questions to us at:
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NEXT MONTH

TEAM LOTUS 50 YEARS ON


LAT

TALES FROM BRITAIN'S GREATEST RACE TEAM


Dave Friedman

COBRA DAYTONA COUPE

plus

Onofré Marimon: a Fangio in waiting?
At Donington with ERA R7B
Goodwood Festival of Speed

ISSUE ON SALE JULY 16

MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT

John Colley



A capacity field has been assembled for the 1950s sportscar race at the British GP

JOHNNY HERBERT HEADS 1950s ENTRY FOR GP SUPPORT

EX-FORMULA ONE DRIVER JOHNNY HERBERT WILL head the field for the Historic Sportscar race which will support the British Grand Prix at Silverstone on July 11. He will drive a Jaguar D-type.

Organised by the BRDC, the race will replace the cancelled BTCC event and feature a capacity 42-car grid of 1950s sports-racers.

Internal wrangling over start money and costs caused the non-championship touring car race to be canned, and the BRDC was then asked to put together an event as a replacement feature for the morning of the grand prix.

Herbert, who won the 1995 British GP with Benetton, will guest in the Nigel Webb-entered D-type Jaguar, the car raced by Win Percy in recent seasons. Herbert will also drive the car at Goodwood in September, but the grand prix support will be his first chance to dial himself into it.

The race will also include another D-type and three C-types, as well as the Ferrari 246S of Peter Hardman and the lovely Maserati Birdcage of Alan Minshaw. However, the pace is likely to be set by the nimble Cooper Monacos of John Harper and Ted Williams and the Lotus 15 of Philip Walker.

BRDC REBUILDS HISTORIC FESTIVAL WITH BROOKLANDS '500 MILE' RACE

THE BRDC WILL RUN A ONE-DAY MEET at Silverstone at the end of July, but intends to build it into a major historic festival over the coming seasons.

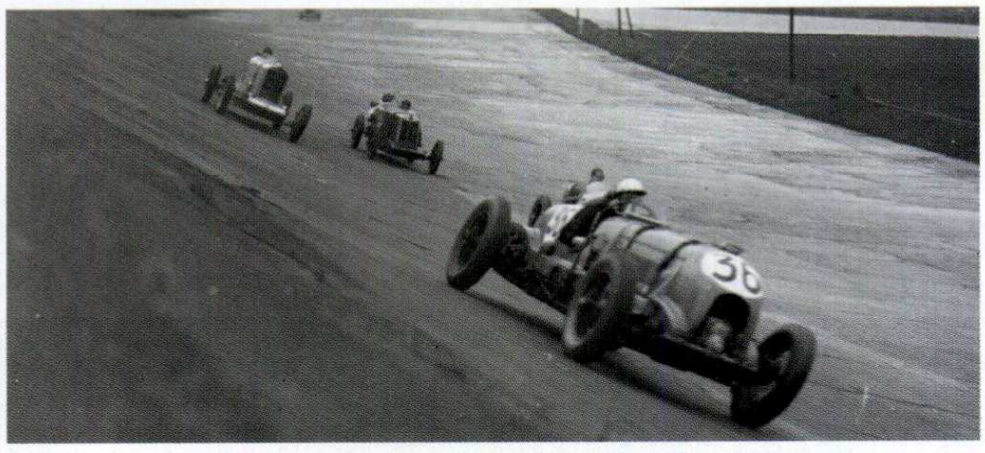
The feature race this year will be a recreation of the BRDC 500 Mile race, first held at Brooklands in 1929.

The race on July 31 will be a two-driver affair for pre-war sportscars, lasting over an hour, with the awards presented in front of the Brooklands Gates outside the BRDC clubhouse.

Other feature races include the Peter Hanson Trophy for 1-litre F3 cars, two rounds of the BRDC Historic Sportscar Championship and a 30min race for 1960s sports and GT cars.

Scrutineering for the Brooklands race will be held on Friday evening at nearby Stowe House, while the race will begin with a demonstration Le Mans start.

Hot-air balloons, club displays, star guests and a retro run are all being planned as the initial steps towards rebuilding the festival's importance.



LAT

Birkin's single-seater Bentley tackles the banking during 1932 500 Mile race

SECOND HISTORIC SAFARI RALLY RETRO TO RUN IN 2005

MIKE KIRKLAND, ORGANISER OF LAST December's enormously successful and well-received long-distance event, has decided along with his Kenyan associates that there will be another Historic East African Safari Rally.

Kirkland made the announcement just after competing in the annual Rhino Charge, a very tough four-wheel-drive event that raises money for rhino protection.

The next Safari will run from December 2-10 in 2005.

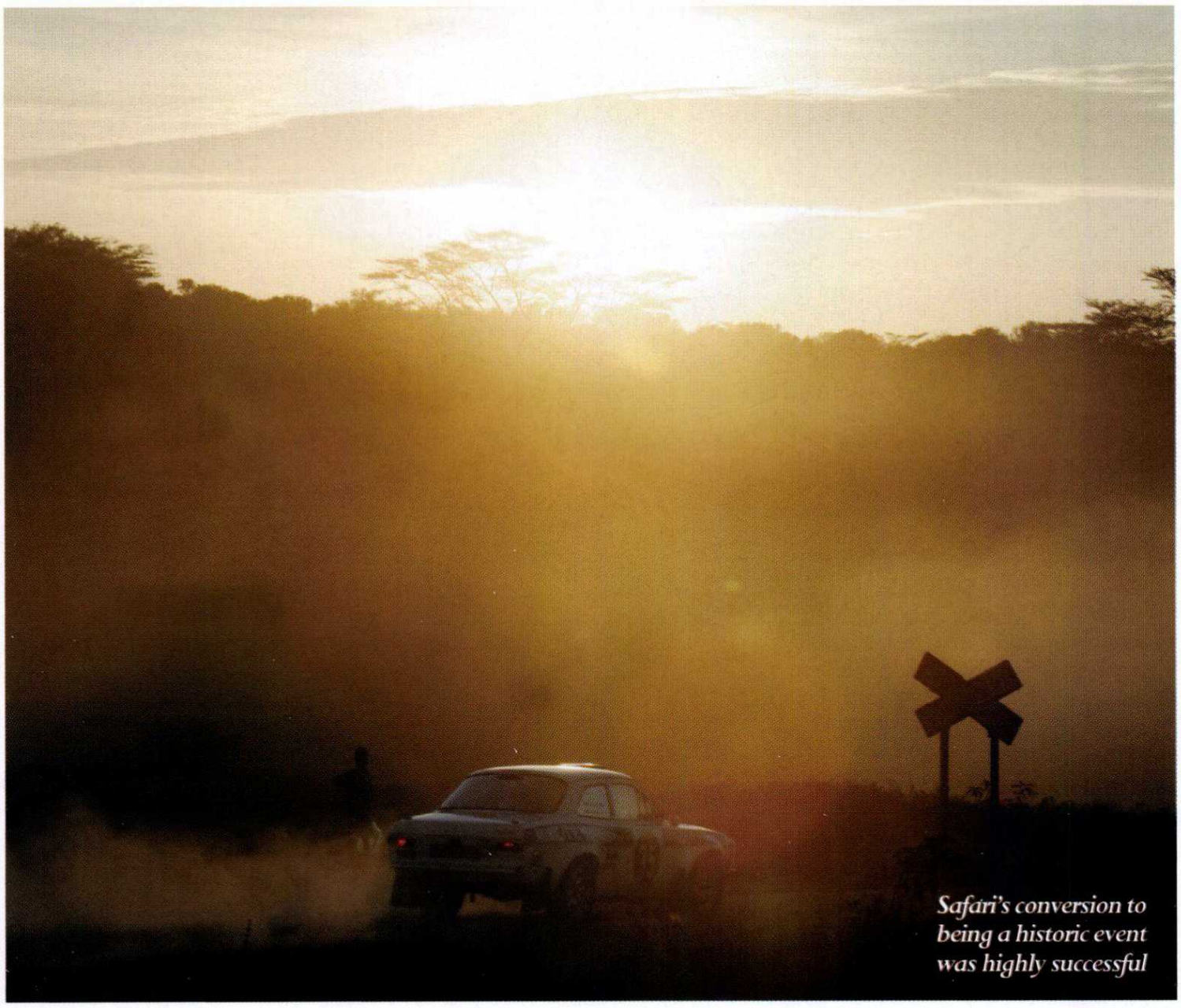


Rob Collinge heads for victory on '03 Safari

Its format will be much the same and, although the event will be two days shorter than in 2003, it will still incorporate a break of one day in the middle for relaxation.

Eligible cars will have been built before 1974 or, if built up to the end of '77, must correspond to a pre-74 specification. More details should soon be available from the rally's own website.

Last year's victor Rob Collinge has announced plans to compete with his Datsun 240Z.



Safari's conversion to being a historic event was highly successful

Both: McKlein

news in brief



GRAND PRIX MECHANICS FROM FIVE decades met at Silverstone in April (above) for a reunion of the Grand Prix Mechanics' Trust, which supports ex-mechanics in hard times. Trust founder and chairman Sir Jackie Stewart, who hosted the get-together, called them "the true professionals in our industry".

* * *

THE RESIDENTS OF THE ITALIAN TOWN of Collesano have created a museum dedicated to the Targa Florio. Three-time winner Nino Vaccarella served on the management committee which brought the project to reality.

* * *

CHARLES 'TITCH' ALLEN, A PRE-WAR riding mechanic for Bob Gerard at Donington and Brooklands, was recently presented with an OBE at the Donington Grand Prix Collection. Working for the *Leicester Evening Mail*, Allen was one of the people invited to Donington in 1930 to assess the venue's racing potential.

* * *

HAVING WON THE OPENING RACE IN the Classic Endurance Series at Monza in his ex-Bobby Rahal Porsche 917, Juan Barazi plans to contest the remaining three races in the series at Spa, Silverstone and the Nürburgring. He will also compete in the Le Mans Classic in late July.

* * *

NEW ZEALANDER ROSS MAXWELL HAS acquired a Chevron B8 to race alongside his B19. "This is my first car with a roof over my head since Minis in 1969," said Maxwell. He'll dovetail racing the B19 in Supersports events and the B8 in Group 4 races.

* * *

FORMER JAGUAR RACER TONY BAILEY is driving the 1955 prototype Elva in drum-brake sportscar races. Raced in the 1955 TT at Dundrod, the Elva spent many years in the museum at Stavelot, near Spa.

CLARK RALLY ROUTE FIXED

THE ROGER ALBERT CLARK RALLY IS TAKING shape, with 26 stages set to be run for historic cars on November 20-23.

"We have a route we think everyone will like," said spokesman Colin Heppenstall. From a Sheffield start, a run of stately home stages on Sunday precedes classic Scottish stages, including Ae and Castle O'er, before a final leg through Kielder.

EYRE-MAUNSELL BACK ON STAGE



Mike Hally

Back to the forests for Eyre-Maunsell

THE VETERAN RALLY ACE ROBIN EYRE-Maunsell joined the Armajaro MSA British Historic Rally Championship for the Mutiny Rally in mid-Wales. It was 22 years since his previous gravel outing, the 1982 Mille Pistes in France.

Co-driven by Simon Bentley, Maunsell drove the Ford Cortina GT normally used by Peter Scott, and ended the day with a class win and fourth place in the historic category.

"I do love the Welsh forests," said Eyre-Maunsell, now 64 years old.

obituaries

Rodney Felton

THE VINTAGE RACING SCENE IS MOURNING THE LOSS of this determined racer who died in mid-May. Best known for his fearless handling of vintage Alfa Romeos in VSCC events, he was a prime mover in the club's activities for more than a decade.

Felton was an Alfa Romeo enthusiast and seldom, if ever, raced anything else. First in an 8C and later in a Tipo B, he claimed a number of major VSCC trophies at the expense of the ERA pack. He did all of the work on his cars and even rebuilt a pair of fire-damaged cars imported from the USA.

Felton also competed in trials in a Bugatti Brescia, and it was in this car that he was badly injured when he was an innocent party in a road accident in France in the mid-1990s. He never fully recovered from the injuries he sustained in the crash.

MOTOR SPORT sends its condolences to his family and many friends.



VSCC

Felton, pictured here in an Alfa P3, was a popular VSCC racer

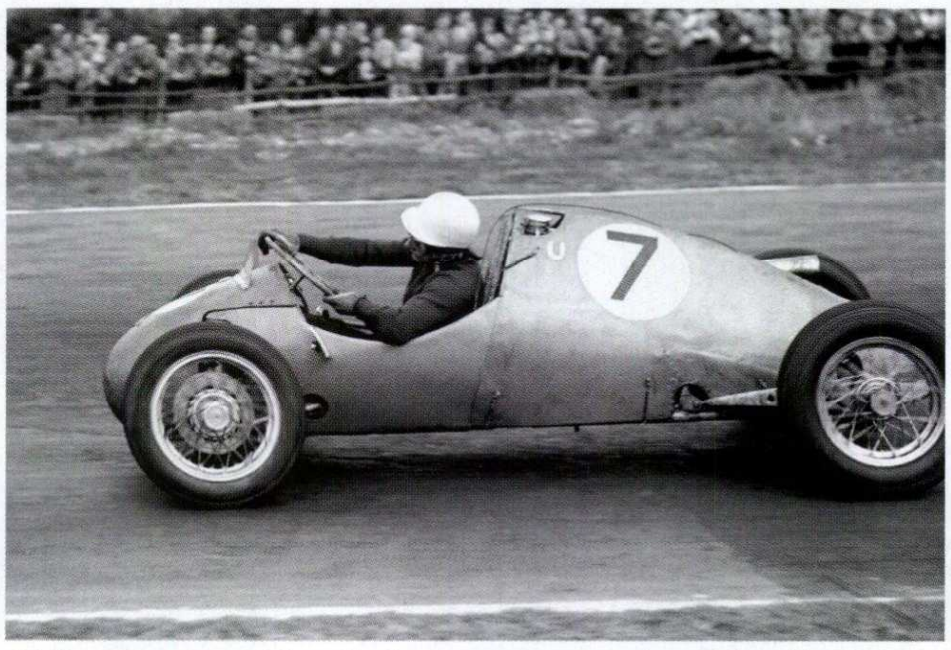
Cyril Kieft

THE MAN BEHIND KIEFT RACING CARS, WHO DIED recently at the age of 92, took his firm all the way to the verge of grand prix racing in the early 1950s.

Kieft came to prominence after a brief driving career. He acquired the assets of the defunct Marwyn marque and then built his own 500cc Formula Three cars. By 1951, in the hands of Stirling Moss and Don Parker, Kieft threatened the Cooper domination and Parker went on to claim two 500 titles.

Kieft moved on to conceive a Godiva-engined GP car for 1954, but the project was still-born and it was 50 years before it raced.

Kieft turned his back on the sport, but his cars continue to compete with success.



LAT

Stirling Moss proved that the Coopers were not unbeatable in his Kieft 500

Doug Shierson

ONE OF THE MOST PROMINENT TEAM OWNERS IN America has died of cancer at the age of 62.

Shierson (below) raced SCCA sportscars in his youth, but it was as a CART team boss that he became best known. His biggest success was winning the 1990 Indianapolis 500 with Arie Luyendyk.

However, back in 1973, Shierson scored another famous win when Peter Gethin beat the Formula One cars at the Brands Hatch Race of Champions in a Shierson-backed Chevron B24 Formula 5000.

Howdy Holmes and Jacques Villeneuve Snr won three F Atlantic titles between them before the team first entered at Indy in 1982.

Danny Sullivan, Al Unser Jnr and Bobby Rahal all raced for Shierson in the 1980s.

Tim Fry

ONE OF THE MEN RESPONSIBLE FOR THE DESIGN and development of the Hillman Imp died in mid-May.

As an engineer with Rootes in the 1950s and early '60s, Fry was responsible for the creation of the sportscar version of the Imp, the Asp, which never reached production. And along with work colleague Mike Parkes, he built a Formula Two car.

MOTOR SPORT sends its condolences to his wife Karen and family.

Umberto Agnelli

FOLLOWING SOON AFTER THE DEATH OF HIS ELDER brother Gianni, Umberto Agnelli died at the end of May.

This ex-lawyer led his family's industrial combine for more than a decade and had had a spell as the head of Fiat in the 1980s. He was a key supporter of Ferrari's F1 team.

After his brother's death, Umberto again took control of Fiat and worked to turn around the company's fortunes against the backdrop of a possible sell-out to General Motors.

Euan Sarginson

THIS NEW ZEALAND RACING PHOTOGRAPHER HAS died after a six-month battle with cancer.

As well as earning a strong reputation as a leading fashion photographer in his home country, Euan acted as *Autosport*'s official 'snapper' during the heyday of the Tasman Series in the 1960s. In that role, he became well known to the numerous GP drivers who took part in those races each winter.

He is survived by his wife Min, daughter Alice and son Finlay.



LAT

TEAM LOTUS TO CELEBRATE ITS FIRST WIN



Colin Chapman drove one of his own cars at Oulton's 1954 British Empire Trophy

LAT

THE 50TH ANNIVERSARY OF THE FIRST VICTORY FOR TEAM Lotus is to be celebrated in an event at the Hethel test track in Norfolk on Sunday July 18.

Around 20 Formula One cars from the company's history will be demonstrated, while many former drivers and team personnel are expected to attend.

Team Lotus was created in 1954 by Colin Chapman and first entered a race when three cars contested the British Empire Trophy race at Oulton Park: Chapman (MkVIII), Mike Anthony and Peter Gammon (both in MkVIs) drove on that occasion. Chapman scored the team's first win at Silverstone in the sportscar race that supported the British Grand Prix on July 17, 1954.

Fifty years on, Colin's son Clive, who runs Classic Team Lotus, has organised a day to commemorate the team's famous history. "It's going to be very special," he said.

US EXPANSION FOR LOLA

LOLA HERITAGE, CREATED TO SUPPORT USE OF pre-1990 cars of the marque, is expanding into the US. It's also appointed Glyn Jones as its European co-ordinator.

Lola boss Martin Birrane said: "We are offering owners a close relationship with the factory and access to genuine Lola parts."

Birrane is also negotiating with a leading US race preparation company to have a presence at all major American classic and historic events.

IMSA RACERS FOR GROUP C SERIES

THREE CARS FROM AMERICA'S IMSA series will be racing in Group C/GTP events this summer.

A pair of Ford Mustang GTP cars and the Intrepid GTP in which Brian DeVries won the 2003 HSR Historic GTP/Group C Championship are lining up to take part in the series.



Linzi Smart

The Intrepid has already run at Spa

Richard and Benton Bryan have raced their Mustangs extensively in America during recent seasons, but the four-cylinder ex-Klaus Ludwig/Bobby Rahal car and its V8 sister will be making their European debuts.

In addition, De Vries and Jade Pig Racing have brought their 1991 Intrepid over to compete. The car, which was originally built by Pratt and Miller, uses a 750bhp 6.5-litre Chevrolet engine.

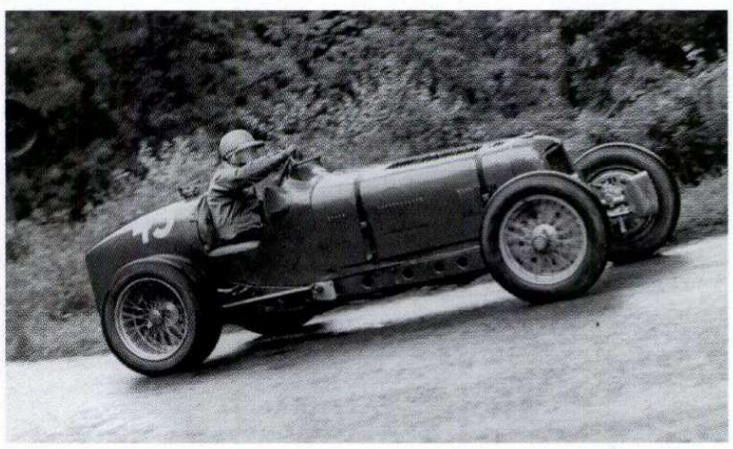
CAN R4D SHAVE MORE FROM SHELSLEY'S RECORD?

MAC HULBERT'S CONTINUED ASSAULT ON THE PRE-WAR HILL record with ERA R4D will again be the focal point of the annual MAC/VSCC meeting at Shelsley Walsh on July 4.

A year ago, Hulbert, aboard the ex-Raymond Mays car, pared nearly a quarter of a second from the record held by David Morris, to leave it at 34.05sec. Hulbert believes that a sub-34sec climb is now possible. James Baxter will again lead the ERA chase in his Frazer Nash single-seater.

The vintage Shelsley meeting typically draws big crowds and a capacity entry, with special attention given to the innovative Shelsley Specials that proliferated at the Worcestershire hill before WWII.

Practice starts at 9.30am, with timed runs from 2pm.



LAT

Raymond Mays and R4D tackle the hill in '47. He set FTD

news in brief

BARRIE 'WHIZZO' WILLIAMS HAS been appointed president of the British Motorsport Marshals' Club. He will succeed Stuart Turner at the end of the year and is aiming to put something back into the sport that's given him so much pleasure.

* * *

JUHA KANKKUNEN TOOK PART IN THE Otago Historic Rally in New Zealand in May. The four-time world rally champion finished second in an Escort MkII (below).



Maurice Selden

* * *

THE 2005 INTERNATIONAL HISTORIC Motorsport Show will again run at Stoneleigh – on February 25-27. Up to 500 exhibitors are expected, with increased hall space being made available. It is hoped that live action will include a rally stage and a special test for cars from the Winter Challenge.

* * *

THE TOUR DE ESPANA HAS MOVED forward to October this year to ensure longer and warmer days for the five-day event. The event for pre-1975 cars will take in the Ascari and Jerez circuits.

* * *

VISITORS TO RACE MEETINGS AT Donington can take advantage of a 'Two for One' offer on admission to the Grand Prix Collection. Two adults will be admitted for the price of one on presentation of a race-day ticket. The Collection will remain open later on main race weekends.

* * *

THE COLIN CHAPMAN WAY AT Brands Hatch has been rededicated after the original commemorative sign mysteriously went missing.

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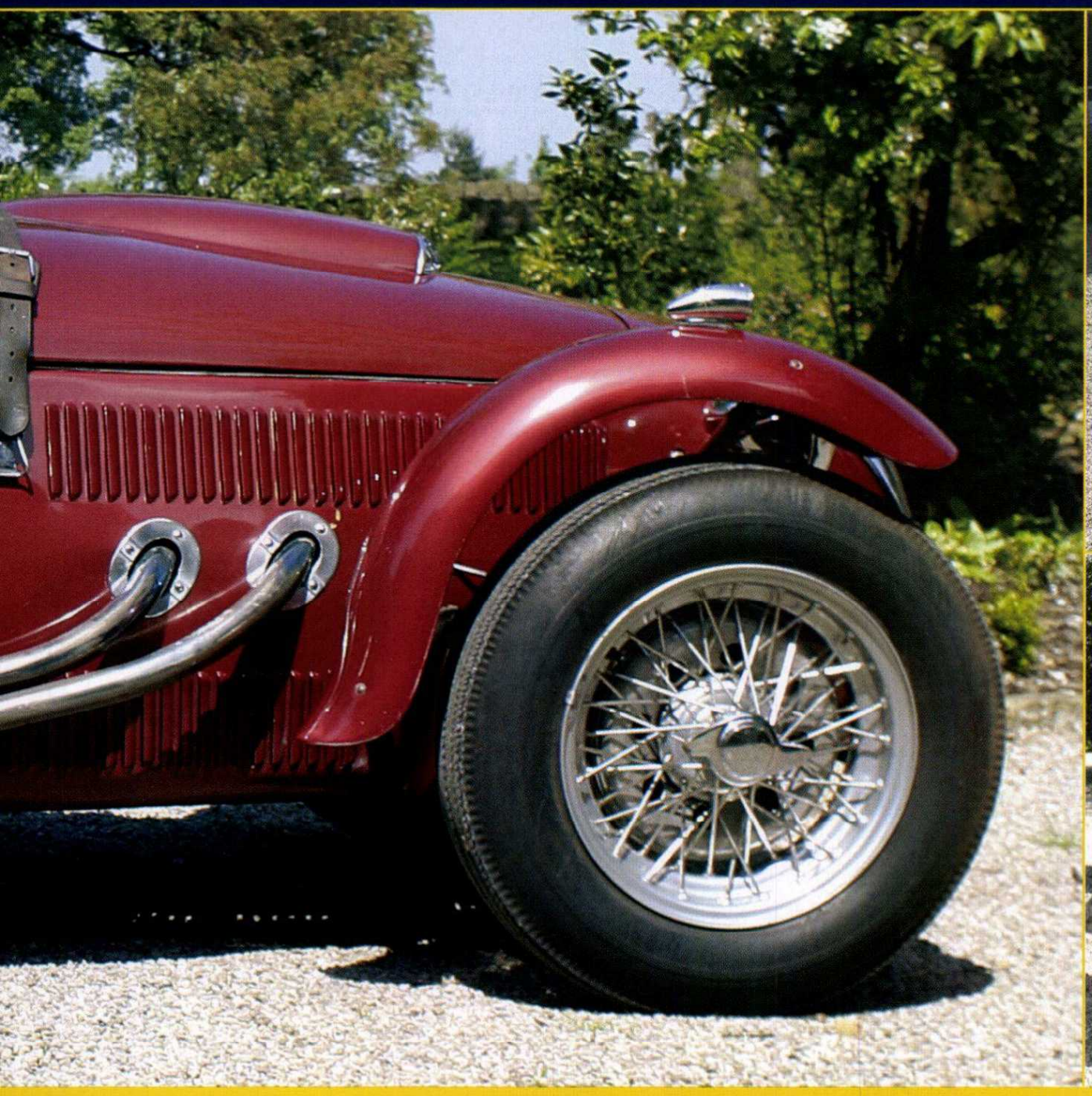
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July 27th & 28th, 2004
Pavilion Gardens, Buxton



Entered : 1992 Ford RS200

1992 Ford RS200

Rhd ex-works RS200 freshly built by Mountune, 450 bhp spec car, chassis no167. Fully rose jointed suspension arms, tarmac adj dampers, AP brakes all round, adjustable roll bars, full Kevlar body panel kit, very low mileage, Speedline 10" x 16" split rims, ideal for racing, track days, or rally.

1948 Frazer Nash High Speed.

Chassis 421/100/006

Second of four High Speed models produced in 1948. TME 924 has an illustrious history having been raced by Serafini for AFN in the Targo Florio and Mille Miglia and afterwards by Tony Crook, Lawrence Mitchell and Peter Scott-Russell with many wins. Last owner since 1976. In the intervening years it has acquired Bob Gerard's ex Cooper Bristol special 12 port head BSX specification engine as would have been used in the Le Mans cars. An important part of the Frazer Nash story.





GOODWOOD FESTIVAL: IT'S A FAMILY AFFAIR

WITH A CENTRAL THEME OF 'YOUNG Chargers, Old Masters', the greatest racing dynasties in the history of the sport will be celebrated during the 2004 Goodwood Festival of Speed.

Every summer, Lord March and his team transform the grounds of Goodwood House into a glorious commemoration of everything that is wonderful about motorsport. Star names, star cars, the unique and the remarkable all gather in the Sussex countryside to run up the 1.16-mile strip of asphalt. In the paddock, the atmosphere is pure garden party.

Once again the event has drawn together an amazing entry of cars covering more than 100 years of the sport. Aside from the racing dynasties theme, the Festival will also celebrate 75 years of the Monaco Grand Prix, Ayrton Senna's dominant decade in Formula One, 100 years of American road racing and 25 years of the Paris-Dakar Rally.

But centre stage goes to the racing families that have shaped the sport. Damon Hill will drive the BRM P578 that his father Graham took to the 1962 world championship; Emerson Fittipaldi, to be joined by his nephew Christian for the event, will climb back into a Lotus 72; Alan Jones will drive his title-winning Williams FW07B and the Maybach Special raced by his father Stan in Australia in the 1950s.

Other notable families on parade include Jack Brabham and his son David, Jacky Ickx and his daughter Vanina, Derek Bell and his son Justin, while brothers Bobby and Donnie Allison will represent NASCAR, and David Donohue will drive the Lola T153 'Sunoco Special' Indycar made famous by his late father Mark.

Elsewhere, Juan Manuel Fangio II will drive a Maserati 250F in honour of his uncle; Robbie Walker will drive the Delahaye 135S that his father Rob raced at Le Mans in 1939; and Gary Bettenhausen will drive the 1951 Indy 500-winning Belanger with which his father Tony won the 1951 USAC drivers' championship. Other racing families, including Ascari, Bugatti, Piquet, Rosberg and Taruffi, will be remembered by competition cars from their histories.

For other fans the highlight of the weekend will again be the sensory overload of current-generation F1 cars being driven hard through the Sussex countryside. The 'unofficial' target, as it has been for four years now, is the outright hill record claimed back in 1999 by Nick Heidfeld in a McLaren MP4-13 at a mind-blowing 41.6sec.

TIMETABLE

Friday 25 June (free practice)
0700 Paddocks open
0950 Air display
1000 Opening ceremony and first batch of cars
1715 Last batch of cars
1800 Festival closes

Saturday 26 June
(official practice)
0700 Paddocks open
0900 First batch of cars
1215 F1 cars
1615 F1 cars
1745 Last batch of cars
1830 Festival closes

Sunday 27 June
(timed runs)
0700 Paddocks open
0900 First batch of cars
1215 F1 cars
1615 F1 cars
1745 Last batch of cars
1830 Prize-giving
1850 Festival closes

Admission to the Festival of Speed is by advance ticket only. To book tickets (subject to remaining availability), call the ticket office on 01243 755055 or go online at: www.goodwood.co.uk

Ferrari, McLaren, BAR, Renault, Toyota and Williams will send recent F1 cars, with Jenson Button, Takuma Sato, Olivier Panis, Cristiano da Matta and Luca Badoer all expected to be on driving duty. Like all classes at Goodwood, the F1 cars will attack the hill twice each day.

However, many fans will relish the chance to see cars that are rare visitors to these shores. The inclusion of dragsters into the Goodwood mix, while at first seemingly incongruous, has become a real crowd favourite. This year, for the first time, dragsters from the infamous AA class of the 1960s will shake the ground. Banned in the 1970s for being too outrageous, these supercharged V8 cars can hit 200mph in 7sec! Leon Fitzgerald's *Pure Heaven* and Don Green's *Rat Trap* will rate high on the 'must see' list.

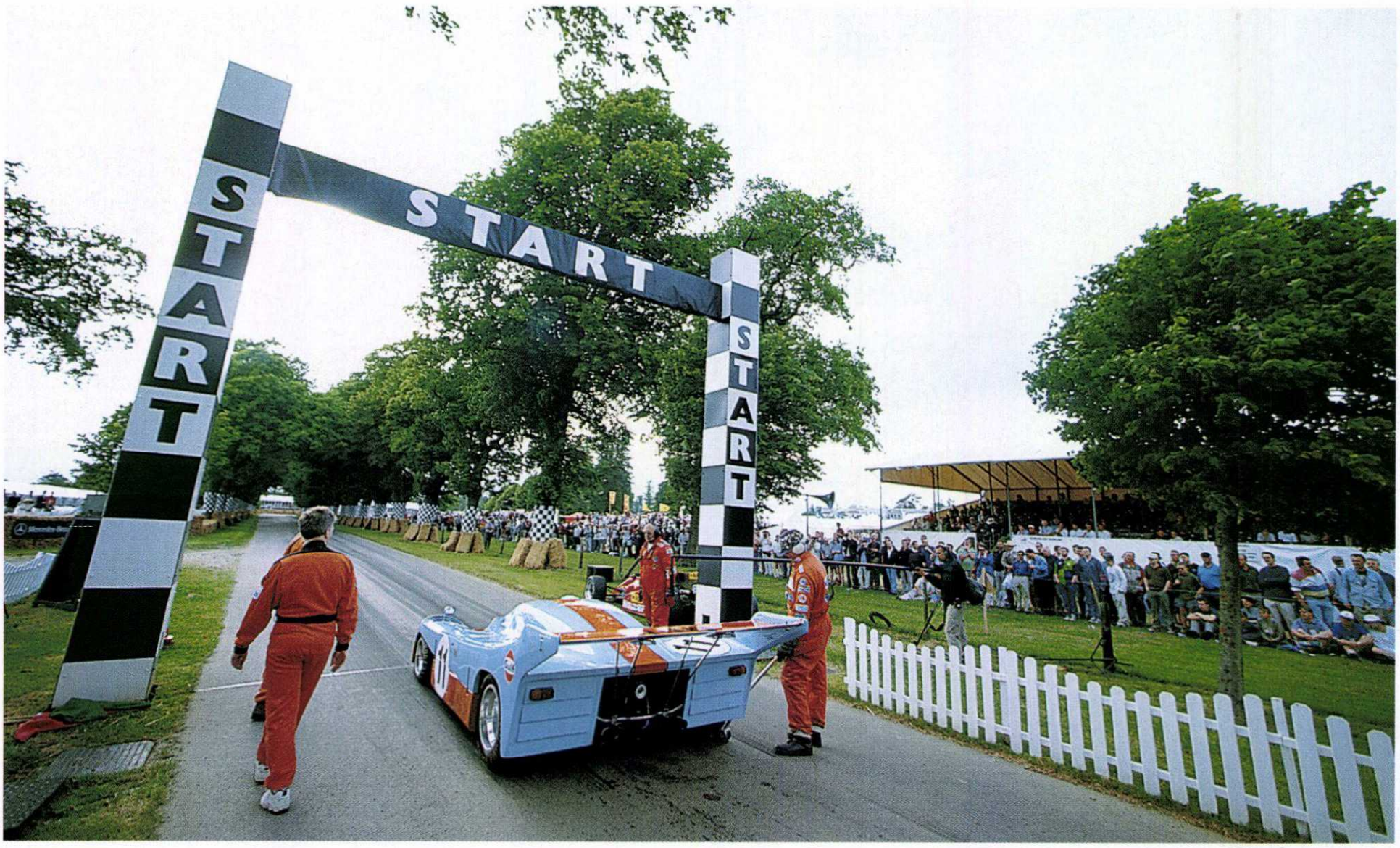
Cars from manufacturer museums will be present. Sure to gather the crowds is the 1924 Alfa Romeo P2, making its UK debut after a lengthy restoration. Jaguar's museum will be represented by cars that include the 1953 Le Mans-winning C-type with current F1 ace Mark Webber aboard, while Mercedes-Benz will bring a W196 for Jochen Mass and a streamliner for Sir Stirling Moss.

Away from the racers, Malcolm Wilson will oversee his teenage son Matthew in a Ford Focus WRC, while a gaggle of Paris-Dakar vehicles will include crowd-pleaser Ari Vatanen in a Nissan Navara and Jacky Ickx in a Porsche 959.

The event remains a truly amazing experience, but its visitors need to remember that the 2004 Festival is an advance ticket-only event. So don't miss out on one of the greatest events on the motorsport calendar! M

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STAND 219
ON THE INFIELD

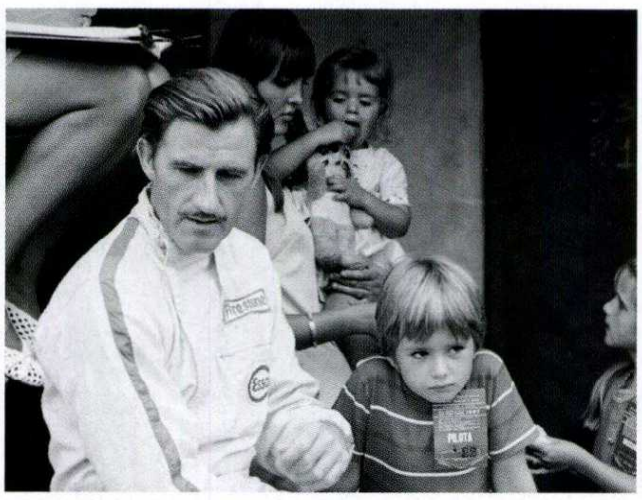
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Sussex motorsport oasis: Gulf Mirage gets ready to burn rubber off the start. As ever, a wide range of racing and rally cars will star at the Festival of Speed



The Senna era will form part of the celebrations



Father and son: Damon Hill will drive dad's BRM



Merc W196 will return; Jochen Mass will drive it



Emerson Fittipaldi will be reunited with Lotus



Only a few no-go areas restrict fans at the Festival



Dragsters have become popular at Goodwood

GREGOR FISKEN

Fine Historic Automobiles



1963 AC Cobra 289

Chassis number CSX 2167 was delivered in 1963 and used by Gotham Ford, the New York dealer for promotional work. Used sparingly 2167 had completed less than 10,000 miles by 1970! Complete with all of its original weather equipment and correct wire wheels, this Cobra was recently checked over by specialist Ian Nuttall and is ready for the summer months ahead.



1960 Maserati Tipo 61 'Birdcage'

Chassis number 2461was delivered new to the Camoradi Team in March 1960. The Birdcage was not only entered for that years Sebring 12 hours and Le Mans, its greatest achievement though was the famous pairing of Moss and Gurney that went onto win the gruelling 1,000 kms of Nurburgring! Latterly, 2461 formed part of a significant private collection before once again returning to the track successfully in 2001 in the Historic Shell Ferrari Maserati Challenge.



1955 Aston Martin DB3S

From only a handful of factory race cars there followed a number of production models including chassis number 104 which was raced in Europe as part of the Australian 'Kangaroo' race stable and achieved third place overall at the 12 Hours of Hyeres. 104 then became one of the first DB3S's to race in the States competing in several seasons on the West Coast. Following an extensive restoration in the mid 70's 104 has enjoyed competing in a diverse selection of the most enjoyable events including the Mille Miglia, the Tour of Sicily, Monaco Historics and the Italia Classica.

GREGOR FISKEN

CARS IN STOCK

●

1963 AC Cobra 289

1938 Alfa Romeo 6C 2300 - ex Cortese Mille Miglia

1965 Alfa Romeo TZ1 Competition

1955 Aston Martin DB3S - ex Kangaroo Stable

1929 Bentley Speed Six

1939 Bentley 4 1/4 Litre 'Honeysuckle'

1937 BMW 328

1960 Ferrari 250GT SWB

1964 Ferrari 250GT Lusso

1965 Ferrari 275 GTB/2 Alloy LHD

1966 Ford GT40

1937 Frazer Nash TT Rep

1950 Jaguar XK120 - ex Le Mans car

1937 Lagonda LG45 Rapide

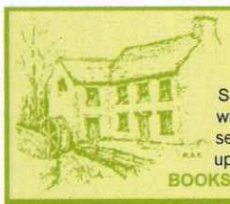
1960 Maserati Tipo 61 'Birdcage'- ex Team Camoradi

1973 Porsche 911 RS Lightweight

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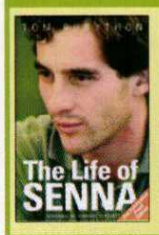
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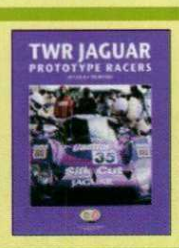
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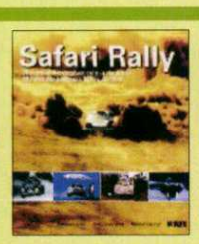
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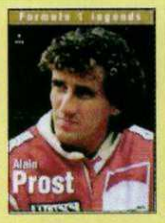
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GROUP C TOPS HSCC SUPERPRIX

THE AWESOME SPECTACLE OF GROUP C MACHINES on the Brands Hatch Grand Prix circuit will headline the Historic Sports Car Club's annual Superprix at the Kent track on July 17-18.

Coming hot on the heels of the Group C race at Le Mans, an excellent field is expected, including leading US runners Brian De Vries (Intrepid), Richard Bryan and Benton Bryan (Ford Mustangs), as well all the regular championship contenders.

Two races for the International Supersports Cup should include the March 707/717 of Frank Bradley, as well as John Burton's nimble Chevron B26.

The two sportscar features are backed up by a full programme of HSCC championship action, with racing planned each day.

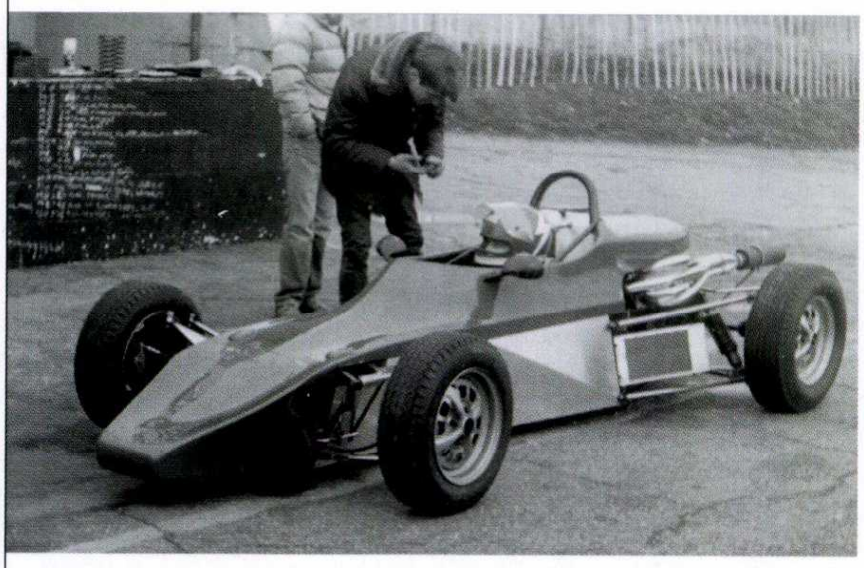
More than 400 entries are expected for the 16-race programme. Capacity grids for Formula Fords, Historic Racing Saloons and Derek Bell Trophy races are assured, with as many as 10 Formula 5000 cars likely to line up for the DBT counter.



all: LAT

Hobbs' Surtees leads McLaren of Gethin in 1969. F5000 spectacle will return to Brands Hatch in mid-July

MYSTERY CAR COMPETITION



A YEAR'S FREE SUBSCRIPTION IS THE PRIZE for the knowledgeable reader who recognises this month's mystery offering from LAT Photographic's archives. Answers must be received by July 6, and in the event of there being more than one correct answer, we will favour the entry with the fullest information. Good luck!

Please send your entry to:
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Last Month: Moonbeam, Dante Duce, Brighton, September 12, 1964, Brighton Speed Trials.
Winner: This car made quite an impact 40 years ago, as 22 of you identified a dragster in disguise. The fullest answer came from David Puremont of Bristol who pointed out that Duce was captain of the US Drag Racing Team on a promotional tour to boost the sport in Great Britain.



WHAT'S ON WHERE?

JUNE

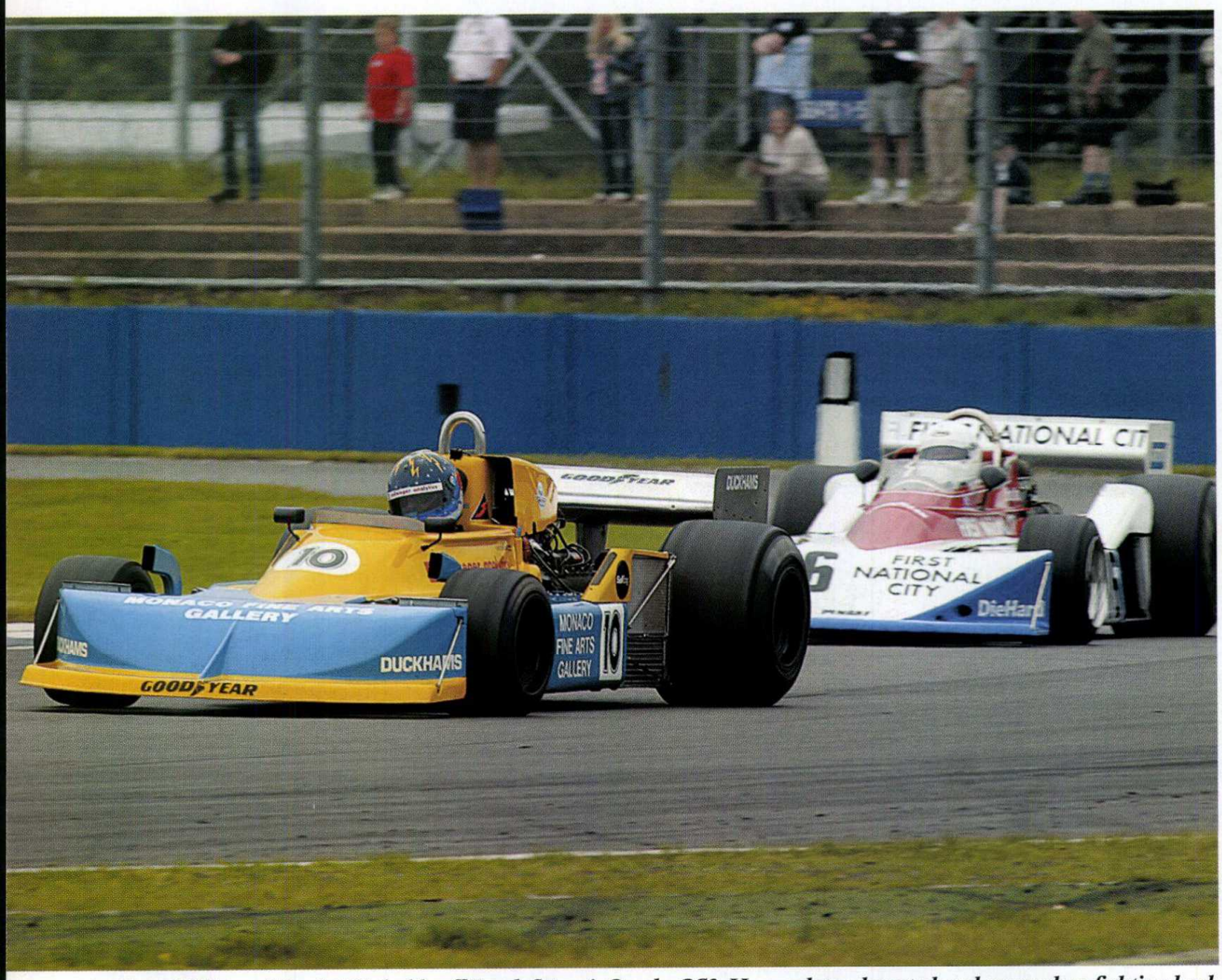
25-27 NURBURGRING (D)
Jan Wellem Pokal event includes Jochen Rindt Historic F2 Trophy, Group C/GTP, new Pre-War Sports Car Series and International Supersports races.
25-27 GOODWOOD
See pages 28-29 for a preview of this year's Festival of Speed. Tel: 01243 755000
26-27 WALES
Mid-Wales Stages is welcome new inclusion on British Historic Rally Championship calendar.
Tel: 01594 810821

JULY

2-4 NURBURGRING (D)
Second Classic Endurance Racing Series event supports Le Mans Endurance Series feature.
3-4 LAUSITZRING (D)
Thoroughbred Grand Prix cars make their debut at this venue in northern Germany.
Tel: 01621 892814
4 SHELSLEY WALSH
Mac Hulbert's further bid on pre-war record tops annual MAC/VSCC climb. Tel: 01608 644777
4 THRUXTON
Rare run-out for Formula Junior features at Aston Martin Owners' Club meeting. Tel: 01264 882200
9-11 DIJON-PRENOIS (F)
Dijon's Historic Grand Prix is packed with quality, including HGPCA, Grand Prix Masters, Historic F2 and Group 4 races.
17-18 BRANDS HATCH
HSCC Superprix on Grand Prix circuit has packed schedule of 16 races, topped by BRDC Historic Sports, International Supersports and Group C series.
Tel: 01327 858400
24-25 LE MANS (F)
Le Mans Classic will deliver 24 hours of races for cars from across epic endurance event's history.
25 MALLORY PARK
Annual VSCC meeting at this Leicestershire track remembers Bob Gerard and features highlight Edwardian race. Tel: 01608 644777
29-31 ISLE OF MAN
Sixth round of British Historic Rally Championship runs within Manx International Rally.
Tel: 01594 810821
31 SILVERSTONE
Classic Formula Three racing and Brooklands 500 are commemorated at this special BRDC meeting.
Tel: 01327 857271
31-Aug 1 CHIMAY (B)
Historic Race Festival features major presence of Top Hat races. Tel: 01926 885835
31-Aug 1 DONINGTON PARK
Jochen Rindt Historic F2 Trophy features within classic race meeting. Tel: 01332 810048

HSCC/VSCC: SILVERSTONE

SYTNER SEIZES THE FOUR GROUND AS HADFIELD DOUBLES UP



Peter Williams (March 761) holds off Frank Sytner's Penske PC3. He was later demoted and spun when fighting back

FOUR WINS FOR FRANK SYTNER STOLE the show at the Silverstone Historic Tribute. Jumping straight from his Lola T70 to his Penske PC3, Sytner swept to doubles in the headlining Grand Prix Masters and Group 4 races. Simon Hadfield, meanwhile, added a couple more wins to his team's tally in the Derek Bell Trophy and Formula Junior events.

Sytner had to work for his four wins, though, notably thanks to the efforts of Peter Williams (March 761) and Rob Hall (BRM P201). In the opening F1 race, Williams led Sytner initially and continued to harry the Penske after losing the lead until he rotated wildly across the kerbs down at Maggots.

In the second race, Hall started the BRM from the back after a fuel pump drive failed in the opening race. With Williams out on the opening lap with driveshaft failure, Sytner had eased off when the BRM suddenly appeared large in his mirrors.

"I thought I could have a breather – and then I saw the BRM coming," said Frank, who duly upped his pace to stretch clear once more.

Gearbox gremlins for Jonathan Baker's Ford F3L took one rival out of the picture for Sytner in the Group 4 races, but Nigel Hulme's Lola T70 proved a major problem for Sytner's similar car. On the final lap of the

OFF *the* BLOCKS

THE EX-ALAN JONES WILLIAMS FW06/2 RETURNED to racing after an absence of two decades during the Grand Prix Masters races at Pau. Owned by Graham Willcox, the car has been restored completely by Tom Denyer and was first seen at Stoneleigh in February.

The Patrick Head-designed chassis was first raced by Jones at Long Beach in 1978 when it finished seventh, its best GP result. The arrival of the FW07 at the Spanish Grand Prix in 1979 rendered the FW06 surplus to requirements and it was raced in the British F1 series by motorbike ace Giacomo Agostini.

The car was then acquired by a Saudi prince and hung on the wall of a casino in Malaga! It was bought by Adrian Hamilton in 2000, before Willcox purchased it in 2001.

The car's next outing is scheduled for the Nürburgring at the end of June.



all: Jim Houlgrave

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second race Hulme tried a speculative lunge at Abbey, but spun after slight contact. "I knew it was the last lap and it was worth a try," said Hulme after making his apologies to Sytner.

A stunning Historic Formula Ford race went to Jason Minshaw after he withstood fierce pressure from Neil Fowler. "I'll always have a go," said Minshaw of his pre-race prospects and his task seemed easier when Fowler's Lola T200 snapped into a first-lap spin at Becketts. "I did a 360 and kept my foot in," admitted Fowler, who resumed third behind John Pearson. Quickly back into second place, Fowler couldn't find a way around Minshaw's impeccable defences as Pearson chased them hard.

Michael Steele (Connaught) won the Hawthorn Memorial Trophy after a tremendous tussle with the earlier Connaught of Barrie Williams and Barrie Baxter, who spun the Tec-Mec on the final lap.

Hadfield blitzed a huge Derek Bell Trophy field in his just-rebuilt Chevron B37 and then jumped straight into Bob Birrell's Brabham BT6 to top the Formula Juniors.

John Harper (Cooper Monaco) and Mark Gillies (Maserati 300S) took sportscar victories, while Richard Trott marked his Formula Three comeback with a commanding Classic win in his Ralt RT1.



Neil Fowler (1) and Jason Minshaw had an intense FFord battle



Michael Steele and Barrie Williams line up in their Connaughts



Richard Trott scored a comfortable win on his return to racing

Jeff Bloxham

COPPA INTER EUROPA: MONZA

NEVER MIND THE QUALITY, CHECK THE WIDTH



Bahlsen leads Kumschick, but the latter won out

A GRITTY PERFORMANCE FROM ARROWS A4 DRIVER Hubertus Bahlsen came to nothing in round four of the FIA TGP World Championship at Monza when victory was removed in the scrutineering bay.

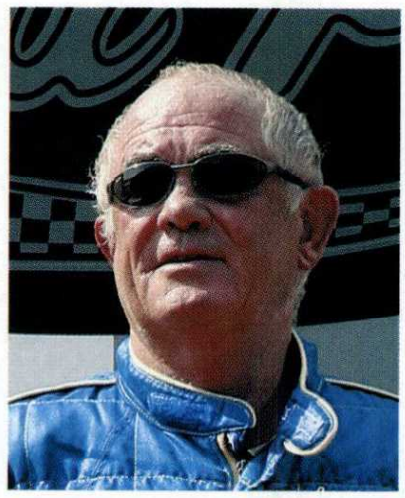
The start was aborted when Duncan Dayton stalled on the front row. Mike Wrigley also hit trouble as his Tyrrell's engine temperature rocketed; he also started from the pits.

Joaquin Folch (Williams) led briefly, but Bahlsen got by at the first chicane before Fredy Kumschick's Williams swept past. Bahlsen later dived into the lead, but his joy was not to last, as his rear wing was found to be oversize, handing victory to Kumschick.

Denis Welch took a fine double in the Lurani Trophy Formula Junior races in his Merlyn, while Robert Simac won twice in the Jochen Rindt F2 Trophy in his March 712.

INSIDE LINE

JOHN SHELDON



AFTER 35 YEARS IN THE SPORT, THIS 58-YEAR-OLD IS DEEPLY ENAMOURED WITH IT STILL...

How long have you been racing?
I've raced every year since 1969. But I had my first kart race at Brands Hatch in 1960. I've been to Le Mans 12 times and my best result was second in class. We failed to qualify once with Ian Harrower in the Triumph TR8. Even when I had my serious accident at Le Mans in 1984, I was back racing as soon as possible. I absolutely love racing.

What are you racing this season?
This year I'm doing the four-race Classic Endurance series alongside the Le Mans Endurance Series and it's fascinating to watch the modern generation of sports-prototypes and GT cars. I'm also doing some Group 4 races with the Chevron B16, which is one of the most beautiful racing cars ever produced. The car is maintained and prepared by Ian Jones at Racing Fabrications and I'm fortunate that I'm in the position of being able to turn up and race. I just love going to circuits like Spa, the Nürburgring and Monza.

How much longer will you keep on racing?
I think we're in a generation now where you'll see more and more people racing well into their sixties. That's not really happened very much before. We're fitter and stronger, and we're able to keep on racing longer than previous generations. But I'll probably only keep on racing for another 10 or 15 years!

What is your greatest achievement?
Being a British Racing Drivers' Club member is one of the biggest things for me; I think that for us non-single-seater racers being admitted to the BRDC is the greatest achievement.

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GRAND PRIX HISTORIQUE: PAU



Michael Schryver (Lotus) leads Richard Attwood's BRM into Pau's first corner



Barbot Lola T70 flew in the dry on Sunday to win



Williams was the first Grand Prix Masters winner

all: Jim Houlgrave

LOTUS MAN SCHRYVER STREETS AHEAD IN SOUTH OF FRANCE

MICHAEL SCHRYVER WAS THE STAR OF PAU, NETTING a remarkable quartet of wins during its Grand Prix Historique. His prowess around the confines of the French town netted him doubles in the HGPCA Pre-1965 events and Formula Junior races.

Having elected to concentrate on this meeting rather than race at Monaco the previous weekend, Schryver arrived fresh from a hugely encouraging run at the HGPCA Donington in his newly acquired Lotus 18. Capitalising on the absence of Frank Sytner's Brabham BT4, Schryver was able to see off the challenge of Richard Attwood (BRM P261) to take the first of what will surely be many wins.

Hopping into his Formula Junior Lotus 22, Schryver made it four from four, but Denis Welch was a constant threat in his Merlyn Mk5, finishing within a couple of lengths in both races.

Pau marked the debut event for the new Grand Prix Masters movement for 3-litre F1 machinery. Peter Williams (March 761) was the class of the field in both races, although Frank Lyons (McLaren M26) in the first race and Peter Wuensch (Brabham BT37) in the second had both closed in at the flag. A week after running his Lotus 72 for the first time at Monaco, Alistair Morrison claimed a fourth and a third in the JPS-liveried car.

A year ago, Carlos Barbot had driven the race of his life to beat John Sheldon (Chevron B16) by little more than a second in the European Sports Prototype contest. This time around, with an aggregate result from two 15-lap races, the Portuguese racer made hay in the dry conditions of Sunday's second race to easily overcome the time deficit he collected in the damp of Saturday.

Bill Wykeham and John Bendall maintained their superb form aboard a Cobra to prevail in the Gentlemen Drivers contest, although Nick Whale and Ian Guest did well to keep their Jaguar E-type on the same lap as the thundering AC.

reports in brief

JOHN BURTON'S CHEVRON B26 AND the Lola T222 of Peter Schleifer took a victory apiece when the Orwell Supersports Cup ran at Magny-Cours, home of the French Grand Prix, in late May. Burton won the opener by less than a second from the B19 of MSA chairman John Grant, before Schleifer won the second easily after the Chevrons tangled.

PORSCHE 911 MAN DESSIE NUTT maintained his unbeaten run in the historic section of the Armajaro MSA British Historic Rally Championship on the Mutiny Historic Rally in Wales. A minute spent stuck on an earth bank cost Ray Bellm (Escort Mk1) victory in the post-historic class as David Stokes (Escort) stormed to his first victory of the season.

THE GRAVEL ROADS OF THE Dunedin region of New Zealand again hosted the Otago Classic Rally. This year's big name was Juha Kankkunen aboard an Escort RS1800, but he had to settle for second behind Pasi Hagstrom (right). It was Hagstrom's first event without pace notes! Rod Millen's Mazda RX7 was the only non-Mk2 Escort in the top six.



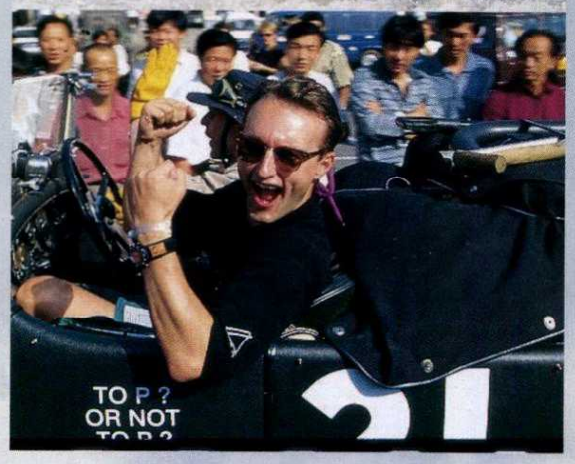
Maurice Selden

"I knew I should have packed a left handed screwdriver..."



"With 13 rivers to cross and all before lunch, why didn't we bring our Wellingtons?"





Jonathan Turner - top Bentley Boy, on hearing he's ahead of Peter Noble

The 100th anniversary of the World's first-ever transcontinental motor marathon will be flagged away from Beijing and runs in the wheel tracks of the pioneers of 1907. Our 1997 epic marked the 90th Anniversary and will be a hard act to follow – our route was the first-ever rally to cross Tibet, we were the first Westerners to cross Friendship Bridge in over 40 years for the climb into Nepal and we became the first timed rally to cross Iran since the Singapore Airlines London to Sydney Marathon 30 years ago. Our new route goes north from Beijing, runs alongside the Great Wall of China and crosses into Outer Mongolia, just as Prince Borghese's epoch making drive that aimed to prove that "man and machine can now go anywhere." Everyone said the course was totally impossible - but sixty days later, he drove into Paris to a tumultuous welcome.

In 1997, we rode into the Place de la Concorde to thunderous applause from more than 800 friends, guests and loved-ones.



1997: The first Westerners to cross Friendship Bridge, the re-opening of the border between Tibet and Nepal - just for us - was marked by a national day of celebration, with schools closed so children could cheer us on our way....

Our new route crosses Mongolia, rests at Moscow, just like the pioneers, and we aim to be celebrating at the party in 35 days.

Alas, not everyone can come. If you really insist upon being there after surviving a totally unique route - call Philip Young...

The descent from Everest, Peking-Paris 1997... gloriously empty dirt trails took us to Friendship Bridge and the border-crossing into Nepal for the long hill-climb to Katmandu

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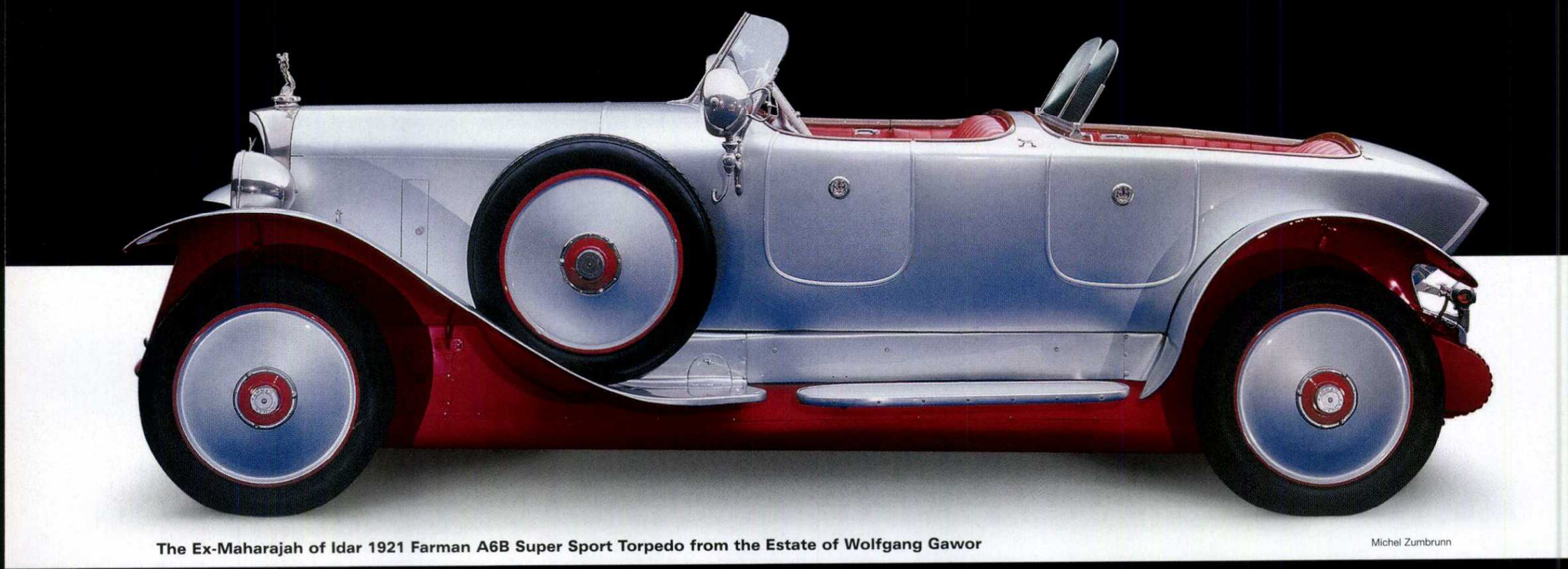
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MONACO: GRAND PRIX HISTORIQUE

DAYTON LEADS AMERICAN INVASION OF MONTE CARLO





John Ure in ERA R9B won race for Pre-47 GP and Voiturette machines. Left: Richard Pilkington and Talbot-Lago were third in sportscar event

all: James Mann

NO AMERICAN HAS WON THE MONACO Grand Prix, but American drivers dominated its Historique counterpart on May 15-16, scoring three wins from six races and setting the fastest lap of the meeting.

Duncan Dayton was the star of the show with back-to-back victories. He scored the first of these aboard his Lotus 16. He was pipped for pole in the race for pre-1961 front-engined GP cars by the sister machine of Joaquin Folch, and they passed and repassed each other in the early stages. But once in the lead for a second time, Dayton controlled proceedings.

His second victory was rather more fortuitous. Flavien Marçais appeared to have matters wrapped up in the encounter for pre-1966 GP cars thanks to a display of effortless speed in Robs Lamplough's four-cylinder Lotus 21. But the Frenchman made a "novice's mistake" and spun at the chicane in the closing laps, and Dayton, in his V8 Climax-engined Brabham BT11, swept past for win number two.

Marçais had been tipped for three victories, and he'd began well with a comfortable win in the pre-1953 drum-braked sportscar race aboard a Jaguar C-type. Monaco, however, is always liable to bite back...

After his Lotus disappointment – he recovered to finish second – Marçais suffered a bigger mishap in the meeting's fastest race, the event for pre-1977 GP cars. He'd been brilliant in qualifying in Phil Walker's Brabham BT26 to keep the pressure on the far more modern cars of Martin Stretton (Tyrrell P34) and Frank Sytner, having a first run in his Penske PC3.

Marçais got between the Brits on the opening lap, only to spin it away on the next, spearing backwards into the barriers on the entry to Casino Square. He admitted later that he had been pushing too hard, too soon on tyres that were too cold. His demise left the race wide open for Stretton, who won by a big margin from Sytner. He didn't set the fastest lap, however. That went to American Danny Baker in a Shadow DN5, who had started well back because of problems in practice, and who might have been a threat to Sytner's second place had he not spun earlier in the race.

America's other Monaco winner was Joe Colasacco, who secured the front-engined Formula Junior spoils in a Stanguellini. Race favourite Robin Longden had grabbed an early lead, but spun his Lola in Casino Square on the first lap. He resumed and set fastest lap, but was black-flagged because his tail section was dragging on the track.

The numerically superior British contingent did score a second win, however. John Ure's ERA R9B was kept honest in the pre-1947 GP and Voiturette race by the Maserati 6CM of Monaco resident Irvine Laidlaw until the latter was baulked by side-by-side backmarkers going up the hill. Thereafter, Ure was unchallenged, while Irvine spun trying to regain lost ground and fell to third behind the 6CM of Stefan Schollwoeck.



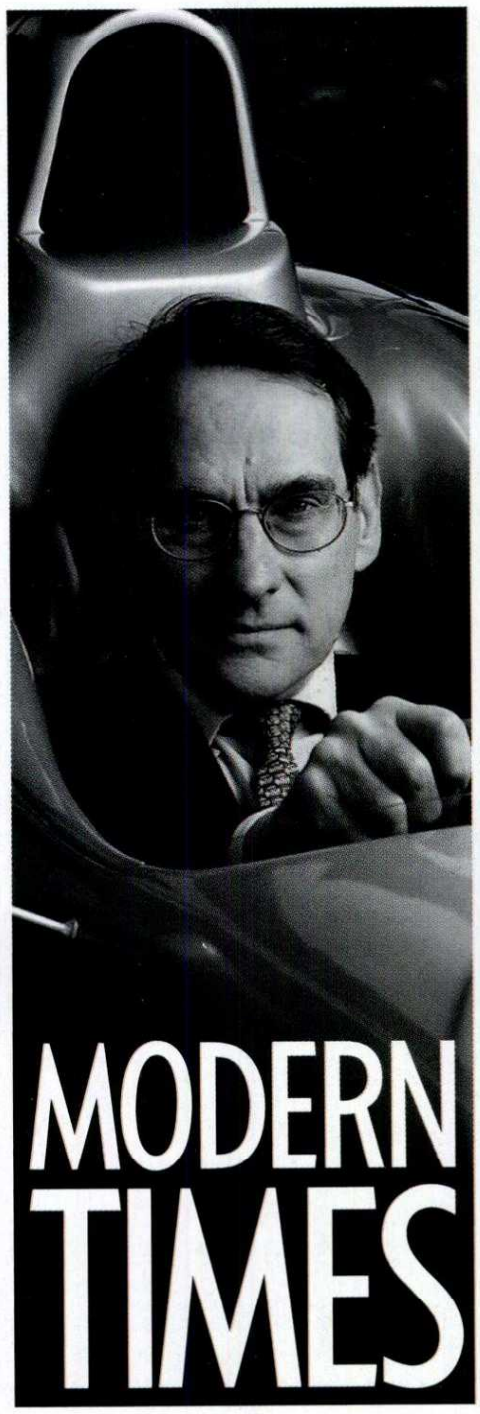
Duncan Dayton took pre-1966 GP race honours in his Brabham-Climax V8



Marçais, Dayton (centre) and Baker



Colasacco was front-engined FJ ace



MODERN TIMES



Go for it! At the 'Ring young Takuma Sato had no qualms about tackling Barrichello

World Racing Images

I DOUBT IF MANY OF MOTOR SPORT'S discerning readership are aware of a populist quiz show on British TV called *Who Wants to Be a Millionaire?* Contestants have to select one of four possible answers to a general knowledge question, and if they answer 15 correctly they win £1 million. I was recently ambushed into watching this morsel of popular culture, and one of the questions was: Bernie Ecclestone is connected with which sport? Is it (a) Tennis, (b) Athletics, (c) Formula One or (d) Cricket?

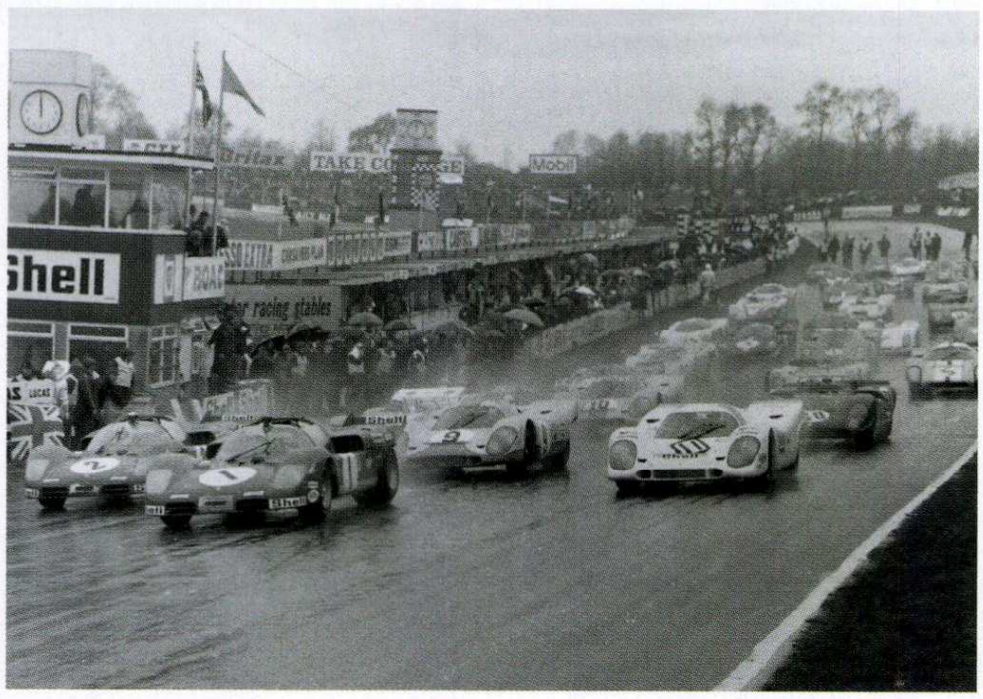
The question spoke volumes for the broadcaster's, and the public's, view of things. Tennis, athletics and cricket are proper names for proper sports. Option (c) should of course have been Motor Racing. But Ecclestone has hijacked it so completely that the man on the living room sofa thinks motorsport means F1, and there is nothing else. He may be vaguely aware of other levels of racing, just as there is Division Three football or village cricket. But they are obviously too trivial to matter.

You and I know better. We understand the hierarchy that is meant to develop future F1 talent, and the other classes of racing that give serious amateurs and potential stars some great sport. But in Europe at least, all the real money goes to prime F1's fortnightly pump. There is Le Mans, of course, which happily still attracts the high-spirited support of tens of thousands of British enthusiasts: but it is no longer part of a noble championship series of great classics like the Targa Florio or the TT. The 1000km races at real road circuits such as the full Nürburgring and the old Spa, and even the BOAC 500 at Brands Hatch, are all gone. I accept that the Masta Kink, Schwalbenschwanz and the dusty Madonie country lanes are, sadly, inappropriate for modern-day racing. My regret is that there isn't a season-long equivalent, on modern tracks, of those memorable long-distance battles between the Ferrari 512 and the Porsche 917, or D-types and DBR1s and Testa Rossas.

I have always regarded F1 as part of a bigger motor racing fabric: the most prestigious part, and in its best years probably the most exciting part. But it is the peak, not the whole mountain. After four decades of writing and talking about motorsport there are wondrous grands prix that will live in my memory for ever. But I have also watched unforgettably heroic battles at Le Mans, Formula Three slipstreamers at Reims, the roistering NASCAR circus, Indy 500s fraught with drama, and great races at Brno and Vallelunga and Mount Fuji and Road America and Snetterton and Anderstorp and Jarama and



Above: Briatore (right), with Trulli and Renault's Faure, is an old-style F1 boss.
Below: Real racing – 512s and 917s in the rain at the 1970 Brands BOAC 1000Km



both: LAT

Cadwell Park. When F1's fortnightly rigmarole is unpredictable and close-fought, it can give the general public all the fine motorsport they need. But when it's going through a dull patch they assume that all motor racing is dull, because they don't realise there's anything else.

Well, F1 had an excellent day at Monaco, with a maiden GP winner in Jarno Trulli and some intriguing battles. It had a less good day the next weekend at the Nürburgring, with Ferraris 1-2 again, both McLarens blowing up in front of Daimler-Chrysler's corporate guests, and one Williams driving into the other at the first corner.

The best thing about the 'Ring was Takuma Sato, who outqualified team-mate Jenson Button to become the first Japanese driver to start a GP from the front row. Then he challenged Rubens Barrichello for second place in a brave move that was probably never going to come off, but showed that Takuma is a big-hearted charger. I asked BAR boss David Richards if Takuma had earned a telling-off: "Certainly not! We employ drivers to go racing, and Taku is a racer."

After Monaco came the elevation at Williams of Sam Michael to the role of technical director. Williams has always been driven from the front by Sir Frank and Patrick Head, and despite Frank's dreadful accident nearly 20 years ago, the two of them have always run the team their way. But now Patrick, at the age of 57, has handed the reins at races to Sam, who is the personification of the modern F1 heavy-hitter: cool, calm, single-minded, a clever strategic thinker, a leader of men and a brilliant engineer. He came from Australia to join Lotus as a young mechanic and, after a stint at Jordan, moved to Williams in 2001. The difference, of course, is that Frank and Patrick own Williams between them, 70/30: Sam is merely an extremely well-paid employee.

Down the years many of the great F1 teams have been primarily the achievement of one man. And usually an imperfect man, for the brains, ambition and drive needed to win have often been allied to arrogance, selfishness and ruthlessness. Of these autocrats, Enzo Ferrari leaps to mind: the team that he ruled with a rod of personal iron for so long is now almost a democracy, with Jean Todt, Ross Brawn, Paolo Martinelli and Rory Byrne reporting to the Ferrari board.

Mercedes-Benz in the 1950s had its mountainous team boss Alfred Neubauer who, although a hired hand of Stuttgart, ran the team in an autocratic, disciplined and very effective way. Tony Vandervell paid for the Vanwall team out of his own pocket, and brooked no argument. He knew what he wanted – "to beat those bloody red cars" – and he did it.

Colin Chapman was the archetypal old-school F1 boss, a brilliant and inventive engineer who built a top team from backstreet beginnings. His restless ambition effectively destroyed his health and his business, and after his premature death Team Lotus could not struggle on without him for long. Ken Tyrrell, so different from Colin and yet with the same single-minded determination, improbably created a title-winning team from a Home Counties timber yard.

Today it's different. There are the teams that are part of major manufacturers, such as Toyota and Jaguar. Both have had management reshuffles, rather too many in the case of Jaguar, and both demonstrate how hard it is to find success in F1 if you are part of a big organisation. There are the teams that remain tightly knit, but have a close relationship with a major partner, like Williams with BMW, McLaren with Mercedes, BAR with Honda. And there are the independents like Paul Stoddart's Minardi and Peter Sauber's eponymous team, which inevitably find life tough.

It's Flavio Briatore and Eddie Jordan who behave most like old-fashioned team bosses. Briatore is a Renault employee these days, but they pretty much let him be his own master, and he gets results – partly because he has an unromanticised view of racing, which never interested him before the Benetton family got him involved. Jordan had the chance to sell out to Honda a few years back for a huge pile of money, but eventually backed away from the deal, allegedly for a splendidly egotistical reason: because his name would no longer be on the cars. As it is, Jordan more than any other team runs the old way, exuding the larger-than-life character of the proprietor in all it does. That may be precisely why times for Eddie's team have never been so tough.

When great drivers pass their peak and retire, the junior formulae feed in new talent to replace them. With team bosses, they can delegate to new talent while retaining overall control, as is happening at Williams. Or they can allow a takeover by an industry partner, as happened with Benetton, and may soon happen with McLaren. Or they can sell, so that the old team effectively becomes a Trojan horse for a new one, as Tyrrell did for BAR.

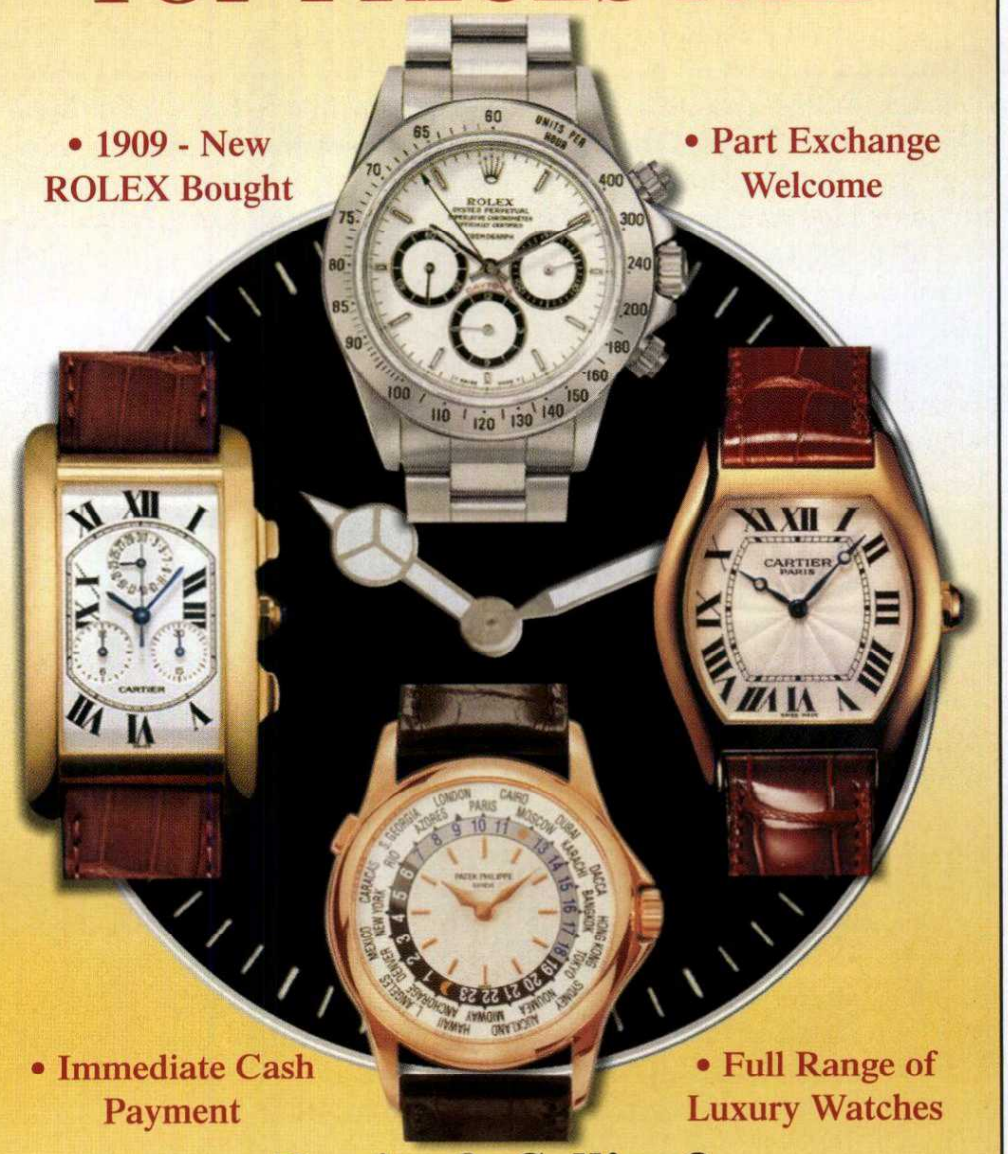
But none of these brings totally new blood into F1. Now there are only 10 teams on the grid, at least two of which are hanging on by their wheel nuts. That's why FIA President Max Mosley wants to open the door to new outfits and let them make use of existing engines and equipment. One of the current F3000 protagonists, like Arden and Super Nova, could be a McLaren of the future.

'When F1 is dull the public assumes all motor racing is dull, because they don't know there's anything else'

And that's exactly what the unsung lower rungs of the racing ladder should be doing: feeding the future, not just with drivers, but with every sort of engineering and management talent. The average age of team bosses down the pitlane 15 years ago was almost 15 years less than it is now, because many of the faces are the same. It's a sobering thought. If F1 really were the only motor racing that mattered, it would eventually starve itself of talent, grow old and die. Thank goodness it's not. M

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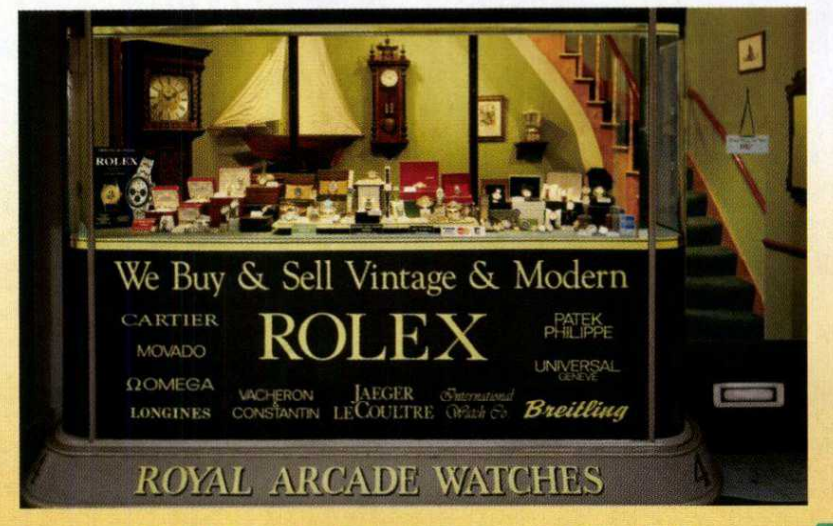
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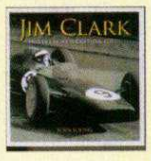
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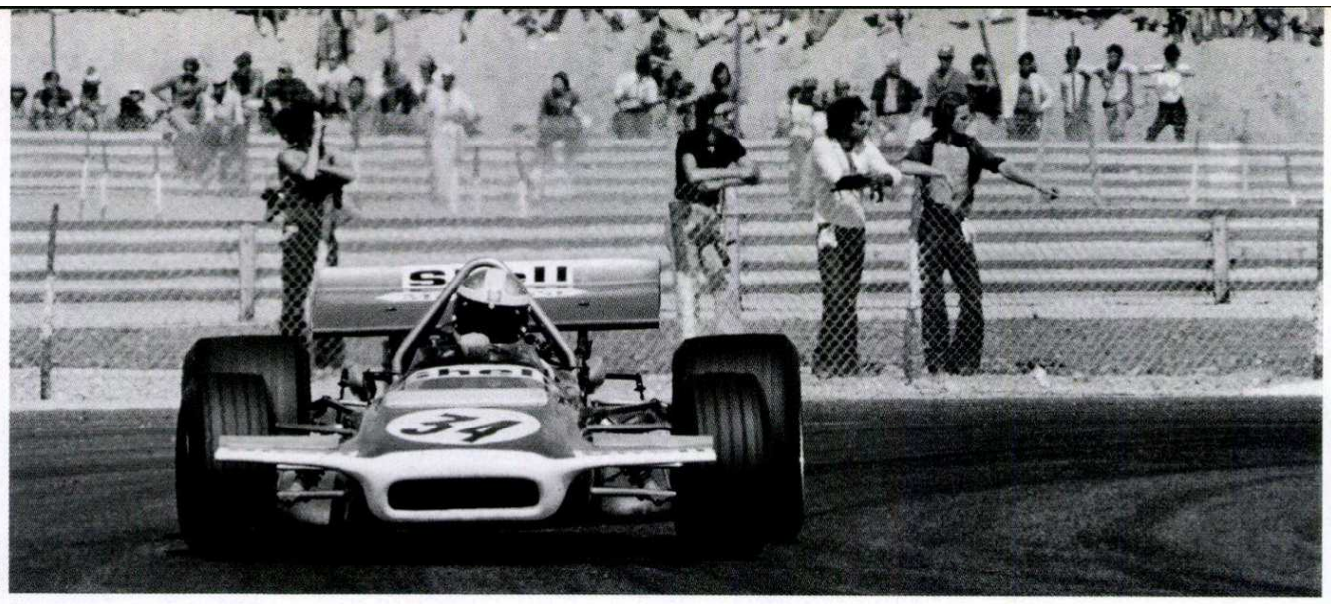
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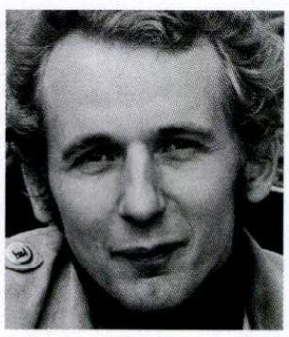
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all: LAT

MY ONLY GRAND PRIX

1971 FRENCH *at* PAUL RICARD *by* FRANCOIS MAZET



You drove Jo Siffert's March 701 in the French GP. How did you know him?
I knew him for quite a few years before I started motor racing. I was friends with guys like Jo, Jim Clark and Jo Schlesser through Jabby Crombac; he was in charge of the Sport Auto Club in Paris – and I was always there! They encouraged me, saying you can go racing easily, just do the Volant Shell series.

How did your career progress?
I won the Volant Shell title in 1967 – the year after François Cevert had – beating Jean-Claude Andruet. I had a Formula Three Tecno from Shell for 1968; I finished fourth in the French championship, and first the year after. In '70, I drove a Formula Two Brabham with Tim Schenken. In '71, I did 2-litre prototypes with Gérard Larrousse in a Chevron, and F2 with a Chevron that belonged to Siffert.

What was your connection with Paul Ricard?
I was the first one to get involved in the circuit design, along with Jean-Pierre Beltoise and Johnny Rives. After the last F3 race in 1969 I was contacted by Monsieur Paul Ricard. He said, "I want to build a circuit." I came over, and it was a jungle! I went there every week that winter.

What was the March 701 like?
It wasn't a great car. It was very heavy. I remember I had some engine problems – most of the time I had seven cylinders instead of eight. The man who tried to help me get the engine working was Guy Ligier. We were good friends, and he was involved in prototypes at that time. The only sponsor we had on the car was Shell.

Was it a good feeling sitting on the grid for your home race?
It was very emotional. But you have to remember that at the time most of the cars were works cars with regular drivers with lots of experience. I was very slow because it was not a good car, and on your first time in F1 you don't want to hold up the drivers who are fighting for the world championship. There was a big battle between Ferrari and Jackie Stewart.

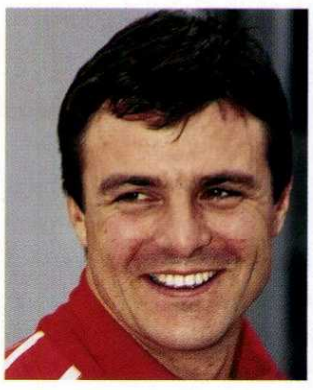
But at least you made it to the flag...
For sure it was better to finish than to retire. I don't have bad memories of motor racing. Even when it was really difficult, it was a very exciting time.

Why did you never do another GP?
I was supposed to do Nürburgring with the same car, but I didn't. Jo wanted to lend me another car, but the organisers didn't accept the change. After Jo's death at Brands Hatch it was more difficult to find another seat. I had my business going on, and I said, "Okay, I stop now. I'll start again next year."

Did your background help you when you worked for Essex and Lotus in the 1980s?
Of course my experience helped me. I was doing everything, because [Essex boss] David Thieme didn't know anything about motor racing.

What are you doing now?
I'm involved in the Automobile Club de Monaco, and I'm in banking. And I have a villa in Menton, where I'm trying to make one of the nicest gardens on the Riviera, with lemon trees, exotic flowers and spice plants. It's going well, but it's taken 30 years!

My hero BY MARK BLUNDELL



"When I was a kid, Ronnie Peterson caught my attention. I wasn't really into motorsport, but the colours of his JPS Lotus and his style stuck in my mind. He was a real racer.

"When I got into the sport, I started in motocross, then switched to Formula Ford in 1984. My inspiration then was Ayrton Senna and I set my aspirations to race against him one day. I achieved that and then shared a podium with him at the South African Grand Prix in 1993, which was very special for me. I had another podium that year at Hockenheim, but I was ahead of him that day. You can have complete respect for a rival, but that doesn't mean you don't want to kick their arse on the track."

THIS MONTH IN



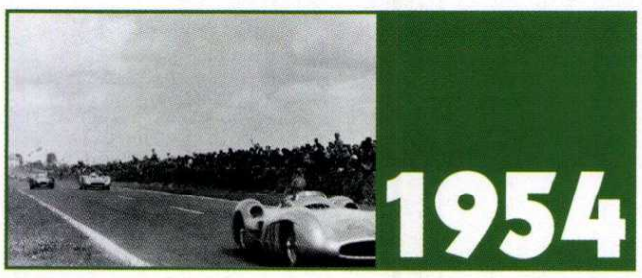
Michael Schumacher stretches his title lead with a win at the French GP, then gets disqualified from the British. Williams newcomer Damon Hill wins at Silverstone (above), thus achieving something his father Graham never did: a British GP victory



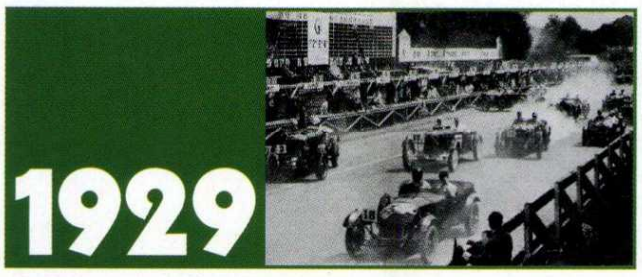
Nelson Piquet triumphs at Montreal and Detroit for Brabham, but Keke Rosberg is the man of the moment in searing Dallas (above), winning for Williams as the track breaks up. Stig Blomqvist and Audi claim the spoils on the Rally of New Zealand



Niki Lauda leads every lap of the Dutch GP for Ferrari (above), but has to settle for second behind the dominant Lotus of Ronnie Peterson in the French GP at Dijon. Matra claims its fifth straight sportscar victory, this time at the Osterreichring



Mercedes makes its world championship return and stars at Reims, with Fangio and Kling (above) finishing first and second in their streamliners. Ken Wharton and Peter Whitehead share the winning Jaguar in the supporting 12-hour sportscar race



Alfa Romeo fills the first three places in the Belgian GP, a 24-hour event at Spa hit by dreadful night-time conditions; Benoist and Marinoni share the winning car. Second at Spa, Ivanowski (above) bounces back to win the Irish GP at Phoenix Park

NIGEL ROEBUCK



LEGENDS



Schell shock: a last-minute reshuffling of the starting grid saw 'Arry's Cooper (19) moved on to the front row

1959 AMERICAN GP

WHEN THE WORLD CHAMPIONSHIP calendar for 1959 was published, I remember being amazed by the inclusion of a race at Sebring. Going on 13, I was an obsessive F1 fan, and also besotted by Indianapolis roadsters; but this blending of European and American racing cultures seemed odd. Would they appreciate Len Hutton at Yankee Stadium?

Apart from the novelty value of the race, there was also a great deal at stake, for it was the concluding round, and three drivers – Jack Brabham, Stirling Moss, Tony Brooks – were in contention for the title. Brabham had not been to Sebring before, but both Moss and Brooks had taken part in its 12-hour sportscar race.

Moss was unquestionably the best driver on earth, and the favourite to win the title. In Rob Walker's Cooper, he'd won the two most recent races, in Portugal and Italy. Brabham was also driving a Cooper, a factory car and more 'standard' than the Walker entry. Moss, like Mark Donohue, always a man to look for 'the unfair advantage', had on his car coil-spring rear suspension rather than the well-tried transverse leaf-spring type. He also had a different 'box, built by Colotti; it was lighter and quicker-changing, but of doubtful reliability.

Brabham's team-mates were F1 rookie Bruce McLaren and Masten Gregory, but unfortunately Gregory was unable to take part in his country's first GP, having recently broken his arm in the TT at Goodwood. Also absent from the inaugural race was Dan Gurney, whose rookie F1 season with Ferrari had caused a sensation. "I was sad to miss the race," Gurney recalled, "but, for one thing, I had already made the commitment to leave Ferrari for BRM in 1960, and the Old Man [Enzo Ferrari] wasn't too thrilled. And for another, I had injured my ankle in a go-kart race in Nassau."

For Brooks, the Ferrari team leader, this was unfortunate, but still he had support from Wolfgang von Trips, Cliff Allison – and Phil Hill, who would become America's first world champion two years later. On the twisty Sebring track, the front-engined Ferraris were not expected to be a match for the nimble Coopers, and so it proved, but still Brooks did well enough, qualifying third. Remarkably, the championship contenders lined up 1-2-3, with Moss, who lapped the 5.2-mile track in three minutes flat, an amazing 3sec faster than Brabham.

Given the then-points standings – Brabham 31, Moss 25.5, Brooks 23 – the odds lay with Jack to become Australia's first world champion, while Tony, with his obsolete car, obviously had the most to do. His highest card was Ferrari's unequalled reliability.

both: LAT

If Moss, Brabham and Brooks were at one end of the grid, at the other was one of the oddest cars ever to appear in a GP. Rodger Ward, winner of that year's Indianapolis 500 in the Leader Card Special – chassis by A J Watson, engine by Offenhauser – had been desperately keen to take part in the first US Grand Prix and tried to find a ride in a regular F1 car. When none was forthcoming, he decided to enter anyway – in a midget, no less!

"Earlier that year," Ward said, "I'd driven a midget in a European-style Formule Libre race at Lime Rock, Connecticut. I was the defending Indianapolis champion, the promoters wanted me there and I guess they figured, 'Well, we'll get him to Lime Rock, a road course, and we'll show him how to drive'.

"Turned out that it was a *superior* midget, really a great little car, and we won the race, kind of going away.

"For Sebring, I had a different car. We did some work on it – had to put a clutch in it, first of all, and we put in a two-speed rear end (diff) and a two-speed transmission (gearbox). Being a GP, we also had to run on gasoline, not great for an Offy engine.

"Was I surprised by how the F1 cars went? Not really. But back then they were not *that* sophisticated – at one point I was running eighth. It was a lot of fun. That was where I first met Jack Brabham and John Cooper, who became great friends of mine."

Their meeting was ultimately to have profound repercussions for the Indy 500, as the late John Cooper recalled: "God knows how Rodger got that midget through scrutineering for a grand prix, but there was much less red tape in those days, and nobody objected. Everyone was pleased to have him in the race.

"Rodger was a brilliant driver on ovals, but he hadn't done a lot of road racing and didn't know what it was about. However, he was big enough to admit it. He told us, too, that we had to take our car to Indy. To that point, frankly, I'd never even thought about it. As far as I was concerned, it was a different world – and we had our hands full trying to win GPs."

In 1961, though, Cooper did build an 'Indy' version of his F1 car, and took it to the Speedway. Although way down on power to the roadsters, it ran rings round them through the turns, and Brabham finished a decent ninth.

"I drove the car during practice," said Ward, "and said to John, 'That is the future – but you gotta find some horsepower…'" Cooper never did go back to the Speedway, but Colin Chapman was paying close attention. In 1963, Lotus had cars for Gurney and Jim Clark, and soon the roadster era was in its death throes.

As well as Ward and Hill, there were three other Americans in the Sebring race: George Constantine in a Cooper-Climax, Bob Said in an old Connaught and Harry Blanchard in a Porsche RSK sportscar. Only Blanchard, seventh and last, was to make the finish.

'I believe that life is a gift from God, and I felt I had a responsibility to take reasonable care of it'

All the focus was inevitably on the championship aspirants – and there was a last-minute problem for Brooks, who was notified that he would not, after all, be starting from the front row. Harry Schell, noted for his keen sense of mischief, had actually qualified his Cooper 10th but somehow persuaded officials that they had missed his best time, some 5sec faster. When they looked into it there was no doubt that Schell had set this time, and his car was duly promoted to third on the grid. What the officials didn't know, though, was that Schell had set the time by the expedient of taking a short cut on a remote part of the circuit!

In absolute terms, it made no difference to Schell, who was left behind as soon as the race got under way, but it was to have serious consequences for Brooks, who now started from the inside of row two, with team-mate von Trips directly behind him. On the opening lap von Trips ran into him, and at once he came in to have his car's suspension checked over.

"My natural inclination," Tony said, "was to press on. Believe me, that would have been the easiest thing to do, but I made myself come in.

"My philosophy changed after an accident at Silverstone in 1956, when my BRM's throttle jammed open. The car somersaulted and exploded, and I was lucky to be thrown out. Then, at Le Mans the following year, my Aston Martin was having gearchange problems. The lever was stuck in fourth, and I was desperately trying to wrench it out – and looking at it! When I looked up, I'd missed my braking point for Tertre Rouge. The car drifted wide, went up the sandbank – and flipped.

"I was trapped underneath, with the tail of the car on the track. I could do nothing except wait for it either to catch fire or to be hit by the next car round. Fortunately, Umberto Maglioli hit the Aston and knocked it off me! A piece of amazingly good luck. I had no fractures, but very severe abrasions, including a hole in my thigh I could literally have put my fist into. But I was very fortunate.

"Anyway, after that I made a firm decision never to try to compensate for a car's mechanical deficiencies. If something wasn't working properly, too bad. I felt it was morally wrong to take unnecessary risks with one's life, because I believe that life is a gift from God, and I felt I had a responsibility to take reasonable care of it."

While Brooks rejoined in ninth, Moss was charging along in first, pulling away from Brabham at 2sec per lap. "I don't blame Tony for stopping to have his car looked at," said Stirling, "but I wouldn't have done it, I must say. I think I'm the one who's wrong, I'm the odd man out. If a wheel didn't come off, or something, I'd drive it, I'd compensate. To me, you see, that was part of the challenge of being a racing driver."

His challenge for the 1959 world championship, though, evaporated on lap six. 'Took the lead at the start,' reads his diary entry, 'and pulled out to 10 seconds. Then the bloody gearbox broke.' Ah, that wretched Colotti 'box; without it, Moss would have waltzed to the title that year.

Now that he was gone, and Brooks was playing catch-up, Brabham, tailed by McLaren, looked to be cruising to the title. There were fleeting challenges from Allison's Ferrari and, later in the race, from Moss's team-mate Maurice Trintignant, but the Cooper team looked set fair until the very last lap, when Brabham stuttered to a halt, out of fuel.

As a bemused McLaren, closely followed by Trintignant, took the flag for his first victory, Brabham climbed from his car and began to push it – slightly uphill – to the finishing line, where he collected three points for finishing fourth, the world champion of 1959. Brooks, after a fine comeback drive, finished third.

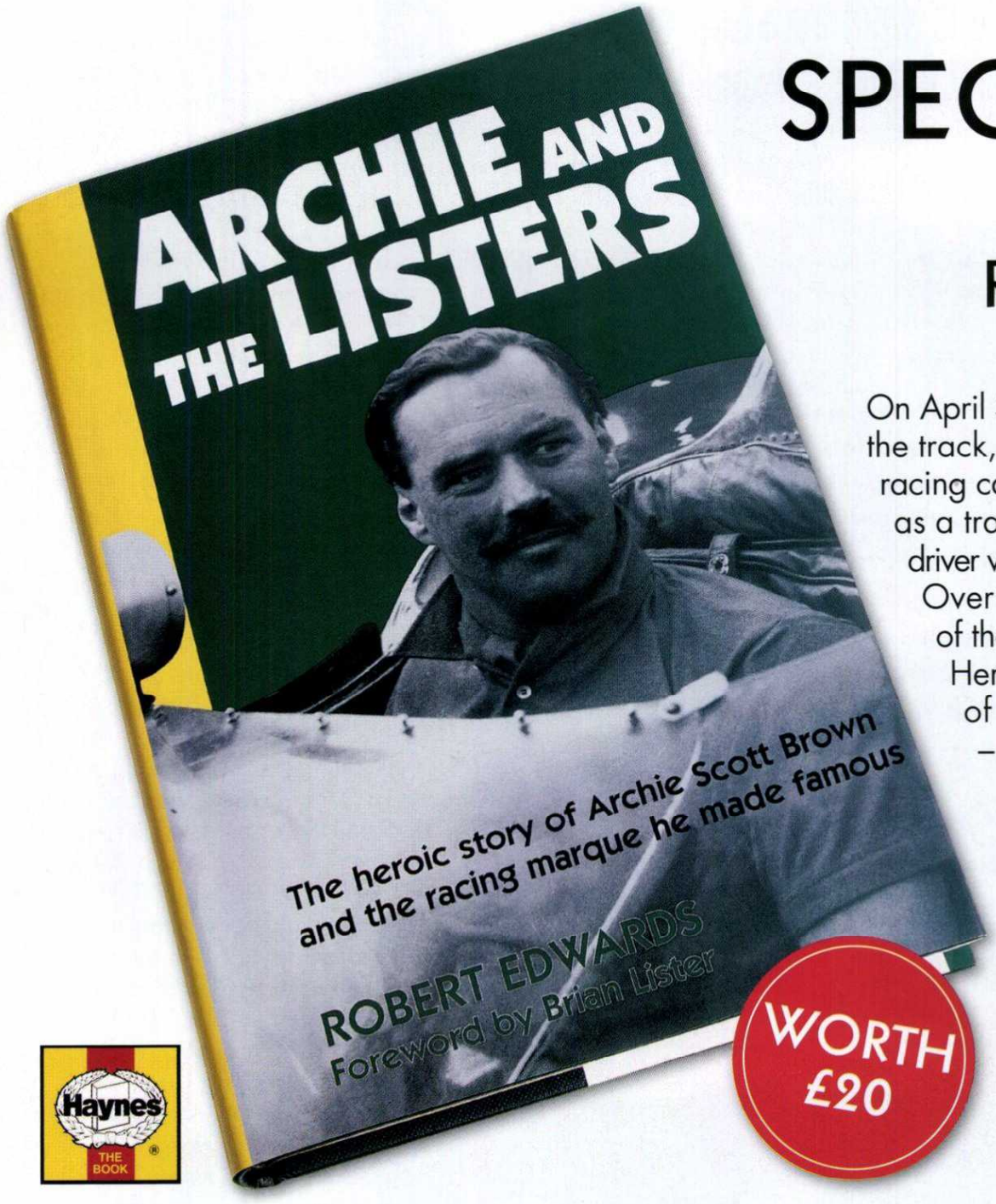
And Ward? "Eventually the clutch let go. But I enjoyed myself. It really gave me a taste, and I'd have loved the chance to go F1 racing properly, believe me. I'll always be proud I was part of the first US Grand Prix." M



Ward three-wheels his mighty Midget. His efforts ended with a blown clutch

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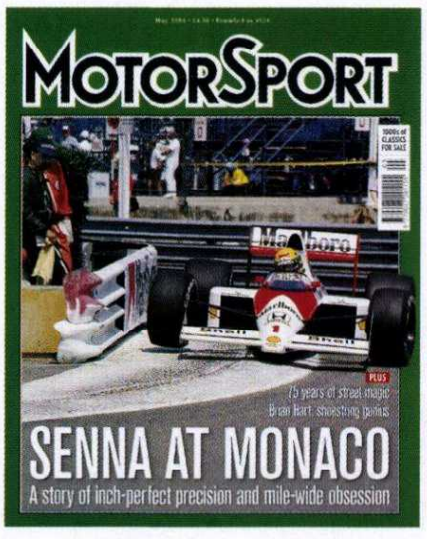
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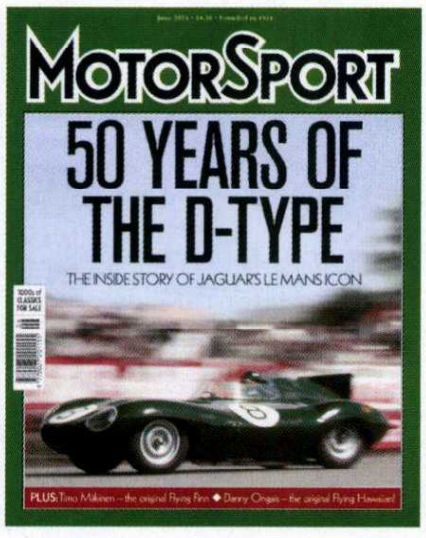
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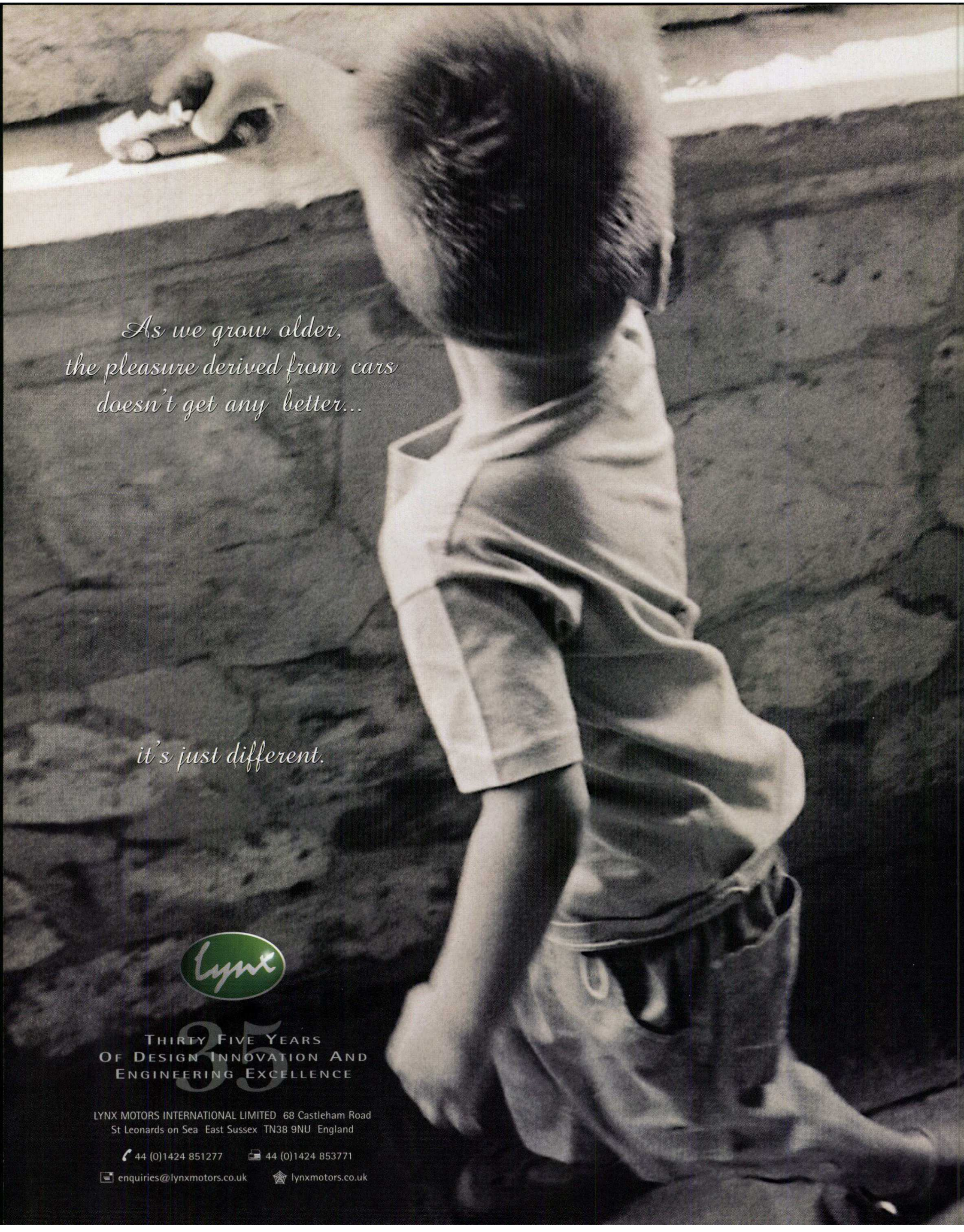
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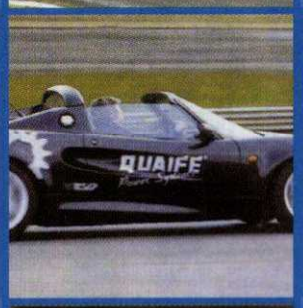
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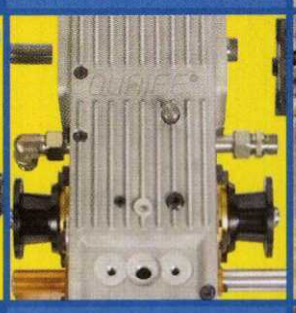
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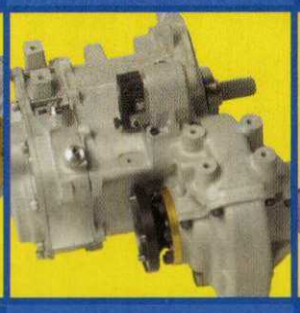
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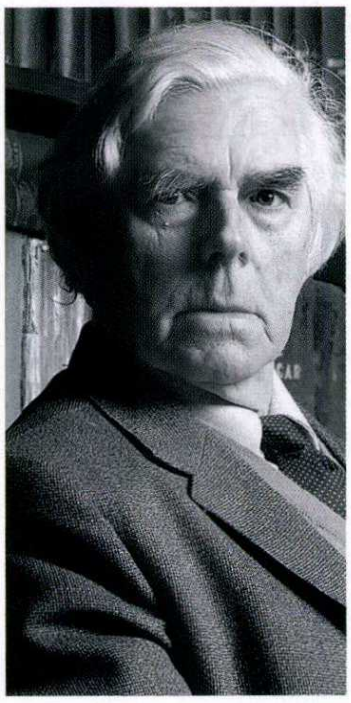


The Ultimate Winning Combination

FOREWORD

BY BILL BODDY MBE

FOUNDER EDITOR



Charles Best

IT BEGAN AS *THE BROOKLANDS GAZETTE* WHEN RADCLIFFE'S DECIDED THAT THE PREVAILING interest in racing at Brooklands justified a monthly magazine with that title. Less than two years later, the title was changed sensibly to the all-embracing MOTOR SPORT. At the time, although the three weekly motor journals (four, if *The Auto* is included) reported on sporting events, there was scope for a high-class monthly.

MOTOR SPORT had a number of different publishers and editors, the latter including Oscar E Seyd, H Scott Hall, Richard Twelvetrees, L A Hutchings – with Rodney Walkerley as his deputy, later to become *The Motor's* Sports Editor – Herbert H S Keogh and W S Braidwood, BA, who raced a GN and ran a garage while studying at Oxford to become a successful doctor.

T G Moore, Bentley-owner and Monte Carlo competitor, took it over in 1929. When he left England for New Zealand in '36 it was acquired by Mr Wesley J Tee. He had printing and production facilities but no-one to edit his new possession. I had had a few letters and an article (about Brooklands, of course) published in MOTOR SPORT and *The Autocar*, etc, from age 14, so he took a chance and let me in. That would be in 1936 and, with bursting enthusiasm, I developed the magazine in the way I thought it ought to go, with race reports, news of the clubs, readers' letters, road tests of any cars offered to us, also some assistance from several continental contributors, and the rest of it. Having little advertising to begin with, we could afford to be outspoken, both about cars and political interference with driving pleasures. This remained an aspect of MOTOR SPORT from then on.

The Vintage Sports Car Club and the Veteran Car Club were fostering interest in the older cars and we published 20 'Veteran Types' pieces up to 1939. We were soon influential enough for me to request articles from the well-known giants, such as Laurence Pomeroy Jnr, whose 'Racing Car Evolution' resulted in his epic two-volume 'Grand Prix' books, and Cecil Clutton and Anthony Heal, respected VSCC members, who wrote for us, the latter, with John Wyer, about the history of the Sunbeam racing cars.

As readership rose, more and more advertisers came along, and our circulation grew to highly respectable figures, unlike my very slender payment cheques. (Post-war Mr Tee told me we outsold the two leading weeklies combined.) But I balanced that against the pleasure of the job – the latest cars to test (at Brooklands, of course), full of fuel and insured by their makers for all eventualities (the only one I wrote-off was a yellow Ford Mexico). There is no better occupation than that of motoring writer (not journalist, please) unless it be that of affording to motor race, which I could not.

Apart from the world slump years when, from costing one shilling, the front cover of MOTOR SPORT was filled only by an enormous '6d', a price reduction to try to hold circulation, all went well, as it has to the time of this anniversary.

When I saw No2 of *The Brooklands Gazette* on Smith's bookstall at Baker Street Station, and immediately begged a bob from my mother to buy it, and got her to order Nos1 and 3 and subsequent issues, I had no idea that one day I would be the editor of its successor, which I ran (for a wage of £2 a week) throughout WWII. It was only in 1945 that Mr Tee made me Editor, and in 1991 bestowed on me the title of Founder Editor.



LAT

WB in a 1903 Daimler on the '81 London-Brighton

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DRIVER: TAZIO NUVOLARI

Review of 1931 season

THE EARLIER RACES WITNESSED A succession of duels between the new Bugattis and Alfa Romeos, both of 2300cc, in which the Bugattis proved slightly the faster and the Alfa Romeos perhaps a little more reliable.

The conflict between the marques has been rendered all the more exciting by the fact that Achille Varzi, late of Alfa Romeo, has been a member of the Bugatti team, while his former Alfa team-mate Tazio Nuvolari has remained faithful to the Milanese firm. These two drivers can undoubtedly both lay claim to being the greatest 'ace' at the moment of Italy if not the world, and although they are the best of friends, the keenest rivalry exists between them. They form an interesting contrast, for Varzi is as cool as a cucumber at the wheel and combines soundness with real brilliance, while Nuvolari seems always to be overcome with nervous excitement and is surprisingly regular nevertheless. At all events, though one hears varying opinions, it is hard to choose between them for the better driver.
December 1931

Mussolini: racing enthusiast

IL DUCE HAS ALWAYS BEEN INTERESTED in motor racing and has owned personally the finest sportscars produced in Italy. Now this interest has been given public notice by his reception of the famous Italian drivers, Tazio Nuvolari and Baconin Borzacchini. *Signor* Mussolini congratulated both of them on their successes, and in particular made special reference to Nuvolari's wonderful series of wins this season.
October 1932



L'Equipe/Offside

Nuvolari and the Alfa squad celebrate his win in the 1932 French GP at Reims

1932 Italian Grand Prix

IN FOLLOWING UP HIS SUCCESSES AT Monaco and in the Targa Florio, Nuvolari has firmly established himself as the finest driver in the world this season. Tough and wiry, and never showing the slightest sign of fatigue, he possesses to the full that valuable quality of being able to combine daring and dash with cool skill.

The new Alfa has proved itself a complete success on its first public performance, and is another feather in the already full cap of *Signor* Jano.
November 1932

1932 Marseilles GP, Miramas

WHEN NUVOLARI MADE HIS FIRST STOP he was under the impression that he had thrown off his nearest rivals, and that he had the race well in hand. In fact, however, he was only 1min 20sec ahead of Sommer, and as the Italian driver made no effort to hurry, changing plugs and tyres, refuelling, having a drink and generally taking his ease, his pitstop of 3min cost him the lead. Sommer made a quick stop and set off at the same time as Nuvolari, who thought he was at least a lap ahead of Sommer. Actually, he was a lap behind!

When the Alfa Romeo equipe realised the true state of affairs, they hung out the 'go faster' signs – but the confident Nuvolari made no effort to obey. Frantically, the pit staff urged him to increase his speed, at which point Nuvolari came in to find out what was the cause of the bother.

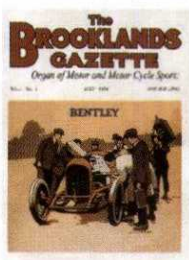
He was told. Nuvolari's expression changed from one of confident enquiry to one of intensified energy, and straightaway he set off in pursuit of the flying Sommer. His daring was a sight to behold. Holding his car in the series of lightning skids which is so characteristic of this master-driver's methods, he lapped at a terrifying pace and immediately set up a new lap record at 199.741kph. In an astonishingly short space of time he had cut Sommer's lead to pieces and was within striking distance of victory.

Then came the coup de grace. A tyre punctured, and the unfortunate Nuvolari ran into his pit. The wheel was changed in less time than it takes to tell, and once again he took up the chase. But the delay had widened the gap to an irrevocable degree, and in spite of the most valiant efforts on the part of Nuvolari, Sommer secured a well-deserved victory by the narrow margin of 46sec.
November 1932

Nuvolari – Stop Press!

ELSEWHERE WITHIN THIS ISSUE OUR Continental Correspondent reports that Nuvolari has been offered a large sum to race a new Fiat sports model. He now tells me that Nuvolari has joined the racing stable of Ferrari and that the world's finest racing driver will be seen at the wheel of a 2.6-litre *biposto* Alfa Romeo this season.
February 1933

1924

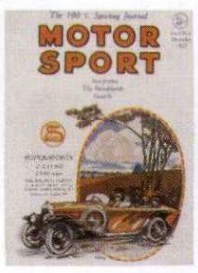


New monthly racing mag is founded, with the subtitle of the 'Organ of Motor Sport'; first Le Mans win for Bentley

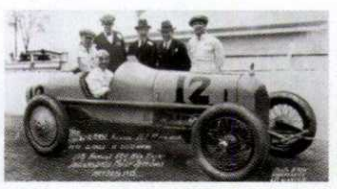


Henry Segrave wins the San Sebastian GP aboard a supercharged Sunbeam

1925

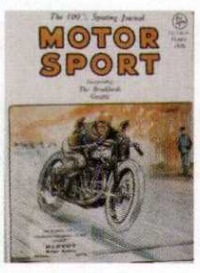


Initial 'world' championship taken by Alfa Romeo; a new track is opened at Montlhéry; Targa Florio is won by Bugatti



Pete de Paolo wins first-ever 100mph Indianapolis 500 at wheel of a Duesenberg

1926



Most GPs run to 1500cc rule; German GP is won by Rudi Caracciola; French GP is entered by just three Bugattis!

The BROOKLANDS GAZETTE

No. 1 JULY, 1924 VOL. 1

The only Organ devoted entirely to the Sport of Motor Car and Motor Cycle Racing and Competitions.

The first-ever masthead. Copies of this issue are now exceedingly rare – and extremely valuable
July 1924

RACING CAR: GP BUGATTI

An off-the-shelf racing car

EVER SINCE THE BUGATTI MADE ITS FIRST appearance in this country it has been the subject of warm admiration on the part of all sporting motorists, and even if some of the early models were inclined to be a bit fickle at times, the moods were readily excused by the extraordinary fascination these wonderful little machines never failed to evoke. I have been for trips in 'Bugs' during which the good Ettore has been anathematised in no unmeasured terms, but even a spell of work with intricate little bits of machinery has never dampened my personal affection for his sweet productions.

One has only to glance at the 1500cc grand prix Bugatti, however, to observe that it is a distinct advance on any of its forerunners, and the manufacturers have introduced a new era for the sporting motorist by placing a real production racing car in the hands of the public. That is to say, one can purchase one of these machines and drive it away, and as delivered it will be fit to win races without any need of 'hotting up'.

The actual car tested belongs to Capt J C Douglas, and was driven to victory by its owner in the *Evening News* 100, though it is used daily as a runabout by Mrs Douglas for shopping expeditions in the West End.

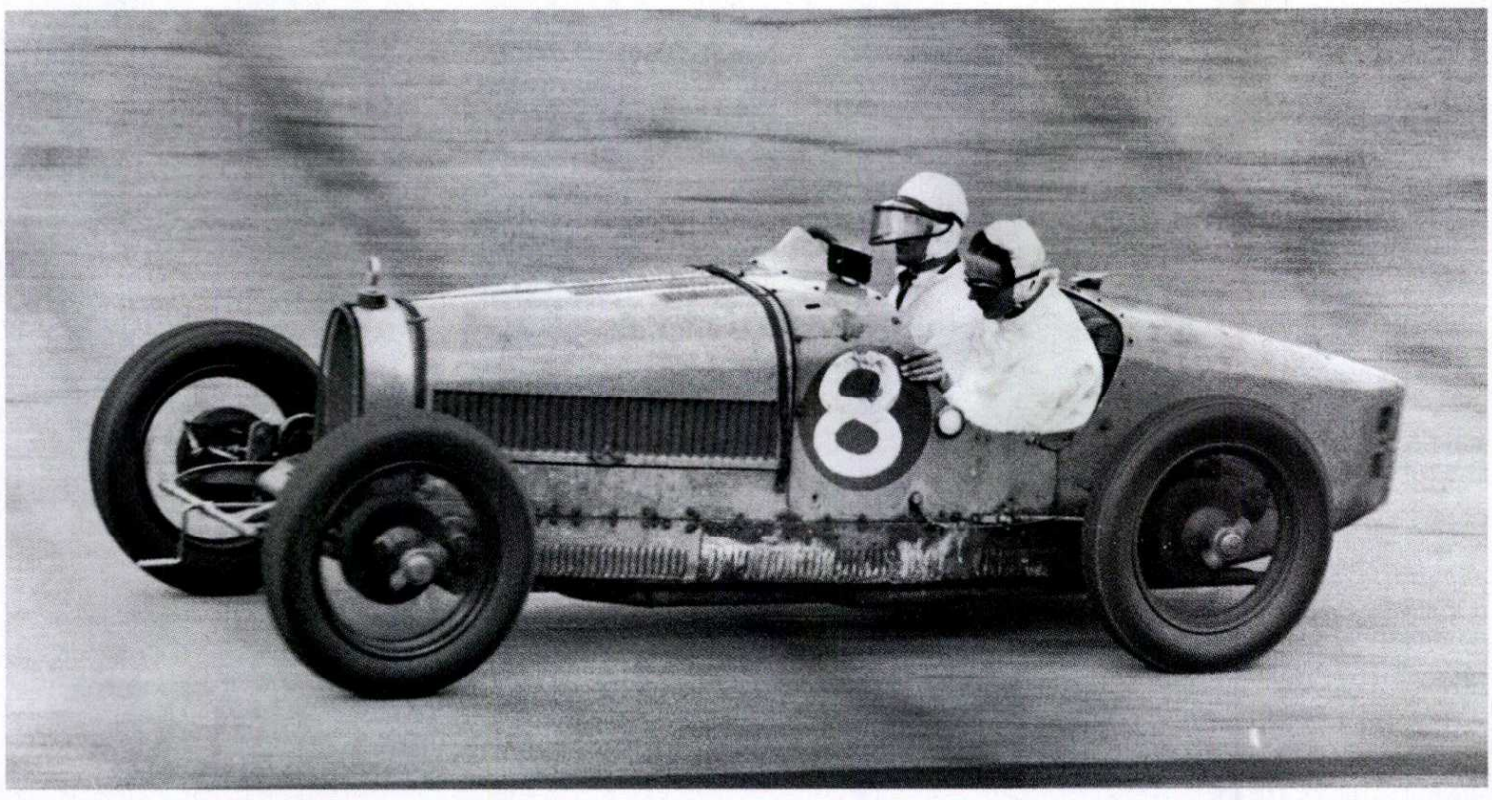
The stability of the grand prix Bugatti and its wonderful steadiness in cornering at speed is largely due to the very low centre of gravity. Though the seats are arranged extremely low, the riding is quite comfortable and plenty of legroom is provided on either side of the clutch and gearbox. The general appearance of the car is greatly enhanced by the narrow grand prix-pattern radiator.

I was fortunate in being able to see the best of this attractive little sports model in really expert hands, for Capt Douglas is certainly amongst the top-notchers of demonstrators. I had expected to be whirled along the main roads at lightning speed, having to keep my eyes well skinned in case a man in blue hove in sight. Instead of which the car was driven gently along at a comfortable touring pace, running with remarkable smoothness, though some very pretty work with the gears produced something quite out of the way as regards acceleration. The bodywork gives a good position, but, as might be expected, fails to provide the luxurious comfort to be found in some of the more elaborate sports tourers.

Leaving the traffic, I was treated to a turn of speed along a good wide-open road, and again by using all the gears with fine judgement Capt Douglas made the little bus hum along merrily at over 85mph, with plenty more movement left on the accelerator pedal. When going at over 70mph, he shouted to me to hold tight, and by applying the brakes brought the car to rest in an incredibly short distance, though I was expecting a skid and said so.

"Oh! She will skid all right, if that is what you want to see," said my companion; so turning off on to an unmade road he treated me to some very spectacular and thrilling slithers.

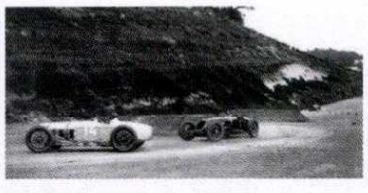
Coming to Succombe Hill near Warlingham, we took the steep and winding ascent quite easily on second gear only, and made three fast climbs with the object of assessing the cooling efficiency of the engine. Removing the radiator cap afterwards, there was practically no sign of overheating. This racing Bugatti created a most favourable impression. – **RT**
September 1926



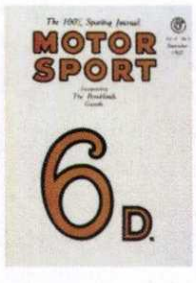
Brooklands Society

Type 37 was a GP car in miniature. TVG Selby's tired version wins the 1931 Lincoln Senior Short Handicap at Brooklands

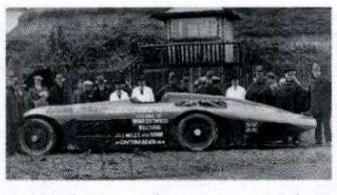
1927 **1928** **1929**



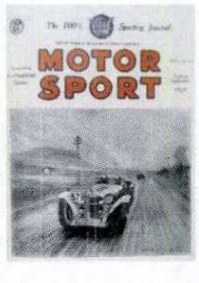
Britain's first GP is held at Brooklands and is won by Delage of Sénéchal/Wagner



Nürburgring hosts first race; maiden Mille Miglia is won by 2-litre OM; Bentley prevails at Le Mans for a second time



1000hp Sunbeam machine of Segrave is first to break through 200mph barrier



Louis Meyer wins Indy for Miller; Targa Florio is led by Mrs Elisabeth Junek, but win goes the way of Albert Divo



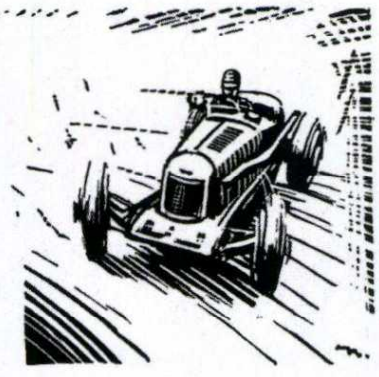
Bugatti Type 35B rules the tracks: Louis Chiron wins San Sebastian and Monza

LAT, IMS, Ludvigsen, Keystone


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SIDESLIPS By Baladeur



'Baladeur' was Kent Karslake, whose vast knowledge of veteran cars graced the pages for many, many years
February 1933

80 ANNIVERSARY
1924-1933

NEWS

Porsche GP rumours

A VERY INTERESTING PIECE OF NEWS has been announced by the Paris newspaper *'L'Auto'* to the effect that the famous German engineer Porsche has designed a new 3-litre racing car for the firm of Horch. The car will have 16 cylinders, two blowers, independent suspension, a five-speed gearbox and is expected to produce 320hp. Horch has not raced since the days of the Prince Henry Cup, pre-war.
May 1933

Malcolm Campbell raises world's Land Speed Record

272 MILES PER HOUR! AS THE BBC announcer calmly broadcast the news that Sir Malcolm Campbell had again broken the record for the flying mile, it required an almost impossible amount of imagination to appreciate the nature of his achievement.

Probably the fastest speed seen by most British motor racing enthusiasts so far is the 137mph lap of Sir Henry Birkin at Brooklands. Now try to picture Bluebird travelling at approximately twice this velocity – even the most elastic imagination will be hopelessly inadequate.
March 1933



Popperfoto

Campbell is feted by Daytona crowd

The Alfa Romeo 'retirement'



Spitzley/Zagari

Tipo Bs packed away at end of 1932

I AM FIRMLY CONVINCED THAT THE sport is bound to suffer whenever a particular make is supreme. Either it discourages rival firms from competing, as happened at Le Mans a few years ago when Bentleys were at the height of their form. Or else the firm in question gains the impression that further wins cannot enhance their reputation, and decides to give racing a rest – as seems to have happened with Alfa. But we shall see. I shall be surprised if it stands by in the event of a series of Bugatti and Maserati wins.

Meanwhile, the wonderful 'monoposto' Alfas Romeos the finest road-racing cars the world has yet seen, remain at the factory *sine die.*
February 1933

Reims improvements

THIS YEAR THE REIMS GRANDSTAND HAS been completely rebuilt in permanent reinforced concrete, as have the pits, control tower and press room on the opposite side of the road. The severe modern lines of the *tribunes* are very pleasing to the eye, and the seating capacity is 20,000.
August 1932

RACE: 1933 MONACO GP

Varzi/Nuvolari duel

THERE'S NEVER BEEN A MORE THRILLING race! For the whole distance, 100 laps, the blue and the red, France and Italy, Varzi and Nuvolari, Bugatti and Alfa Romeo, waged a battle which will live forever in the annals of motor racing history. As the two cars roared up the steep hill on the last lap, and Nuvolari's car slowed down in a wreath of smoke, I have never seen such intense, hysterical excitement in a crowd before.

On the third lap Nuvolari caught Borzacchini and went after Varzi – the duel had begun. Then a great cry rang out from all around the course: Nuvolari was in the lead! But Varzi was equal to the occasion, and to the accompaniment of a still greater shout, once more led the field. For 30 laps there was only one second between them, until on that lap Nuvolari managed to slip by.

At 60 and 70 laps Nuvolari still led, winding his steering wheel fiercely from side to side, sitting bolt upright. Another sensation, Varzi was in the lead – but only by 10 yards. On the 90th circuit Nuvolari was ahead again, but on the 93rd Varzi pushed his Bugatti to the fore. What a race!

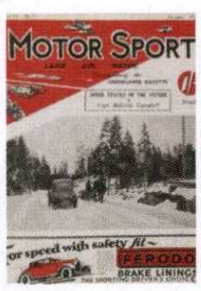
Everyone was up on tiptoe with excitement. At the end of the 99th, Nuvolari appeared first, and as the cars streaked up the hill to the Casino the spectators, eyes glued to the two flashing specks of colour, suddenly uttered a tremendous roar: Nuvolari's red Alfa Romeo, its driver in third gear all the time, had slowed, smoke pouring from the bonnet, and in a trice Varzi was past. By the time Nuvolari had coasted to a standstill Varzi had the race in his pocket, but Nuvolari, never admitting defeat for a moment, began pushing his car with the assistance of his mechanic and others, reaching the line in an exhausted condition.
May 1933



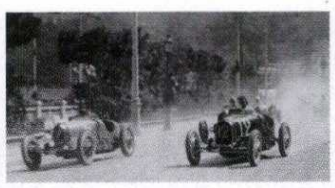
AC de Monaco

Varzi leads Nuvolari through Casino Square in one of the greatest races ever

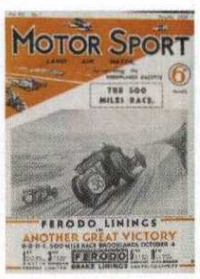
1929 **1930** **1931**



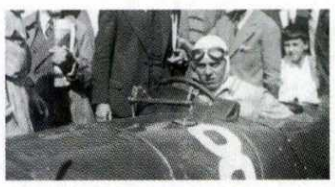
Bentley secures hat-trick at Le Mans; Ards TT won by Merc of Caracciola; Alfa driver Giuseppe Campari wins the Mille Miglia



Bugatti of 'Williams' (12) comes out on top in first grand prix around Monaco



Enzo Ferrari is now in charge of Alfa's racing team; new 8C Maserati lifts Bologna spirit; Bentley wins at Le Mans again



Maserati ace Achille Varzi wins Spanish GP. He is also victorious in the Monza GP



GPs must run for minimum of 10 hours! Alfa's twin-engined Tipo A is first monoposto of note in Europe – it's a failure

LAT, Keystone

The 1982 Le Mans winning Porsche 956T*

Made under licence from Porsche

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- A new collector quality 1:18 replica of the amazing 1982 Porsche 956T.



The eighties were probably the heyday for Porsche in terms of their racing success with the awesome Group C cars such as the 956 and 962.

1982 was supposed to be a test year to bed the new 956 in but in the hands of Ickx, Mass, Bell and Schuppan, it turned out to be a winner right out of the box.

That year Porsche won the sportscar manufacturers' championship and Ickx won his first drivers' title.

But even more impressive was Porsche's domination of Le Mans that year with a classic 1-2-3 victory.

Ickx and Bell took the win ahead of Mass and Schuppan with Haywood and Holbert in third.

Despite new regulations limiting the fuel capacity, the Ickx/Bell car broke the distance record with a race average of 204kph.

The 956 replica.

As we go to press we have only seen a photographic sample of the car but we have been assured that the model will be with us in the second quarter of this year.

Of course, we don't believe this but we reckon you can expect it to arrive sometime over the summer!

The car will feature all the internal and exterior detail you would expect from Minichamps, with opening doors,





detailed engine compartment, working suspension and so on.

The 1:18 replica will cost just **£39.99.**

Minichamps will also be creating a limited edition 1:43 scale three car set of the victorious trio. Again expected over the summer, the price will be **£69.99.**

Exclusive edition signed by Bell & Ickx.

The Porsche 956T that raced at Le Mans in 1982 was perhaps one of the most famous Porsche racing cars ever as it heralded the company's domination of sportscar racing over the coming decade.

But to make this beautiful replica even more collectible we have succeeded in securing the signatures of both its illustrious drivers; Derek Bell and Jacky Ickx.

We had hoped to have the drivers sign the cars at this year's Le Mans race but we do not think the cars will arrive with us in time.

So please bear with us whilst we track them both down.

The signed car will cost **£99.99** and will be limited to 500 examples worldwide.

Ordering your Porsche 956.

The easiest way to order is to phone the Orderline on **08700 40 1234.** The lines are open daily to 8.00pm, (5.00pm on Saturday).

Alternatively, you can fax the order form to **08700 13 2468** or send it to us at the address below.

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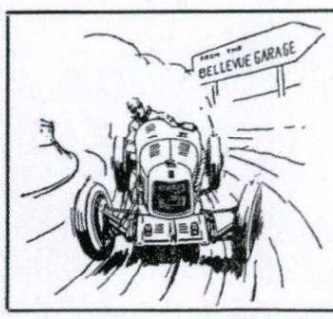
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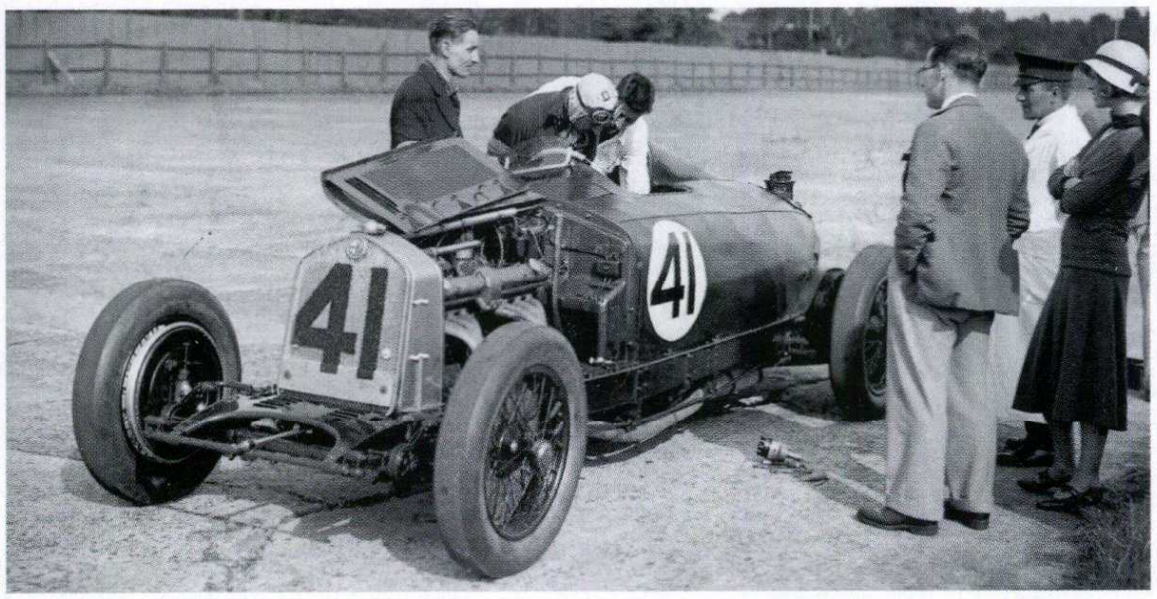
Bellevue Garage was owned by Kenneth Evans, well-known MG racer. He also employed ace tuner 'Wilkie' Wilkinson
August 1933



Roy Nockolds was a regular artist for MOTOR SPORT. This is Tazio Nuvolari
July 1933

80 ANNIVERSARY
1924-1933

ROAD CARS: ALFA ROMEO 8C



LAT

Birkin's 8C at Brooklands, 1931: this is the actual car road-tested by MOTOR SPORT in '32

WHEN ALFA ROMEO'S NEW EIGHT-CYLINDER won the Targa Florio in 1931, one conjured up visions of a pure racer. But this was not so, for the type was subsequently put into production as a sports model.

One of these cars was acquired by Sir Henry Birkin, who raced it at Phoenix Park in the Irish GP and in the 500 Miles race. Now it is the property of Mr E Kleinwort, who recently gave us permission to make a road test, and bearing the car's history in mind it was with feelings of the liveliest anticipation that we came to his home.

The mere sight of this Alfa Romeo is enough to thrill the heart of an enthusiast. Painted in the Italian bright red, the car is long and low, with delightfully clean lines.

Taking the passenger seat, we set off for Sussex, and were struck by the Alfa Romeo's amazing tractability. Through the crowded streets of South London the car was driven in a perfectly normal manner, no revving up in a traffic block to avoid oiling up a plug.

We then took over the car ourselves, and found a marked feeling of accuracy in control. The gear change is positive. The power available at all speeds is simply staggering: as we accelerated after changing up into third at 50mph, we left long black wheel marks!

How can one describe in mere words the fascination of this superb car? Whether cruising on a straight main road at 70mph, or driving hard on a twisty secondary road, the Alfa Romeo conveys the same feeling of perfection. The steering is in keeping with the rest of the car, taut, vibrant and alive.

So controllable is the car that the sight of a corner ahead encourages one to increase speed. Indeed, we felt that no matter how fast we approached we would always be able to corner safely. The tail just slides a little to be instantly corrected, and the car has that rare attribute, perfect weight distribution.

At the conclusion of our run, we realised that this Alfa embodies all those ideals of the perfect sportscar, in design and material, which every enthusiast carries in his heart.
August 1932

AT THE COALFACE

Richard Twelvetrees, *Editor 1925-26*

AS ONE WHO, IN THE EARLY DAYS OF MOTOR SPORT, OR *THE BROOKLANDS Gazette* as it was then called, occupied a somewhat rickety editorial chair in a corner of a small publisher's office, I should like to offer my congratulations to those who now celebrate its 25th anniversary. When one realises that Britain's only periodical devoted entirely to the interests of the sporting motorist began as an unofficial record of racing at Brooklands, the achievement of its present status in motor journalism can only be described as phenomenal.

It so happened, however, that the early associations with Brooklands and its habituées had been a very important influence upon the subsequent development of the magazine. We made many good friends there who helped to popularise MOTOR SPORT by allowing their biographies to appear in its pages. Sir Malcolm Campbell, Sir Henry Segrave, Parry Thomas, Glen Kidston and others inspired ambitious youngsters of their day to win a flutter of the chequered flag through the medium of MOTOR SPORT.

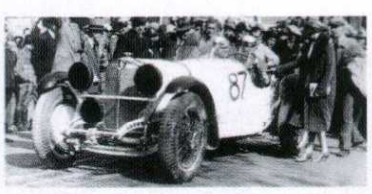
Even in those early days, the magazine was held in high regard among keen sportsmen and students, as evidenced by an occasion when as Editor I was invited to deliver a lecture at Oxford University on 'Tuning Cars for Trials', a far more terrifying experience than charging between masses of spectators on Beggars Roost.

Your then-Editor also spoke to MOTOR SPORT readers and thousands of other motorists over the ether from 2LO [the BBC at Alexandra Palace] in the early days of broadcasting.

In addition to collecting material from every available source, plying scissors and paste brush, my editorial duties included participation in trials and competitions at the wheel of a 11.9hp Bean, induced by much mechanical juggling and the dissipation of more hard cash than it was actually worth, to perform creditably in company with expensive sportscars of the period. Incidentally, that old Bean was one of the first cars in the country to be equipped with a wireless set and achieved notoriety by being turned out of an enclosure at Ascot racecourse, by the Clerk of the Course in person, for being a public nuisance, even before there was time to adjust the cat's whisker on the crystal detector used with amplifying valves and a horn-shaped loudspeaker.

To me, the editorship was an exhilarating experience which only came to an end after a strike-breaking crash in 1926, but it left a permanent urge to turn competition experience to good account in an altogether different section of the motor industry.
July 1949 (taken from the 25th Anniversary Issue)

1932 **1933** **1934**



'Caratsch' wrestled this huge Mercedes SSKL around Italy to prevail in the Mille Miglia



Dr Ferdinand Porsche forms design bureau; Tipo B rules in GPs, but then Alfa pulls out of racing – as does Mercedes-Benz



British Empire Trophy sees an epic dice between John Cobb and George Eyston



Monaco GP is first event to use times for grid positions; ERA firm is founded; Tipo B Alfas are finally released to Enzo Ferrari



Dashing Henry Birkin dies of blood poisoning after burning his arm in Tripoli

LAT, Ludvigsen



1924: Sponsorship hoardings at grands prix are nothing new. Nor is opposite lock. This photograph was taken at Sept Chemins during the French race at Lyons

1924: RC Morgan took his just-purchased, ex-George Eyston 200 Miles Race Aston-Martin to South Harting hillclimb in June – and crashed it at the first corner



LAT

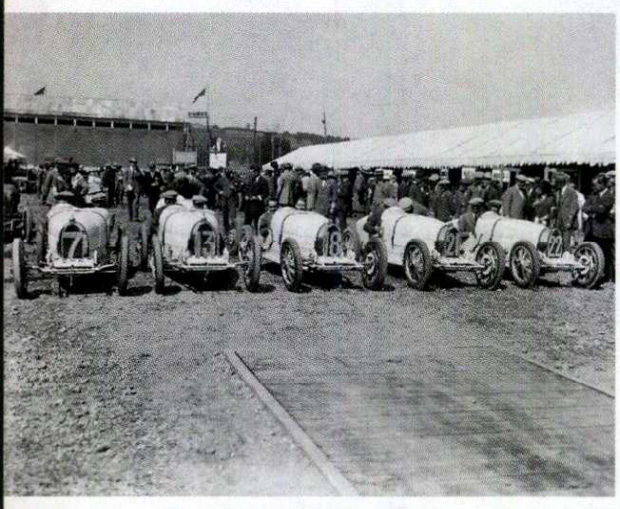
1928: A pit fire for Malcolm Campbell's Bugatti T43 coloured the early stages of the first Ards TT. Ian MacDonald's Riley Nine (12) would later crash into his pit

1927: French 1100s jockey for position in the Circuit des Route Pavées, a 180-mile encounter held on the suspension-breaking cobbled roads just north of Lille

Bowler hat with plaid plus-fours – Ettore Bugatti was distinctly different. Italian by birth, he constructed the archetypal French racing car in Alsace-Lorraine, a region that Germany was occupying when he set up his Molsheim factory in 1909 and to which it always laid vigorous claim. An intuitive engineer with a trained artist's eye, his forms often overruled their functions, an unusual approach that led to some unusual grand prix cars: the 'barrel' of 1922, the 'upturned ink-blotter' of '23. Both were clever, eccentric – and off the pace.

Ettore's next offering – the less sensational but still innovative, and far more beautiful, Type 35 of 1924 – would, however, become the dominant car of its era in every sense. For not only was it powerful enough, agile and stronger than it looked, it was also put into production. Using breakthrough platform engineering principles and interchangeable parts, Ettore was able to build more than 350 and make them available to wealthy amateurs as well as seasoned pros.

Count Masetti got the privateer ball rolling by winning the 1925 Rome Grand Prix. One year later Bugatti was claiming 577 victories for its cars; the following season it was 806! No doubt there was some hectoring involved in these fantastic figures, but it's certain that the 35 (in all its guises) won more than 60 important races between 1926 and '31, which is when Jean Bugatti finally persuaded his father that a twin-cam engine was a necessity. Among this tally were five Targa Florios, four French GPs, three San Sebastian, two Monacos, Spanish and Italian, and one Belgian and German. It is true that the 35's rivals were few and far between on occasion, but a lot of that was due to its excellence as well as its widespread availability.



LAT

Five Type 35s made for a fine sight before the 1924 French GP at Lyons

YOU HAVE TO ZOOM RIGHT IN, THOUGH, to capture the true spirit of the 35: the way the handle of its external gear lever has a trailing edge; the way a small sleeved spiral changes the phasing between magneto and engine; the way its nuts have to have their flats milled because of Ettore's demand for built-in washers and the consequent use of round bar; the way the handbrake's cross-shaft rotates inside the tubular shaft from gear lever to 'box.

Take a step back and it's those futuristic eight-spoke alloys, with integral drum, which catch the eye. Complex, shapely metalwork abounds on this car, not least the hollow front axle with its forged ends, a masterwork. Lift the bonnet and Ettore's eye for line and detail is encapsulated by that squared-edge Art Deco straight-eight. Its spec, meanwhile, encapsulates his I-know-best cussedness: cast-iron blocks (two of four on a common crankcase) when welded-up sheet-steel water jackets were in vogue; an unusual three-valve set-up (two inlet, one exhaust); and a single cam when two were par for the course. He also snubbed supercharging (initially) and the hemi head. Consequently, the 35 was never the most powerful; where it scored was how it made the most of what it had.

THE DASHBOARD'S ROMAN NUMERAL JAEGER CLOCK (ALL THE GP BUGS have one, it's the touring cars that don't!) says it's one o'clock. Time to go. I had passengered in the car to Prescott hillclimb with its owner Mike Preston and been impressed by stunning tractability – direct-drive top available from as low as 1200rpm, third for square junctions – as well as impressive acceleration, nimbleness and narrowness. The latter was very useful as we sped through a Monaco-sized space between bus and stone wall!

But now I am apprehensive. A reversed-gate, right-hand change (first towards you and pull, top away and push) is playing on my ➳



Precise handling – and sheer numbers – were the keys to the Type 35's incredible 1920s success

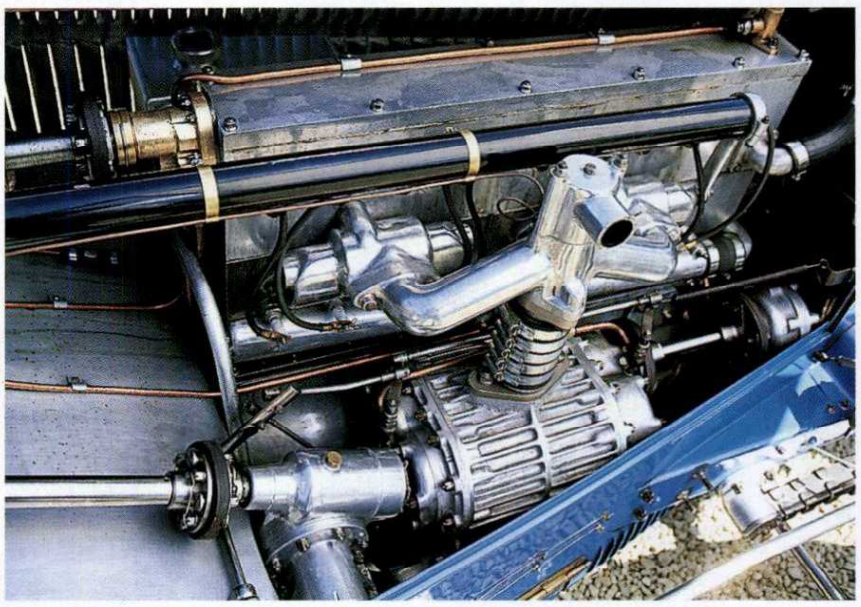
BLUE BLOODLINE

FANTASTIC ATTENTION TO DETAIL, INCREDIBLE INTRICACY, MASTERLY WORKMANSHIP – AND MASS PRODUCED! PAUL FEARNLEY EXPLAINS HOW

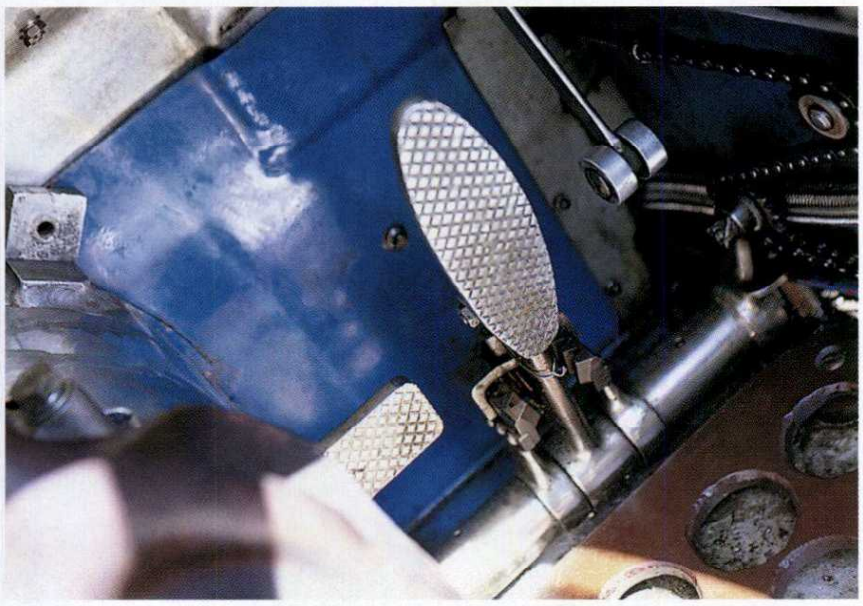
photography by Malcolm Griffiths/LAT

That wheel design is 80 years old – and still it looks modern. Ettore would have loved that

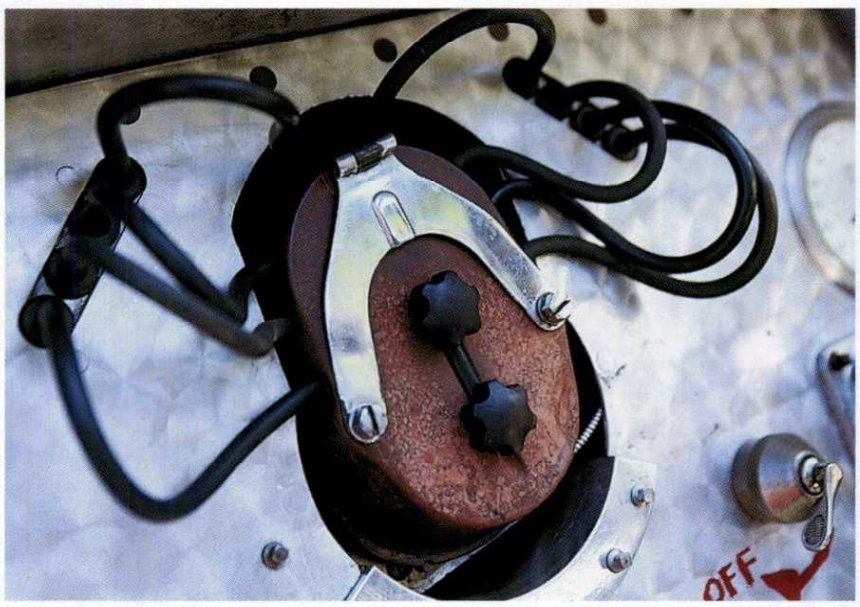
Our thanks to Mike Preston, Tim Dutton and Prescott Hillclimb for their help with this feature



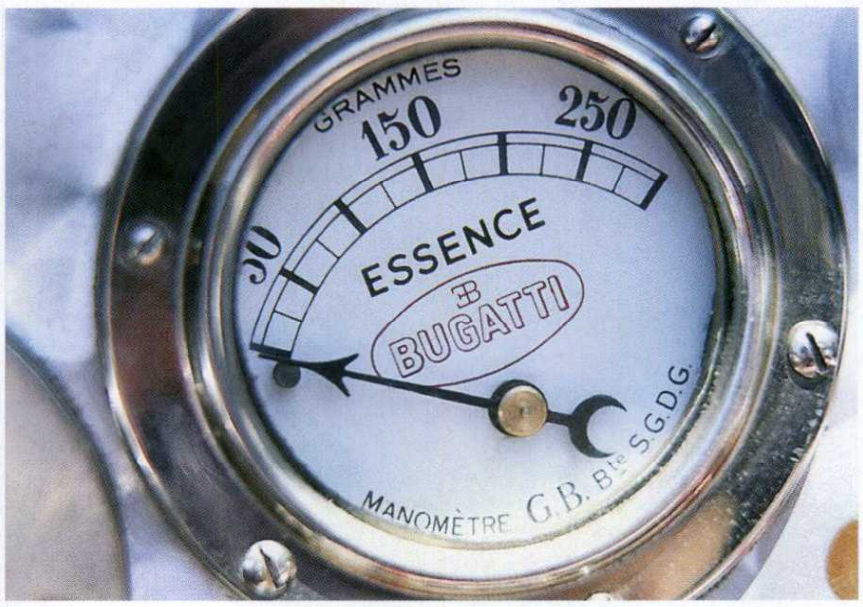
Ettore's brother Rembrandt wasn't the family's only sculptor of note



Tightly packed pedals; S-shaped chain balances braking pressures



Magneto juts into cockpit; engine turning on dash is typical 'detail'



Fuel tank is pressurised via small pump mounted on top of cambox

mind. Plus the 10-minute job of removing cycle wings and headlamps has somehow changed the car's character. With them it had seemed gamine; without them, it's gained muscles and attitude.

Two or three pumps to bring up fuel-tank pressure (50 grammes should do it), two or three twists on the Ki-gass to prime the inlet manifold, slide the advance/retard lever (another sculptured item) to its uppermost position, flick the ignition switch right and give the starting handle a healthy twist...

The twin tailpipes rip, rap and rasp as my right foot gets accustomed to the surprisingly light roller throttle. It's F1-tight down in the footwell and I run through a couple of pretend heel-and-toes on the (relatively) large elliptical brake pedal while holding on 1500 revs to warm things up.

The clutch pedal is tiny and sited lower than its cousins. Its travel is short and its take-up right at the bottom of what movement there is. There is no detent spring on the gear lever so I glance down at the gate by my right knee as I carefully select first. It goes in with a satisfying kerchonk. The car is up on its toes, and before I know it we're away with a crunch of gravel. Did I let the clutch out?

Another Ettore quirk was his insistence on a separate gearbox rather than an in-unit item. It's here by my left thigh, looking like a large screw-top tea caddy. It is, in fact, a 'box of jewels. With a layshaft that runs at higher than engine speed, the lower ratios are sucked out of fingertip changes. Get it right and it's seamless; get it wrong and there is only the slightest metallic protest.

both: LAT



A pair of 35s tackle the tricky descent towards Lyons' Sept Chemins hairpin

Second gear is all that is required up this twisty hill, though – that and a heap of muscle at its hairpins. The large four-spoker sits in your lap rather than at your chest and you have to lean into it at slow corners, where you will find yourself with both hands in the same quadrant as you tug the Bug around. It is extremely direct, though, perhaps a turn from lock to lock, and the quicker stuff would require very little input.

That's where the fabled balance comes in. Mike's car, which began life as a supercharged four-cylinder 1500cc 37A in Argentina in 1926, has since been brought up to 35B spec (2.3-litre supercharged). He's driven it through Yosemite Park and Sweden as well as up Prescott and around Silverstone, so its current state of tune is 'all-rounder' rather than 'specialist'. It runs on petrol and so misses out on the 25 per cent boost methanol can supply. It also shuns the all-or-nothing Zenith 48 carb in favour of a more progressive Solex. It does not boast a limited-slip differential and has kept its original horseshoe-and-spring friction dampers rather than switching to Hartfords. Its reversed quarter-elliptic rear springs have been softened in a bid to keep that inside-rear planted, but that's about it. What it does have, though, is that tightness of feel, rightness of purpose that only much-used, constantly fettled cars possess. No slack, no play. Keeping shimming – steering, brakes, suspension – is the trick to it.

Slightly bolder cornering brings that shapely tail round – and brings the brakes into play. I'd not expected much from these cable-operated items, but they are more than up to the task of hauling down this 750kg machine. The pedal is firm, its response strong. In fact, the whole process, from start to stop, inspires confidence.

Which was exactly what you wanted if you weren't cut from the same cloth as Achille Varzi or Louis Chiron. Most of those who raced the 35 in its day were indeed a couple of divisions below such men, but they were all able to add to its legend in some way thanks to its forgiving nature and Ettore's foresight. For that reason, no car has played a bigger role in the history of top-flight motor racing. M

THE LYONS THAT ROARED

TEN YEARS EARLIER, A LONGER VERSION OF THIS DEMANDING ROAD CIRCUIT HAD hosted perhaps the greatest race of the pre-war era: the 1914 French GP, occasion of Georges Boillot's heroic but ultimately unsuccessful battle against the might of Mercedes-Benz in his Peugeot. This struggle adopted a global, bloody face later that same year and motor racing was understandably forgotten. It had resumed not long after the Eleventh Hour of the Eleventh Day of the Eleventh Month, but it had not fully recovered until here and now: Lyons, August 3, 1924.

Only the second race to carry the title of the European Grand Prix – Italy had been the first in 1923 – was packed with innovation and excitement. It was impossible to predict a winner: Fiat's supercharged straight-eight 805 had been the fastest car of the previous year, and it was back for more; Sunbeam, who had copied Fiat's six-cylinder 804 of '22 – and had the further cheek to beat the Italian marque in the '23 French GP at Tours – had now joined the supercharged ranks; Delage's car was not supercharged, but it was the first V12 in grand prix racing. And then there was Alfa Romeo's P2, the first design for the Milanese manufacturer by the legendary Vittorio Jano, and Ettore Bugatti's Type 35. The battle between these two marques would colour the next 10 seasons of European motor racing. It was Alfa Romeo, however, that got off on the right foot on this occasion.

Bugatti entered five of his new cars, and although three of them finished on this their debut, all were delayed by troubles with rushed-through Dunlops: seventh, eighth and 11th was the best they could muster. In contrast, the Alfas were tried and tested, having won at Cremona and led before retiring at Pescara, and they were always in the hunt – before taking the eventual victory.

Sunbeam's Henry Segrave led the first three laps from his advantageous spot on the front row (the grid was decided by ballot) but his day was to be ruined by a constant misfire caused by what later transpired to be a duff magneto; his fastest lap was small consolation for finishing fifth. Fiat's mercurial Pietro Bordino took up the running, but he was gradually hauled in, and then overhauled, by Antonio Ascari's P2. Bordino fought back, but the strain was too much and he retired with failing brakes at half-distance in this 500-mile race.

Ascari looked set for victory until a cracked cylinder block put him out on the last lap. Fortunately for Alfa Romeo, his burly team-mate Giuseppe Campari stepped into the breach and beat the Delages of Albert Divo and promising newcomer Robert Benoist.

It had been a dramatic day. But had you looked past all the banner headlines you would have noticed a footnote that would eventually become a chapter heading. Count Louis Zborowski, with Sammy Davis as his riding mechanic, had done a steady job in his American-built Miller 122 until its front axle broke on lap 17. The significance? His was the first-ever grand prix entry by a privateer as opposed to a manufacturer. Within two seasons this would become the norm – Bugatti, with help from Alfa Romeo, would see to that.



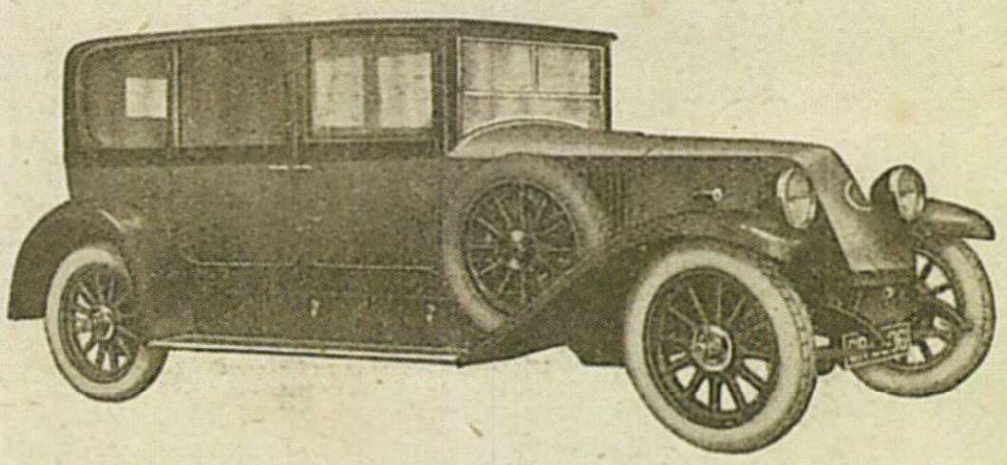
Mechanic Ramponi tries in vain to restart Ascari's Alfa P2

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80 ANNIVERSARY

1934-1943

PERHAPS THE MOST EXCITING ERA OF RACING ENDS WITH HISTORY'S BLOODIEST WAR. HOPES OF BETTER THINGS TO COME ARE VITAL... MOTOR SPORT DOES ITS BIT

DRIVER: RUDOLF CARACCIOLA

A tea party in Britain

THERE ARE THOUSANDS OF MOTOR racing enthusiasts in this country who have never been able to spare the time to see a grand prix race abroad, and it was an excellent idea on the part of Mercedes-Benz to bring over one of the racing cars which have been so successful all over Europe during the past two years, and to exhibit it in their new showroom at Park Lane. The occasion was celebrated by giving a 'tea party' to representatives of the motoring press. Guest of honour was Rudi Caracciola, who had come to London straight from Paris after having received the gold medal of the AIACR, as the most successful racing driver of the year.

During the course of his speech *Herr* Caracciola referred with pleasure to the splendid reception which had been accorded him in Ireland when he raced in the 1929 TT race, and also at Shelsley Walsh, at which it will be remembered he won the sportscar class. He looked forward to racing in England once again.

Speeds, of course, have risen enormously since those days, he went on to say, but the driver's outlook had not changed much even though the car built under the 750kg Formula is capable of 200mph. Every competent driver calculates his chances before the start and drives accordingly, and thanks to independent springing it is very little harder to hold one's course at a speed of 200mph than it used to be at 130mph in the old days.

At the same time luck must still play a considerable part in the final result. As an example, he dealt with his experiences in this year's Spanish GP:

The starting positions were settled by drawing lots and he had the misfortune to be placed in the last row. None of the drivers looked like giving way, but a mistake on Caracciola's part settled the issue. Confusing the position of the pedals for a moment with those of his 5-litre touring car, he stamped firmly on the accelerator instead of the brake and shot up to the corner at such a speed that the other drivers took fright and let him past.

Caracciola still walks with a limp as a result of his accident at Monte Carlo two years ago, but the leg gives no trouble when he is driving. All the same, he was questioned about his rumoured retirement.

"I haven't really thought about it yet," said 'Caratsch'. "All I said was that I was now at the zenith of my career, and wondered whether I ought not to drop out before I get on the downgrade. As it is, I look forward to driving again next year." This will bring great satisfaction to his many friends and admirers who were afraid that they had seen him race for the last time.

A charming, smiling and cheerful personality who speaks with a modesty characteristic of one of the world's very best drivers, he must be one of Germany's best ambassadors, and it was with real sincerity that MOTOR SPORT wished him the best of luck in next year's racing season.

November 1935



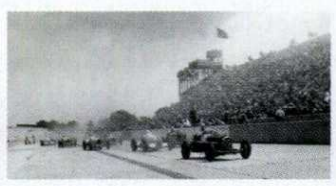
DaimlerChrysler

Cool, calm 'Caratsch' was the ice to Nuvolari's fire. They dominated the 1930s

1934



750kg Formula is launched – and the Silver Arrows land; a new star is lost – Guy Moll dies at Pescara; first Swiss GP held



Alfa Romeo Tipo Bs stave off German onslaught with surprise 1-2-3 at Montlhéry

1935



Rudi Caracciola is champion of Europe; John Cobb sets all-time lap record of Brooklands; first Donington GP is held (left)



Lagonda (4) of Fontes/Hindmarsh scores another win for Britain at Le Mans

1936



Auto Union has new star: Bernd Rosemeyer; new Mercedes proves to be a handful; public company is created to buy Brooklands

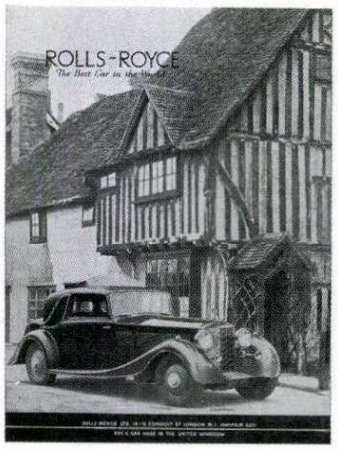
NO RETURNS

Several letters have been received from readers complaining of their inability to procure "Motor Sport." Newsagents will not procure copies if they have not received a definite order from their customer.

If you are on National Service and are being moved about the country, kindly send in your subscription and your latest address, and the copy will then reach you wherever you are.

Tell enthusiasts that "Motor Sport" is still being published monthly and is the only paper in its class.

Publishing the magazine during wartime was hard enough, but its distribution was just as challenging
April 1943



'The Best Car in the World'. Rolls-Royce blows its trumpet in a very British setting
June 1936

RACING CAR: MERCEDES-BENZ W125

Technical overview

THE MERCEDES-BENZ HAS AN EIGHT-cylinder 5660cc blown twin-cam engine with four valves per cylinder and wet steel cylinder liners in an alloy block. The latest long-wheelbase frames are tubular, with all-round independent suspension, torsion bar at the rear and coil spring at the front. In spite of Richard Seaman's early statements, the front suspension is identical with that of the sportscar models, which no doubt will be still further improved as a result of the Donington Park lessons.

The Roots-type supercharger now sucks through the carburettors and the right hand-controlled gearbox is in unit with the rear axle. It gives four speeds and reverse and the clutch is a single dry plate. Hydraulic brakes by Lockheed are used. The car was designed for the International GP formula imposing a weight limit of 750 kilos, which expires at the end of this season.

The Mercedes-Benz team is managed by *Herr* Alfred Neubauer and attended by one of the designers, *Herr* Rudolf Uhlenhaut.
October 1937

An unforgettable sight

WHEN ONE TURNS TO THE PRACTICE lappery itself, it is difficult adequately to express one's enthusiasm. Those of us who saw the German cars in action for the first time were soon raving with astonishment.

Over the brow of the hill up from Melbourne Corner both the Mercedes and Auto Unions would leap several feet into the air, land snakily and pass the pits much faster than cars ever passed before.

To see them down Hollywood Hill and leap the bump at Hairpin Bend, taking the whole road to corner and somehow fighting straight before shooting the narrow stone bridge was – well, a sight worth many, many times the 1/3d that Mr Craner charged the public to see it. It was magnificent.

The German mechanics tried very hard not to smile when the first British driver came past and someone facetiously suggested that Mr Craner should have constructed cycle paths for the British competitors.
October 1937

Donington afterthoughts

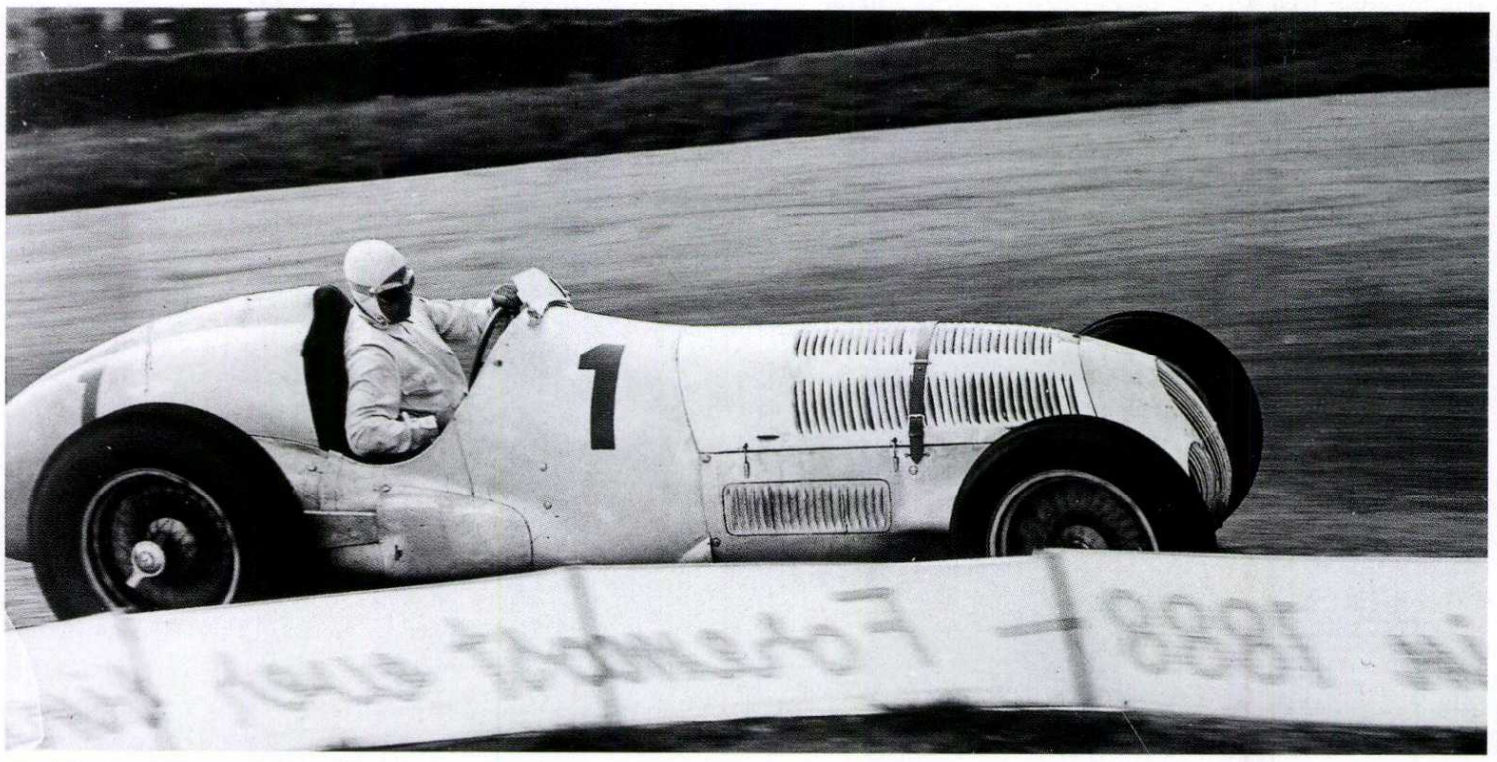
THAT GREAT GRAND PRIX IS STILL THE foremost topic of discussion in racing circles, and the arrival of November fog cannot dim memories of that day at Donington.

This spectacle of real motor racing certainly indicated just how popular the sport can be in this country. A correspondent in one of the motoring weeklies has suggested racing on Sundays. It would be a most interesting experiment, allied to real grand prix racing, which makes ample starting money imperative.

Those who missed the 1937 GP have been rendered eager to see the next by the accounts of their friends, and most only stayed away from this year's race, one assumes, because of business ties.

We are proud to have been present at a race which will live forever in the annals of the sport. We only echo everyone's wish when we hope that the German teams will race here again in 1938.

Still race-goers are talking of the immense acceleration of the German cars, of their astonishing leaps, of the singing sound of their exhausts that kept up a continuous howl around the circuit, changing to a crash of noise as each shot past... and of the waving blades of grass after they had thundered through right on the grass verge.
November 1937



LAT

Quick silver: Caracciola at Donington in '37. He finished third that day as Rosemeyer's Auto Union stole Merc's thunder

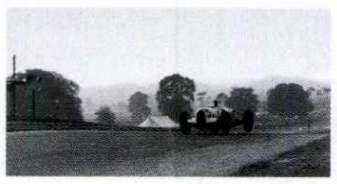
1937 **1938** **1939**



Vanderbilt Cup is won by Alfa's Tazio Nuvolari at the new Roosevelt Raceway



Mercedes and Caracciola back in front of GP field; George Eyston sets new LSR; Indy won for the first time by Wilbur Shaw



German teams come to UK for first time – Rosemeyer wins at Donington for A-U



Rosemeyer is killed during a record attempt; 3-litre GP regs are introduced; Nuvolari leaves Alfa and signs for Auto Union



Englishman Dick Seaman wins German GP – Nazi officials highly embarrassed

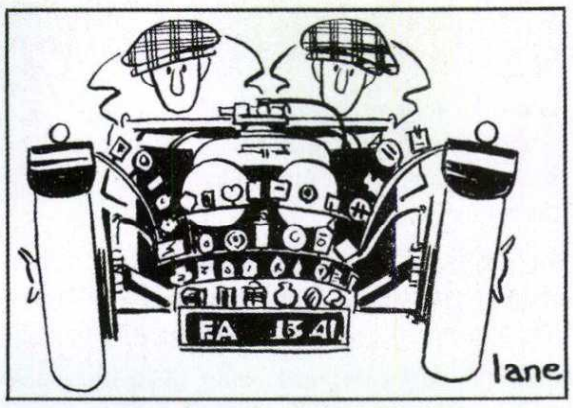
NMM, Popperfoto/Sutton, Fellowes Collection

80 ANNIVERSARY

1934-1943



Daimler's tanks saw action in North Africa and Sicily. 'Such is the testing of the peace-time Daimler to come'
October 1943



" . . . the more badges, the better the driver."

A George Lane cartoon for a fun article: 'Careers for our boys – or how to become a trials driver'
January 1936

NEWS: ROSEMEYER DIES

Achievement and tragedy

THE WHOLE SPORTING FRATERNITY HAS been struck with a sense of grievous loss by the sudden death of Bernd Rosemeyer, one of the three greatest road-racing drivers in the world.

The accident which cut off the champion Auto Union driver in his prime occurred on the Frankfurt-Darmstadt *autobahn*, scene of his triumphs during the record week last October. Earlier in the day Rosemeyer had seen his 253mph record handsomely beaten by his friend and rival, Caracciola of Mercedes-Benz. It was in an attempt to regain the honours that he met his death.

The astonishing formula cars of 1934-37 have become almost too fast for any track. Rosemeyer's speed records were hailed as an unparalleled achievement, set up as they were on a road designed only for ordinary motor traffic. The *autobahnen* are divided into two strips, each less than 30 feet wide. It was only a short time ago that a broad stretch of sand, several hundred yards wide and many miles in length, was considered essential even for 200mph. Rosemeyer and his colleagues added 50mph without turning a hair, on a road narrower than the Barnet Bypass.

In the October record week there was an incident which might have resulted in disaster, when Caracciola's car tried to lift at the nose, and it was a treacherous gust of wind which brought Rosemeyer to his doom. The spectators witnessed his Auto Union swerve, saw Rosemeyer fighting madly for control. Then, like a flash, it was over. The car hit the stone parapet of a bridge over the *autobahn* and leapt hurtling over the heads of the crowd to lie a tangled mass of metal at the foot of an embankment. Ambulance men rushed forward, but Rosemeyer had been killed outright.
February 1938



both: LAT

As a beloved German hero, Rosemeyer was honoured with a state funeral

RACE: 1935 GERMAN GP



At the start, the massive Nürburgring crowd felt confident of a 'home victory'

Nuvolari the master

NUVOLARI WAS NOW THE SOLE ALFA left and was going like the wind. On lap 10 he passed Caracciola to take the lead. The crowd was speechless.

For two laps he led, and then came the fateful refuelling stop, Caracciola, Rosemeyer and von Brauchitsch all stopping too. The Mercedes-Benz organisation was perfect, the fastest being von Brauchitsch in 47 seconds. What a contrast in the Ferrari pit! Nuvolari was more agitated than we have ever seen him, and confusion reigned supreme. He got away again after a stop of two minutes and 14 seconds, back in sixth place.

Von Brauchitsch was now leading, and the German crowd settled down to enjoy their triumph. But Nuvolari was up to second by lap 13, devouring Fagioli, Rosemeyer, Caracciola and Stuck as though they were a bunch of novices! This was almost superhuman driving.

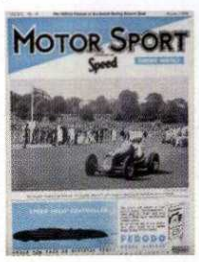
Von Brauchitsch was fully alive to the danger. He too became inspired, as if sensing that this race would go down in history as a classic.

At the beginning of the last lap there was 35 seconds between them. So that was that. Not even Nuvolari could hope to wipe out that lead, and the crowd cleared their throats to give von Brauchitsch his ovation. They looked at the board which gave the leaders halfway round the circuit. What's that? Number 12 leading, impossible! There must be a mistake. But a red car swung into sight and Nuvolari crossed the finishing line.

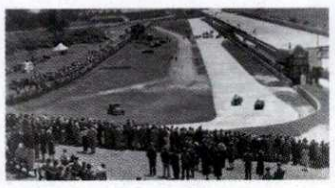
There was a deathly silence, then the sportsmanship of the Germans triumphed over their astonishment. Nuvolari, the master, was given a wonderful reception. At last von Brauchitsch came, crawling into the pits with a burst tyre, utterly crushed by his disappointment.
September 1935

1939 **1940** **1941**

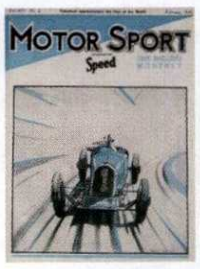
LAT, BMW Archive



Hermann Lang is star of the GP year; Seaman is fatally injured in Belgian GP; Cobb wins LSR battle vs Eyston with 369.7 mph



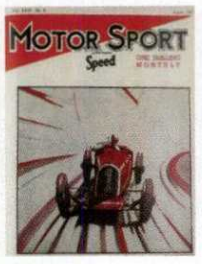
Brooklands holds final race meeting, August 7 – Multi-Union laps at 142.30mph



MOTOR SPORT – and US racing – struggle on; Wilbur Shaw's Maserati wins Indy 500: Enzo Ferrari builds own sportscar



BMW coupé of Hanstein/Baumer wins biggest race of WWII, the Mille Miglia



MOTOR SPORT reports the sad deaths of Lord Wakefield and LH Pomeroy; it also reports on a 500-mile race for model cars!

Barons Auctions 2004



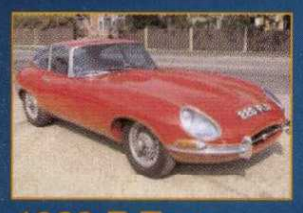
Rare Fiat Dino Spider Sold £14,000+



1973 Aston Martin V8 from Sold £10,000 to £40,000



1956 Bentley MKVI Drophead Coupe Sold £30,000



1962 E-Type with competition history Sold £15,000+



1965 Ford Mustang Fasback Sold £18,000+

In six years of trading, Barons has been moving quietly but steadily upmarket. But don't panic – there are still plenty of classic bargains to suit every pocket to be found at its regular Sandown Park auctions.

Placing around 300 cars a year from nine sales annually, Barons, under the guiding hand of managing director Laurence Sayers-Gillan, has, since its first sale in September 1998, broken through the £10 million trading barrier. "I started the company because I wanted to offer enthusiasts a more competitive buying and selling facility, while removing some of the myths about the auction business," says the long-time classic enthusiast and former Jaguar racer.

The company prides itself on offering a high quality service, while offering the lowest buyer's premium on the market – just 6 per cent, minimum charge £150, and a guaranteed payout within eight working days for sellers. This premium reduces to 3 per cent for amounts over £50,000, with further reductions for higher prices. Commission fees for sellers are equally low; a flat £150 up to £3000 hammer price, and 5 per cent from £3001-£50,000, and further reductions on a sliding scale. All cars over £2,000, appearing at Barons' sales, are subjected to an HPI Equifax Vehicle Data Check, to ensure there is no hidden history regarding finance, insurance write-off or stolen vehicle reports. All monies are 'ring-fenced' in a Secure Client Account, keeping sellers' money entirely separate from the company's. This facility has been in place since the company was founded.

Sales are conducted in the modern 10,000sq ft Esher Hall at Sandown Park, Esher, Surrey, with full restaurant facilities upstairs, and plenty of free parking outside: "Our top hammer price at the moment is the £48,000 we raised for a drophead XK140 at the Jaguar Heritage sale at Donington Park in 2003. But the one I most enjoyed selling was the ex Britt Ekland 'Chinese Eye' Rolls-Royce – the combination of lipstick-red paint, leather and lambs-wool rugs was a little overwhelming, but it found a new home in Holland.

"Recent innovations include additional Monday viewing from 3pm to 7.30pm and a Premier Entry, which includes the loan of a mini digital camera. The sales are always held on a Tuesday, starting at 1.30pm, with viewing from 9am. Our Website catalogue now receives over 362,000 visitors each year, making it the busiest in the business."

Remaining sales in 2004

Tuesday 29th June
Tuesday 3rd August
Tuesday 14th September (British Heritage sale)
Tuesday 19th October
Tuesday 30th November

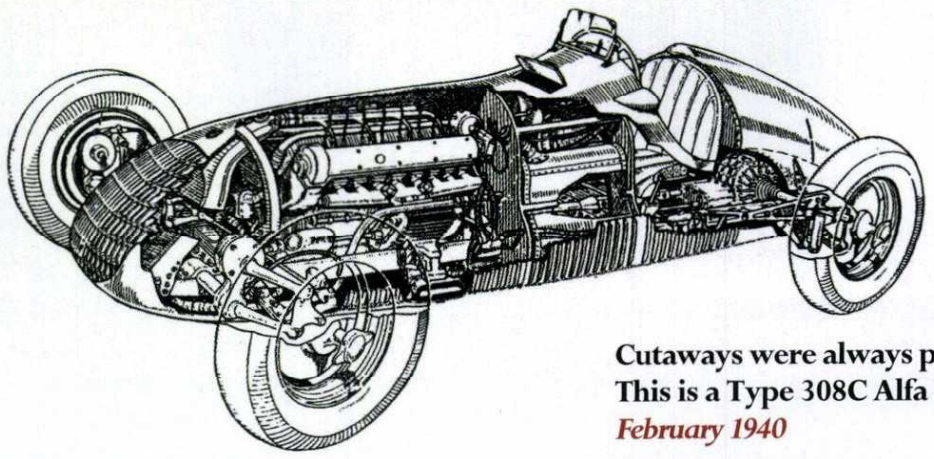
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80 ANNIVERSARY
1934-1943



Cutaways were always popular. This is a Type 308C Alfa Romeo
February 1940



Motor trade companies were proud to do their bit for the Allied war effort
August 1940

AT THE COALFACE



courtesy of Alex Moore

T G Moore
Chairman and Editor 1929-36

MY OWN ASSOCIATION WITH THE PAPER dates back only 20 years, but the first bound volumes on my bookshelf take me back to an earlier period, when grand prix racing was the high-spot of the sport, and the Sunbeam team a power to be reckoned with.

Bugatti and Alfa Romeo had their innings after that, and then around 1926-28 came the heyday of sportscar racing.

At that time the paper had fallen to a low ebb and might well have disappeared altogether. Luckily, a friend of mine, Mr W S Braidwood, later the first Editor under the new regime, had the foresight to realise the possibilities of the journal and bought up the copyright. In 1929, working together, we relaunched it in a more ambitious form, and for a time widened its scope to include aircraft and motorboat sections.

Health reasons forced me to give up the editorial chair (rather a hard one, if I remember rightly) in 1936. Perhaps I might be allowed to sum up my impressions of seven years of change and progress.

As regards sportscars, a boom period was 1928-30, in which a great number of firms tried their luck in this tempting market. Then came a slump which cut spending to the bone, many firms falling out. It was a hard time for the paper, too, but a big chance for the small economical model, as typified by the MG Midget. After that came a big revival, with larger English cars such as the 4.5 Lagonda and the new Bentley, and a similar revival on the continent, led by the Type 57 Bugatti, various Delahayes and the Talbots.

GP racing regained its former prestige when the 750kg Formula came in. The first appearance of the new Mercedes and Auto Unions was a great thrill, but in the following years, when they had overcome their teething troubles and were mounting up in speed and power, one rather wondered whether racing was producing a crop of juggernauts.

In a short time these new problems of road-holding and braking were solved, and the technical knowledge thus gained is reflected in the stability of the high-speed 1.5-litre *bolides* of today.

The first 25 years of the paper's life have seen great advances in fast motoring, and 25 years more may cover even greater changes.

July 1949 (taken from the 25th Anniversary issue)

ROAD CAR: DELAHAYE

Cruising on the open road

WE SHOULD CHARACTERISE THE DELAHAYE as an extremely hearty and vivid motor car. Even in a run 'round the houses' the car leaps forward in a heartening way, and is clearly calling for straight roads and no hedges.

The shock absorbers were wound up for fast roads, so as soon as we reached open country we gave the car its head. We had considerable satisfaction from shooting-up fast but unstable American saloons, an easy task with the extremely rapid gear change, and found the car bounded up to 60mph.

A little more pedal pressure swings the needle round to 75mph, a really useful cruising speed. Crossing Salisbury Plain we kept the car running at a steady 80mph, which is 2900rpm, reaching the maximum (with windscreen raised) of 91mph on the longer straights and dips in the road. The harder the car was driven the more it seemed to like it. We unblushingly admit to averaging 57mph for some distance on the sweeping, deserted roads of Hampshire.

August 1936

Whit Monday at Brooklands

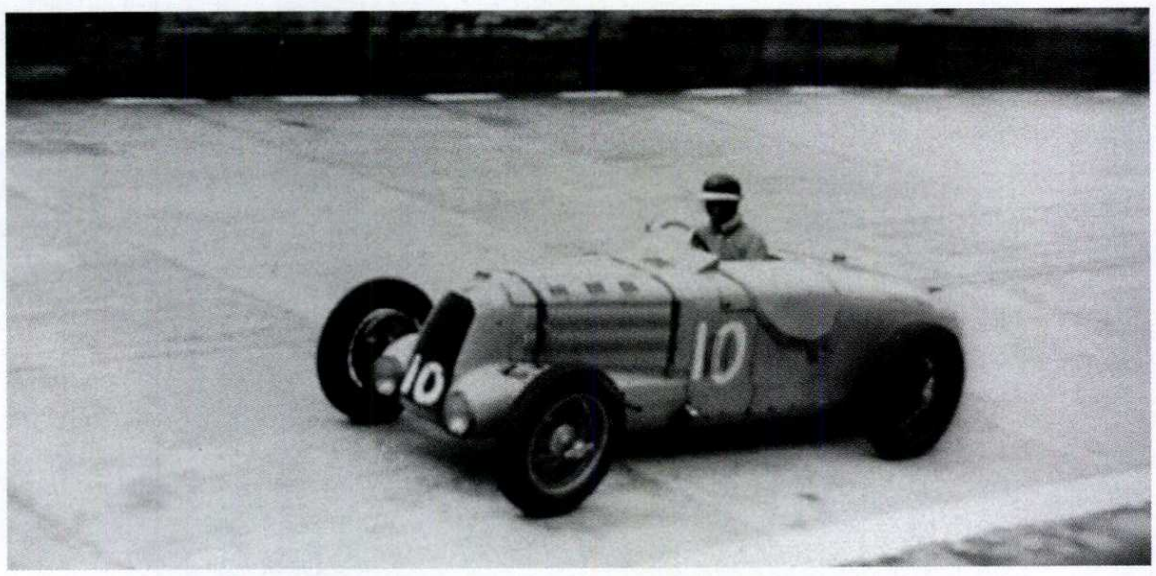
THEN FOLLOWED AN INTERESTING CONTEST to ascertain which really is the *most potent road-equipped car* – obviously not, as the race card had it, the *fastest* car, or a timed half-mile would have sufficed. Actually, entrants drove a race over three-and-a-half Campbell Circuit laps, then a race over five Mountain Circuit laps, and the best time gained the day.

In the first race, there was nothing in it between Arthur Dobson's Delahaye and Hugh Hunter's Alfa, Hunter just winning.

Just before the start of the second race, spectators noticed flames coming from the Delahaye, Dobson oblivious until officials shouted to him to leap out. The flames were severe but quickly extinguished. Full marks to Dobson for climbing in again and starting in the race. After a lap he led, while poor Hunter retired with a broken gearbox.

Dobson averaged 71.15mph to win the combined contest, proof of the superior performance of the Delahaye marque, the sales success of which should now benefit.

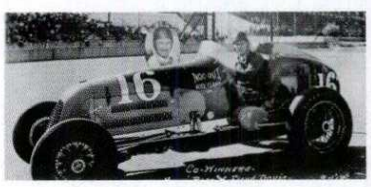
June 1939



Brooklands Society

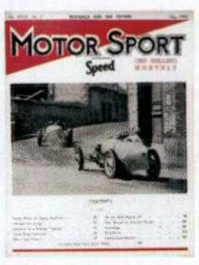
Most potent, not fastest: That's how MOTOR SPORT viewed the Delahaye's Brooklands race

1942 **1943** **1944**

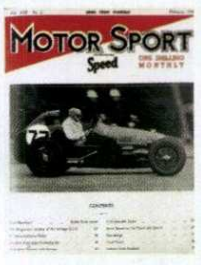


LAT, IMS

Floyd Davis – with a big hand from relief driver Mauri Rose – wins the Indianapolis 500



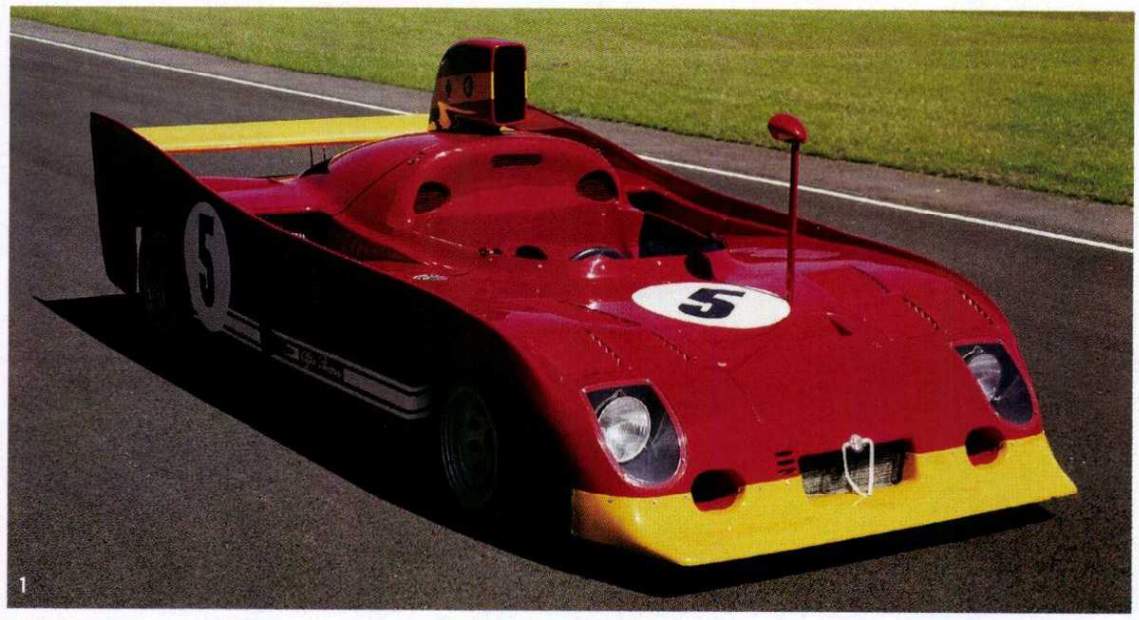
"There is a war on! Will those who have complaints to make bear with us… and only resort to the 'phone in emergencies"



Allied fortunes are on the up – MOTOR SPORT allows itself to mull over what form the sport will take in the post-war years

ARTCURIAL

BRIEST . POULAIN . LE FUR



1



2



3



4

1
ALFA ROMEO
33 TT 12 - 1975 # 007
Ex Autodelta
Ex Jacky Ickx
Ex Jack Setton

2
ROLLS ROYCE
Phantom I Springfield

3
MERCEDES BENZ
370 S Sport roadster

4
MERCEDES BENZ
540 K Cabriolet C Offord body

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Alfa Romeo © Alberto Martinez

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Type 23 Frigate in the Arabian Sea around sunset during OP TELIC. Photographer: LA(Phot) Angie Pearce



Keystone

1935: Read all about it! Tazio Nuvolari stole the headlines at the Pau GP, passing his Alfa Romeo team-mate René Dreyfus with five laps to go to take the win

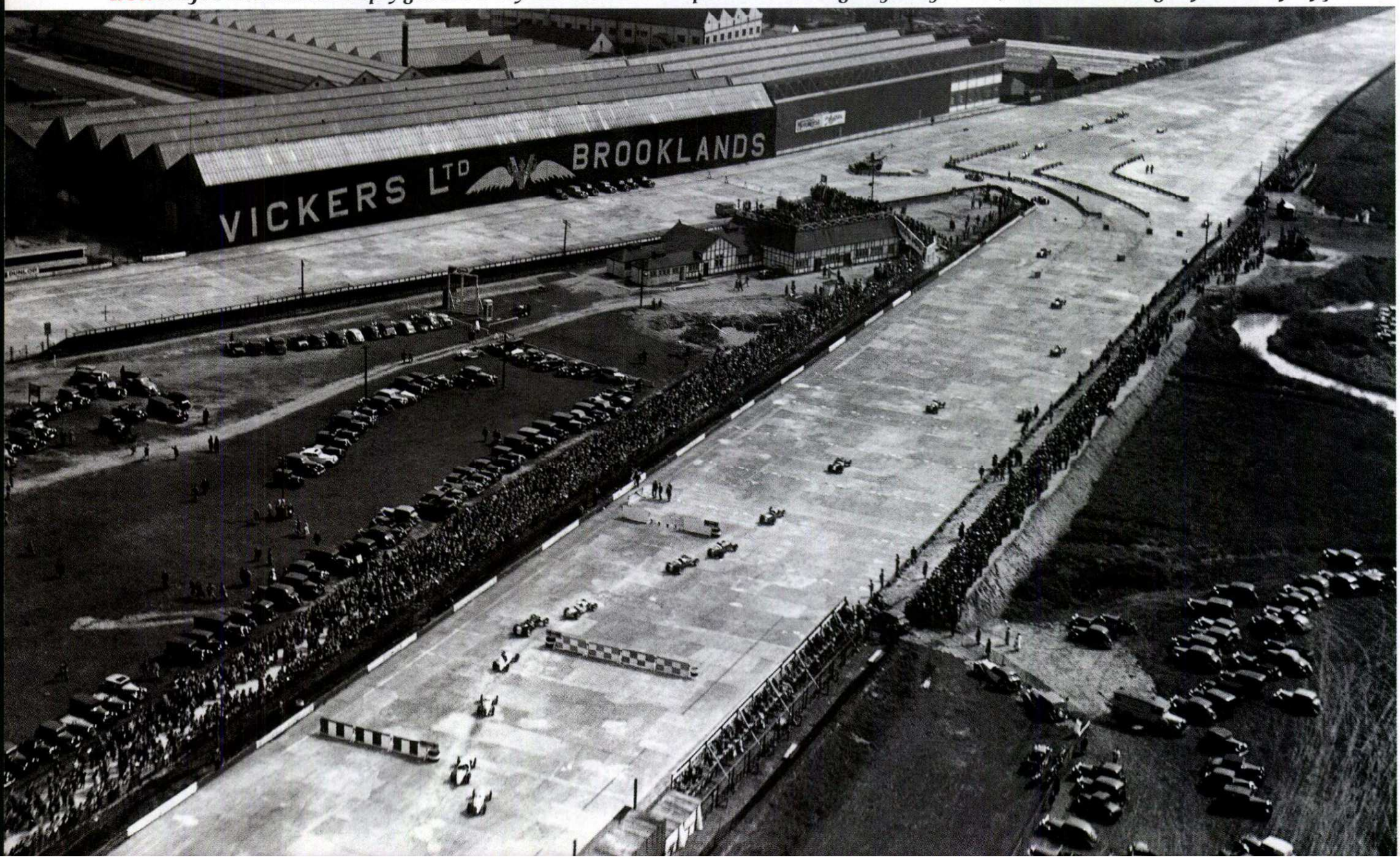
1934: The Mannin Beg field rushes up Ballaquale Road up from Douglas seafront. After 50 laps of the 3.7-mile circuit the win went to the MG of Norman Black



LAT

1934: *Philippe Etancelin's Maserati 8CM (2) scored a rare win over the Alfa Romeo Tipo Bs at Dieppe. Here he leads the Alfa Monza of Clifton Penn-Hughes (8)*

1936: *The JCC International Trophy gets under way. The 250-mile event provided a thrilling 1-2 finish for ERA, Prince Bira beating Raymond Mays by just 1sec*



LAT

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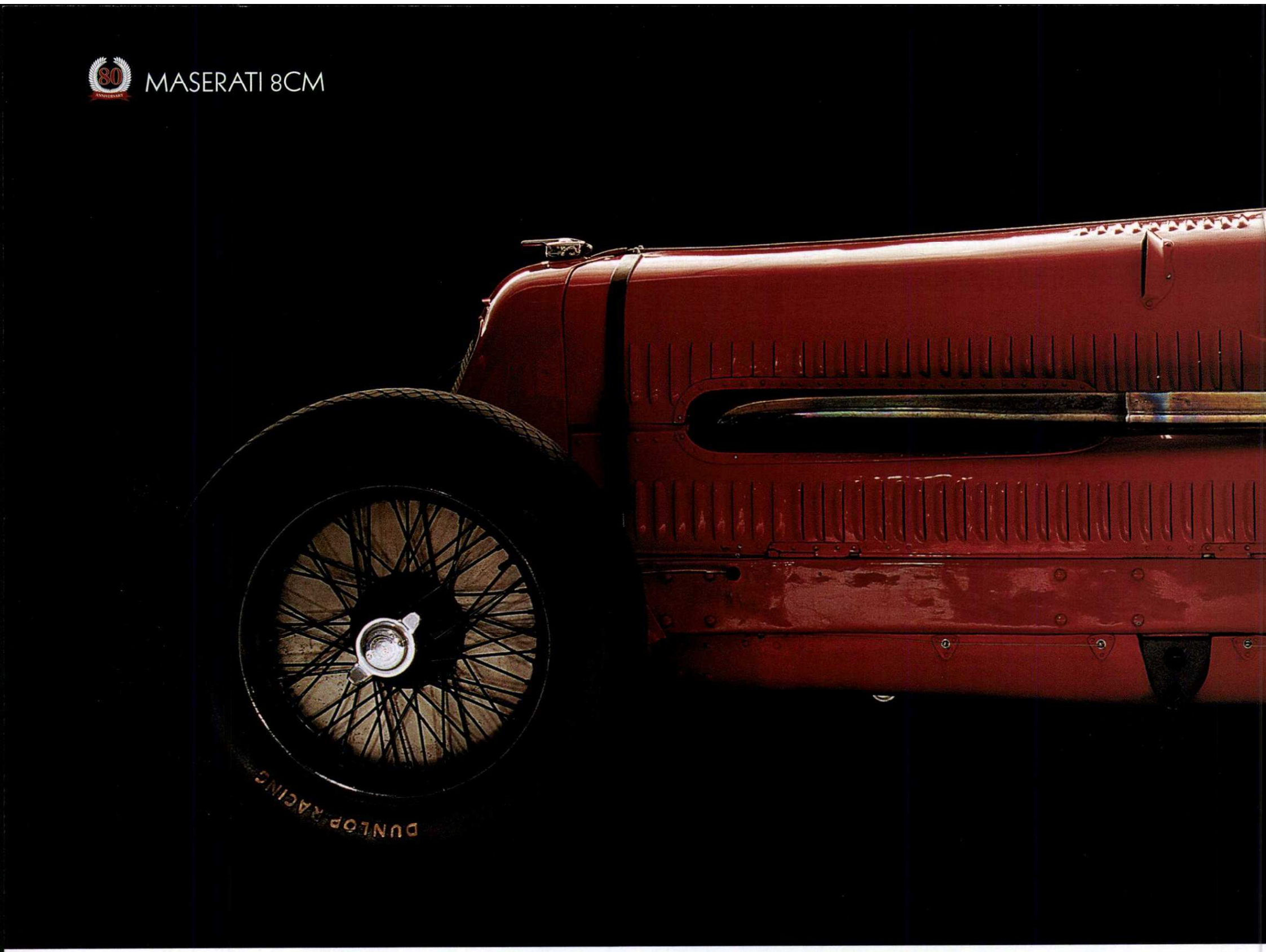
ESTABLISHED

1934

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MASERATI 8CM



NUVOLARI'S ALFA BEATER

MASERATI HAD LITTLE INKLING OF THE RACING REVOLUTION FOMENTING IN GERMANY WHEN IT BECAME EMBROILED IN A VERY ITALIAN PUBLIC SPAT, AS PAUL FEARNLEY EXPLAINS

photography by Charles Best

THE 1934 CIRCUIT OF MODENA WAS A SECOND DIVISION AFFAIR, crucial only in that its two-mile, L-shaped street circuit was on Enzo Ferrari's doorstep. To lose here would be a serious loss of face for his Scuderia, and to this end he put forward a belt-and-braces six-car entry, five of which were single-seat Tipo Bs.

The only man capable of beating them was Tazio Nuvolari. But boy, oh boy, did he want to beat them. For the two most famous names in Italian motor racing were at daggers drawn. Their lawyers were talking, but Enzo and Tazio weren't. They had fallen out midway though 1933. Nuvolari was furious that Alfa Romeo, now in state ownership, had locked its Tipo Bs away in a Portello workshop, forcing him to drive Ferrari's bored-out but outdated 8C Monzas instead. He was also annoyed by Enzo's point-blank refusal to give him more say in the running of the team. So he got himself one of the new Maseratis.

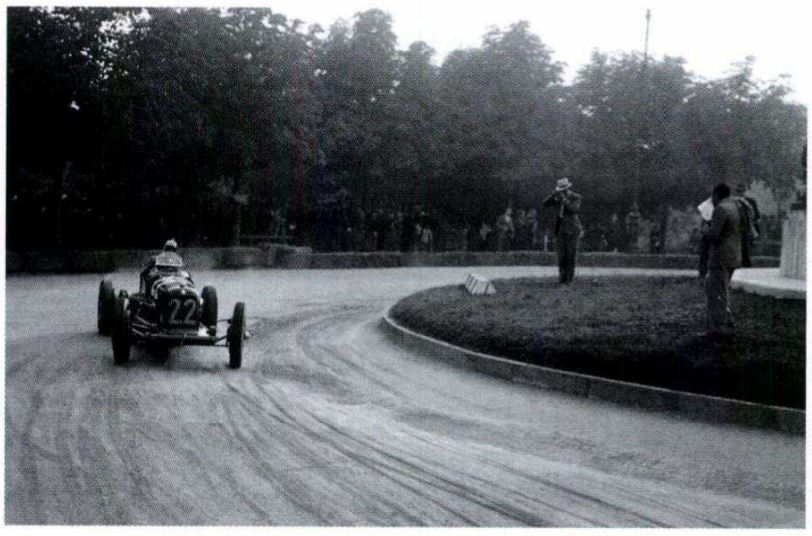
The Bologna firm was in transition. Alfieri, the leading light

Maserati's first 'single-seater' was last of the 'upright breed'; the arrival of the futuristic Mercedes-Benz and Auto Unions changed everything

of this racing fraternity, had died, finally succumbing to injuries sustained in a crash at Messina, Sicily, way back in 1927 – but only after a much-agonized-over kidney op. Younger brother Ernesto was now in charge of design matters. He shelved Alfieri's front-wheel-drive 8C 2500TA, having portentously crashed it through a cemetery wall while testing on the open road, and replaced it with the more conventional 8CM (*m* for monoposto). But it, too, was a disaster, the 200bhp from its 3-litre supercharged straight-eight far too much for a chassis taken from the half-as-powerful 4CM.

Even so, Nuvolari wanted one. He'd been impressed by the performance of Giuseppe Campari and Count Goffredo Zehender in the Marne GP at Reims in July – they qualified their 8CMs second and third – and he struck a deal with the brothers that night. Enzo was livid; Tazio was bullish. A compromise was reached – Ferrari would run the car in the Belgian Grand Prix at Spa the following weekend – but this would not last long. When Nuvolari ostentatiously chose the 8CM over an Alfa Monza for the Coppa Ciano at Montenero two weeks later – and won by over 8min – an impasse had been reached. This was war.

Nuvolari had won at Spa, too, but only after an all-nighter for mechanics Decimo Campagnoni and Luigi Parenti. Tazio had instantly put his finger on the 8CM's weakness, and the car – chassis 3007 – was taken to the nearby Imperia works to have its front end boxed and braced. It was transformed. He told the Alfa drivers to keep out of his way and, from the back of the grid, was in front by the end of the first lap.



Spitzley/Zagari

Modena 1934: Nuvolari did this every lap; Enzo was in the crowd!

He won at Nice in early August, too. Something had to be done: Alfa loaned its Tipo Bs to Enzo – that'll be 1,676,000 *lire*, please – and battle was recommenced at Pescara's Coppa Acerbo the following weekend. Nuvolari and Campari, who had just returned to Alfa Romeo, ➳

driver's seat – part of new 750Kg Formula in 1934. Maserati's neat solution was to 'belly' out side frames



Our thanks to the Donington Grand Prix Collection and Sean Danaher for their help with this feature

MASERATI VERSUS TECHNOLOGY, FINANCE AND ORGANISATION

RACING WAS IN THE MASERATI BROTHERS' BLOOD AND their cars were highly praised for their build quality. But the arrival of Auto Union and Mercedes-Benz in 1934 rendered them instant also-rans in the major events. And that's how it would stay pre-war, apart from brief flashes of pace from their 8CTF in 1938-39.

Auto Union's radical mid-engined A-Type made its debut in the Avusrennen on May 27. But the huge crowd would be doubly disappointed; not only did the new Mercedes cars scratch from the meeting, but the A-Us were beaten by the sensational Guy Moll in Alfa's latest 3.2-litre Tipo B. Hans Stuck had proved the Auto Union's potential by leading the first two-thirds of the race, but when his clutch failed, the folly of not employing other top-line drivers worked against the team: neither Prince Hermann zu Leningen nor Ernest Momberger, who finished third, were up to the task.

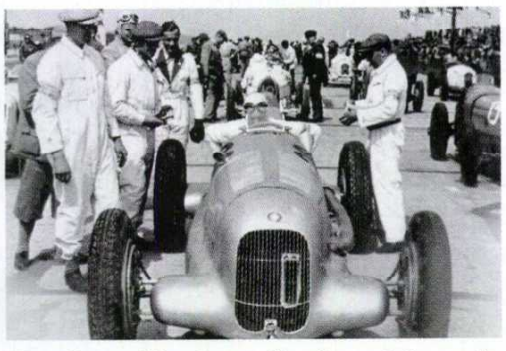
The Mercedes-Benz W25 made its debut the next weekend at the Nürburgring's Eifelrennen. It won in the hands of Manfred von Brauchitsch. But the team was not without its problems: number one driver Rudi Caracciola was not yet recovered from his 1933 Monaco injuries and withdrew, while Luigi Fagioli remonstrated with his bosses over orders to let his team-mate win. He even made an unscheduled pitstop to complain before parking up with a 'misfire'!

Barring a defeat by Scuderia Ferrari's Alfas in July's French GP at Montlhéry, the German cars won every time they appeared during the remainder of the season. Stuck won the German and Swiss grands prix, and at Brno, and just shaded Fagioli – the winner at Pescara, Monza (with Caracciola) and San Sebastian – as the season's star driver.



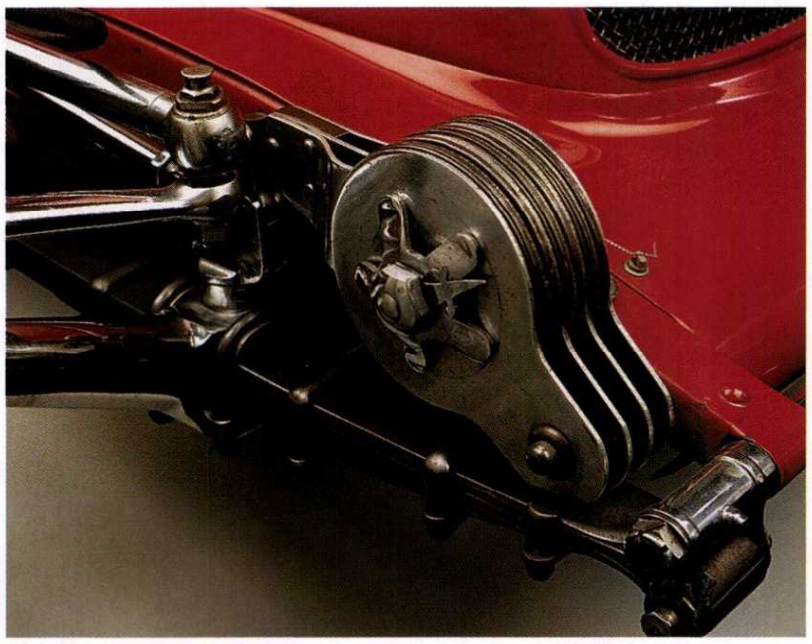
courtesy of Chris Nixon

A-Us warm up before Avusrennen debut



DaimlerChrysler

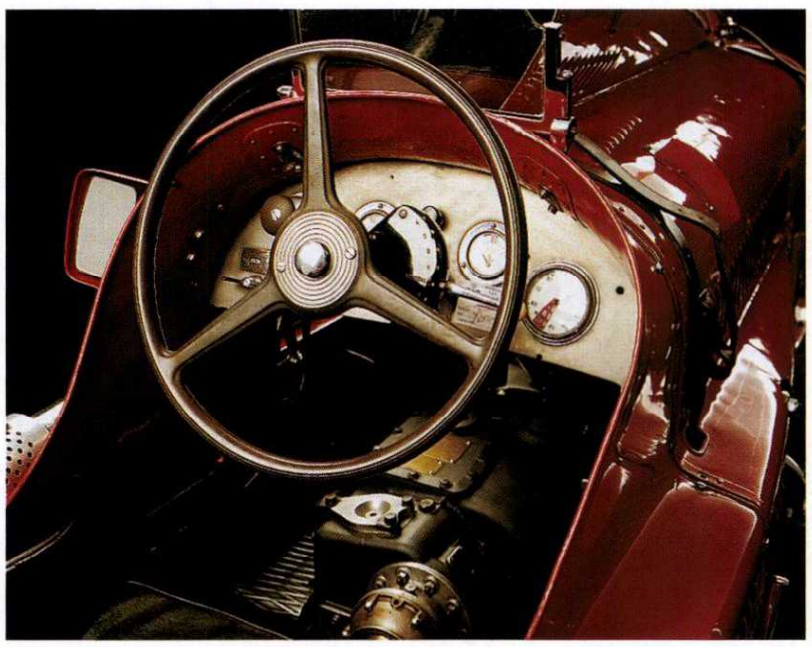
Von Brauchitsch readies for a debut win



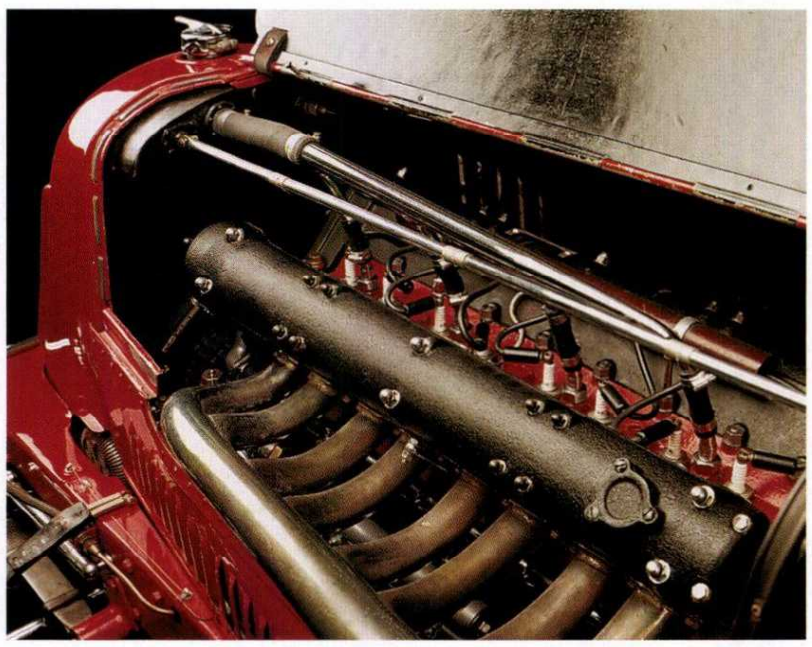
Suspension is by semi-elliptic leaf springs and friction dampers



Trident badge a symbol of Bologna - and master craftsmanship



Pre-selector 'box dominates cockpit floor; steering uses Fiat parts



Straight-eight uses cast-iron monoblock and 90deg valve angle

diced thrillingly from the off, but it was the Alfa that wilted first and the Maser looked set for a famous win until Nuvolari rushed into the pits on the penultimate lap with a cooked transmission joint. Water was tipped over it and he rejoined in a fury. Victory had slipped away, however, Luigi Fagioli prevailing in a Tipo B.

It was a similar story at Miramas for the Marseilles GP: victory lost to an overheated rear axle. At Monza for the Italian GP, it was a puncture with two laps to go that cost Nuvolari a win. But at San Sebastian in late September, the last big race of the season, it was driver error that led to his DNF. Pushing too hard rather than nursing a big lead when rain began to fall, he rolled. His injuries were light given the violence of the crash.

He wasn't so lucky when 'hostilities' continued at the start of the 1934 season. Having been put in his place by the Tipo Bs of Louis Chiron and Mario Tadini in the first heat of the Circuit of Alessandria in late April, Nuvolari again found himself outnumbered by a Scuderia Ferrari phalanx in the final. And he reckoned that they did a number on him. Achille Varzi, he said, put him on the grass, and then Felice Trossi brake-tested him. The 8CM skated off the wet road and struck a tree. Nuvolari was thrown out, his left leg badly broken and he lapsed into a coma.

Five weeks later he was back, leg in splints, working all three pedals with his one good peg, at Avus, in his new 8CM, the car you see here: chassis 3018. Nuvolari somehow made it home fifth. The Nürburgring's Eifelrennen a week later was a much tougher proposition and he withdrew in pain after seven laps. He led the Penya Rhin GP at Montjuich Park before retiring; the rear axle failed at Reims; and he was fourth in the German GP, third and second in the Coppas Ciano and Acerbo. Three retirements followed – at Nice, Bremgarten and Biella – before the car re-emerged in a new form.

At some time the car had been fitted with a Wilson pre-selector gearbox – Nuvolari had been impressed by a similar item on his 1933 TT-winning MG K3. Now, in a bid for more power and less weight, Maserati built a straight-six engine (3300cc initially, but soon increased to 3700) and slotted it into 3018. It was still no match for the German machines, but Nuvolari used it to finish third at San Sebastian and Brno – and win at Modena and then Posillipo Park, on the western edge of Naples.

His Modena victory was a real bravura performance, sliding around the war memorial lap after lap because he knew that a fuming Enzo was in the crowd. Aftewards, he apparently sent his old boss some bales of hay, "for your horses".

In their hearts, of course, they knew they needed each other. If Italy was to stand any chance against the Germans, Nuvolari had to be at the wheel of a Vittorio Jano-designed Alfa. Indeed, it was Jano who brokered the peace between them for 1935.

Nuvolari would not race a Maserati again until after WWII. M

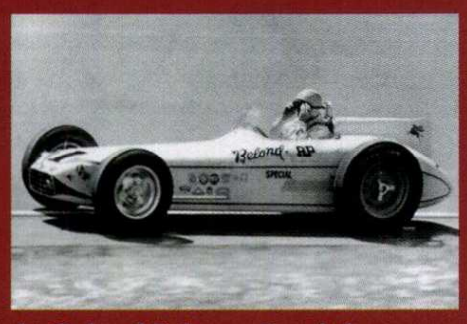
WIN A 1966 ALFA GIULIA SPRINT



THE CARS TO CHOSE YOUR TOP SIX FROM ARE...



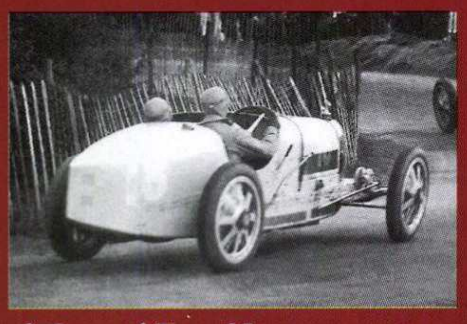
a) Alfa Romeo 158/159



b) Belond Exhaust Special



c) Brabham BT52B



d) Bugatti Type 35



g) Ferrari 250GT SWB



h) Ferrari 640



i) Ford F3L



j) Ligier JS11/15

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f) Eagle T1G-Weslake



k) Maserati 300S



l) Vanwall Streamliner

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Occupation _____

Date of Birth _____

Make/model of your car _____

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Engine size (cc) _____

Year of manufacture _____

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Middlesex,
TW11 8RT, United Kingdom

80 ANNIVERSARY

1944-1953

INCREDIBLY, THE MAGAZINE CONTINUED TO BE PUBLISHED DURING WWII. IT THEN CELEBRATED A NEW ERA OF MOTOR RACING ALMOST AS SOON AS PEACE BROKE OUT

DRIVER: ALBERTO ASCARI

Jenks on Ascari's starts

IF ONE IS BOLD ENOUGH TO SAY THAT Alberto Ascari is today the world's greatest racing driver, and I for one say so with no hesitation, there will be the inevitable cries from the opposition of "Why?" Winning races is not the main reason, for luck comes into it a great deal, as shown at Naples when his accelerator pedal came adrift while nearly half a lap ahead of the rest of the field, but judgement is one of the primary reasons.

A prime example of Ascari's superb judgement was to be seen at the start of the Naples Grand Prix, which was on a slight uphill gradient so that the drivers had to hold their cars on the handbrake while the flag was raised. On that grid there were Farina, Ascari and Fangio on the front row, with Gonzàlez and Villoresi behind. When the flag fell the first three moved forward for about two lengths absolutely in line, and then Ascari went ahead, followed by Fangio, Farina, Villoresi and Gonzàlez, the last nearly stalling. When they had disappeared, in that order, they had all left their signatures on the grid in the form of wheelspin marks. All, that is, except for Ascari.

Fangio's progress was marked by very black and consistent lines left by the spinning rear wheels, for something like 30 yards. Farina spun his wheels too much after the initial movement and the car hung momentarily, and then he left uneven black lines for about 20 yards, indicating a 'floating foot'. Villoresi left determined black marks as far as Fangio, but not so black. Gonzàlez muffed his getaway completely, leaving no lines at all and having no speed. Of Ascari there was not a single trace of a wheelspin mark.



Duerden/Sutton

Ascari won world titles for Ferrari in 1952 and '53, winning nine races in a row

This was not exceptional, for how many times have we seen Ascari go straight into the lead from the fall of the flag? And the fact that he was in the lead at the first corner was sufficient proof of his ability. – **DSJ**
June 1953

Jenks in tribute to Ascari

ASCARI LOST HIS LIFE DRIVING A SPORTS Ferrari while practising at Monza – only four days after his lucky escape from drowning when his Lancia plunged into the harbour at Monte Carlo. There are people who say that he was not fully recovered from that incident and should not have been driving the Ferrari, but whether that is true or not will never be known.

The motor racing world has lost one of its very finest drivers, and no matter what the cause, he cannot be replaced. Only 36 years old, Ascari was at the top of the grand prix field and only equalled by Fangio, though few people cared to state any difference between the two.

Having devoted his life to leading the new Lancia grand prix team, it is all the more tragic that he should have been killed in a sports Ferrari.

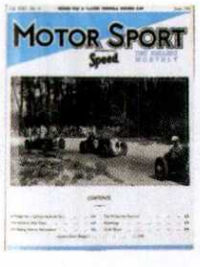
If Ascari is not remembered as the greatest driver of the post-war era, he will certainly remain the greatest Italian driver of this age. – **DSJ**
July 1955

1944



Not long after D-Day, MOTOR SPORT reports on a 'race'! Film makers close a road in Frimley Green to shoot 'action' footage

1945



Peace declared! First event on perimeter of a WWII airfield is a sprint at Filton – fastest time set by ERA of Bob Gerard

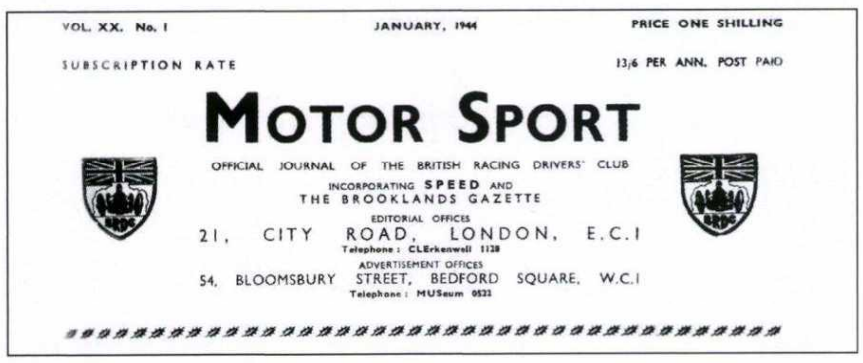


Paris hosts first big post-war races; J-P Wimille wins main event in Bois de Boulogne

1946



Brooklands is dead – betrayed by bureaucracy, MOTOR SPORT says. Gransden Lodge is site of first post-war UK race meet


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INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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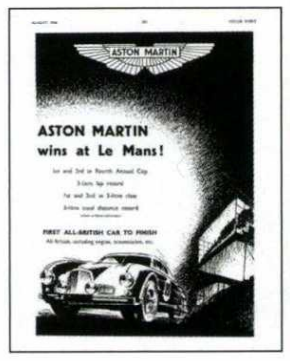
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MOTOR SPORT was the 'Official Journal of the British Racing Drivers' Club' before, during and just after WWII. Each issue cost you only one shilling
January 1944



Nine years before its overall win at Le Mans, Aston Martin scored a class victory in the 24-hour race
August 1950

RACING CAR: ALFA ROMEO 158/159

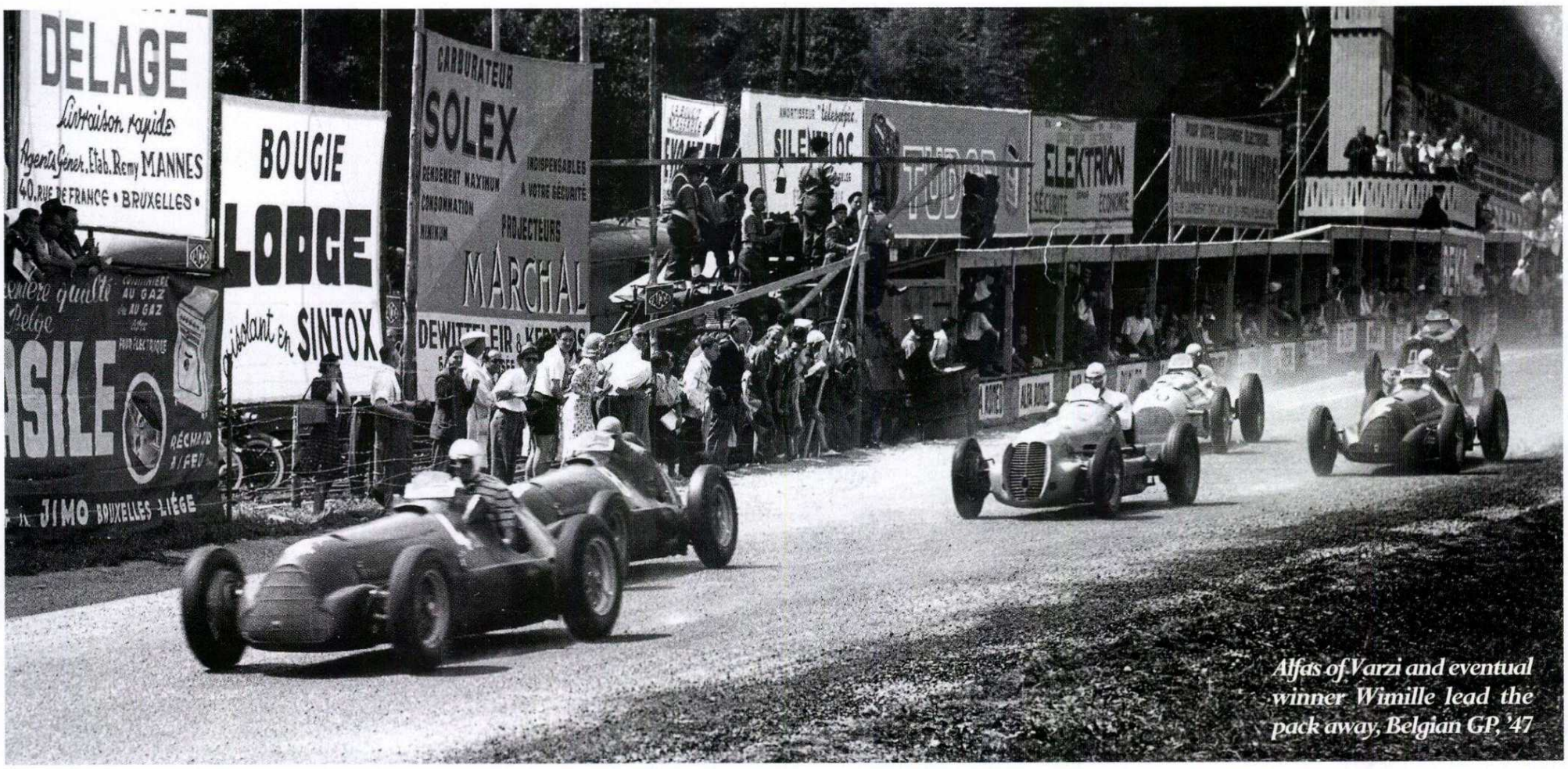
Alfettas revive as they were

AFTER THE WAR, ALFA ROMEO DUSTED off its 158s and dominated the revival of racing in Europe between 1946 and '48. The works team took a sabbatical for '49, then returned for the first world championship season in '50 – in '51, the revised 159 was introduced. Here are TG Moore's thoughts in a *Continental Notes* column on Alfa and its 158 after the '48 French Grand Prix at Reims, where Jean-Pierre Wimille and team newcomer Alberto Ascari scored a 1-2 for the *Corse*.

"WHEN A CAR FIRM DECIDES TO RACE its own products, nothing can be left to chance, and the Alfa Romeo racing organisation is comparable with those of Mercedes and Auto Union in pre-war days. At Reims they had eight or nine open and closed five-ton trucks, two spare racing cars, one available behind the pits in case any spares were needed during the course of the race, and a mobile workshop. This was well-equipped, with a lathe, a drilling machine, welding plant, benches and vices, drawers for small parts, and an independent petrol engine and dynamo which supplied power for the machine tools.

"The three Alfa Romeos which ran in the grand prix were all the well-tried Type 158 eight-cylinder cars, giving about 250hp at 7500rpm. The engines are, of course, two-camshaft, with two carburettors and two blowers in series. The gearbox is mounted with the bevel-box at the rear of the tubular chassis. The front wheels are carried on trailing links, with transverse leaf springing. A similar system is used at the rear, while the wheels have a slight cant inwards. The brakes are hydraulic and, on one car I examined, the sides of the brake drums had large openings in them; Ferodo apparently doesn't mind the weather.

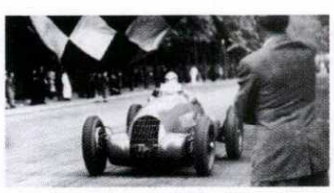
"The car Wimille drove so fast during the practices was something new, with one exhaust pipe and manifold instead of two. Evidently, this arrangement helps to produce more urge, and the new type will probably be used in later races this season."
October 1948



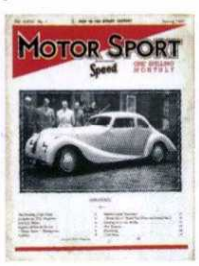
Alfas of Varzi and eventual winner Wimille lead the pack away, Belgian GP, '47

LAT

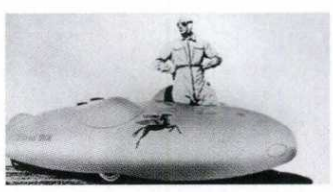
1947 1948 1949



Wimille prevails in Paris Cup at Bois de Boulogne at the wheel of an Alfa 308C



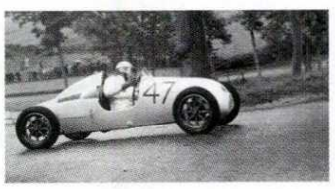
Formula One is unveiled by FIA; Ettore Bugatti dies, aged 66 – he's followed by Louis Delage; Orsi family take over Maserati



John Cobb's Mobil Special raises LSR to 394.196mph across Bonneville's salt flats



Ferrari enters its first F1 car; Juan Manuel Fangio impresses in the Temporada races; Nuvolari retires; Varzi is killed at Berne



Teenager S C Moss makes his name at the wheel of a Cooper 500 single-seater

LAT, Keystone, NMM

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BENTLEY

Ian Metcalfe sends his best wishes for 1944 to his numerous friends and fellow Bentley enthusiasts, many of whom are now pursuing their business in troubled lands.

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MOTOR SPORT adverts took a different tone during the war years, as might be expected
January 1944



This ad claimed that the deliveries would begin in 1949, but the MG-engined prototype was the only Gordano built
April 1948

80 ANNIVERSARY
1944-1953

NEWS: JAGS AT LE MANS



Winning Walker/Whitehead C, 1951

Breakthrough at Le Mans

A RESOUNDING BRITISH SUCCESS AT Le Mans! Thanks to Williams Lyons for building the new Type 'C' XK120 Jaguar, to Peter Walker and Peter Whitehead for driving one to a brilliant victory, and to Stirling Moss for taking the lap record in another of these Jaguars in the early stages of the world's most important sportscar race and thus breaking up the Talbot opposition.

The conquering Jaguar covered 2243.9 miles in the two rounds of the clock, a speed of 93.49mph, 3.76mph faster than the Talbot record win last year. They finished, to British cheers, nine laps ahead of a 4.5-litre Talbot driven by Meyrat and Mairesse.

Moss' 105.1mph lap record beat the 1950 Talbot record by 2.26mph.
July 1951

100mph mark passed in 1953

THE LE MANS 24-HOUR RACE CARRIES with it more tradition and history than any other event in the minds of most people, and the occasion of the XXIst *Grand Prix d'Endurance*, on June 13/14, not only continued this position, but celebrated its 21st birthday by being the first occasion when over 100mph has been achieved for the whole 24 hours. This wonderful achievement was recorded by APR Rolt and J Duncan Hamilton driving a works-entered XK120C Jaguar, and they averaged over 105.5mph. So fast was the pace set by the leaders that the first seven finishers all averaged over the 100mph mark.

Four XK120C Jaguars started and four finished, whereas the teams of exotic continental cars built specifically to win races such as this – Alfa Romeo, Ferrari, Lancia, Pegaso, Talbot – melted away when the time came.

Under these circumstances, the Jaguar victory is the more creditable. The XK120C, in 1951 form but with reformation of power curve obtained by a change to Weber carburettors and other modifications, is, we venture to suggest, more closely related to Jaguar's other productions than are the sports/racing cars they beat so convincingly. So Britain is in the desirable position of having won the most important sportscar race of the year with cars closely related to the Jaguar production models from Coventry.

Le Mans 1953 was a great British occasion, as befits Coronation year.
July 1953



1953 winners Hamilton (left) and Rolt

RACE: 1953 FRENCH GP



all: LAT

Mike by a nose: Hawthorn pips Fangio after a thrilling race-long duel at Reims

Hawthorn beats The Maestro

STILL IT WAS ANYONE'S RACE AND BY LAP 33 Mike Hawthorn and Juan Manuel Fangio began to share the lead consistently. After another half-dozen laps a gap began to appear between these two and the remainder, which was a turmoil of Gonzàlez, Ascari, Farina and Marimon, Villoresi having tired and dropped well back. The young English boy was driving all he knew.

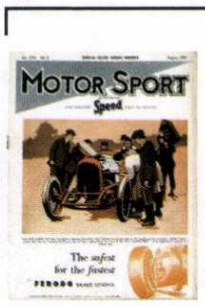
Fifty laps went by and still no quarter was given. It did not seem possible that this hectic pace could go on, but Hawthorn, in his green windcheater, continued to do battle with Fangio in his blue-and-yellow jersey.

As they began the last lap Hawthorn had a slight lead over Fangio, while Gonzàlez and Ascari were still in a dead heat. Everyone was on their toes, this was going to be the finest finish of all time.

Hawthorn, leading at Garenne, was still leading down the hill to Thillois; round the hairpin for the last time, four cars in a tight bunch. The tension was terrific. Faroux raised the chequered flag and 'whoosh', a blur of cars passed: Hawthorn, Fangio, Gonzàlez and Ascari, as quick as that. The cheering reached fever pitch, the crowds surged on to the course and the also-rans, who had all driven hard and fast for over two-and-a-half hours, came in one by one.

The race had finished with an Englishman on top; that he was not driving an English car matters little. Reims is not a difficult circuit, so that finesse of driving skill was not vitally important, but endurance and judgement were – and, as everyone began on the same footing at a new layout never raced on before, Mike can feel justifiably proud at having beaten the world's finest drivers. Let us hope that every Englishman is equally proud of his effort. – **DSJ**
August 1953

1949

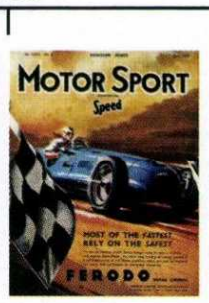


Alfa team takes a sabbatical, its number one ace Wimille killed in Buenos Aires; Fangio makes a successful first tour of Europe



First post-war Le Mans is held; Luigi Chinetti's 166 gives Ferrari its maiden win

1950

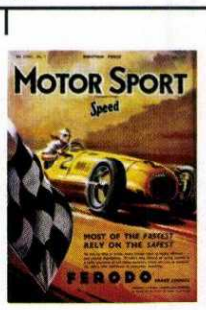


Alfa dominates first world title year; BRM V16 disappoints; at Le Mans, Louis Rosier drives all but 44min to win for Talbot



Giuseppe Farina becomes inaugural world champion, winning in Britain (above)

1951



Fangio's first of five world titles, but Ferrari ends Alfa rule – first championship GP win scored by F Gonzàlez at Silverstone

all: LAT



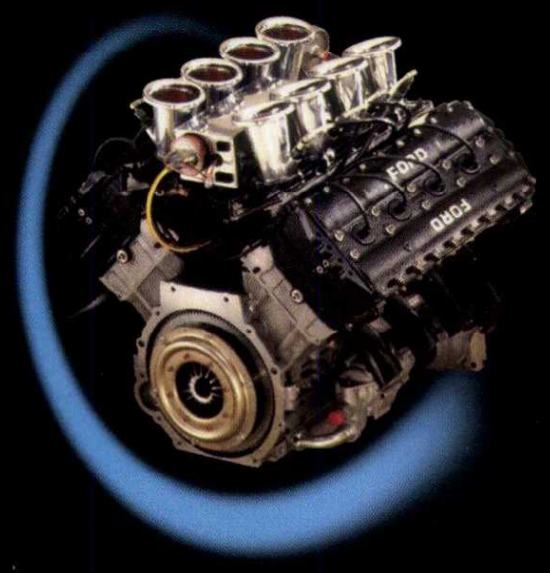
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***Rumblings* column featured different designs and cars during its lifetime, including an ERA**
June 1944



Vigzol Motor Oil promoted a Stirling Moss victory at a Zandvoort meeting
August 1951

80 ANNIVERSARY
1944-1953

ROAD CAR: MERCEDES 300SL

The 'Gullwing' sensation

THE 300SL MERCEDES-BENZ, WHICH CREATED such a sensation in sportscar racing two years ago until the manufacturer withdrew it from competition because 'they had learnt all they needed to know', was brought to Silverstone on October 14 for the delectation of a few favoured motoring journalists.

Rudolf Uhlenhaut, head of the Mercedes-Benz experimental and racing department, drove each journalist for two or three fast laps of Silverstone. This was a wonderful experience, for Uhlenhaut is well known to be nearly as fast as Fangio when it comes to poking a Mercedes round the circuits. Uhlenhaut used only top and third gears, bringing the car out of the corners by skilful opening of the throttle, the speed rising to something like 112mph along the straights.

Later came the opportunity of trying the 300SL for oneself, and while fast 'lappery' masks rather than clarifies impressions of a strange car, especially one of this power and speed, we were impressed by the manner in which 6000rpm came up in the indirect gears, equal to nearly 100mph in third; the comfort and support of the cloth-upholstered bucket driving seat; the high-geared, taut, somewhat heavy steering; the very fine road-holding; and particularly by the great power of the light-to-apply, completely fade-free brakes, with their turbo-finned drums.

Naturally, the extreme power and urge of the 300SL impressed. It also created favourable comment for the manner in which it stood up to this continual high speed without falter, the exhaust showing neither blue haze nor black smoke. The accelerator has a short travel and when it is depressed the result is interesting! The car snaked somewhat when taking an adverse camber and it is possible that a de Dion back end would hold it down better, although it is certainly an outstandingly stable and safe car.

It is a truly delectable motor car and not surprisingly costs £4392 15s 10d in this country, despite Mercedes having studied cost reduction, using bolt-on wheels, drum brakes and a sheet steel body, etc. Although the price is high, there is, they appreciate, a limit, even for sale in the USA. – **WB**
November 1954

both: LAT



WB was left impressed by the performance of the "truly delectable" Mercedes-Benz 300SL

AT THE COALFACE



William Boddy
Founder Editor
1936-present

ALL WAS GOING WELL IN 1939. MR TEE had acquired *Speed*, MOTOR SPORT was the BRDC's official organ – and then war broke out. Just as he was paying off the printers I convinced Mr Tee that we could carry on. "How would I fill the magazine if this war lasted for 10 years?", he asked. "With history," I said. He recalled the production chaps, we cobbled up an emergency eight-page issue, its editorial headed 'It is War,' and all through close bombing of the City Road premises and fire-watching, MOTOR SPORT resumed, never missing an issue.

Having unsuccessfully tried to join the Army and the Air Force, I began doing instructional publications for the RAF at RAE Farnborough. Motoring enthusiasts in reserved occupations drifted there, amongst them Denis Jenkinson. We talked motor racing so continually that I told him he *must* join MOTOR SPORT when peace returned. So after he had given up post-war motorcycle racing and riding sidecar for world champion Eric Oliver, he complied, as our Continental Correspondent.

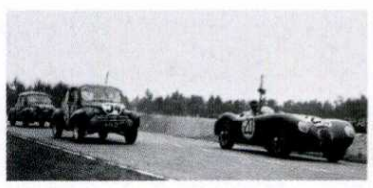
With motor racing dead there was little apart from club socials and quizzes to report, but I worked late into the nights churning out all manner of articles. Readers' letters poured in; my massive post must have made my landlady wonder if I was a spy!

Deprived of their greatest interest (wives and girlfriends apart), I received reminiscences from car enthusiasts in Army barracks, on Navy ships and at RAF camps, and from other petrol-starved readers; these I was able to publish as 'Cars I have Owned'. Kent Karslake sent his scholarly 'Sideslips', and articles under his own name so he could argue with himself. Prince Chula, Cecil Clutton, Anthony Heal, John Bolster, Ken Hutchison, Raymond Mays and other celebrities added to these unpaid-for contributions.

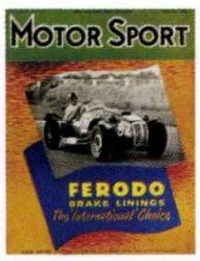
Road tests dwindled, but in the first year of the war I did try a MkII Bertelli Aston-Martin, the new V12 Lagonda, a Daimler and a Hillman 14 before petrol coupons were withdrawn. But apart from Marcus Chambers' 7.2-litre 1907 Renault 'Agatha', my chance to drive historic racing cars had to wait until Hitler had been defeated.

Posted to Harrogate and London, MOTOR SPORT went with me, run entirely by telephone. That is how it survived those bleak 1940s.

1952 **1953** **1954**



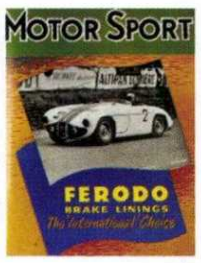
Jaguar C-type of Whitehead/ Walker (20) scores marque's first Le Mans 24 Hours success



GPs are run to Formula Two regs – Ferrari wins every race; Jaguars fail at Le Mans and Mercedes takes the Sarthe spoils



Mike Hawthorn makes a name for himself with some superb drives at Goodwood

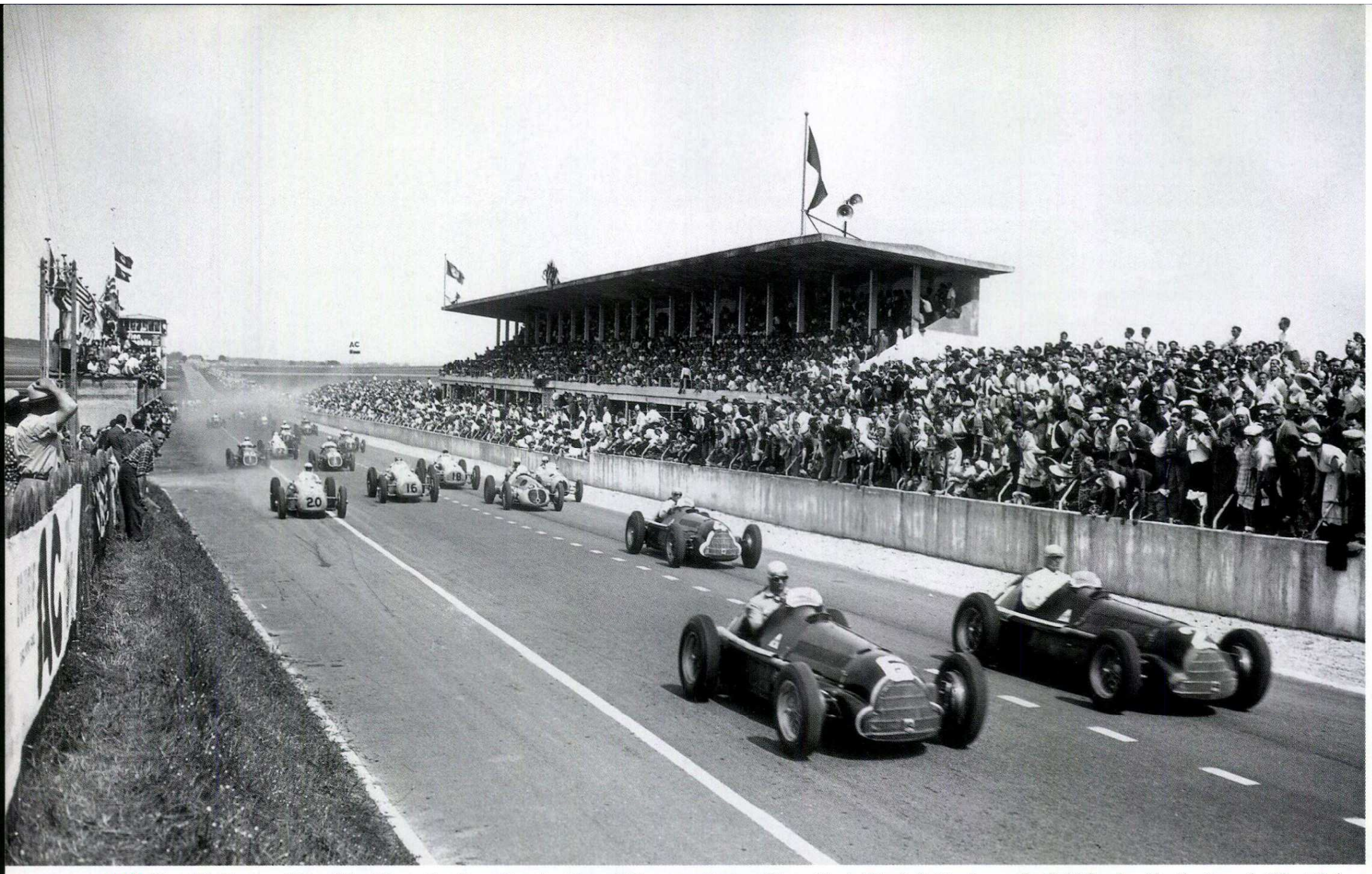


Alberto Ascari wins his second consecutive title; Jaguar scores its second Le Mans win; Indy is won from pole by Bill Vukovich



Fangio breaks Ferrari's GP grip, winning a thrilling Monza race for Maserati

all: LAT



Offside

1950: The Alfa Romeo 158s of the Three Fs – Juan Fangio (6) and Giuseppe Farina (2) and Luigi Fagioli (4) – leave the field for dead in the French GP at Reims

1949: A 17-year-old Peter Collins looks shy and nervous at the outset of his career. He's pictured at Prescott hillclimb, where his Cooper 500 was seventh in class



LAT

Offside

1951: After his original race car stopped for 11min with ignition dramas, Fangio climbed aboard Fagioli's Alfa Romeo 159B and won the French GP at Reims

1949: Swiss Baron de Graffenried leads his home GP at Bremgarten in a Maserati 4CLT/48. He would soon be overtaken by Luigi Villoresi's V12 Ferrari 125 (34)

LAT

COOPER 500 MARK V

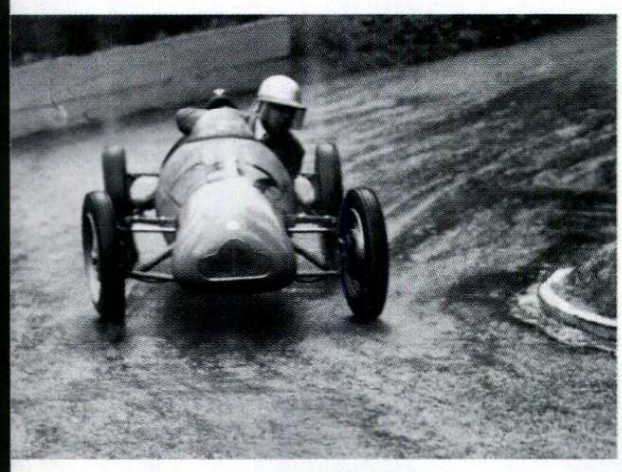
After six years of ravaging war, it was hardly surprising that much of European motorsport was revived with machinery dating back to the previous decade. New racing cars were not a priority as countries recovered from Nazi occupation, while Britain revelled in victory, then awoke from the party to face the reality of a crippled economy and continued rationing.

But the resourceful determination that had helped win a bitter conflict reared its head in peacetime, too. Britain's motor racing folk did not dally in creating something for a new era. In December 1945 a group of men in Bristol formed the 500 Club from the germ of a pre-war idea, and drew up a formula to reflect the straitened times. Its influence on the sport would be profound.

The 500cc movement single-handedly created new racing companies that relied on the ingenuity of individuals who would shape modern motorsport. But when Surrey father-and-son garage owners Charles and John Cooper were first attracted to the 500 Club, they had no aspirations of greatness. Quite the contrary; they were just looking for a bit of competitive fun.

Influenced by 500cc pioneer Colin Strang, the Coopers built a prototype with help from friend Eric Brandon out of the front ends of two Fiat Topolino chassis attached back-to-back. For power they chose the simplicity of a JAP speedway engine and sat the motor behind the driver, for practicality's sake as much as anything. This car, and a second for Brandon, caught attention. Orders were placed, one coming from an 18-year-old Stirling Moss, and a first production run of 12 was built. Post-war motor racing had truly begun.

LAT



Prescott, 1948: John Cooper was a committed driver of his own cars, too

ALAN BROWN HAD ENDURED A TOUGH season of varying fortunes. Two crashes, at Silverstone and Monaco, left him disheartened. But still he carried on through to the end of 1950, scoring a win, three seconds and nine thirds to boost his confidence for another crack at the new 500cc Formula Three.

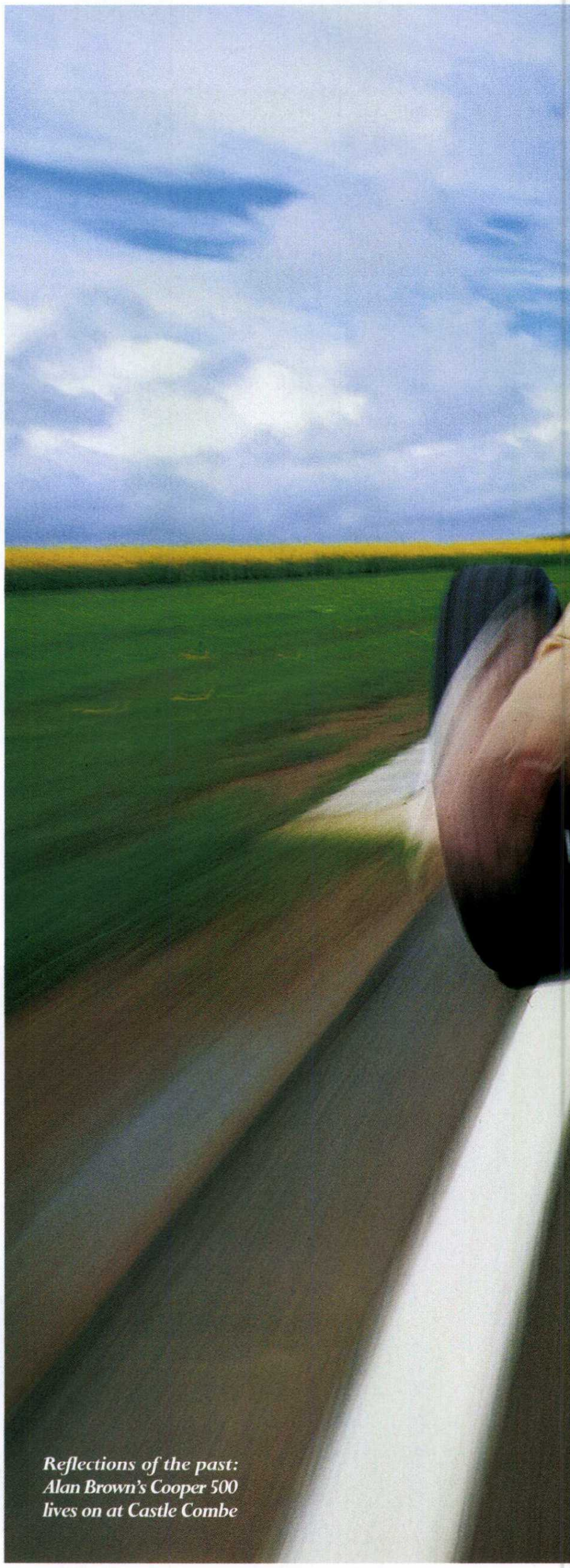
It was just as well that he did. Brown and team-mate Brandon would prove to be the top Cooper drivers of 1951, joining forces with 22-stone patron Jimmy Richmond to form a smart, professional team. The two aluminium Ecurie Richmond Coopers – Brown's with blue nose trim, Brandon's with red – stormed British F3. Alan won the Half-Litre Club Championship and the *Light Car* Cup, and finished second to Stirling Moss in the BRDC Gold Star standings. Brandon won the new *Autosport* British 500cc Drivers' Championship.

Brown had been lucky to meet Richmond, a 27-year-old public works and haulage contractor from Nottinghamshire, who was keen to become involved in racing but found himself limited to an entrant's role by his size. He bought a truck to transport the cars and a pair of 'double knocker' Norton engines, the power plant that had replaced the JAP as the thing to have in this form of racing.

Along with the championships, Brown and Brandon shared out a good haul of race wins. Eric took great satisfaction from victory at the Nordschleife in the German Grand Prix support race, while Alan triumphed in the Luxemburg Grand Prix, which was run to F3 rules.

Brown never capped the success of that season.

FIFTY-THREE YEARS AND ONE DAY AFTER THAT LUXEMBURG GP, I FIND myself sitting in Alan Brown's driving seat at Castle Combe. Chassis MKV/7/51 is as immaculate as it was new, its aluminium body panels glinting in the Wiltshire sun. The familiar grill, marque badge and Ecurie Richmond insignia have already pumped up the adrenalin as I face what will be a totally new experience. But excitement ➳



Reflections of the past: Alan Brown's Cooper 500 lives on at Castle Combe

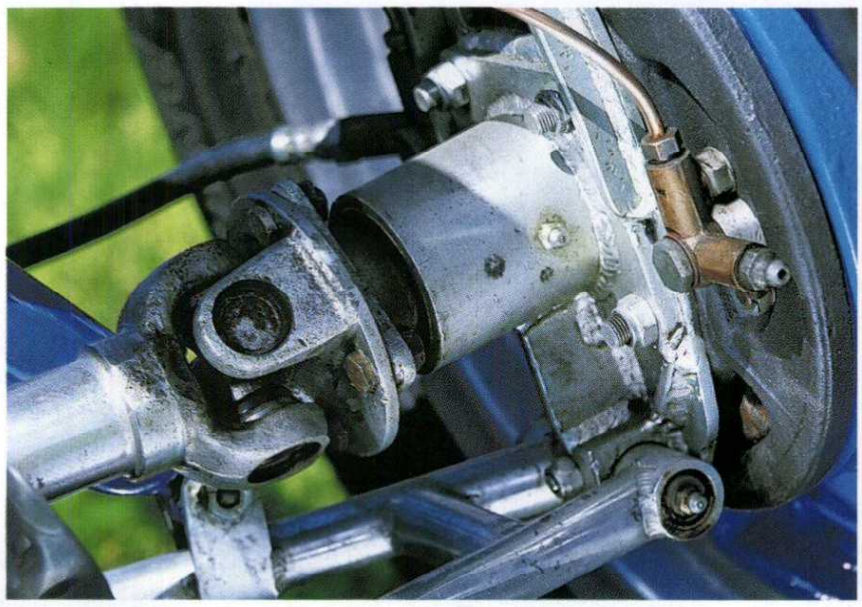
ONE-POT DICTATOR

IT'S ALWAYS THE SMALL ONES YOU HAVE TO WATCH FOR. THE 500cc FORMULA POINTED THE WAY FORWARD FOR POST-WAR MOTOR RACING. DAMIEN SMITH FINDS OUT WHY

photography by Peter Spinney/LAT

Blue trim on a green day: Mark V zips along despite Castle Combe's windy micro-climate

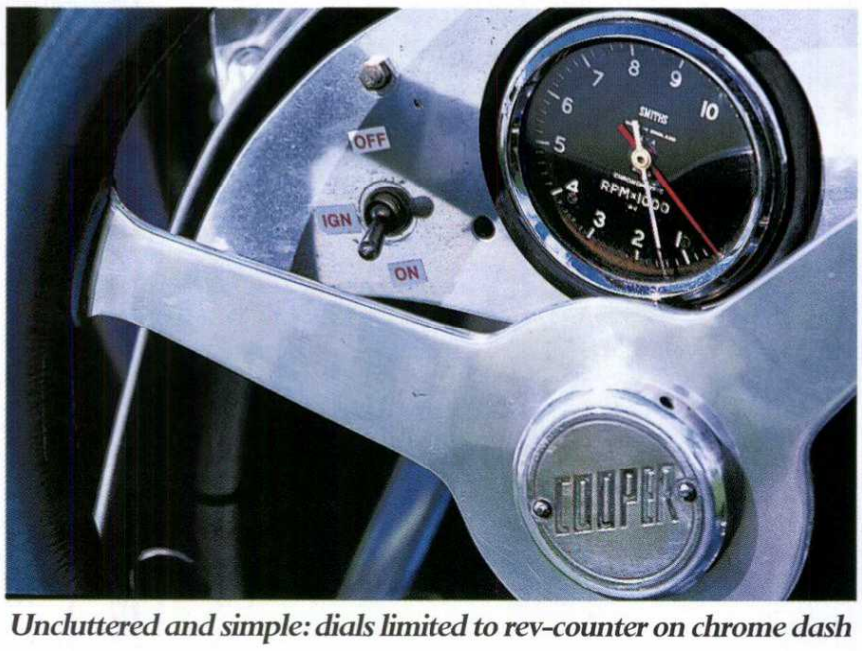
Our thanks to Peter Wright, Richard Fry, Kevin Pycroft and Castle Combe for their help with this feature



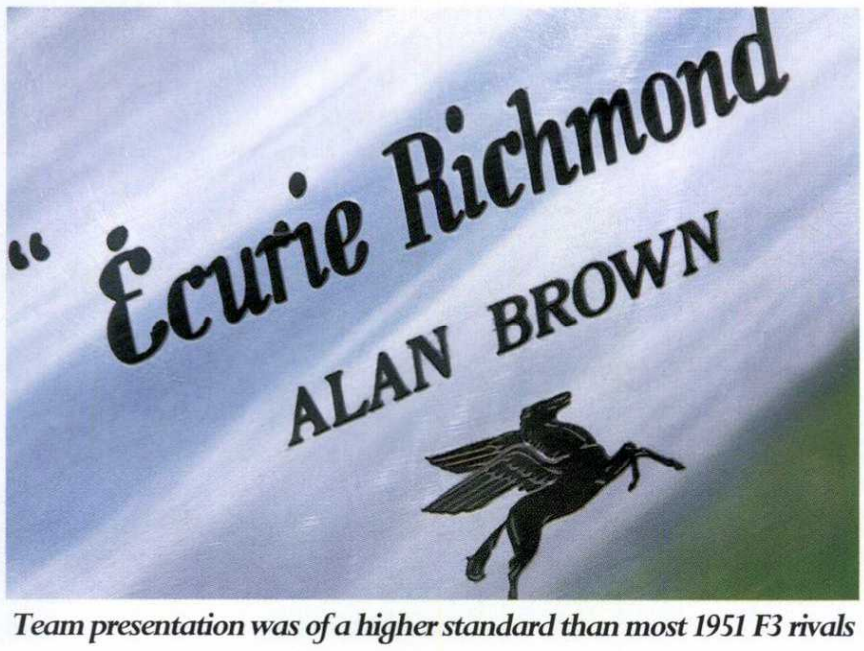
Drum brakes are responsive and predictable even under hard use



Handbrake and fuel filler replicated with gearshift on the other side



Uncluttered and simple: dials limited to rev-counter on chrome dash



Team presentation was of a higher standard than most 1951 F3 rivals

drowns the jitters; I just know that I'm in for a whole lot of fun.

The Mark V or T15, as with all Cooper 500s, was an evolutionary step from its predecessor. The basic chassis and transverse leaf-spring suspension layout remained unchanged, but the body design had become more purposeful. An extra tubular rail running parallel to the chassis' main side members allowed pannier fuel tanks to be fitted, giving the impression of a little more girth.

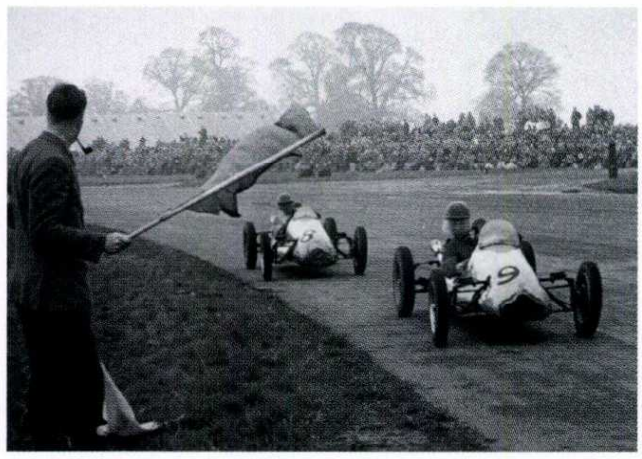
The cockpit is tight (especially for someone not jockey-sized like, er... me), but not uncomfortable. Against expectations, the feeling is of sitting 'in' rather than 'on'.

The sequential gearshift juts out of the body just behind the fuel filler for the right-hand tank. A similar stick sits on the left, but I can ignore the handbrake. Instead of the 'double knocker' Norton, a JAP sits behind me, the only change from the spec this car ran in to win that Luxemburg race.

In a way, I'm the perfect candidate for a test. As a new formula created directly after WWII to attract all comers to cheap racing, this was – and probably still remains – the ultimate junior single-seater category. My lack of driving experience will highlight just how user-friendly 500cc racers are.

That doesn't mean my run starts well, of course. The Cooper's generous (and trusting) owner Peter Wright has given the car a quick warm-up before I jump in, then simply says, "Off you go." I stall it. That means a bump-start with the help of a couple of Peter's friends. First gear is a little sticky today, so I select second, and as the motors bumbles into life, I drop the clutch. The JAP sings loudly in my ears under acceleration, as the Cooper judders and shakes. I am startled, despite having been warned to expect as much, and don't even think about checking the little rectangular mirrors bouncing around on top of the front springs. They're of little use, and anyway, I'm lucky to have 'Combe to myself today.

all: LAT



Brandon leads Brown for a 1-2 at Silverstone's International Trophy

But once you get accustomed to the shakes, the ride is actually comfortable and the sequential shifter smooth and satisfying. As for the drum brakes, I am very pleasantly surprised. The pedal offers firm retardation and entices deeper use into Combe's chicanes.

The Wiltshire weather has a few tricks up its sleeve to make sure my limbs never lose their nervous tension. Talk about micro-climate; on one lap half the circuit is hit by a squally shower, but as I exit the second chicane the track is bone dry. The wind, too, buffets and disconcerts. At times it feels like the little car is picked up and sent sideways a few inches across the track, while mid-corner gusts defy my visor and make my eyes water. I ignore the instinct to shut them...

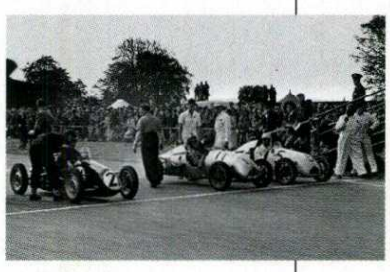
But the lively conditions do not spoil the day. I grow in confidence, and even though I stick to my natural bring-it-back-alive caution, I begin to have fun. The rear twitches and slides even at my modest cornering pace, but it is always manageable. Sadly, I'm not quite up to leaning over and sticking my arm out over the side *à la* Brown or Moss for dramatic and more effective cornering, but that's okay. I'll keep both hands on the wheel, thanks very much.

A top speed of a little over 100mph doesn't sound much, but believe me, just reaching three figures in a 500 is plenty. Then to go wheel-to-wheel as well... Brown and his comrades set the trend for frenetic and entertaining duels that F3 would become famous for.

And for a virtuoso performer like Moss, the 500 formula was the perfect rookie proving ground to master driving technique and race-craft. That raw teenage promise was a beacon pointing to the racing drivers of the future, just as Cooper and its funny little machines offered a glimpse of the cars that would carry them. M

THE START OF SOMETHING SMALL

BRITAIN'S FIRST POST-WAR MAINLAND CIRCUIT race was a 500cc event at Gransden Lodge airfield on July 13, 1947. But only four cars took the start, so it is the RAC National (right), supporting Silverstone's first British Grand Prix on October 2, 1948, that carries greater significance.



Rhiando (11) won

A healthy total of 34 cars made the entry, which was whittled down to 26 for the grid (nine Coopers and 17 'Specials'). But this landmark 50-mile race would get off to an inauspicious start. Only Colin Strang and Stirling Moss were ready to go when pre-war British racing hero Earl Howe dropped the Union Jack. Mechanics were still tending some of the cars on the grid, while Eric Brandon wasn't even sitting in his Cooper.

After three laps Moss led from Alvin 'Spike' Rhiando by a scant 0.7sec, but when Stirling hit engine problems it was the Canadian who was left with the spoils. They came at a price, however: leaking fuel left him badly burnt and in need of a loaned pair of trousers.

Rhiando's win in a race described as "epic" by MOTOR SPORT was claimed at a speed of 60.68mph. He beat three more Coopers driven by John Cooper, Sir Francis Samuelson and a recovering Brandon.

Reliability was awful, just eight of the 26 starters making the distance. But the little 500cc racers had caught the imagination of the huge Silverstone crowd. Rapid growth of the 500 movement and official Formula Three classification was just around the corner.

NOT EVERY SEED FLOWERED

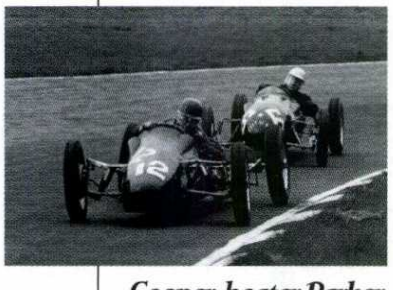
IF IT HADN'T BEEN FOR COOPER, THE 500 STORY WOULD HAVE BEEN VERY different. The cars from Surbiton held a numerical superiority because they were fast, quality racing cars built and supplied to customers with an unequalled level of professionalism. But the formula was born in an amateur spirit, and the one-off 'Specials' and smaller-scale marques are just as vital to its memory. In fact, it is the technical diversity which makes 500cc racing interesting, especially as Cooper was far from unbeatable. Here are some of the chassis alternatives:

Iota: Run by the Bristol-based organisation that created the 500cc movement. Shared its name with a magazine dedicated to the category (Iota is the Greek for i, the letter under which the FIA categorised the formula). Iota was simply a ladder-frame chassis designed as a template for 'Specials' to be built upon: for example, Stromboli, Mille-Union, Buzzi 2 and Wasp. Also built nine complete 'production' cars.

Emeryson: Paul Emery refused to follow quickly established convention of putting the engine behind the driver. He based the shape on the pre-war Mercedes W154, with chain transmission driving the front wheels.

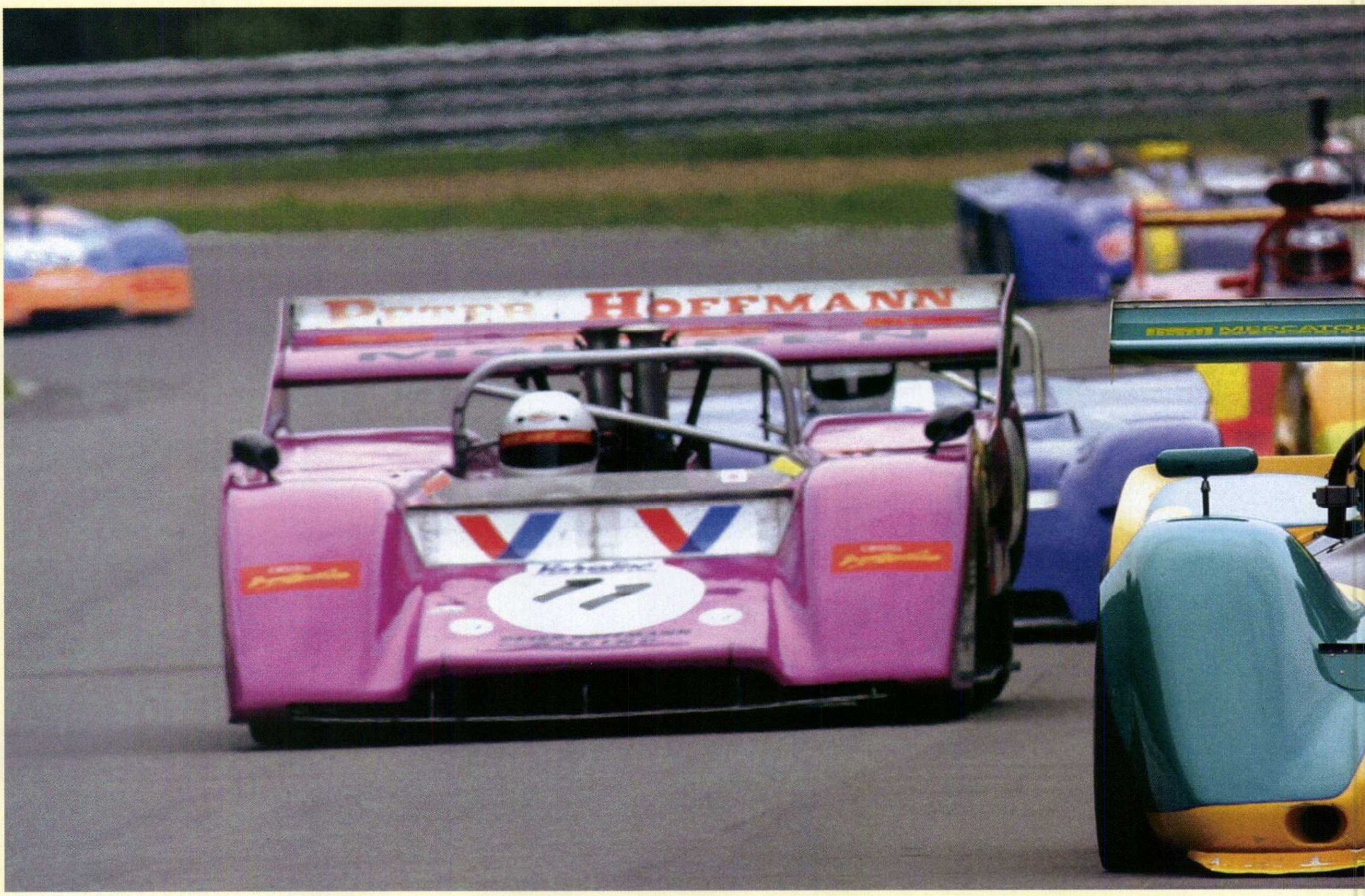
JBS: Wembley speedway star Alf Bottoms bought RD Coward's 'Cowlan Special' and modified it to create the first JBS in 1950. He won at Brands, Blandford and Reims, then created a new model for '51. Sadly, Bottoms was killed in that year's Luxemburg Grand Prix, and although JBS continued production into '52, it didn't last the year.

Kieft: The most significant Cooper-beater. Cyril Kieft began with a Marwyn in 1949, then built his own car and convinced Stirling Moss to race one. Cars were distinctive for ahead-of-their-time spaceframe chassis, wishbone and rubber-in-torsion front suspension, swing axles and rubber bands-in-tension rear. Don Parker's modded versions won races well into the '50s.



Cooper-beater Parker

Kieft sold out in 1954 following an aborted Formula Two project and an almost-completed Formula One car.



Brands Hatch Grand Prix Classic Superprix 2004

The Classic Superprix will be one of the biggest and most important historic motor racing events of the year, and the famous Brands Hatch Grand Prix circuit is the perfect place to see the cars of yesteryear at their best.

Practice starts at 10am and racing starts at 1pm.
£10 per Adult - children under 15 go free!

Pre purchase tickets for only £8 per Adult
For more information call 0870 850 5017

www.motorsportvision.co.uk







Organised by the Historic Sports Car Club, the Superprix features a packed programme of 15 races over the weekend of July 17/18.

All of the HSCC's well-supported championships will be running, plus the mighty leviathans of the International Supersports Cup and the Group C/GTP Racing series, both of which get races on each day. The British Racing Driver's Club '50s Sportscar championship will also be a major feature of the meeting.

The Orwell Supersports Cup provides a rare chance to see the thundering beasts of the Can-Am sportscar era in action on UK soil, and the sight and sound of the 8-litre machines must be experienced.

Among the mouth-watering array of Chevrons, McLarens and Lolas is the Chevron B26 of Briton John Burton, who was winning races as a works Chevron driver in the international Group 6 races of the 1960s and '70s. He took an early lead this year from series organiser Silvio Kalb's March 76S. Watch out too for Peter Hoffmann's lurid purple McLaren M8F, which has a strong Interserie pedigree.

The Group C/GTP Racing series is the meeting's other main highlight, the beefy sports machines of the '80s having their first visit to Britain this year.

Several exciting new cars have joined the fray this season, including the Intrepid of American racer Brian DeVries, the reigning US HSR Historic GTP champion. It is believed that the Superprix will be the first time an Intrepid has raced at Brands, and it should be a frontrunner, as it has a massive amount of downforce.

Meanwhile, Tennessee brothers Richard and Benton Bryan are expected to bring something from their huge collection of cars. They raced a famous pair of Lancias at Le Mans but also have two Ford Mustang GTP machines, one of which is an ex-Klaus Ludwig/Bobby Rahal car.

Tickets to this sepia-toned spectacular cost £10 per adult per day, while children aged 15 and under go free. To book in advance, contact the Brands Hatch hotline on 0870 850 5017.

BrandsHatch

80 ANNIVERSARY

1954-1963

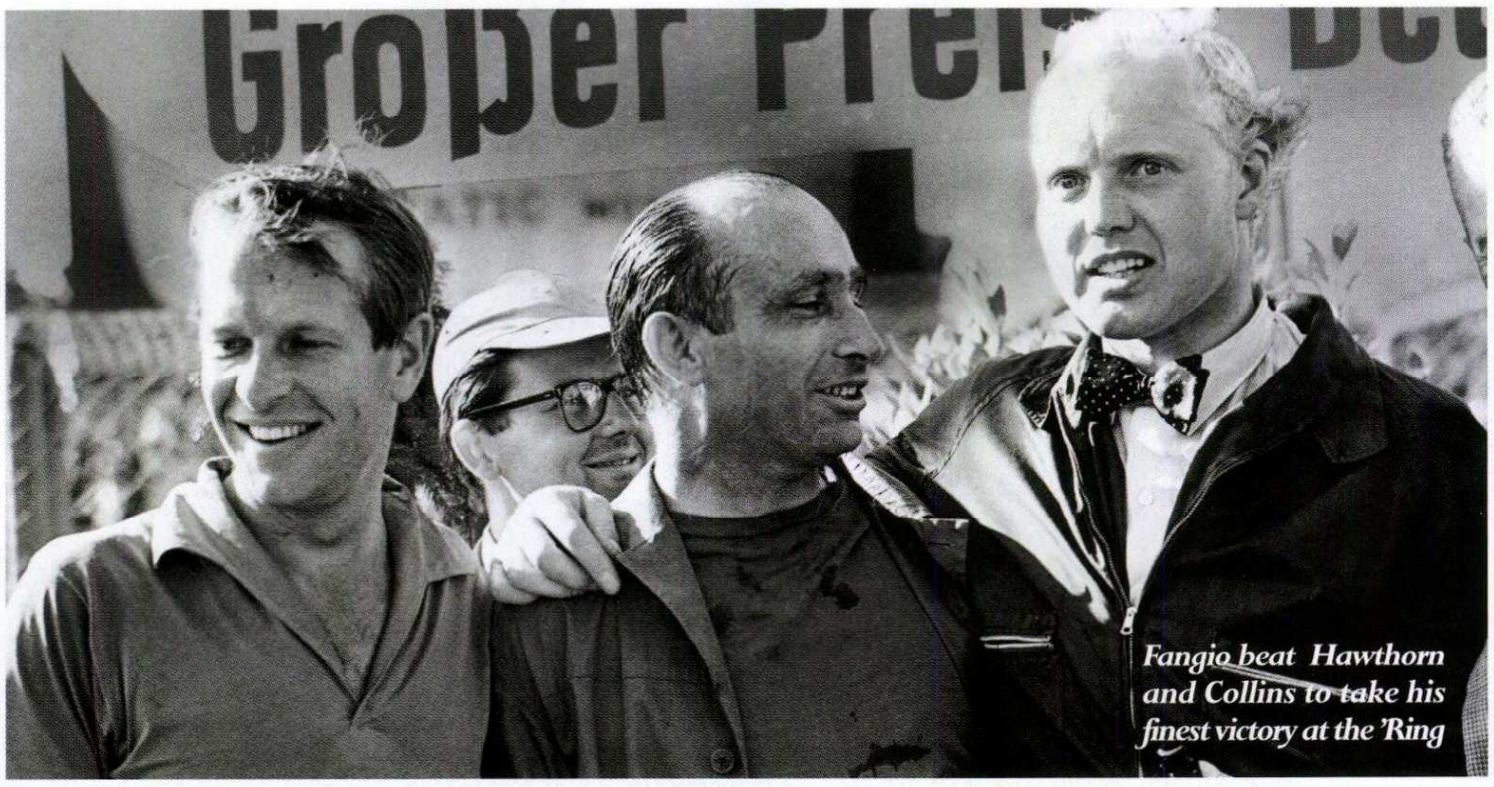
THE ERA OF THE HEROIC DRIVE – 1955 MILLE MIGLIA AND NURBURGRING '57 – BUT THE FACE OF MOTOR RACING IS CHANGING COURTESY OF THE NEW BRITISH TEAMS

DRIVER: JUAN MANUEL FANGIO

Unconventional roots

FANGIO WAS RUNNER-UP TO ALBERTO Ascari for last year's world title, which he lost by seven points, although in cars which until well through the season were hardly a match for the Ferraris. With Maserati he nevertheless managed to score victories at Monza and Modena, and to finish second at Naples, Reims, Silverstone (twice) and Nürburgring, besides setting a new lap record at Albi with the treacherous BRM.

Fangio, from the Argentine, is reputed to have been a taxi or bus driver back home, but I think that is exaggerated. Certainly, he learnt his motor racing with some very improbable cars in the rough-and-tumble of Argentinean racing, yet emerged as world champion in 1951 – proof that he is a 'natural', for his training period was certainly shorter than that of Ascari, who started on Sertum, Gilera and Bianchi motorcycles, and was coached by the great Luigi Villoresi in Maseratis and Ferraris.
May 1954


LAT

Fangio beat Hawthorn and Collins to take his finest victory at the 'Ring

German GP: his greatest race

FINISHING LAP 12 FANGIO DREW INTO the pits, got out of the car, and two mechanics took 52sec to change rear wheels and refuel, a disgustingly long time by grand prix standards. Fangio had arrived with a 28sec lead, but this put him over three-quarters of a minute behind the Lancia-Ferraris, which went by while he was stationary. Peter Collins was credited with a new lap record of 9min 28.9sec, and he and Mike Hawthorn took turns at leading the race, passing the pits with one hand on the wheel and the other shading their eyes from the sun.

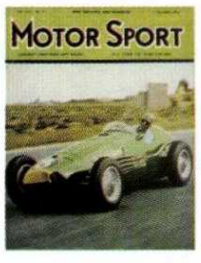
For three laps, while his tyres were new and the tanks heavy with fuel, Fangio made no impression, but lap 16 saw the gap reduced to 33sec. And the next time round it was 25.5sec. The Ferrari pit became frantic and urged the two Englishmen to greater things, but there was nothing they could do, and Fangio was smiling happily to himself as he first of all lowered the record to 9min 28.5sec, then to 9min 25.3sec. On lap 19 he did 9min 23.4sec. The gap was only 13.5sec, and Hawthorn and Collins knew their race was run, for when 'the old man' gets in record-breaking groove there is no-one to stop him, especially on the Nürburgring.

At the end of lap 20 Hawthorn led Collins over the line, both straining all they knew how, and then the crowds rose in acclamation for Fangio was right behind them, only 2sec between himself and Hawthorn. Round the Sudkurve he was grinning contentedly at the two young boys, and as Collins went into the left-hand Nordkurve, Fangio went by him.

Then came the most shattering announcement of the whole race: "Fangio has just lapped in 9min 17.4sec!" An unbelievable record, but obviously true for he had gained 11sec in 14 miles.

Before reaching the lowest point of the course, at Breidscheid, Hawthorn had been overtaken and with a lap-and-a-half to go Fangio had made up for his pitstop. Collins relaxed and dropped right back, which was partly admissible as his clutch was not working, but Hawthorn refused to give up and was only 3sec behind as Fangio started his last lap. This was the Hawthorn everyone likes to watch, the never-say-die version who will fight against overwhelming odds to the bitter end. For that last memorable lap he lost only a few yards on Fangio, turning in a time of 9min 24sec, but to what purpose when Fangio had done 9min 17.4sec? – **DSJ**
September 1957

1954



Mercedes makes winning return to GP racing; Le Mans is won by Ferrari; Bill Vukovich wins the Indy 500 for a second time



Seeds of future success are sown when Team Lotus is founded by Colin Chapman

1955

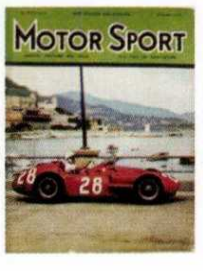


Sport is shaken by disaster at Le Mans which kills more than 80 spectators; Merc rules GP scene, except at Monaco (left)

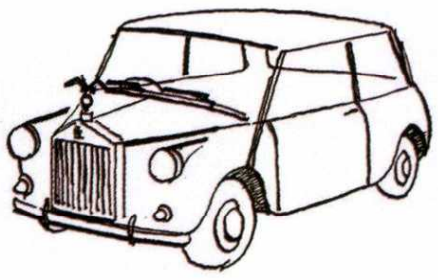


Tony Brooks begins British F1 resurgence with a win at Syracuse for Connaught

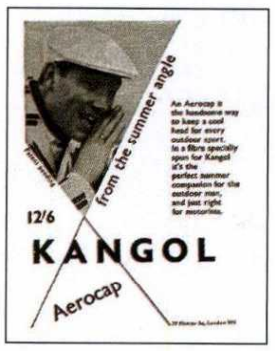
1956



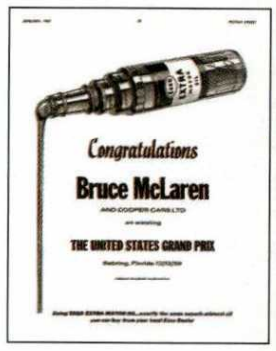
Fangio switches to Ferrari and gets fourth title; Monaco won by Stirling Moss in a Maserati (left); Jag D-type wins Le Mans again



Whispers of link-up between BMC and Rolls-Royce lead to this 'what might be' sketch in the mag
November 1962



You too could look like Mr Rob Walker thanks to the natty Kangol Aerocap – and for little more than 12 shillings
July 1959



Esso celebrates a maiden GP win for young Bruce McLaren by cracking open a bottle – of oil!
January 1960

RACING CAR: MERCEDES W196

Return of a legend

EVERYONE INTERESTED IN GRAND PRIX racing has been awaiting the appearance of the new Mercedes-Benz with great expectations, remembering the peak of perfection that the 1939 grand prix cars had reached.

With *Herr* Uhlenhaut still in charge of design, and Alfred Neubauer as team chief, it was reasonable to expect the 1954 Formula One team to be the equal of any of its rivals, and also the season of racing with the 300SL sportscars in 1952 was an obvious practice for both design and organisation departments of Mercedes-Benz. The thoroughness with which the sportscar field was attacked, with well-earned results, gave indication of what one might expect when the grand prix team was finally put in action.

Keeping to their promise of three cars for the French GP at Reims, the Mercedes-Benz team made their first public appearance in a race on July 4, and achieved the result of first and second, which positions were held from the fall of the flag to the finish, while the third car set a new lap record before retiring when third. Clearly Mercedes-Benz were on form, and these racing cars, which could beat Ferrari, Maserati and Gordini on their first outing, were worthy of close inspection.

The general shape of the cars, with all-enveloping body, is already well known to readers of MOTOR SPORT, but what that body conceals is what interests. Taking the power unit first of all, this is a straight eight-cylinder of 76mm bore and 68.8mm stroke, giving a capacity of 2496cc and running up to 8500rpm. The engine is mounted on its side, some 20 degrees from the horizontal.

Many readers have already complained that MOTOR SPORT is too pro-German, but personally I feel that July 4 witnessed the beginning of a new era in grand prix motor racing, similar to that witnessed in 1934 at Montlhéry, when from the point of view of technical interest the current Alfa Romeos and Maseratis were made to look obsolete.

'I feel that July 4 witnessed the beginning of a new era in grand prix motor racing'

The 1954 grand prix Mercedes-Benz sets a new standard, but in fairness I would say that I saw a similar standard, for its time, in 1949 when I had a first private look at the BRM. Unfortunately, it was obvious that the conception was beyond the capabilities of those concerned, as has subsequently been proved, but it was just as much a landmark in the development of the racing car. But after the Reims result this year, it would seem that *this* landmark in the development of the racing car is going to stay, unlike that of '49. – **DSJ**
August 1954



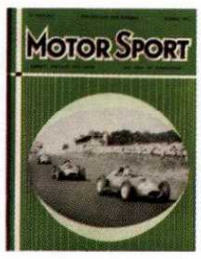
Karl Kling and Juan Manuel Fangio lead away in the French GP

Klemantaski

1957



Vanwall takes first major race victory when Moss wins Daily Express International Trophy

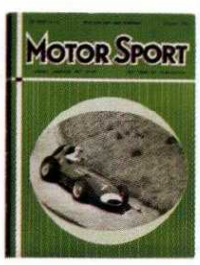


Final F1 crown for Fangio, who pulls off his best drive to win at the 'Ring (left); Jaguar D-type completes hat-trick at Le Mans

1958



'Silver Fox' Piero Taruffi wins final, tragedy-marred Mille Miglia in his Ferrari 315S



Mike Hawthorn is F1 champion in a Ferrari, but first constructor award goes to Vanwall (left); Ferrari prevails at Le Mans, too

1959



Vanwall takes German GP – one of three wins during the F1 season for Brooks

all: LAT

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Before Britain had speed limits, cars like the TR3 were sold on the ability of topping 'the ton' on the open road. Marvellous!
June 1957

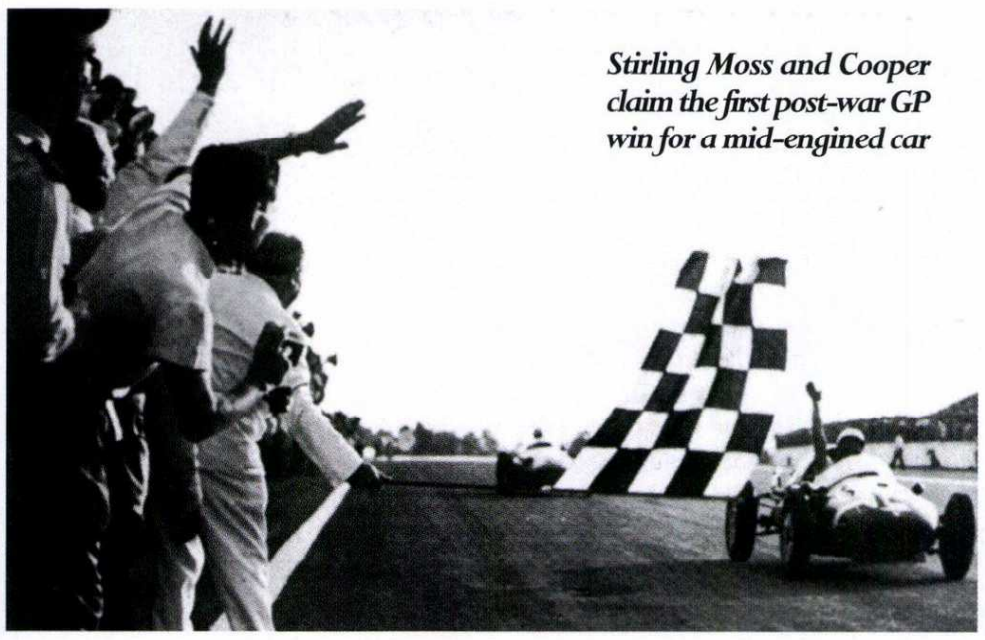
CLOTHES MAKE THE MAN.—A crash-helmet contrasted with a Mambo trilby. (Model—R. Salvadori.)



More headwear. This time it's Roy Salvadori going from crash hat to 'Rat Pack' trilby – both 1950s standards
April 1957

80 ANNIVERSARY
1954-1963

NEWS: COOPER WINS GP



GP Library

Stirling Moss and Cooper claim the first post-war GP win for a mid-engined car

A rear-end revolution

FOR A CHANGE, THE WEATHER WAS cool for the Argentine race on January 19. All 10 competitors came to the line, but only nine got away as Peter Collins' Ferrari broke a driveshaft as he let the clutch in.

Although Mike Hawthorn led at the start, the Ferrari was not happy, for it had too much understeer for the comparatively slow Buenos Aires Autodrome circuit, with its sharp corners, and it was not long before Fangio took his Maserati into the lead and Jean Behra harried Hawthorn.

After a sluggish start in the little Cooper, Stirling Moss began to drive really hard and caught Behra and Hawthorn, while Musso in the other Ferrari was only just managing to keep up. After only 30 of the 80 laps had been run Hawthorn's car was losing its oil pressure, so he stopped to see if the level was low. It was not, so he carried on and hoped the engine would not blow up. After a record lap, on 130-octane be it noted, Fangio lost a tyre tread and stopped for a new pair of rear wheels, and this dropped him from the lead with a 19sec advantage over Moss, who was in second place, to fourth. Stirling was now leading and by half-distance was 53sec ahead of Fangio.

With his fingers crossed and not looking at the oil pressure gauge, Hawthorn began to make up for his time lost at the pits, but though he caught and passed Behra and Fangio, he could not quite catch Musso.

Even though Moss's little Cooper, with canvas showing on both rear wheels, was in the sights of the Ferrari, Musso seemed content with a certain second rather than having a go for first, so Moss ran out the winner of the 1958 Argentine Grand Prix. – **DSJ**
May 1958

RACE: 1955 MILLE MIGLIA

From the co-driver's seat

ON ONE STRAIGHT, LINED WITH TREES, we had marked down a hump in the road as being 'flat out' only if the road was dry. It was, so I gave the appropriate signal and, with 7500rpm in fifth gear on the tachometer, we took off, for we had made an error in our estimation of the hump's severity. For a measurable amount of time the vibro-massage that you get sitting in a 300 SLR at that speed suddenly ceased, and there was time for us to look at each other with raised eyebrows before we landed again.

A HAND APPEARED IN FRONT OF ME holding a sheet of paper. I snatched it and read 'Moss, Taruffi, Herrmann, Kling, Fangio'. The times showed we had a lead of nearly two minutes. Bump went the car as it was dropped down off the jacks, and with a lithe bound Moss was into the driving seat again. As we took the hairpin after the control, I managed to yell in his ear: "First by more than one minute from Taruffi." The noise of the exhaust and wind prevented any further words.

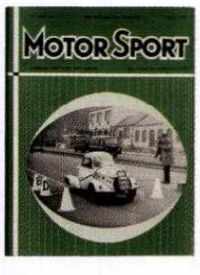
FROM THE FINISHING LINE WE DROVE to the official garage where it was finally impressed upon us that Taruffi was out, Fangio was behind us and we had won. Yes, won the Mille Miglia, achieved the impossible, broken all the records, ruined all the legends, made history. We clasped each other in joy, and would have wept but we were too overcome. Then we were swept away amid a horde of police and officials, and the ensuing crush amid the wildly enthusiastic crowds was harder to bear than the 1000-mile grind we had just completed. – **DSJ**
June 1955



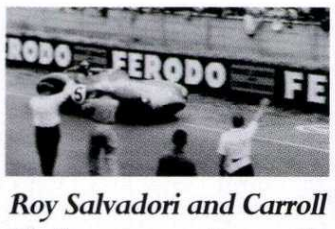
DaimlerChrysler

Team chief Alfred Neubauer embraces Jenks and Moss after their historic win

1959



Hawthorn dies in road crash; Jack Brabham wins first world title for a rear-engined device; Indy 500 goes to Rodger Ward



Roy Salvadori and Carroll Shelby come up trumps for Aston Martin at Le Mans

1960

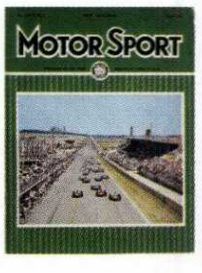


Back-to-back world titles for Brabham and Cooper (left); Ferrari on top at Le Mans; Moss scores first Lotus GP win



Phil Hill's Italian GP win in a Ferrari Dino is the last for a front-engined F1 car

1961



Moss beats new 'Sharknose' 156 Ferraris twice, at Monaco and the 'Ring; GP victory on debut for Giancarlo Baghetti (left)

all: LAT



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Test cricketer Fred Trueman helps flog Remington electric shavers. Good for the car as well as the home, apparently
October 1959



Football sold, even back then: 'Now is the time to shoot to the top of the light-car league: Go Anglia de Luxe'
October 1958



Lotus turns the tables on Cooper with two major victories at the UK's major track
June 1960

80 ANNIVERSARY
1954-1963

ROAD CAR: MINI



LAT

Mini car, but no miniskirts. The little car was born in the days before Britain began to swing

Riding on rubber for 10,000 miles

ALL CARS HAVE RUBBER BETWEEN HUBS AND road, of course, except those on iron tyres, which you only see in museums. This article, however, is about a car which is sprung on rubber, apart from that of its tyres – in other words, the Morris Mini-Minor, the brilliant concept of Alec Issigonis, chief engineer of the British Motor Corporation.

A great deal of praise has already been bestowed on these remarkable little cars which achieve such spacious interiors with very economical exterior dimensions – *multum in parvo* – and it is now common knowledge that Issigonis achieves this by setting the 850cc engine across the front of the car with the gearbox underneath it, driving the front castors.

The praise that is due to Alec Issigonis stems from the fact that, in collaboration with Alex Moulton, he has used a completely reliable rubber suspension to provide a remarkably comfortable, pitch-free ride in a very light car, and has endowed his mini-car with quite outstanding cornering power, as anyone who has seen them racing at Silverstone, Goodwood and Brands Hatch can testify, and by taking away the mechanical elements has provided deceptively spacious passenger and luggage accommodation, which can only be appreciated by getting into the car.

Incidentally, the excellent comparative performance of a Mini-Minor, stemming largely from its phenomenal stability, was demonstrated in the Isle of Man during TT week, where officials were converted from scepticism to admiration when the Mini-Minor and Austin Se7en used for opening and closing the course covered the sinuous 37.5 miles in just 32 minutes, averaging 70mph and proving that sportscars are not necessary for this particular task, for which only 40 minutes can be allowed between individual races. – **WB**
August 1960

AT THE COALFACE



Michael Tee
Photographer, reporter and MD 1949-77

ALTHOUGH I WAS PHOTOGRAPHING ALL THE grands prix, the 'Bod' called me the Production Manager because I also had to chase all the sections, and strip in all the classifieds as they came in. Dad [Mr Tee] let me go to overseas GPs because I did both words and pictures, so he only had one ticket to buy. Myself and Peter Garnier of *The Autocar* were almost the only British journalists at overseas GPs, and organisers bent over backwards for us. Once when I had to fly straight back with the report, they arranged a helicopter and had the airliner held for 30min, with a customs official waiting on the runway.

At Sebring in 1959 Bill France flew us up to see his new Daytona Beach circuit. On the way we had to divert round Cape Canaveral, and he said, "This you'll remember for the rest of your life..." We saw a huge fireball and a pillar of smoke: it was the first launch of an Atlas rocket.

The year after we went to Daytona as Bill's guests and he took us crocodile hunting before the race. The press room there was fantastic – over here there was no view, no information and you had to pre-book your telex to get a report back. If you didn't know the right person at Monza you couldn't get close to the track. But once they knew you, and if the drivers didn't complain about you, you could stand on the white line at the track edge. Colin Chapman said, "You're safe – my cars'll break if they hit the white line!" I often felt a wheel just touch my trousers. When I did eventually get hit it was only because a car hit the timber barrier, which hit me and broke my leg.

I was having breakfast with Jimmy Clark and Graham Hill before the 1962 East London GP, and I complained that the cars didn't slide anymore, which made dull photos. Near the end I went to the hairpin to photograph Graham becoming world champion; he saw me, flicked me the Vs and put the car into a slide. We made £5000 from that shot; that was when Mr Tee realised there was money in pictures, so he bought a failed company called LAT and used the name for our photo library.

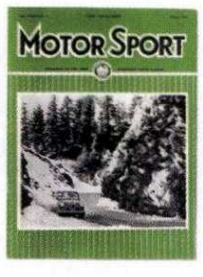
'Jenks' only came to the office a few times a year because the Old Man wouldn't pay his ticket from Europe; instead, because of currency restrictions, I had to smuggle cash out to him on my motorbike.

And I went with WB on many trips; we were the first foreign writers to go to Volvo, and we were treated like royalty. It was a wonderful time.

1962 **1963** **1964**



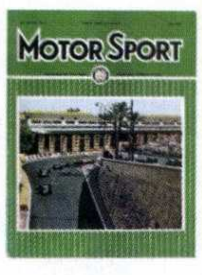
Phil Hill is first American to win F1 title; success is marred by death of Wolfgang von Trips



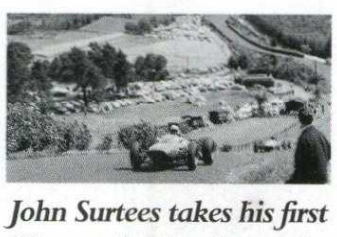
Ferrari off the F1 pace, BRM wins world title with Graham Hill; Moss quits racing after massive crash at Goodwood



Porsche scores its only GP win, Dan Gurney steering the 804 to victory at Rouen



First world title for Lotus and Jim Clark; Brits win every GP; Hill wins first of five Monaco GPs; Le Mans to Ferrari again



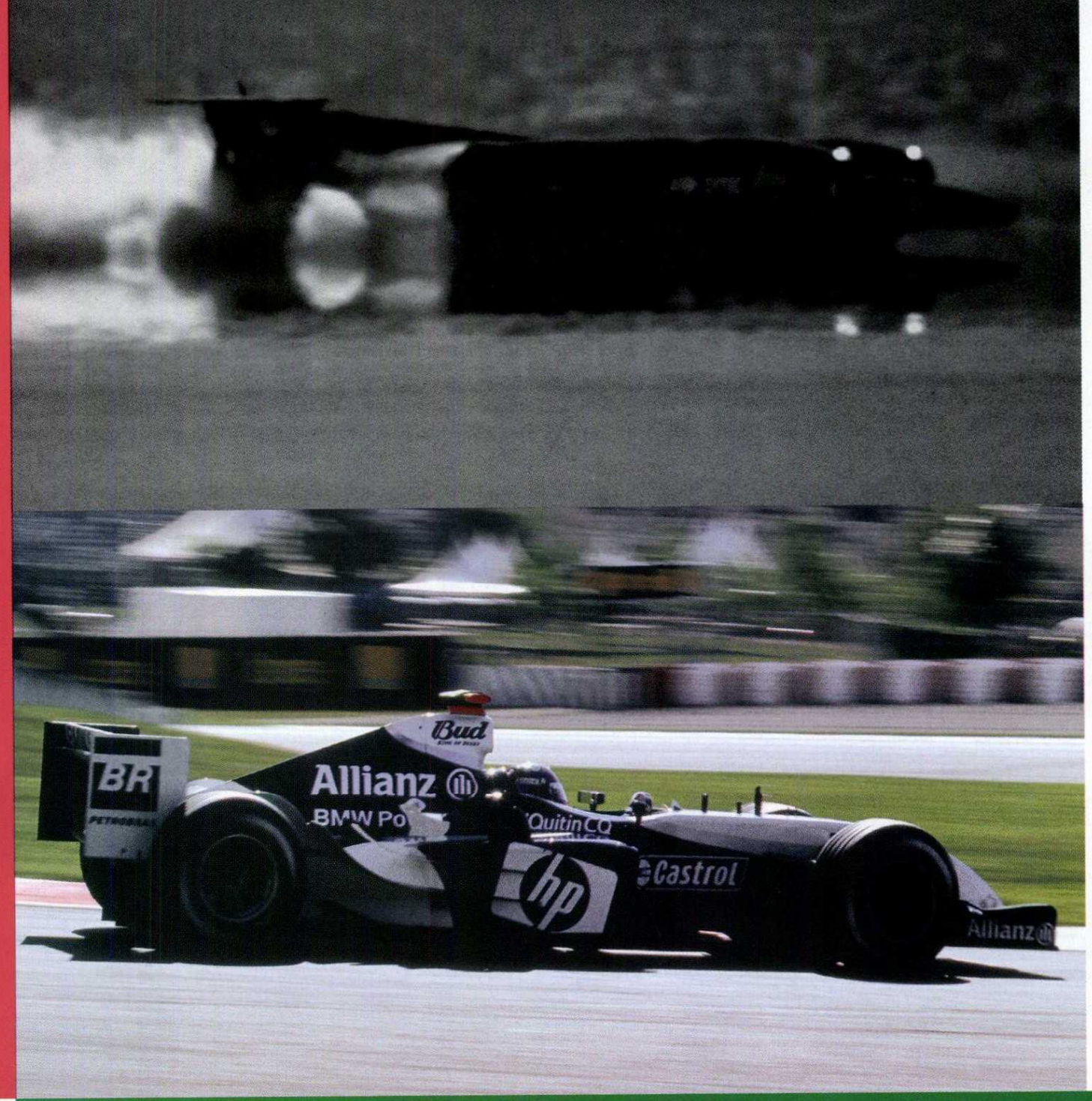
John Surtees takes his first F1 grand prix win, at the Nürburgring for Ferrari

all: LAT



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1961: Richie Ginther, Phil Hill and Wolfgang von Trips lead at Reims. Buried in the pack is their debutant Ferrari team-mate – and winner – Giancarlo Baghetti

1954: Sensational Mercedes-Benz streamliners wouldn't look so pretty after Juan Fangio (1) and Karl Kling (2) had whacked some of Silverstone marker barrels

Duerden/Sutton



Popperfoto/Sutton

1958: Mon autre Mon Ami Mate: British heroes Mike Hawthorn and Stirling Moss were poles apart in lots of respects – but not on this occasion, apparently

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Whistling through the esses



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STACKING THE ODDS

WITH A HUGE BUDGET AND VAST RESOURCES, BRM STILL WASN'T WINNING. THE TEAM FACED THE CHOP, WHEN SUDDENLY IT ALL CAME RIGHT. GORDON CRUICKSHANK EXPLAINS

photography by Charles Best

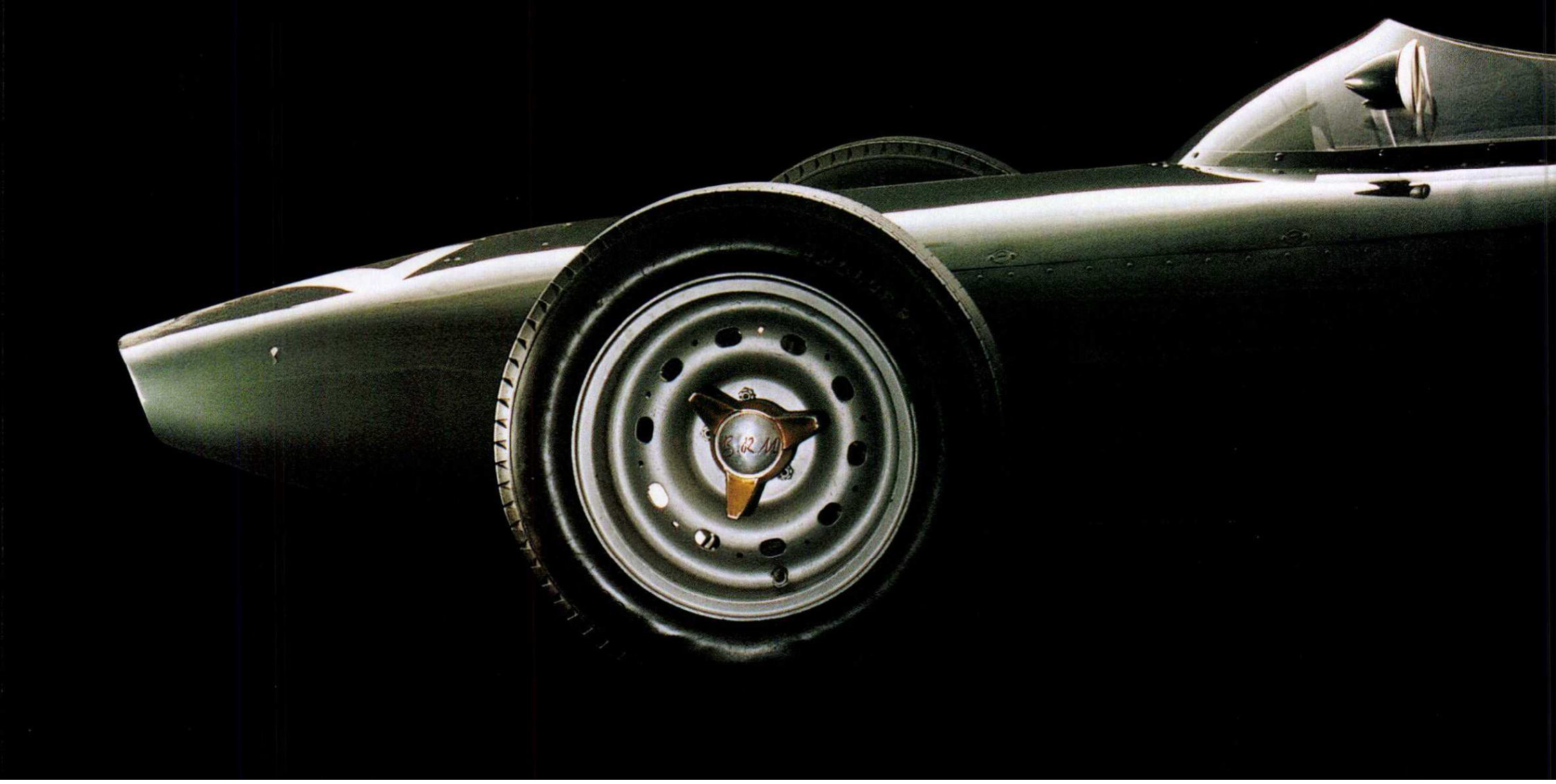
COMMITTEES. THEY'RE NO WAY TO RUN A MOTOR RACING TEAM.

BRM, born out of a committee, proved that. Over its first painful decade it was on a sea of cross-currents, with too many captains sailing it. The V16 had become a joke, and the belated switch to four simple cylinders brought only a solitary GP win. Its engineering standards were high, but even with star men on board – Moss, Hill G, Gurney and Brooks had all driven BRMs by 1961 – Bourne somehow contrived to fritter away its skills in a welter of over-innovation and under-preparation.

There was one person who had made some progress towards drawing the team into a coherent whole – team manager Tony Rudd. But he had never had the authority to override the pre-war views of Raymond Mays or to refuse the various engineering distractions which Peter Berthon laid on the race team. Only one man could sort it out – and in early 1962, he did.

Rudd was summoned to team owner Sir Alfred Owen's office

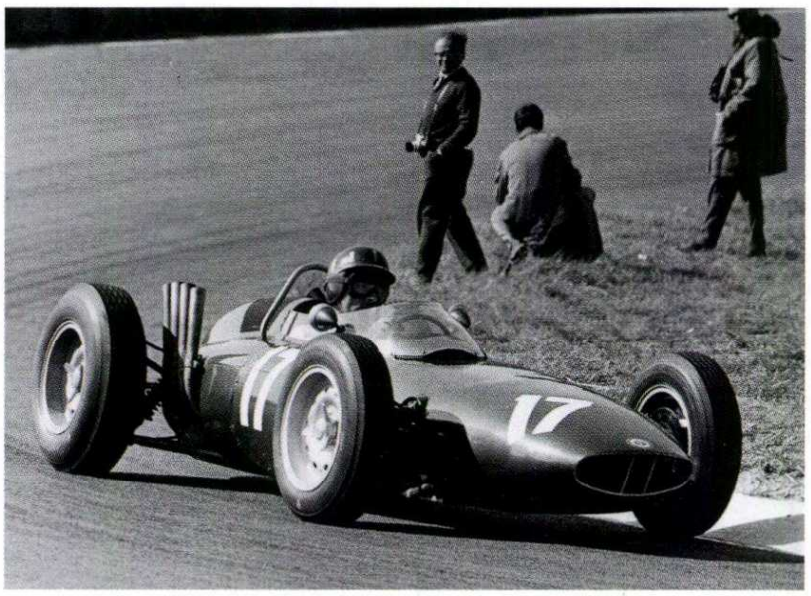
Funnel vision: vertical exhausts were elegant P578's most striking feature. Car is neat and tidy, but upright and bulbous compared to the Lotus 25



and given the facts. So far, said Sir Alfred, he had spent £1m on racing. If 1962 didn't bring success, BRM was history. He put Rudd in sole charge of the racing, and gave him a target of two GP wins. Rudd accepted the challenge, knowing that he had two strong weapons: a new chassis, the 57, and a promising engine.

BRM had been sluggish to react when F1 shrank to 1.5 litres in 1961, but then went into overdrive. Alec Stokes worked on the new V8 design, and recalls it took only six months from drawing to testing: "We did the engine, gearbox and the chassis. Tony Rudd sketched his ideas on fag packets, and we drew them out."

Meanwhile, the new spaceframe had had to be built around the Climax FPF four. But it looked good: it was low, it was slim and it had junked the troublesome gearbox-mounted brake for conventional outboard rear discs.



LAT

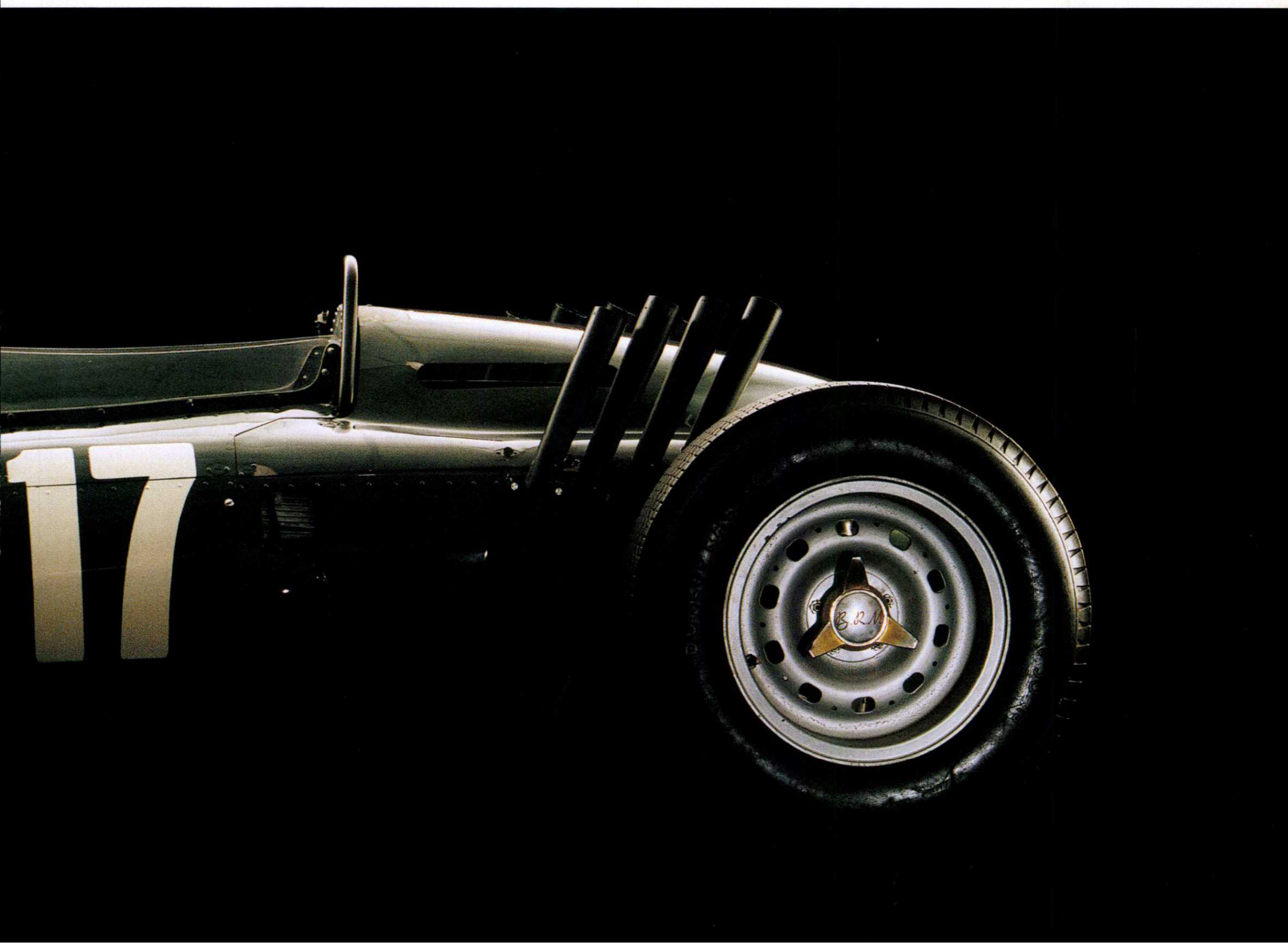
Hill's faith was rewarded by a maiden GP success at Zandvoort

That four-cylinder season was one to forget, with BRM bottom of the constructors' table. But the new power plant was one to remember. In one season it was about to rocket the team to the peak of F1.

Berthon plumped for a 90-degree V8: four gear-driven cams, Lucas fuel injection, electronic ignition. Aware of the trade Climax did with off-the-peg motors, he planned to sell the new V8s to privateers. And according to Stokes, "We finished it early, so we were able to test it in Italy."

When the first V8 car, now labelled 578, was rolled out at Monza in practice for the Italian GP late in 1961, the paddock was impressed. The driver now lay further back, making the new, slimmer elektron body even more lithe. It was quick too, but the team decided not to risk a start.

In the engine test house the team was busy – "A hundred hours a week, and no overtime," says Stokes. Teething problems ➳



BOURNE VERSUS HETHEL: THE VIEW FROM THE NEXT-DOOR PIT

FROM BEING 1961'S NO-HOPERS, THE FIRST SEASON for BRM's V8 cars turned into a head-to-head challenge; 1962 panned out as a prizefight between two well-matched opponents. Not just BRM versus Lotus, but Graham Hill against Jim Clark, Berthon's V8 against the similar Climax unit. It was a scrap only decided in the last round, at South Africa's East London circuit, by a mechanical weakness.

How did the opposition view BRM's lightning charge as the season progressed?

Lotus mechanic Cedric Selzer got first-hand experience of the BRM V8: "We knew they were working on a V8, and that they would be selling them to other teams. So we bought one and fitted it to a spare car. It was never as torquey as the Climax, and the rev-band was too narrow – it really needed a six-speed 'box. And those stackpipes kept breaking. It was beautifully engineered – even the camshaft ran in roller bearings – but you don't want too much complexity. The Climax was more basic, and became more reliable, though in 1962 we lost the championship through a mechanical failure. Everybody said the oil plug fell out, but I suspect it was a scavenge pump that failed.

"Anyway, the 25 was designed round the Climax specifically, so there was never any question of us switching horses."

LAT



Worthy rivals: Clark, Lotus 25, Climax V8

Trevor Taylor drove both engines. In 1962-3 he piloted a works Lotus-Climax, and in 1964 the BRP-BRM. "That BRM engine was very good," he recalls, "but the Climax was just the bee's knees. It had more acceleration because of its torque. But the BRM did sound better!

"As a team I'd say that BRM was superior to Lotus in 1962. They built everything aircraft-style, where with Chapman lightness came first; everything was built of the thinnest material possible. The things that used to break under me! Of course, we had Jimmy Clark, but I think even if you gave him a BRM to try, the Climax would still be quicker."

Clark's Climax meltdown in South Africa tipped the balance to Bourne and Hill, but either would have been a worthy world champion. It was the 1963 season which would prove beyond all doubt that Chapman had the mechanical edge.

Trademark circular aperture is a hangover from the abandoned transmission brake disc. More usual outboard set-up was used



Our thanks to the Donington Grand Prix Collection for its help with this feature

overcome, power figures of 188bhp matched the Climax V8 and Ferrari's V6. When a slide throttle system replaced butterflies, the dyno jumped to 195. But where the Coventry unit had a bucketful of torque, the BRM was fussier – it peaked at over 10 grand. Large valve overlaps made it very sensitive to exhaust flow, so Rudd borrowed a Climax system: it boosted the mid-range but strangled the top end. The best compromise seemed to match the pipe lengths, which meant pointing them skywards, and adding megaphone ends to assist extraction. Thus the slinky 578 gained its famous stackpipes: its most famous feature is a drag-making lash-up.

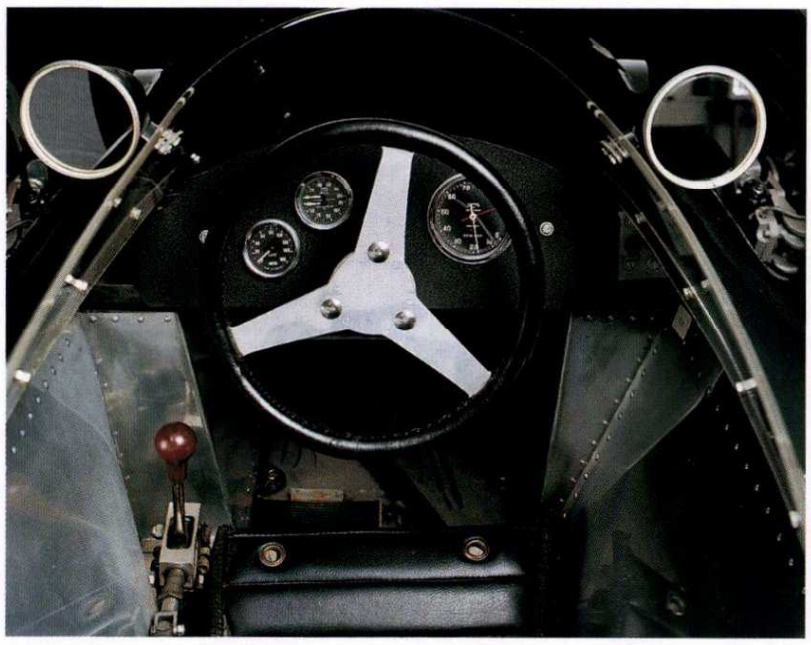
With Graham Hill still aboard, joined by technically astute American Richie Ginther, Rudd now had a good package. April 1962 came, and the new car appeared for the Brussels GP. And won – against the V8 Climax. Alright, it was one heat of a non-title event, Jim Clark's Lotus-Climax broke, Stirling Moss crashed and both BRMs were disqualified in the second heat for push-starts – but the car was clearly fast. Surely Sir Alfred would be pleased? No. He saw it as another failure, and this was what triggered his make-or-break ultimatum. Rudd now carried the weight of the race department's future on his shoulders.

Things soon turned around. Despite cracking exhausts, Hill had little difficulty winning Goodwood's Glover Trophy. The same problem recurred in Silverstone's International Trophy in May. Hill and Ginther made the front row. But so did Clark, and his V8 Lotus tore into the lead. Though Graham ran second, he began to lose ground – and exhaust pipes. Soon he had three on the left and only one on the right. He felt the motor getting flat and was jumped by the Lola of John Surtees.

Hill then recalled the early exhaust findings; he knew the V8 was safe to 12,000rpm, though with the stacks power dropped off that high. But with pipes missing, he reasoned that he might regain some bhp by stretching it. Immediately his lap times improved. He repassed Surtees, and took 4sec a lap out of Jimmy's lead, so that he was on him by the last lap. He nosed towards the inside line at Woodcote, Jimmy shut the door, and Graham powered round the damp outside, taking the flag in a broadslide. A fair-and-square defeat of BRM's biggest challenger.

That 1962 season would be glorious – BRM's zenith. The two GP wins Owen had demanded, and two more for extras, plus enough points to crown Graham world champion and this much-maligned outfit the top constructor.

The handsome P578, meanwhile, had created its own moniker. Say 'Stackpipe' and the mental filesearch immediately turns up a shot of Hill and those vertical funnels. So you may be surprised to discover that the car only ran two grands prix like that; from Belgium onward the V8 exhaled into a lowline system. Superior, sensible – but not half so evocative. M



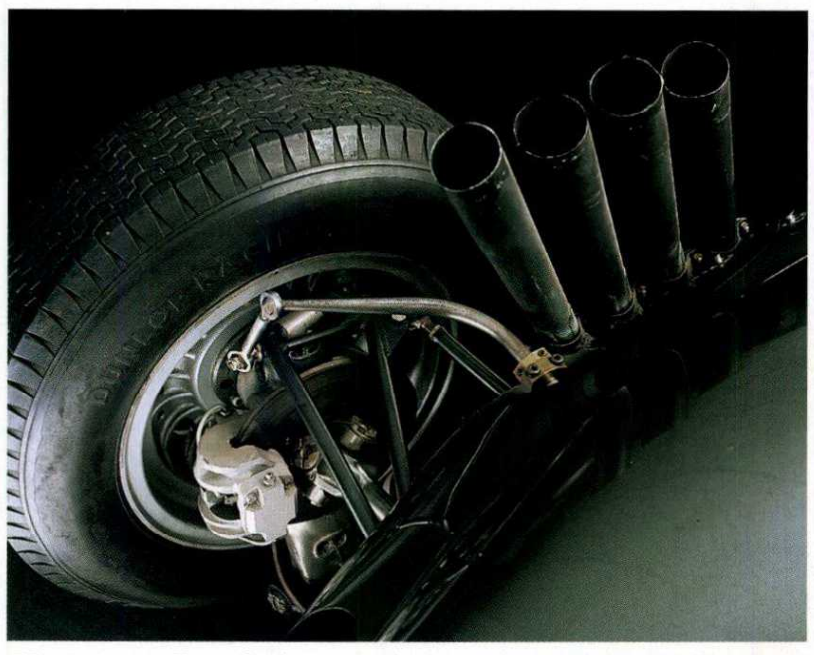
Gear lever controls five-speed conversion of old four-speed 'box



BRM team part of the huge and disparate Owen Organisation



Dunlop light-alloy wheel one of the few bought-in components



Unsupported stacks improved torque but repeatedly fractured

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1964-1973

BRITISH TEAMS AND TWO SCOTSMEN DOMINATE F1, FORD INVESTS HEAVILY TO MAKE ITS MARK AT LE MANS, THEN FINANCES COSWORTH'S GROUND-BREAKING GP ENGINE

DRIVER: JACKIE STEWART

Nürburgring '68: a class apart

WITH THE RAIN COMING DOWN THE choice of tyre was very simple, so that everyone was on a more or less equal footing – but Stewart had a special set of 'super wet' Dunlops on his Matra.

Graham Hill led as far as the exit from the long Schwalbenschwanz bends, when the light-blue Matra-Cosworth shot by and disappeared in a cloud of spray, pulling out a lead of 10sec to the end of the opening lap.

That lead caused an audible gasp from under the mass of umbrellas in the public enclosures. Hill, Chris Amon, Jochen Rindt, Dan Gurney, Jacky Ickx and John Surtees followed through, except that the Honda was heading for the pits, its ignition awry due to the overheating at the start, the torrential rain or both.

Stewart's standing lap was 10min 14.8sec, really impressive in view of the conditions, but there was more to come from the little Scotsman. At the end of the second lap his Matra was over 30sec ahead of Hill's Lotus and Stewart was looking splendidly confident, while Amon was excelling himself and hanging on to the Lotus, being right in its spray past the pits.

Stewart's pace was truly phenomenal, or else the pace of the rest was pathetic, but no-one lapping at over 80mph in these conditions could seriously be called that. At the end of four laps the Matra had a healthy lead of 59sec over Hill's Lotus.

Stewart covered lap six in 9min 41.3sec and was really at grips with the conditions. He was through the 'pits loop' and round the North Curve before Hill and Amon could be heard approaching the startline.

Lap eight saw Stewart with a new fastest lap of 9min 36sec, a time that used to be respectable in bright sunshine... By the end of lap nine the Matra-Ford was into the woods at Hatzenbach before the second-place Lotus was in sight of the pits.

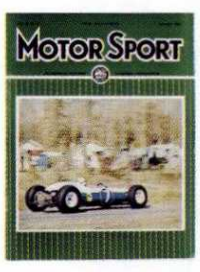
Stewart lapped Bruce McLaren during the 10th lap, while Pedro Rodriguez was gaining rapidly on Denis Hulme, although the world champion could see nothing in his mirrors because of his own spray.

The magnificent Stewart drove on to one of his finest victories. Never has the Nürburgring thrown out a challenge like this, and all of the drivers had risen to the occasion with every ounce of skill they possessed. It was miserable but magnificent. – **DSJ**
August 1968

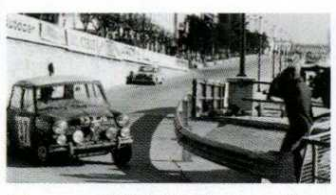


Pouring it on: Jackie Stewart accepts the spoils of perhaps the greatest of his 27 GP wins on the Nürburgring podium

1964

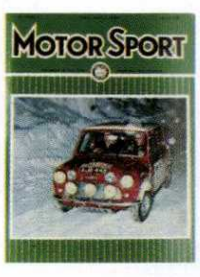


John Surtees becomes first to win world titles on two and four wheels (left); AJ Foyt wins Indy, the last victory for a roadster



Fame of Mini is boosted by Irishman Paddy Hopkirk's win on Monte Carlo Rally

1965

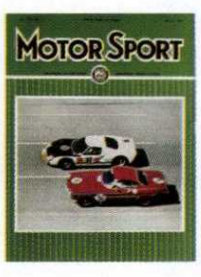


Timo Mäkinen hands Mini its second win on the Monte (left); Jochen Rindt/ Masten Gregory win Le Mans in a Ferrari 250LM



Jim Clark wins Indy 500 for Lotus, the first victory for a rear-engined car in the race

1966



Jack Brabham is first to take F1 title in a car bearing his own name; Graham Hill wins Indy after multi-car startline shunt

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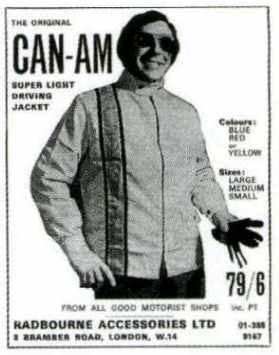


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July 1965



Perfect for Steve McQueen fans. This jacket could be straight out of his *Le Mans* movie of 1970...
August 1970

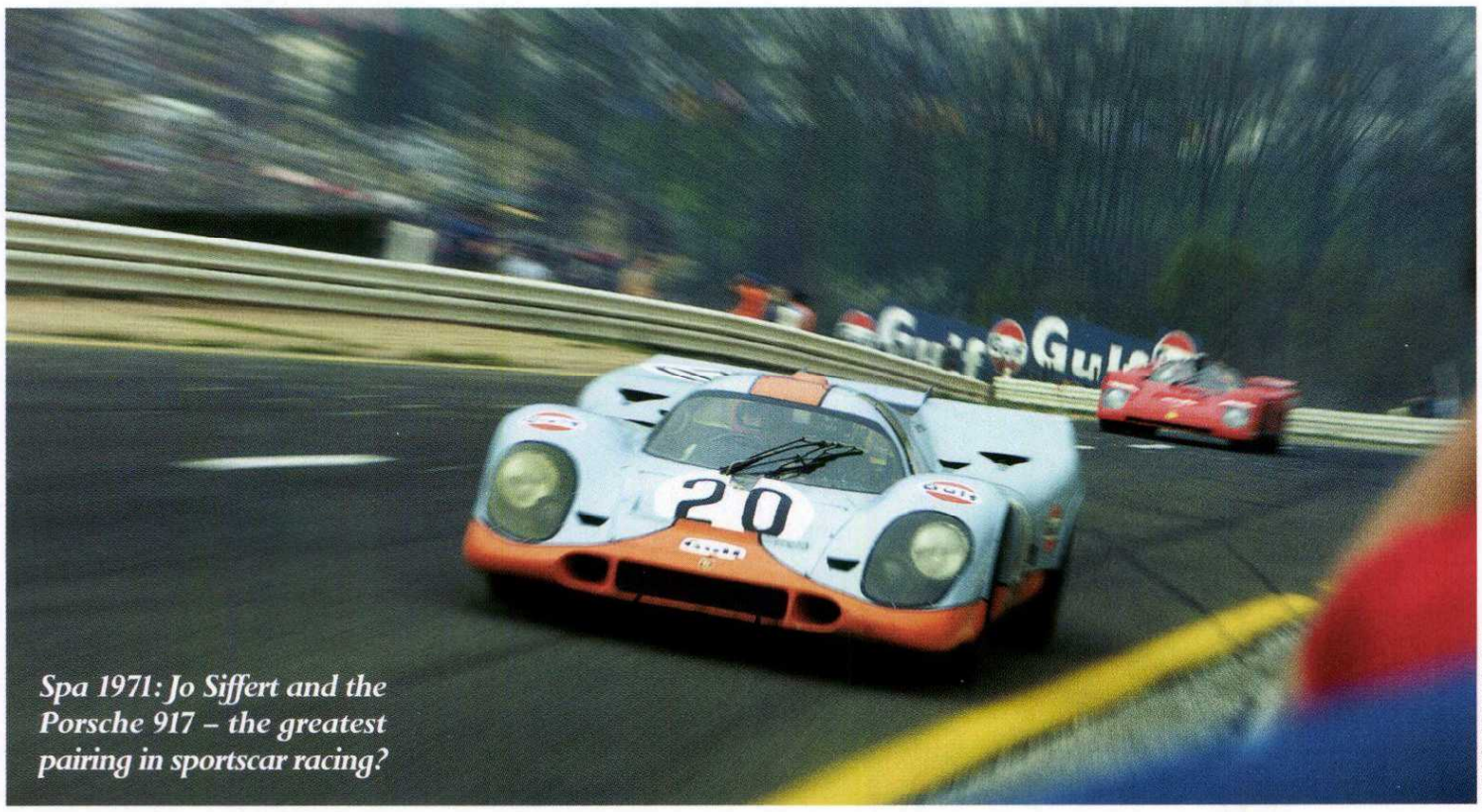
RACING CAR: PORSCHE 917

Sportscar rule contentions

THE FIRST 917 APPEARED AT GENEVA, the second and third at Le Mans, and now an assembly line is well under way to build 25. By the time this is being read all of these exciting new Porsches will be in existence and homologated as Group 4 sportscars.

Only Porsche would dare to do this, in complete opposition to the intentions of the FIA. When the rules for Group 6 sports-prototypes and Group 4 sportscars were first thought up, there were no capacity limits on engines, so it was reasonable to suppose that a manufacturer would build a Group 6 prototype, race it until it was proven, and only then put it into production. Then, 100 cars constituted 'production', this figure being reduced first to 50 and now to 25.

All this seemed logical, but when the Le Mans people influenced the FIA into creating engine capacity limits, the whole system became nonsense. Group 6 prototypes were now limited to 3 litres and Group 4 sportscars to 5, so the idea of race-proving a 3-litre prototype and then putting it into production was made impossible, unless of course you wanted to make a 3-litre sportscar, but this would be giving away 2000cc unnecessarily. What Porsche have done is to take the FIA rules to their illogical conclusion – they've built 25 production 4.5-litre cars that can be homologated as Group 4 sportscars, and can be let loose on the circuits of the world completely untried and unproven, which is not what the FIA meant, though no-one could see just what they did mean.



Spa 1971: Jo Siffert and the Porsche 917 – the greatest pairing in sportscar racing?

both: Rainer Schlegelmilch

In fact, what Porsche have done, and at a tremendous financial outlay, is to equip themselves with a brand-new 4.5-litre prototype type of car to race against the 3-litres of Ferrari, Matra, Alpine, etc, even though it is officially a Group 4 sportscar and should be competing against the GT40 and the Lola T70. Quite how the FIA are going to justify this situation is difficult to see and the chances are they will not even try, but will no doubt cover up the whole nonsense by changing the rules yet again, without warning. As Porsche say, "We do not want to sell Group 4 sportscars that have not been race-proved, but under the existing rules we can do nothing else." If an unskilled customer buys a 917 – and some undoubtedly will, to be sure – let us hope that he will not try to race it until the factory team have proved that it is a good race-worthy car.

The factory are continuing with the flat-eight 3-litre 908 prototype and, in fact, are pinning their hopes on it for victory at Le Mans and elsewhere this year. But the more powerful 917 will undoubtedly be used as a pacemaker.

Some idea of the potential of the 917 was seen at the test weekend when Rolf Stommelen turned a lap at 3min 30.7sec, compared with his 1968 lap record in a 3-litre at 3min 38.1sec; Jo Siffert's fastest lap time in a similar car was 3min 35.4sec.

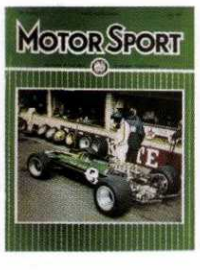
Porsche claim a figure of 520bhp for the 4.5-litre, which is 115bhp per litre, whereas the 3-litre engine was struggling to get 110bhp per litre. If the increase in capacity and the number of cylinders has increased the specific output as easily as that, then there must have been something very wrong with the 3-litre.

Whatever the answer, the 917 is a big, powerful car and is more than fast enough for circuits like Le Mans, Spa or Monza. – **DSJ**
May 1969

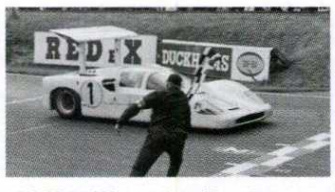
1967 **1968** **1969**



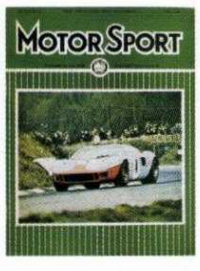
Ford scores dominant 1-2-3 at Le Mans to break Ferrari's stranglehold on the 24 Hours



Clark prevails on debut of the Cosworth DFV at Dutch GP (left); Ford wins Le Mans again, Foyt and Dan Gurney driving



Phil Hill and Mike Spence take victory in Jim Hall's Chaparral at Brands Hatch



Clark killed in Hockenheim Formula Two race; Graham Hill lifts Team Lotus' spirits by winning world championship



Hillman Hunter of Malkin/ Cowan/Coyle is a surprise winner of London-Sydney

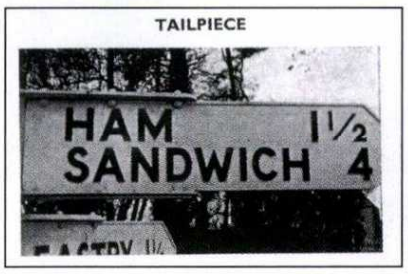
all: LAT

80 ANNIVERSARY

1964-1973



Ooh, great pun... nice tights, too. Not the sort of ad you are likely to see in MOTOR SPORT today
February 1970



Tailpiece: era's regular outro
August 1972



'Any man who loves his wife will buy this car.' Fiat 850s must have flown out of showrooms after this
March 1967

NEWS: FORD SUCCESS



both: LAT

McLaren/Amon Ford wins 24 Hours

Ford conquers Le Mans

DURING THE LAST HALF-HOUR THE TWO Shelby cars closed up together, Ken Miles waiting for Bruce McLaren, who had lost the lead during the final pitstops for refuelling, and the light-blue and black 7-litre Fords circulated quietly together, gathering up the gold car of Ronnie Bucknum as they began what was obviously going to be their final lap and a thoroughly deserved victory for Ford.

The Fords of McLaren and Miles arrived, headlights ablaze, in as near a dead heat as they could judge, with Bucknum just behind them. The celebrating was dampened somewhat when it was announced that McLaren and Chris Amon had won, a dead heat being impossible as the cars had started at 4pm on Saturday with the Miles/Denis Hulme car already some yards ahead on the starting grid, so that as they arrived side by side on the same lap on Sunday at 4pm, the McLaren/Amon car must have covered a greater distance in the 24 hours, the difference being quoted as 20 metres. The overacting of the Shelby team had backfired on them and McLaren and Amon were received as rather surprised and dissatisfied winners of the race. – **DSJ**
July 1966

The first of many

THE FORD MOTOR COMPANY HAS obtained a highly respected place in the field of competition motoring. At Zandvoort their new 3-litre grand prix engine took the Lotus 49 to first place on its initial racing engagement.

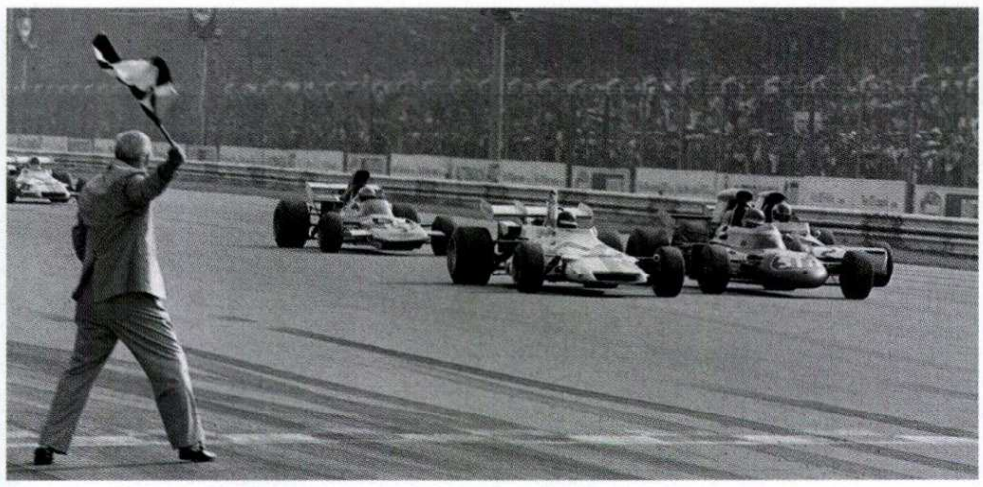
This achievement is outstanding – very much the event of the year and one that merits the warmest congratulations to Keith Duckworth, Mike Costin, Colin Chapman, Maurice Phillippe, Walter Hayes and all concerned.

Certainly, the Dutch GP showed the outstanding engineering ability of Cosworth Engineering. But success in motor racing is elusive and reports from Spa suggest that about the only Ford part in the new engine, the Autolite plugs, let Jim Clark down badly in the Belgium GP, where the V12 Weslake engine, which some experts thought would never cope with a very fast circuit, brought Dan Gurney's Eagle to victory. – **DSJ**
July 1967



Jim Clark won on DFV's race debut

RACE: 1971 ITALIAN GP



Phipps/Sutton

Gethin raises his arm as he pips Peterson, Cevert and Hailwood to the flag

Ultimate slipstream classic

IT WAS STILL ANYONE'S RACE AND MIKE Hailwood led at 51 laps, just as Peter Gethin passed François Cevert. Then Gethin took his BRM into the lead.

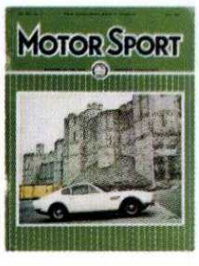
The battle for the lead was so wide open that happenings at the back of the field went unnoticed, and both Graham Hill and Mike Beuttler retired, the Brabham with another seized gearbox and the March with a broken engine. Throughout the race the Lotus turbine machine had been whistling round at the back of the field, not going very well as it lacked power and brakes, but at least it was running through non-stop. Jo Siffert had been lapped by nearly everyone and it says a lot for his tenacity that he kept going on his one gear when many other drivers would have given up and gone home.

Lap 53 witnessed Gethin, Ronnie Peterson and Cevert in echelon as they crossed the line, each certain that they knew the other's weaknesses in the sprint from the last corner.

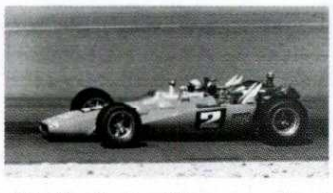
At the end of lap 54 the order was Peterson, Cevert, Hailwood, Gethin. Any one of them could win and if they all made nonsense on the last lap then Howden Ganley could win. None of them had ever won a grand prix before: it was truly the 'dice of the debutants'.

Down the back straight on the last lap Cevert led; under braking for the last corner Peterson went into the lead; but out of the corner Gethin was leading and it was all over. The BRM led up the finishing straight, the four of them closely bunched and lapping Jo Bonnier yet again. The BRM got to the line first by mere inches from Peterson's March, with Cevert's Tyrrell and Hailwood's Surtees only a few feet behind. The photo-finish was Formula One, not Formula Three nor Formula Two nor Formula 5000, though it might well have been, except that the average speed was just over 150 mph. The new generation had arrived with a vengeance. – **DSJ**
October 1971

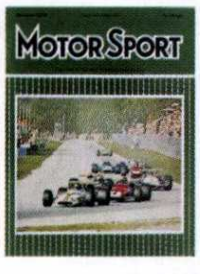
1969 | **1970** | **1971**



Le Mans thriller is won by Ford GT40 of Jacky Ickx and Jackie Oliver; Tyrrell's Jackie Stewart claims first F1 title in a Matra



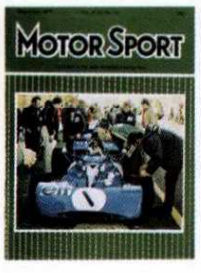
Mario Andretti scores what will be his only Indy 500 victory, in a Hawk-Ford



Rindt is killed at Monza (left), but has enough points to win F1 title; Ferrari is beaten by the Porsche 917 at Le Mans 24 Hrs



Jack Brabham scores 14th and last GP victory in the South African at Kyalami



Stewart claims his second F1 championship (left); Jo Siffert and close rival Pedro Rodriguez are killed; Indy won by Al Unser

all: LAT

CLASSIC CAR FINANCE









Classic, Vintage and Sports Supercars are of interest to just about everybody, an interest that has undoubtedly been subject to trends but overall has a deep route in the British culture. With this country's contribution to the world of automotive engineering old cars never fail to turn a head as everybody aspires to the 'wind in the hair' experience.

Nobody understands this desire more than Classic Car Finance, a Meridian Finance Group Company who is leading the way in classic and older car funding. Set up specifically with the objective of providing finance for the acquisition of quality Classic cars the company is fulfilling a demand fuelled by the strong growth in sales of true provenance Veteran, Vintage and Classic motor cars.

So why has there been very little activity in this sector up to now? According to Managing Director, Robert Johnson, the high street banks and financial institutions just don't understand the market. 'They are not geared for the diverse range of cars available to buyers and the variations in price that different models command.

'We have spent a great deal of time with the private banking sector to develop finance products that suit the market and the profile of potential customers. Our core objective is to enable more people to own more cars.'

When we asked the question 'why borrow money against a classic car' the answer was rather logical. Firstly classics generally maintain their market value and in many cases with certain models dramatically increase in value certainly unlike a new car. Secondly interest rates have never been so low and with fixed rate agreements you can have confidence with future budgeting and finally there are now more long-term benefits that can be attached to your pension fund. Investments such as stocks, shares and property cans serve you well but can you take them for a spin on Sunday? Certainly not.

The company has experience in all sectors of the Classic car market and relationships with the majority of dealers. 'We often work with our customers to find the car they want and find the support of our dealers invaluable. The main activity this year has been with the Aston Martin, Ferrari and Rolls Royce Bentley marqes with the rise in prices fuelled by the shortage of true provenance cars. Bringing dealer and customer together obviously produces mutual benefits.'

Few people are aware they can borrow against a Classic car and it seems this company is pioneering a simple way to do so. Robert insists he talks to every customer personally and welcomes any enquiry. This personal approach is indicative of the company's culture with a typical application turnaround time of three to five days. So you thought you couldn't finance a Classic? Think again and talk to Robert Johnson at Classic Car Finance.

For more information call Robert on 07050 139381 or email rob@classiccarfinance.co.uk

80 ANNIVERSARY
1964-1973

A PETITION

of protest against the enactment of the 70 m.p.h. speed limit on the motorways of Great Britain

To be presented to the Minister of Transport, The Rt. Hon. Mrs. Barbara Castle, M.P.

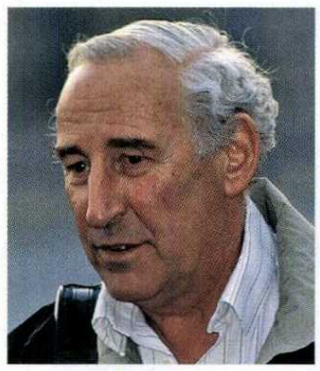
Motorway speed limit of 70mph was both "unnecessary and unrealistic", according to this magazine's protest
September 1967



***The Beatles* even had an influence on MOTOR SPORT in their heyday**
January 1965

AT THE COALFACE

'BOD AND JENKS' AS THEY WERE ALWAYS referred to, were not inseparable but they were the heart and soul of MOTOR SPORT for nearly four decades. "Your job is to produce the magazine, but you are not expected to write anything; we do that," I was informed by Mr Boddy when I was appointed assistant editor in 1966.


John Brooks

Michael Cotton
Assistant Editor 1966-67

The two oracles filled practically all the editorial pages, although I did manage to squeeze in a feature about the development of the Lotus Elan, which soon became my company car thanks to the largesse of proprietor Wesley Tee.

I also wrote part of a 'twin test' feature on the Ford Mustang and the Chevrolet Camaro, two new American cars which had just reached the British market, and remember being flat broke for a week after filling the Mustang to the brim, driving it to a rendezvous with Mr Boddy, and finding nothing but fumes in the tank of the Camaro! No credit cards in those days, it was all cash.

'Bod' was the living authority on all motoring matters pre-war, and continues to this day to amaze his disciples with his never-ending fund of stories about people, events and forgotten makes.

'Jenks' was a constant source of delight. His grand prix articles arrived by the end of the week, beautifully hand-written on lined foolscap, and needed no subbing at all. Mr Butler, the ace compositor at the City Road works, sorted out the comma situation (Jenks' one and only failing) and returned a set of galleys that needed only to be laid down on the pages, perhaps with space for a picture or two (most, though, went into the centre spread, printed on finer paper).

Grands prix were not televised in the 1950s or 1960s, rarely in the 1970s, and newspapers reported only the crashes and the results. Fans had to wait for *Motoring News* and *Autosport* on Thursday to find out what happened, and for MOTOR SPORT on the first day of the next month to find out why it happened.

'Jenks' had this happy knack of digging for the truth, seeing through the little fibs that drivers and team owners tend to tell, and presenting an absolutely accurate report of the event.

Historians today would do well to rely on Jenks' copy before all other sources when they want to draw conclusions.

ROAD CAR: LAMBORGHINI MIURA

'Gimmick' goes into production

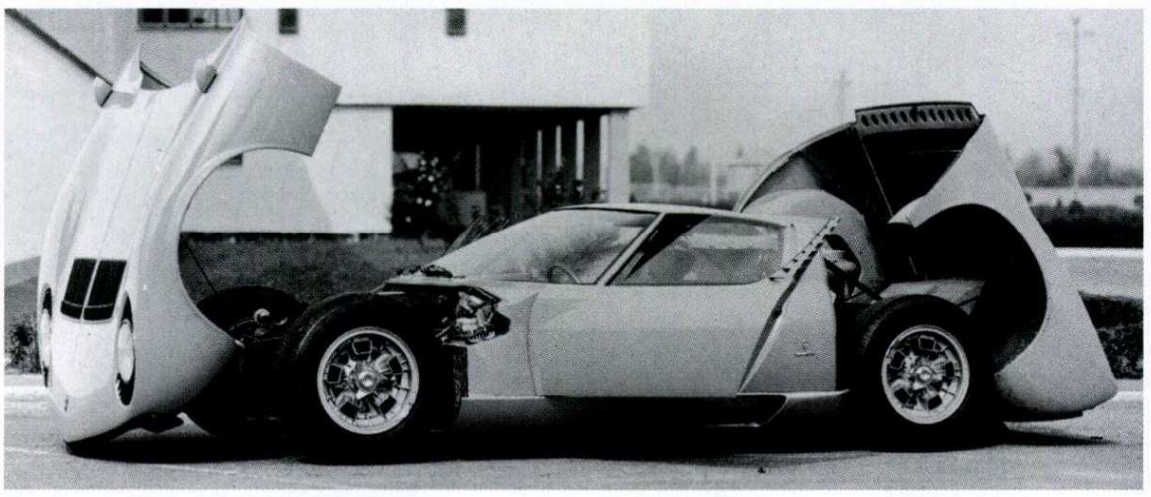
JUST 12 MONTHS AGO WHEN I WAS AT THE Lamborghini factory at St Agata, near Bologna, there was only one Miura in existence and a lot of people still considered it to be a Motor Show gimmick.

The Miura is the very low two-seater coupé with the V12-cylinder engine mounted transversely behind the cockpit, the five-speed gearbox being integral with the crankcase so that all the gears, from the camshaft drivetrain to the final drivetrain, are all running in the same plane, with no need for right-angle gear drives or crown-wheels and pinions. At the time, work was proceeding on the finalising of the detail design, especially as regards the engine/gearbox unit, with a view to production.

When I was there recently there was a production line of six or seven cars on the go, some 20 had already been delivered, and a new factory was being completed so that a reorganisation of the present one could take place and make room for an extension to the output of the Miura, the production for the next two years having already been earmarked. The amount of detail design work is formidable. Lamborghini makes most of the mechanical components, having despaired of getting satisfactory service from many specialised parts suppliers. The machine shop is an engineer's delight and the work on the combined cylinder block and gearbox casting is fascinating.

One of the problems with a mid-engined coupé is luggage space and on the Miura it is solved by building a compartment into the hinged tail that covers the engine unit, so that it is completely insulated from the mechanical components. Another interesting point is the row of tumbler switches, for lights, etc, which hang down from a panel on the roof. With the modern reclining driving position it is becoming increasingly difficult to reach forward to switches on the instrument panel so that the positioning in the centre of the roof panel makes sense.

A year ago the Miura seemed to be a dream car, but it is now well in production. In Italy it sells for about £800 more than the orthodox front-engined 2+2 coupé, so it is not surprising that many people are interested in this new form of travel. – **DSJ**
June 1967

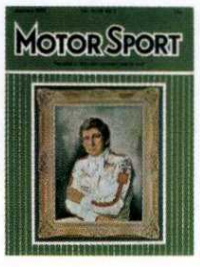

LAT

Little room for the golf clubs: Miura's compact design made the most of mid-engine lay-out

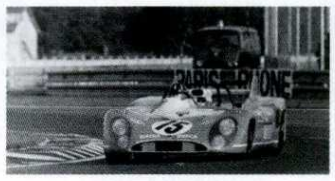
1972 **1973** **1974**



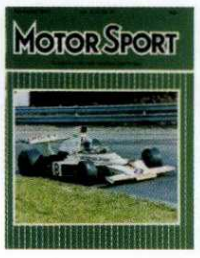
Rallying's first International Championship for Makes is won by Renault Alpine team



In F1, Emerson Fittipaldi is youngest-ever world champ; his team-mate Dave Walker (left) fails to score a point



Graham Hill claims unique Triple Crown, adding Le Mans to F1 titles and Indy



Stewart wins F1 title and retires; François Cevert crashes fatally at Watkins Glen; Matra-Simca registers second Le Mans victory



Jody Scheckter triggers off a famous pile-up at British GP, wiping out nine cars!

all: LAT

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GT40 Mk1 1969

In 1969 Ford pulled off a seemingly impossible 4th victory at Le Mans, chassis 1075 sporting the most famous of all Gulf Oil livery was in the very capable hands of Jacky Ickx and Jackie Oliver. Although Ickx started way down the field in 14th position the endurance experience of the pair coupled with the ultra reliability of the GT40 saw car No.6 take the win by the slimmest of margins.

Creative Masters are proud to present this long awaited, absolutely stunning 1:12th scale reproduction of this iconic car produced by the world famous GMP company. You will not fail to be impressed by the stunning attention to detail which includes switch gear, actual seat harnesses and fully working suspension, even the spinners undo to remove the wheels.

Under the engine cover is just as impressive featuring the fully wired and plumed V8 Gurney Weslake power plant which propelled Ickx and Oliver to victory in 1969.

Only 100 pcs of this replica will be imported into the UK so supply will be limited. To reserve your model simply complete the coupon below, visit our web site or call by phone, we would remind you that as always if you are not 100% delighted with your model just return it to us and we will fully refund you.

Over 14" in length



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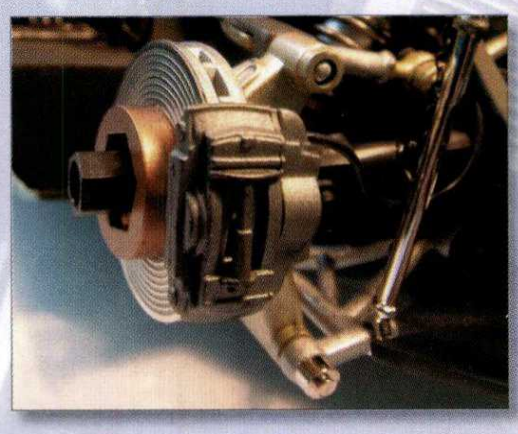
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1967: Denny Hulme gives his boss Jack Brabham a lift home after his practice crash at the Nürburgring. The race was better – the pair finished first and second

LAT

1968: It's slippery underfoot at the start of Le Mans. Porsches dominated the bulk of the race, but the GT40 of Pedro Rodriguez/Lucien Bianchi (9) would win

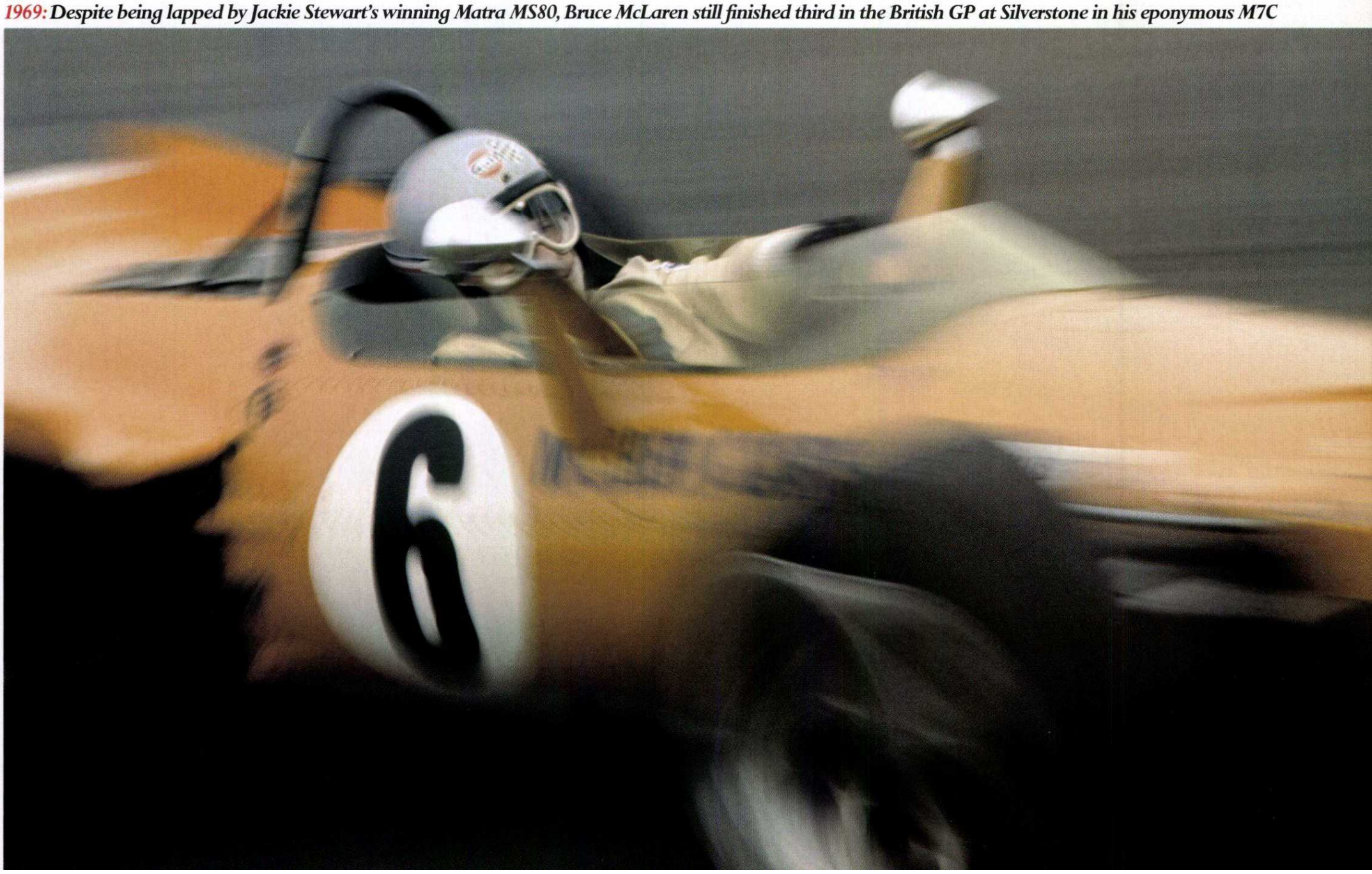
LAT



LAT

1970: JWA Porsche 917 'team-mates' Rodriguez (25) and Jo Siffert (24) prepare to bang wheels through Eau Rouge, a few hundred yards into the Spa 1000Km!

1969: Despite being lapped by Jackie Stewart's winning Matra MS80, Bruce McLaren still finished third in the British GP at Silverstone in his eponymous M7C



LAT

Kaboom! McLaren's Mephistophelian M8F fires up like the Battle of Jutland. Its eight litres of Chevy Big Block then settles down to a jackhammer tick-over that thuds into your solar plexus. 'Bofors Gun' inlets gulp in huge gobbets of air and 'Super Gun' exhausts hurl them out. And in between, the fuel injection somehow copes with California-type demand. Western excess wrapped up in orange fibreglass. But that's how Can-Am was in 1971: no maximum capacity, no minimum weight and (just) pre-Energy Crisis. A high-powered, big-money show that proved McLaren's engineering and logistical capabilities, and put the Colnbrook-based outfit on a firm financial footing.

Worried that I will personally sear a hole in the Ozone Layer if I stay in one place for too long, I select second and ease out the surprisingly light clutch. No revs, just lots and lots of torque. Kadunk... kadunk... kadunk, kadunk, kadunk. The world's fastest piece of Double Gloucester shunts along Donington Park's pitlane and onto the track.

It's wet. Miserably so.

"You used to pray that it didn't rain," says Peter Gethin. This stocky ex-jockey was drafted into McLaren's Can-Am squad for 1970 after the stunning death of team founder Bruce McLaren in a Goodwood testing shunt, and after clashing oil company contracts forced out Dan Gurney, Bruce's original 'replacement', after three races with the team.



LAT

'Bear' shell: McLaren pitcrew work on Denny's M8F. Team was very slick

"The first time I saw Denny [Hulme] come past the pits at Goodwood – the ground literally shook – I wondered what I had let myself in for," Gethin continues. "But the car [M8D] was fantastic, of course, and by the end of the test session you were asking for another 100bhp.

"But that was in the dry. In the wet, on occasion I would simply drop the clutch at a slow corner and roll round it. That was the only way to do it. Even the slightest whiff of throttle would cause wheelspin.

"The problems in the dry were that the car was very heavy to drive and hot. That's when I realised how tough and strong Denny was. I could keep up with him for the first 100 miles or so, but I struggled in the second 100 miles and he would gradually pull away. The worst race was at Road Atlanta in the Deep South; it was incredibly hot and humid. I was leading when I broke down near the end, and the marshals literally had to lift me out."

He's right. We're just rumbling around for photographs – simply resting your foot on the throttle in second gear is good enough for 60mph – but already the BTUs from the front-mounted radiator are wafting up through the cockpit, while the Chevy's 'killer' joules are percolating nicely through the thin, reclining metal bulkhead that separates me from it. The steering is a bit bicep-curly, too – and that's without downforce exerting its unseen hand.

A dry line is forming. Slowly. It's wide enough for most cars, but not the M8F. It's desperate to go, though. Keener than I am. And a lot keener than its understandably fretful owner. It's frustrating – who wouldn't want to gorge on the fattest power curve ever? – but on this occasion discretion wins over what little valour I have. When far more experienced pilots raised their eyebrows as I explained what I was about to do, and then advised a slight settling lift before the gentle crest on the approach to the chicane on Donington's short circuit, I knew for sure that this car is beyond the extraordinary.

It feels lovely though. Once you have slithered your legs under a flat-bottomed dash (that reminds me of a guillotine), you're closeted, hips hugged by one of the tub's aluminium box-sections ➳

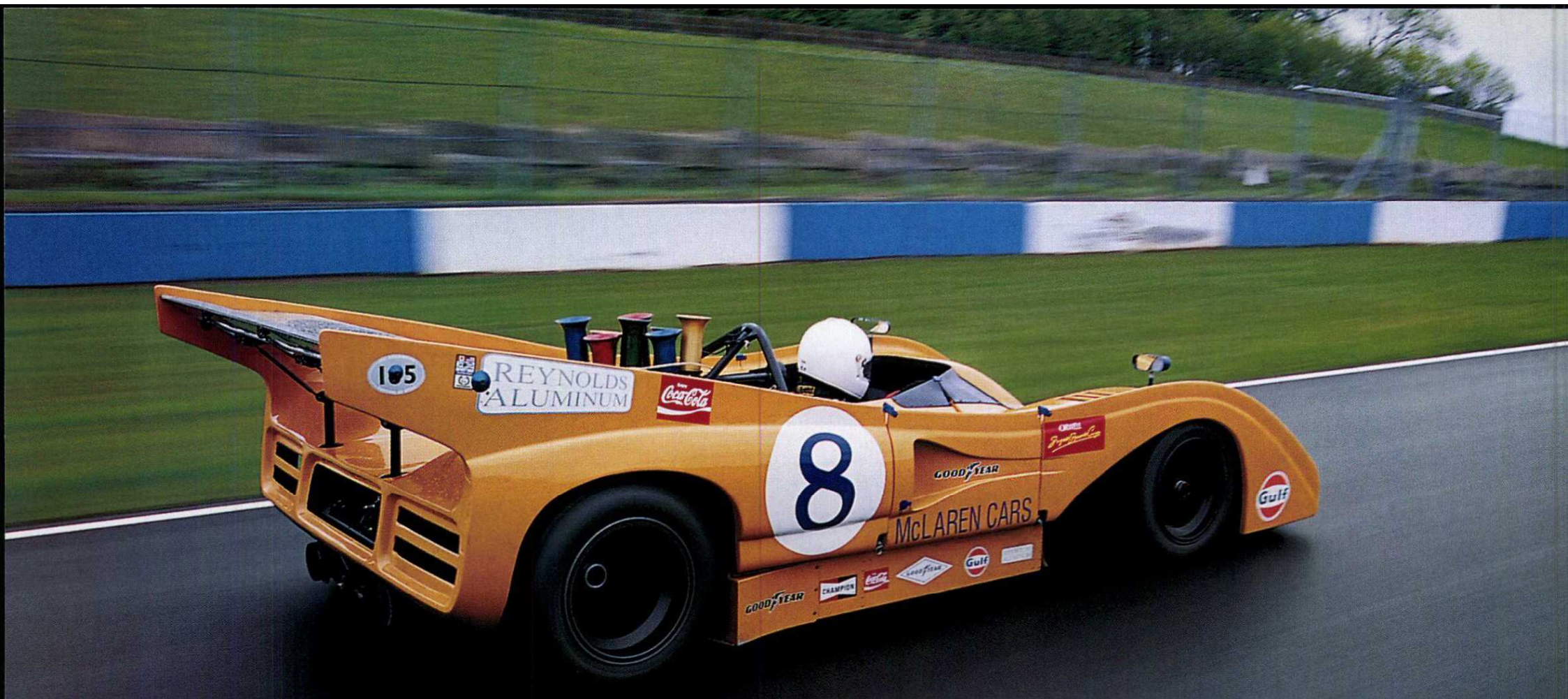


Agent Orange: McLaren swept all before it in Can-Am. M8F features 'fences' on top edges of bodywork to channel airflow over big rear wing

THE CAR YOU CAN SEE FROM SPACE

AMERICANS PUT A MAN ON THE MOON, BUT THEY COULDN'T BEAT THE ROAD ROCKETS BUILT AND DRIVEN BY A BUNCH OF LAID-BACK KIWIS. PAUL FEARNLEY FINDS OUT WHAT THE FUSS WASN'T ABOUT

photography by Peter Spinney/LAT

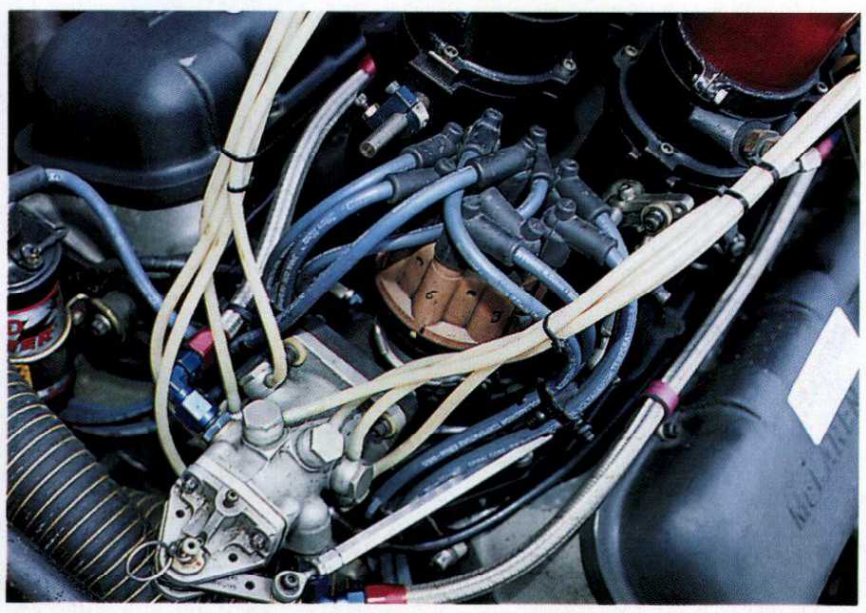


Get the hell outta my way! Sight and sound of Can-Am McLaren is hard to beat. Bodywork cutaways extract hot air from brakes – but not today!

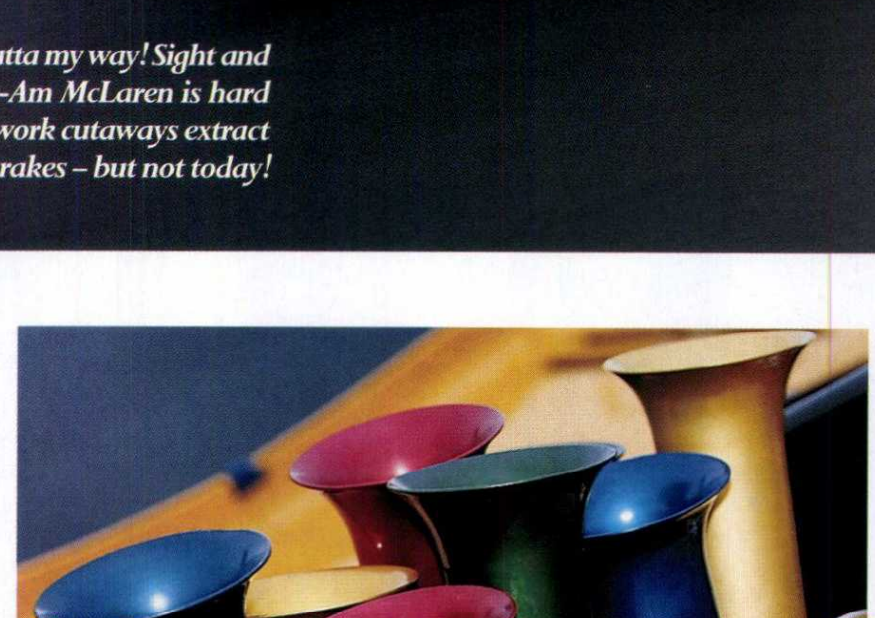
Our thanks to Richard Eyre, Robin Hooker and Donington Park for their help with this feature



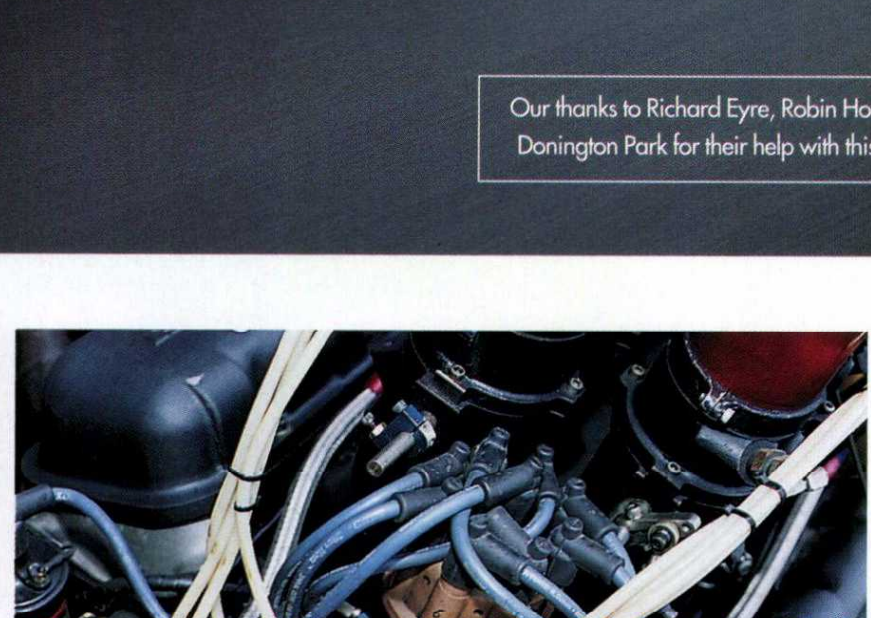
Huge inlets are staggered in bid to smooth out V8's power delivery



Hard-worked dissie sends out man-sized sparks to huge cylinders



Apparently, you're supposed to look at the dials, too. Give me a break!



The Kiwi that flew: team's logo designed by artist Michael Turner

and the cockpit's central stiffener, knees braced behind back of dash. You sit low – Gethin used to "disappear" – and you can just make out the wing tops for placement purposes. It suddenly seems a lot smaller than it had appeared from the outside. But that doesn't mean to say it's not wide. As engine sizes grew in Cam-Am – McLaren would eventually use a liner-less alloy-block 9.3-litre in qualifying – so too did tyre widths. The title-winning M6A of 1967 featured 13.5in rear boots; M8F is on 17in. Today, of course, this is hardly a plus. But again you get the feeling that if you're ultra-smooth, this car will work with you. Not frighten you too much.

"You didn't chuck them about," says Gethin. "It paid to be neat and tidy. It was difficult on cold tyres – I went off on my first-ever lap in the car – and once they were up to temperature you had to look after them. You couldn't drive them sideways; you needed to keep the air running along the length of the bodywork to get the downforce. Lose that and you were off.

"Oh, and the brakes were okay for their day, but they weren't really up to the car's performance. Getting it stopped could be tricky."

He's right, the calipers tucked away inside those McLaren four-spoker fronts are shamed by today's Evo road machines. Like the rest of the car, the middle pedal feels great... but you do wonder.

Which is precisely what I will have to do as the rain intensifies and sloshes away that dry line. I have been lucky enough to drive a Porsche 917/10, the mighty 1000bhp Panzer that finally pierced McLaren's armour in 1972, so I know what Can-Am megapower feels like – but I was keen(ish!) to sample the Chevy's instant punch as opposed to the pause-rush of the air-cooled flat-12 turbo.

all: LAT



McLaren scored another 1-2 at the 'Glen in 1971. Hulme finished second

"I wasn't shocked by it, but it was very exciting," says long-time McLaren designer Gordon Coppuck. "I had a few runs around Goodwood with Denny in the Can-Am cars. We did a 1min 11sec. That wasn't a record, but it was pretty close. I knew the car's theoretical performance, but it was revealing to feel it in the flesh."

Coppuck had drawn up and finessed Robin Herd's M6A design in 1967 and, when the latter left for Cosworth, worked with new recruit Jo Marquart on the first M8 iteration for 1968. Both were 33 and highly talented, but perhaps not yet ready to pen an entire car. In simplistic terms, Jo did the front end, Gordon the back.

"It would have been a disaster if egos had got in the way," admits Coppuck, "but we got on well together and I think the car came out okay." He's not wrong, M8A was a seminal machine that kicked off a four-year winning streak.

The biggest change Marquart and Coppuck made was to end the monocoque at the rear bulkhead and fully stress the engine (M6A's V8 had sat between pontoons that extended to the rear of the car). They also went for a less flowing shape: a wedge. And, if it's not a Can-Am oxymoron, they went conservative.

"We could have made it lighter, used a bigger engine, fitted a wing – but reliability was a prime function," explains Coppuck.

That M8A was spot-on was proved by the success of the team's evolutionary approach to B (hub-mounted bewinged dominator of 1969), D (1970) and F (1971). Pragmatic revamps were vital for a team concurrently designing F1, F2, F5000 and Indy cars. Even Coppuck's hip-rad M20 that attempted to stave off Porsche in 1972 was instantly recogniseable as being of the illustrious line.

It couldn't last, of course. Nor could Can-Am in this form. But how fitting that Scooter Patrick's two-year-old M20 should close it out in August 1974 with an unexpected win at Elkhart Lake.

Bruce would have enjoyed that. M

THE ORANGE CRUSHER

DENNY HULME SCORED THE MAIDEN CAM-AM VICTORY FOR MCLAREN CARS AT Elkhart Lake in 1967. He scored its last, too, at Watkins Glen in 1972. Between these lay 46 races: works McLarens won 39 of them. Thrice they were was beaten by Lolas (driven by F1 champions) and twice by Porsche (one a fluke, the other a sign of the times). The other 'missing' wins were scooped up by McLaren privateers.

Its M1B had gone without a win in 1966, but everything changed with M6A in '67. Hulme scored the first of his 22 Can-Am wins and poles and 26 fastest laps, while just one win and a pole went begging all year as team boss Bruce McLaren pipped him to the title.

McLaren swept the board in 1968: six rounds, six poles, six fastest laps, six wins. Two of the latter were by privateers: John Cannon (M1B) and Mark Donohue (M6B). This time Denny was champion.

The series expanded to 11 rounds in 1969. Bruce and Denny won every one with M8B. Bruce was champion for a second time.

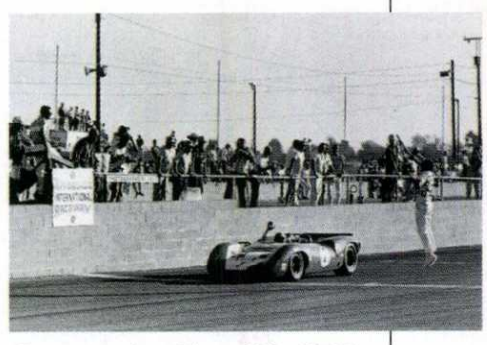
The team's greatest year, however, was 1970, rallying after Bruce's death to score nine wins from 10 rounds. Denny took his second title.

The New Zealander was the fastest man in the place in 1971, but team-mate Peter Revson outscored him five wins to three to take the title.

Hulme was still on the pace at the start of 1972 – two wins in the first three races – but Porsche had arrived with its turbo car and mopped up thereafter, barring a lucky win for François Cevert's privateer M8F.

LOLA: BROADLEY BRUSHSTROKES

LOLA GOT THE JUMP ON MCLAREN IN the 'big banger' stakes with its beautiful, well-balanced T70 coupé. John Surtees used one to win at Mosport, St Jovite and Brands Hatch in 1965 before being badly hurt in a Mosport practice accident. He returned better than ever to win the first Can-Am title in '66 with an updated car. Lola was the dominant force that year, winning five of the six rounds, yet it would win just three more times in the series.



Surtees wins Riverside, 1966

In its defence it did not run a works team à la McLaren. The case for the prosecution, however, is strong: whereas McLaren adopted an evo approach, Lola's latest offering tended to have little connection with its predecessor, and was often diametrically opposed.

The T160 of 1968 was a tidied-up T70 that took Chuck Parsons to a distant third in the standings. The reworked T163 followed in '69 and Dave Causey finished fourth overall. But at the same time Lola US importer Carl Haas was running a T220 for Peter Revson. This curvaceous, short-wheelbase car showed promise, but it wasn't until 10in (!) was added to its wheelbase that Revson felt comfortable with it.

The T260 of 1971 was different again: angular and snub-nosed. Its biggest plus point was its driver: Jackie Stewart. He took the fight to the McLaren, scoring Lola's last two Can-Am wins, but even he couldn't halt their inexorable title progress. The T260, meanwhile, ended the season a very different animal. Initial talk of low drag was forgotten and it had sprouted a 'tea tray' front wing, while its rear wing had been moved further and further back.



JYS wrestles with T260

Lola's final Can-Am volte face was its voluminous, shovel-nosed T310 of 1972. Work on it started late, testing was minimal and good results were in very short supply.

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80 ANNIVERSARY

1974-1983

FORMULA ONE SETS OUT ON ITS NEW COURSE AS BERNIE ECCLESTONE BEGINS TO TIGHTEN HIS GRIP ON IT – CAN THE MAGAZINE KEEP UP WITH THE TIMES?

DRIVER: GILLES VILLENEUVE

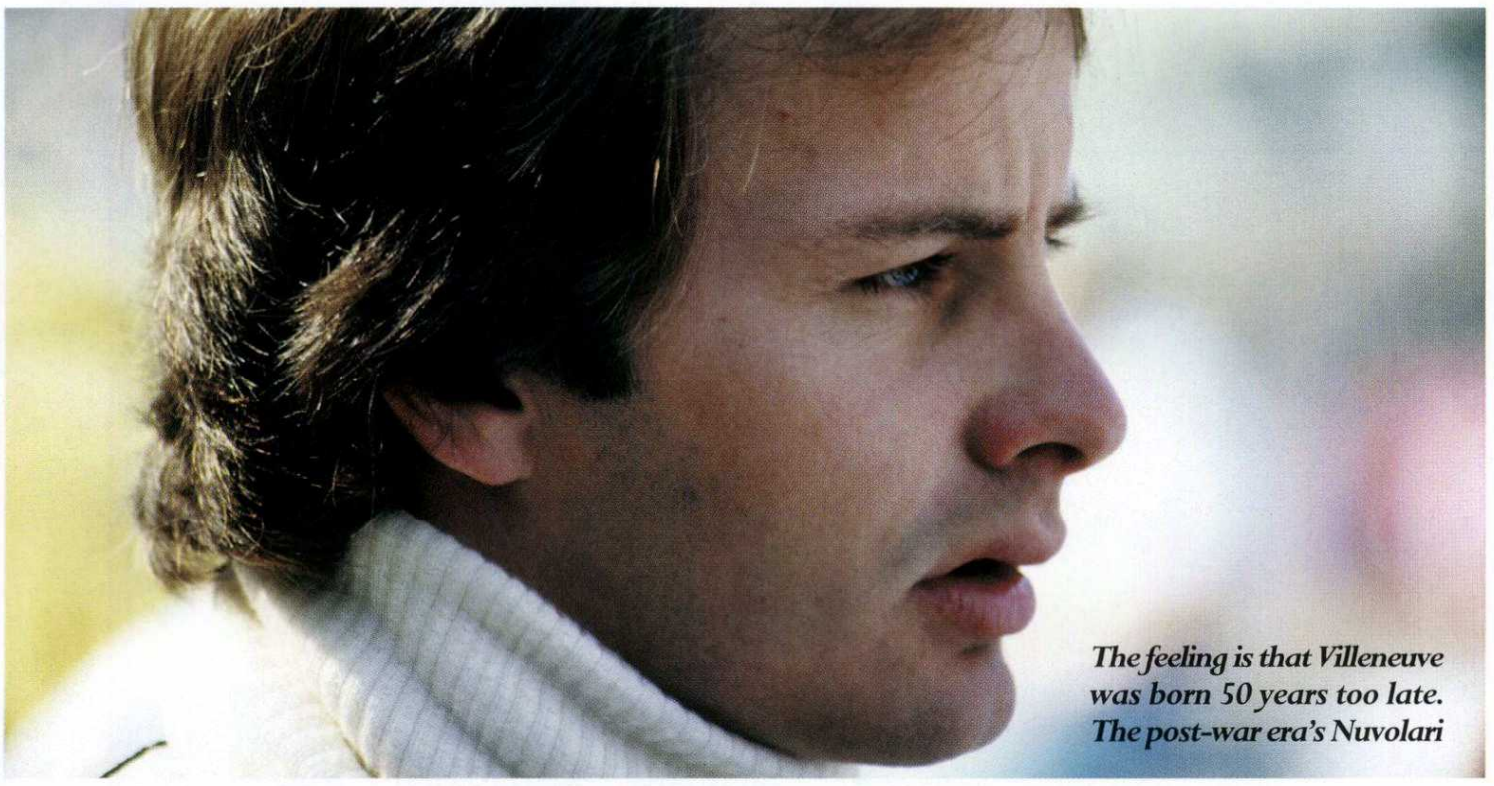
Villeneuve's philosophy

THESE DAYS WE'RE ALWAYS BEING TOLD that "things aren't what they used to be" as far as grand prix drivers are concerned. After spending a couple of hours chatting to this French-Canadian driver prior to the Brazilian Grand Prix meeting, we can report that the same emotions, enthusiasm and attitudes which have motivated great drivers through the ages still prevail in 1981. Many people on the inside of the grand prix game may feel that Villeneuve is a political animal whose opinions are shaped by loyalty to his own racing team. We think that Villeneuve's whole approach to motor racing shows such allegations to be shallow and ill-considered.

He has driven for the Maranello team in typically enthusiastic style, his determination to give his best never once wavering with the team's varying fortunes.

Watching Villeneuve in practice at Long Beach, locking up the wheels of his Ferrari into corners and scrambling round under circumstances which were sending lesser drivers skating up the escape roads, the sheer effort he was putting into his driving was plain to see. But what is he looking for in his own performance, and what does he seek to improve?

"I think we've got to realise that the perfect lap doesn't exist," he says. "My idea is to get as close as I can as often as I can to it, and to make fewer mistakes than anybody else. I am very conscious of thinking about my driving when I'm away from the track, wondering where I can make some slight further improvement. I am always trying to brake deeper, yet get on the power out of a corner earlier."



The feeling is that Villeneuve was born 50 years too late. The post-war era's Nuvolari

Inevitably, there will be occasions when a driver loses control. If you examine photographs of talented drivers spinning you will see them twisting their head, trying to face the way they are going. This faculty of remaining orientated is not something that you can learn, but is something you are born with, and 'naturals' like Villeneuve have it to a high degree. Is he aware of it?

"As far as the qualities I'm consciously aware of, I think the will to survive is probably the most crucial. So when I'm spinning down the road it's this will to survive that makes me try to work out where the car is going. I want to go on racing, and that means extricating yourself from this sort of problem."

There is one thing which Villeneuve insists without a trace of brashness: "I will never ease off, except when I am first. I have never got out of a car and said, 'I could have tried harder'."

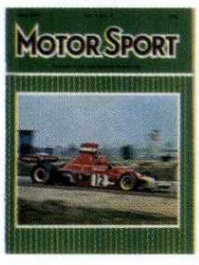
According to most grand prix drivers, the races one *doesn't* win are the ones which demand the most effort. Villeneuve endorses this.

"Take Montreal in '79, when I finished second to Jones. I put everything I'd got into that race and I derived tremendous satisfaction from finishing second. Again, when I finished second ahead of Arnoux at Dijon the same year – we were both absolutely flat-out. Very satisfying.

Villeneuve has a genuine concern for motor racing. But he also feels that grand prix racing is lacking in certain areas. There is not enough overtaking, he feels.

"People come to see racing, not processions," he says, getting suddenly very firm. "In Formula One we have too much adhesion to deal with the power. When I first drove the McLaren M23, Stowe and Club at Silverstone were *corners*, where the car was sliding. That's the situation we need now. Give us 800bhp and then we'll be able to sort the men from the boys." – **AH**
May 1981

1974

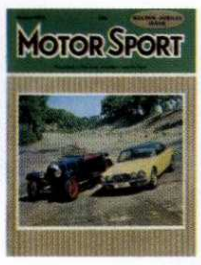


Ferrari returns to form (left), but both world titles are won by McLaren; the Lancia Stratos takes the rally championship



Bernie Ecclestone promotes his first grand prix when he steps in to save Belgian race

1975

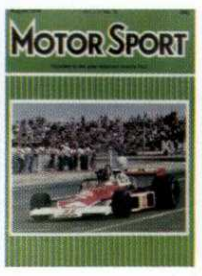


Graham Hill is killed in flying accident; Lella Lombardi gains first female F1 points; MOTOR SPORT's '50th' is a year late (left)



Derek Bell has first of five Le Mans wins, sharing his Mirage-Ford with Jacky Ickx

1976



Niki Lauda is badly burned at 'Ring; Brands crowd rebellion; F1 title to James Hunt by a point (left); Cosworth builds Indy DFX



Recalling the days when Silverstone used to host races for sportscars as well as Formula One
April 1977



Groovy ad – it's a bit tricky to make out the telephone number, though!
January 1978

RACING CAR: LOTUS 79

Jenks on talent versus effort

THE CASUAL F1 OBSERVER COULD BE forgiven for thinking that the Lotus 79 is little more than an updated 78, but he would be very wrong, for not only is this year's Lotus Formula One car a completely new design, it is working on different principles to last year's model.

Whereas the Lotus 78 could come under the category of a 'wing car' as popularised by Tony Southgate when he was designing the Shadow DN9 and the Arrows FA1, the Lotus 79 is more a 'ground effects' car, a principle started many years ago by Jim Hall on his Chaparral Can-Am car, except that the Lotus does not extract air from under the car with sucker fans, but uses the air. Some people in Formula One are saying that without a 'wing car' they will be left behind. What they have overlooked is that they are talking of 1977. The Lotus 79 is a step ahead of that concept.

Designing and building a car like the Lotus 79 is one thing, making it work is another matter altogether. With a sensitive driver like Andretti, the finer points of the Lotus 79 can be used to the maximum, not necessarily to make it any faster than the one driven by the inspiration and innate skill of Peterson, but to make the driver's task easier. Andretti is able to juggle with all the anti-roll bar settings, spring rates, aerofoil loadings front and rear, suspension settings, wheel loadings and camber angles, to get the car to handle and 'feel' exactly as he wants it for any part of any circuit and, with a bit of luck, all round a circuit. When he has achieved this, providing there is time during practice, it means that his fastest lap is not a lucky fluke but one that he can repeat to order for as long as you like.

On the other hand Peterson, who does not have this 'feel' for adjusting a car to such fine limits but has enormous natural fast-driving talent, will lap as fast as Andretti, but not necessarily to order, nor indefinitely. For a given result that Peterson may find hard work, Andretti would find it easy.

In the cockpit of the Lotus 79, on the left, are two controls: one is a short lever like a small gear lever that slides along a tube and controls the stiffness of the rear anti-roll bar; just in front is a round knob controlling the front anti-roll bar. Varying the roll stiffness affects the handling of the car, trimming it rather like an aircraft. Clearly, these two controls are not for decoration, so I asked Andretti if he would give me a short rundown on how he used them while driving the car. His answer was simple and honest: "No, I won't." We looked at each other for a moment in complete silence, and then in all seriousness he added: "That's information I don't even give my team-mate." You have to respect a driver like that.

Later, in conversation, I posed the same question to Peterson and he was much more explicit, admitting that he didn't really mess about with them very much. He said that as the car had been tailored for Andretti he found them difficult to operate, due to his longer arms, and in fact the only way he could slide the knob of the rear one was by using his right hand across his thighs. That afternoon on the straight at Jarama he had reached across and moved the knob ready for the right-hander at the end, only to find he could not bring his arm back. He had trapped his glove in the ratchet mechanism!

You don't need the mechanical skill and sympathy of an Andretti to go fast if you have a natural animal instinct for high-speed driving, but if you have this sympathy you can go fast with less effort. Moss and Stewart drove in this way by instinct, not by application as Andretti does. – **DSJ**
July 1978



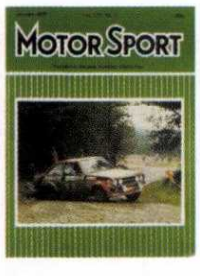
both: Phipps/Sutton

By inclination Jenks was a Peterson fan, but he had a lot of respect for Andretti's ability to maximise his car's set-up

1977 **1978** **1979**



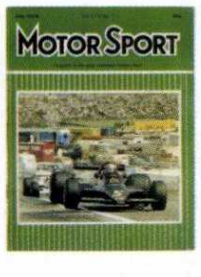
Tyrrell stuns F1 by rolling out the six-wheeled P34 – and then it wins the Swedish Grand Prix



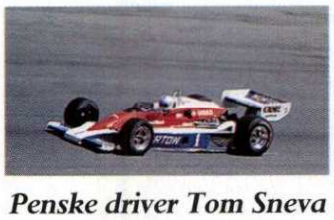
Lotus 78 starts aero revolution in F1; 100th GP victory for DFV power unit; Le Mans is won by Renault; BRM ends GP career



Formula One's first turbo car revealed by Renault at British Grand Prix in July



Ground effects hits GPs; BT46 Brabham fan-car is banned; Mario Andretti (left) adds F1 title to already impressive CV



Penske driver Tom Sneva clocks the first 200mph pole lap for Indianapolis 500

all: LAT

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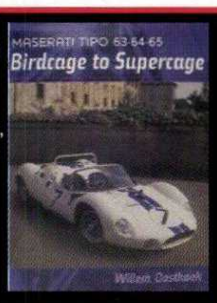
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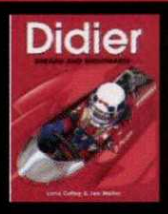
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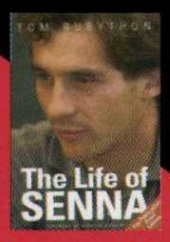
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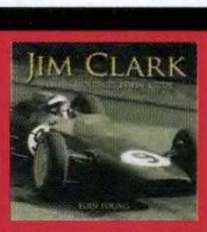
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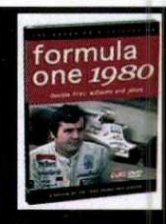
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Intriguing success ad. Sadly we're still waiting for Dan's team to return to the European tracks
August 1975



Keen to maximise his popularity, the world champion got to publicising his new book. Well, his caricature did!
June 1977



NEWS

1982 San Marino strike


LAT

Niki Lauda strikes a pose at Imola

THE WEEK BEFORE THE RACE THE FIA decreed that running cars under the 580kg limit was not acceptable. In consequence, Frank Williams withdrew, as did Bernard Ecclestone and Colin Chapman, and the McLaren team. Others among the Cosworth-powered 'special builders' who have to toe the line in the Ecclestone-Mosley FOCA group also withdrew.

Why some of the FOCA teams went on strike was not quite clear, but whatever the reason they certainly let down their drivers and their sponsors.

Of all the drivers deceived by their team owners only Niki Lauda was seen in the paddock, making it very clear whose fault it was that he was not going to be seen in action.

There was no point in weeping tears for the strikers, the San Marino GP was about to happen and 14 entries were ready. The fight between Ferrari and Renault provided more than enough interest. Much to the chagrin of the 'strikers', an enormous crowd turned up. They would not have come to see a Williams versus Brabham battle, unless Villeneuve and Lauda had been driving the English cars. – **DSJ**
June 1982

Death of a hero

THE WHOLE RACING WORLD MUST HAVE been very sad at the death of Gilles Villeneuve, especially those who knew him. He brought a breath of fresh air into Formula One, not only by his driving but by his simple philosophy: he just loved racing. Those of us who watched him race will remember him more for the races he didn't win than those he did, when he battled against impossible odds. To my mind Alan Jones paid him the greatest compliment when he said to a group of us chatting after dinner, "Jeez, that guy just won't give up." – **DSJ**
June 1982

Historic Renault victory

IT WAS FITTING THAT RENAULT SHOULD win the French GP, because they won the first grand prix, in 1906 at Le Mans. It took Jean-Pierre Jabouille 95min to win his race; 73 years ago Ferenc Szisz battled for two days and 770 miles.

But if turbo engines become the norm in F1, costs will soar and entries diminish, as when Delage dominated in 1927. One expects, however, that rather than drop out, FOCA members will give up some of their jet-setting in order to buy engines... – **WB**
August 1979


Phipps/Sutton

Régie mental: Renault's wait is over

RACE: 1979 FRENCH GP



LAT

Mustard Dijon: Jabouille won, but Arnoux (left) and Villeneuve (right) starred

Arnoux/Villeneuve duel

WITH TEN LAPS TO GO THERE NOW started a memorable battle for second place, so fierce and competitive that the race leader was overlooked.

By lap 72 Arnoux was right behind Villeneuve. On the next lap they lapped some slower cars and the Ferrari got through while the Renault didn't.

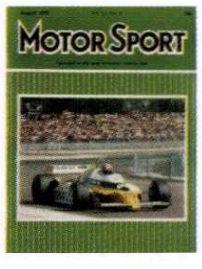
Lap 75 and they were together again; Villeneuve was not giving in, but on the start of lap 78 the Renault took the lead. But it wasn't over, for Villeneuve is not one to give up. He was back in the lead on the 79th lap – but Arnoux was proving to be just as tenacious.

They started the last lap side by side. Neither man was going to give way and they threw caution to the winds, rubbing their tyres against each other as they dived into the twisty back leg. Villeneuve got inside at the far hairpin. Arnoux was in front again as they climbed out of the dip, but the Renault engine gave a hiccough as he accelerated and the Ferrari was instantly alongside. Over the brow of the hill they went, still rubbing tyres, but with the Ferrari on the advantageous inside for the long fast final bend. Down the last dip they were virtually touching, nose to tail; up the hill the Renault pulled out, and as they disappeared over the brow and raced for the line, they were side by side again. The Ferrari got the verdict by an official quarter of a second.

The two 'whizz-kids' in second and third places were grinning all over their faces, having thoroughly enjoyed their last-lap rough-and-tumble, saying it had all been good fun, though they realised it could have ended with them both spinning off.

It had certainly been a Grand Prix of France to go down in history, being won by the French, while the race for second place revived the interest of all the Formula One disbelievers. All races cannot be good, but you should watch all the races so that when one is good you don't miss it. – **DSJ**
August 1979

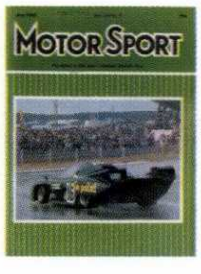
1979 **1980** **1981**



First GP win for a turbo (left); racer/film actor Paul Newman finishes second in epic Le Mans; Jody Scheckter is F1 champion



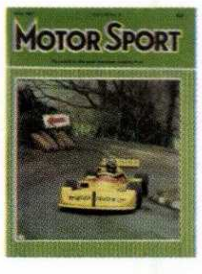
Clay Regazzoni scores first GP win for Williams when he prevails at Silverstone



Jean Rondeau wins Le Mans driving his own car (left); last Offy engine to run in Indy 500; Scheckter calls time on career



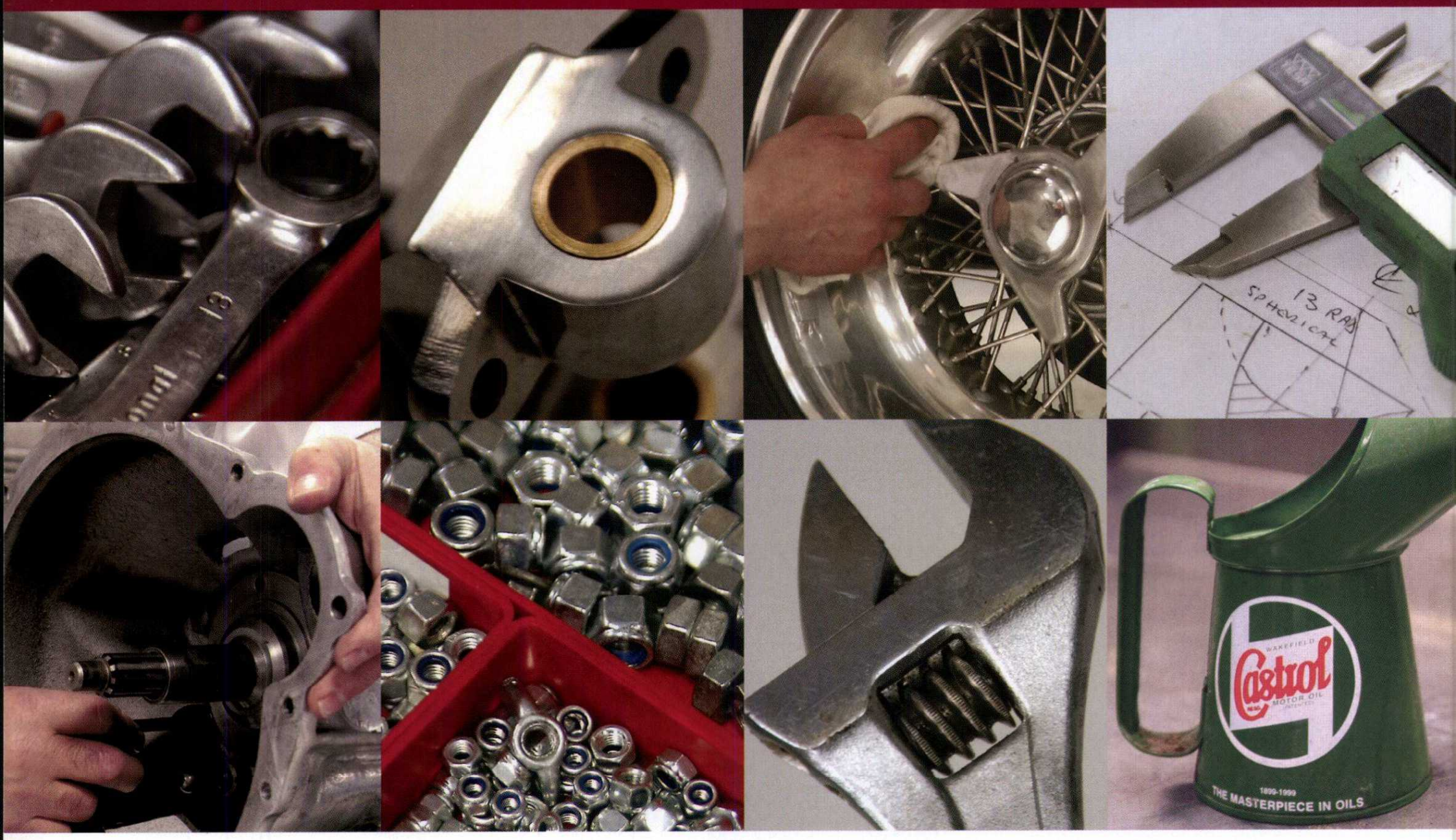
Henri Toivonen becomes youngest-ever RAC Rally winner in Talbot Sunbeam



Skirts, six wheels and 4WD are banned in F1; McLaren's MP4 is first carbon-fibre car to win; Nigel Mansell is new Lotus pilot

all: LAT

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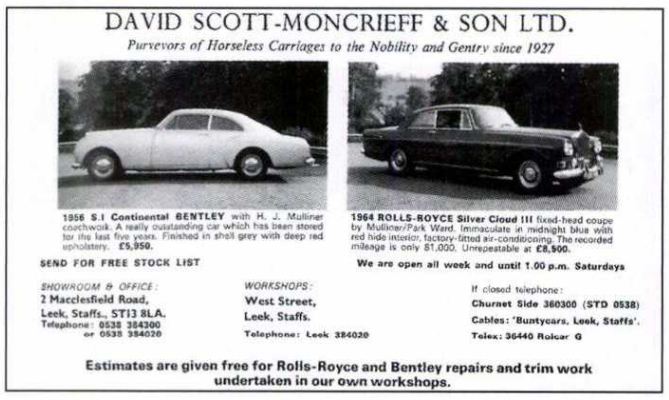
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Linda Lusardi didn't just appear on Page Three of *The Sun*, you know. But she kept her top on for MOTOR SPORT
September 1982



The adverts of 'Bunty' Scott-Moncrieff always added a touch of class
August 1980

80 ANNIVERSARY
1974-1983

ROAD CARS: VW GOLF GTi

'Little flying Golf ball'

VOLKSWAGEN'S ASTONISHING 110BHP 113MPH Golf GTi is already a cult car, and the new five-speed model gave me another excuse to borrow one. Rarely have I enjoyed a car so much. The four-gear model was astonishing, this five-speeder is beyond belief.

No two ways about it, the GTi is a very rapid machine. The little dynamo under the bonnet pulls lustily to the 6900rpm limiter. In terms of crispness, smoothness, responsiveness and sheer mechanical enthusiasm at the touch of the throttle, there is no other small engine in the world in the same ballpark. It has the closest characteristics to the flat-six air-cooled Porsche 911 engine of any small engine I know.

The instant responsiveness in first, second and third, combined with the compact size and excellent handling make the GTi the fastest town car on the market.

Superlatives cannot be restricted to the engine. There is a feeling of tautness to the whole car, from the suspension and body to the Porsche-type steering column switchgear – an impression of engineering integrity.

This little flyer can be thrown around with astonishing abandon, the steering so smooth and positive that most of the time there is no feel of *traction avant*. It can be cornered at amazing speeds with very little understeer, and in slippery conditions there is even the occasional demand for a touch of opposite.

The happy combination of balanced braking, handling, roadholding and acceleration evokes supreme confidence. Yet the GTi is also smooth, comfortable and sophisticated, its ride taut but good, the suspension and tyres quiet in operation.

You will gather that I'm an ardent fan of the little flying Golf ball. Indeed, I consider it one of the best cars in the world in its own way. However, a discordant note arose when DSJ tried it. I thought it might change his views on modern saloons. It was not to be. "Just another Euro s*** box!" said Jenks after a few days. – **CR**
March 1980



Up the hatch! But DSJ hated it

LAT

AT THE COALFACE



Clive Richardson
Deputy Editor 1972-80

NURTURED BY MOTOR SPORTS READ under my school desk, being the only full-time editorial staffer was a dream job. Downsides were overwork in a Dickensian operation.

Proprietor Wesley J Tee loved nothing better than an argument. Those with eldest son Michael, a stubborn chip off the Old Man's block, reverberated around Standard House. My rows came close. Several times he fired me, several times I resigned. Each time we made it up.

Long-serving secretary Molly Cronin was part of the furniture – as was the smell of gin. She was quietly retired after my discovery of drawers full of Gordon's empties and years' worth of unmailed correspondence.

Change so much as a word in Jenks' copy and he went apoplectic. "I am very pissed off with you," starts a typical missive I still treasure.

Eventually, working under pressure for a pittance became too much, but I miss MOTOR SPORT – and Mr Tee – badly. A very special experience.

Jim Whyman, *Deputy Editor 1980-82*

THE FACT THAT MY PERIOD LASTED ONLY TWO YEARS PROBABLY SAYS IT ALL. THERE were some wonderful experiences, like practical ice-driving instruction from Erik Carlsson, but being glued to a rather uncomfortable chair in Bonhill Street was the norm: it was hell, and those occasional glimpses of motoring heaven only exaggerated the discomfort.

The magazine just seemed to happen: there was no apparent management structure, no discernible planning. WB lived in Wales, DSJ in his Hampshire wood. Neither liked visiting London. GP reporter Alan Henry was generally busy with *Motoring News*, rally man Gerry Phillips was engaged with other mysterious matters, while road tester Jeremy Walton was a freelance. That left me and the ever-patient Paula Goldstein (who was everyone's secretary) in the editorial office.

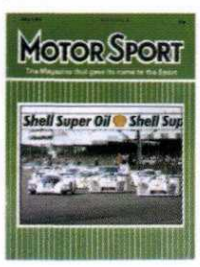
Control took the form of Wesley Tee yelling contradictory instructions into his battery of telephones. And there was the stern Miss Roberts, company secretary, always quibbling over expense claims.

The early 1980s was a time of decline, but thankfully those who came after were able to reverse this. I am delighted to be able to say that I didn't leave a sinking ship, although that is exactly what I thought I was doing.

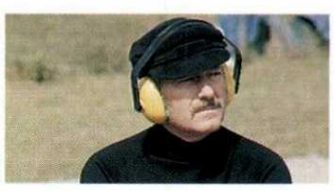
1982 **1983** **1984**

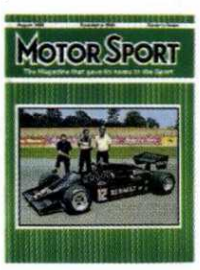


John Watson is first to benefit from Ron Dennis/John Barnard era when he wins British GP



Porsche reveals 956 sports racer (left) and takes Le Mans 1-2-3 ; Niki Lauda is back in F1; Indy has closest-ever finish – 0.16sec


Colin Chapman, one of F1 racing's most pivotal figures, dies of a heart attack at 53



Richard Noble hits 633mph in Thrust II and takes LSR; first all-turbo race in F1; Audi and Hannu Mikkola win rally titles


Legendary DFV notches up final victory, in Tyrrell of Michele Alboreto at Detroit

all: LAT

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LAT

1982: Night manoeuvres: the Lancia Beta Monte Carlo of Giani Giudici/Thierry Perrier/Bernard Salam heads a Porsche 924 Carrera GTR through the Ford Chicane

1980: Derek Daly's Tyrrell 010 plays leapfrog at Ste Devote. The Irishman's lapse took out four cars at the first corner, including his team-mate Jean-Pierre Jarier

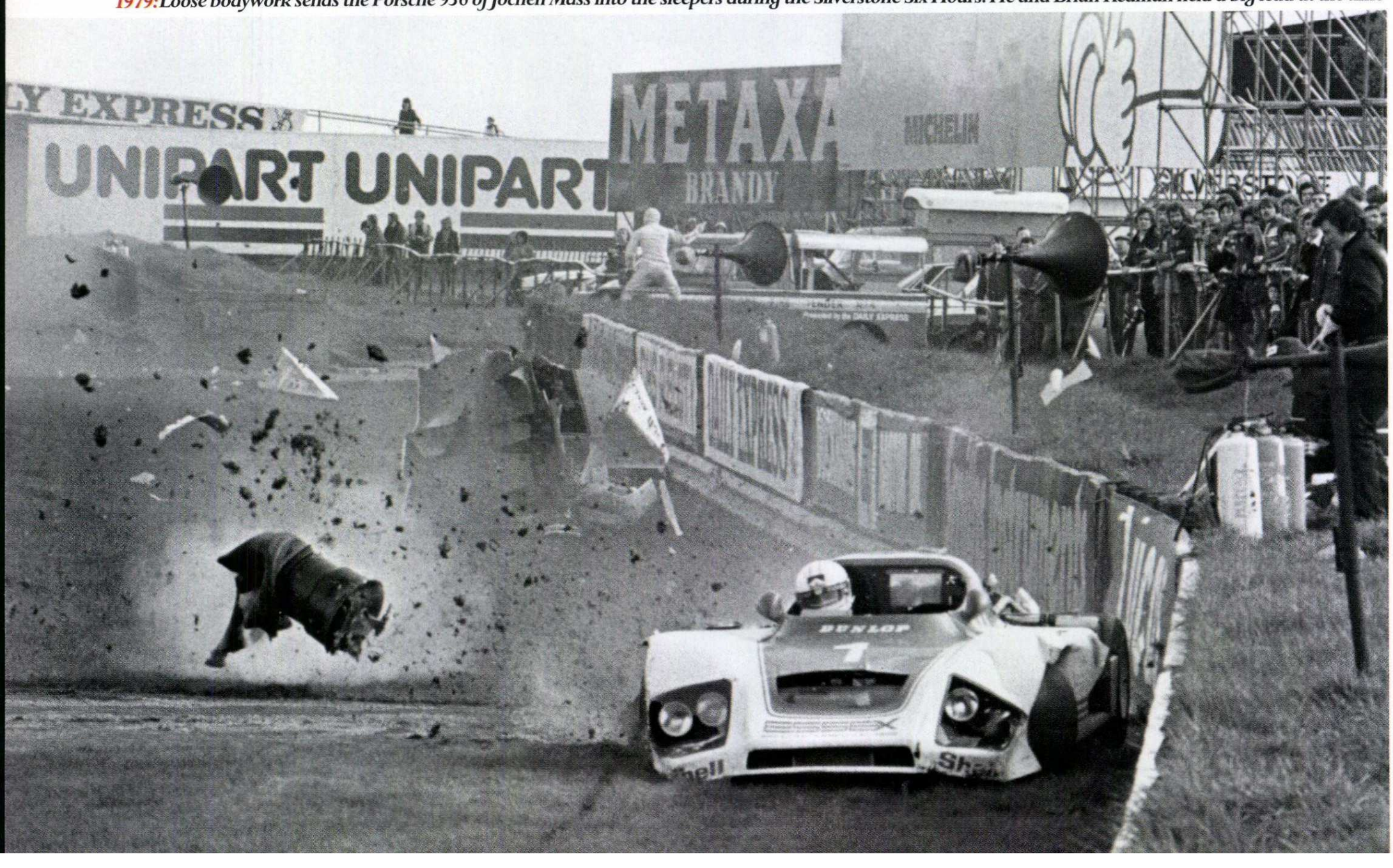
DPPI



LAT

1980: *They can't all have a pass! Pole-sitter Jean-Pierre Jabouille shelters from the sun at Interlagos. He led, but Renault team-mate René Arnoux took the win*

1979: *Loose bodywork sends the Porsche 936 of Jochen Mass into the sleepers during the Silverstone Six Hours. He and Brian Redman held a big lead at the time*



LAT

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The Napier Bentley at Shelsley © The McDonald Collection

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VENTURI CAPITALISTS

COLIN CHAPMAN WAS RENOWNED FOR DISCOVERING THE NEXT BIG F1 THING – AND THE LOTUS BOSS WAS A SUCKER FOR THIS PARTICULAR IDEA, EXPLAINS GORDON CRUICKSHANK

photography by Charles Best

DOWNFORCE WITHOUT DRAG – THE HOLY GRAIL OF FORMULA ONE aero experts. By the 1970s designers knew how effective a wing was in loading the tyres and boosting cornering speeds, but on the straights the effect was like towing a caravan. Driver-adjustable aerofoils could slash drag, but had been banned. This was the conflict which Peter Wright set out to resolve for Lotus in 1974.

Chapman's team were floundering with its 76, and so he initiated a clean-sheet think-tank, with Wright at its centre doing after-hours sessions in the Imperial College wind tunnel – and if it hadn't been a rolling-road unit he might have missed the signs. Under the panniers of the mock-up 78, the rolling rubber belt began to lift. Negative pressure was building. A breakthrough.

Tentative experiments with brush skirts fitted to the 77 had hinted at underbody effects, so with cardboard and tank tape Wright deepened the pannier sides, and the downforce soared. The figures were so profound that at first they didn't believe them.

If it looks right... and it was, sort of! The 79 was a sensation on and off the racetrack, but underneath that beautiful skin lay a fragile structure

What came out of that was the Lotus 78 'wing car', which opened everyone's eyes. But Chapman knew ground effect had been lost translating the 78 into reality, and was determined to win it back. He was more closely involved with 79 than its predecessor, partly because the 78's designers had both left, partly because he was excited by the new field. "Colin went on holiday to Ibiza," remembers Wright, "pencilled out the whole thing and handed it to Martin [Ogilvie]."

Ogilvie and Geoff Aldridge were charged with turning Chapman's scheme into metal.

"Colin took overall charge, for better or worse," Martin says. "He would get his teeth into one thing, what he called the 'unfair advantage', and ignore the other factors." The result was a conventional but narrow steel monocoque. Airflow through the suspension was crucial to the venturi, so the springs, dampers and rollbar links vanished inboard at both ends, and the exhausts were tucked up high and tight. Fuel tankage, in the sidepods on the 78, was moved behind the driver, pushing him forward, and oil and water radiators went in the sidepod noses. This left most of the sidepod free to form the venturi, the narrow-waisted tunnel which speeds up the air, producing low pressure and sucking the car to the road. Of course, if you allow air to rush under the sides the effect is lost: hence the skirts.



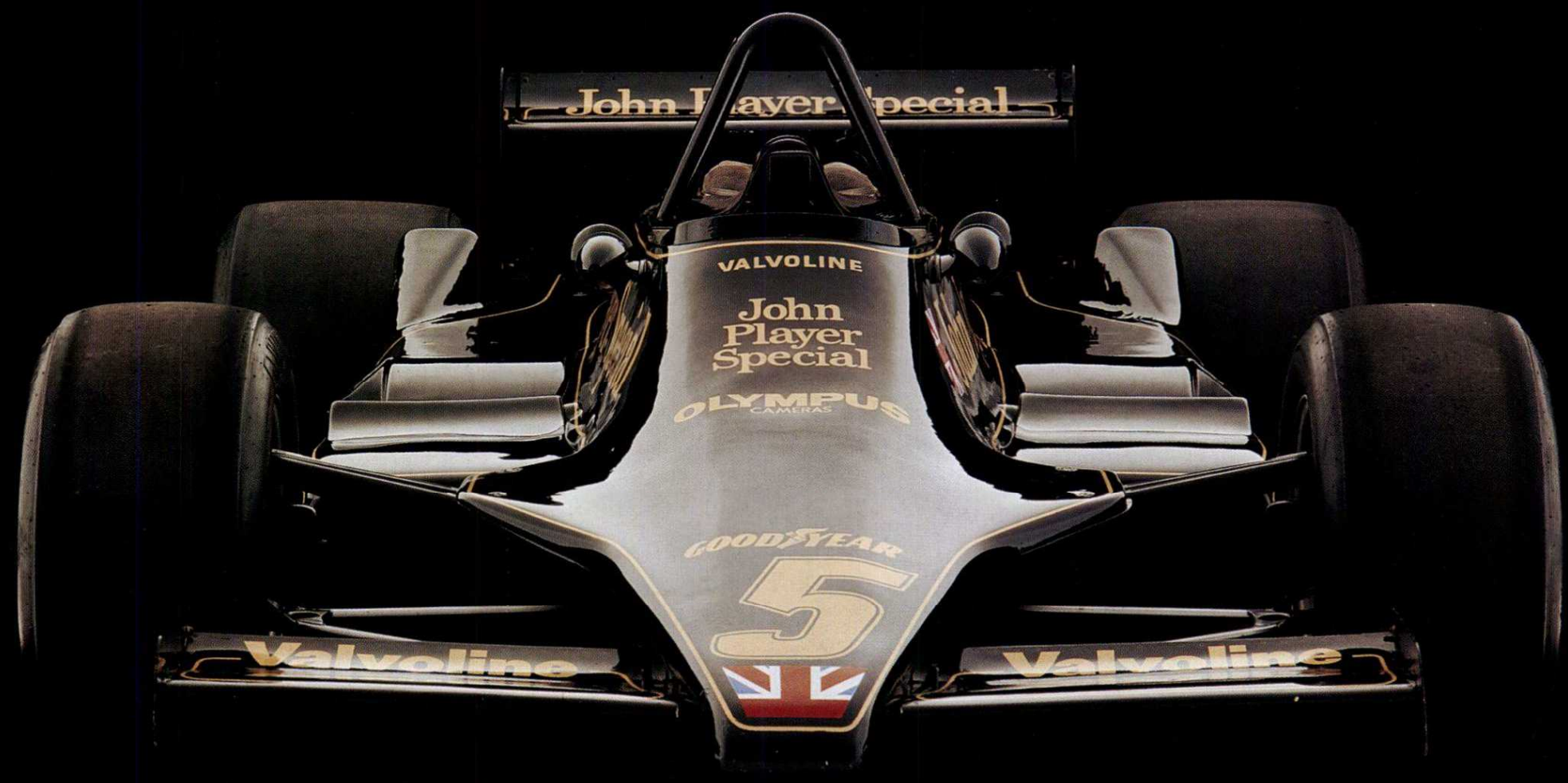
LAT

Andretti leads Brabham's once-and-only 'fan car' at Anderstorp

"Colin compromised the structure to leave the sidepods free," says Wright, "but then nobody knew what the loads would be. We were creeping up on the skirt problem because we didn't know what was allowed. It was only when Harvey Postlethwaite fitted sliding skirts to his Wolf and they weren't banned that we realised we could go that route."

It was these 'board in a box' skirts which closed the gap ➳

Going with the flow: everything in the design secondary to channelling air to the right areas. In '78, chassis 79/3 won in Spain, France, Germany



Our thanks to Classic Team Lotus for its help with this feature

LOTUS 80: NO SKIRTING AROUND THE PROBLEM

"IF SOME WAS GOOD, MORE MUST BE BETTER." THAT'S Peter Wright's take on Chapman's reasoning with the 80. It should have leap-frogged the 79 copies he knew everyone else would build. But because he focused entirely on it while the 79 was still winning, let alone when it was falling behind in 1979, the 80 distracted the team. Instead of developing the 79 into a stayer as it had the 72, the small design group was bogged down by a whole new field of problems.

Again the goal was dragless downforce. If ground effect loaded the car enough, why would you need wings? Chapman envisioned a car with a venturi under the nose (the venturi exited ahead of the driver) and main tunnels running right through to the tail, with no wings bar a low rear unit. That was the way the 80 appeared: a chisel snout with skirts, and sidepods which shrank inside the rear wheels so that the main skirts ran right to the tail, with a gap for the rear suspension. And it produced a lot of extra downforce, as long as the skirts worked. The trouble was, that S-bend round the wheels was always jamming the skirt. "A mechanical nightmare," says Wright. "But if you told Colin something wouldn't work, it was a red rag to a bull."

When the skirts did work, it brought an alarming new phenomenon: porpoising.



LAT

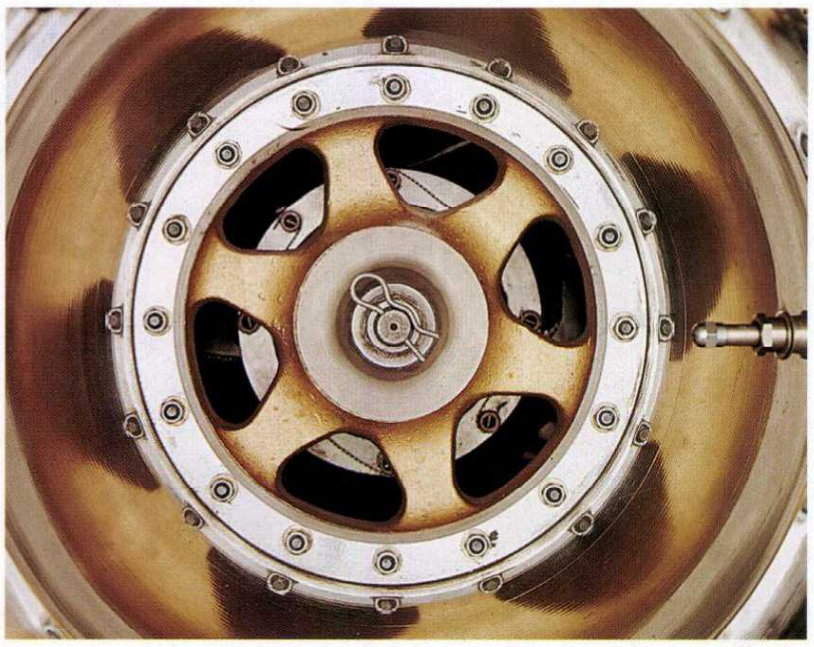
Wingless wonder: Chapman unveils 80

Ground effect sucks car down, using up all suspension movement, underflow air stalls, losing ground effect; car hits bump and bounces into the air, then touches down and the process starts again. Wright remembers it rearing its ugly head for the first time. "I was taping Mario and he said, 'We've got a problem – I can see daylight under the front wheels!' "

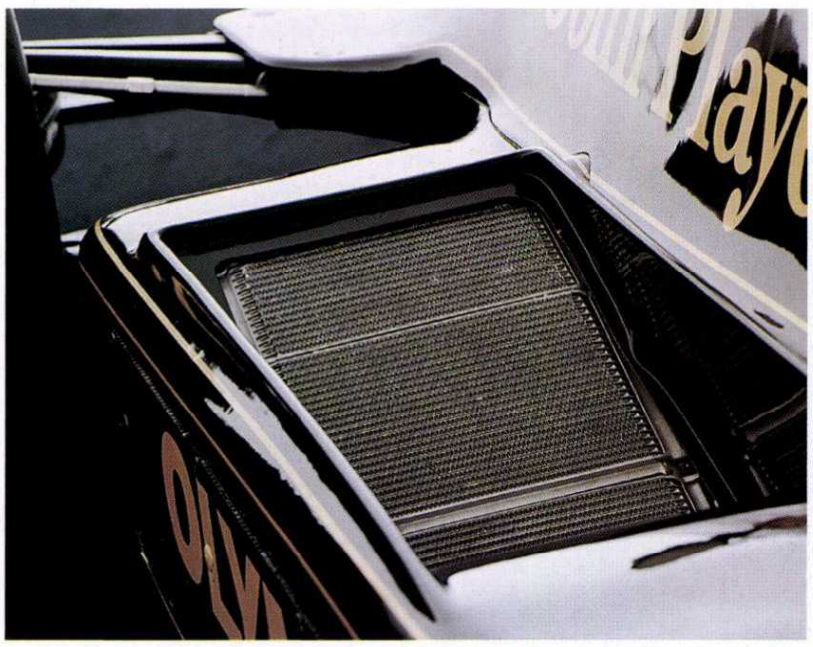
With its ground-effect nose the 80 was especially prone to this, and the front skirts were soon dumped for conventional nose wings. The only way to cut the porpoising was ever-stiffer springs, which rattled the driver and went against Chapman's philosophy. Even Andretti, as close to Colin as he was, had a struggle to persuade him that the springs were too soft – and so was the chassis. When the skirts did work, the monocoque twisted and popped rivets. By mid-season both drivers were back in 79s, and the 80 was quietly forgotten.



DFV's neat packaging was still paying F1 dividends 11 years on



Its golden split-rim wheels were a visual characteristic of the 79



Radiators at front edge of sidepods, leaving rest for venturi effect



Riveted steel monocoque not really up to new demands imposed

between theory and practice. With full-length sliding skirts instead of the 78's short flexible ones, the 79 started to generate real suction. Chapman had his 'unfair advantage'; true ground effect was born.

Testing showed snags – lack of stiffness and inadequate cooling air over the twin exhausts – which would dog the 79, especially in its second season. Nevertheless, Mario Andretti, more technically minded than team-mate Ronnie Peterson, was sure Chapman had scored another jump on the opposition.

With its elegant shape and JPS colour scheme, the 79 was dubbed 'Black Beauty' when it was revealed to public gaze. And its first race, the non-championship International Trophy at Silverstone, seemed to confirm the team's hopes: Andretti put the new car on pole. Those hopes were washed away in a race-day downpour, when Andretti aquaplaned off while leading. But the American loved the planted feel of the car, and when Zolder came around, he sliced a whole second off the field to take pole. And the only guy tailing him was Peterson in a 78 – who despite stopping to change tyres, hoovered up the field for a Lotus 1-2.

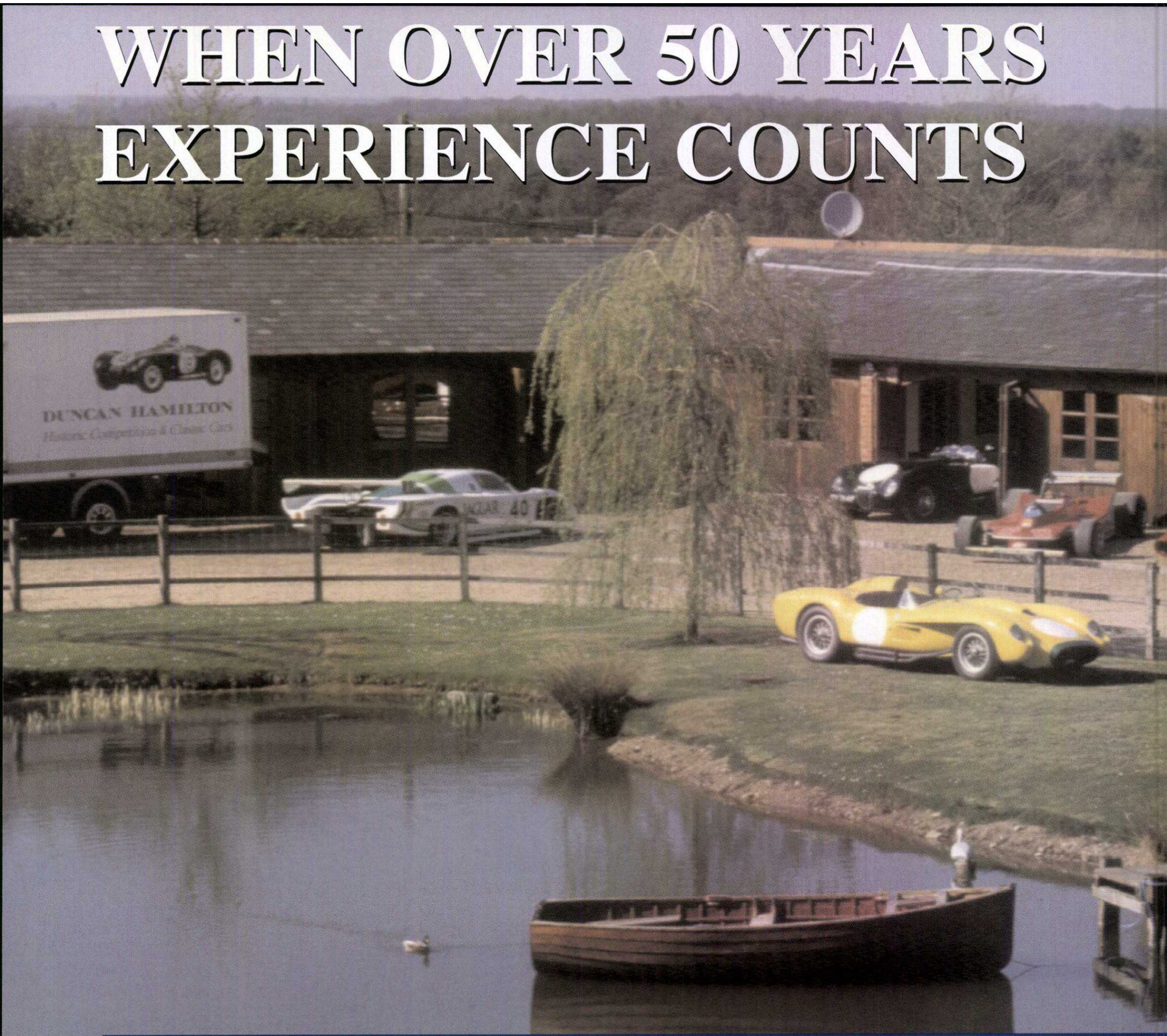
It was the same in Spain, by which time Peterson also had the new car. Yet Chapman's rivals had worked out what the underneath of a 79 looked like and were designing their own versions. Gordon Murray was the first to look like puncturing Chapman's balloon; his BT46B 'fan car' out-vacuumed the 79 and won in Sweden. Immediately, Lotus R&D went into over-drive, working on a twin-fan car, one for each venturi; Chapman said later that if fans hadn't been banned, he'd have had a fan-assisted 79 ready by the British GP.

But they were banned, which meant Hethel had a clear year with a car way above the rest. Yes, they also had two of the finest drivers, but the 79 showed how clean its heels were when, after Peterson's death at Monza, Jean-Pierre Jarier, with no experience of the car, turned in the fastest race lap at Watkins Glen, then took pole and led at Montreal. With six wins and four seconds, Lotus stomped on Ferrari for the constructors' title.

But the response wasn't long in coming – and from an unexpected quarter: Ligier. As 1979 opened, Gerard Ducarouge's take on the venturi-car hit all the right notes before everyone else, and highlighted the 79's basic flaw – that flexibility. "The 79 was never stiff," says Ogilvie, "and the torsional strength almost halved after a couple of races as its rivets loosened. We had our doubts, but you just didn't argue when Colin was on one of his charges."

The French machine stood up to the high loadings far better than the Lotus, and Chapman's 'next big thing', the 80, wasn't ready (see panel opposite). Ligier's candle burned out quickly enough, but by then Patrick Head's Williams FW07 ("a stiff 79", Wright calls it) had the baton. And last year's cream-of-the-crop Lotus couldn't grab it back. Worse, nor would next year's Lotus. M

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80 ANNIVERSARY

1984-1993

THE ERA OF SENNA VS PROST, THE TRIALS AND TRIBULATIONS OF NIGEL MANSELL, GROUP C SPORTSCARS AND JAGUAR'S REBIRTH, PLUS A NEW BREED OF SUPERCAR

DRIVER: AYRTON SENNA

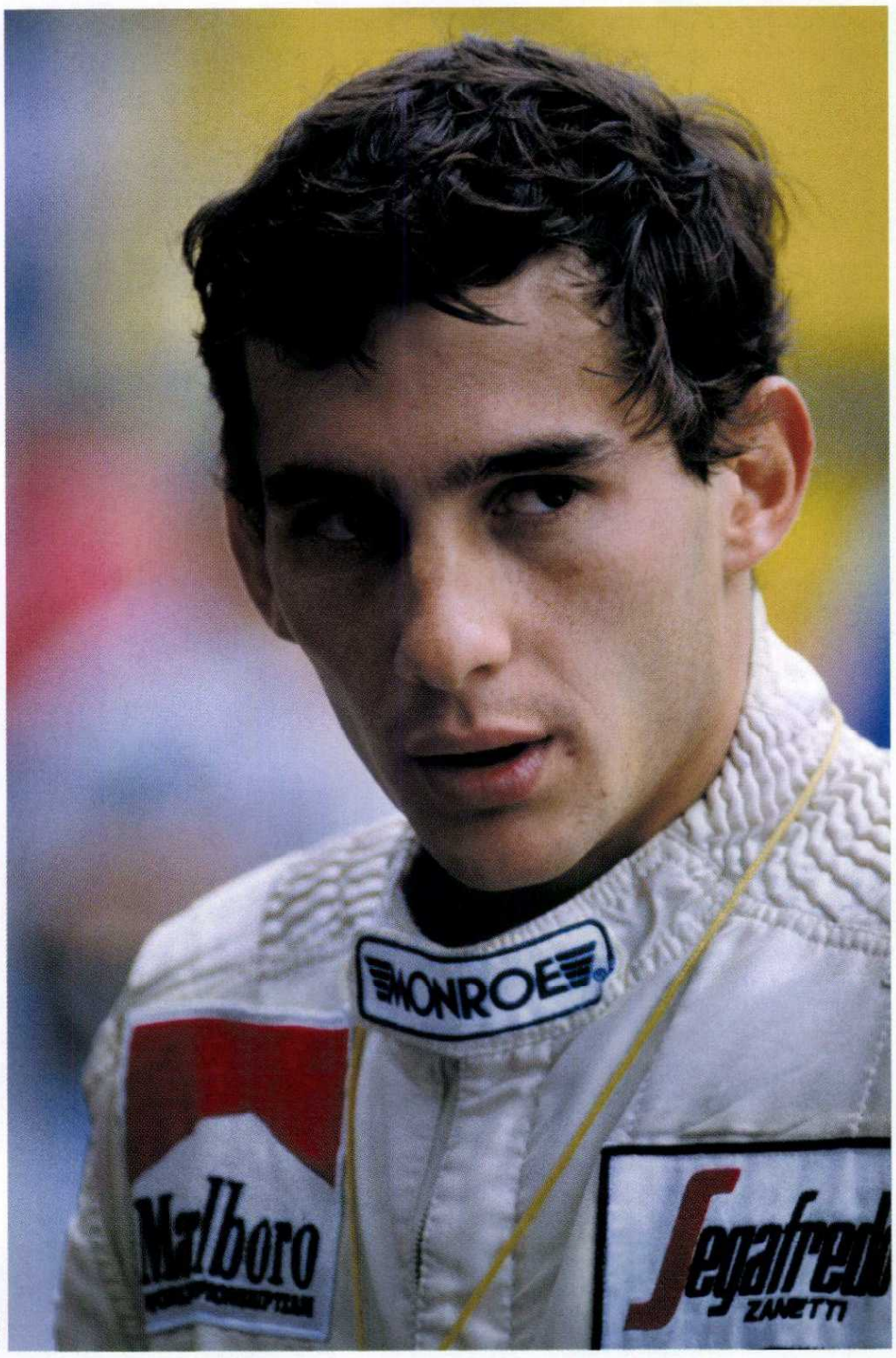
Jenks' first impression

IT WAS DURING THE 1984 SEASON THAT my friend and colleague Alan Henry introduced me to a newcomer to Formula One. He was from Brazil and had won a Formula Three title, and was now in F1 with the Toleman team. His name was Ayrton Senna da Silva, though for racing purposes he was using the abbreviated name Ayrton Senna.

In conversation, we explained to him that we had a general parameter for drivers who we considered good grand prix drivers, and it was quite simple. With a look of keen intensity he enquired what it was, and we said: "You have to win at least 10 per cent of all your races."

We explained that we didn't expect a newcomer to win a grand prix in his first 10 races, nor did we really expect him to win two races by the time he had competed in 20 events, but that by the time he had done 30 events he should have won three. He looked at us very thoughtfully and you read in his deep brown eyes that he was summing it all up, before saying to us: "Yes."

By the end of that season Senna had finished second to Alain Prost at Monaco and third behind Prost and Niki Lauda in the Portuguese Grand Prix at Estoril. He was driving the Toleman TG183B powered by a Hart turbo four-cylinder engine; Prost and Lauda were in the all-conquering Porsche turbo V6-powered McLarens. In conversation with Brian Hart he gave his honest opinion that this lad was something out of the ordinary and should go a long way.



Sutton

Jenks was impressed by Senna's attitude as soon as he met the Brazilian in 1984

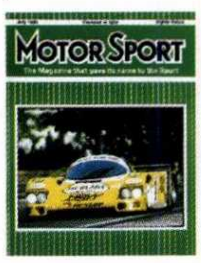
In those days turbocharging was still a little bit primitive and if you let the engine rpm drop too low the turbocharger instantly lost speed and boost pressure. It then took time for the exhaust gases to get it spinning up to high revs again and bring the boost pressure up. The excuse of 'turbo lag' was given by anyone who could not cope with the situation, as though it was not part of the business of driving a Formula One car.

My reaction at that time was that some of the drivers should try racing a highly tuned two-stroke motorbike, or a single-cylinder Norton with a big megaphone, then they might learn something about engines.

Hart said that one of the things that Senna asked him and the Toleman engineer Rory Byrne was whether it would be all right to take slow corners and hairpin bends free-wheeling with the clutch pedal depressed. He explained that if he did that he could keep the engine running at high rpm and thus keep the turbo boost up. Once round the hairpin he could then drop the clutch at near maximum rpm and full boost, thus being completely untroubled by 'turbo lag'.

When I heard this, my reaction was: "That is exactly what Gilles Villeneuve used to do with the early turbocharged Ferrari." You had to be very precise in judging when you took your left foot off the clutch, because the car took off in a big way. – **DSJ**
October 1990

1984

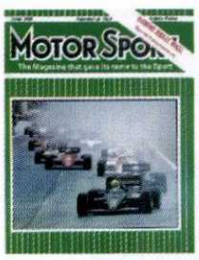


Henri Pescarolo clocks a fourth win at Le Mans (left); a third F1 title goes to Niki Lauda, a second Indy 500 victory to Rick Mears



Richard Petty registers his 200th major career win, the Firecracker 400 at Daytona

1985

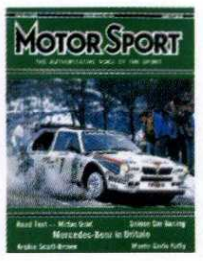


Ayrton Senna scores his first GP win (left), Alain Prost his first F1 title and Joest Porsche a back-to-back win at Le Mans



Nigel Mansell ends his long F1 victory wait at Brands Hatch's European GP meet

1986



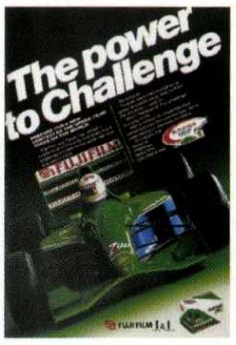
Prost is champ again; Henri Toivonen wins Monte (left) but is killed on the Tour de Corse; Bobby Rahal wins Indy 500



Racing holidays could be as cheap as chips. Just £29 got you to the Belgian GP – and £55 to Le Mans. Bargains!
January 1987



An action-packed day at the future 'Home of British Motorsport'
May 1985



The Jordan 191 featured one of F1's memorable colourschemes, perfect for Fuji's promotion needs
June 1991

RACING CAR: WILLIAMS FW14B

Jenks on 1992 San Marino GP

IT WOULD BE AN UNDERSTATEMENT to say Williams-Renault dominated the San Marino Grand Prix. It *was* the grand prix, playing to a hushed audience in a packed house, with a large supporting cast. It was hushed because the red cars were effectively non-existent.

But after cheering for Ferrari an Italian enthusiast will cheer for a job well done, so as the Williams-Renault drivers did their slowing-down lap the large crowd showed their appreciation in a very healthy manner. On the inside, among people who get free tickets to watch motor racing, there was too much moaning about the monotony of another Williams 1-2. Either those people have short memories or they are new to the game, because I don't recall complaints about McLaren, Lotus, Tyrrell, Cooper and others dominating their particular era of GP racing. These unknowledgeable people spend too much time trying to dream up ways of making grand prix racing more entertaining for the public.

'Among the people who get free tickets there was too much moaning about another Williams 1-2'

By any standards it was a pretty serious motor race, and afterwards, if you had said to Patrick Head: "That was a very fine demonstration of total domination", he would have given his satisfied smile and replied: "Yes, I suppose it was." Senna, in third place in the McLaren-Honda, never really saw which way the two Williams went, and most of the remaining runners only saw them as they went by to lap them.

McLaren was not particularly enthusiastic about its performance, for while the rest of the starters would have given all they possessed to be next best behind the two Anglo-French cars, third place was not good enough for the Woking team. As the two Williams crossed the line flat out to go off on their slowing-down lap, Senna arrived much more slowly and promptly pulled over to the side after crossing the line. He was physically drained, having driven as hard as he could for the entire race, and was suffering from cramp in the upper half of his body, brought on by the seat-harness pressing on a nerve.

At the end of the slowing-down lap, the two Williams-Renaults arrived slowly, nose to tail, and drove to the finish line between the packed grandstands and the crowded pitwall. They coasted to a stop, revving their V10s, slightly out of synch with each other, as if to say: "Whaa-am, whaa-am, beat that the rest of you." As they stopped with a final "whee-am" it was a very moving scene, regardless of the whys, wherefores, likes or dislikes. The crowd then engulfed them as only an Italian crowd can, and anyone just arriving could have been forgiven for thinking Ferrari had won.

Had there been two Ferraris in that crowd it would have been 10 times the size, but the enthusiasm for grand prix racing in Italy shown today was impressive nevertheless. – **DSJ**
July 1992



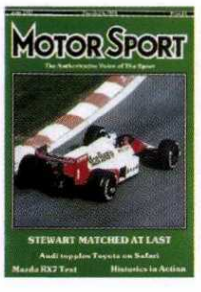
LAT

Bright spark: Nigel Mansell and his dominant FW14B won the first five grands prix of 1992 and the world title by August

1987 **1988** **1989**



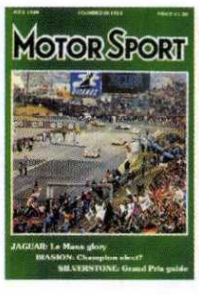
Benetton takes its maiden GP win thanks to Gerhard Berger, BMW and Pirelli in Mexico



Prost matches Jackie Stewart's record of 27 GP wins (left); a fourth Indy win for Al Unser Sr, a fifth Le Mans for Derek Bell



Only world tin-top title won by Roberto Ravaglia in his Schnitzer-run BMW



Senna switches over to McLaren and beats Prost to the F1 title as team wins 15 of 16 GPs; Mears wins Indy 500 for a third time



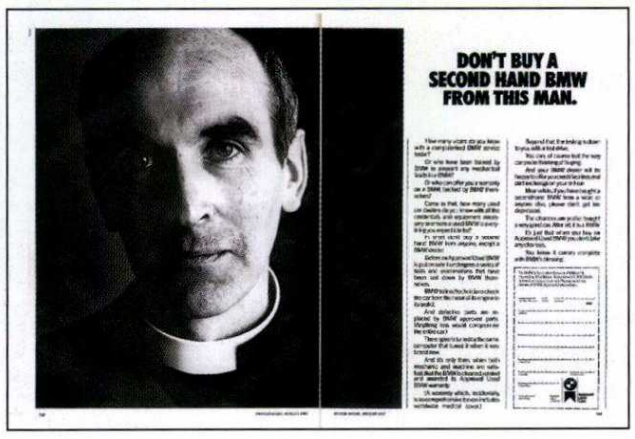
Jaguar secures Le Mans 24 Hours for the first time since 1957. XJR9 LM run by TWR

all: LAT

80 ANNIVERSARY
1984-1993



Before the show changed its name and moved to the NEC, it was held at Olympia in London
December 1988



Know any vicars who deal in second-hand cars? Well, take this warning from BMW: steer clear of them...
August 1987

NEWS: END OF GROUP B



both: LAT

Henri Toivonen and co-driver Sergio Cresto lost their lives in Lancia's GpB car

Fatal shunt and 'supercar' ban

THERE WAS A TIME WHEN RALLYING NOT only sold motor cars but also helped develop new ones. Alas, today the sport can hardly be said to fulfil either function. Popular identification with the cars of rally drivers is a phenomenon of the past, and what possible production purpose can there be in perfecting a specialised Metro, Delta, Peugeot 205 or Ford RS200 which has little hope of ever finding its way into a suburban driveway?

The tragic accident in Corsica which claimed the lives of Henri Toivonen and Sergio Cresto produced an immediate reaction from FISA, and a meeting in Ajaccio of executive committee members declared that steps would be taken to cease all further homologations of 'evolution' cars, to limit the duration and length of special stages, to ban certain body materials and 'skirts', to make automatic fire extinguishers mandatory, to cancel the proposed Group S and, from Jan 1, to prohibit GpB cars, and to create a new world championship exclusively for GpA cars, of which 5000 manufactured examples are necessary for homologation.

The announcement drew murmurs of horses and stable doors, but we nevertheless found ourselves in the unfamiliar situation of agreeing, in principle, with a FISA decision, at least insofar as the vehicle proposals are concerned; the question of limiting distance and duration is quite another matter.

It would have been better for all concerned had these new rules been introduced gradually; better still had they not been necessary.

To those who may wail that spectacle and excitement will diminish we offer a reminder that the Mini, the Lotus Cortina, the Saab 96 and many others were all highly exciting to be in and to watch.

Rallying is not an engineering science, it is a sport, and it's high time its make-up be revitalised with an ingredient which has been hidden by technicalities for too long.
June 1986

RACE: '86 AUSTRALIAN GP

Mansell's title blow-out

KEKE ROSBERG, DRIVING THE LAST RACE of his F1 career, was right on the pace and tore past Nelson Piquet to take the lead going into lap seven.

Piquet, Nigel Mansell and Alain Prost followed. Piquet had a spin, Mansell was trying to pace himself as gently as he dared, while Prost clipped Gerhard Berger's Benetton, puncturing a front tyre. He came in on lap 32 for fresh rubber, eight laps before he was scheduled to. Goodyear technicians, after examining the tyres which came off the McLaren, decided that a non-stop run on the rubber would have been possible and advised their other users accordingly.

Going into lap 63 the order was Rosberg, Piquet, Prost and Mansell. Down the back straight, Rosberg's race came to an end as the McLaren's right-rear Goodyear began to delaminate, strands of flaying rubber stripping away from the tyre's carcass.

Before Williams and Goodyear could be alerted to the potential seriousness of the situation, Mansell had started his 64th lap. As we all know, he never completed it. The Williams' left-rear Goodyear exploded on the back straight just as he was lapping Philippe Alliot's Ligier, nearing top speed in sixth gear. Dazed, disappointed, but happy to be in one piece, Mansell sat for a few moments before hauling himself out of the car.

With Mansell out, Piquet seemed

'Mansell sat for a few moments before hauling himself out of the car'

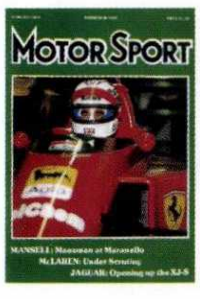
to have the title in the bag, but wisely he was called in for fresh tyres soon afterwards. It was a precautionary, but as it turned out, unnecessary stop. His tyres were still in good shape.

He resumed almost 20sec behind Prost and had to settle for second at the flag. By such twists and turns of fortune did Alain Prost become 1986 world champion. – **AH/DSJ**
December 1986



Prost punches the air to claim an unlikely victory and world title in Adelaide

1989

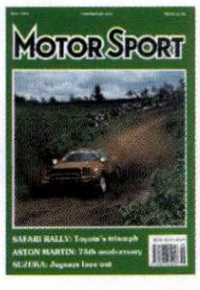


Mansell signs for Ferrari (left); Prost wins title at Suzuka; at Indy, Emerson Fittipaldi wins 15 years after his last F1 title



Mercedes conquers Le Mans with Jochen Mass, Manuel Reuter and Stanley Dickens

1990

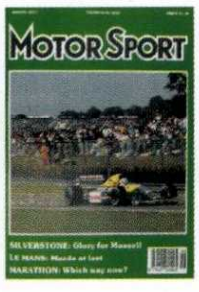


Toyota's Björn Waldegård is oldest winner in WRC (left); Senna takes F1 title after Prost clash; Indy: Arie Luyendyk wins



Toyota's Carlos Sainz is the first non-Scandinavian to win the 1000 Lakes Rally

1991



Mansell wins a third British GP with Williams; Senna secures third world title; Mazda scores surprise win at Le Mans 24 Hrs

all: LAT

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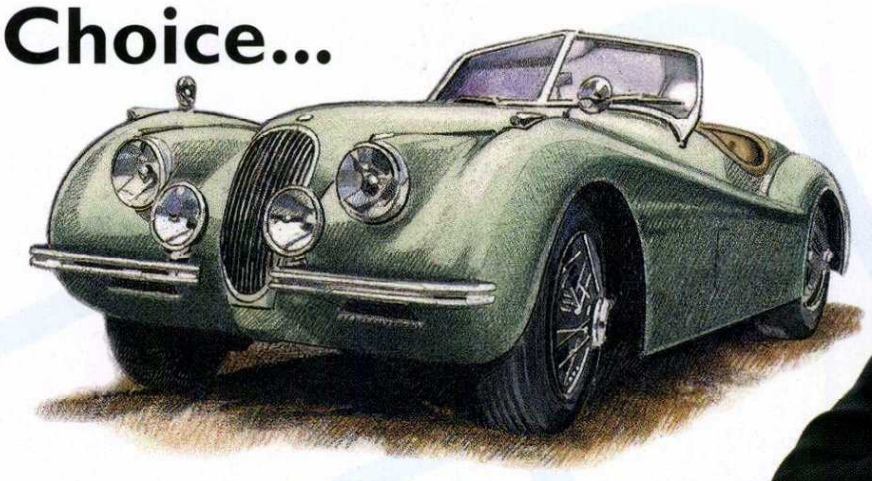
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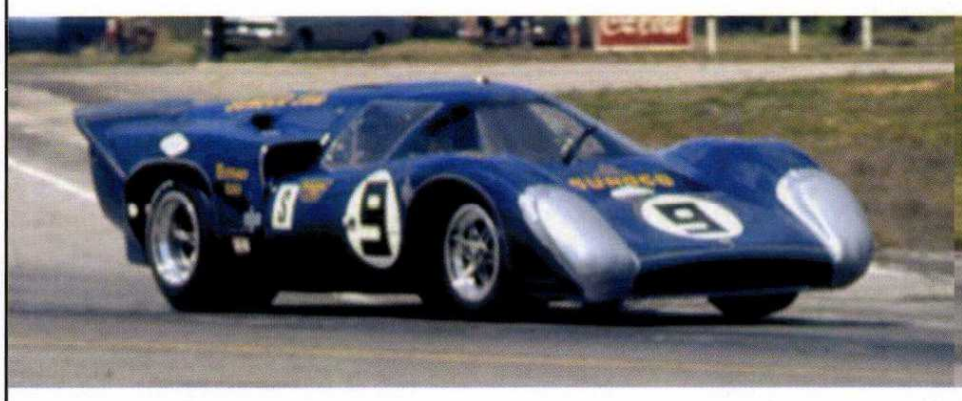
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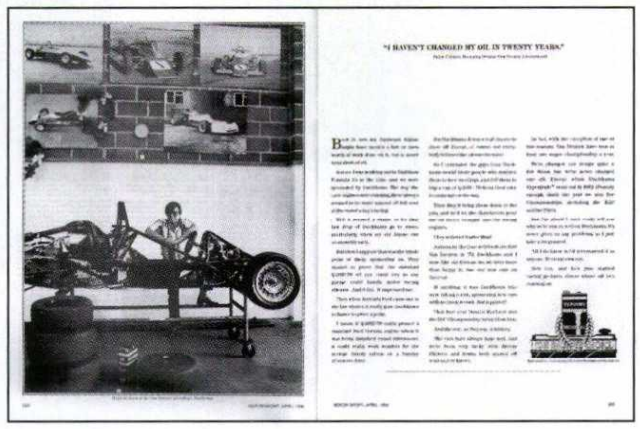
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The Technology to Win

80 ANNIVERSARY
1984-1993


Amazing how far you can drive a Ford Sierra in 24 hours.

"All the way to Moscow? Surely we must be joking. But that's how far Robb Gravett had to drive to win the Willhire 24 Hrs"
August 1987


"I HAVEN'T CHANGED MY OIL IN TWENTY YEARS."

"I would recommend Duckhams to anyone. Even to my own son. He is 10 and has just started racing go-karts" – Ralph Firman Snr
April 1986

AT THE COALFACE


Gordon Cruickshank
Assistant/Deputy Editor 1982-present

I ACTUALLY APPLIED FOR A JOB ON *Motoring News*, but I was hijacked by the Proprietor, Mr Tee, as MOTOR SPORT's previous Assistant Ed was desperate to escape. With neither journalistic nor magazine experience behind me, and no proof that I could drive fast cars, I was the perfect candidate – because I was available. That's the way Mr Tee recruited.

After one month's overlap with the outgoing incumbent I was left to it – one person not only planning the issue, but writing reports, testing cars, proof-reading, choosing and sizing photos and even laying out pages. As a new boy I assumed this was normal. I thought every magazine was based in a dingy office with grubby glass, broken lino and 1940s furniture. Also that it was usual for a magazine to have its own typesetters and printing presses downstairs, and to have to negotiate favours with the print staff while yet another union dispute raged upstairs. Mr Tee did like a fight; people were always leaving his office fuming.

DSJ set the tone for me, in a letter saying "MOTOR SPORT is not for the readers – it's a private diary between Bod and Jenks."

Everything had to be referred to The Old Man, which meant queuing outside his office, waiting for the 'engaged' sign to go out. You couldn't ring abroad without his permission. He had to agree to every trip you made, or car you tested. ("Nobody wants to read about Ferraris, boy," he told me when I wanted him to insure a Testa Rossa.) He wanted to see every photo, and would turn one down for the most unfathomable reasons. He once refused to let me use a cover shot of a car yumping on the 1000 Lakes Rally.

"Bad driving. He'll break the car."

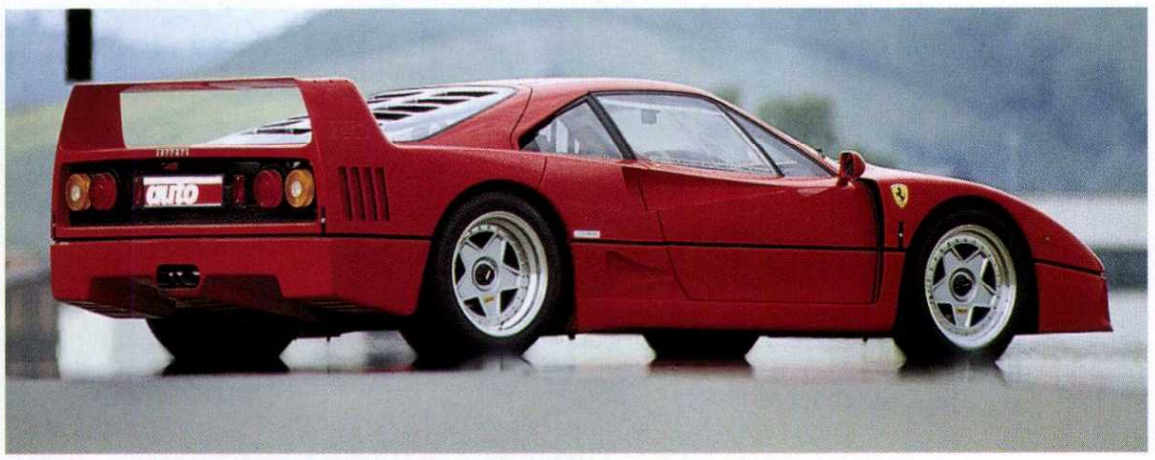
"But he won, Mr Tee."

"Nonsense, boy. Find something else." I did.

The upside was that once you learned how to handle him he would agree to some seriously daft proposals. In the same discussion he refused my overnight stay for a British race meeting but agreed I could follow the Mille Miglia for a week. And though my salary was feeble, he bought me a TVR.

Barmy, but wonderful too, like so much about the magazine.

ROAD CAR: FERRARI F40


LAT

Faster than its recent F1 predecessors, the F40 bristled with innovation – and lots of power

Ultimate '80s high-tech supercar

THE REAL PROOF OF A NEW THOROUGHBRED'S pedigree has been amply demonstrated at Ferrari's test track, Fiorano. Handled by one of the company's test drivers, the F40 – manufactured to celebrate 40 glorious years of Ferrari car-making – has lapped the cramped track faster than Gilles Villeneuve ever could in the flat-12 1980 Ferrari 312T5.

The fact that the T5 was one of the worst Ferrari Formula One cars in living memory is irrelevant. The point is that Ferrari's stunning new 'street legal' F40 epitomises the technical progress made by the 1980s generation of supercar and makes one wonder if, in 10 years time, the Ferrari 'F50' (or whatever) will be quicker than the F187 F1 car.

A total of 450 F40s will be made over the next two-and-a-half years. Built round a conventional steel frame, the F40 makes extensive use of carbon-fibre composite panels joined to the frame by a structural adhesive, leading Ferrari to claim that it is using for the first time in series production techniques previously applied only to competition cars or experimental prototypes.

In fact, in designing the F40, Ferrari's team has drawn from the experience gleaned from a number of prototypes including the 408, a four-wheel-drive machine which also incorporated active suspension.

At the heart of the F40 is a light-alloy V8 block identical to that used on the GTO (another recent Maranello classic) but with a revised 82x69.5mm bore/stroke for a total capacity of 2963cc. As a rival to the 4WD Porsche 959, the F40 is a worthy challenger, with a 0-124 mph acceleration figure of 12sec and a top speed of 201.3 mph.

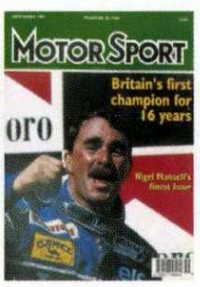
Using twin IHI turbos and Weber/Marelli electronic injection and ignition, similar to the system employed on the current F1 cars, the F40 develops 478bhp at 7000rpm.

Wheels are 17in diameter and 13in wide at the rear, and shod with Pirelli P700 rubber. The car is topped off by a neat full-width aerofoil and the engine is open to view through the slatted Perspex rear screen.

The two prototypes yowled round Fiorano for a few laps, delightful to the ear, but we were not offered rides in them, far less given a stint behind the wheel. Go back to the first paragraph of this article and, on reflection, you will probably understand why! – **AH**
September 1987

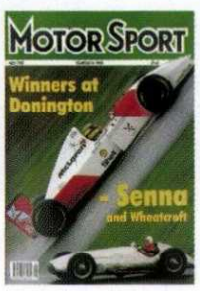
1992 **1993** **1994**


Penske man Mears matches AJ Foyt and Al Unser Snr by scoring his fourth Indy 500 win



Mansell finally claims F1 title (left); Peugeot's trio of Warwick, Dalmas and Blundell win Le Mans; Al Unser Jr claims Indy


Michael Schumacher scores first grand prix win at Spa in a Benetton B192-Ford



Prost wins his fourth F1 title; Fittipaldi scores his second Indy 500 victory and Peugeot its second Le Mans 24 Hrs success


Mansell wins Indycar title in his first season driving for Newman/Haas Racing

all: LAT

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Royal Purple, which has become a vital component for some of the UK's leading engine and transmissions builders, is now becoming as successful in the UK as it is in the USA.

Royal Purple fully synthetic racing oils are widely used in the British F3 Championship, and are now being used by teams like Embassy Racing in the British GT Championship. Royal Purple is also fully endorsed and recommended by former Pirelli Maranello Ferrari Challenge champion team Damax Racing, which uses it in all race and road going Ferraris.

As well as leading the way in racing, Royal Purple has become popular with the growing number of driver that use high performance road cars on track days, as it can stand far more punishment than other road oils. It is ideal for both Nissan Skyline and Mitsubishi Evo transmissions, that specify either GL-4 or GL-5 ratings.

Royal Purple Max Gear also comes recommended by Hewland Transmissions and Glebe Transmissions, and is currently being fitted to the American road-going Mosler Supercars. Having dominated the 2003 British GT Championship, a batch of road-going Moslers are now being produced in the UK and will use Royal Purple products.

Since its introduction to the UK, Royal Purple has been used by teams competing in a number of major motorsport championships. Inevitably, the demands of competition put oil through the most rigorous tests and Royal Purple has come through with flying colours. Some of the championships that have been proving grounds for the oil include:

British F3 Championship
British GT Championship
TVR Tuscan Challenge
Days of Thunder
UK Formula Ford Championship
British Superbike Championship
FIA World Sportscar Championship
Pirelli Maranello Ferrari Championship
World Powerboat Championship
Pirelli British Rally Championship

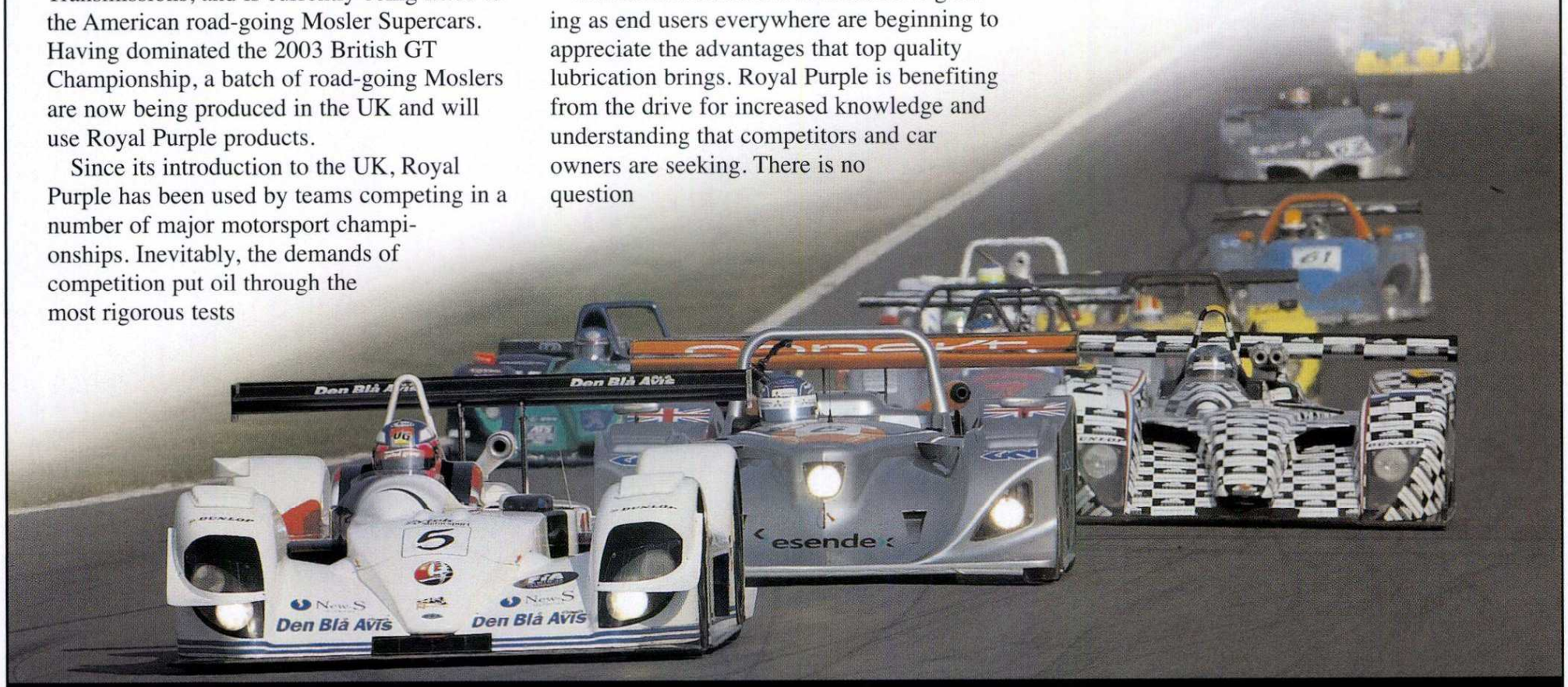
Tommy Field Engines was experiencing problems with the engines for the Ford Puma rally cars, which was being caused by poor lubricant life. The company changed to Royal Purple, and instead of changing the oil frequently through a rally, was able to run for several rallies on the same sump full of Royal Purple oil.

Interest in automotive lubrication is growing as end users everywhere are beginning to appreciate the advantages that top quality lubrication brings. Royal Purple is benefiting from the drive for increased knowledge and understanding that competitors and car owners are seeking. There is no question that, over the next few years, Royal Purple will become one of the most popular lubricants on sale in the UK market, making it a leader in trade as well as technology.

As people spend more and more on modifying and developing their cars, Royal Purple High Performance Fully Synthetic oils will become the norm for people wanting to protect their investment.

From Ford Escorts to Ferrari 360s, Royal Purple has a lubricant that will suit the application. If you love your car, give it Royal Purple, the only sensible choice. Royal Purple is committed to improving the mechanical longevity of both engines and transmissions through correct lubrication. That is the Royal Purple Promise.

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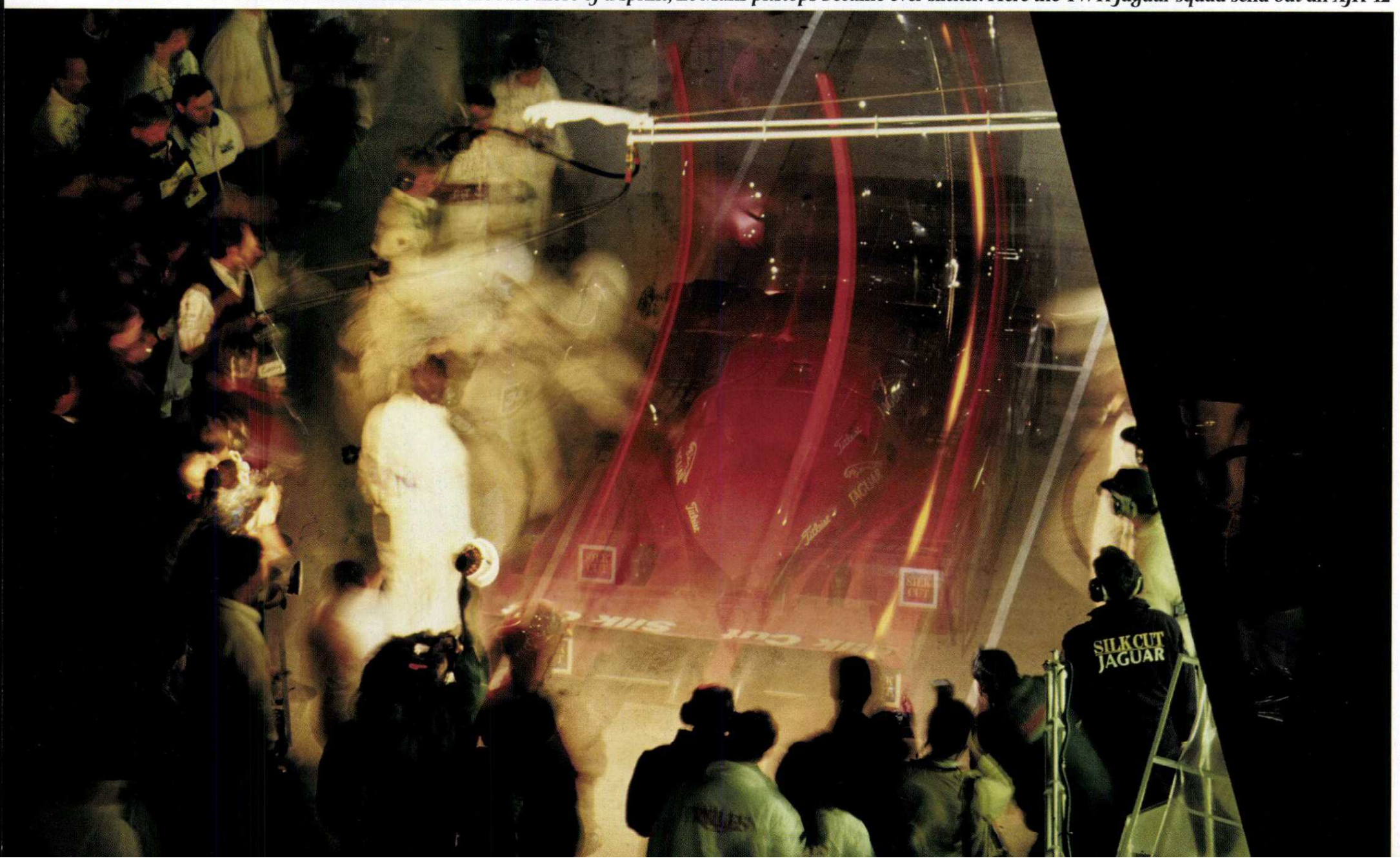
ADVERTISEMENT FEATURE



Grand Prix Photo

1988: Derek Warwick's Arrows A10B heads for the wall on the outside of the fast S-bend past Montreal's pits. He shrugged off this practice crash to finish seventh

1991: As the cars became more reliable and the race more of a sprint, Le Mans pitstops became ever slicker. Here the TWR Jaguar squad send out an XJR-12



LAT

DPPI

1985: Ayrton Senna's first GP at Monza saw him take pole position and finish third in his Lotus 97T-Renault. But Alain Prost's McLaren M4/2B won the race

1985: Nelson Piquet (Brabham BT54) and Riccardo Patrese (Alfa Romeo 185T) tangled on the run to Ste Devote, causing a conflagration and consternation

DPPI

ELEVENTH HEAVEN

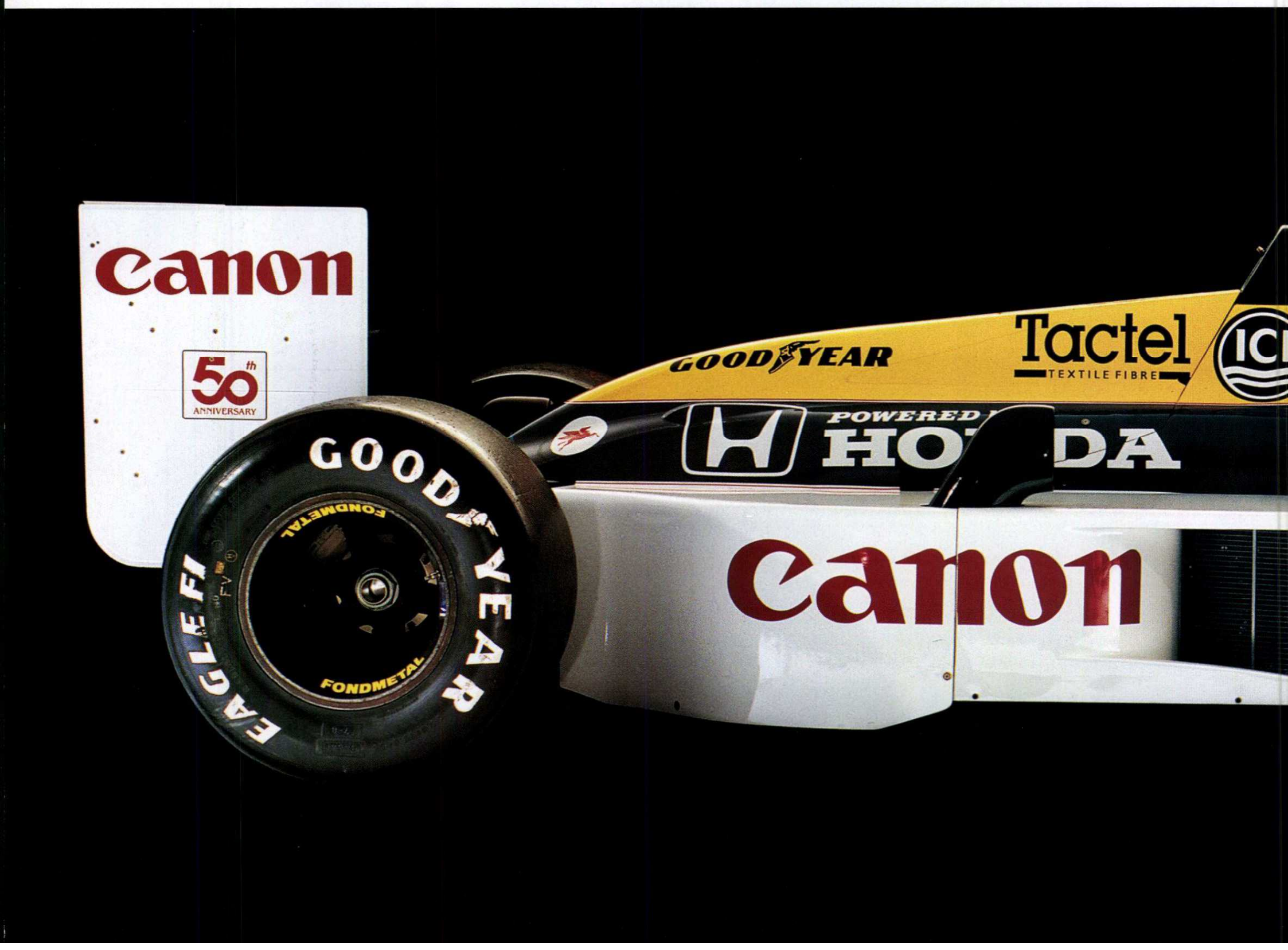
WILLIAMS APPROACHED THE 1000BHP TURBO ERA IN ITS USUAL METHODICAL FASHION AND BUILT ARGUABLY THE BEST CAR. DAMIEN SMITH SPEAKS TO CO-DESIGNER FRANK DERNIE

photography by Charles Best

IF YOU WERE DRAWING UP A LIST OF THE BEST-LOOKING FORMULA One cars, Williams FW11B would be passed over in an instant. Williams cars, despite their huge success over the last quarter-century, have always looked workmanlike, with colour schemes shorn of flair. But that doesn't make them any less memorable.

On the contrary, their shape and colours are always evocative of certain eras, races, drivers. Take FW11B: its white Canon side-pods, hump-backed yellow engine cover, angular front endplates, deep blue Mobil 1/Honda stripe, little brown Barclay logo just behind the front wheels… close your eyes and it's 1987.

'Our' Nigel Mansell would not win the world championship for another five seasons, but it's FW11B (and the original 1986 version) that define him: those two dramatic British Grand Prix wins at Brands Hatch and Silverstone; that violent blow-out in Adelaide which robbed him of the '86 title; the clumsy practice crash in Suzuka that ended his dreams a year later. Mansell was



always about extreme highs and lows.

For two years he and Nelson Piquet went at it, fighting a bitter intra-team war that lacked the professional respect that later existed between Ayrton Senna and Alain Prost during their feud. It was fascinating stuff – if you weren't directly involved (see panel, page 150).

FW11 was usually about extreme highs. Those Piquet vs Mansell duels took place at the front of the field because of the sound engineering and aero principles of Patrick Head and his deputy Frank Dernie – oh, and the power of Honda's V6 turbo. FW11 remains a car Dernie remembers with affection and pride.

"When we designed it we were pushing the limits of everything we had ever done," he says. "For example, I believe it was the first Formula One engine cover to be created by computer-aided design. We did lots of things that we had always wanted to do but couldn't before."


LAT

Jerez 1987: another battle for first between Williams team-mates

That was why it enjoyed a two-year lifespan. Prost and McLaren's MP4/2C beat the Williams men to the 1986 title, but that was because Piquet and Mansell took points off each other, not because of pace. FW11 secured the constructors' title that year, and the team was confident that it would continue to set the benchmark in '87. That's why the B-spec car is so similar to the original. Linear rather than rising-rate suspension and a new diffuser were the only significant developments.

"It sounds arrogant to say it, but I think the car was pretty good in every area," claims Dernie. "In terms of downforce, I think we were the first people to really achieve seriously large amounts by virtue of getting better airflow to the rear wing; Brabham spoke about it a lot but hadn't done it very well.

"The layout of the cooling system was simple and logical, ➳

No bargeboards, no turning vanes, no airbox – aerodynamics was just as vital in the late 1980s as it is today – it was just a lot simpler, that's all



PIQUET VS MANSELL: THE TORTOISE AND THE HARE?

NELSON PIQUET WON HIS THIRD WORLD TITLE IN 1987, but his success has always been tainted by suggestions that he did not deserve it. Yet is that really fair? He did adopt a conservative route to the title based on consistency, but does that make him undeserving?

Certainly, Nigel Mansell had the edge on his team-mate in terms of pure speed over the course of the season: Mansell took eight pole positions to Piquet's four, and six wins to the Brazilian's three.

What made the difference in the end was Nelson's string of seven second places and just one retirement, compared to Nigel's five before Suzuka, when a crash ruled him out of the final two races. But don't forget that Piquet missed Imola after a dreadful practice shunt at Tamburello, one which many believe affected him for ever after.

Piquet and Mansell's open animosity began as soon as Nelson joined Williams in 1986 firm in the belief that he was the team's number one. He didn't account for a fiery and talented team-mate who refused to accept a secondary role.

Frank Dernie dispels any suggestion that Piquet had become lazy by 1987: "Nelson used to do a lot of testing. What disappointed him was that Nigel refused to do much, then would take Nelson's set-up and race him with it.



LAT

Ricard 1987 - Piquet runs second again

"You had this situation where Nelson was pissed off because he thought the only reason Nigel was quick was because he had taken advantage of his hard work, and Nigel thought Nelson was a bit of a wuss because he didn't want to race. Nelson wanted to perfect a set-up and then win by driving as slowly as possible, not by racing his team-mate."

A case of two completely different characters in an environment where they were allowed to just get on with it. But it wasn't fun for the team.

Dernie: "The situation was pretty bad. Patrick [Head] and I used to race-engineer the cars in those days – there was no such thing as specific race engineers back then. I worked Nelson's car, while Patrick looked after Nigel's. Often we had to wait until they had gone before we could discuss the cars. Both of them wanted to keep anything they discovered a secret from the other. It was fairly tedious."

Red Five loomed large in Piquet's mirrors. It jinked left, jinked right and Nelson fell for it – and the huge crowd at Stowe roared itself hoarse



and worked very effectively. When Lotus first ran the same engine [in 1987] they couldn't get within two-tenths. That was partly because of aero efficiency and partly because we had a much better turbo air intake set-up. I did an awful lot of aerodynamic work on the intercooler layout. It made the efficiency of the turbo better than before and certainly better than Lotus managed."

In these last years of the turbo, the FIA tried to cut horsepower by limiting boost levels. An Indycar-style pop-off valve was introduced for 1987 to limit boost to four bar. But it had little effect on the Honda or McLaren's TAG V6, neither of which had ever exceeded that figure, at least in race trim.

"The limit restricted those who ran qualifying engines, like Renault and BMW," says Dernie. "But Honda never actually built a qualifying engine, so we were probably 200-300bhp down on BMW and Renault in qualifying." That still didn't stop Williams taking 12 poles in 1987 – and with excellent fuel consumption figures for the races, power was never an issue.

To add to its strength, Williams also took a big step forward with active suspension during the season.

"That was my invention, my project," says Dernie. "The main thing I did on the car was aero work, and the main attraction of active suspension was the effect it had on the aerodynamics. I'd been pressing to run active suspension since 1979, but we didn't have the budget then."

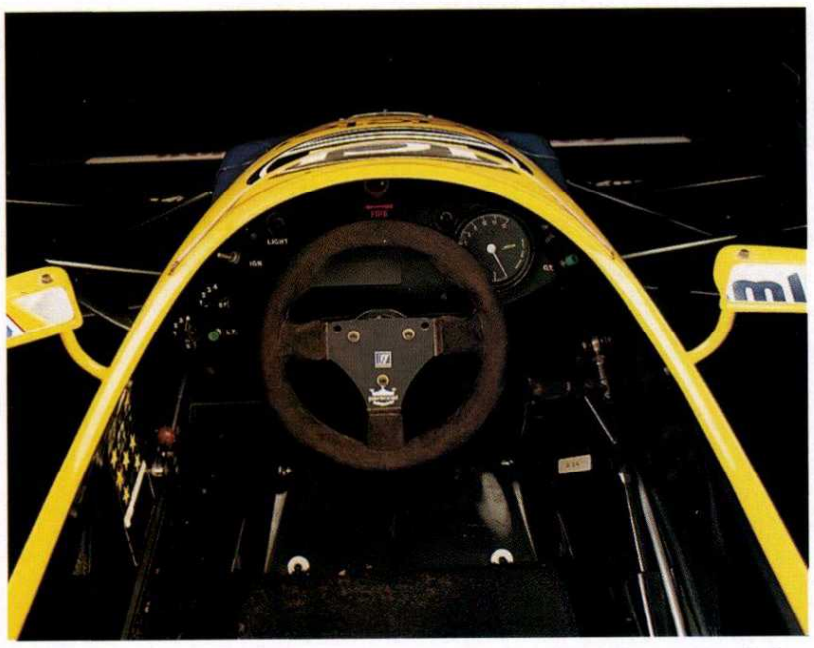
The team tested a mechanical prototype system on an FW10 early in 1987, but it proved unreliable. The electronic version, which was more accurate and rapidly adjustable, did work. It won on its race debut at Monza in the hands of Piquet.

"It was a pretty substantial breakthrough," says Dernie. "Some of the things we did then are still valid today, even though active suspension is banned."

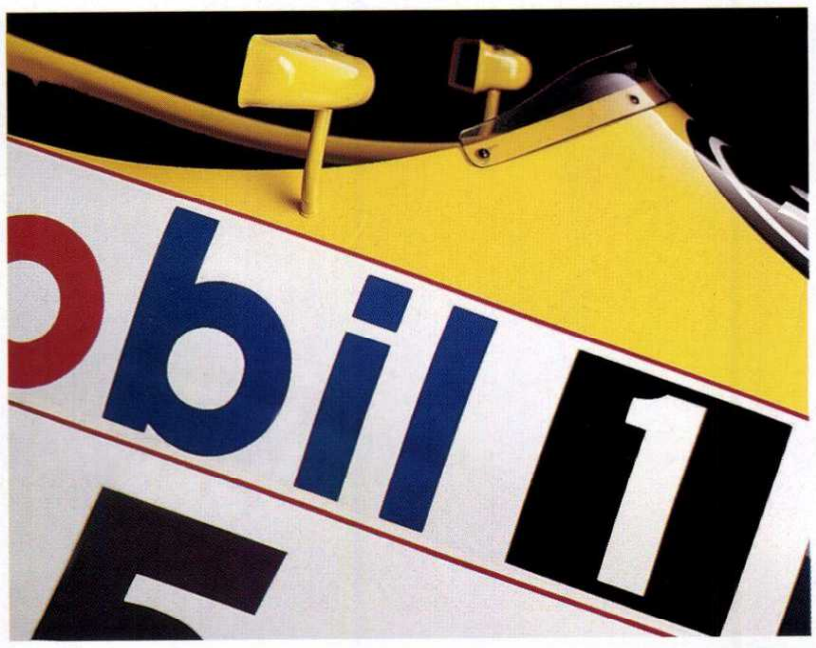
As the team revelled in its technical superiority, its owner was fighting his own very personal battle. Frank Williams was making a remarkable recovery from the road accident he suffered in 1986. Despite facing life as a tetraplegic, he was back at the helm for '87.

"Frank's strengths were and still are getting sponsorship and choosing drivers," says Dernie. "By then he had taken a back seat in running the cars at the track. Luckily, the driver and sponsor contracts carried over 1986 and '87, so the things where his absence would have hurt us massively were already sorted."

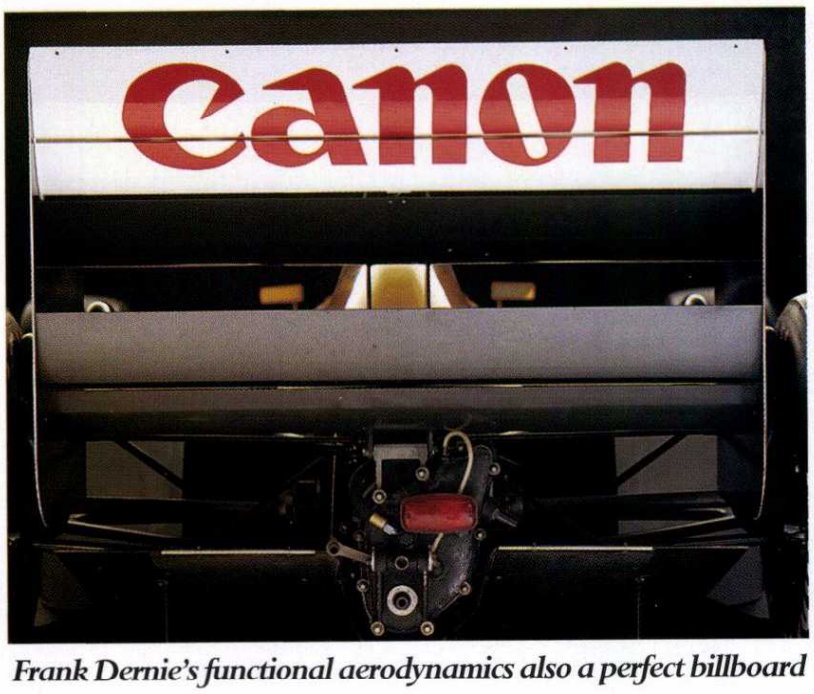
But there were plenty of deals to do for the future. It was clear throughout 1987 that Honda's partnership with Williams was coming to an end, so the team tackled the return of a normally aspirated formula a year early and accepted that '88 would be an interim season with John Judd's V8. As McLaren and Honda swept all before them, Williams was rebuilding: Renault was on board for '89, and a new era of dominance beckoned. M



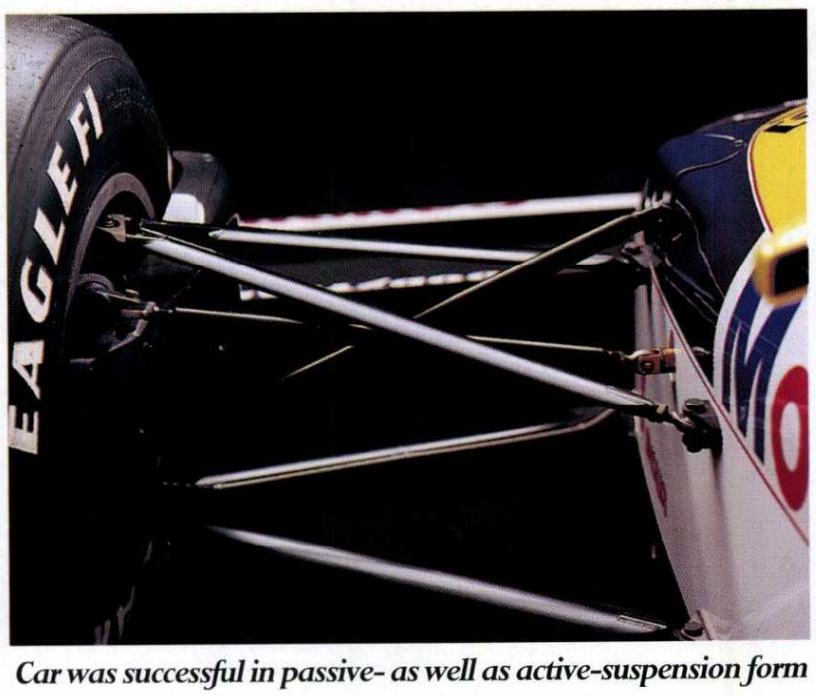
Manual gearchange, analogue tacho, wheel free from fairy lights



Bold sponsor graphics are one memorable element of FW11B



Frank Dernie's functional aerodynamics also a perfect billboard



Car was successful in passive- as well as active-suspension form

Standing out from

Advertisement

the crowd

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What's more, you'll be in good company, Her Majesty The Queen has just presented Autoglym with her Royal Warrant of Appointment. In fact, Autoglym is the only car care company to hold a total of three Royal Warrants of Appointment – a testa-ment to the quality of their products and service levels. When it comes to protecting your car Autoglym can justifiably say, "we are the champions".

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80 ANNIVERSARY

1994-2004

FERRARI RECRUITS MICHAEL SCHUMACHER, A REBIRTH THAT SETS IT ON COURSE FOR FOUR WORLD TITLES. AND MOTOR SPORT UNDERGOES SOME BIG CHANGES, TOO

DRIVER: MICHAEL SCHUMACHER

Mission accomplished

NO SOONER HAD THE FERRARI OF Michael Schumacher flashed over the finishing line to win the Japanese Grand Prix than he was beating both clenched fists on his hi-tech steering wheel. The euphoria as he tasted his own third world title must have been almost overwhelmed by a towering surge of relief – the same emotion that reduced him to tears at Monza after he had won on Ferrari's home turf – because now, finally, he'd delivered the world drivers' title. That's what he'd gone there to do, five long years ago.

We all know grand prix racing is a team sport, and that winning in F1 involves scores of talented links in a human chain. But, as far as the world at large is concerned, it is on Michael's expensive shoulders that the real weight of responsibility for Maranello's renaissance has rested since 1996.

Suzuka marked Michael's 75th grand prix for Ferrari and, along the way, there's been plenty of drama. Like the first win in the Barcelona rain in 1996; the coming-together with Jacques Villeneuve in the final round at Jerez in 1997; the collision with Coulthard at Spa in 1998; the leg-breaking shunt at Silverstone that ended his title chances in 1999; the first-corner accidents in consecutive races this year that destroyed his early points lead; and the persistent controversy over his driving habits.

Away from the public eye and TV cameras there have been untold days of testing, and tens of thousands of kilometres, working with his old



LAT

Bringing the drivers' title back to Maranello was Schumacher's vocation – here he celebrates its achievement with Jean Todt

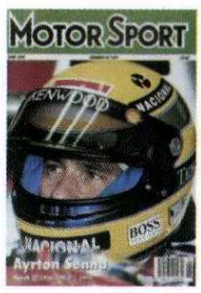
Benetton pals Ross Brawn and Rory Byrne, and building a strong relationship with everyone in a ceaseless team effort. The tabloids are very fond of pointing out that Michael earns £2 million a race, a sum so large that it's hard for us mere mortals to put it in context: but there's no doubt the man does work for it.

By the end of 1995, Ferrari had clocked up the longest drought of its illustrious F1 history. The richest team of the day thanks to its mix of Fiat ownership and Philip Morris tobacco money, Ferrari was the example pundits used to prove that money alone couldn't buy F1 success. No Ferrari-mounted driver had become world champion since 1979, and now the team had gone for five years with just two inherited wins.

By contrast, Michael was the brilliant 26-year-old who had already won two world titles. Sooner or later, he could have picked any drive on the grid, and if he'd gone to McLaren we'd have had a monotonous few years watching his statistics romp ahead of Alain Prost's. Instead, he set himself a goal that he knew would prove far tougher than winning those first two titles: he decided it was his vocation to drag Ferrari out of the doldrums and bring the drivers' title back to Maranello. – **SFGT**

November 2000

1994

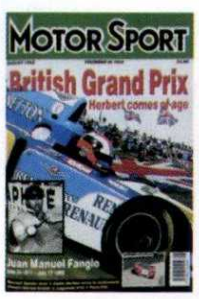


Ayrton Senna is killed at Imola (left); first world championship for Schumacher and Benetton; Dauer Porsche wins Le Mans



Reynard chassis wins on its Indycar debut with Michael Andretti at SurfersParadise

1995



Johnny Herbert takes first win in British GP (left); F1 world title again goes to Schumacher; McLaren scores Le Mans victory



Colin McRae wins the RAC Rally and claims the world title for Subaru and Prodrive

1996



Damon Hill (left) emulates father Graham by securing F1 title, but Jacques Villeneuve takes the battle down to the last race



Some of the world's lost circuits have been sought out in the ongoing Track Tests series, Garda in Italy included
October 2003



Lord March put Goodwood back on the motorsport map – he created a hillclimb, then invested in the famous old track
April 1994

RACING CAR: MURRAY'S VISION

Gordon Murray's F1 ideal

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

"It was the rulebook. It got too thick, ended up designing most of it for you…"

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

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

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

All I would ask of you when you study the drawing is that you bear in mind that the car you are looking at

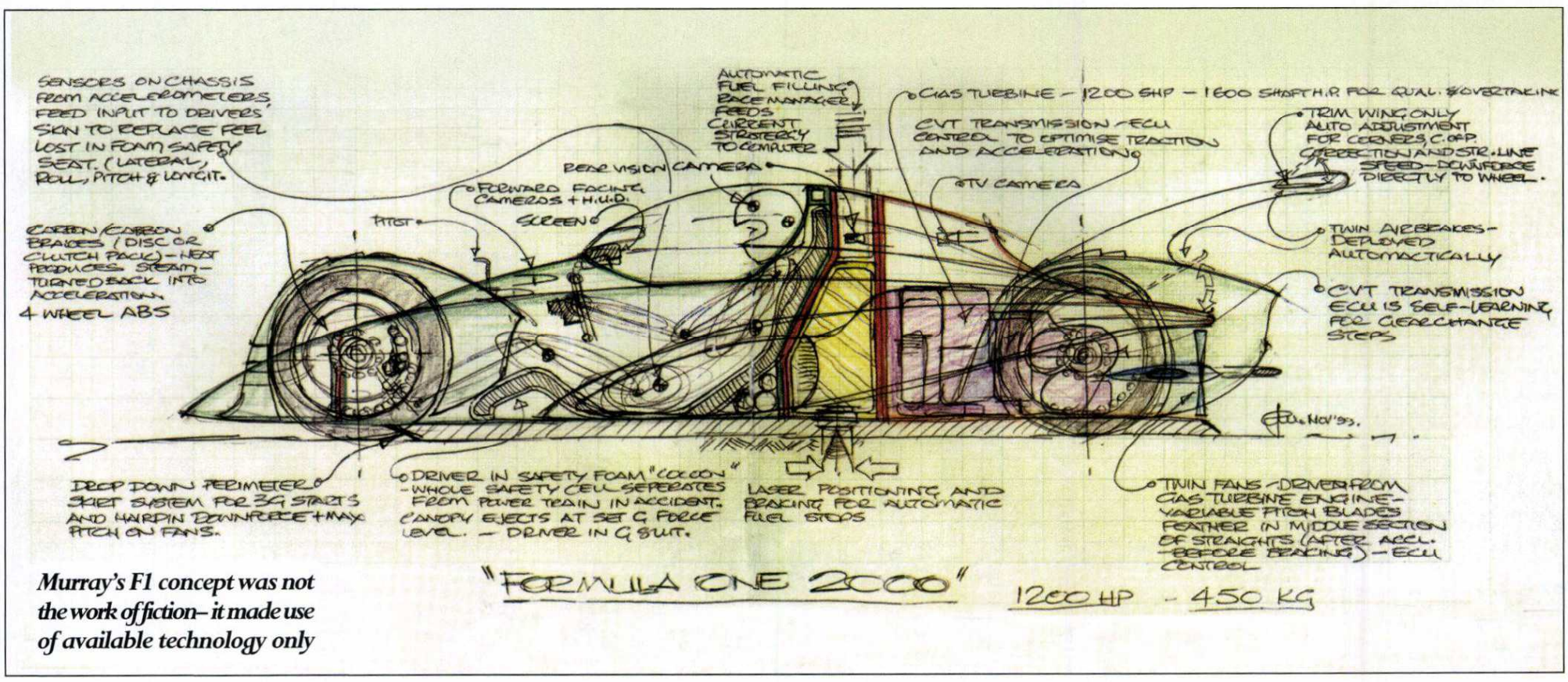
'What you are looking at is an F1 car that could race today; the technology employed is extant'

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

You could spend the rest of your life failing to find someone better to fill this brief.

Murray's achievements speak for themselves, but it is his ability to not be constrained by convention which best qualified him for this particular job; that and the equally important fact that he is no longer part of the Formula One circus and therefore has no political niceties to observe.

Murray has also provided a second drawing of a Formula One concept. I didn't ask him for it; it just turned up in the package. Some who have seen it actually think he's serious. – **AF**
January 2000

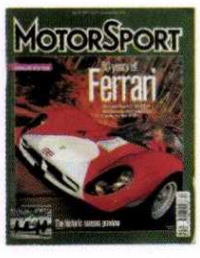


Murray's F1 concept was not the work of fiction– it made use of available technology only

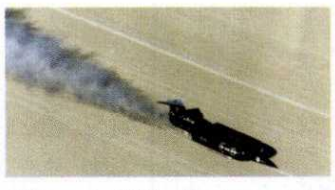
1997 **1998** **1999**



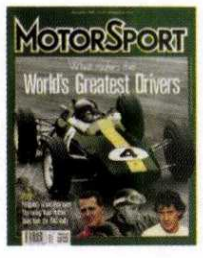
Olivier Panis takes a surprise victory with an inspired drive for Ligier at a wet/dry Monaco



Schumacher's 'blocking' of a Villeneuve pass goes wrong and gives the title to the Canadian; MOTOR SPORT is relaunched (left)



Thrust SSC shatters the World Land Speed Record, hitting 714mph in Nevada



Finland's Mika Hakkinen pips Schumacher to F1 title; Allan McNish helps Porsche register a third straight Le Mans victory



Jordan breaks its duck as Damon Hill heads Ralf Schumacher home at Spa

LAT, Getty Images, PA Photos

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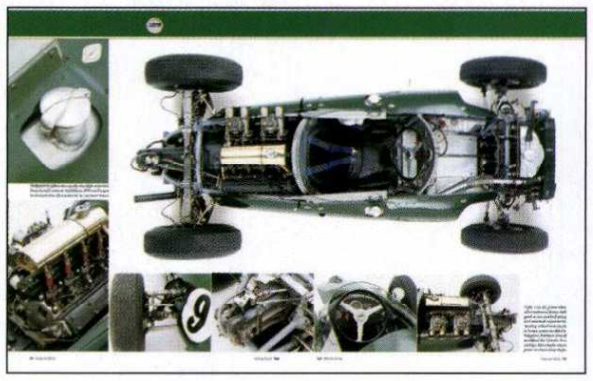
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Another success story at Goodwood – Revival's launch marked the 50th anniversary of the track
August 1998



Great racing cars have always been part of MOTOR SPORT. Today we get the chance to photograph classics under the studio lights
February 2003

80 ANNIVERSARY
1994-2004

NEWS: IMOLA 1994

Muted Celebrations

THIS MONTH WE ARE PROUD TO recognise the 70th anniversary of MOTOR SPORT, first published in 1924 as *The Brooklands Gazette*.

Such celebrations have not been our primary concern, though, given the events of the past few weeks: the death of two Formula One drivers, one of whom was one of the outstanding sporting figures of the past 70 years; a third seriously injured; spectators hurt by debris; mechanics flattened by a wheel in the pitlane... It is hardly surprising that motor racing has been the focus of so much public attention.

Truly, the sport has been awakened from complacency borne of an excellent safety record: prior to Roland Ratzenberger's accident, nobody had died in an F1 car since Elio de Angelis did so testing at Paul Ricard in 1986, and there had not been a fatality during a GP weekend since 1982. Then, within the space of 24 hours, racing is thrown into turmoil by the losses of Ratzenberger and Senna.

Small wonder that the FIA has responded with proposals for a new breed of F1 racer, to combine inherent chassis strength with increased protection for the drivers' heads but reduced power and downforce. That the teams should have reacted with haste to produce counter-proposals is no less predictable. We are sure that a compromise will be reached, but it needs to be achieved quickly. Now is the time for everybody – governors, teams and drivers – to unite with a single objective.

It may never be possible to eliminate totally all of the risks which are inherent, but the lessons of recent weeks prove that there's scope to cut them considerably. – **SA**
June 1994


DPPI

Senna's death – and Ratzenberger's – awoke F1 from its complacency on safety

RACE: '94 AUSTRALIAN GP


Sutton

Decisive moment: Schumacher's chop on Hill wins him the 1994 world title

Emotional tide

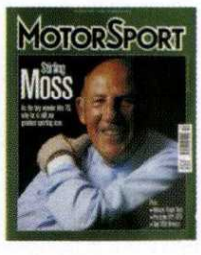
ALL SORTS OF EMOTIONS MUST HAVE been running through Damon Hill's head as he crept back to the pits on the 36th lap of a scintillating Australian GP, few of them printable. After driving his heart out, he had challenged Michael Schumacher every inch of the way in their world title fight, only for the pair to collide. As the world waited, Hill knew from the suspension damage he could see and feel that, though he was mobile and Michael no longer was, the dream was over. The German, the cause of the incident, was already world champion.

The incident occurred in the East Terrace left-right as Michael nursed a 1.9sec lead. He lost his Benetton over a bump into the corner. The B194 oversteered, then understeered into the wall. As Michael tried to rejoin the track, Hill arrived. As he moved left to pass the Benetton, Michael moved left to block him. Then, as Hill dived to the right, on the inside line for the next corner, perhaps even thinking that Michael was moving over for him due to his incident, Michael cut him off. Hill's left-front struck the Benetton's right sidepod and the blue/green car was launched onto two wheels before nudging into the tyre wall.

Michael hopped out and had some anxious moments as Hill struggled back to the pits with a flat front-left. For a brief period, it seemed that the title lay at the Briton's feet, in emulation of his father's traumatic 1968 success, but already Damon himself knew that the Williams' suspension was kinked.

Michael was the first German to win the title. At 25 years 10 months, he was the youngest champion since Emerson Fittipaldi, who was a month younger when he took his first title in 1972. – **DJT**

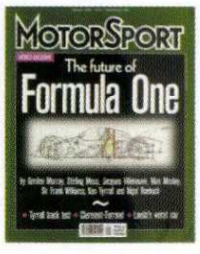
1999 **2000** **2001**



Schumacher is forced out of the title battle after breaking leg at Silverstone and McLaren's Mika Häkkinen takes a second crown



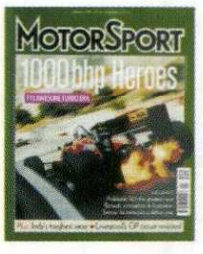
Mitsubishi rules rallying as Tommi Mäkinen lands a fourth consecutive world title



Ferrari's 21-year wait for drivers' title in F1 ends as Schumacher takes the crown; Audi conquers Le Mans at its second attempt



Indy 500 rookie Juan Pablo Montoya dominates race with Chip Ganassi Racing



Fourth title for Schumacher, as Montoya stars with Williams; Alex Zanardi loses his legs in Indycar smash at Lausitzring

LAT

BRDC 500 SUMMER RACES

SAT.JULY.31,2004





The BRDC 500 Summer Races is a welcome addition to the portfolio of British Racing Drivers' Club organised events at Silverstone

An eight race programme on Saturday July 31st will feature historic races on the National Circuit, with the highlights being a recreation of the BRDC 500 Mile Race - an event first held at Brooklands in 1929 - and The Peter Hanson Trophy for 1000cc F3 cars.

The 500 Mile recreation is scheduled to be the final race of the day, and will last for one hour. The winners will receive their garlands outside the BRDC Clubhouse by 'The Brooklands Gates' - pure nostalgia.

Race action includes: The BRDC 500 for Pre War Sportscars, The Peter Hanson Trophy for 1000cc F3, two rounds of the BRDC Historic Sportscar Championship, The1960s Sports and GT Challenge, Classic F3 and the Silverstone debut of the Northern Ireland FF1600 Championship.

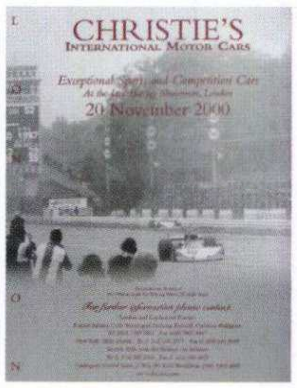
A hot air balloon flyout, car club displays, trade stalls and celebrity visits will add to this summer occasion.

For full BRDC 500 Summer Races information check out **www.brdc.co.uk**

BRDC



Technofile took an in-depth look into the innovations that changed the face of motor racing history
November 1999



Classic racers appear in the ad pages, too. Here, Christie's offers Ronnie Peterson's 1976 March 761 to the highest bid
October 2000

80 ANNIVERSARY
1994-2004

ROAD CARS: FERRARI 550

The new Ferrari Daytona?

IN CREATING THE 550 MARANELLO, FERRARI chose to entertain a brief as long as it was wide. The talents of this car are extraordinary by any automotive standards, but unlike its predecessors – Testarossa, 512TR and F512M – anyone with a small amount of skill can climb into a 550 and, almost immediately, get a lot out of it. Which is precisely what Ferrari wanted: accessibility.

The key argument surrounding the factory's decision to replace the mid-engined TR models with a front-engined GT like the 550 is whether a car of such straightforward configuration can truly capture the thrill and spirit of its forebears. But then Ferrari would probably offer two answers. First, that the TR was burdened by a gearbox mounted beneath its flat-12 engine, which therefore sat too high in the chassis. Second, the 365 GTB/4, more affectionately known as the Ferrari Daytona. Given that the 550 leans so obviously on the Daytona in inspiration, maybe the doubters should pause for thought before dismissing it as an improper Ferrari.

Naturally, though, it's what happens when the 479bhp 5.4-litre V12 is given its head that makes the 550 so outstanding. The Maranello is savagely fast. *Autocar* clocked it at 4.6sec to 60mph, 10.1sec to the ton, and at 180mph it was still tugging at the horizon with enthusiasm.

And yet this is an engine that will carry the 1693kg 550 from 30-50mph in top gear (sixth) in exactly the same time as it takes a Golf GTi to do the same in third. That's what modern engine management can do for the manners and flexibility of a big V12.

For the 550's chassis, Ferrari shortened, stiffened and lightened the 456 GT. It also dispensed with the rear seats, partly to achieve a perfect 50/50 weight distribution, but also to accentuate the car's overtly sporting role over the more soothing 2+2 456.

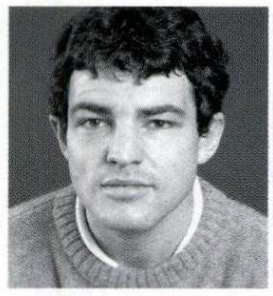
Either way, the 550 Maranello remains perhaps the finest driver's Ferrari since the 246 Dino. With models like the F355, 512TR and Mondial to contend with, praise comes little higher. – **SS**
January 1997



LAT

550 Maranello was clearly inspired by possibly the greatest Ferrari of them all – the Daytona

AT THE COAL FACE



Simon Arron
Editor
1991–1996

"WHO DO YOU THINK YOU ARE, TELLING ME WHAT'S going in the issue?" My first conversation with Bill Boddy didn't get off to a great start. I took a deep breath and explained that I had been brought in as editor.

The title had been his for 50-odd years but MOTOR SPORT proprietor Wesley J Tee had lately decided to give the magazine an overhaul. David Tremayne would be executive editor, I'd oversee the day-to-day running – ably abetted by Gordon Cruickshank – and Bill would assume the role of Founder Editor from his home in Wales. As had suddenly become plain, however, this information didn't appear to have percolated much further west than WJT's office. When I raised the matter with the company's octogenarian patriarch, he just chuckled. "Sorry, boy, might have forgotten to mention it."

They were challenging, educational times but memories will forever be fond. In my youth I used to stick colour images from MOTOR SPORT in scrapbooks or on my bedroom wall. It never occurred to me that I might one day end up selecting its editorial content.



Andrew Frankel
Editor
1996–1999

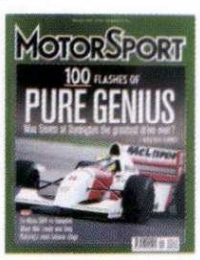
I TOOK THE EDITOR'S CHAIR AT MOTOR SPORT IN 1996 and relaunched the title with the April 1997 edition, in a rough approximation of the form it takes today. Armed with a little money and a few talented staff, all we did was think of features we'd like to read, and then commissioned people to write them, hoping our enthusiasm would find its way onto the page. But it also meant we would no longer report on modern F1 races and I remember the bags of post, praising and lambasting me in equal number.

The two greatest moments were seeing the relaunch issue in my newsagent and driving Richard Attwood's Porsche 917, but it still gives me a buzz without fail, every month. Neil Lyndon once dedicated a page of a supplement in *The Sunday Telegraph* to explaining why the relaunched MOTOR SPORT was going to finish off the title for good. At the time I was a little hurt and rather bewildered. Having seen what's become of the magazine since then, I have become delighted.

2002 **2003** **2004**



Justin Wilson becomes the first British driver to win F3000 title after outscoring Mark Webber



Eleven of the 17 GPs are won by Schumacher, who thus scores a title hat-trick; Finn Marcus Gronholm lifts the WRC crown



Emanuele Pirro, Frank Biela and Tom Kristensen take third Le Mans win in a row



Fangio's record of five F1 titles is finally beaten by Schumacher; Fernando Alonso becomes first Spaniard to score GP win



Kristensen makes it four in a row as Bentley claims its first Le Mans win since 1930

all: LAT



LAT

***1994:** A Ferrari 412T1 screams up the hill towards Casino Square. The team finished third and fifth on this occasion, courtesy of Gerhard Berger and Jean Alesi*



LAT

1999: Alex Zanardi returned to Formula One after dominating Indycars and was expected to star with Williams. However, he was to suffer a points-free disaster

1997: Jarno Trulli's Mugen Honda V10 spits flame from the tail of his Ligier JS45 at Silverstone. Having swapped to his spare car for the race, he finished eighth



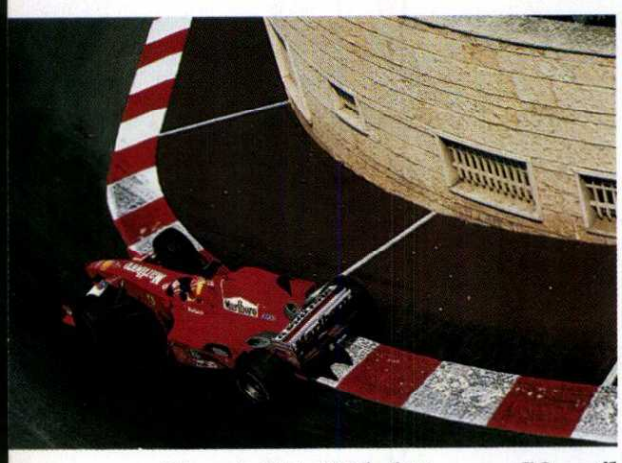
LAT

This is it, probably his last chance. Michael Schumacher has been staring at the rear wing of the McLaren for the first 37 laps of the Japanese Grand Prix. His Ferrari had failed to jump Mika Häkkinen at the first round of pitstops, and even the veil of drizzle that descended on Suzuka, playing to Schuey's wet-weather strengths, had not allowed a good old-fashioned passing move to settle this one. Ferrari's albatross, the 21-year drought of drivers' world titles, has come down to Michael's next three laps.

Häkkinen has pitted for the final time. Now Schuey must bank three fliers before he comes in, then hope for a clean stop that will be enough to 'pass' Mika for the lead. But the drizzle has intensified. Will Häkkinen's new Bridgestones find more grip than Schumacher's worn rubber?

The Ferrari hits its marks, the crew goes to work. Six seconds later the F1-2000 is heading down the pitlane, straining to be let off the rev-limiter's leash. Ferrari's master strategist Ross Brawn is on the radio: "It's looking good, it's looking good." But Michael still expects the worst, to see the silver-and-black McLaren shoot past him on its way into the first turn. But now Brawn shouts: "It's looking *bloody* good." The Ferrari bursts out ahead and dives into the long right-hander. That cherished world title is effectively won.

LAT



Chassis 651-198 led Monaco GP until broken exhaust cracked suspension

THREE-AND-A-HALF YEARS LATER, A Ferrari F1-2000 is heading down Donington Park's pitlane. This isn't the actual chassis that delivered Ferrari its watershed title; it is number 651-198, the car Schumacher took to pole at Monaco but then retired when a cracked exhaust overheated the suspension, causing it to fail.

The shrill V10's note rises and quickly falls as Donington's few straight bits are shortened further by 750bhp. Even at this (relatively) modest pace, F1-2000 takes your breath away.

At rest, the car is less imposing. Neat, tidy and perfectly made, as you would expect, but the delicately curvaceous body panels and today's stunted narrow-track dimensions somehow rob it of latent aggression. The family resemblance to the car Schumacher is currently pedalling to victories is obvious, but even with chassis rules stability and a design philosophy of evolution, F1-2000 is beginning to show its age. Those sweeping body panels maintain the straight lines and abrupt edges that stood out on Rory Byrne's first Ferrari from 1997. Since 2000, these forms have been softened by thousands of wind tunnel hours to create a machine of liquid definition.

Time moves on; another year, another title for Schumacher. But even if Michael was to reach an unlikely double-figures tally of world championships, F1-2000 would remain special. For this is the first red car in which he finished the job, the one that heralded an era of dominance the like of which had never been seen.

From the first race in Australia, Brawn and Schumacher knew that F1-2000 was the car to lift a mountain of pressure. Since their first season together in red, expectation had mushroomed with each near-miss: the ignominy of Jerez 1997, the anti-climax of a start line stall at Suzuka '98, the broken leg in '99. This was their fourth attempt. If they failed, would Luca di Montezemolo's patience hold for a fifth?

In reality, the team had done brilliantly just to be contenders in those first three years. Brawn and Byrne had joined a team with the biggest budget – but one that was not equipped with a proper chassis department. The John Barnard years, where Ferraris were designed in Guildford rather than Maranello, had left the giant out of step with the British empires at McLaren and Williams. The ➳



Donington Park, 2004: F1-2000 eats into Craner Curves as Old Hairpin looms fast on the horizon



OUT OF THE RED, INTO THE BLACK

WHEN MICHAEL SCHUMACHER ENDED FERRARI'S AGONY BY DELIVERING ITS FIRST DRIVERS' TITLE FOR 21 YEARS, HE GUARANTEED THE F1-2000 A SPECIAL PLACE IN RACING HISTORY. BY DAMIEN SMITH

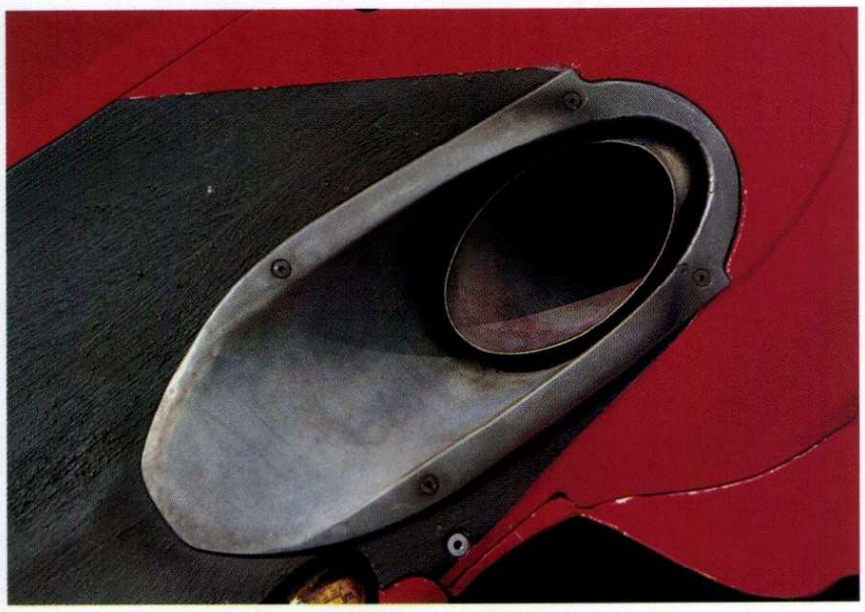
photography by Malcolm Griffiths/LAT

Mirror image: Häkkinen got used to this rear view at Suzuka – before the second pitstops, that is

Our thanks to Paul Osborn, Fred Goddard Racing and Donington Park for their help with this feature



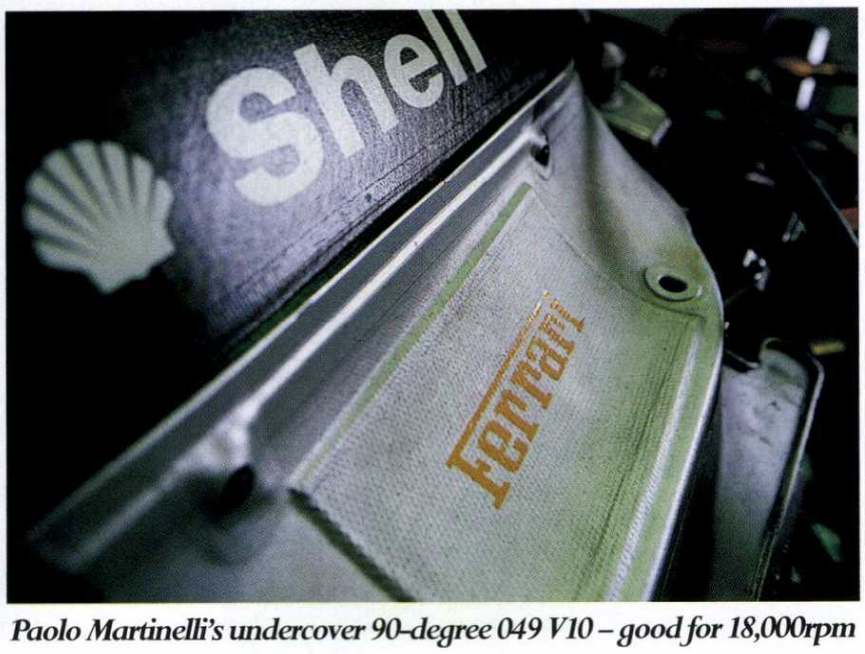
Brand awareness: the most famous driver, team and sponsor in F1



Ferrari followed McLaren with exhaust exits on top of rear bodywork



Wheel lights, dials and digital read-outs. Rev-counter not pictured



Paolo Martinelli's undercover 90-degree 049 V10 – good for 18,000rpm

new technical director and chief designer had to start from scratch.

By 2000 their work was paying off; they no longer had to rely solely on Schumacher's genius to carry the team. For the first time since '98 McLaren had not arrived in Melbourne with a clear car advantage. "In previous years, we got to the first race and found we were half a second off the pace and thought, 'Oh my God, what are we going to do?'" says Brawn. "For the first time, in Australia 2000, we thought, 'Right, at least we are starting on a pretty good footing'."

Yes, it wasn't bad. Schuey won the first three races, opening up a 24-point gap to Häkkinen, whose McLaren had already suffered two Mercedes engine failures. Surely there was no way back for the Finn, especially when he suffered a clear slump in motivation. But this title wasn't going to be won that easily.

McLaren's shot in the arm came at Magny-Cours, where an inspired David Coulthard fought – and beat – Schumacher, whose Ferrari suffered a rare engine failure. Then in Austria the 'real' Mika returned to lead a McLaren 1-2; Schuey was left floundering in a first-corner accident. He was taken out at the first corner in Hockenheim, too. Three races, no finishes and a title lead reduced to just two points.

The slip was caught with a pair of second places in Hungary and Belgium, but Mika won both and now headed the points. It was time for Ferrari to hit back if it was to avoid a humiliating defeat.

It was at Spa that Brawn noted the tide turning back in their favour, even though Häkkinen won. The MP4-15 was quicker on low-downforce tracks, but now it seemed there would be little in it at Monza. This was when Paolo Martinelli, Ferrari's engine guru, made the difference. The Mercedes and Ferrari V10s were considered to be level pegging at the start of the year. That had changed by the last four races; Martinelli's 90-degree 049 passed the 18,000rpm mark during the season, a first for a normally aspirated Ferrari engine. Schumacher took pole in all of the last four grands prix, and won each of them to claim the title. Meanwhile, heads were scratched at McLaren and Mercedes.

DPPI



Thumbs up: Schuey savours that title as Häkkinen ponders missed hat trick

It is at these key times that Ferrari's test track comes into its own. Fiorano was essential when it came to the thorny matter of a system that replicated traction control. The policing of electronic driver aids was a hot topic before the FIA gave in and legalised them in 2001. The consensus among insiders during 2000 was that the Ferrari benefited from traction control despite it being banned. But the truth was not as simple as that. The team kept up an almost daily correspondence with the governing body as it pushed the boundaries with a sophisticated throttle and engine management system that replicated the effects of traction control's wheelspin reduction. It was perfected at Fiorano and helped convince the FIA that it was fighting a losing battle, one that the body is now preparing to take up again with the help of standard ECUs.

Another paddock theory was that Bridgestone, which had a monopoly on tyre supply in 2000, saved Ferrari's bacon with new rubber in the second half of the season. F1-2000 had its faults, one being that the car worked its rear tyres too hard. It was recognised as a classic design mistake; suspension developed in the cold of winter putting too much energy into the rears in summer heat. But rather than Bridgestone solving the problem, it was Ferrari returning to an older suspension solution that really made the difference.

That's the success of 21st Century Ferrari. Not only can it build a racing car as effective as F1-2000, it is also blessed with an ability and the resources to adapt quickly when it matters. That combination, as it remains in 2004, is almost unbeatable. M

FERRARI AND McLAREN: THE PREMIER LEAGUE

BY WINNING 10 OF THE 17 RACES IN 2000, FERRARI HAD CLEARLY PRODUCED the class car of the field. Only one machine came anywhere near it:



McLaren's MP4-15 (left). That car was the only other winner during the season, Mika Häkkinen scooping four victories, David Coulthard three. Adrian Newey's third McLaren was a clear evolution of his previous designs and was considered the quickest car over one lap – just. But three Merc engine failures for Häkkinen, the last in his crucial Indy battle with Michael Schumacher, blunted the team's challenge.

The gulf to the rest of the Formula One pack was wide in 2000. In 11 of the races Ferrari and McLaren covered the front two rows of the grid. The only team that showed any promise of one day challenging these two was Williams. In its first year with BMW, the dominant force of the 1990s was rising again. But neither Ralf Schumacher nor raw rookie Jenson Button had a realistic hope of ending Williams' fallow years in FW22 (right). The team would need FW23 and the arrival of Juan Pablo Montoya to help change that.



both: LAT

SECOND-HAND CAR DEALING – WITH A BIG, BIG DIFFERENCE

SO WHAT'S IT LIKE TO OWN A MODERN FERRARI FORMULA ONE CAR? "IF YOU LIKE golf, it's like playing Augusta with Tiger Woods. If you like tennis, it's like playing Andre Agassi on the Centre Court at Wimbledon." That's how F1-2000 owner Paul Osborn describes it.

The Essex car dealer has owned and driven plenty of F1 machinery in his time, but nothing compares to F1-2000. "The drive is just so many light years in front of anything guys like me are used to," he says. "The easiest way to describe it is like this: the 1991 Benetton was a good car in its day, but the difference between it and this Ferrari is like that between a Morris Minor and a Mercedes SL55."

As Osborn says, the F1-2000 is the most important grand prix car Ferrari has sold in the past 20 years. It is also the most recent F1 car in private hands, but thanks to Ferrari's *Clienti* division, it probably won't remain so for very long. Buying a Ferrari direct from the factory is easier now than it has ever been.

"Before F1 *Clienti* it was all a bit undercover," says Osborn. "You had to know somebody. To buy one you generally had to be a friend of Luca di Montezemolo or Jean Todt. Now with the customer division you can go into Ferrari UK and say, 'I want to buy a Ferrari F1 car', they put you in touch with the factory and it's that simple."

Clearly, Ferrari still controls who gets their hands on the red cars. It even maintains a high degree of power over what is done with them once they are sold. Fred Goddard Racing, for example, is the only company in the UK that has Ferrari's blessing to run its old cars, and to do so on proper rubber; Osborn and the team have to hire the Bridgestone grooved tyres direct from the factory.

So how much? "It's quite good value," Osborn insists. "The trouble is that now all Ferrari has is championship-winning cars, which will be more expensive. It depends whether it is a four-time race winner or a test car. But you are talking around US$1.5 million (£830,000)."

Sureterm House, Bridge Place, Godmanchester, Huntingdon PE29 2AD Sales open 8.00am - 8.00pm Monday - Saturday





The Brighton Run pioneers

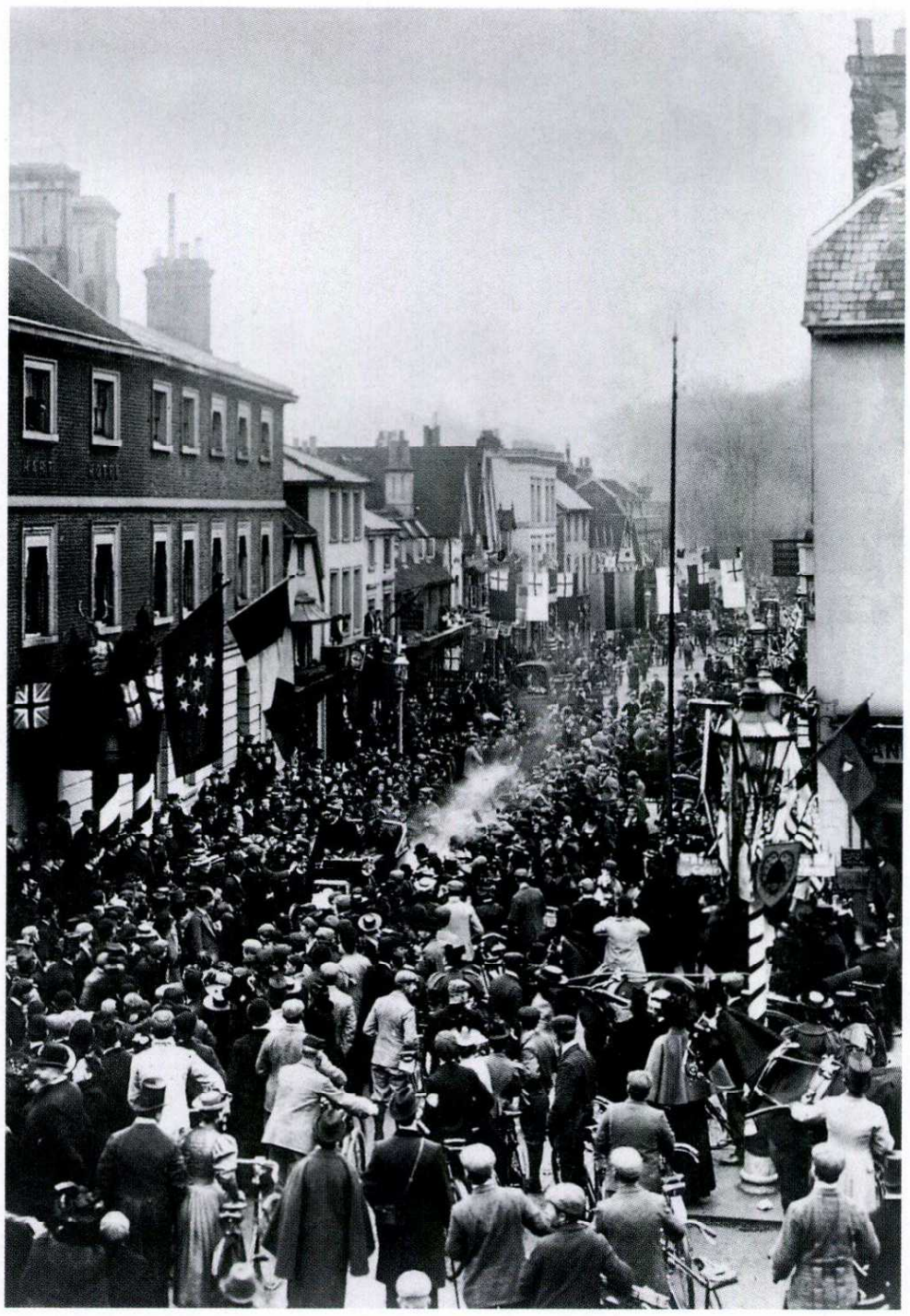
WITH THE REGULATIONS FOR THIS year's London-Brighton Veteran Run now available, it seems appropriate to recall how this now world-famous event started. In 1927, the *Daily Sketch/ Sunday Graphic* newspapers decided that the 1896 Emancipation Run which had freed autocars from speed restrictions might be remembered by having a run over much the same route, for the older cars, which they put as made before 1907. That this was acceptable and that many such cars had survived was evident from an entry of 51 of them, which the public called 'Old Crocks'.

Unlike on later Brightons, marks were given for good mechanical condition but lost for alterations from original design, shedding passengers on hills or for other involuntary stops, observers being obligatory on each car. Marks were also awarded for each year a car was made, from 1906 back to 1893. The Judges were Jarrott, Edge, Critchley, Stocks, Instone and Bersey. On the Saturday there was an exhibition of the cars at the Auto-Auctions premises in Horseferry Road, admission free.

The Run started from the Victoria Embankment at 9am on Sunday November 13, and when sufficient runners had got to Patcham a procession would be formed to reach Brighton's Madeira Drive. Sir Edward Iliffe, MP, chaired the subsequent banquet at the Royal York Hotel.

Out of 51 entries, 44 started and 37 finished, 21 non-stop. Some of the cars were still used normally, like a 1906 De Dion and a 1906 Panhard which had been converted into vans, the former in 1922, and a 1906 Renault taxi which was still plying for hire in Brighton, where a 1902 De Dion was also in everyday use. The most prolific makes were Benz and De Dion Bouton (seven of each), six Renaults, five Panhard-Levassors, and four Daimlers.

Some were already historic, like the 1896 Daimler on which King Edward had his first ride, and the 1898 Daimler still making carnival appearances. The oldest entries were John Bryer's 1893 Panhard, with its centre-pivot steering, and Donald Morrison's 1893/4 Benz which was used until 1918. An 1897 Daimler



both: LAT

Left: 1927 Run recalled emancipation of motoring. Above: Reigate flocks to admire the 1896 Brighton runners

had been in regular use from 1902, and an 1897 Panhard was on the road here off and on for 23 years. Many other of the so-called 'Old Crocks' were still active. Others had been brought out again for the event, such as the 1898 Stephens laid up in 1908, a 1906 Rover in 1913. A 1900 Benz, in storage from 1907, started with two pulls on its flywheel in 1927.

Veterans now well-known today included F S Bennett's famous 1903 Cadillac, the City and Guild's 1903/5 Rover mascot 'Boanerges', the 1901 Panhard that had lain in pieces in a Henley garage until rescued in 1921, and Queen Alexandra and King George's 1906 Renault. A 1906 Rolls-Royce had a four-seater sports body. Vincents of Reading contributed an 1899 Benz, 1900 Darracq and 1903 Renault, University Motors an 1898 Star and a 1903 Siddeley, run since 1903 and mentioned in Plunkett Greene's *Where the Bright Waters Meet* (another *Cars in Books* reference for you). General Motors brought a 1903 Oldsmobile and 1905 Cadillac, Victor Leverett their 1903 Riley and Percy Kidner drove the single-cylinder Vauxhall which went to the Vauxhall Collection. Some of the claimed ages of the cars would be later changed once the VCC had formed its Dating Committee.

It must have been a great day for boys collecting registration numbers – V46 on Bryce's Benz, A7510 on the Morrison Benz, AB731 on the 1905 Cadillac. And to think that enormous crowds have continued to enjoy what has today become known as one of the most celebrated gatherings in motoring history.

Two million miles motoring in hard covers

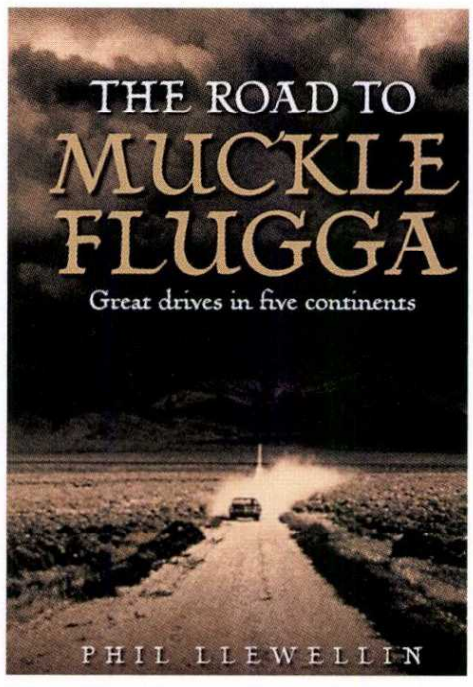
PHIL LLEWELLIN IS A VERY VERSATILE, accomplished contributor to motoring columns in a variety of important newspapers and magazines, but his latest book *The Road to Muckle Flugga* (published by Haynes of Yeovil, ISBN 1 84425026 9, price £19.99) is something else. No less than Phil's more extreme memories of driving a variety of cars for over two million miles from 1977 to 2003.

In 42 exciting chapters, Llewellin describes exceptional motoring in America, Canada, Africa, the British Isles, the Middle East, the Far East, the Caribbean, South America and so back to Europe.

Headings like *Inverness to Chester in Seven Minutes*, *Driving to the End of the World*, and *Ticking Them Off in a Packard* must surely awaken any reader's appetite for motoring adventure.

One fabulous trip was to deliver some very exotic cars over immense distances in a 450bhp Caterpillar V8-powered, 13-speed, 250in-wheelbase Peterbilt truck and trailer. This massive combination was capable of touching 104mph at 1900rpm.

Descriptions of people, roads, the scenery on Phil's journeys are a bonus, and as each chapter is separate you can have long or short spells of it, and you get 32 pictures, some in colour, and a crisp Foreword by Jeremy Clarkson. Don't miss it.



Llewellin relates a feast of adventure

miscellany

ANYONE WHO FEELS AFFECTION for pre-war Austin 7s should attend the 42nd National Rally at Beaulieu on July 4, when the grounds are filled with every sort of A7. Organised by the 750MC, entry forms are available from Neil Carr-Jones, 112 Malling Street, Lewes, East Sussex BN7 2RJ. The following weekend, July 8-10, the Austin Centenary will be celebrated at Cofton Park, southwest of Birmingham. On the Saturday, from 11am, 100 Longbridge-built Austins will parade from Victoria Square back to the old factory, a sight not to be missed. Information is on the A7CA website: www.a7ca.org

* * *

PIP BUCKNESS HAS WRITTEN from Australia to say that after spending 31 years rebuilding the ex-Bobby Baird 1935 R-type MG (chassis RA0250) he is seeking its full history. Baird bought it new and after racing it in the IoM, etc, took it to Ireland. It was sold later – to whom and when? Pre- and post-war it was raced here by J Watson and Shipley, and in Ireland by Geoff McCrea and Patterson. The car took part in this year's Australian GP parade.

* * *

THE ROLLS-ROYCE HERITAGE Trust, which has published 36 of its Historical series of beautifully illustrated and very informative books about so many aspects of R-R cars and engines, etc, and six equally valuable books under Technical headings, has brought out one of its largest books in the former series, *In The Beginning – the Manchester Origins of Rolls-Royce* by Michael H Evans. Running to 380 pages and 212 photographs, it's exceptionally interesting. A second edition is now available. Non-members can obtain this fine volume for £16, a notable bargain, from the R-R Heritage Trust, PO Box 31, Derby DE24 8BJ.

BRDC STARS OF TOMORROW

Photo: www.kartpix.net



Run with the unique support and commitment of the British Racing Drivers' Club, the Stars of Tomorrow karting championships are simply the finest place for ambitious youngsters to start their racing career.

Now in its ninth season, the Stars of Tomorrow series has received increased backing from the BRDC for 2004. With virtually all of the current F1 drivers having come from a karting background, the BRDC has recognised the need to have a first-class proving ground for the best young British karters.

The benefits for young racers are clear, for the backing of one of the most important racing organisations in Britain runs far deeper than simply significant financial input. The BRDC has an unrivalled wealth of experience, contacts and advice, into which the young lions can tap. Within the BRDC management and membership are literally dozens of drivers who have succeeded at the very highest level of the sport. For any young racer and his or her family, sound impartial advice in the formative years of their career is an asset beyond value.

But that's not all. For 2004 and beyond, the best talents emerging out of Stars of Tomorrow have the opportunity to earn some of the biggest prizes in British motor racing. For 2005, two bright young talents will earn a fully-funded season in the BRDC Junior Single-Seater Championship, with each drive valued at around £25,000.

Photo: LAT



Photo: LAT



The chance to complete a full season of single-seater racing, backed by the skill and expertise of the Silverstone Racing School, offers a fantastic graduation from karting. Two Stars of Tomorrow drivers will be selected later this year by a judging panel to win these BRDC Scholarships, which are the biggest awards in British karting.

Meanwhile, the support of BMW will place two Stars of Tomorrow drivers into the Formula BMW Scholarship programme. In 2005, six drivers selected from the Scholarship will earn a major financial contribution to their Formula BMW budget.

Then there is the Will Hoy Hard Charger Award, presented in honour of one of Britain's finest racing drivers. Designed to typify Will's approach to his racing, the award presents one youngster with a fully-funded season in the ELF Clio Renaultsport UK Cup and the 2004 winner is Daryl McDonald. Already, in the opening races of the season, Daryl has claimed his first podium finish and a debut win will surely follow. His progress and attacking style under the guiding wing of Vic Lee would have pleased Will greatly!

In addition, Stars of Tomorrow is actively promoting the use of alternative energy sources for motorsport through demonstrations of electric karts and visits to a number of schools and colleges to promote motorsport to a wider audience. Working with the Learning and Skills Council and the Future Skills Group, Stars of Tomorrow is playing an important role in promoting motorsport both as a leisure activity and a possible career to eager youngsters.



Photo: www.kartpix.net



So, with a raft of classes to suit all levels of experience, a fantastic array of opportunities and unique links with the BRDC, Stars of Tomorrow is the clear choice for young drivers and their parents.

As Motor Sport celebrates its 80th year, the combination of the BRDC and Stars of Tomorrow is shaping the drivers that will make the headlines as the magazine heads into its next 80 years!

ADVERTISEMENT FEATURE

Topping the ton and stopping



LAT

HWM Facel Vega had a hard time of it with MOTOR SPORT

THE 0-100-0 MPH LARK, SORRY, TEST, is on again. Exciting proof of a car's potency, but hardly very practical. Timing acceleration is one thing, cramming the brakes on hard as soon as the target speed is reached is something else. It punishes tyres and clutch at step-off, the brakes thereafter, in a manner not associated with normal driving – which is why at one time MOTOR SPORT used to commence acceleration timing from 10mph, instead of from a standstill, as more like an ordinary starting procedure.

I think this 0-100-0 thing began in 1958. We tried it, not just once but until we had achieved an impressive figure, with a Facel Vega FVX lent for road-test by George Abecassis of HW Motors, who were the British agents.

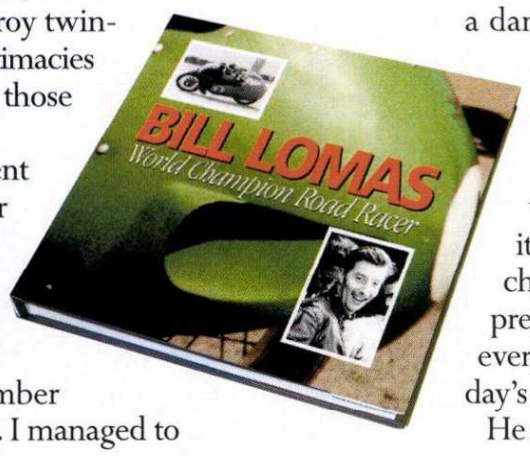
When we returned the car George looked angrily at it: "You must have driven it very hard for the brakes to overheat and damage the Alfin drums." We feigned surprise.

I cannot understand why so many 150/200mph-plus supercars are being produced when one's driving licence is in jeopardy if you dare to exceed 70/80 mph. Why are those, like pop stars, TV presenters, show girls, drug dealers, almost all sports persons from snooker players to bike racers, and Lottery winners – but not in my experience motoring writers – who can afford such cars, buying them when less powerful, more economical ones seem better suited to the prevailing global climate?

But they are, and I suppose that 0-200-0 will soon be a factor by which they will be judged.

Memories of two great bike racers

BILL LOMAS, THE WORLD CHAMPION ROAD-RACER ON motorcycles, has sent me his book of that title (Redline Books). I am glad to have it, because I find present-day bike racing closer and more competitive than most of F1 but do not know enough about it. As a boy I read the 'Blue 'Un' (*The Motor Cycle*) and the 'Green 'Un' (*Motor Cycling*), when TT machines looked rather like production models but were so very much faster. Lomas was associated at first with McEvoy, Pomeroy, Laird, and fast Morgans at Donington, and Pomeroy twin-cam MGs. I can now also find out intimacies of the works machines, particularly those from 1946 to '57.



Lomas's book refers to the accident in which Fergus Anderson, another great racing biker, was so sadly killed. I met him only once. It was pre-war, when I was a member of the Bugatti OC, but *sans* a Bugatti. I even had a BOC pennant (remember them?) for writing bits for *Bugantics*. I managed to persuade the late Guy Griffiths to enter his Brescia Bugatti for a BOC Night Trial. I don't think he was very keen! I was stuffed into a seat in the tail, the front-seat passenger being Fergus Anderson; I was in awe of such a famous person. On the way to the trial's start Guy let the Bugatti run into a ditch, possibly deliberately, as a means of getting out of the night driving.

He stopped the first car to appear, a Vauxhall saloon with a staid driver and lady, probably returning from a dance. Guy asked the driver to tow the Bugatti back onto the road, taking charge, tying on the rope and driving the Vauxhall while its worried and astonished owner looked on. We then went back to Guy's flat, as he kidded me it was too late to do the trial. Here Fergus chatted into the small hours about how he prepared for his races, studying pictures of every corner as he lay in bed before the next day's event. I listened, still in awe...

He died in 1956 racing a BMW at Floretti.

miscellany

MR J D BOLTON WAS ASKING FOR information about his 1929 Riley, WD 3648. Harry Currell remembers Harold Craugh, who owned the garage where Mr Currell was an apprentice, buying the Riley in 1956/57. It was then that the scuttle was modified and the colour changed from red to blue at the Rockliffe Coachworks at Cullercoats. Afterwards it was sold to Geoffrey Mardle.

* * *

IT IS INTERESTING THAT OWNERS of valuable cars are prepared to run them in longer races – and why not, if they are in good condition? For example, an over-45min one, with optional driver swop and artificial pit pause, is the three-hour team race on September 11 at the VSCC Donington Park Historic Racing Festival.

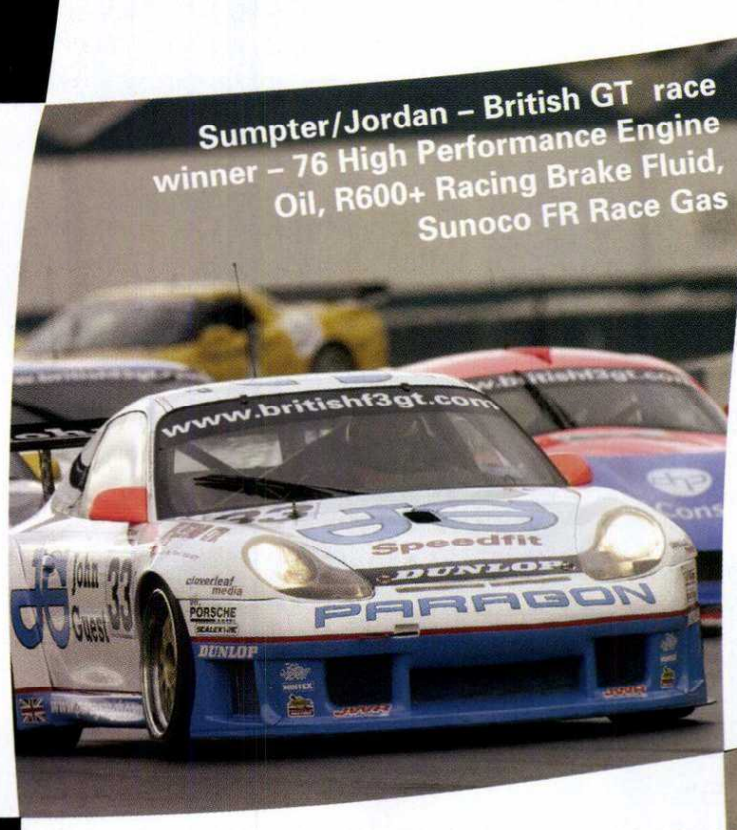
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THE CAMPBELL TROPHY IN THE VSCC's Scottish Trial was won by James Diffey's 1929 Austin 7, with top marks. The Sammy Davis Cup went to Stewart Gordon (1929 A7 Chummy), the McCosh Trophy to Paul Cassidy's 1929 Riley 9 Special. But for me the best happening was that Sue Livesey's 1921 GN Vitesse tied on points with a 1930 A7 and bettered 13 other award-winners. First Class Awards went to D Nye, S Price (A7s), M Butterworth (Chevy) and B Cox (Bugatti).

* * *

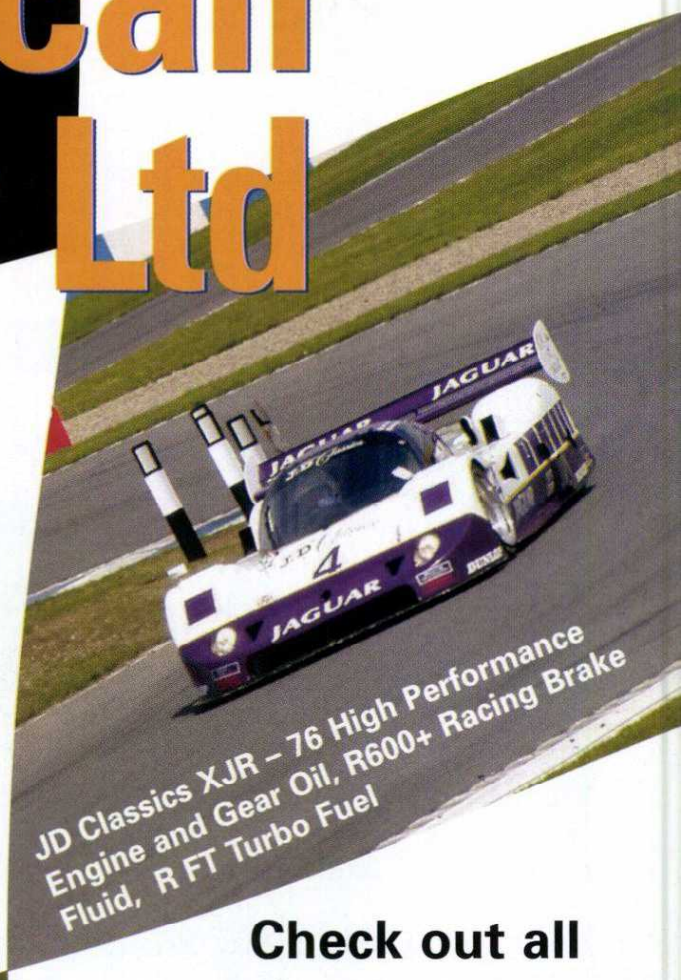
THE 37TH ANNUAL REUNION OF the Brooklands Society takes place at Brooklands on June 20, the theme being 'Red, White and Blue', with the prospect of Italian, German and French cars in the Test Hill climbs and banking runs. Napier-Railton demonstrations are promised at 12 noon and 2pm. Entry is free to Society members, £6.50 for non-members. Tickets for the President's Reception with Sir Stirling Moss, OBE are £12.

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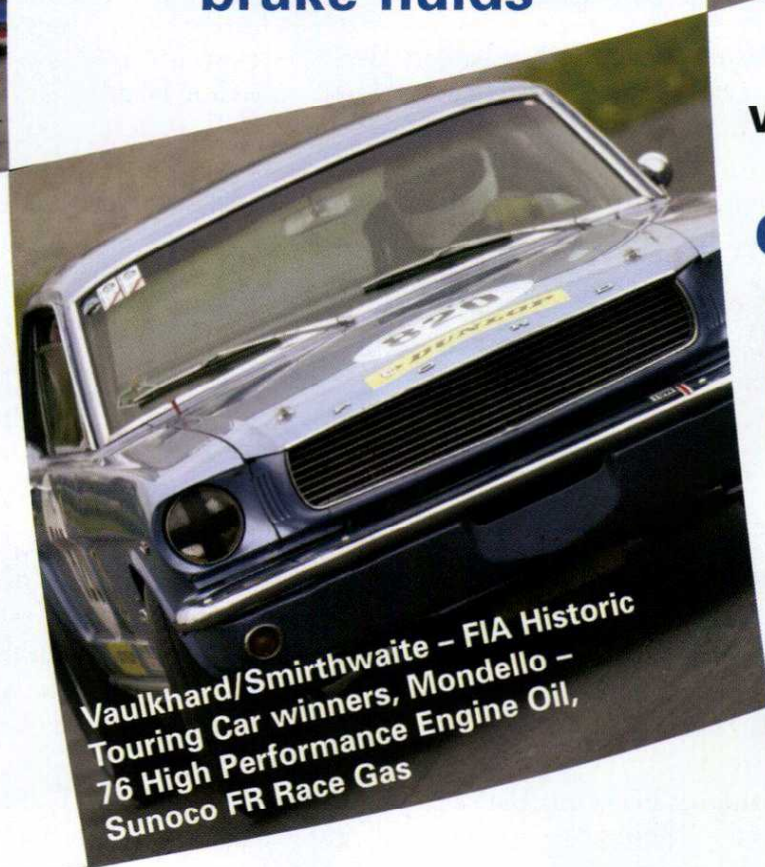
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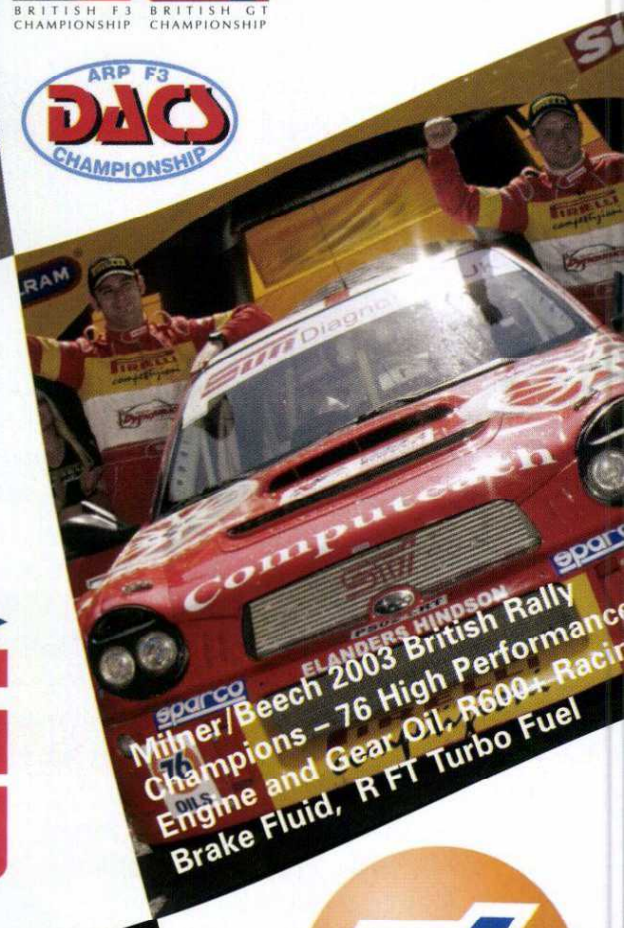
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A lost Grand Prix Napier

THE FRENCH POSSESS A KNACK OF preventing a car from winning before a race has begun or a rally has ended, if it appears to be a serious threat to a Francophile victory. This happened in 1908. S F Edge was anxious to run a team of Napiers in that year's ACF French Grand Prix equipped with the new Rudge-Whitworth detachable wheels, which were much quicker to remove than hacking a burst tyre and tube from a wheel-rim or undoing all the bolts holding a detachable rim to a wheel. In a race of 477 miles this could save lots of important time if wheel changes were needed. But the ACF race regulations banned the use of the new wheels. The Napiers did not appear. What followed is told in David Venables' conscientious history *Napier – the First to Wear the Green* (Haynes, 1998, ISBN 0 85429 989 0).

It seems that four Napiers intended for that important contest at Dieppe were built at Acton. In 1925, one of them appeared at Brooklands, the oldest car then to be raced there. Historians apart, I doubt if anyone took much notice. The entrant of this 11,440cc 6cyl Napier was J S Spencer.



D R Grossmark

Sidelined by the regulations: 1908 Napier GP car was banned for its wheels

He also raced at Brooklands with a Super Sports type 445A Austin 7 and was second in the race for these cars.

On its first 1925 appearance the Napier was driven by R T T Spencer, who had won in 1924 with his 1914 4.5-litre Sunbeam. (It may be coincidence that both men had the same surname, but it seems more probable that they were brothers.) In 1926 J S won a BARC race driving one of the 1922 2-litre GP Sunbeams. So these Spencers obviously had a keen interest in the older racing cars. I have tried to trace them, without success.

The historic 17-year-old Napier was no joke. When it first appeared the handicappers gave it a limit start. It was not enough, although the old car lapped at 78.43mph. At the 1925 Autumn BARC races the aged car lapped at 71.95, 82.04 and 80.33mph, to finish in third behind a Thomas Special and Turner's quick Austro-Daimler, taking the smiles off the faces of puzzled spectators.

This old grey Napier was a non-runner at Easter 1926 and may have run at a minor club meeting that October. I've never heard of it since.

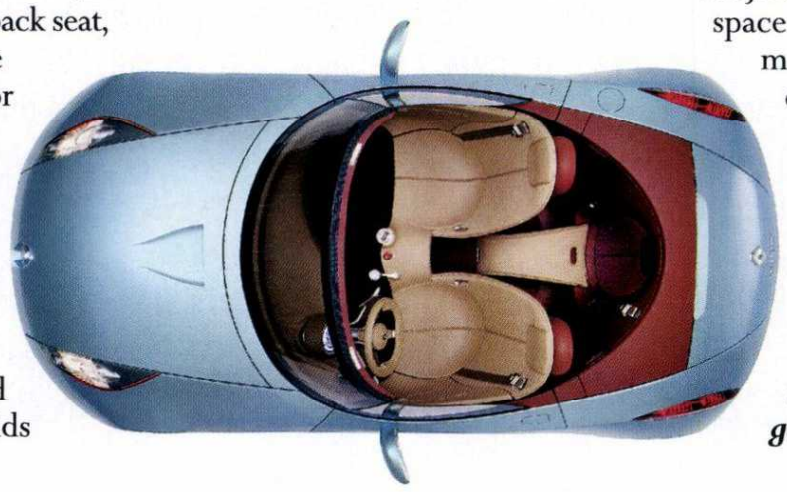
Renault is three seats to the Wind

STEVE CROPLEY, EDITOR-IN-CHIEF OF *Autocar*, whose column I always read, recently drove the prototype Renault Wind cabriolet and was full of praise for its 2+1 seating. He says that for families, a three-seat roadster would make a good second car. A parent with two kids would find it useful, notably on the school run.

Being a poor mathematician I can't understand this. The Renault Wind, if it goes into production, will have a central adult-size back seat, which will accommodate a third passenger if his or her feet and lower legs go between the front seats – there is nothing new here, Salmson did this on one of its very early sportscars.

My problem is thinking of the fuss there could be if one of the short kids doesn't like the single rear seat. On a cabrio this should be covered by the roof: in Cropley's report I found no confirmation of this, but Renault UK's Press Office was very quickly able to tell me that it is.

Of course, there is nothing new about a tail seat. Many smaller sportscars had them when a sporty pointed rear end was usual, which left no space for more than one funk-hole.



Seating plan: Renault's tail-gunner seat not exactly novel

However, with concentration an aid to accident-free driving, wouldn't 1+2 seating be better?

This is what Armstrong-Siddeley's Stoneleigh V-twin 998cc light car found room for in 1922, its driver sitting centrally, passengers behind him, so affording no direct distraction apart from any advice yelled from a scared back-seater. This £155 1+2-seater was retained for 1923, but was joined by a £165 two-seater with space for one, or at a pinch, two more adults behind, devoted couples disliking the other arrangement. Never mind; I just thought 1+2 might contribute to safer driving, but I realise there is no room for this on the proposed Renault.

miscellany

REGULATIONS FOR THIS YEAR'S London-Brighton Run have been issued. It is billed as "the world's longest-running motoring event", based presumably on the 1896 Emancipation Run, although the word 'veteran' makes this questionable. Entries close by July 31, or at higher fees by October 18. Pre-1900 cars pay less, with free entry for cars shipped from outside Europe. Although the 1904 date is resumed, cars originally VCC-dated as eligible but which were later redated as after 1904 will still be accepted. The *Concours* for selected veterans will take place on November 6, the Run on November 7. Details from LBVCR Motion Works, 10 High Street, Brackley, NN13 7DT.

* * *

IT WAS GOOD TO LEARN THAT, as in pre-war times, the IoM permitted public roads to be closed for the Manx Centenary of motorsport, when the original Gordon Bennett route was used for the anniversary of that race. The Lieutenant-Governor unveiled a plaque at the startline and made a tour of the circuit in the C-type Jaguar that was raced in the 1950s British Empire Trophy events, followed by cars from veteran to modern.

* * *

AT THE AMBITIOUS HISTORIC Festival at Silverstone on June 4-6 the VSCC came closer to the 1970s racing scene, combining with the HSCC and Octagon Motor Sport. The three days racing over the International circuit had events for BRDC 1950s, HGPCA drum-braked sportscars, Gp4 racing/sports prototypes and 1966-77 F1 cars. This meant a lack of the traditional short handicap and scratch races, not visualised by the VSCC. Its 70th Anniversary week at Harrogate on August 16/22 incorporates the Harewood speed hillclimb.

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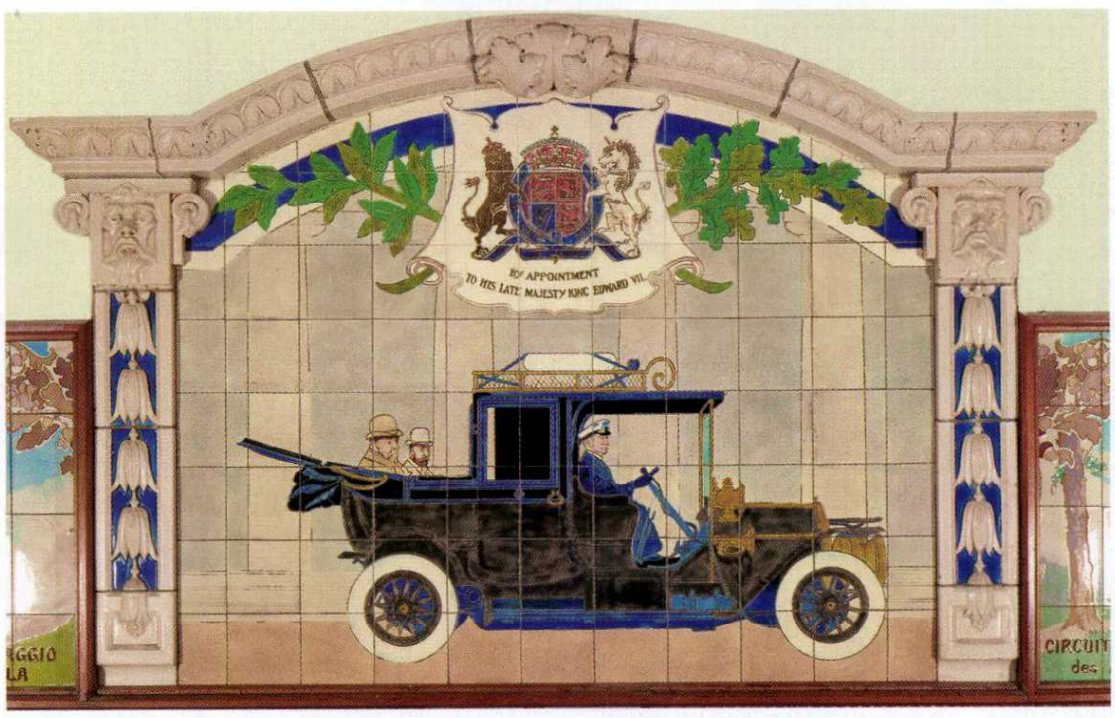
The Michelin Building, Fulham Road, London as it appears today. The building now houses Sir Terence Conran's famous 'Bibendum' restaurant.

MICHELIN
PIONEERS OF MOTOR RACING

Simon Rosenkrantz has held a life-long interest in the history of cars and motor racing. A vintage car enthusiast and Lagonda owner, Simon's passion for beautiful cars and automotive art stretches from the earliest days of motoring to the present day. The magical quality of the Michelin House tiles first cast their spell over Simon two decades ago. A desire to explore the history of the races, cars and drivers depicted on the tiles has been long held. This book provided the welcome motivation to fulfil this ambition.

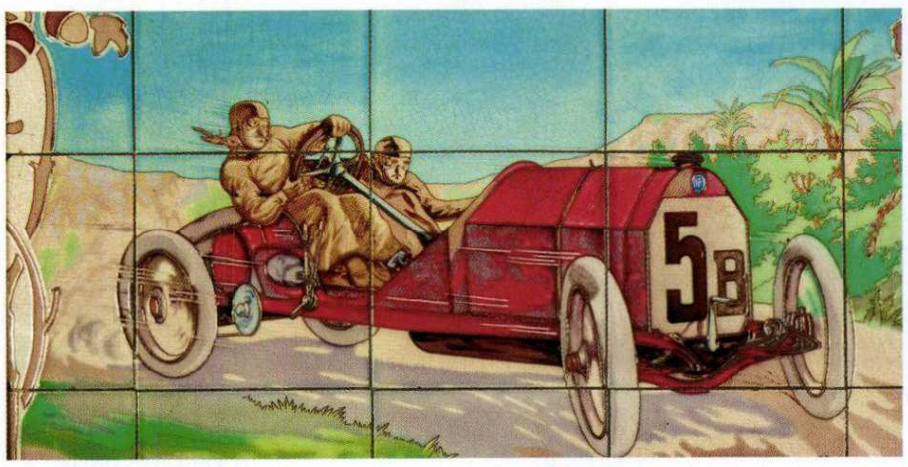
A complete record of the motoring themed ceramic screens commissioned by Michelin in 1910 and incorporated into the Michelin Building, Fulham Road, London. All 34 panels are faithfully reproduced in full colour, along with details of the vehicle, driver, race and historical background by Simon Rosenkrantz. This 80 page volume is the first to include all 34 of the ceramic panels, which can still be seen in the famous Bibendum restaurant, owned by Sir Terence Conran, which now occupies the old Michelin Building.

"...This quality publication illustrates all 34 panels in close up, and it is a revelation. The detail is astonishing - not only are the motorcycles and racing cars accurately depicted, but faces are recognisable, and even dust, water and brasswork are all convincingly rendered ... and each has a short text describing the event. Fascinating."
Motorsport, May 2004

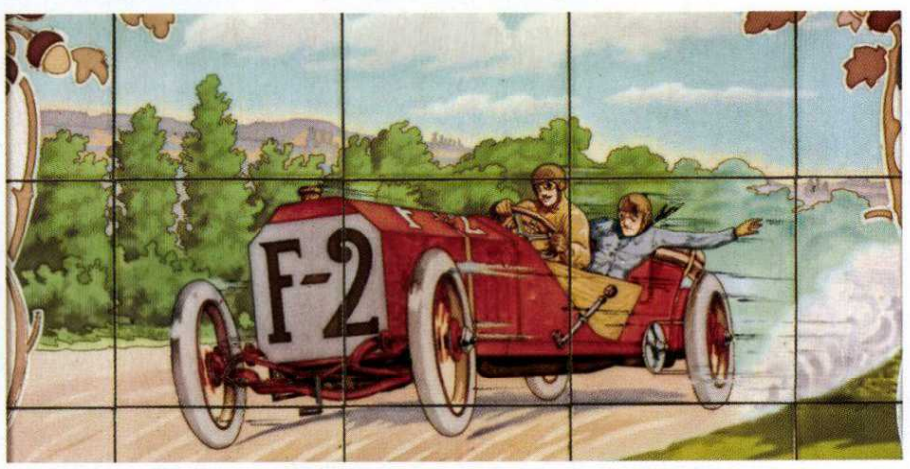


"...Reproduces all of the colour panels to a high standard - you can see the subtle surface grazing on the tiles...You'd have to eat at Bibendum dozens of times to really appreciate the tilework in detail, so this book gives access for a fraction of the cost."
Classic Cars, June 2004
"...This colourful publication features all 34 of Ernest Montaut's distinctive tiles...it's an essential buy"
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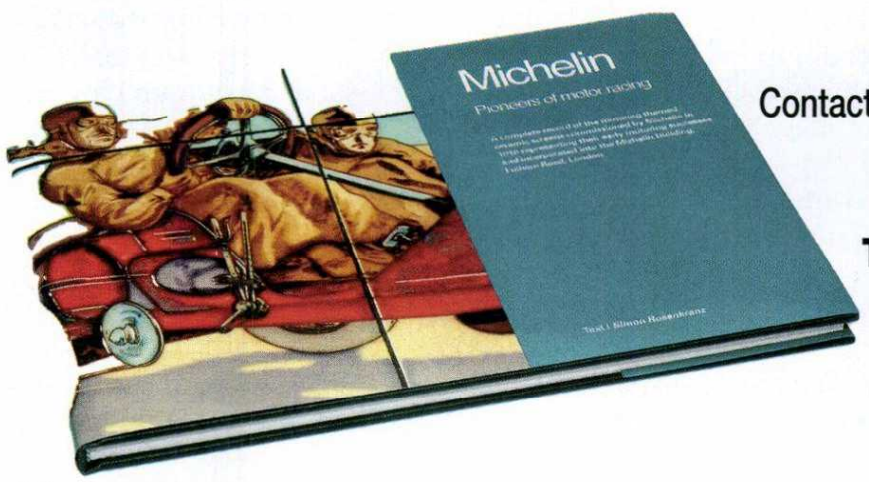
By Appointment to his late Majesty King Edward VII. This large panel dominates the entrance hall of the Michelin Building and reflects the importance of the royal warrant awarded to the company in 1908. The King had been a keen supporter of the motoring movement and the panel was based on a photograph from the royal archives.



Ferinando Minoïa driving an Isotta-Fraschini in the Coupe Florio Brescia, 1907... The scenic splendour of Sicily was the setting for the challenge for the Coppa Florio ... A decision to cancel the race in 1906 was reversed after car-crazy Sicilians had caused riots in the streets. The eventual winner, averaging 64.7 mph, was Ferinando Minoïa depicted in the panel.



Fiat entry driven by Nelice Nazzaro in the Grand Prix de l'ACF Dieppe, 1907... The fuel and weight restrictions for the 1907 event forced many competitors to drive cautious races and conserve fuel. Nelice Nazzaro powered his mighty 16-litre Fiat to victory with careful rivals Renault finishing second with gallons of fuel to spare!

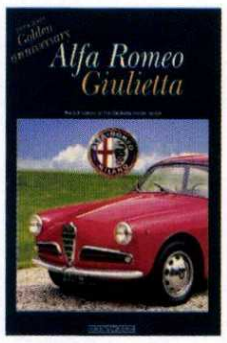


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BOOK REVIEWS

ALFA ROMEO GIULIETTA

BY ANGELO TITO ANSELMO
ISBN 88-7911-340-2
Published Giorgio Nada Editore, £29.99



I THOUGHT I KNEW A LOT about Alfas generally and Giuliettas in particular, but this golden anniversary reissue contained much which was fresh to me. Anselmo's book has interviews with many important people, from Alfa's then-MD to the test driver who refined the little car's handling, and they give the inside story of the uphill struggle to get the Giulietta into production.

Especially interesting is how the design changed before going on sale. Photos of wind-tunnel models, bucks and full-size mock-ups illustrate this progression, but it's the proposed revamp models which are really startling, while the number of coach-built variations by the Italian *carozzerie* is astonishing.

The racing history forms a separate section, and includes an interview with Sanesi who drove frequently for Alfa and helped develop the road cars. **GC**

FORMULA 5000 IN EUROPE: RACE BY RACE

BY WOLFGANG KLOPFER
ISBN 3 8334 0545 7
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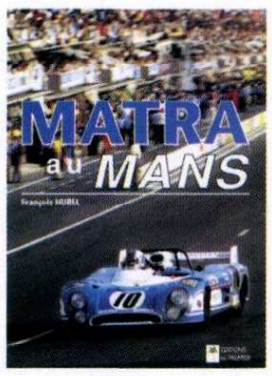
FORMULA 5000 WAS AN important rung on the motorsport ladder on both sides of the Atlantic for more than half a decade, yet it is still waiting for its definitive history to be produced. Wolfgang Klopfer's work doesn't pretend to be that; rather, as its title suggests, it is a race-by-race review of the seven-year history of the British-based European F5000 series.

This is very much a low-budget production, with disappointing black-and-white photography to match, but nowhere else can you find mini-reports of every race between 1969 and 1975, a chronicle of events won by drivers like Frank Gardner, Brian Redman and Teddy Pilette.

Combine it with Brian Cowdrey's *Formula 5000: A-Z – The1969-1975 Era*, and you'd have a half-decent history of a memorable category. **GW**

MATRA AU MANS

BY FRANÇOIS HUREL
ISBN 2-914920-31-8
Published by Editions du Palmer, £37.99



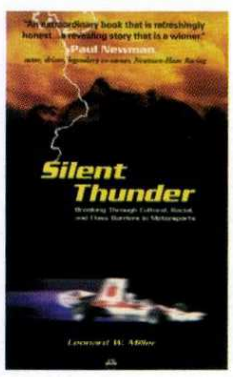
MATRA'S PLACE IN THE history of sportscar racing was sealed by that hat-trick of Le Mans 24 Hours victories in 1972-74. Thirty years after the French manufacturer decided to concentrate on Formula One instead there is finally a book – albeit in French – that takes an in-depth look at its nine-season foray in endurance racing.

Well-known sportscar journalist and author François Hurel tells the story of the early years with the BRM-engined MS620 of 1968 through to the triumphs with the MS670. He has sought out the leading characters involved in the project, including drivers Henri Pescarolo and Jean-Pierre Beltoise and technical figures such as Gérard Ducarouge and aerodynamicist Robert Choulet.

The photography is solid rather than spectacular but, in the absence of an English work, this *Matra au Mans* has a place in the library of any sportscar racing enthusiast. **GW**

SILENT THUNDER

BY LEONARD W MILLER
ISBN 1 56902 177 5
Published by The Red Sea Press Inc., £10



FLICK BACK THROUGH THE pages of this magazine. How many black faces do you see? Racing can be sadly labelled a 'white man's sport' and this riveting autobiography gives some indications why.

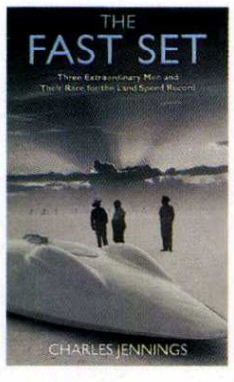
Leonard Miller grew up in Pennsylvania and fell in love with racing in 1939, aged five. While most young African-Americans were drawn to 'stick-and-ball' sports, Miller's passion for cars remained and he recounts his early experiences building and driving hot rods.

By the late 1960s, the Miller Brothers team was drag racing, before being turned on to circuits. Miller ran John Mahler in the 1972 Indianapolis 500, then began the Black American Racers team. Its biggest successes came with black driver Benny Scott in Formula A, Super Vee and, in '75, Formula 5000.

But this is not a simple racing story, it goes far beyond sport. Through each chapter, Miller is faced with shocking racial prejudice at every level, but refuses to be treated as an outsider. A revealing, inspiring tale. **DS**

THE FAST SET

BY CHARLES JENNNINGS
ISBN 0 316 86190 1
Published by Little, Brown, £18.99



IF YOU HAVE MORE THAN A passing interest in the history of the Land Speed Record, then it is unlikely that you'll be able to put this work down. *The Fast Set* tells the story of a classic period of record breaking through the lives of a trio of British heroes.

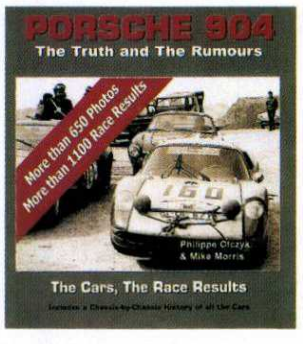
Sir Henry Segrave, Sir Malcolm Campbell and John Cobb couldn't have been more different characters, yet they dominated the battle for the LSR for the best part of a quarter of a century. And don't forget that Cobb held the record for more than 10 years after he had perished trying to take the water record on Loch Ness.

Author Charles Jennings reveals the rivalry between them at the same time as delving beyond the nuts and bolts of their exploits behind the wheel.

A readable and enjoyable work. **GW**

PORSCHE 904: THE TRUTH AND THE RUMOURS

BY PHILIPPE OLCZYK & MIKE MORRIS
ISBN 9952 8002 3 1
Published by Olczyk@yahoo.com, £65



THIS IS AN ODD BOOK. As with the previous volumes on Alfa Romeo, Ferrari, Bizzarrini and OSCA there is nothing wrong with the choice of subject. It is the execution that lets it down.

Former Le Mans racer Olczyk cannot be faulted for his work ethic. Four years of investigation have gone in to tracking down over 650 photos and histories of more than 100 of these pretty chassis. It includes a thorough results section, a magazine cuttings chapter and the reproduction of the 904's FIA homologation papers. But despite its quality hard-back format it cannot escape the appearance of a lovingly-compiled scrapbook .

Olczyk admits his task for accuracy is a tough one. But his attacking defence of the quest for chassis authenticity forms a bizarre introduction. **DS**

PARTING SHOT

FRENCH GRAND PRIX, 1971
Jacky Ickx and Clay Regazzoni get the jump on Jackie Stewart at Paul Ricard. But it was the Tyrrell that would win while the Ferraris retired

LAT Photographic


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Renowned throughout motorsport, BMTR is celebrating its 85th anniversary this year. The family-owned business is a leading supplier of competition tyres, but that's only a part of the BMTR story.

The Birmingham Motor Tyre Repository was created back in 1919 when Jack Smith returned from service in the First World War. He recognised the increasing demand for tyres and established the company that has been run by his family ever since.

After the Second World War, Jack's son Don took over the company and he remains as chairman to this day. In the 1950s and 1960s, Don raced Jaguars with success and, inevitably, BMTR's involvement in motorsport blossomed. In turn, Don's son Paul started racing as soon as he could and was a leading young gun in Formula Ford in the late 1970s, racing against drivers like Nigel Mansell, Derek Warwick and Geoff Lees.

Paul, grandson of Jack, progressed up to Formula 2 and then switched to sportscar racing to achieve two class victories at Le Mans and later raced competitively in Thoroughbred Grand Prix cars. Paul, along with his brother Peter, is joint managing director of BMTR, while their sister Vicky is commercial manager.

Today, the company operates from three sites in the Birmingham area and carries around 60,000 tyres and several thousand alloy wheels in stock. Each of the three purpose-built tyre centres is equipped with state-of-the-art fitting, balancing and alignment facilities. A fleet of mobile service vehicles offer on the spot support for cars and trucks.

Through Bike Tyre Store, which is a major part of the BMTR Group, the company is also a major supplier of motorbike tyres. Bike Tyre Store's position as the UK's number one motorcycle tyre wholesaler is proof positive of the company's commitment to customers on two wheels as well as four. Visit www.biketyrestore.com for more information.

The company's passion for motorsport means that competition tyres are an important part of its business. Led by first-hand experience of competing at the very highest level, BMTR has a service network that supports around 100 race meetings across Europe on just about every weekend of the season. BMTR is Avon Racing Tyres UK's distributor for all race, historic race and rally and speed event tyres.

The contract to service TGP competitors stands at the head of BMTR's motorsport programme, but the company provides a service to dozens of categories across the complete spectrum of racing. The familiar BMTR service vans will be found in the paddock at events from BOSS to Clubmans and from Classic FF2000 to most HSCC events. All of that means a daunting schedule, with BMTR service teams attending as many as four events on any weekend of the season.

But it is not only race tyres that BMTR supplies. The company services rounds of the British Hillclimb Championship and supports rally crews as well as sidecar racers. The last 20 British Hillclimb champions have used Avon tyres serviced by BMTR!

Decades of experience in motorsport means that all customers, whatever their needs, are assured an expert service from fully-trained technicians. Supplying and fitting tyres for high performance and luxury cars is another BMTR speciality.

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More details can be found at www.bmtr.co.uk or by calling 0121 331 1122.

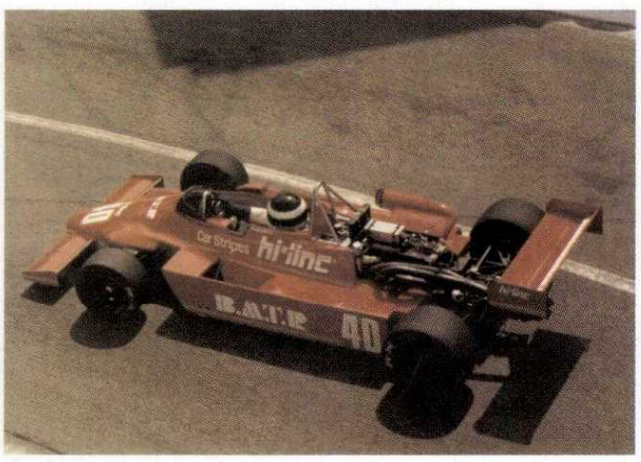












Amalgam Fine Model Racing Cars

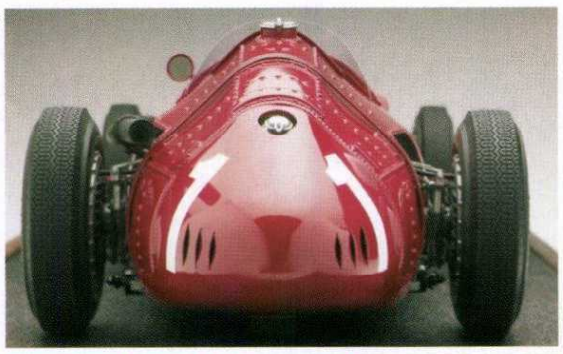


The 1957 Maserati 250F
an edition of 50 at 1/8th scale

The 1957 German Grand Prix at the Nürburgring was Fangio's greatest race. He lost 56 seconds and the lead at a pit stop, but still went on to win after a spectacular pursuit of Mike Hawthorn. In so doing Fangio broke the track record for the Nordeschlifer, or North Ring, by an amazing 12 seconds on three consecutive laps.

Each model is made from the highest quality prototyping resin and pewter with many components individually machined. Our team spent more than twenty man-weeks creating drawings and tooling patterns, and then a further 10 man-weeks casting the components. Each model then takes some fifty hours to construct. The wheels are works of art in their own right. Each is fully laced with 72 spokes to replicate exactly the original Borranis. The spoke nipples, and even the domes in the rim that house the nipples, are each machined in perfect detail. This model will appeal to all discerning collectors of motor racing history who wish to possess hand-built models of the highest quality.

Model Dimensions including case:
335 X 665 X 215mm. Weight 9KG







¼ scale steering wheels



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¼ and 1/8th scale Engines



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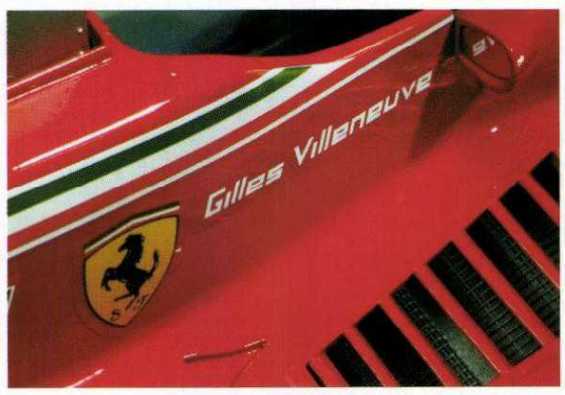




The 1979 Ferrari 312T4

Scheckter/Villeneuve at 1/8th scale In a strictly limited edition of 100 models, liveried either as Jody Scheckter's Championship winning car, or as raced in the legendary 1979 French Grand Prix by Gilles Villeneuve.

Every era has its great moments and certainly one of the greatest in the entire history of Grand Prix racing occurred towards the end of the French Grand Prix of 1979. An epic joust for 2nd place between Gilles Villeneuve and Rene Arnoux eclipsed Jabouillet's victory in the race, and perhaps Jody Scheckter's victory in the Championship as well, the last Ferrari Championship win before Michael Schumacher brought it all back to Maranello in 2000. Whatever way you look at it, this is one of the great Grand Prix cars of all time, and redolent of a time when Formula 1 was a sport for heroes. As with all our models the 312T4 is built entirely by hand by a dedicated team of craftsmen here in Bristol. **The model is available signed and dedicated to the purchaser by Jody Scheckter if desired.**







The Ferrari F2003-GA

A strictly limited edition of just 50 models of the car as it raced at the Spanish GP at Barcelona.

For many years we have supplied models and replicas of the very highest quality to the Grandee Formula 1 teams for their use as boardroom and foyer displays, and as gifts to sponsors and VIPs. Our service to the teams has nurtured a close and trusting relationship allowing us unprecedented access to CAD information and drawings, and to photograph the cars at test days. All four of our team modelling the modern F1 cars are enthusiasts who understand in depth the design technicalities and materials of the cars, and as a consequence have the insight as well as the very fine craft skills required to interpret the high quality information we have from the team into a truly stunning model of each car. Each edition is modelled exactly on the car at a particular Grand Prix showing the precise details of the aero package and livery on race day. The small edition size, the sheer quality of the craftsmanship, and the many man-hours spent creating each piece make these very fine models a sound investment as well as a really rewarding piece to own.







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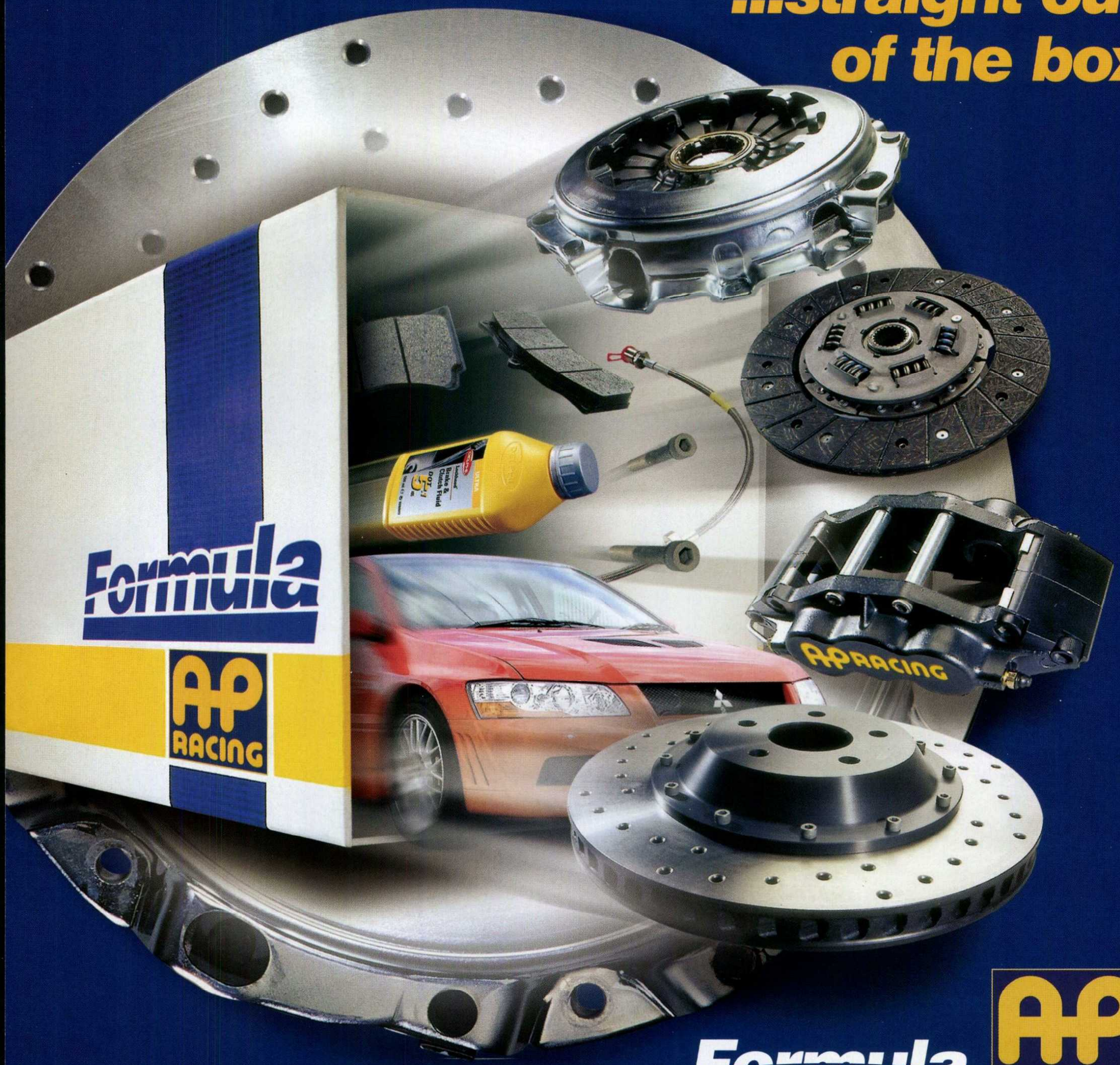
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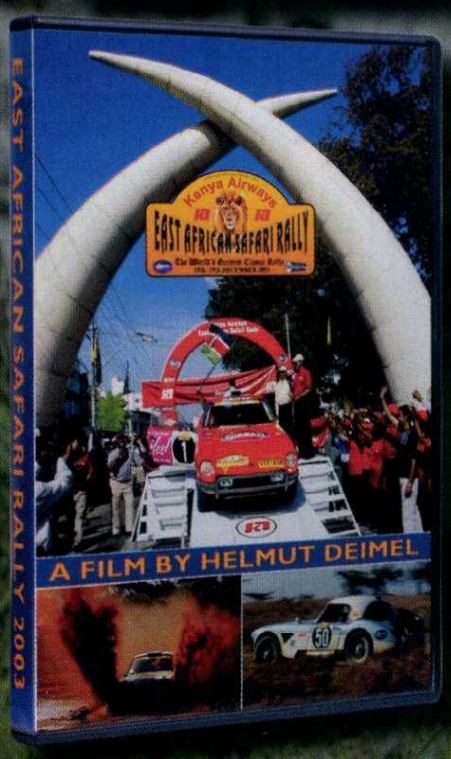
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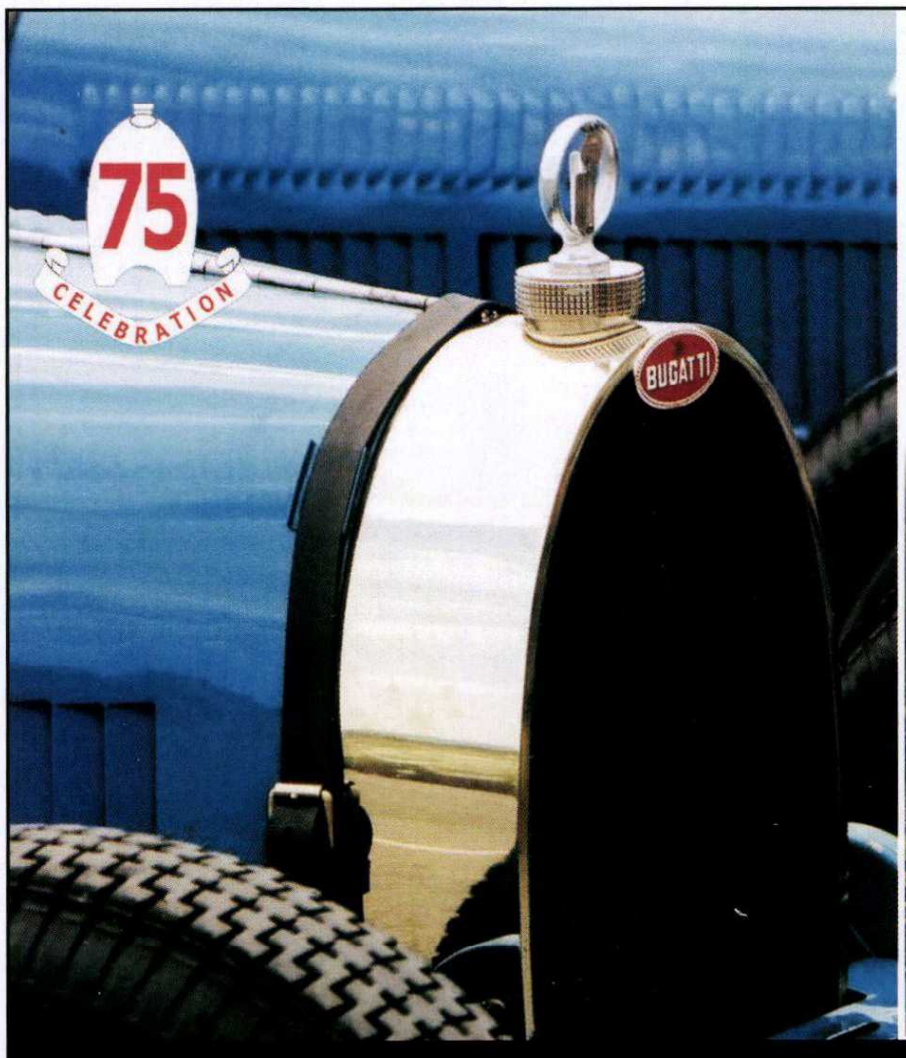
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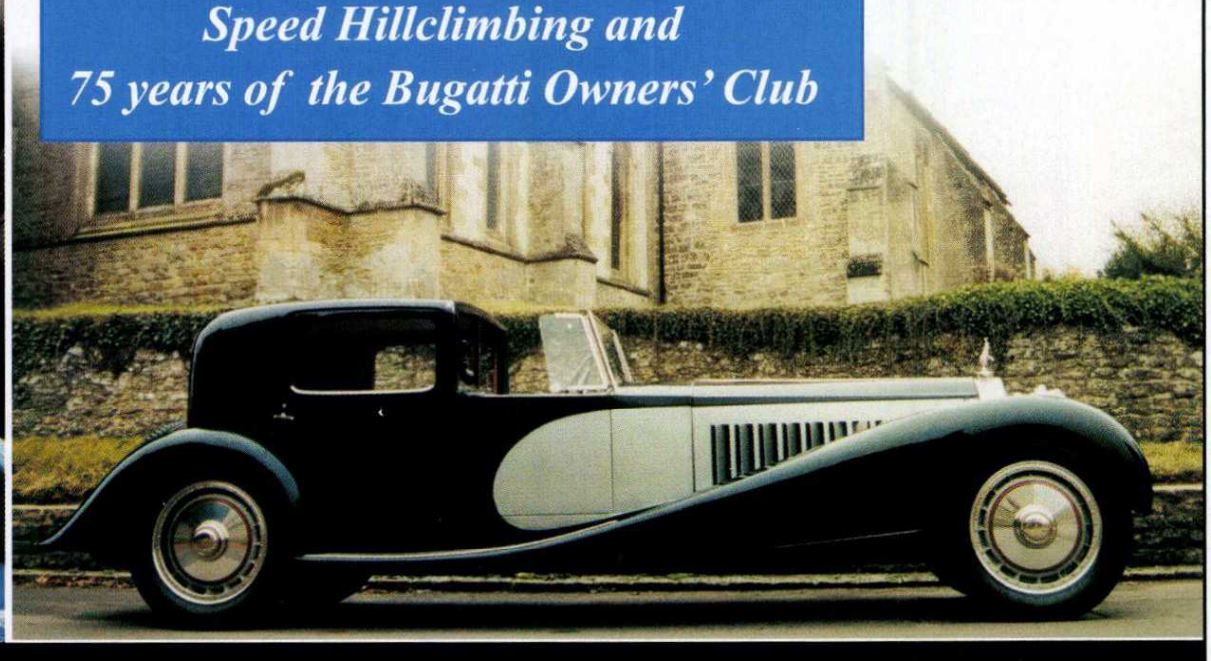


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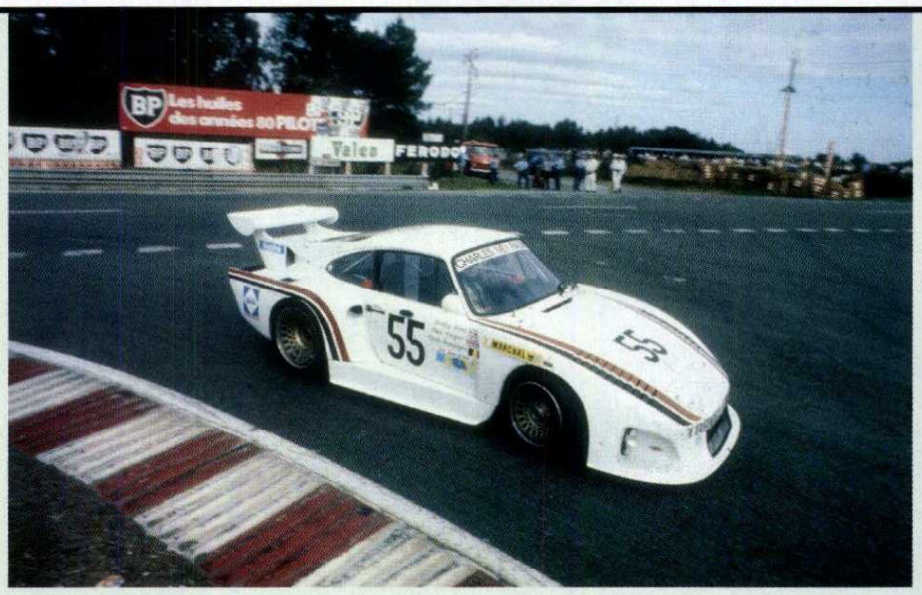
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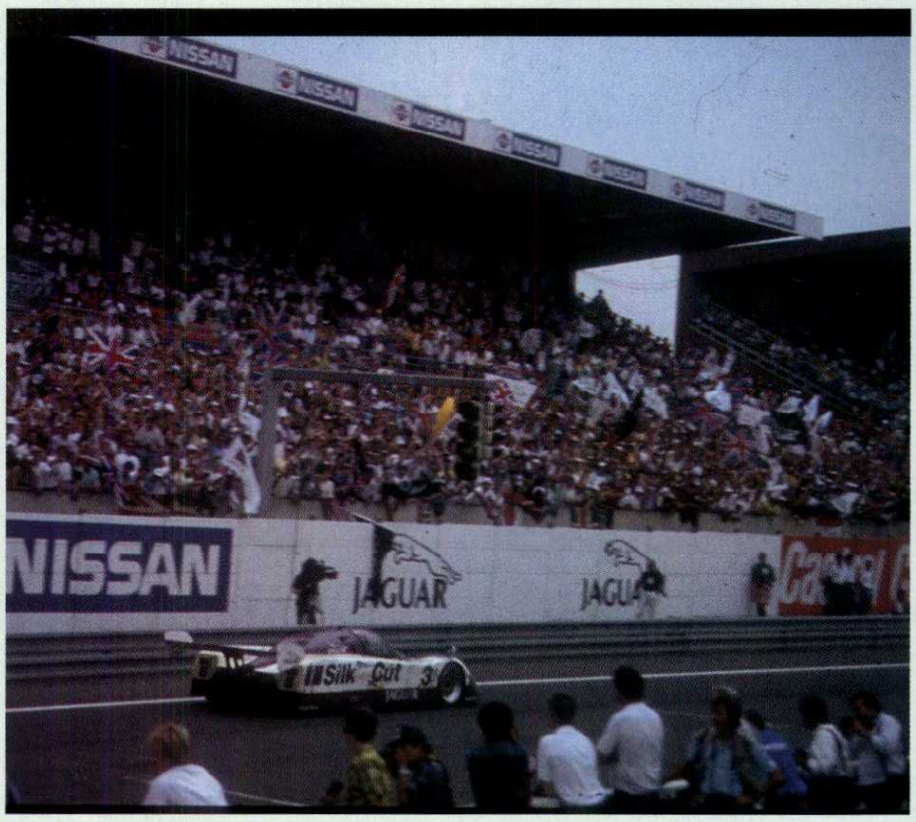


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Derek Bell in Arbarth PA2, Clermont-Ferrand June23rd 1974. Fastest race lap.

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Bjorn Waldegard on the 1975 RAC Rally, Clipstone Forest.

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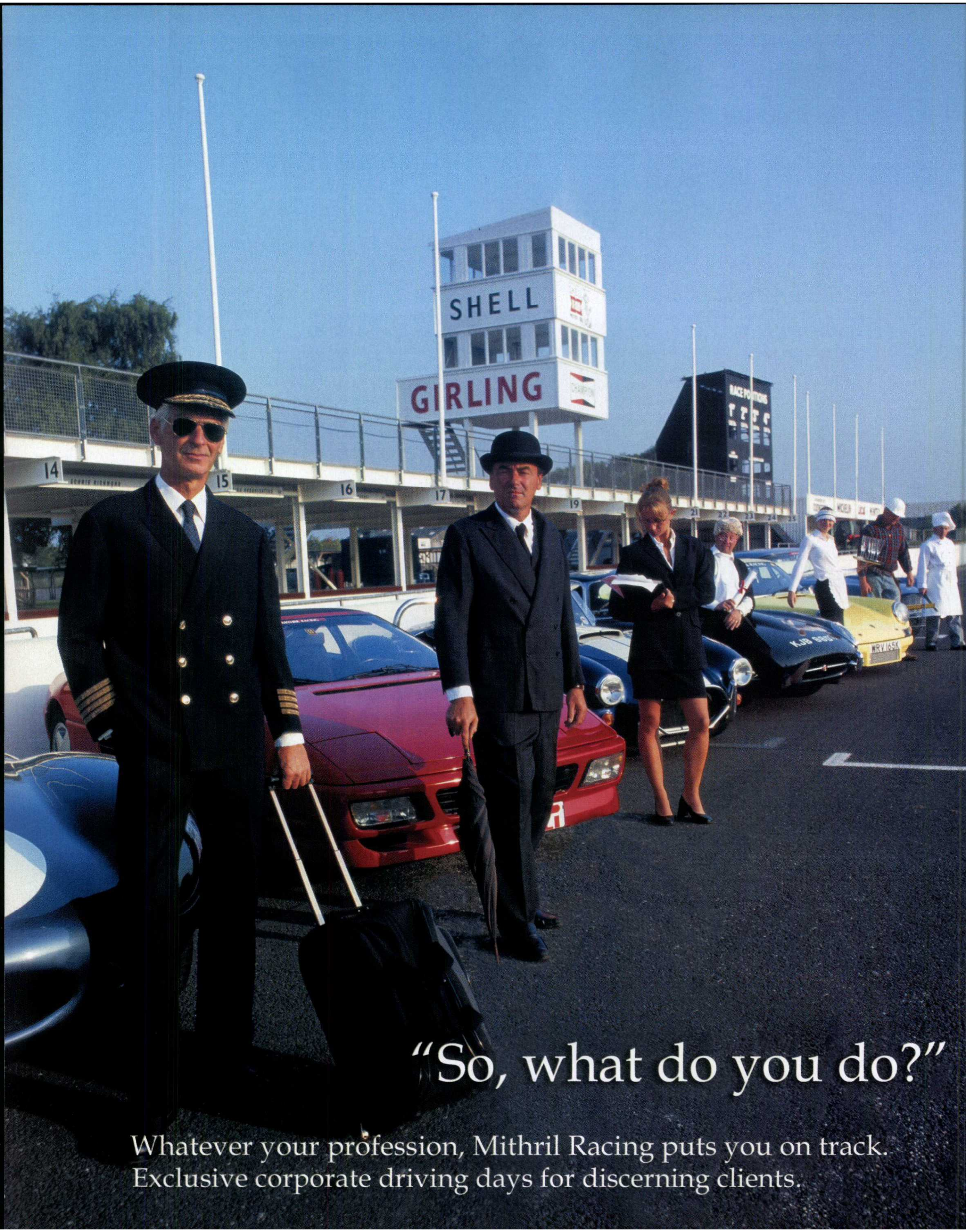




Mini Magic at Monte Carlo

2004 represents the 40th Anniversary of Paddy Hopkirk and Henry Liddon winning the Monte Carlo Rally. To commemorate this anniversary in the Mini's 45th Year the Mini Cooper Register has arranged a tour to Monte Carlo to celebrate this special achievement.

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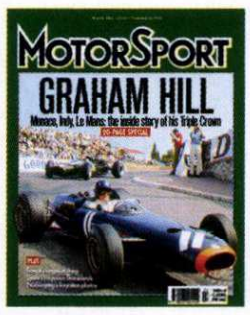
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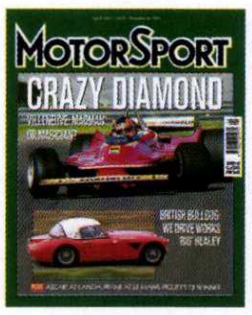
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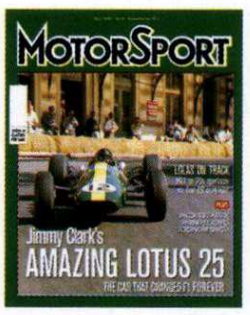
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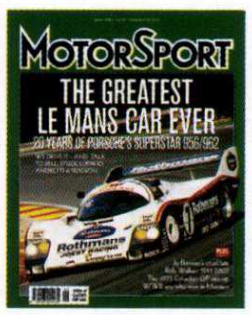
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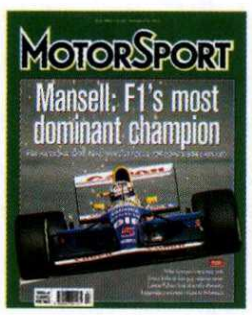
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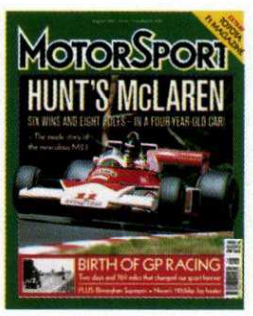
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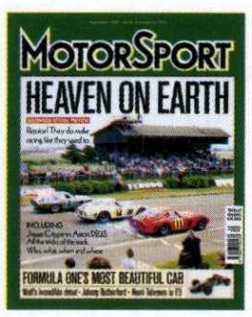
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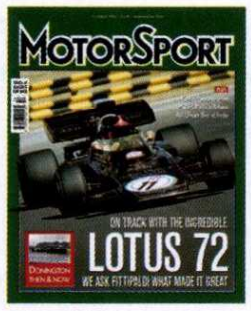
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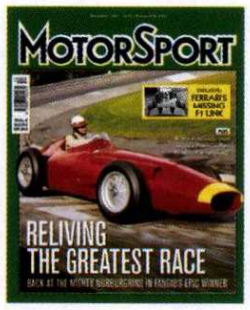
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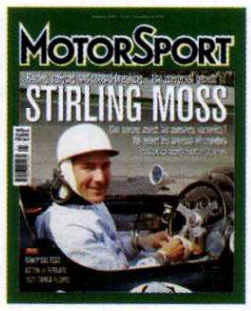
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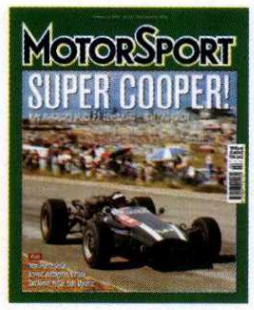
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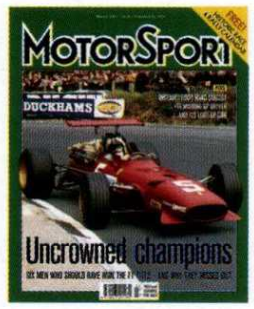
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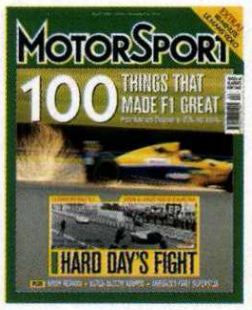
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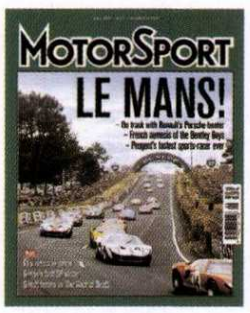
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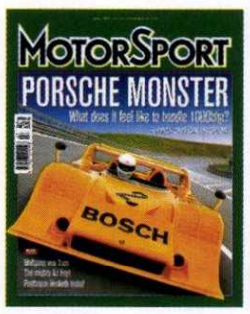
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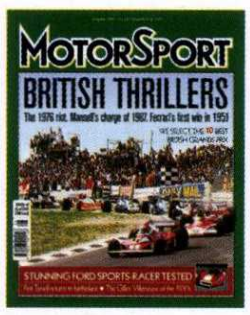
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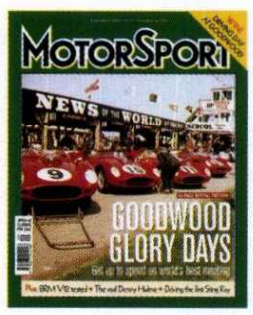
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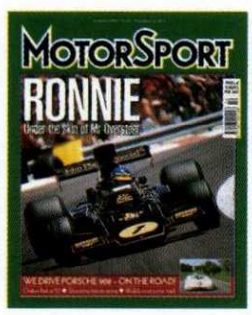
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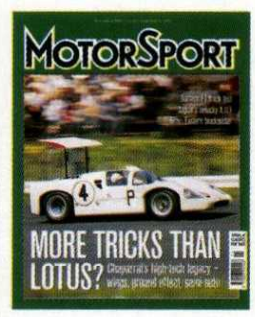
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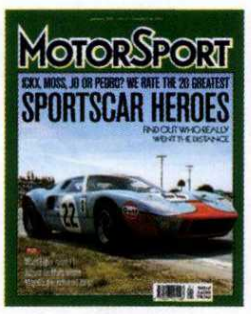
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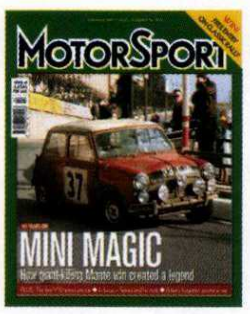
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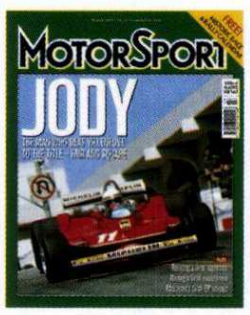
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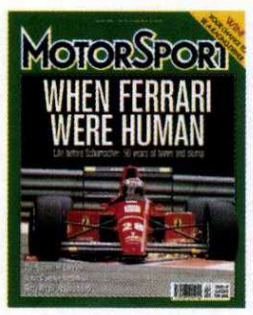
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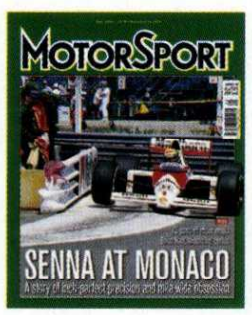
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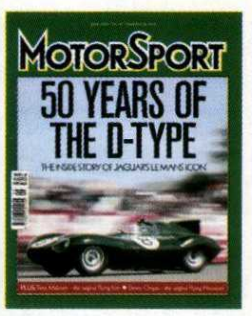
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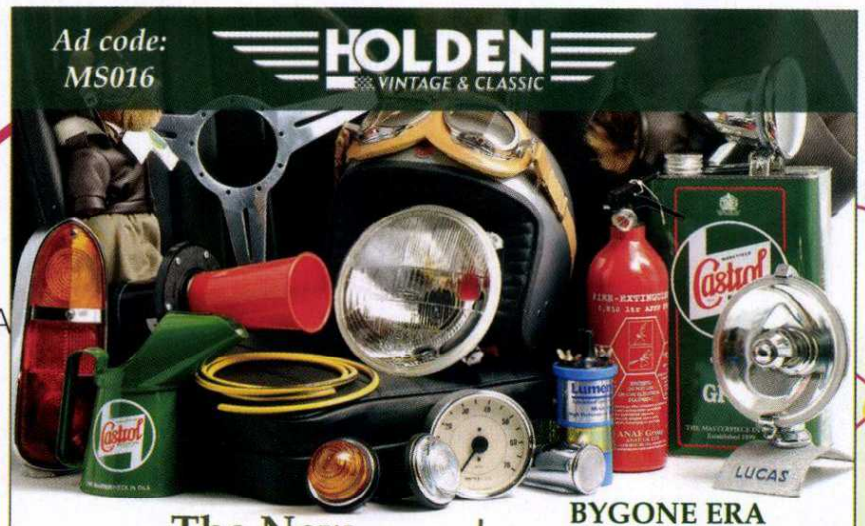
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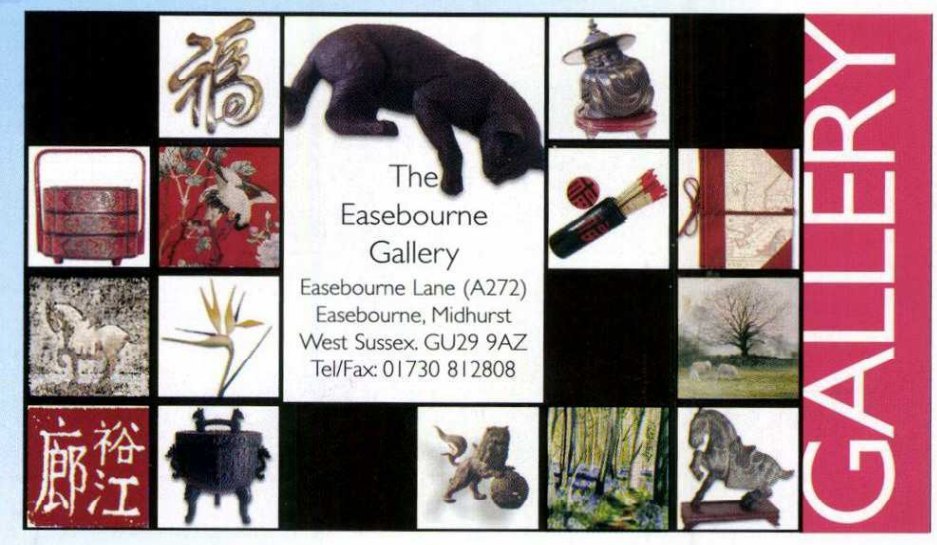
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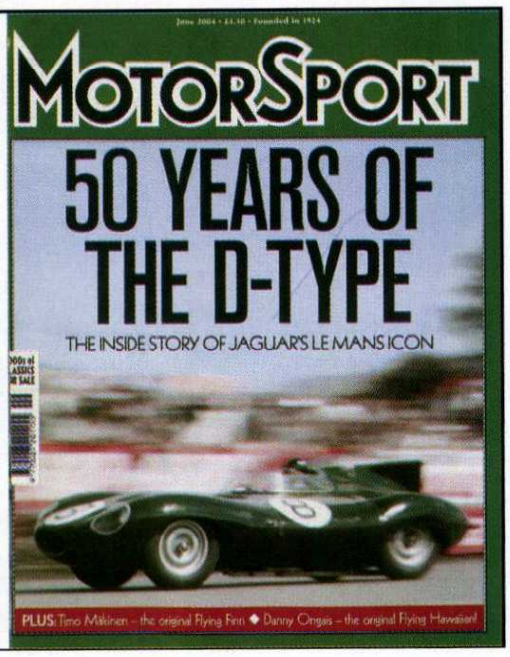


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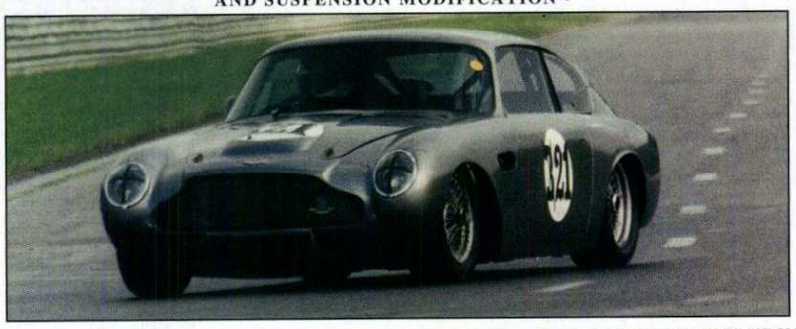
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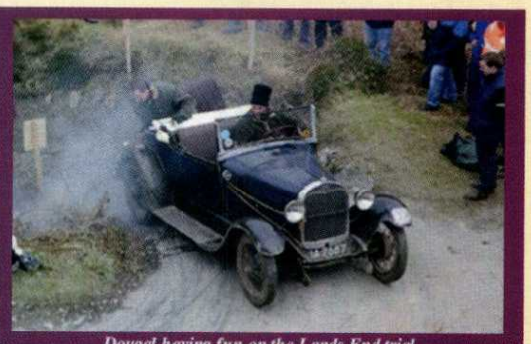


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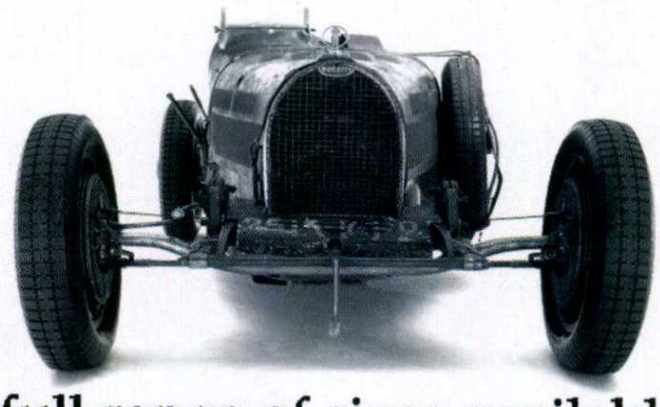
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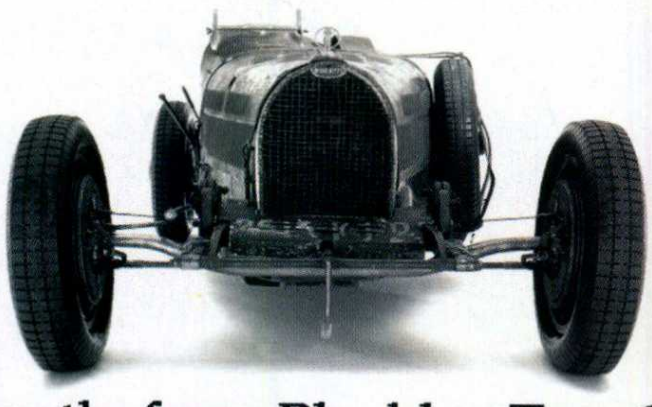
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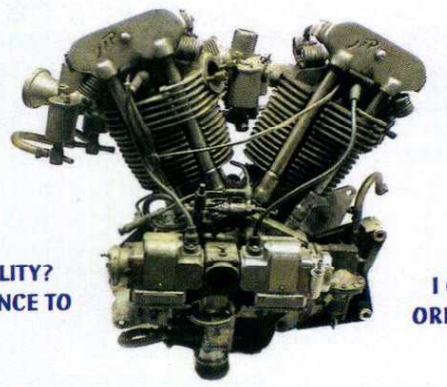
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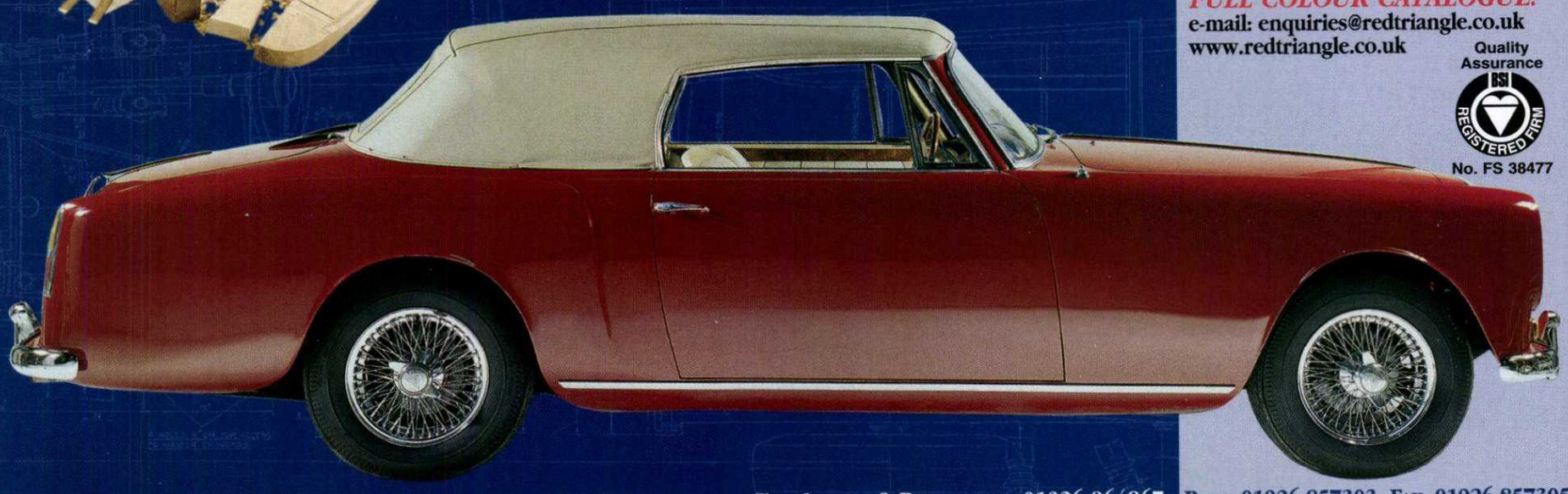
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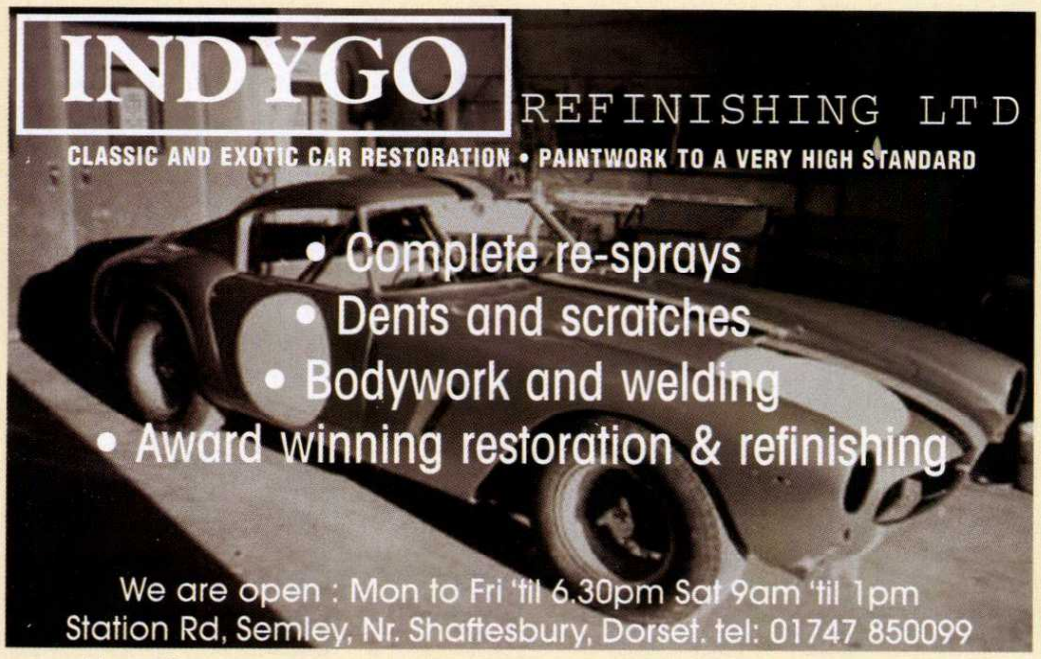
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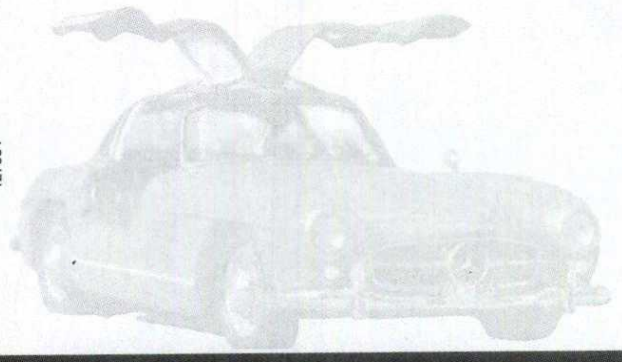
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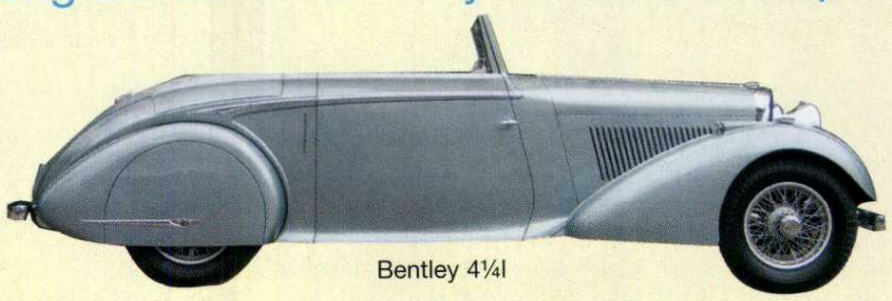
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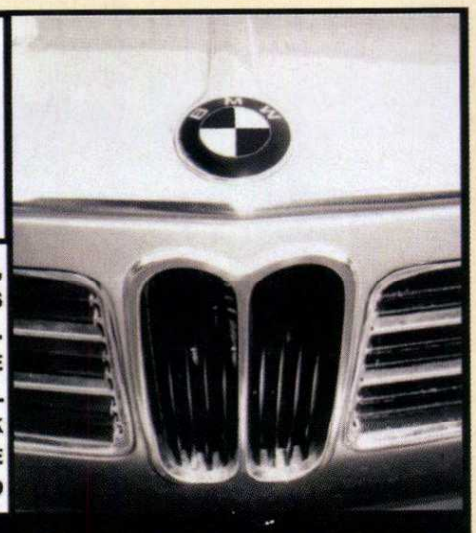
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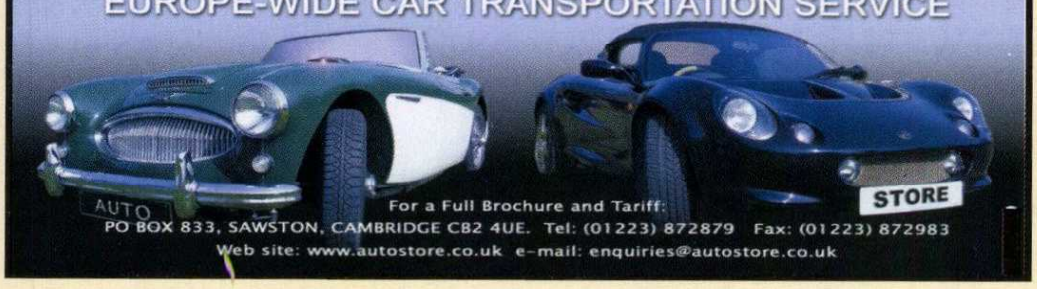
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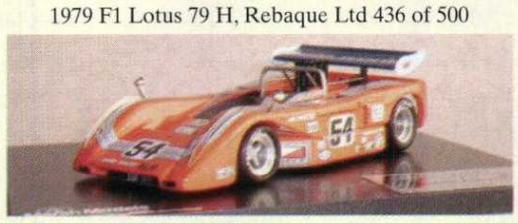
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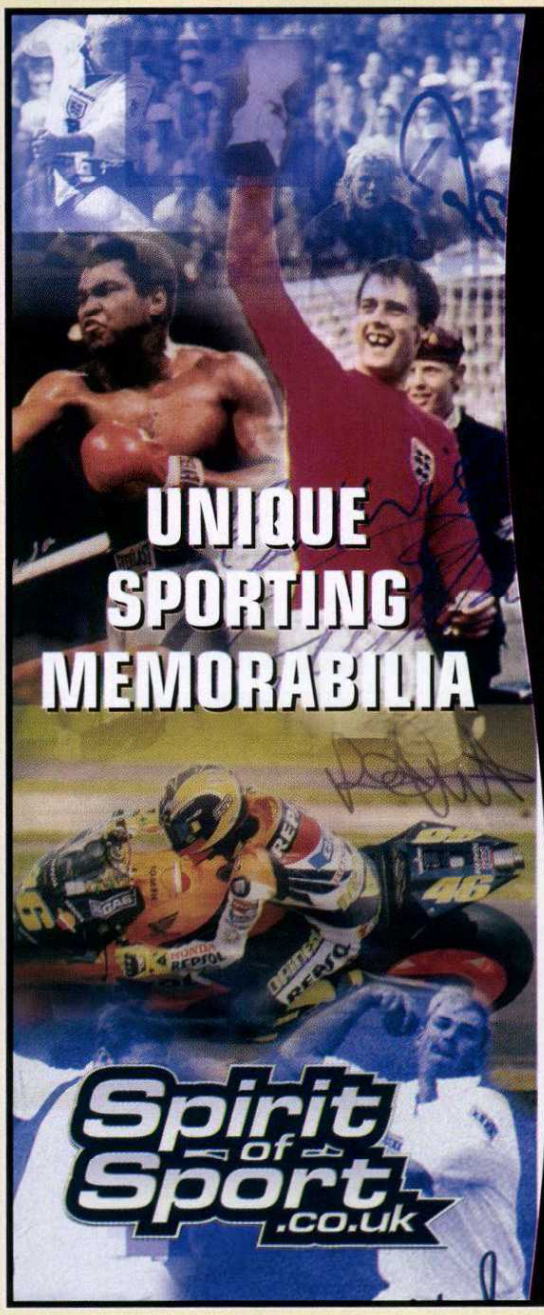
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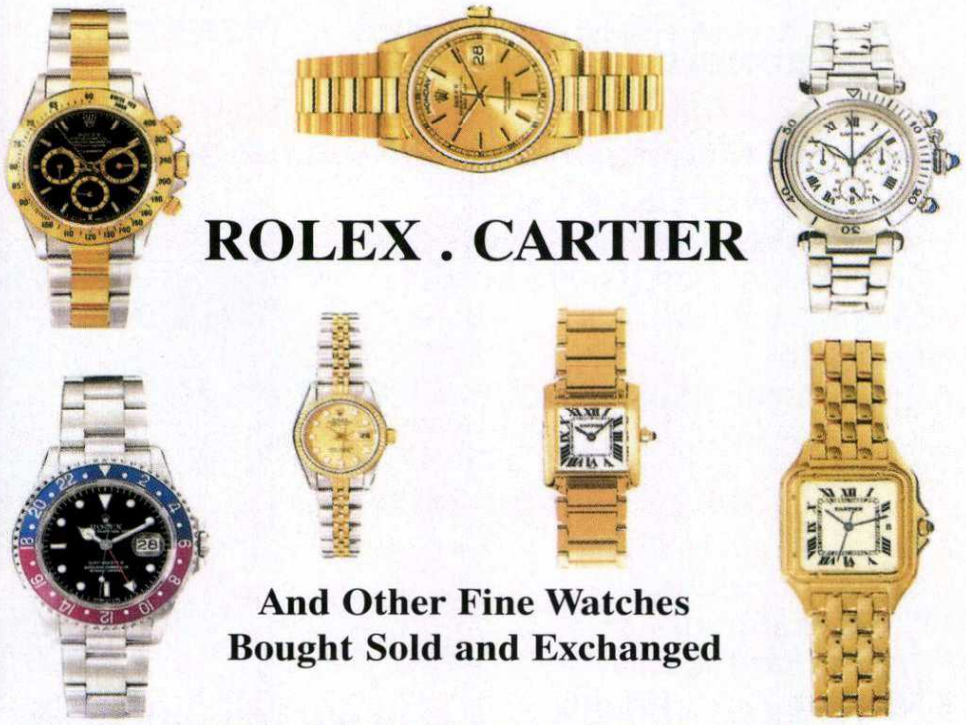
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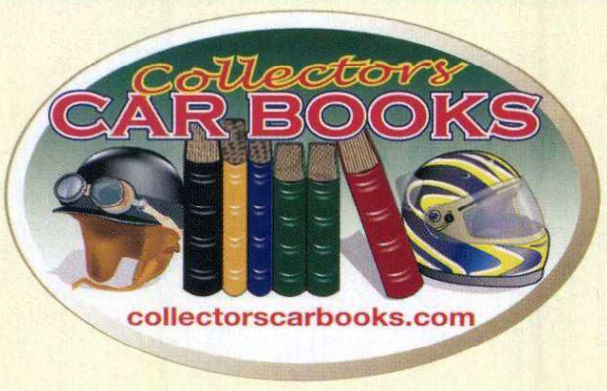
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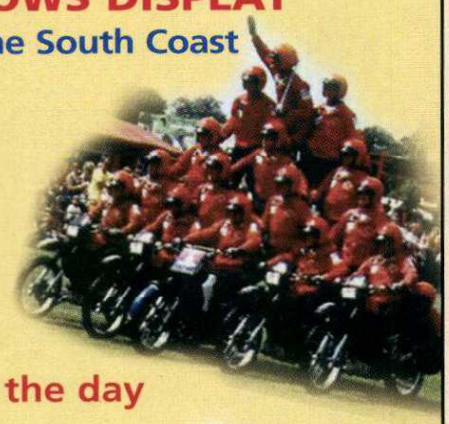
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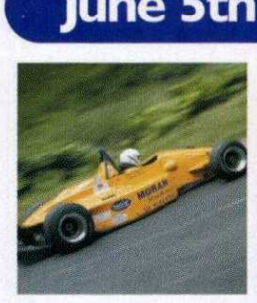
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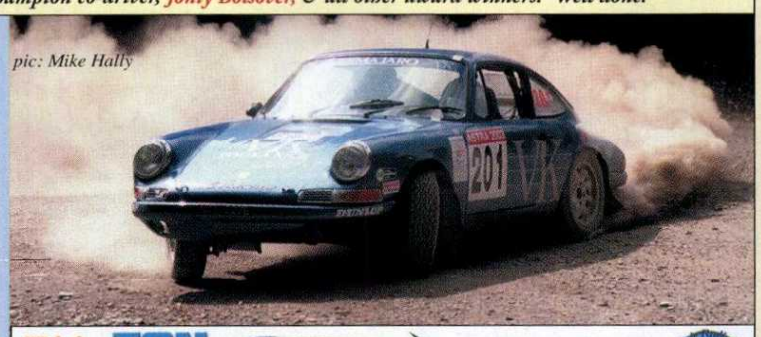
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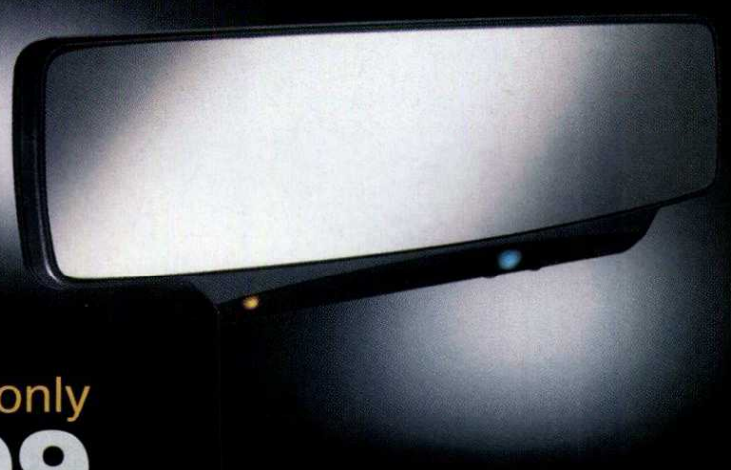
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1	CTC600	6 dr chest	19kg	~~£52.82~~	£41.95	£49.29	SLASHED
	CTC900	9 dr chest	19kg	~~£70.44~~	£49.95	£58.69	
	CTC500	5 dr cabinet	35kg	~~£105.69~~	£84.95	£99.82	
2	CTC800	8 dr chest/cab set	19kg	~~£117.44~~	£84.95	£99.82	
	CTC700	7 dr cabinet	35kg	~~£140.94~~	£99.96	£117.45	
	CTC1300	13 dr chest/cab	19kg	NEW	£139.95	£164.44	
	PROFESSIONAL RANGE						
3	CTC103	3 dr step up chest	35kg	~~£52.82~~	£39.95	£46.94	
4	CTC106	6 dr drop front	35kg	~~£76.32~~	£54.95	£64.57	
5	CTC109	9 dr chest	35kg	~~£82.19~~	£64.95	£76.32	
6	CTC105	5 dr trolley	42kg	~~£164.44~~	£129.95	£152.69	
7	CTC107	7 dr trolley	42kg	~~£199.69~~	£159.95	£187.94	

*Maximum rating for full width drawers

Clarke® HD

- Tote tray supplied with every tool chest
- Protective anti-slip liners and identification inserts
- Tough nickel plated side handles and lid brackets
- **36kg maximum load for full width drawers**

SAVE UP TO £23.50

PRO CHESTS

	MODEL	DESCRIPTION	WAS INC VAT	EX VAT	INC VAT	
	CFS306	6 Drawer-drop front	~~£82.19~~	£59.95	£70.44	SLASHED
	CFS309	9 Drawer Tool Chest	~~£105.69~~	£74.95	£88.07	
	CFS312	12 Drawer-extra deep	~~£152.69~~	£109.95	£129.19	
1	CFS308	8 Drawer Tool Chest	~~£93.94~~	£69.95	£82.19	
	CFS310	10 Drawer Tool Chest	~~£129.19~~	£89.95	£105.69	

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

HEAVY DUTY PROFESSIONAL TOOL CHESTS & CABINETS

HEAVY DUTY

MAX LOADING 500KG

TOTE TRAY SUPPLIED WITH CBB204, 205, 206, 209



SLASHED
3 £119.95 EX-VAT
£140.94 INC-VAT
WAS £164.44 INC VAT



BALL BEARING DRAWER RUNNERS PROVIDE SUPER SMOOTH GLIDING ACTION

TROLLEYS SUPPLIED WITH PROTECTIVE TOP MAT

THE ULTIMATE IN TOOL STORAGE! Top quality HEAVY DUTY PLUS tool chests & cabinets.

SLASHED
6 £199.95 EX-VAT
£234.94 INC-VAT
WAS £270.19 INC VAT

- Extra heavy gauge double wall steel construction

SAVE UP TO £35.25



MASSIVE PRICE CUTS

BEST BUY Auto EXPRESS



5" CASTORS

	MODEL	DESCRIPTION	DRAWER LOAD*	WAS INC VAT	EX VAT	INC VAT	
1	CBB204	4 Dr chest	38kg	~~£105.69~~	£74.95	£88.07	SLASHED
2	CBB205	5 Dr chest	38kg	~~£117.44~~	£89.95	£105.69	
	CBB206	6 Dr chest	38kg	~~£129.19~~	£94.95	£111.57	
3	CBB209	9 Dr chest	38kg	~~£164.44~~	£119.95	£140.94	
4	CBB203	3 Dr step up	38kg	~~£79.84~~	£54.95	£64.57	
5	CBB215	5 Dr cabinet	43kg	~~£229.07~~	£169.95	£199.69	
6	CBB217	7 Dr cabinet	43kg	~~£270.19~~	£199.95	£234.94	
7	CBB212	3 Dr cabinet	43kg	~~£164.44~~	£129.95	£152.69	
	CBB213	3 Dr cabinet	43kg	~~£211.44~~	£159.95	£187.94	

*Maximum rating for full width drawers

BALL BEARING ROLLER DRAWERS

Clarke HD PLUS

EXTRA LARGE TOOL CHEST/CABINET

GAS STRUTS Holds lid open

MASSIVE PRICE CUTS

SLASHED
£219.95 EX-VAT
£258.44 INC-VAT
WAS £270.19 INC VAT

HEAVY DUTY

MAX LOADING 1000KG





EXTRA DEEP DRAWERS

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

SLASHED
£369.95 EX-VAT
£434.69 INC-VAT
WAS £446.44 INC VAT



BALL BEARING RUNNERS

BLUE LINE INDUSTRIAL ALSO AVAILABLE

SEE OUR MAIN ADVERT!

Machine Mart

Where Quality Costs Less

NEW STORE ILFORD NOW OPEN

727 AMAZING REDUCTIONS

Clarke WORKSHOP CRANES



FROM ONLY £119.95 EX VAT £140.94 INC VAT

SAVE UP TO £11.75

MODEL	DESC.	EX VAT	INC VAT
CFC500S	1/2 ton	£119.95	£140.94
CFC500F	1/2 ton folding	£139.95	£164.44
CFC100	1 ton folding	£139.95	£164.44
CFC1000‡	1 ton large folding	£159.95	£187.94
CFC1000LR‡	1 ton long reach	£149.95	£176.19
HDC100	1 ton pro	£299.95	£352.44
HDC200	2 ton pro	£599.00	£703.83

REDUCED

‡ REDUCED!
CFC1000LR WAS £187.94 inc.VAT
CFC1000 WAS £199.69 inc. VAT

MASSIVE PRICE CUTS

Fully tested to proof load

TIGER TURBO AIR COMPRESSOR

TIGER 8/40

SLASHED

FROM ONLY £79.95 EX VAT £93.94 INC VAT

SAVE OVER £23



MASSIVE PRICE CUTS

OF*
Oil Free
† Belt Driven

OTHER MODELS IN THE RANGE

MODEL	MOTOR	CFM	TANK	WAS INC VAT	EX VAT	INC VAT
8/45*	1.5Hp	6.3	24ltr	£111.57	£84.95	£99.82
8/40	1.5Hp	7	24ltr	£117.44	£79.95	£93.94
8/65	1.5Hp	7	50ltr		£179.95	£211.44
9/55†	2.0Hp	8	50ltr	£317.19	£249.95	£293.69
10/70†	2.0Hp	9	50ltr	£364.19	£254.95	£299.57
15/55	3.0Hp	14	50ltr		£259.95	£305.44
15/65†	3.0Hp	14	50ltr		£349.95	£411.19

REDUCED

Clarke LOAD LEVELLER

CLL500



MASSIVE PRICE CUTS

REDUCED £24.95 EX VAT £29.32 INC VAT

WAS £32.84 INC VAT SAVE £3.52

FOR FAST EASY LOAD LEVELLING

- Precision load leveller features fine screw adjustment for precise levelling of awkward shape engines/gearboxes up to 500kg
- Includes chain & hooks • 730x139x175 (LWH)

Clarke AXLE STANDS



SOLD IN PAIRS

MASSIVE PRICE CUTS

FROM ONLY £12.95 EX VAT £15.22 INC VAT

- Ratchet action for quick height adjustment

MODEL	MIN HT	MAX HT	EX VAT	INC VAT
CAX3TBC 3 Ton	300	430	£12.95	£15.22
CAX6TBC 6 Ton	400	615	£17.95	£21.09

REDUCED

‡ REDUCED! CAX6TBC was £23.44 inc.VAT

Clarke AIR TOOLS & SPRAY GUNS



MASSIVE PRICE CUTS

TYPE	MODEL	EX VAT	INC VAT
Pro Spray Gun*	-	£17.95	£21.09
Super Pro Spray Gun	SP14C	£29.95	£35.19
Super Pro Spray Gun	SP18C	£29.95	£35.19
Air Hammer	CAT29B	£15.95	£18.74
Die Grinder Set	CAT36B	£20.99	£24.66
Grit blast gun*	SB1	£21.95	£25.79
Spot blast gun	SB2	£24.95	£29.32
6" Dual Action sander	CAT80	£24.95	£29.32
1/2 Sq. Drive Ratchet	CAT22B	£26.95	£31.67
3/8" Air drill	CAT27B	£27.95	£32.84
14pce 1/2" Ratchet set	CAT221B	£35.95	£42.24
13pce 1/2" Impact wrench set	CAT231B	£39.95	£46.94
High Speed Saw	CAT26B	£28.95	£34.02

REDUCED

*REDUCED SB1 was £28.14 inc.Vat. Pro spray gun was £23.44 inc.Vat
CAT29B was £19.92 inc. Vat.

Clarke INDUSTRIAL AIR COMPRESSORS

H/DUTY

FROM ONLY £259.95 EX VAT £305.44 INC VAT

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



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

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

#Supplied with direct on-line starter

REDUCED

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

KLAMP-IT SECURITY POSTS



A range of security posts to protect against vehicle theft, ram raid attacks and restricts access to driveways. Zinc plate finish to withstand corrosion. Complete with high security padlock.

SEE CATALOGUE/ WEBSITE FOR FULL RANGE

FROM ONLY £39.95 EX VAT £46.94 INC VAT

KTP3T extends to 570mm, concrete into ground

KCP extends to 730mm, bolt mounted

MODEL	DESCRIPTION	DETERS	EX VAT	INC VAT
KCP	Removable compact	Parking/ theft	£39.95	£46.94
KTP3P	H/D telescopic	Ram raid	£79.95	£93.94

Clarke CHAIN BLOCKS



- Hardened alloy steel chain
- Mechanical load brake
- Heat treated and ground gears shaft and pinion
- Compact gear housing
- CE approved

FROM ONLY £39.95 EX VAT £46.94 INC VAT

MODEL	CAP.	LIFT HEIGHT	EX VAT	INC VAT
CCH500	500Kg	3.2m	£39.95	£46.94
CCH1000	1000Kg	3.2m	£49.95	£58.69
CCH2000	2000Kg	3.3m	£59.95	£70.44
CCH3000	3000Kg	3.4m	£69.95	£82.19
CCH5000	5000Kg	3.5m±	£99.95	£117.44

Clarke BATTERY CHARGERS ENGINE STARTERS

FROM ONLY £34.95 EX VAT £41.07 INC VAT

SAVE UP TO £11.75



MASSIVE PRICE CUTS

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

MODEL	MAX CHARGE	MAX AMPS	WAS INC VAT	EX VAT	INC VAT
BC100B	15 amps	100		£34.95	£41.07
BC120E	15 amps	120	£69.27	£53.95	£63.39
BC130	15 amps	120	£49.94	£39.99	£46.99
BC210E	25 amps	200	£93.94	£74.95	£88.07
BC410E	35 amps	400	£117.44	£97.95	£115.09
BC320E	35 amps	310	£140.94	£109.95	£129.19
BC520E	50 amps	510		£154.95	£182.07

REDUCED

Clarke 5 PCE AIR TOOL KIT

KIT1000



MASSIVE PRICE CUTS

REDUCED £16.99 EX VAT £19.96 INC VAT

WAS £23.44 INC VAT SAVE £3.48

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

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

Clarke ENGINE STANDS



MASSIVE PRICE CUTS

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

FROM ONLY £27.95 EX VAT £32.84 INC VAT

REDUCED! NOW ONLY £27.95 EX VAT £32.84 INC VAT WAS £35.19 INC VAT

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

Fully tested to proof load

ONLY £39.95 EX VAT £46.94 INC VAT

Clarke AUTOMOTIVE WHEEL DOLLY

SOLD IN PAIRS



MASSIVE PRICE CUTS

BIG 3" CASTORS

REDUCED £42.50 EX VAT £49.94 INC VAT

WAS £56.34 INC VAT SAVE £6.40

- Four swivel castors for easy movement in confined spaces
- H/D steel construction - load rating 500kg per dolly

Clarke JERRY CANS



Fixed & flexible spouts available

FROM ONLY £8.95 EX VAT £10.52 INC VAT

DESCRIPTION	EX VAT	INC VAT
Red 5ltr NEW	£8.95	£10.52
Red 10ltr	£10.95	£12.87
Red 20ltr	£12.95	£15.22
Green 20ltr	£12.95	£15.22

Optional vehicle bracket ONLY £17.95 Ex VAT £21.09 Inc VAT

Clarke H/DUTY BLAST CABINET



MASSIVE PRICE CUTS

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

REDUCED £94.95 EX VAT £111.57 INC VAT

WAS £116.90 INC VAT SAVE £5.33

ALSO: Aluminium oxide powder from only £19.95 EX VAT £23.44 INC VAT

Clarke ANGLE GRINDERS

CAG115C BEST BUY Practical Householder

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

Inc. disc & handle

MODEL	DUTY	MOTOR	EX VAT	INC VAT
CAG121*	DIY	500w	£12.95	£15.22
CAG115*	PRO	500w	£25.95	£30.49
CAG115C*‡	PRO	720w	£24.95	£29.32
CAG230#	PRO	1700w	£32.95	£38.72

*115mm disc #230mm disc
‡ REDUCED CAG115C was £31.67 inc.VAT

Clarke ELECTRIC WINCHES

FROM ONLY £119.95 EX VAT £140.94 INC VAT



MASSIVE PRICE CUTS

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

MODEL	POWER	X1 CABLE	X2 CABLE	EX VAT	INC VAT
CHP250	530	125kg	250kg	£119.95	£140.94
CHP400‡	880	200kg	400kg	£149.95	£176.19

REDUCED

‡ REDUCED! CHP400 was £187.94 inc.VAT

Clarke TROLLEY JACKS/ AXLE STAND SETS

FROM ONLY £22.95 EX VAT £26.97 INC VAT



MASSIVE PRICE CUTS

MODEL	EX VAT	INC VAT
DIY Jack & Stands CTJ2ZA‡	£22.95	£26.97
Pro Jack & Stands CTJ2000GA	£59.95	£70.44

REDUCED

‡ REDUCED! CTJ2ZA was £29.32 inc.VAT

Clarke BODY REPAIR KITS

10 TON KIT H/Duty pump, ram, wedge ram and accessories, in a tough steel case.
ONLY £109.95 EX VAT £129.19 INC VAT

FROM ONLY £64.95 EX VAT £76.32 INC VAT



MASSIVE PRICE CUTS

4 TON KIT
Spreader wedge ram & accessories

REDUCED! NOW ONLY £64.95 EX VAT £76.32 INC VAT WAS £82.19 INC VAT

Clarke CAR TRANSPORTER LASHING



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

ONLY £12.99 EX VAT £15.26 INC VAT

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.49 EX VAT £8.80 INC VAT



MODEL	EX VAT	INC VAT	MODEL	EX VAT	INC VAT
2 ton	£7.49	£8.80	8 ton	£19.95	£23.44
4 ton	£9.95	£11.69	12 ton	£24.95	£29.32
6 ton	£12.75	£14.98	20 ton	£36.95	£43.42

Clarke CAR CREEPERS & MECHANICS SEAT



- Car creepers feature padded backs and head rests for maximum comfort

CMC45 FROM ONLY £10.99 EX VAT £12.91 INC VAT

‡ REDUCED! CMC36 was £22.27 inc.VAT CMC45 was £25.79

MODEL	DESCRIPTION	EX VAT	INC VAT
CMC36‡	Car Creeper	£16.95	£19.92
CMC40	Creeper with tool tray	£24.95	£29.32
CMC45	Creeper with adj head	£19.95	£23.44
CMS1	Mechanics Seat	£10.99	£12.91

REDUCED

Clarke 2 TONNE TROLLEY JACKS

FROM ONLY £12.95 EX VAT £15.22 INC VAT



MASSIVE PRICE CUTS

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

MODEL	EX VAT	INC VAT
DIY CTJ2*	£12.95	£15.22
DIY (long) CTJ2L*	£14.99	£17.61
Semi Pro CTJ2LR	£24.95	£29.32
Quick Lift CTJ2Q	£22.95	£26.97
Pro CTJ2000G‡	£46.95	£55.17

REDUCED

‡ REDUCED! CTJ2000G was £58.69 inc.VAT

Clarke IMPACT WRENCH

ONLY £24.95 EX VAT £29.32 INC VAT

12V DC 1/2" DRIVE CIR-13



- Portable, lightweight impact wrench for easy removal of wheel nuts
- Up to 115ft/lbs of torque
- Battery clips or cigarette lighter terminals
- Includes 17, 19, 21 and 23mm impact sockets

Clarke GENERATOR - G900

SLASHED £269.95 EX VAT £317.19 INC VAT

WAS £352.44 INC VAT



4 STROKE ENGINE

700W SUPER QUIET

SAVE OVER £35

- 2 x 230v outlets
- 12v DC battery charge

Clarke HYDRAULIC PRESSES

FROM ONLY £169.95 EX VAT £199.69 INC VAT

PROFESSIONAL QUALITY



MASSIVE PRICE CUTS

SAVE UP TO £23.50

MODEL	EX VAT	INC VAT
10 ton bench‡	£169.95	£199.69
10 ton floor‡	£189.95	£223.19
15 ton floor	£369.95	£434.69
25 ton floor‡	£569.95	£669.69
50 ton floor	£998.00	£1,172.65

REDUCED

‡REDUCED 10 ton bench was £209.74
10 ton floor was £232.65
25 ton floor was £693.19

Clarke DIGITAL MULTIMETERS



CDM10 • 19 position
- 10 amp facility

ONLY £6.99 EX VAT £8.21 INC VAT

CDM20 • 32 position
- 10 amp facility

ONLY £15.99 EX VAT £18.79 INC VAT

Clarke POWER WASHER

REDUCED £54.95 EX VAT £64.57 INC VAT

WAS £70.44 INC VAT SAVE £5.87



JETSTAR 1700

FULL 100 BAR PRESSURE

- 5M of high pressure hose
- 6lt/min max flow

Clarke ROTARY TOOL SYSTEM

CRT40



REDUCED £25.50 EX VAT £29.96 INC VAT

WAS £35.19 INC VAT SAVE £5.23

MASSIVE PRICE CUTS

Kit includes:
- Rotary tool • 1m flexible drive
- Height adjustable stand with clamp
- 40x accessories/consumables

Clarke FUEL TRANSFER PUMPS

TRANSFER DIESEL ETC

ONLY £84.95 EX VAT £99.82 INC VAT



- Supplied with 4M outlet hose fitted with pump connector and high flow delivery nozzle

MODEL	MAX FLOW	MOTOR	EX VAT	INC VAT
CFT12	40l/min	12v-0.25hp	£84.95	£99.82
CFT24	40l/min	24v-0.25hp	£84.95	£99.82
CFT230	50l/min	230v-0.3hp	£84.95	£99.82

INVERTERS

- Converts 12v DC into 230v AC for the running of mains equipment direct from your vehicle • Will power a huge range of electrical appliances such as a laptop, playstation,TV, digital camera etc. See appliance for wattage requirement.



FROM ONLY £29.95 EX VAT £35.19 INC VAT

WATTS	APPLICATION EXAMPLE	EX VAT	INC VAT
150	Laptop, printer, TV, playstation, digital camera	£29.95	£35.19
330	Video & satallite system	£39.95	£46.94
600	Power tools, small appliances	£89.95	£105.69
800	Small microwave, toaster	£139.95	£164.44
1000	Small fridge	£189.95	£223.19
1500	Vacuum	£279.95	£328.94

Clarke TARPAULINS

DOUBLE SIDED BLUE/SILVER

FROM ONLY £3.80 EX VAT £4.47 INC VAT



- Water and tear resistant

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

SUPERWINCH

FROM ONLY £109.95 EX VAT £129.19 INC VAT



MASSIVE PRICE CUTS

- 12 volts
- Free spool

MODEL	CAP.	WAS INC VAT	EX VAT	INC VAT
T1500	680kg	£140.94	£109.95	£129.19
S2500	1130kg		£199.95	£234.94
S4500	2040kg		£329.95	£387.69

REDUCED

Clarke MEASURING INSTRUMENTS



OTHER SIZES AVAILABLE

MODEL	DESCRIPTION	EX VAT	INC VAT
CM100	150mm/6" Vernier Caliper	£8.49	£9.98
CM145	150mm/6" Digital Vernier	£29.95	£35.19

Clarke JUMPSTART 910 WITH AIR COMPRESSOR



ONLY £42.49 EX-VAT £49.93 INC-VAT

- 12v rechargeable power supply booster starter & air compressor
- Up to 50 hrs of 12v DC supply
- 900 peak amps

QUALITY BATTERY FOR LONGER LIFE AND EXTRA DUTY

MASSIVE PRICE CUTS

Also available without compressor
REDUCED! NOW ONLY £29.95 EX VAT £35.19 INC VAT WA S £41.07 INC VAT

Clarke PA RTS WASHER



FROM ONLY £33.49 EX-VAT £39.35 INC-VAT

FLOOR STANDING
- 45 litre tank
- 1020Ltr/hr pump rate

REDUCED! NOW ONLY £71.95EX VAT £84.54 INC VAT WA S £88.07 INC VAT

BENCH MOUNTED
- 10 litre tank
- 1020Ltr/hr pump rate

ONLY £33.49 EX VAT £39.35 INC VAT

MASSIVE PRICE CUTS

WEBSITE
OVER 4000 PRODUCTS
SEE THE FULL RANGE
ORDER ONLINE
www.machinemart.co.uk



NEW!
SPRING/SUMMER CATALOGUE
plus 285 GREAT NEW PRODUCTS

Collect from your local branch
Order from www.machinemart.co.uk
e-mail: sales@machinemart.co.uk
Telephone 0845 450 1855 (local rate)

Clarke VICE

MULTI - PURPOSE CMV125



REDUCED £37.95 EX-VAT £44.59 INC-VAT WAS £46.94 INC VAT SAVE £2.35

MASSIVE PRICE CUTS

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

Clarke METAL LATHE

CL300M

FLASHER

300mm between centres
LH/RH thread screw cutting
Electronic variable speed
Self centering 3 jaw chuck & guard
Gear change set Power feed

£369.95 EX-VAT £434.69 INC-VAT WAS £469.94 INC VAT



MASSIVE PRICE CUTS

FULL RANGE OF ACCESSORIES AVAILABLE

SAVE OVER £35

Clarke 6 SPEED METAL LATHE

WITH 12 SPEED MILL/DRILL HEAD - CL500M

FLASHER

430mm between centres
Power feed screw cutting facility
- Forward/reverse lathe operation
- Fine feed adjustment for milling

£649.95 EX-VAT £763.69 INC-VAT WAS £822.44 INC VAT

SAVE OVER £58



MASSIVE PRICE CUTS

FULL RANGE OF ACCESSORIES AVAILABLE!

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

ALSO AVAILABLE: CL430 - As above but without the Mill/Drill head.
REDUCED! NOW ONLY £549.95 EX VAT £680.33 INC VAT WAS £680.33 INC VAT
N.B: The Mill/Drill head is not available separately

Clarke DRILL PRESSES



MASSIVE PRICE CUTS

FROM ONLY £29.95 EX-VAT £35.19 INC-VAT

Tables tilt 0-45 left and right
Depth gauge Chuck guards
Chuck sizes:
3mm CDP5DD-CDP251F
6mm CDP301B-CDP451F
0mm CDP501F

Full range of Drill Vices av ailable

F=Bench mounted F=Floor standing

MODEL	WATTS/ SPEEDS	WAS INC VAT	EX VAT	INC VAT	
DP5DD	245/5	£39.89	£29.95	£35.19	REDUCED
DP101B	245/5		£54.95	£64.57	
DP151B	300/5	£99.82	£79.95	£93.94	
DP201B	370/12	£135.70	£109.95	£129.19	
DP251F	370/12	£158.57	£129.95	£152.69	
DP301B	510/12		£139.95	£164.44	
DP351F	510/12	£176.19	£147.95	£173.84	
DP401B	510/16		£159.95	£187.94	
DP451F	510/16		£189.95	£223.19	
DP501F	980/12		£379.95	£446.44	

Includes wet 'T' slot table & worklight

STAYER SANDERS/POLISHERS

PROFESSIONAL QUALITY



FROM ONLY £84.95 EX-VAT £99.82 INC-VAT

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

ONLY £84.95 EX VAT £99.82 INC VAT

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

ONLY £94.95 EX VAT £111.57 INC VAT

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

Clarke POLISHING KITS

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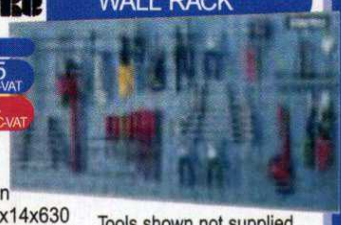
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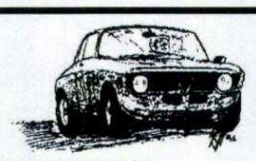
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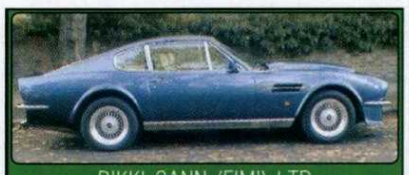


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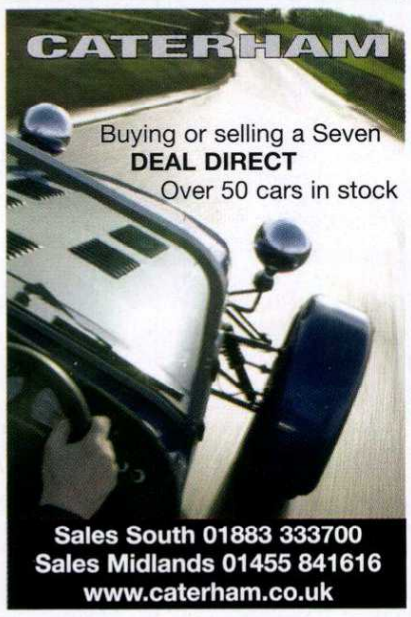
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J



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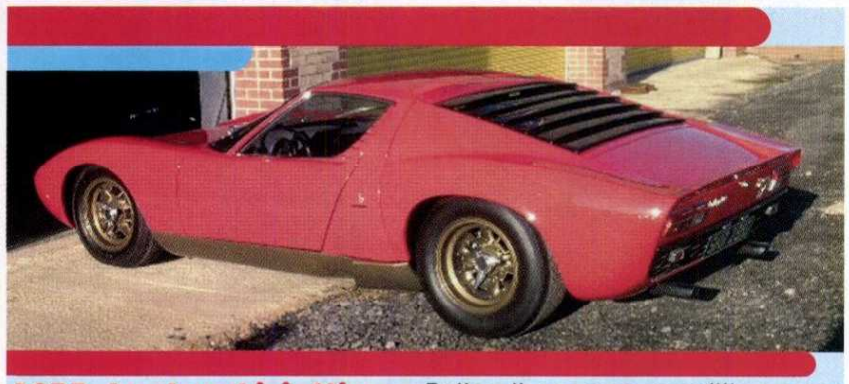
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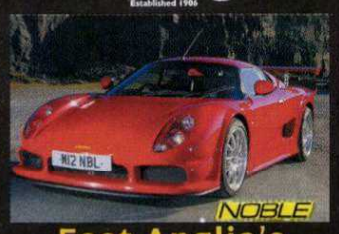
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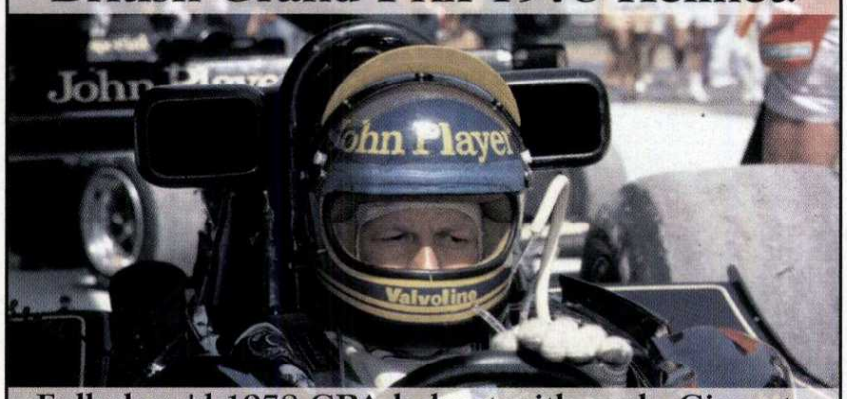
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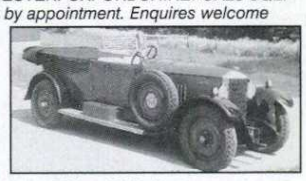
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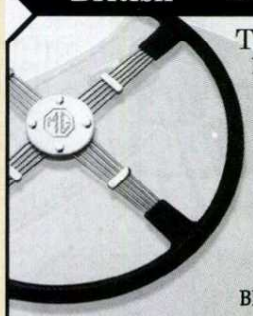
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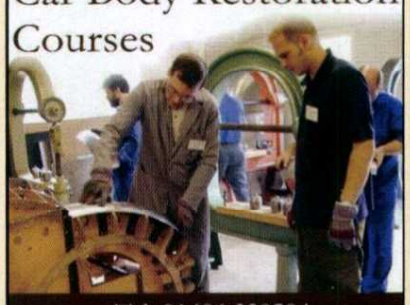
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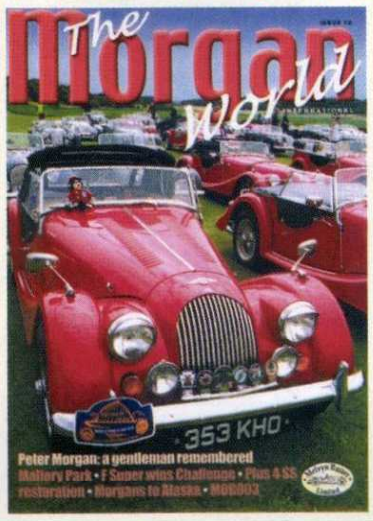
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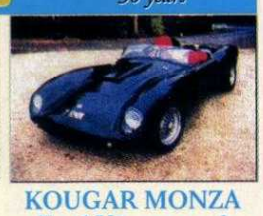
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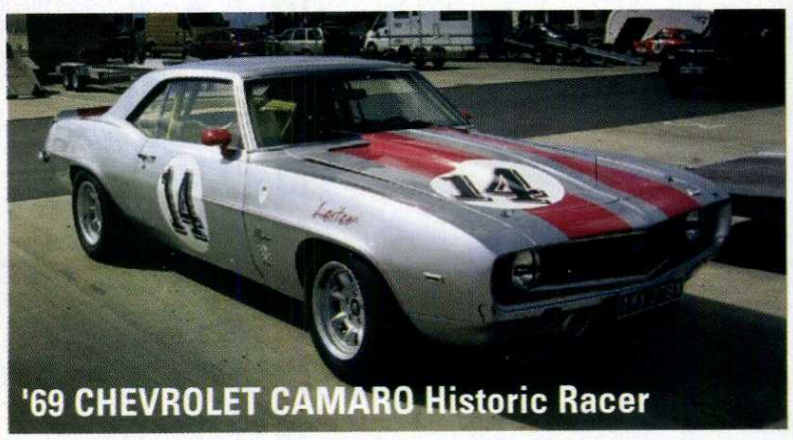
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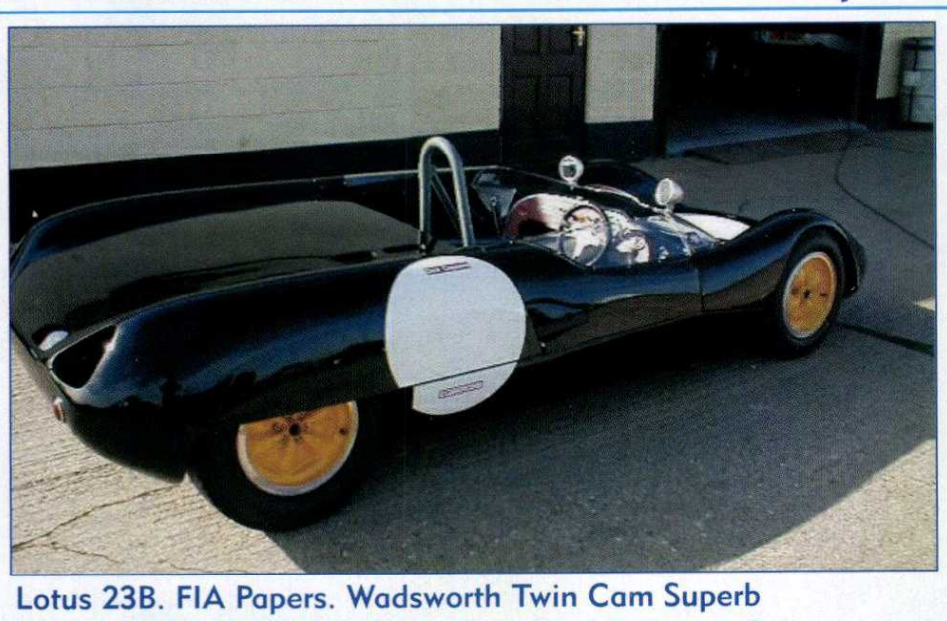
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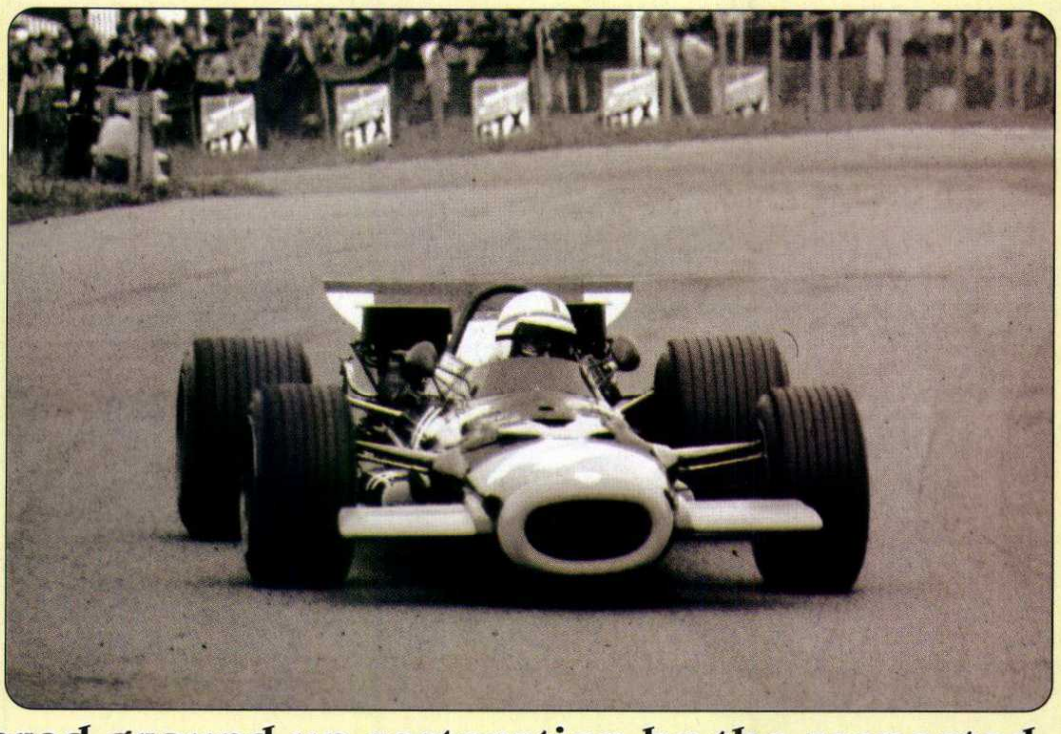
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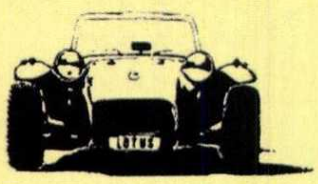
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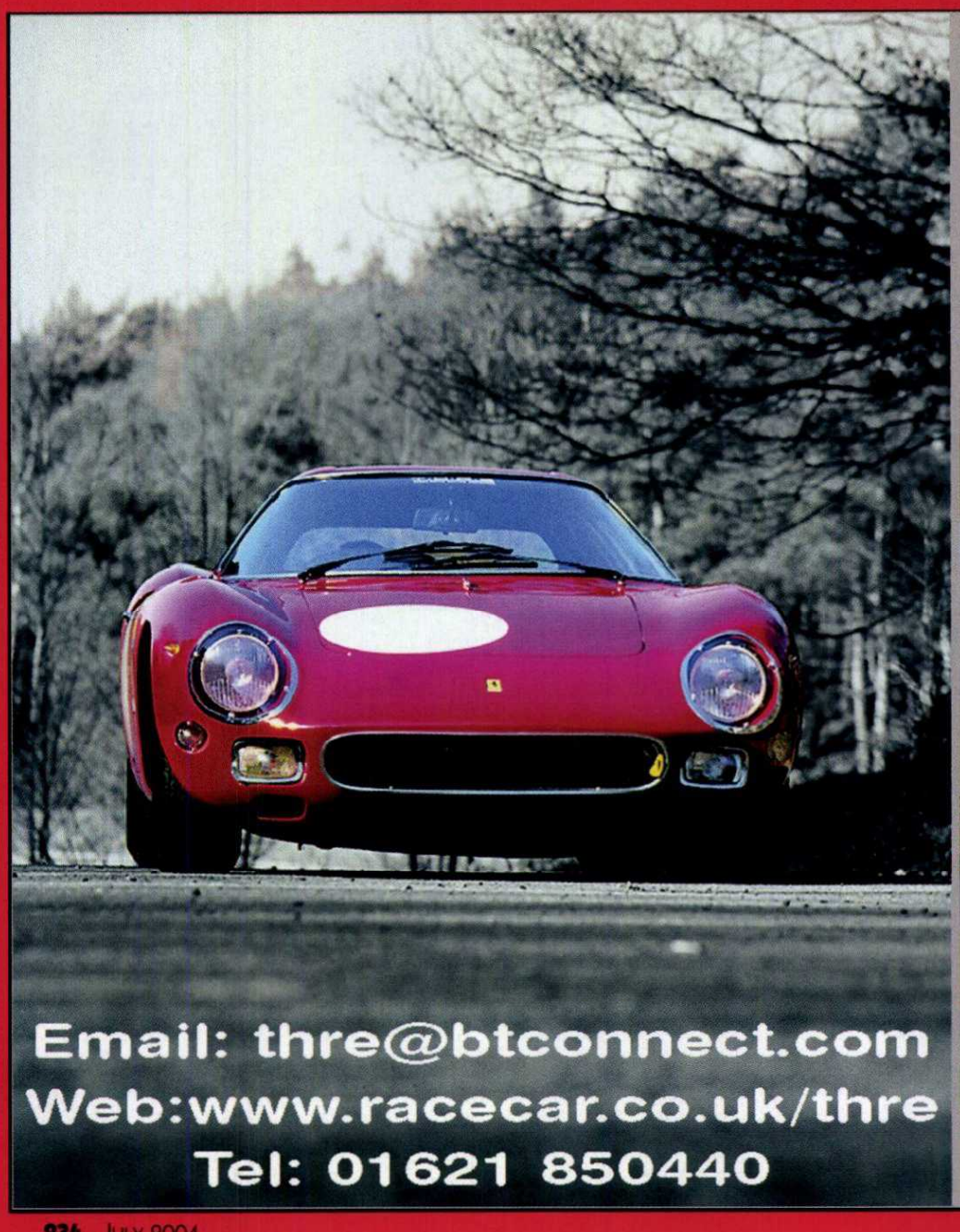
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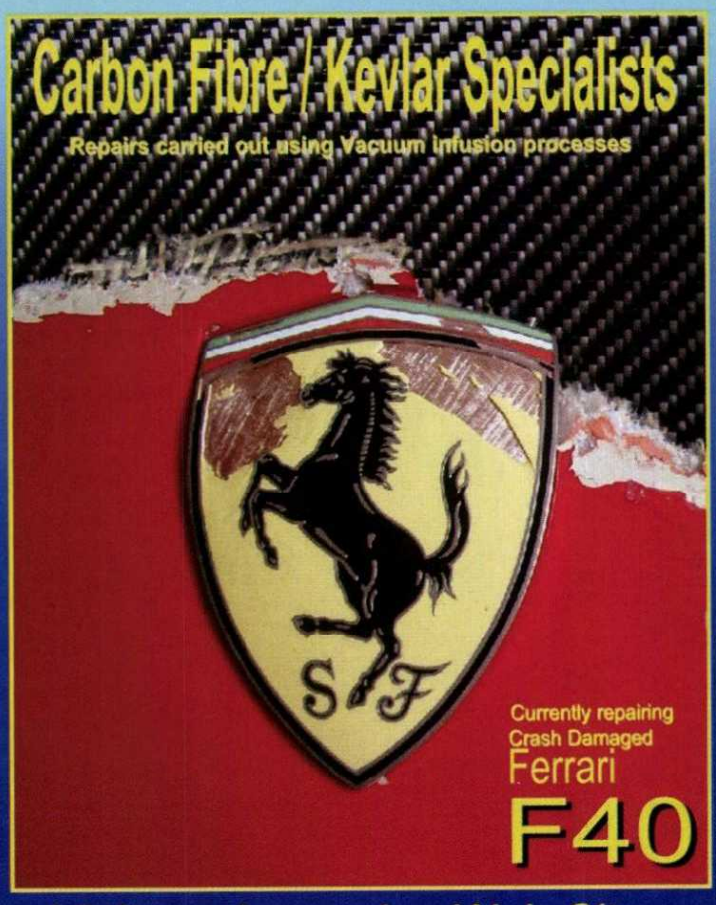
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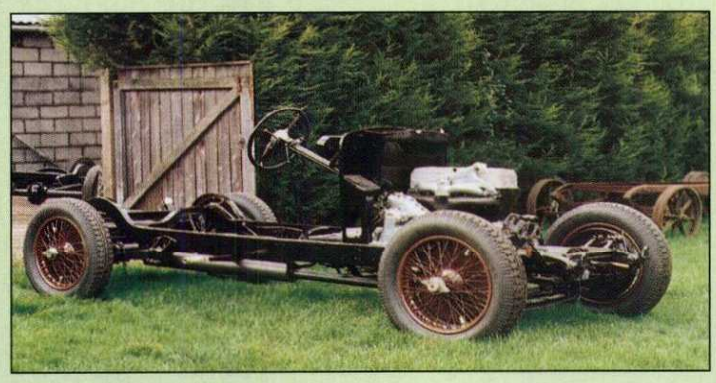
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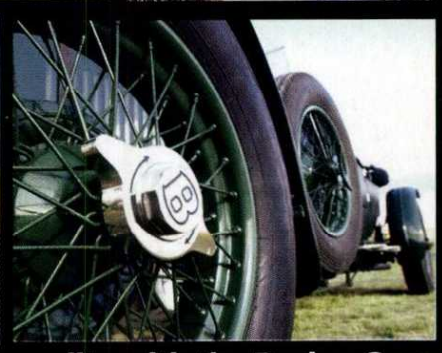


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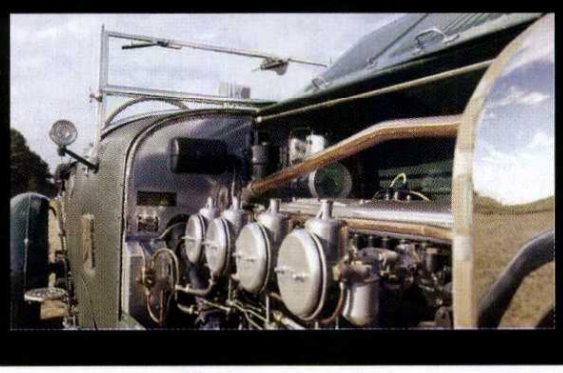






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Within my circle of friends (and for me) this is a time of birthdays, and as our personal odometers click over, we inevitably think of times past. Usually it goes along the lines of "when was the Falklands war?" or "can you believe that song was 23 years ago?" Then there is the inevitable, "well, it was so much better in my day" from the older contingent in the tea room, "the cars were better looking and the birds were faster!" This rosy view of the past has spawned Austin Powers and the retro styling of BMW's Mini, but haven't you forgotten the bad bits, wars, rationing, recession, miners strikes, Labour governments, tax and spend, even the Mini 1275 GT?

True remnants of the past remind us of the reality of the times without the veneer of nostalgia. Anyone who does a hundred miles in a GP Bugatti has to admire the drivers who competed in the Targa Florio, a hot lap of Goodwood and you can see why it claimed so many cars in period. We live in an age where risk is engineered out, and the only hazard we face as we set out on a thousand-mile trip in our car, is that our credit card won't work. Motorsport is taken up as an alternative to golf and treated as lightly. We must be careful that we don't make the mistake of thinking that these relics of a past age are as anaemic as modern cars or circuits. When we step into an old car we have to accept we have left our cosy world and gone back to an earlier time, a time of checking oil and water, flat tyres, broken copper pipes and imperfect design. An age where should our chosen sport bite, it bit hard, at Disneyland you're safe on a runaway train, but when we race in a theme park, real world rules still apply!

The passion that cars evoke is tangible (marketable) and built on the characters of the time; Bugatti, Bentley, Hawthorn, Ireland, Chapman and Clarke, how long would they last in the modern world? The corporate machine knows what we want and gives it to us cynically in a manicured and constructed way, even in politics. The bit Orwell got wrong was Big Brother was a capitalist. One thing is for sure in their day, Bugatti and Bentley never shared a floorplan or a common market strategy, theirs was a simpler age, we can't add to their legacy only celebrate it.

Of course we can and do improve the cars, overdrives, electronic ignitions, modern materials and techniques, counterbalanced cranks, trick vibration dampers, hardened valve seats to deal with the lack of lead in petrol even two speed and park wipers! Modern niceties that help the cars deal with the change in traffic conditions and driver habits that the years have brought.

With all these comparisons, it's interesting to look at old issues of motoring publications. I just happen to have been looking at a May 1964 edition, the month before I was born. A Bugatti had just won the Pom, the Easter meeting at Goodwood was to see the debut of the Lotus 30 but it wasn't ready. Jackie Stewart won the F3 race, Graham Hill's GTO just beat Jack Sears in the Cobra and a subject dear to my heart, an Anglia beat all the Mini's. There was a road test on the Reliant Sabre which cost £1,180, twice the price of the new Austin Healey Sprite, or alternatively, you could buy a pre-owned Frazer Nash AC and an SS100!

To come back to the present, how about the cost of running a modern BMW versus a Bugatti? We chose a T44, as we had just fixed the gearbox on a customer's car, broken on Sunday and it was back on the road Tuesday, with new gears all in place. Labour rate, us: £30 per hour, BMW: £66 per hour, us: Remove gearbox, repair and refit £1,400 plus VAT, BMW: Remove gearbox, fit recon unit £2,700 plus VAT. Us: oil and filter change £45 inclusive of parts, BMW: £105 inclusive, and even better, the Bugatti goes up in value, how much for a three year old BMW 330?For eight decades beginning with my grandfather our family has served generations of Bugatti owners. This has given us a unique insight into these stunning examples of automobile art. Our workshop is a mecca for the Bugatti enthusiast, as we regularly have twenty cars on site and hold a stock of cars and parts that run into millions of pounds. Our business is built on the simple idea that our customers should enjoy their cars, from agreed term and cost restorations to sensible and unobtrusive modifications for improved reliability. Our service and methods have recently been recognised by the Classic British Quality Charter whose stringent criteria we meet and exceed. If you own a Bugatti or aspire to, our experience makes us your first choice.

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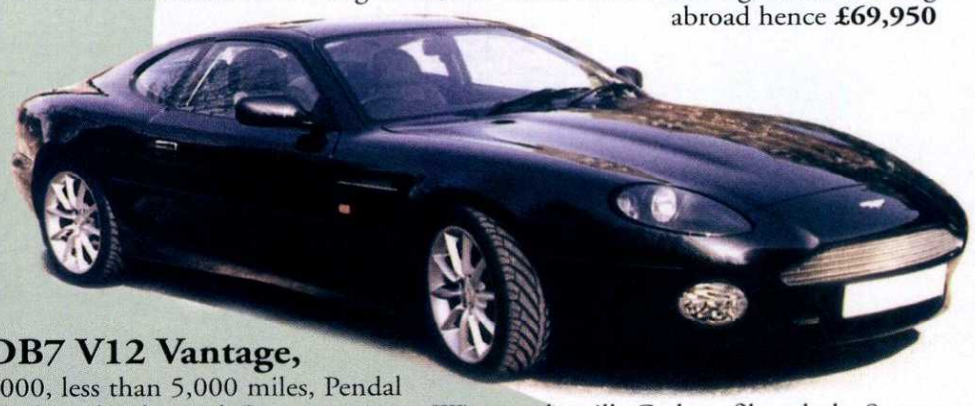
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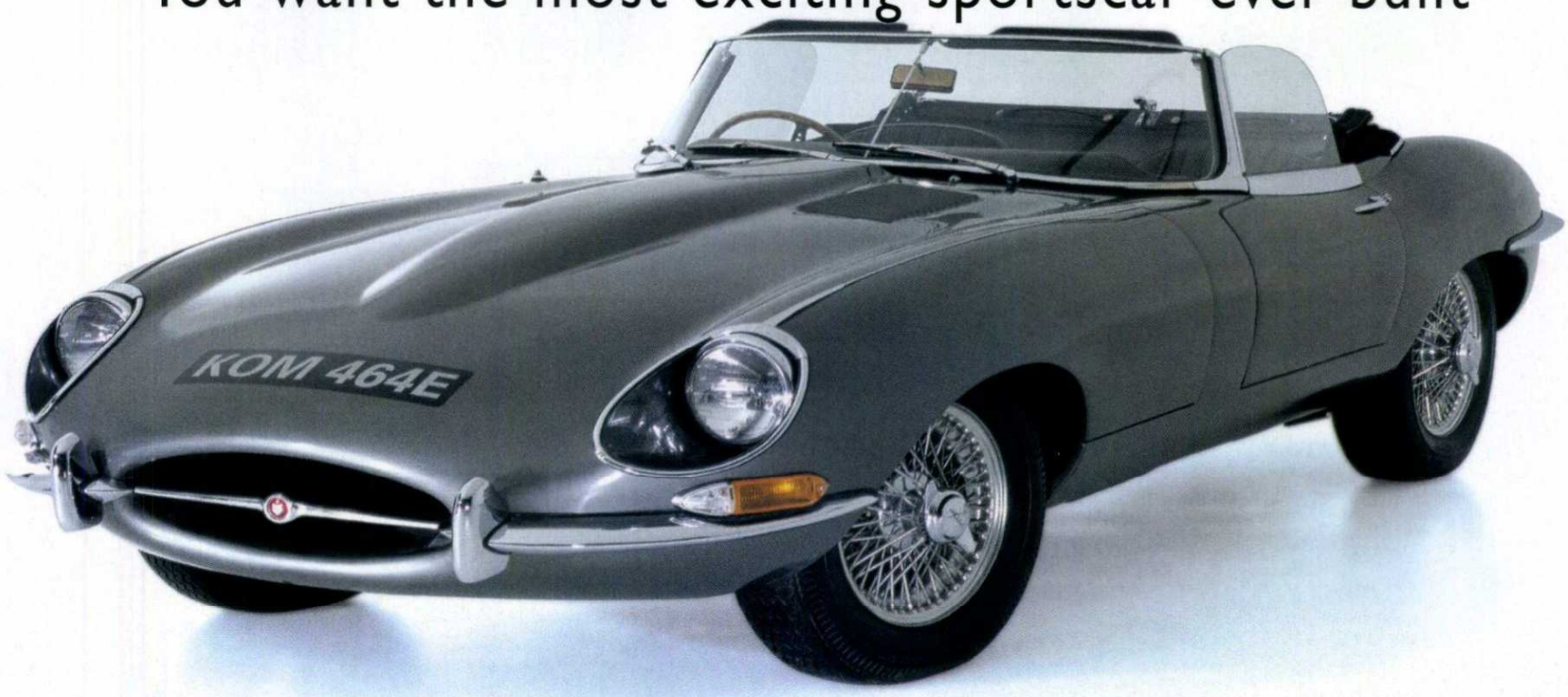
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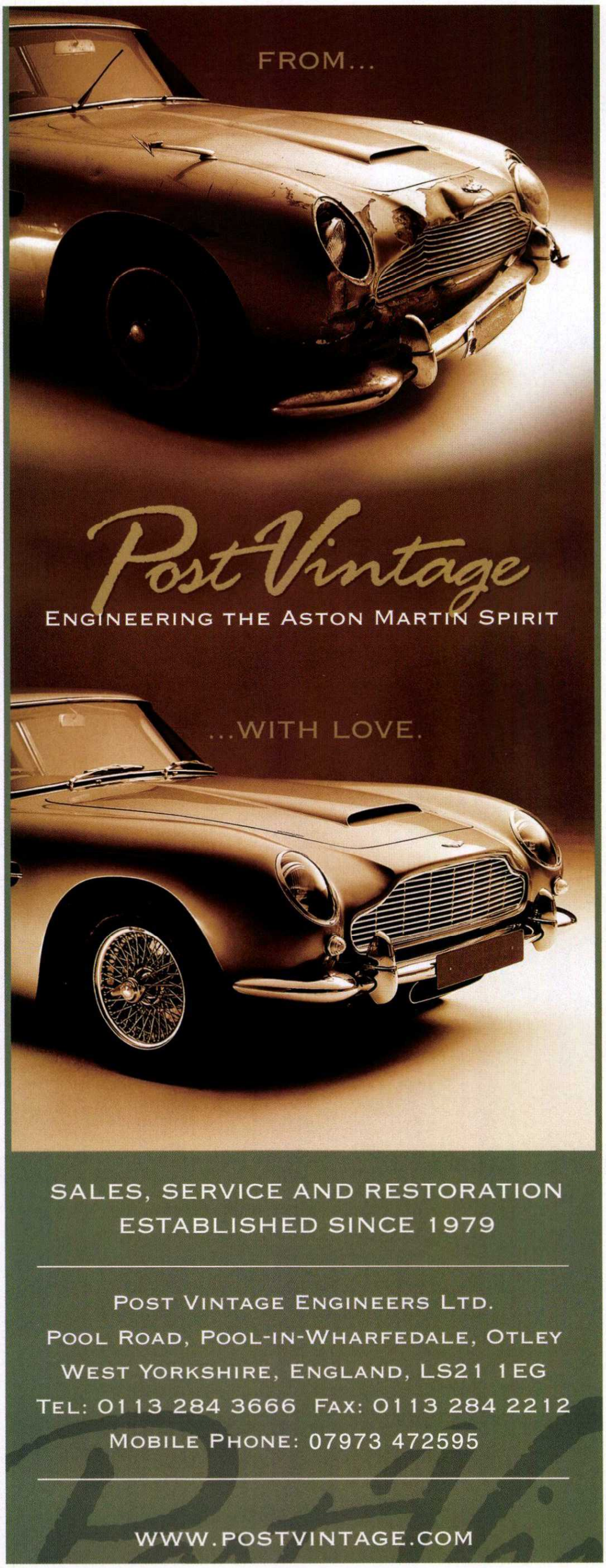
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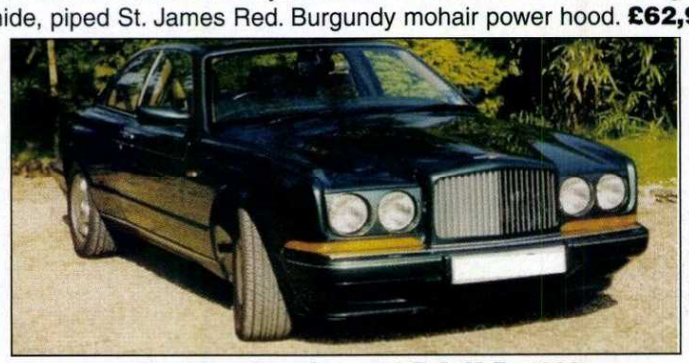
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"I grew up with vintage cars," reckons Warren Kennedy, boss of Classic Restorations Ltd. That probably explains his ability to take on the most unusual and challenging projects and bring them to a successful conclusion.

The company, conveniently based close to junction 13 of the M1 between Milton Keynes and Bedford, has its origins in MG work and has an enviable reputation for working on all types of classic MG. Approved by the MG Car Club and the MG Owners' Club, Classic Restorations was one of the first members of the British Quality Charter.

However, MG work is only part of the story. Several years ago, Kennedy took his company increasingly into working on a wider range of classic and vintage cars and now offers an expert service to owners of just about period car. "We work on cars from the Edwardian era right through to modern cars," he says.

Extensive facilities are available, including servicing, repairs, restoration, bodywork, painting, mechanical and electrical work. Over 90% of all work carried out is done in-house with a dedicated team of experts.

As well as road cars, the company is increasingly working in the classic rally arena and has become famous for its work on a rare Edwardian Talbot 4CY. Kennedy found the 1916 car in storage in Scotland and believes it to be the unique Quantas car. The car was exported to Australia in 1916 but sat at the docks until the end of the First World War. It was then used as a mobile service vehicle for the fledgling airline and travelled huge distances into the outback to attend to planes that had been forced down by mechanical problems.

Fitted with two seats and a flat back, it travelled through incredibly testing terrain to reach stricken aircraft. It finally sustained a broken back axle and was left as a pile of bits in the late 1920s. It was returned to the UK in 1999 and Kennedy bought it in November 2001.

In the space of six months, it was rebuilt, fitted with a replacement body and prepared for the 2002 Liege-Rome Rally, when it carried number 1 as the oldest car on the event. Despite having to rebuild the back axle in a hotel car park during the rally, Kennedy got the car to the finish and it has since completed around 9000 miles. It has even been clocked at 80mph! "We proved that you can reliably restore Edwardian cars for classic rallies," says Kennedy, with understandable pride.

Nowadays, more and more classic rally cars are going through the workshops at Classic Restorations. Cars destined for events like Liege-Rome and the Rally of the Tests are regularly tended and Kennedy is about to contest the 2004 Liege-Rome in a 1957 Le Mans Frazer-Nash.

With another passion for building specials, Classic Restorations is happy to take on just about any project, no matter how unusual, whether it is for road, rally or race.

For more information on the company, visit:
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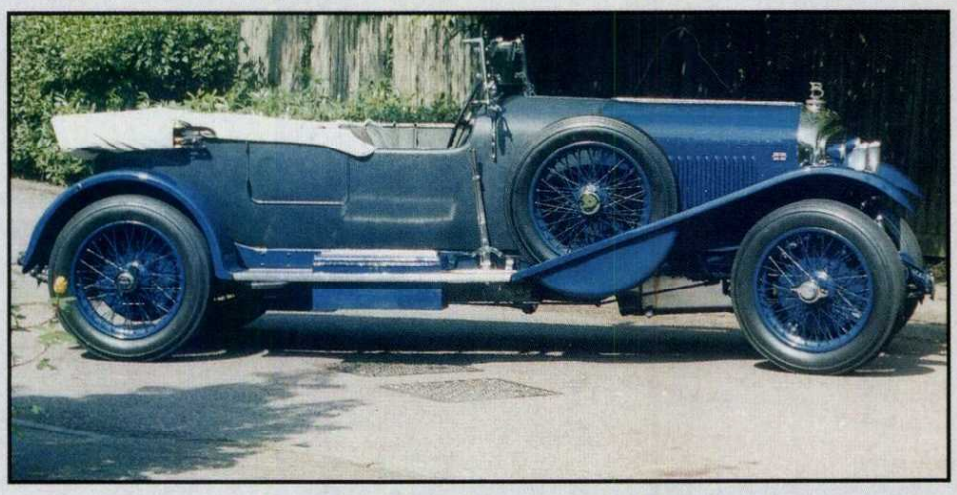
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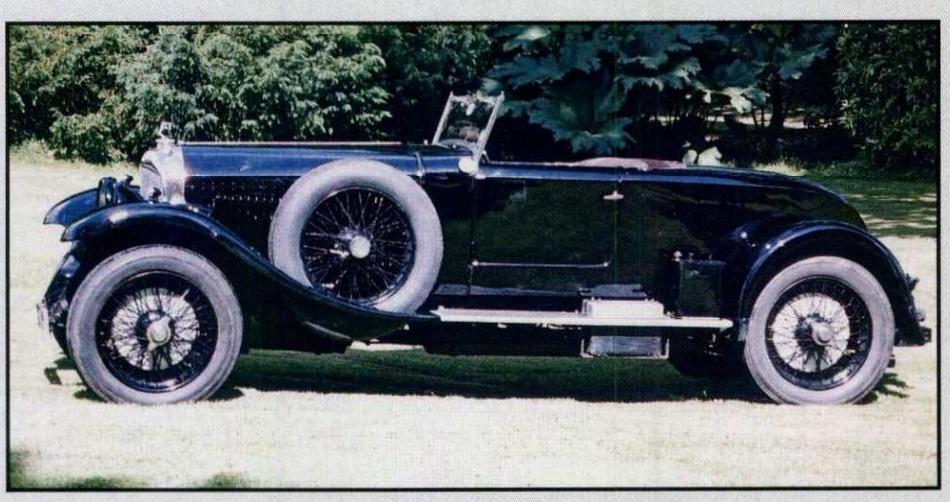
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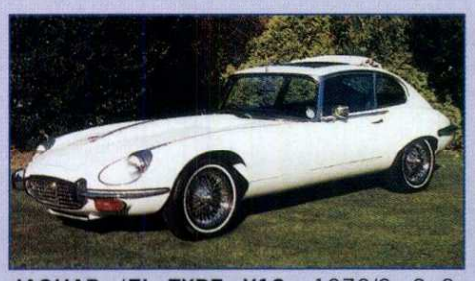
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JAGUAR 'E' TYPE V12, 1972/3 2+2. Finished in Old English white with black hide interior, manual transmission, sparkling chrome wire wheels, whitewall tyres, radio, stereo, sunroof. Original example. History. Totally stunning **£19,750**



ROLLS ROYCE SILVER CLOUD SERIES II. 1961. LEFT HAND DRIVE. Finished in silver chalice over burgundy. Superb hide interior, air conditioning, auto power, picnic tables to rear, footstalls, power windows. Arriving shortly **£29,500**



BENTLEY TURBO. 1984/5. Finished in Georgian silver with Dove grey hide interior piped blue, colour coded, alloys, air cond, power windows, power seats, footstalls, personal reg. no., updated spec, service history, 52,000 miles, always garaged. Looks much newer. Incredible value **£14,750**



JAGUAR E TYPE 1973/4 V12 2+ 2 Gleaming signal red with black hide interior, auto power, headrests, full length Webasto sun roof, sparkling chrome wire wheels, new Whitewall tyres, only 23,500 miles, always garaged, very difficult to repeat. Just superb. **£25,500**



MERCEDES 'S' CLASS 280 1994/5 Left hand drive, finished in blue black with superb interior, auto, power sunroof, air cond, ABS, light up vanity mirrors, power windows, headrests, air bags, stereo system, overugs, service history, garaged from new, superb economical performance, multivalve engine, pure luxury **£13,750**



MERCEDES SPORTS 1986/7 500 SL. Finished in light metallic Thistle with matching interior, hard and soft tops, auto, power, CD player, alarm, power windows, ABS, air conditioning, cruise control, excellent service history, totally original, always garaged. Mint condition.**£17,750**



MERCEDES SPORTS 1989 420 SL Finished in Arctic white with burgundy hide interior, rear seat, hard and soft tops, auto, power, light up vanity mirrors, CD player and stereo system, Sundym glass, ABS, alloys, alarm, power windows. Never smoked in, garaged from new. One of the last built. Low miles, full service history. Remarkable condition **£19,750**



BENTLEY 1963 Series III. Finished in Sable with magnolia hide interior, footstalls, picnic tables to rear, auto, power, Sundym glass, superb veneers, power windows, radio/stereo, bills, handbook etc. One of the finest.....**£27,750**



BENTLEY TURBO 'R'. 1988. Finished in Chestnut over silver sand with parchment hide interior, piped brown, personal reg. no., lambswool overrugs, every possible extra including many optional extras, colour coded, looks much newer, service history, absolutely stunning **£16,750**



ROLLS ROYCE SILVER CLOUD 'I'. Left hand drive finished in Embassy black over golden sand with magnolia hide interior, auto, power, picnic tables to rear, footstalls, stereo system, smooth six cylinder engine, 69,000 miles, garaged, rare original example **£28,750**



ROLLS ROYCE SILVER SHADOW SERIES II 1979 Finished in unmarked gleaming white coachwork with magnolia hide interior, piped brown, front & rear headrests, lambswool overugs, every extra, stereo system, low mileage, service history, this car is totally stunning **£12,750**



BENTLEY ARNAGE. Green lable 1999 finished in black Saphire, with parchment hide interior, piped in blue, Bentley logo's to headrests, matching desk top and knee roll, tilt steering, Sat Nav, T.V & DVD, CD, TV monitors to headrests, sunroof, folding mirrors, picnic tables to rear, lambswool overrugs, chrome wheels, only £23,000 miles, F.S.H. **£75,500**



MERCEDES 6 DOOR LIMOUSINE 260E 1990 Mercedes built, finished in blue black with dove grey interior, auto, power, air conditioning, sereo system, power windows, alloys, ABS, headrests, service history, this car is magnificent **£12,750**



ROLLS ROYCE PHANTOM 1, Open tourer, 1926, finished in British racing green with tan hide interior, twin side mounted spare wheels, all weather equipment, twin rear windscreens, hunting lamps etc. Probably the most desirable Rolls Royce in the world **£98,500**



JAGUAR SERIES II 340 1968. Finished in beige with matching interior, chrome wire wheels, sunroof, manual transmission, overdrive, history. Very original example.....**£16,750**



ROLLS ROYCE SPIRIT OF ECSTASY STATUE. This silver finish statue measurements are 52cm high x 30cm wide, 30cm depth, absolute gift at only.....**£375**



ROLLS ROYCE PHANTOM SIX 1977, State limousine. Finished in Porcelain white, white superb hide interior to front and West of England cloth to rear, cocktail bar, cut glass set, power glass divider, lambswool overrugs, Sundym glass, air conditioning, power windows, stereo system, countess owned. Totally stunning.....**£85,500**



MERCEDES SPORTS, 1986 300 SL. Finished in gleaming arctic white with navy blue interior, hard and soft tops, Auto, power, stereo system. Full body kit, Alloys, power windows, ABS, only 44,000 miles from new, with service history, absolutely stunning.....**£16,750**



ROLLS ROYCE PHANTOM VI STATE LIMOUSINE 1972. This car is finished in a fantastic colour scheme Garnet over Antelope with matching hide interior to front and west of England, cloth to rear, glass divider, TV & video, cocktail bar with crystal glassware, intercom, 12 stack CD system, lambswool over-rugs, airconditioning, occasional seats, only two owners and only 18,000 miles from new.....**£175,000**



SPORTING CAT ORNAMENT. This beautiful Nickel silver finish statue, measures length 115cm, width 24cm, height 25cm. Ideal gift for home or showroom .....**£550** Absolute gift.

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DAIMLER DS420 LIMOUSINE STATE LAUNDERLET CONVERTIBLE, finished in embassy black with superb interior, occasional seats to rear, walnut veneer cocktail bar, crystal cut glass set, glass divider, stereo system, one of the last built, totally superb **£19,750**



MERCEDES 1993 'S' CLASS 350 TURBO DIESEL. Left hand drive, silver metallic with navy blue interior, headrests front & rear, overugs, auto, power, light up vanity mirrors front & rear, rear power blind, air cond, ABS, alloys, fold away mirrors, stereo system, adjustable steering, reversing guides, double glazed, power windows sun roof, air bags, alarm, service history, fantastic economical performance. Another available in white **£13,750**



JAGUAR 'E' TYPE V12 1971 2+2. Finished in Regency red with tan hide interior. Automatic, headrests, power steering, radio, stereo, chrome wire wheels. Service history. This car is totally magnificent **£22,750**



DAIMLER 8 SEATER LIMOUSINE STATE LAUDERLET. Finished in unmarked gleaming white coachwork with matching convertible top to rear with superb hide interior, Walnut veneer cocktail bar, cut glass set, occasional seats, air conditioning, power glass divider, power windows, one owner. Garaged from new **£26,750**



ROLLS ROYCE CORNICHE CONVERTIBLE, 1983. LEFT HAND DRIVE. Finished in unmarked gleaming Embassy black with St James red hide interior piped black with black matching power top, every extra including air cond. History. This car is probably one of the finest. **£38,750**



BENTLEY BROOKLANDS. 1993. Finished in Royal blue with Parchment hide interior with blue piping, with matching lambswool overrugs, automatic floor change model, many extras, service history. This magnificent Bentley is totally superb **£22,750**



ROLLS ROYCE PHANTOM 6 1980, left hand drive, state lauderlet, finished in unmarked oxford blue with matching convertible top to rear, beige hide to front, beige west of England cloth to rear, picnic tables and cocktail bar to rear, crystal cut glass set, lambs wool over rugs, air con, front & rear, sundym, glass, auto, power stereo system etc. This car has only 8,000 miles from new, must be the finest in the world **£235,000**





MERCEDES SPORTS 500SL, 1985, finished in Arctic white with superb interior, hard and soft tops, auto power, alloys, power windows, CD player and stereo system, alarm, excellent service history, always garaged, superb **£13,750**



MERCEDES 1994 S-320. Left hand drive, Azurite blue with matching hide interior, auto, power, front and rear headrests, front and rear memory seats, air con, heated seats, adjustable steering, air bags, double glazed, Sundym glass, sun roof, stereo system, alarm, power rear blind, overugs, light-up vanity mirrors front and rear, fold away mirrors, reversing guides, cruise control, ABS, alloys, service history, magnificent economical luxury performance **£12,750**



MERCEDES SPORTS 300SL 1992/3. Finished in Arctic white with navy blue hide interior, hard and soft tops, rear seat, auto, power, ABS, stereo system, power windows, power soft top, alloys, service history. Excellent example **£15,750**



ROLLS ROYCE SILVER WRAITH. 1954. Coachbuilt by Park Ward, finished in burgundy with superb interior, glass divider, footstalls to rear, automatic, usual refinements. Very elegant and stylish, drives excellent, very rare and very difficult to repeat. One of the very best **£47,500**



MERCEDES SPORTS 300 SL, 1988/89. Finished in Arctic white with navy interior, hard and soft tops, Auto, Power, ABS, Power windows, Alloys, CD player, light up vanity mirrors, overrugs, only 50,000 miles from new, service history, incredible condition throughout..... **£22,500**



BENTLEY BROOKLANDS. 1993 Finished in Royal Blue with parchment hide interior with blue piping, with matching lambswool overrugs. Automatic floor change model, many extras, service history, this magnificent Bentley is totally superb,.... **£22,750**



DAIMLER LIMOUSINE STATE LAUDERLET, left hand drive, finished in gleaming white coachwork with matching convertible top to rear, auto, power steering, cocktail bar, crystal glass decanteau set, glass divider, occasional seats to rear, Lambswool overrugs, low miles. Superb and very rare **£25,500**





MERCEDES SPORTS 1985 280 SL. Finished in Signal red with hard and soft tops, auto, power, alloys, cruise, power windows, stereo system, service history. Superb example..... **£13,750**

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BENTLEY MULSANNE S MkII Active Ride 1991 (H) claret with magnolia interior, piped, service history, known to ourselves for 10 years, immaculate .**£21,950**



BENTLEY BROOKLANDS 1994 (L) finished in peacock blue with magnolia interior, piped, low mileage, service history, immaculate **£26,950**



BENTLEY ARNAGE RED LABEL 2000 (W) meteor blue with magnolia interior, low miles, history, outstanding condition and value **£82,500**



ROLLS ROYCE SILVER SPIRIT 1984 (A) finished in deep ocean blue with French blue interior, piped, (LPG gas conversion, 38p litre), history, stunning condition throughout **£13,250**



ROLLS ROYCE SILVER SPIRIT 1986 (C) cotswold beige with cream interior, service history, low mileage, outstanding condition **£15,950**



ROLLS ROYCE SILVER SPIRIT ABS EFi LEFT HAND DRIVE 1988 (E) finished in balmoral green with magnolia interior, only 24,000 miles, one owner, immaculate condition **£24,950**



ROLLS ROYCE SILVER SPUR MK IV 1996 (N) finished in royal blue with parchment interior, piped, one owner, picnic tables, excellent **£36,950**



ROLLS ROYCE CAMARGUE 1980 (W) completely stripped and re-painted in peacock blue, re-trimmed and in a concours condition, 17" alloys fitted, must be seen, collectors item **£28,950**



ROLLS ROYCE SILVER SPIRIT 1986 (C) finished in royal ebony with soft black interior, piped St. James, two owners, low mileage, service history, immaculate **£14,750**



BENTLEY BROOKLANDS MK III 94 (M) sherwood green with magnolia interior, low mileage, service history, immaculate throughout **£26,250**



BENTLEY TURBO ABS EFi 1987 (D) finished in royal blue with parchment interior, and ebony wood, service history, known to ourselves for the past 7 years, immaculate condition **£16,950**



BENTLEY MULSANNE S MK II Active Ride 90 (G) royal blue with magnolia interior, piped, low mileage, service history, immaculate **£19,950**



BENTLEY AZURE 1996 (P) finished in peacock blue with magnolia interior, blue mohair hood, 34,000 miles, fsh, absolutely stunning condition **£111,950**



BENTLEY ARNAGE RED LABEL LOOK-A-LIKE 1999 model, finished in verdant green with champagne interior, low mileage, electric rear seats, service history,immaculate condition **£62,950**



BENTLEY CONTINENTAL R 1993 (K) finished in silver pearl with parchment interior, pipes, service history, privacy tints, totally immaculate throughout ..**£49,999**



ROLLS ROYCE CORNICHE FHC SERIES II 1980 (V) caribbean blue with dark blue interior, beautifully maintained and in pristine condition throughout**£24,950**



ROLLS ROYCE SILVER SHADOW SERIES II 1979 model, finished in Exeter blue with cream interior, piped, history, beautiful condition **£13,250**



BENTLEY TURBO RL ABS EFi 1987 (D) finished in Georgian silver with dark blue interior, history, outstanding condition throughout **£16,950**



ROLLS ROYCE MULLINER SPIRIT LIMOUSINE 30" STRETCH 1996 (N) peacock blue with cream interior, piped, fitted with every extra, call for full spec .**£89,500**



BENTLEY TURBO R MK II ACTIVE RIDE 1992 (J) finished in tudor red with soft black interior, fitted with 17" alloys, service history, immaculate condition **£23,750**



BENTLEY ARNAGE RED LABEL 2000 (W) finished in amethyst with magnolia interior, sat nav, low mileage, history, stunning condition **£79,999**



ROLLS ROYCE PHANTOM VI LIMOUSINE 1974 coffee bean brown over willow gold, olive west of England with hide to drivers seat, £40,000 refurbishment completed in 2002, lots of history, stunning condition throughout **£82,950**



BENTLEY CONTINENTAL R 1996 (N) finished in masons black with black interior, piped in St James, only 47,000 miles, service history, azure alloys, immaculate condition throughout **£59,999**



ROLLS ROYCE SILVER SPIRIT 1987 (E) abs, efi, tudor red with magnolia interior, 2 owners, only 48,000 miles, service history, immaculate **£18,950**



BENTLEY TURBO R MK II Active Ride 1990 (G) balmoral green with parchment interior, piped, fitted with 16" alloys, history, immaculate **£19,999**



BENTLEY T II 1978 (S) finished in pewter with spruce green interior, history, outstanding condition throughout, could well be the best on offer **£15,950**



BENTLEY TURBO RL MK IV 1997 (P) finished in peacock blue with cotswold interior, low mileage, service history, fitted with mesh grille, immaculate **£42,950**



BENTLEY BROOKLANDS 1996 (N) finished in special order aurora with parchment interior, low mileage, service history, immaculate, outstanding value **£33,950**



BENTLEY TURBO MK IV 1996 (N) finished in sherwood green with champagne interior, service history, outstanding condition, value at only ..**£34,950**



BENTLEY BROOKLANDS 1996 (P) diamond blue silver with silverstone interior, low mileage, service history, immaculate **£37,250**

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1968 TRIUMPH TR5 Pl. Sebring Red with Black hide. Multi-concours winner, incl The Benson & Hedges and Autoglym. Restored by Pumfords to the ultimate standard. Overdrive, CWW, tonneau cover etc. Early race history, low ownership and very low mileage. I doubt if there is a better example. Could not be replicated for less than £50,000. RHD - **£24,995**



1962 AUSTIN HEALEY 3000 BN7 TRI CARB, 2 SEATER. Ice Blue with Dark Blue hide, ground up restoration to the highest of standards. Equipped with centre change overdrive gearbox, wire wheels, adjustable steering column, stage 2 unleaded head etc. The rarest of all Healeys and possibly the most desirable, an outstanding example.RHD - **£32,995**



1960 AUSTIN HEALEY 3000 BT7 MK1 TO WORKS RALLY SPEC. Red with Black interior, alloy body, raised boot, spot lamp pods, 4 wheels disc brakes, 3.5 diff, comp O/D, 72 spoke wires, works hard top, competition seats, high ratio steering box, alloy tank, 140mph speedo, sump guard, uprated engine/suspension. Total re-build and upgrade to the highest standard by marque spec, could not be replicated for twice this price 'sensational'.RHD - **£39,995**



1966 AUSTIN HEALEY 3000 BJ8. In Colorado Red with Black hide. Equipped with CWW, overdrive, alternator, radio, CD, door mirrors etc. Ground up restoration with photographic record by marque specialist. A most outstanding example of the best Healey.RHD - **£31,995**



1955 AUSTIN HEALEY 100/4 BNI TO M SPEC. Emerald Green over OEW with Cream hide piped Green. Original works demonstrator then owned by a works employee, early competition history, total restoration in the late 80's. Alloy panels, M spec engine by Dennis Welch. This trophy winning Healey is one for the discerning.RHD - **£24,995**



1984 MORGAN 4/4 2 SEATER. Rosso Red with Black trim. 2 owners, the first until 2003, 69k with a full documented history. W/W, boot rack, badge bar, spot lamps, Recaro seats, Motolita steering wheel. door handles. The fastidiously maintained example you could ever find **£13,995**



1962 JAGUAR E-TYPE 3.8 FHC. Carmen with Navy hide, very low ownership and 35,000 miles. Supplied new to Grp Capt Harrison in Jersey, fitted from new with Restall seats. Equipped with all synchro gear box, CWW, unleaded head, alloy rad, alternator, S.S exhaust etc. A unique example used by Top Gear and Norman Dewis 'Jaguar test drive' in the making of 'The History Of Jaguar'. RHD - **£29,995**



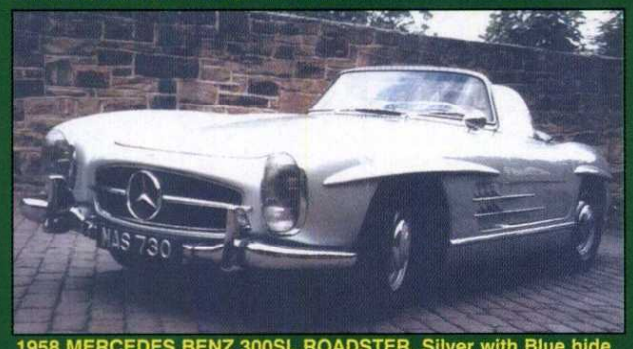
1958 TRIUMPH TR3A (VVC 288). Works prepared rally car. Winner Liege-Rome-Liege 1958, campaigned through '58, '59', '60 in many international and national rallies by Col "Bing" Crosby, then sold through Mike Hawthorns Tourist Trophy Garage to Kenneth Pearce, used by him in national rallies until '64. Now undergoing a sympathetic total re-build to period rally spec. Ready May 04. (Photo for example purposes only).RHD - **£50,000**



1963 AUSTIN HEALEY 3000 BJ7. Colorado Red over Cream with Black hide. An English car, 345 KNP, restored some years ago by Bell Classics at a cost in excess of £30k. Stage 3 alloy head, triple 45 webbers on magnesium works manifolds, uprated comp overdrive, 72 spoke CWW, Mallory ignition, oil cooler, big bore side exhaust, twin harnesses, wood rimmed steering wheel. Excellent example.RHD - **£28,995**



1965 TRIUMPH 2000 MKI HISTORIC RACE CAR. In Red, built and developed over a period of 12 years by Tony Carlow - Bunton. 260bhp engine, CR gearbox, dry sump, LSD, safety cell, cost in excess of £70,000 to build. The bargain of the year. Registered with and eligible for the 2004 Classic Sports Car Club swinging 60's series. RHD £15,000



1958 MERCEDES BENZ 300SL ROADSTER. Silver with Blue hide and hood. Low ownership and mileage, extensively restored at enormous expense and in exceptional condition, the ultimate post war Mercedes.LHD - £139,000



1958 MGA 1500. Finished in Chariot Red with matching Red interior. Recently refurbished to an extremely high standard, including paintwork and trim. A pristine example of a highly sought after classic. RHD .....- **£16,495**

ARRIVING SHORTLY - 1961 AUSTIN HEALEY 3000 MK1 WORKS REPLICA WITH F.I.A. PAPERS. Red with Cream hard top, alloy panels, triple Webbers, competition O/D, rear disc brakes, Halda tripmaster, 72 spoke w/w, high ratio steering box, bucket seats, full harness, side exhaust, works lamps, just about the lot. Total re-build carried out 3 years ago and only 2,000 miles since. Please phone for further details.

1965 FRUA JAGUAR 3.8 COUPE. 1966 Geneva Show car in Opalescent Silver Blue with Champagne hide. O/D, PAS, CWW, restored in 90/95 at a then cost in excess of £100K to the highest of standards. A unique styling exercise by Frua, never taken up by Jaguar. I know not why; maybe the cost of production, the whole concept is absolutely stunning, 'unrepeatable'. LHD £59,000

1963 FORD LOTUS CORTINA MKI 'A BRACKET'. Team Lotus colours, just completed total re-build to F.I.A spec, raced one. The best of everything under homologated weight, Donington 1.27, Snetterton 1.26, Silverstone 1.11 F.I.A. Papers, in the right hands will be unbeatable £50,000

1963 TRIUMPH ZEST 2 LITRE TRI CARB. The Michelotti Prototype, based on a TR4 chassis with 6 cylinder tri carb engine and overdrive gearbox. Finished in Sebring White with Red hide. Restored to the highest standard by marque specialist at an enormous cost. Unique and absolutely stunning WAS £24,995, NOW £21,995

1976 FERRARI 365 V12 GT4 COUPE, 5 SPEED. Chiaro Blue with Cream hide, low ownership & ultra low historied mileage of only 40K. The Ferrari flagship, with air con, PAS, centre lock wheels, elec windows. Undoubtedly one of the most useable 4 seater Ferraris available, in a condition that beggars belief. Possibly the finest example available £19,995

1980 TRIUMPH TR8 CONVERTIBLE. Factory experimental car, 1 of only 2. Silver leaf with Biscuit trim. 2 owners, 48K, total history incl all letters from British Leyland. PAS, stainless exhaust. The most outstanding example you could wish for, virtually unique. £14,995

1984 MERCEDES BENZ 500 SL. Silver with Dark Blue trim. 1 lady owner, 56k miles from new. Hard & soft tops, alloys, spot lamps, radio/cass, ABS, cruise control etc. An ultra low mileage example, outstanding £14,995

1973 MGB ROADSTER. OEW with Red hide. Full ground up restoration and upgrades to the highest of standards. Stage 3 engine on 45 weber sports exhaust, Kenlow fan, overdrive, wire wheels, uprated suspension, wood rimmed steering wheel. A most outstanding example with an excellent turn of speed £13,995

1982 MERCEDES BENZ 500 SL. Petrol Blue with Creamhide, only 2 owners and total dealer service history. Equipped with air con, rear seats, ABS, alloy wheels, radio cassette, elec windows, boot spoiler etc. An astonishing example, would grace any drive £12,495

1952 SUNBEAM TALBOT 90 DHC. Grey Blue metallic with Grey hide. 1 lady owner until 1984, 65K with history from day one. Never restored, just maintained to an incredible standard, your search is over £12,495

1965 TRIUMPH TR4A, NONE I.R.S Sebring White with Black hide. Ground up restoration by Stevensons in 1998. Wire wheels, reclining seats, dual exhaust etc. Excellent condition £11,995

1986 BMW M5 E28. Dolphin with full Black hide. Local car, 2 owners, FSH. Just had top end overhaul & new chains. Air con, elec seats/roof/windows. CD, CSL brakes. A most outstanding example of this very usable road rocket £9,995

1970 GP PORSCHE SPYDER 1760CC ENGINE. Metallic Silver with Blue trim. Retired engineer built to a very high standard. Bills for parts alone in excess of £14,000. Tremendous fun and outstanding value £9,995

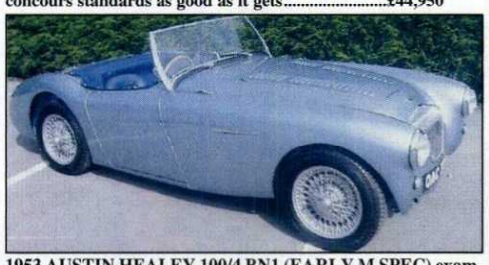
1959 MGA 1600 COUPE. Iris Blue with Black hide. Restored 3 years ago, cost £12,000. Wire wheels, alternator, radio etc. Outstanding value £8,995

1961 MGA 1600 MKI COUPE. OEW with Black hide. Very low ownership & only 53k miles from new with extensive history. W/W, radio etc. In very nice order, unrestored and running very well £7,995

1959 AUSTIN HEALEY 3000 MKI TRI CARB. Red with Tan trim, O/D, last used in 1993. Running & driving, needs a little tlc, incredible value .....£6,500.



1970 JAGUAR E TYPE 4.2 S ROADSTER!, RHD opalesent silver blue, blue leather & blue mohair hood - CWW, low mileage, famous first owner restored circa 10 years ago to concours standards as good as it gets.....£44,950



1953 AUSTIN HEALEY 100/4 BN1 (EARLY M SPEC) example. Ice blue, blue leather, superb history, original - Donald Healey Mo/Co. Example RHD, English, matching nos. example (see our website) £28,950



1974 JAGUAR XJ12L. 5.3 Old English white with blue leather trim 26000 miles only. Best we have seen. Please look at our website for full photos etc.....£12,950



1960, LOTUS ELITE S2. Famous Historic Racing car with FIA. papers. supplied NEW to Mr David Buxton of TEAM ELITE., Has Competed In many Top Events, Last owner over 20years, Restored by Simon Hadfield, Stunning Example, Please contact us for full details of history and spec .....£POA.



JAGUAR C-TYPE-REP BY PROTEUS (plus upgrades). 3.8 tuned engine, 4 speed box with overdrive etc. Alloy & GRP construction, correct in every way. Please see our website for full details.....£38,950



1959 BENTLEY CONTINENTAL S1 Four Light Flying Spur By HJM. Sold by us recently, to a famous collector, now back on the market due to Other cars etc. Restored by One Of The worlds Top Rolls-Royce/ Bentley Experts, and One of The Best In The World. Please contact us for full Details etc. £POA.



1963 JAGUAR 3.8 MK II MOD. BRG with suede green leather trim, PAS, upgraded brakes, suspension, stainless sports exhaust, w/wheels. Subject of 5 year concourse rebuild, one of the best and has a superb documented file .....£26,950 (See our Web-site)



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

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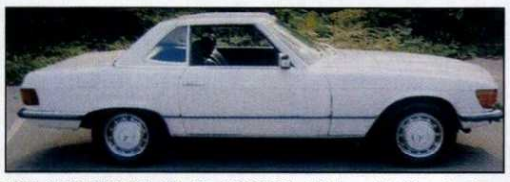
1962 AC ACECCA 2.0 Mist green, green leather. 3 previous owners from new. 35,000 miles only (one of the last made) Chrome wires, superb and very rare like this .....£POA



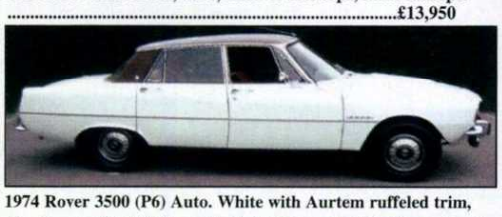
1958 PORSCHE 356A COUPE LHD (full rally spec) with FIVA documentation, superb example engine rebuilt by factory, vast history file, famous ca, please see our website £24,950



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



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JAGUAR MK 7M SALOON AUTOMATIC, LHD – Battleship Grey/Red hide and carpets, 10,000 miles from new, 2 owners, wonderful car, the most superb original interior, all early features intact, steel sliding sunroof, very rare sandcast 'SU' 2" carbs etc, requires light re-commissioning only. Truly superb.

JAGUAR MK1 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD-Dark Blue/Dark Blue hide and carpets, colour coded competition wire wheels, Coombs rear arches, MKII rear axle with limited slip differential, fast road lightened and balanced engine, straight port cylinder head, 2" SU carburetors, uprated suspension, disc brakes and uprated calipers, handmade stainless steel exhaust system, full J.D. re-paint and re-chrome etc., very nice example.

JAGUAR XK 140 DROPHEAD RHD – British Racing Green/Black hide and carpets, Black hood, 16" chromed wire wheels, matching numbers, chassis off restored 15 years ago, nicely mellowed, useable, excellent example.

JAGUAR XK 140 DROPHEAD MC, LHD – Battleship Grey/Red hide and carpets, C type cylinder head, sandcast SU carbs, overdrive gearbox, ONE OWNER, 14,000 MILES FROM NEW - Correctly stored for over 30 years, re-commissioned by ourselves. UNIQUE.

JAGUAR XK 140 DROPHEAD RHD - British Racing Green, Beige hide and carpets, Black hood, 16" chromed wire wheels, subject of a total chassis off restoration 15 years ago, nicely mellowed, original right hand drive and full matching numbers, front disc brake conversion fitted.

JAGUAR XK 150'S' LITRE DROPHEAD RHD - British Racing Green, Beige hide and Green carpets, Black hood, 16" chromed wire wheels, full matching numbers, last owner 21 years, recent engine rebuild, a very sound useable example, very rare and increasingly harder to find in this condition.

JAGUAR XK150 3.8 LITRE DROPHEAD, RHD – British Racing Green/Beige hide and Oatmeal carpets, Black hood, 16" chromed wire wheels, full matching numbers, purchased from the last owner of 26 years in Australia, subject of a chassis off restoration 12 years ago, very presentable useable example and very rare.

JAGUAR XK 150 3.4 LITRE DROPHEAD, RHD - British Racing Green/Sand hide and Oatmeal carpets, Dark Green hood, 16" stainless competition wire wheels, radial tyres, Touring specification engine, 5 speed gearbox, rack and pinion electric power steering, altenator, alloy radiator, uprated heater, uprated suspension and brake system, burr walnut dashboard and door cappings, total restoration, stunning.

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JAGUAR XK 150 3.4 LITRE DROPHEAD, SPECIAL EQUIPMENT, RHD - Old English White / Dark Blue hide and carpets, Dark Blue hood, 16" chromed wire wheels, radial tyres, matching numbers original U.K. car, subject of a total chassis of restoration, unleaded cylinder head, very nice example.

JAGUAR XK 150 'S' 3.8 LITRE ROADSTER, RHD - British Racing Green/Sand hide, Dark Oatmeal carpets, black hood, subject of a total J.D. Classics restoration. Please call for full details.

JAGUAR XK 150 'S' 3.4 LITRE ROADSTER, RHD - Dark Blue/Grey hide and Dark Blue carpets, full matching numbers, subject of a total chassis off restoration 7 years ago to a very high standard, J.D updates include, uprated brakes, ignition system and alternator etc. Very nice example.

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JAGUAR MK II SALOON 4.0 LITRE V8, 5 SPEED AUTOMATIC, RHD – Opalescent Silver/Dark Blue hide and carpets, competition chromed wire wheels, full XJ V8 drivetrain including independent, rear axle, climate control, electric windows, central locking, ABS, electric heated seats, tinted glass, full leather interior, electric steering column etc, etc, 1200 miles only.

JAGUAR MK II 3.8 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - Opalescent Dark Green/Beige hide and carpets, competition chromed wire wheels, full syncromesh gearbox, touring specification engine, modern steel sliding sunroof, subject of a total restoration, power steering. Excellent example.

JAGUAR MK II 3.8 LITRE SALOON, AUTOMATIC, RHD - Opalescent Dark Green/Black hide and carpets, competition chromed wire wheels, recently updated by ourselves, J.D. Sport front seats, brakes and stainless steel exhaust system, re-trimmed, re-painted and re-chromed, air conditioning, late gearbox etc, STUNNING.

JAGUAR MK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD - British Racing Green/Green hide and carpets, competition chromed wire wheels, subject of a full J.D restoration 5 years ago, updates include J.D. Sport touring engine, handmade custom stainless steel exhaust manifold and system, ignition system, cruise control, J.D. Sport brakes and suspension, air conditioning, J.D. Sport front seats, stereo system, colour coded inertia reel seat belts etc. 5,000 miles, properly maintained, ready for its next journey.

JAGUAR MK II 3.4 LITRE SALOON, MANUAL WITH OVERDRIVE, RHD – British Racing Green/Green hide and carpets, competition chromed wire wheels, matching numbers, subject or a total restoration 4 years ago, recent J.D Sport updates, engine/gearbox, handmade exhaust manifolds and system, adjustable suspension, ignition system etc. Wonderful example.

JAGUAR E-TYPE S1 3.8 LITRE FIXED HEAD COUPE – Opalescent Silver/Red hide and carpets, chromed wire wheels, subject of a total restoration 5 years ago to the highest standard. One family owned until restoration, fully documented history, special factory ordered vehicle to include performance engine with 'D' Type camshafts etc. All syncro gearbox recently fillted. STUNNING EXAMPLE.

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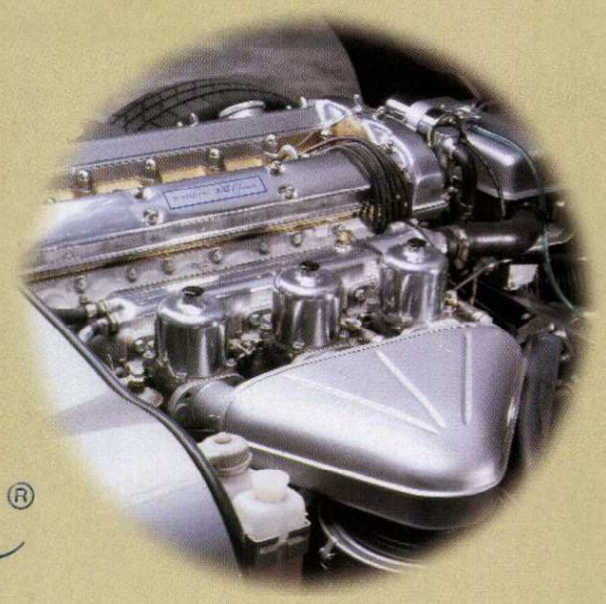
Very few marques enjoy such marvellous levels of devotion from their enthusiasts as Jaguars do. And very few specialist classic car restorers worldwide can reproduce that certain Jaguar spirit in a vehicle, capable of fuelling such feeling for years to come.

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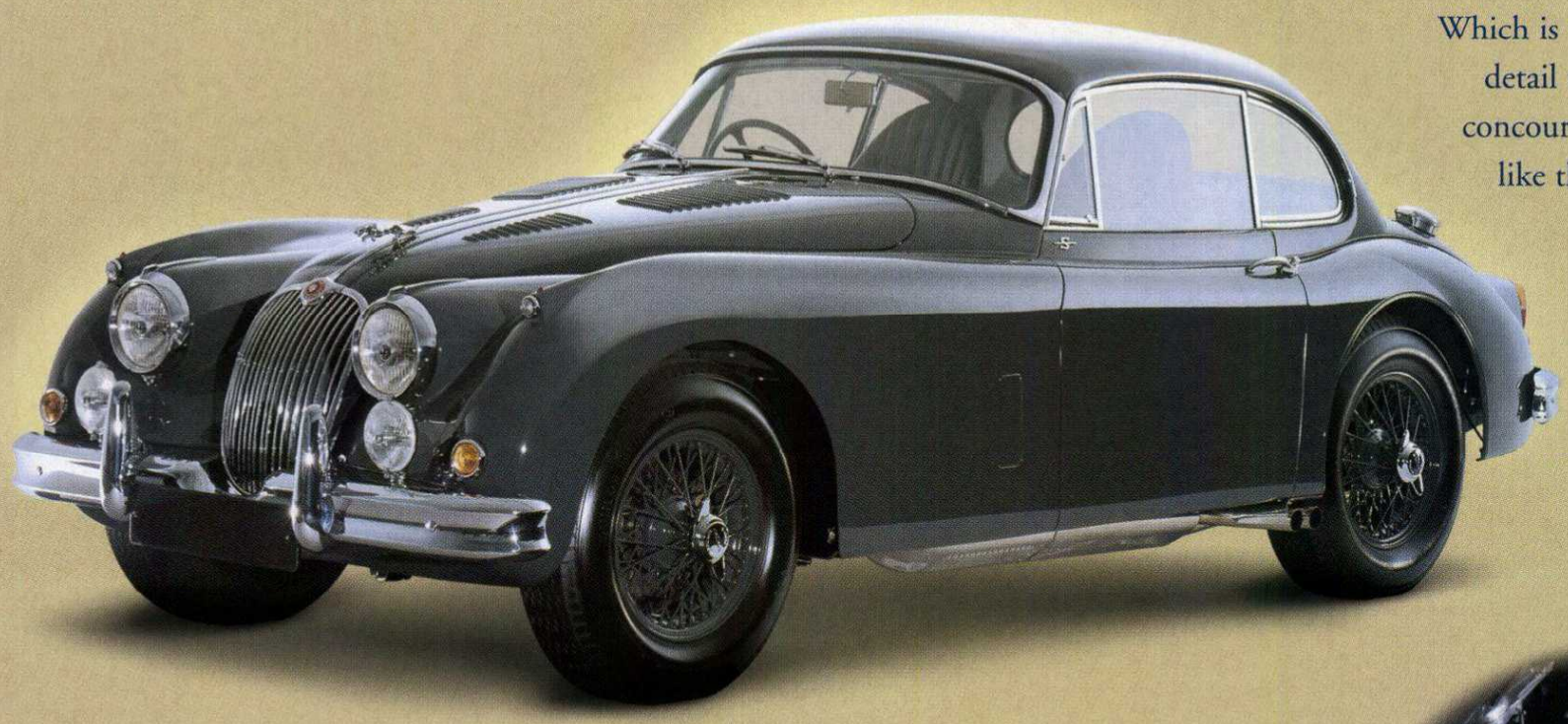


Engineering beyond barriers

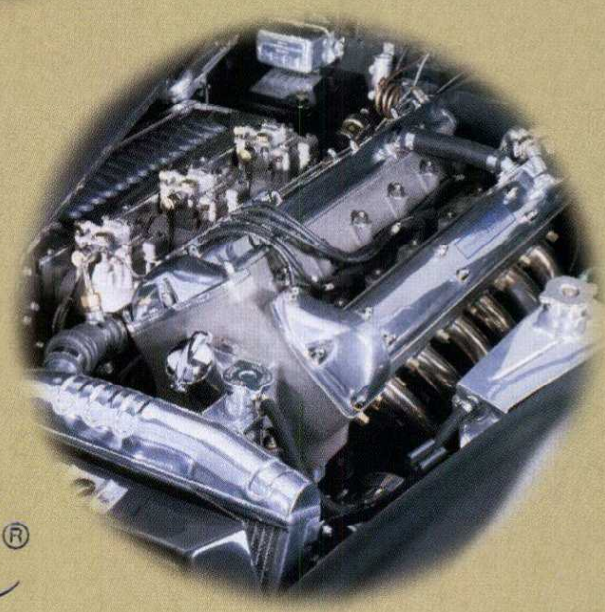
This particular XK150 is one of only 150 3.8'S' Fixedhead Coupés ever built. Painstakingly restored over two years by the JD Classics team, it now incorporates a D-type race engine, re-engineered into a road engine – despite some saying this couldn't be done. But in doing so, we've realised the owner's ultimate ambition – his very own, exquisitely-made, classic grand tourer, with all the heart of one of the world's finest racing pedigrees.

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Jaguar XK150S
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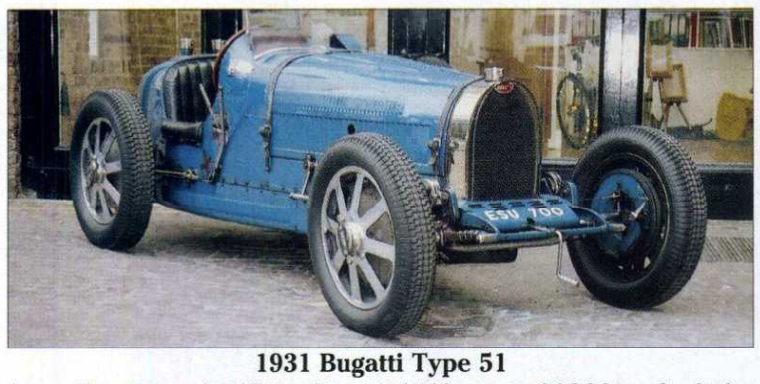
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1957 Maserati 300 S

Chassis number 3072 is a genuine Maserati Works Team Car with period competition appearances in the most important and gruelling events such as the Mille Miglia (Scarlatti), Le Mans (Scarlatti/Bonnier) and the Nurburgring 1000 kms (Scarlatti/Bonnier). The car has just benefited from a complete restoration and is finished in the traditional colour of red with contrasting burgundy leather to the interior. 3072 is eligible for all the important historic events including the Ferrari/Maserati Shell Historic Series, the Drum Brake Sports Car Series and the Mille Miglia.



1931 Bugatti Type 51

A magnificent example of Ettore Bugatti`s highly successful 2.3 Litre, 8 cylinder, DOHC, supercharged Grand Prix car: Chassis number 51125, fitted with engine number 51155, has a fascinating and documented history. The car is finished in French Racing Blue with black leather to the interior and is in excellent condition mechanically having recently benefited from an extensive engine rebuild with the Marque specialist. Road registered, with current FIA papers, the car is ready for next years race and rally season.



1952 Ferrari 225 S Vignale Spyder

Chassis number 0198 ET was sold new to Portuguese Privateer racing driver Vasco Sameiro who enjoyed numerous successes with the car in Europe and South America throughout 1952 and 1953. The car is finished in the correct shade of "Rosso Corsa" with contrasting brown leather to the interior. It is in excellent condition throughout and is both ready and eligible for the coming season of Historic Racing and Rallying including events such as the Mille Miglia, Tour Auto, Shell Historic Challenge and Gentlemen Drivers.



1965 Porsche 904/6

Chassis number 906006 is one of only six 904 GT cars built by the Factory for the 1965 season and fitted with a 6 cylinder 2 litre engine from new. Ex Porsche/Vasek Polak, 906006 is fully documented in the recently published book "Porsche 904" by Barth/Abinet/Weigel. The car is in excellent condition throughout, race ready for this season with FIA papers and finished in the traditional colour of silver. This highly competitive car is eligible for some of the most exciting and enjoyable Historic Racing including The Gentleman Drivers, Le Mans Classic and Tour Auto.



1956 Bentley S1 Continental by Park Ward

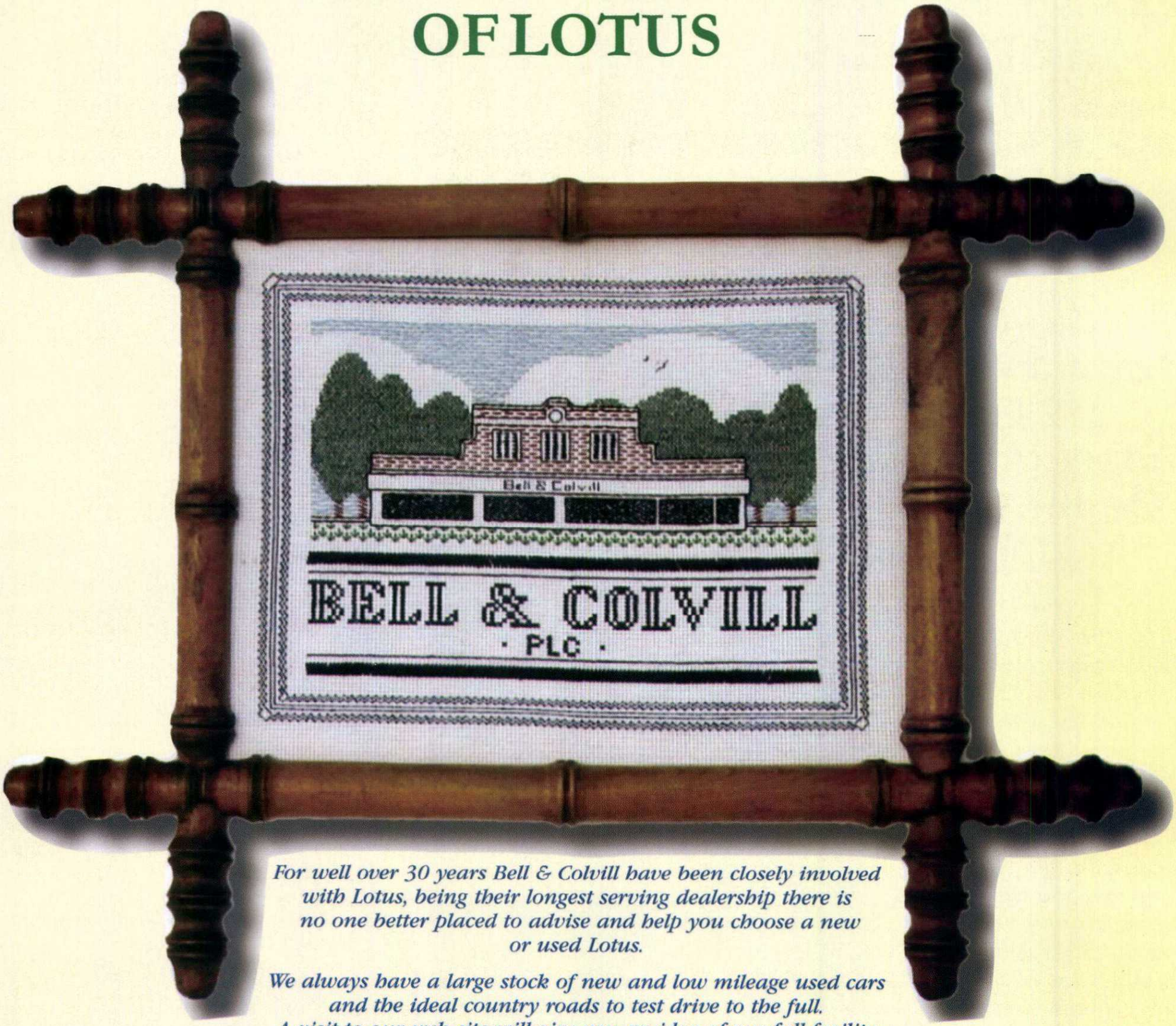
A manual Continental Coupe is a rare car and this one is in very good order throughout with its stylish aluminium coachwork
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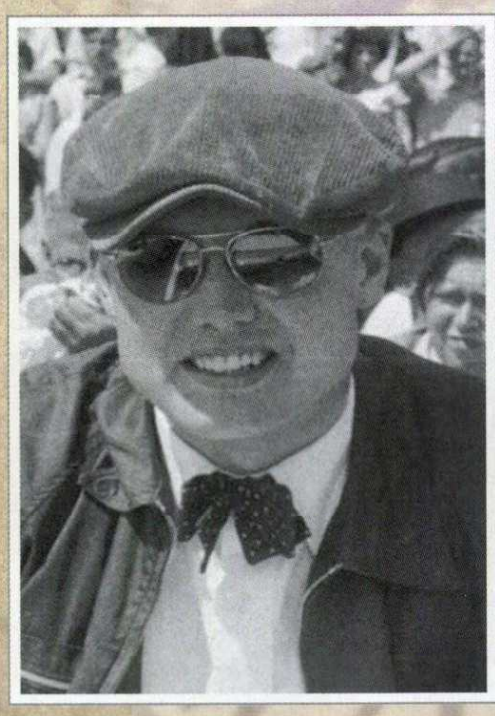
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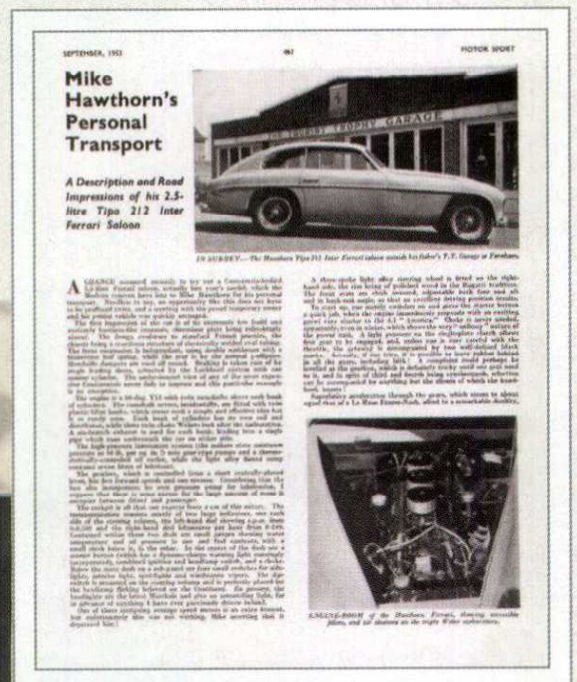
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VPF 500 – Mike Hawthorn's 212 E Superleggera Coupe by Touring



This is the car given by Enzo Ferrari to Mike Hawthorn for his own use in driving to and from the European Grands Prix in 1953. It was also used by Hawthorn and Hans Tanner as the factory practice car for the Mille Miglia that same year. Upon leaving Ferrari Hawthorn purchased the car for his personal use and the documentation includes the original UK registration in the name of the Tourist Trophy Garage, signed by Mike Hawthorn. The car has matching numbers and all body panels are original, it is in its original colour of Touring Blue with dark blue interior. This is a rare opportunity to acquire an exceptional and historically significant vintage Ferrari that will be welcomed at any vintage event world wide, including the Goodwood revival meeting and the Mille Miglia retrospective.
$POA



SEPTEMBER, 1953 — 461 — MOTOR SPORT

Mike Hawthorn's Personal Transport

A Description and Road Impressions of his 2.5-litre Tipo 212 Inter Ferrari Saloon

Motor Sport, September, 1953, Vol. XXIX, No. 9



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  Concours style restoration. Beautiful example
- 1958 Mercedes 300SL Roadster
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  Huge spares package incl. engines.
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1946 Maserati 4cl-1500

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ROD LEACH'S NOSTALGIA

40 AND 60 AND 80 YEARS ON...!

Can it really be 40 years since I bought my very first copy of MotorSport and, reading from the back cover inwards (as we all did), saw an ad for a 1959 MGA Twin Cam, which I acquired for the princely sum of £455. At that time I was a mere half the then age of this magazine, but now at the onset of the 'Autumn years', this fraction has remorselessly increased to three quarters. My enthusiasm for the sort of cars I have had the great fortune to experience and own since 1964 has not diminished one iota (AC Cobras - all 350+ of them - being the number one favourite of course); but when MotorSport reaches its century in 2024, it will be the Almighty (and the Department of Transport) who dictate whether I (and you) will still get the thrill of being able to savour Middlehope Moor in Teesdale (for example) in something open and rapid, as I did a few weeks ago. Here's to the next 20 years!

AC COBRA 427 MK III 'SEMI-COMP.' - L.H.DRIVE. 1 of only 10 specially commissioned AC Cars Ltd. Factory Reproductions, hand-built over 3000 hours using the original 1960's Works jigs and bucks etc. Mathwall 485 bhp, 7 litre side-oiler gives 0 to 100 mph in 9.8 secs., but total docility when required! Fully trimmed (all black); matching weather gear. Indistinguishable from the 1965 original. UK Registered (411 VTW). 1,150 miles and absolute perfection. Awesome!



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On display at the GOODWOOD FESTIVAL OF SPEED; featured in TOP GEAR MAGAZINE July issue.



1994 AC COBRA LIGHTWEIGHT - R.H.DRIVE. - 1965 MK3 style 'shortnose' bodywork & interior. 360 bhp., handbuilt 5 litre Stage 3+ engine, 0-100mph in 10 secs. Many mods & extras incl. full suspension conv. 17" split rims, 3.77 diff etc. 4,500 miles and truly exquisite.



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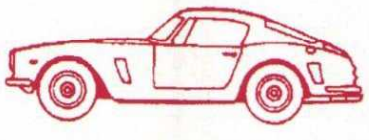
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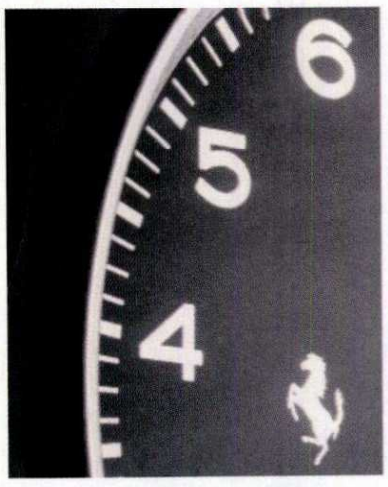
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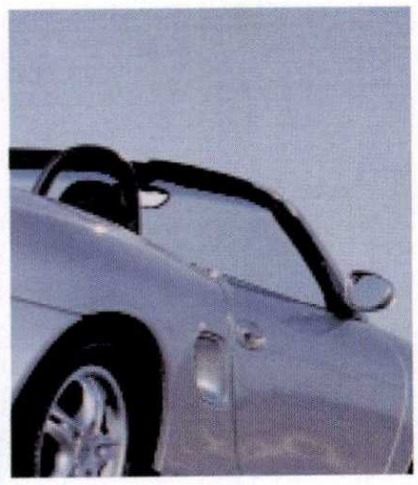
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2004 CAYENNE TURBO CRYSTAL SILVER 1000 miles
Black leather, 1 owner, sat nav, 20 inch alloys

2002/3 911 GT2 BASALT BLACK 3000 miles
Black leather, aluminium kit, sat nav, radar

2002 911 GT2 BASALT BLACK 13000 miles
Black leather, al kit, 1 owner

2001 911 GT3 ARCTIC SILVER 5000 miles
Black leather, comfort model, ali kit

2000 911 GT3 MIDNIGHT BLUE 12000 miles
Black leather, comfort edition, Xenon lights

2003 911 TURBO SEAL GREY 6000 miles
Black leather, pc2 sat nav, sunroof, al kit, Bose

2002/3 911 TURBO TIP COBALT BLUE 3000 miles
Grey leather, carbon pack, Bose, aero kit, sunroof, cruise

2002/3 911 TURBO TIP ARCTIC SILVER 8000 miles
Black leather, carbon pack, white dials, park assist, sat nav, 1 owner

2002 996 4S COUPE SEAL GREY 1700 miles
Classic Grey ruffled leather, sunroof, Xenon lights, mem seats, al kit

2002 996 4S COUPE TIP ARCTIC SILVER 12000 miles
Black leather, al kit, driving lights, sat nav, cruise, Bose

2001 996 CABRIOLET TIP LAPIS BLUE 13000 miles
Grey ruffled leather, computer, 18 inch alloys, liptronic lights, ali pack

1998 996 CABRIOLET ARCTIC SILVER 39000 miles
Sat nav, PSM, Xenon lights, mem seats

2003 996 COUPE FACELIFT MET BLACK 3000 miles
Classic grey leather, PSM, white dials, computer, sunroof

2003 996 COUPE FACELIFT MIDNIGHT BLUE 12000 miles
Black/blue leather trim, al kit, htd/mem seats, 18in alloy, Bose

2003 996 COUPE FACELIFT ARCTIC SILVER 7000 miles
Black leather, Bose sound, 18 in alloys, al kit, PSM computer, sat nav

2001 996 COUPE ARCTIC SILVER 37000 miles
Black leather, aero kit, radio/CD, airbags, PSM

1999 996 COUPE ARCTIC SILVER 32000 miles
Black leather, ali kit, sports seats, uprated CD, PSM

1998 996 COUPE TIP OCEAN BLUE 35000 miles
Grey leather trim, 18in alloys, sunroof, upgraded Porsche alarm

1998 996 COUPE TIP MIDNIGHT BLUE 45000 miles
Savannah leather, sunroof, white dials, 18in alloys

2002/03 996 TARGA TIP ARCTIC SILVER 21000 miles
Grey leather, 18in alloys, park assist, Litronic lights, rain assist

2003 BOXSTER S ARCTIC SILVER 5000 miles
Black leather, climate hardtop, driving lights

2002 BOXSTER S MERIDIAN SILVER 10000 miles,
Metropol leather, climate, electronic lit lights, white dials, 18 in alloys, BOSE

2001 BOXSTER S TIP SEAL GREY 9000 miles
Grey leather, climate, white dials, 18in alloys, Bose

2001 BOXSTER S LAPIS BLUE 19000 miles
Light grey, white dials, al kit, 17in wheels, CD, 3 spoke wheel

2001 BOXSTER S ARCTIC SILVER 14000 miles
Metropole blue leather trim, CD, 17in alloys

2001 BOXSTER 2.7 ARCTIC SILVER 11000 miles
Black leather, 17 inch alloys, hardtop

2000 BOXSTER 2.7 BLACK 22000 miles
Black leather, 17 inch alloys, uprated radio CD

1997/98 993 TURBO ARCTIC SILVER 22000 miles
Grey leather, engine upgrade 430, sunroof, computer

1996 993 TURBO 4 POLAR SILVER 55000 miles
Black leather, 18in alloys, climate, sunroof, sat nav

1997/98 993 COUPE 2s TIP MET BLACK 59000 miles
Black leather, 18in wheels, tracker, climate control

1997 993 COUPE 4 ARCTIC SILVER 39000 miles
Grey leather, sports seats, 18in alloys, climate, sunroof

1997 993 TARGA ARCTIC SILVER 38000 miles
Blue leather interior, climate control, split rim alloys

1994 993 CABRIOLET BLUE 72000 miles
Grey sports seats, AC, 17in wheels, airbags, CD, al kit, immobiliser

1980 911 3.0 CARRERA WHITE 75000 miles
Black interior, Pasha trim, sunroof, one owner last 10 years

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2000 360 MODENA F1 ROSSO RED 14000 miles
Black leather, suspension switch upgrade, CD package

1998/99 355 SPIDER F1 RED 20000 miles
Crema leather, climate control, sports suspension, uprated alarm

1998 355 SPIDER BLACK 9000 miles
Black leather, climate, airbag, suspension switch

1998 355 GTS F1 RED 8000 miles
Black leather, climate control, uprated cd system

1997 355 GTB RED 18000 miles
Crema leather, climate, upgraded CD

1995/96 355 GTB DK MET BLACK/GREY 18000 miles
Dark grey silver, radio/CD, climate

1997 456 GTA BLUE 25000 miles
Crema, climate, airbags, 10 CD, suspension switch

1992 348 TS BLACK 9000 miles
Black leather trim, climate control, 2 owners

1991 348 TS RED 25000 miles
Crema leather, 3 owners

1992 512 TR RED 18000 miles
Crema hide, red carpets, AC, hi-fi, tracker

1991 TESTAROSSA RED 5000 miles
Crema leather, red carpets, CD player

1991 TESTAROSSA RED 17000 miles
Black hide, red carpet, uprated sound system

1985/6 MONDIAL COUPE QV RED 54000 miles
Crema, red carpets, air-con, sunroof, good history, last QV built

1967 275 GTB4 RED 40000 miles
Crema hide interior, stunning rosso coachwork, engine rebuild

jaguar/AC

1967 E-TYPE 4.2 RDST SER 1 1/4 SILVER 54000 miles
Original RHD. Factory hard top, concours

1963 E-TYPE 3.8 FHC BURGUNDY 85000 miles
Original RHD. Superb restoration

1966 E-TYPE 2+2 AUTO PRIMROSE 82000 miles
Original RHD. Black leather, history, MoT's, restoration

1959 XK150 S DROPHEAD COUPE RED
Restored

1989 COBRA MK IV DARK METALLIC BLUE

1936 BENTLEY 4 ¼ PILARLESS COUPE
Gurney Nutting, one owner 30 years

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1985 Aston Martin V8 Volante. Finished in Rhodium Silver with Pale Grey hide, piped Burgundy and fitted with Burgubdy hood. This is undoubtedly one of the nicest Volante's to be brought to the market place in recent times. The car is in near concours condition and has been serviced annually by the factory. Fitted with automatic transmission, BBS alloys, electric hood. £59.500



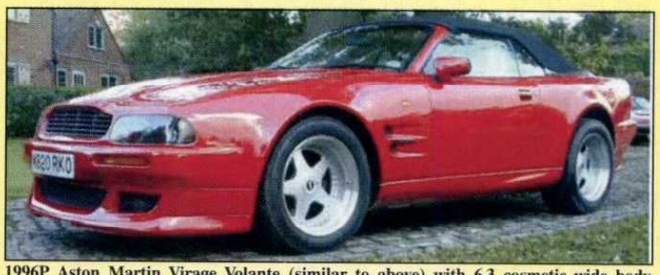
1988 Aston Martin V8 Volante. Finished in British Racing Green with Parchment hide interior, piped Green and contrasting Green hood. A beautiful example with continuous Aston Martin service history and all records.Fitted with automatic transmission and RONAL 16" alloy wheels. Stunning throughout. £52,950



2001 Ferrari 360 F1 Spyder. Left hand drive. Finished in Polaris Silver with full Black hide interior, side motifs, 18" 5 spoke alloys, Pirelli "P" zero tyres, two owners, full Ferrari service history including new cam belts by Maranello this month, electric seats, electric hood, CD etc. Under 9,000 miles. Perfect condition. .....£89950.



1999 Aston Martin DB7 Volante (Limited Edition). Finished in Black with cream leather interior, a Stratstone Limited Edition, number 7 of 19. Superb condition, having covered only 8,000 miles in the hands of one careful lady owner. None better on the market. £55,950



1996P Aston Martin Virage Volante (similar to above) with 6.3 cosmetic wide body. Beautifully finished in Cleveland Red with contrasting Magnolia hide interior piped red and fitted with black mohair hood. This is a three owner car that has covered 46,000 miles from new and has full Aston Martin service history. Fitted with automatic transmission, 19" OZ split rim alloys and is very realistically priced at .....£43,500.



1996N Aston Martin DB7. Finished in Mendip Blue with Magnolia piped Blue interior. Fitted with automatic transmission plus all usual refinements. Excellent throughout. .....£35,950.



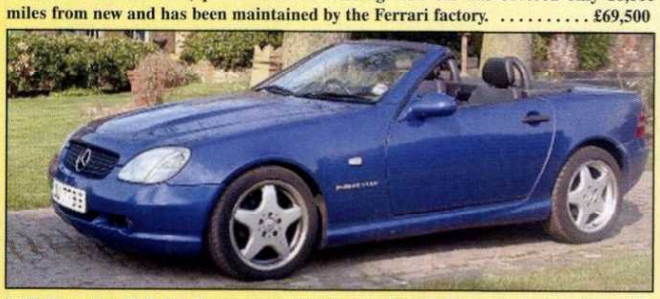
2001 '51' Ferrari 456 M GTA. Finished in Rosso Fiorano with beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. £69,500



1972 Ferrari 365 GTC4. Finished in Blue Sera with new full Black hide interior. This is a beautiful example which has covered only 73,000 miles from new. The car has a total service history from day one. It has recently had the benefit of coachwork refurbishment and £16,000 was recently spent on a major overhaul. Fitted with alloy wheels, electric windows, air conditioning. £39,950



1967 Ferrari 330 GTC. Finished in Red with Black hide interior and Black carpets. This is an exeptional example of this rare and sought after model and it comes with considerable service history. Outstanding condition. Needs to be seen. £59,500



1998 Mercedes SLK 230 Kompressor. Finished in French Blue with tw tone Grey hide interior. Fitted with alloys, air conditioning, electric roof, full Mercedes service history. 72,000 miles. £14,995



1998 R Mercedes 230 SLK Kompressor. Finished in Red with Black interior. A very nice car fitted with alloys, automatic transmissiion and retractable hard top. Excellent condition throughout but high mileage, hence the cheapest on the market at £12,750



1993K Mercedes SL320. Finished in Dark Blue with cream interior. Fitted with 5-spoke AMG alloys, hard top, electric soft top and various other extras. This car is in excellent condition throughout and has a full service history. Sensibly priced at £14,950



1955 Aston Martin DB2/4 Race Car. Finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competetive with numerous Class wins. Current spec. includes fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, cunningham rods, DB3S valves - allof this producing 170 bhp at the wheels. £39,750



1971 Jaguar E-Type V12 Roadster. Finished in Masons Black with Tan hide interior and was the subject of a total restoration by Country Classics about eight years ago. Fitted with manual gearbox and chrome wire wheels and is in fine condition throughout. (similar to above). £35,000



1965 Jaguar E-Type 4.2 Roadster. Finished in Carmen Red with Parchment hide and Black Mohair hood, Fitted with manual four speed gearbox and chrome wire wheels. This car was the subject of a seven year re-build by a very capable Jaguar enthusiast and was the winner of many concours. Quite exeptional. £48,000



1954 Jaguar XK120 SE Fixed Head Coupe, finished in Pearl Grey with red hide interior. This is a really beautiful example, in timewarp condition, of this extremely desirable model. Well worth viewing, and sensibly priced at: £35.000



1959Jaguar XK 150. Fixed Head Coupe.Finished in Old English White and new Red hide interior and fitted with chrome wire wheels and Avon turbo speed radials. This car has been the subject of an £85,000 rebuild by Jaguar specialists 7 or 8 years ago and is in the condition you would expect from such a restoration. Its only deviation from original is the addition of a 5-speed gearbox for high-speed motorway cruising. £35,000



1961 Aston Martin DB4 Series II finished in Black Pearl with Dark Grey hide interior. This is a really beautiful example which has been the subject of a full and detailed restoration by its present owner. It is completely unmolested and refurbished to its original specification. Only two owners from new, undoubtedly, one of the finest on the market and sensibly priced at £65,000

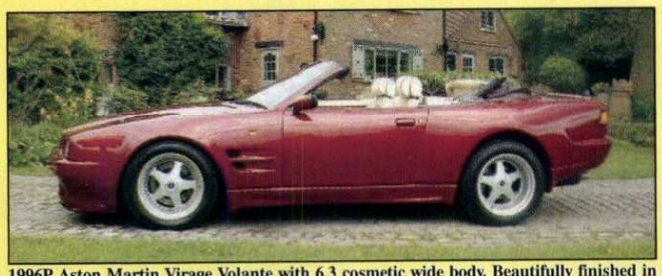
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1996P Aston Martin Virage Volante with 6.3 cosmetic wide body. Beautifully finished in Cleveland Red with contrasting Magnolia hide interior piped red and fitted with black mohair hood. This is a three owner car that has covered 46,000 miles from new and has full Aston Martin service history. Fitted with automatic transmission, 19" OZ split rim alloys and is very realistically priced at .....£46,500.



1964 Austin Healey 3000 Mark III Phase II. Finished in Old English White with Black side panels and Black hide interior. Mechanically this car is in excellent condition with very good weather equipment but really in need of a re-paint, hence only . . .£16,950



2001 '51' Ferrari 456 M GTA. Finished in Rosso Fiorano with beige hide interior. This car has only ever been owned by Ferrari UK and comes with all usual refinements including 17" 5 spoke alloy wheels, air conditioning, high quality hi-fi system with CD, automatic transmission, power assisted steering. The car has covered only 16,000 miles from new and has been maintained by the Ferrari factory. £69,500



1971 Jaguar E-Type V12 Roadster. Finished in Masons Black with Tan hide interior and was the subject of a total restoration by Country Classics about eight years ago. Fitted with manual gearbox and chrome wire wheels and is in fine condition throughout. (similar to above). £35,000



1968 Ford GT40. Finished in Red with correct style Grey ventilated seats. One of several cars carefully constructed by Penn Motor Company as an exact replica of the original cars. Not to be confused with other inferior reproductions. £29,950



1971 Jaguar E type series III 2+2, finished in wedgewood blue with blue hide interior. Fitted with manual transmission and chrome disc wheels, this car has been the subject of recent major mechanical refurbishment and is in excellent throughout. Represents extremely good value at £14,950



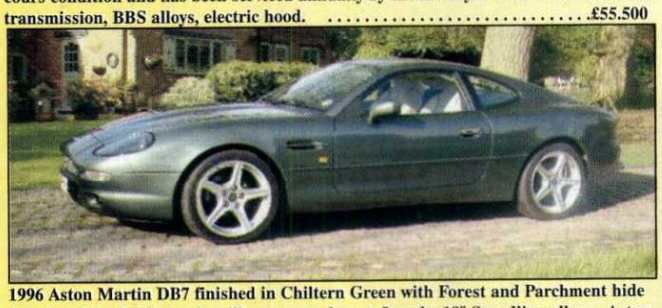
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1988 Aston Martin V8 Volante. Finished in British Racing Green with Parchment hide interior, piped Green and contrasting Green hood. A beautiful example with continuous Aston Martin service history and all records.Fitted with automatic transmission and RONAL 16" alloy wheels. Stunning throughout. £49,950



1979 Aston Martin V8 Volante, Finished in Chichester blue with magnolia hide interior, and magnolia electric hood. This is a very rare manual version, made even rarer by it's Low Mileage of just 23,000. From new, this car has had just two owners, and since 1988 has formed part of a substantial private collection. A rare find at only £39,950



1996 Aston Martin DB7 finished in Chiltern Green with Forest and Parchment hide interior. Fitted with mesh grille, sports exhaust, 5 spoke 18" Speedline alloys. Aston Martin warranty, 48,000 miles. Total Aston service history, perfect throughout. £36,950



1998 Aston Martin DB7 Volante finished in Antrim Blue with Light Tan and Blue hide interior. A beautiful example fitted with Automatic transmission, power hood, electric seats, heated front screen. Slightly high mileage, hence only £42,950



1995N Aston Martin DB7 Coupe. Finished in Dark Green with Magnolia interior, piped Green. Stainless grille, 5 speed manual, power steering, air conditioning, full service history. 40,000 miles Alarm. £35,950



1960 Aston Martin DB4 Series I. Finished in Kingfisher blue with red hide interior and fitted with 4 speed gearbox, chrome wire wheels. This car is in very nice condition and well worth viewing. £39,950



1955 Aston Martin DB2/4 Race Car. Finished in Ferrari Racing Red with in excess of 14 years continuous racing history. Very competetive with numerous Class wins. Current spec. includes fresh 2.6 engine with DB3S cams, Cosworth pistons, new crankshaft, cunningham rods, DB3S valves - allof this producing 170 bhp at the wheels. £36,950



1957 Aston Martin DB2/4 Mk II. Finished in two tone British Racing Green and Silver. Owned by a valued customer for many years with service history with ourselves and Four Ashes Garage. Very nice 50s sports car at .....£32,950.



1954 Jaguar XK120 SE Fixed Head Coupe, finished in Pearl Grey with red hide interior. This is a really beautiful example, in timewarp condition, of this extremely desirable model. Well worth viewing, and sensibly priced at: £35.000



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1993 K Mercedes SL300 finished in Dark Blue with Cream interior. Fitted with 5 spoke AMG alloys, hard top, electric soft top and various other extras. This car is in excellent condition throughout and has a full service history. Sensibly priced at £13,995

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The ex-Works, 1965 12Hr Sebring Class-Winning
1964 Austin Healey 3000 Mk II
Estimate: Eu105,000-165,000



The ex-Works, 1982 Le Mans entry
1982 Aston Martin 'Nimrod' Group C Race Car
Estimate: Eu 100,000-200,000



The ex-Works, 1989 Le Mans entry
1989 Aston Martin AMR-1 Group C Race Car
Estimate: Eu 200,000-300,000

Additional highlights include:

Property from a Private Collection:
1914 Sunbeam TT Racing Two Seater. Estimate: Eu 370,000 - 520,000
The ex-Works, 1928 Bentley 4.5 Litre "The Bobtail Bentley". Estimate: Eu 1,500,000 - 1,800,000
The ex-Works, 1930 Bentley Speed Six Tourer by Vanden Plas. Estimate: Eu 2,200,000 - 2,500,000
1931 Bentley 8 Litre Tourer by Gumey Nutting. Estimate: Eu 420,000 - 500,000
1934 Frazer Nash TT Replica. Estimate: Eu 140,000 - 180,000

Other properties:

The ex-Works, 1956 MGA Roadster w/hardtop	Estimate: Eu 37,500 - 52,500
1965 Porsche 911 Rally Car	Estimate: Eu 30,000 - 45,000
The ex-1976 Le Mans, Evertz Racing Entry	Estimate: Eu 350,000 - 380,000
1975 Porsche 3.0 RSR	
XL Racing, 2003 Le Mans Entry	Estimate: Eu 160,000 - 200,000
1999 Ferrari 550 Maranello GT	

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