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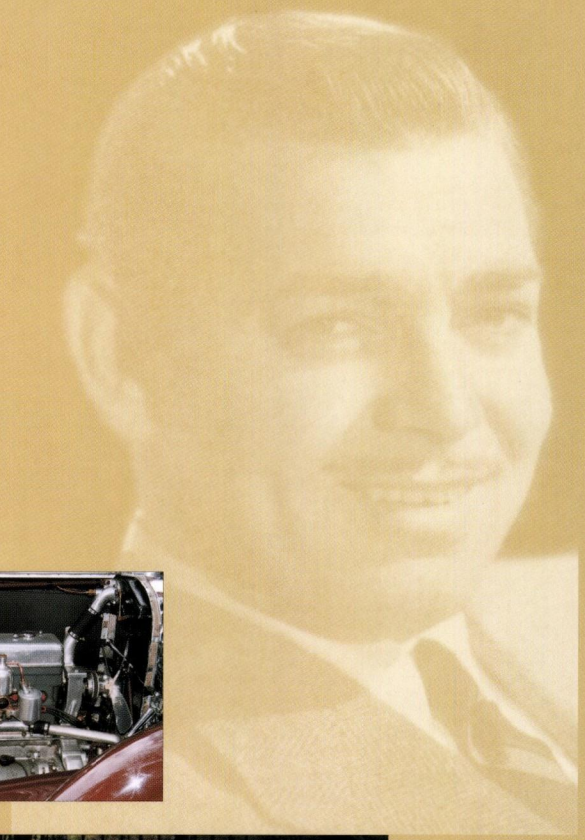
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The Clark Gable
1937 Lagonda LG45 Rapide

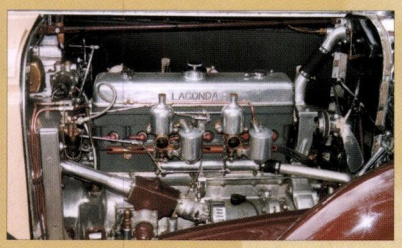
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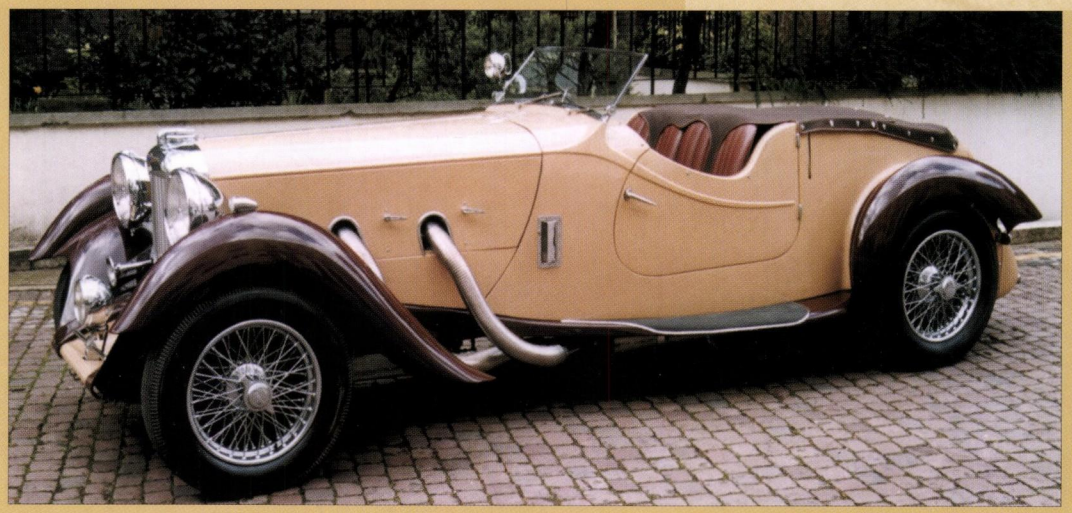


Clark Gable's magnificent Lagonda Rapide, owned and raced by this legendary movie star, is one of only 25 vehicles produced by Lagonda.

This most important vehicle has been the subject of a comprehensive two year restoration by marque specialist Peter Whenman. Today it is resplendant in its period colours of Sand and Sable.







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editorial



Andrew Frankel
EDITOR

NEXT MONTH'S ISSUE OF MOTOR SPORT will, I hope, become one of the more collectable editions. To celebrate fifty years of Formula One and as part of our preview to this year's Coys Historic Festival we have selected a Grand Prix car from each of the five decades that F1 has been with us, taken them to Silverstone and driven them, back to back, for a day. What's more, Martin Brundle came to help with the driving.

Martin, thank heaven, is a rabid enthusiast, more than capable of appreciating any racing car; it was fascinating to see him hop from a 3.5-litre 1990s F1 car into a 2-litre '50s machine and see him return, grin undiminished. He was also illuminating on the subject of modern F1 or, rather, its drivers and how they compared to those he encountered in his 13 seasons. He was surprised, at first, by my contention that now there is just one driver viewed as a demi-god by the public whereas his career was peppered with the likes of Senna, Prost, Piquet and Mansell. He thought for a while, then ventured the following:

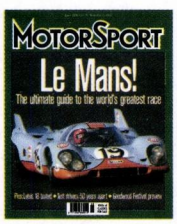
"I guess it's like the royal family. These days everyone knows what all the drivers are doing all the time; there is data acquisition on every move and you cannot run and hide; then, there was very little exposure and that created a mystique around the top drivers. When I got my first podium in '84, they pulled a truck up, Piquet, de Angelis and I got on, waved to a few mechanics, wives or girl-friends and that was it. That was the procedure.

"What I absolutely refute, however, is any suggestion that the drivers today are somehow less talented than those who were driving when I was in F1. It is the way they are portrayed that changes people's attitudes to them. Maybe now there is too much exposure..."

◆ ◆ ◆

THERE MAY BE A NUMBER OF YOU WONDERING WHETHER it is going to be worth going to Le Mans this year. Most of the traditional works teams are staying away, after all. Historically, in fact, that is one of the best reasons for going to Le Mans. Works teams do not guarantee good racing; often in the past they have done precisely the reverse. The history of the race is defined by periods of works domination and, often, processional racing.

On the other hand, look at the best race of the recent past and you will note there was not a single official works team on the grid. In 1995 various private McLarens GT cars fought through the night with a Courage-Porsche prototype in a truly epic battle. And even amid the mutterings about just how private an entrant the eventual winner was, it was proven that a good Le Mans does not need vast factory efforts behind it. Besides, there is also the new historic Ferrari race before the 24-hours kick-off, and the chance to see the 512s back in their element is not one that I, for one, feel inclined to miss.



Cover: Herbie Müller driving a Porsche 917K at Le Mans in 1971

Vol LXXVI No 6 JUNE 2000

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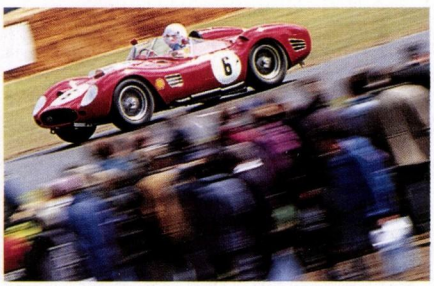
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MATTERS *of* MOMENT

NEWS, VIEWS AND COMMENT



Following the success of the 1997 event, this year's Grand Prix Historique on Monaco's unsurpassed street circuit promises the cream of historic racing

PAST WINNERS FLOCK TO MONACO HISTORIC GP

NO FEWER THAN SIX MONACO GRAND PRIX-WINNING CARS HEAD A GLITTERING entry for the second Grand Prix Historique, with Sir Stirling Moss reunited with Maserati 250F '2522' in which he triumphed in 1956, for an event which is guaranteed to bring the hallowed streets of Monte Carlo alive on May 27-28.

Many other machines which shaped the history of the principality's famous race are coming from around the world, the AC de Monaco having done well to whittle down huge numbers of applications (in Formula Junior's case around 100 entries) to form six representative grids.

Three-time Monaco winner Moss (he also won in '60 and '61 with Rob Walker-entered Lotus 18s) is part the line-up for the Pre-'61 front-engined Grand Prix retro. Fangio's '57 GP-winning 250F '2528' is also out with Nigel Corner driving, while Willie Green drives Friedhelm Loh's Mercedes W196, sister car to Fangio's pole machine in '55.



Given the Silver Arrow's presence, it's a pity that Robin Lodge's Lancia D50 (recreated by Jim Stokes Workshops, using an original V8 engine and running gear) was rejected by the organisers. Nevertheless, the field features seven more 250Fs, Nick Harley's Ferrari Super Squalo, Corrado Cupellini's Dino and Barrie Williams in a Connaught A4. Ian Nuthall's Alta and the Cooper-Bristols of Gregor Fisken and Spencer Flack top the F2s.

The first Monaco GP, won by French-based Briton William Grover 'Williams', was staged in 1929, and while Jean-Louis Duret's Bugatti wears its green colours, the T35C in which Baron Philippe de Rothschild finished fourth is back with Bart Rosman. Also on the grid should be Louis Chiron's 1931-winning T51 (Dean Butler) and Tazio Nuvolari's '32-winning Alfa Romeo Monza (Terry Cohn). Julian Majzub's T35B and the Alfa 8Cs of Christian Glasel and Klaus Werner are always going to be threats in pre-'34 two-seater GP events.

Martin Stretton in Michael Steele's ERA R4D starts favourite for the pre-52 GP race, but the ex-Furmanik Maserati 4CM (in which Stretton won in 1997) is flying in Barrie Baxter's hands, and the ERAs of 'Whizzo' Williams and John Ure are in with a strong shout. In a rare departure from his beloved Bentleys, Stanley Mann races Michael Rudnig's F2 Veritas Meteor.

A wonderful ensemble of Pre-'66 GP cars stars Bruce McCaw's BRM P261, in which Graham Hill won the '65 race and came third in '66. The 261s of Thomas Bscher and Paul Alexander both boast good results at Monaco, but American Duncan Dayton could get among them in his Brabham-Climax BT11. Geoff Farmer's Lotus 25, sixth in the '63 GP with Trevor Taylor, and Robs Lamplough's later 33 are likely challengers too.

The '52 GP was run for sportscars, so the winning Ferrari 225S – to be driven by Moss – will be the focus of the event for Pre-'59 drum-braked two-seaters. Frank Sytner pilots a 250TR from the same Bamford stable, Willie Green will drive Sytner's Frazer-Nash and contemporary racer Claudia Hurtgen is in Klaus Werner's Maserati 300S. The talented Flavien Marcais (Jaguar C-type), Julian Bronson (HWM-Jaguar) and Friedrich Kozka (Porsche 550A) are dark horses.

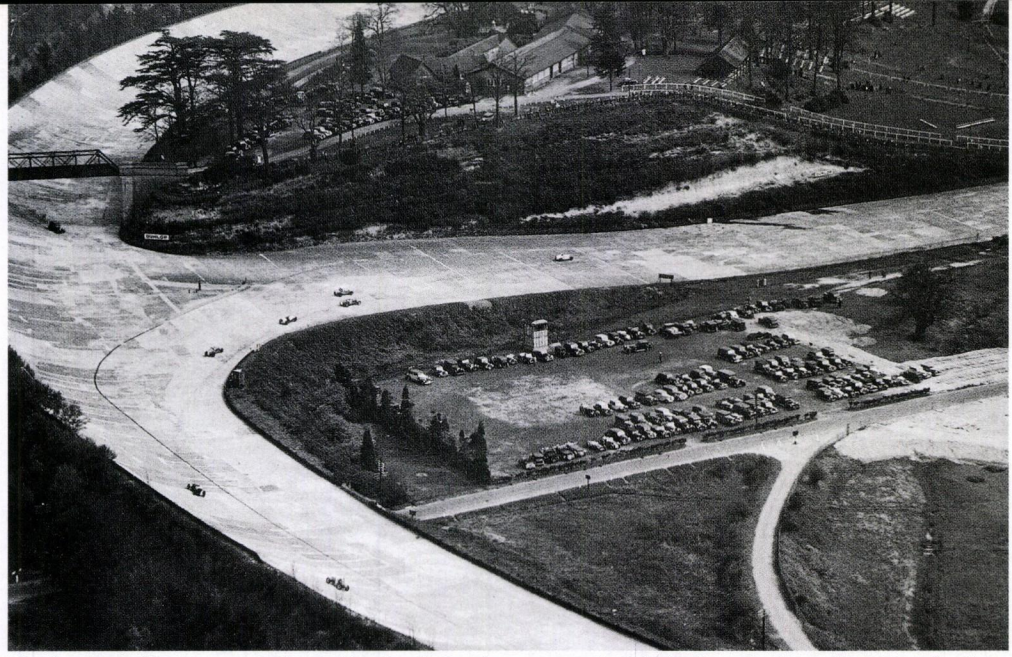
Two cars which won the Monaco Formula Junior GP have pride of place in the 1100cc pack. Peter Arundell's '62 Lotus 22 has Martin Walford aboard, and Richard Attwood's '63 Lola Mk5A is now with Robin Longdon. Major opposition comes from the Lotus 27s of triple Lurani Trophy champion Tony Thompson and Joaquin Folch, while earlier cars span Bandini, Osca, Foglietti, Stanguellini, and Volpini, plus British Gemini and Alexis models. **MP**

MCLAREN MP4S SOLD EN MASSE

The collection of 16 Marlboro McLaren MP4 Grand Prix cars, which was acquired by David Clark's consortium, as reported in MOTOR SPORT last month, has been sold intact and is likely to remain in Britain.

The transaction was completed by lawyers on behalf of a client who wished to remain anonymous. Speculation, however, suggests that the 16 examples of the marque's most successful model, spanning the years from 1982 to 1996, have reverted to the custody of McLaren International boss Ron Dennis, who was reported to have been very far from thrilled at their availability on the open market.

"My aim was to sell the cars individually to strategic people," said Clark. "In business, you are not always able to realise your dreams, but I am proud to have been part of this deal," he said. As pledged, a substantial donation from the proceeds of the sale is being made to the Honeypot Charity for underprivileged children. **MP**



Northamptonshire's new speedway offers banked racing not seen in Britain since the days of Brooklands, above

ROCKINGHAM OPENER TO INCLUDE BROOKLANDS VETS

NINETY FOUR YEARS AFTER HUGH LOCKE-KING COMPLETED Britain's first purpose-built motor circuit at Brooklands, veterans of the great banked outer circuit are to be invited to christen the stunning new Rockingham Motor Speedway, near Corby, in 2001.

Although RMS prime mover Peter Davies and his team are negotiating to attract Indycar and NASCAR races to the Northamptonshire complex, a Brooklands Revival element will be part of the inaugural event, tentatively scheduled for the May Bank Holiday weekend.

Leviathans like the Napier-Railton, which in John Cobb's hands set the ultimate Brooklands lap record at 143mph, and the best of the Bentley Specials, will make a wonderful spectacle at the 1.5-mile tri-oval, which will also boast an integral infield course, as did Brooklands.

"While our aim is to attract major International championships, the first meeting will be a compilation event, to give a taste of what Rockingham can do," said Davies. "We'll run pre-war and Historic cars, demonstrations of American classes, and a selection of club races." **MP**



Le Mans weekend opens with historic race commemorating Ferrari's last win, with 250LM in '65

MASERATI VS FERRARI AT LE MANS HISTORIC RACE

FIVE FERRARI 512MS AND A 512S ARE EXPECTED TO HEAD the sensational scarlet line-up for the special Shell Historic Ferrari-Maserati Challenge race which will run immediately before the 24 Hours sportscar classic at Le Mans on the morning of June 17.

The field for the 45-minute tribute to the Prancing Horse will include British veteran David Piper's 250LM and 330P2, a host of 250GT SWBs and GTOs and a representative pack of their predecessors ranging back to at least one 166MM – Luigi Chinetti and Lord Selsdon scored the first of Ferrari's nine victories at La Sarthe in a sister 166MM in 1949 – plus a selection of Testa Rossas from the early '60s, when Olivier Gendebien, Phil Hill and Paul Frère triumphed, are also competing.

Ferrari's last outright win came as far back as 1965, when Masten Gregory and Jochen Rindt took an unexpected chequered flag in a 250LM, but the marque's glory days extended into the 1970s, when GT class 365 GTB/4s showed their stamina with some superb overall results. Since then 512BB, F40 and 333SP models have maintained a presence, while a factory-prepared 550 Maranello was sadly withdrawn shortly before this year's race.

Maserati never won Le Mans, but the Trident will be represented by the 300S models – similar to that which gave the marque its first start in 1954 – of Bill Binnie and Burkhard von Schenk, and the Tipo 63 Birdcage which finished fourth a decade later. **MP**



The Targa Florio rerun places the legendary race back on the international calendar for the first time in 27 years

THE TARGA FLORIO RETURNS

A RETROSPECTIVE EDITION OF SICILY'S celebrated Targa Florio road race is to be run in October of this year, with competitors set to compete over two or three laps of the sensational 45-mile Piccolo Madonie circuit. This is the same circuit that represented the last bastion of open-road racing in the World Manufacturers Championship back in 1973.

Peter Auto, the Paris-based team behind both France's Tour Auto and the Shell Historic Ferrari Maserati Challenge is to organise the event, with wholehearted support from the island. The organisation was due to meet the AC di Palermo to discuss logistics in early May.

"It's very exciting news," said British Alfa Romeo expert Paul Grist, who is rebuilding an ex-works T33/3 which contested the 1971 race. "It has given us extra incentive to finish the car in the marque's 90th year."

First held in 1906, the Targa Florio enjoyed its glory days from the 1950s to the early '70s. Though it continued as a national event for some years after it was dropped from the World Series, 1973 is considered to be the last year the proper Targa was run. Herbie Muller and Gijs van Lennep won the race in a Porsche 911 RSR when the Alfa Romeo 33TT12 of Rolf Stommelen and Andrea de Adamich retired after hitting a rock. **MP**

NEW ARCHIVE AT SILVERSTONE

Access to racing history should be simpler and quicker in future thanks to a new initiative to centralise the archives of major clubs and circuits. A new body called the British Motor-sport Central Archive, to be based at Silverstone, is being set up to bring together and permanently house reports, programmes, posters, photographs, film, video, books and other material on the sport. The wide range of bodies co-operating in the venture includes clubs such as BRDC, BRSCC, BARC and MSA, specialist clubs (VSCC, HSCC, 750MC, 500 OC), circuits (Castle Combe, Mallory Park) as well as organisations such as the Formula One Register, BMRMC and Hay-market Publishing.

The centre will provide facilities for those researching racing, and will have details of other archives, producing a resource which will be accessible by internet. **GC**

F5000 TO HAVE ITS OWN RACES

F5000'S REVIVAL HAS BEEN A LONG TIME coming, but the big V8s have now captured European competitors' imagination sufficiently to warrant exclusive races at major meetings.

Promoter David McLaughlin has 30 cars registered for the Transatlantic Challenge, but is cautious about the opening round at Donington on June 3/4. "We're hoping for 15, and a lot more at Brands in September," he says.

Mike Whatley's Surtees TS8 is ready, while Frank Lyons and John Bladon will drive the ex-Tony Trimmer Lola T332 and ex-Sam Posey Surtees TS11. Historic F1 ace Simon Hadfield will go well in a Lola T330, and restoration of the ex-Willie Green Trojan T101 is his team's next project.

Both ex-Team VDS Chevron B28s are runners with Keith Norris and Nick Shrigley-Feigl driving, Ean Pugh has entered his ex-David Hobbs McLaren M10 and John Barry is planning to reunite Keith Holland with his race-winning Trojan. **MP**



European demand for F5000 now sufficient for its own race series



Gary Pearson's Lister holds off the more nimble Lotus 15 of Robert Brooks

PEARSON WINS GP SUPPORT RACE

LOCAL LISTER-JAGUAR ACE GARY Pearson won the BRDC's Historic Sports Car Championship round which graced the British Grand Prix support bill, after a thrilling battle with Robert Brooks' agile 2-litre Lotus 15 in slippery conditions.

The demise of pole position man John Harper's Cooper-Monaco, beached in the bunker at Bridge from half-distance, and the sister car of Frank Sytner with engine problems, precluded a rear-engined triumph.

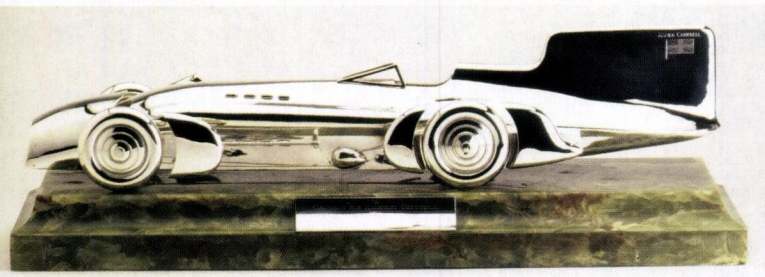
The Ferrari 246S of Tony Dron eventually got the better of Peter Hardman's usual Aston Martin DBR1 from the same Sporting & Classic Cars stable for third place, having previously mixed it with the Lister-mounted Nick Linney.

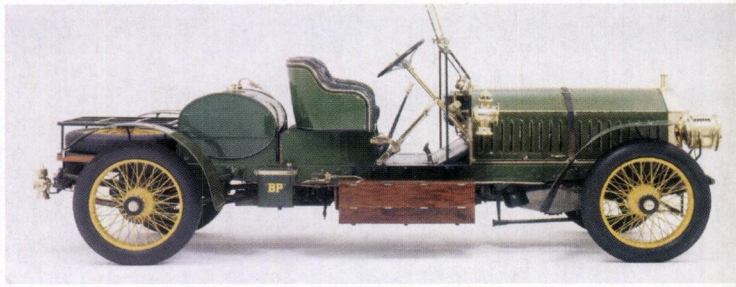
Erstwhile points leader Win Percy's Lotus 15 suffered simultaneous electrical master switch and coil failure in the assembly area, rendering the triple British Saloon Car Champion a non-starter. **MP**

Festival of Speed
22-23 June 2000

A Sale of Important Sports, Competition and Collectors' Motor Cars, Formula 1 Memorabilia and Fine Automobilia

GOODWOOD





The Brooks Goodwood Festival of Speed
sale is renowned for the variety of competition and sporting machinery on offer and entries for this year's event suggest it will be no exception.

Already entered, is this hallmarked sterling-silver model of 'Bluebird' (above left) presented to Sir Malcolm Campbell in 1931 by Napier & Co. Ltd., made by The Goldsmiths & Silversmiths Co. Ltd., London.

In contrast, another entry is the ex-Gerhard Berger 1986 Benetton-BMW B186 Formula 1 single-seater, driven by the great Austrian driver in 8 Grand Prix, coming 5th at Monza.

Also entered is this 1907 Napier 60 h.p. racing two-seater (above right). With 6 cylinders and 60 horsepower this Brooklands-style racer from the aristocrat of British manufacturers represented state-of-the-art motoring in the Edwardian era.

Entries are invited

To enter a motor car for auction or for further information please contact: Malcolm Barber, James Knight or Nick Lumby (motor cars), Peter Card or Jonathan Vickers (automobilia) on 020 7228 8000, or Stewart Skilbeck on 01757 638894.

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Rolls-Royce Enthusiasts' Club Annual Rally and Auction Towcester Racecourse, Northamptonshire. 3 June 2000.
Entries are now invited.

Summer Vintage, National Motor Museum, Beaulieu, Hampshire. 27 July 2000.
Entries are now invited.

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EVENTS OF NOTE

MAY

19-21 NURBURGRING (D)
Luxembourg GP, FIA F1 World Championship, round 6.
☎0041 2 2544 4400

19-21 SPA (B)
Group C cars and Can-Am monsters on Europe's finest circuit. ☎0032 4254 1950

19-21 ZANDVOORT (NL)
FIA Historic GT and Touring Car at the Dutch seaside track.
☎0041 2 2544 4400

21 DONINGTON
If you want to see an Auto Union, not standing or even just running, but racing, there is nowhere else to be other than at the VSCC's annual meet which incorporates the Seaman and Flockhart races.
☎01608 444777

24-28 MILLE MIGLIA (I)
45 years after his famous victory, Stirling Moss heads retro's entry in Benz 300SLR.
☎0039 2 302 280036

25-27 THREE HILLS (IOM)
Vintage and classics scale challenging climbs at Lerghy Frissell (25th), The Sloc (26th) and Creg-ny-Baa (27th).
☎01624 670150

27-28 MONTE CARLO (MC)
The Grand Prix Historique de Monaco is one of the racing season's most glittering sporting events. See Preview, p4.
☎00 377 93 15 26 00

27-28 SILVERSTONE
Two days of HSCC action includes first Historic Saloon Enduro and Euro F2 Trophy round. ☎01327 858400

27-28 ZANDVOORT (NL)
Two Sportscar races mark an enjoyable weekend away for the German-based HRA Endurance Challenge.
☎0049 2151 392998

28 CURBOROUGH
Aston Martin OC invades Britain's most popular Sprint course, near Lichfield, for a marque 'show and go.'
☎01353 777353

29 CRYSTAL PALACE
Annual Sprint on remnants of the charismatic race circuit focuses on Historic and classic cars. ☎01622 730899

29 MALLORY PARK
BARC's new Classic-themed meetings showcase saloons, sportscars, single-seaters and fast Clubmans machines.
☎01264 772607

JUNE

1-4 WATKINS GLEN (USA)
Ferraris star at HSR meeting, with F1s, F5000s, and sports prototypes on the awesome New York Grand Prix track.
☎001 888 477 5999

2-4 MONTE CARLO (MC)
Monaco GP, FIA F1 World Championship, round 7
☎ 0041 2 2544 4400

2-4 MAGNY-COURS (F)
France's Grand Prix circuit stages 12 Hours of Historic sports and touring car action, VdeV Racing style.
☎0033 1 69 88 05 24



The golden era combines with today's spectacle when historic racers support LM 24 Hours



Enjoy sea, sand and sportscars at Zandvoort in late May

3-4 DONINGTON
Group C protos, explosive F5000 action, Thunder-sports and AMOC marque series.
☎01353 777353

8-11 ACROPOLIS RALLY (GR)
World Rally Championship.
☎0041 2 2544 4400

10 SILVERSTONE
The 750MC's Birkett Relay Race returns to Silverstone in12-hour format for its 50th year. ☎01379 384268

10-11 MOST (CR)
TGP and HGPCA pre-'66 cars head best-ever bill at Most's annual Czech historic festival.
☎01451 810855

10-11 A1-RING (A)
International Supersports Cup makes Austrian debut, plus returning FORCE Pre-'72 Classic Grand Prix series.
☎0043 3577 229 2813

10-12 PAU (F)
Acemai brigade brings the '70s Formula 2 cars back to the atmospheric streets of Pau.
☎0033 1 4640 1818

11-12 GIRO de SICILIA (I)
Four laps of the Targa Florio circuit await pre-68 cars after a 600km blast round Sicily.
☎00 39 91 6700382

17-18 LE MANS (F)
Veterans of 24 Hours return for a Historical Ferrari Challenge coup at the big race.
☎0033 1 4259 7340

16-18 MONTREAL (CDN)
Canadian GP, FIA F1 World Championship, round 8.
☎0041 2 2544 4400

17-18 SILVERSTONE
Massive celebration of very topical MG marque, with MGCC and Thoroughbred Sportscar races the on-track focus. ☎01235 555552

17-18 CROIX/TERNOIS (F)
Britain's HSCC makes annual sojourn to northern France (Croix is an hour from Calais); races include Formula Junior.
☎01327 858400

18 CADWELL PARK
Vintage racers never look better than when battling against this rustic Lincolnshire backdrop for Shuttleworth & Nuffield Trophies of VSCC..
☎01608 644777

23-25 GOODWOOD
Eighth Festival of Speed is one of the unmissable highlights of the historic season. See major preview on p59 of this issue. ☎01243 755000

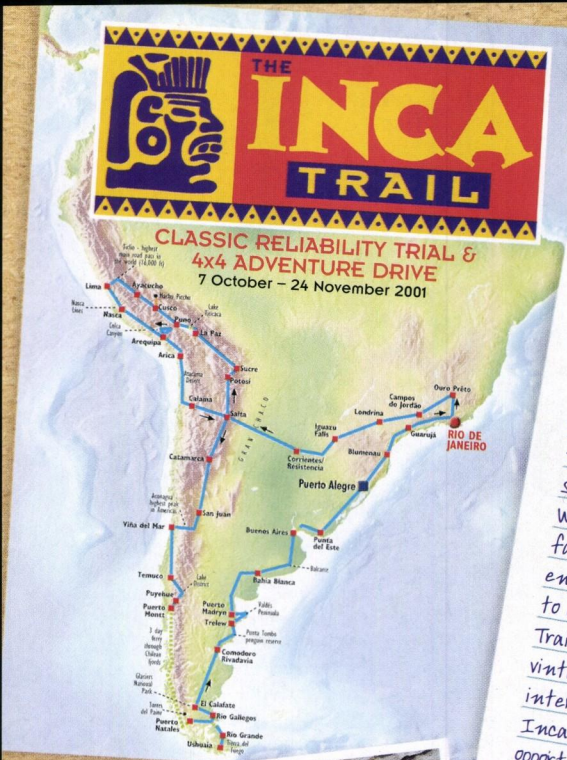
24-25 MONTLHERY (F)
Pre-52 GP cars take to the historic Parisian speedbowl with intrepid HGPCA entrants up for the GP de l'Age d'Or.
☎00 33 2 32 39 92 15

24 SILVERSTONE
Aston Martin enthusiasts meet to remember 'Jock' St John Horsfall at their OC's annual showcase. ☎01353 777353

THE INCA TRAIL

CLASSIC RELIABILITY TRIAL & 4x4 ADVENTURE DRIVE

7 October – 24 November 2001







Sunday 23 April

Easter Sunday St.George's Day

Reached Porto Alegre late last night... back in Brazil again, on our homeward leg back to Rio. Our six country route survey has been an incredible three months – and that's even without the added thrill of competition setting adrenaline running...

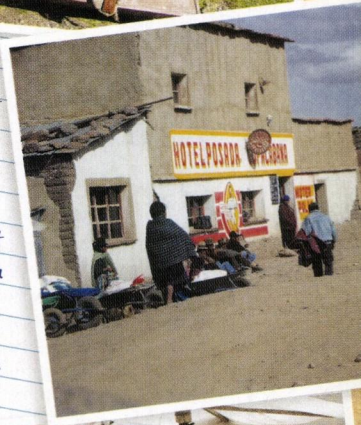
We've accumulated so many outstanding memories: the fantastic roads, such incredible sights, such wonderful, enthusiastic people. October 2001 seems a long time to have to wait to enjoy the Trail itself. But for a challenge as exciting as Inca Trail is shaping up to be for all our 100 competitors, be they in vintage cars*, classics or 4x4s, the wait will be returned with interest, many times over the entire length of the 22,000km route.

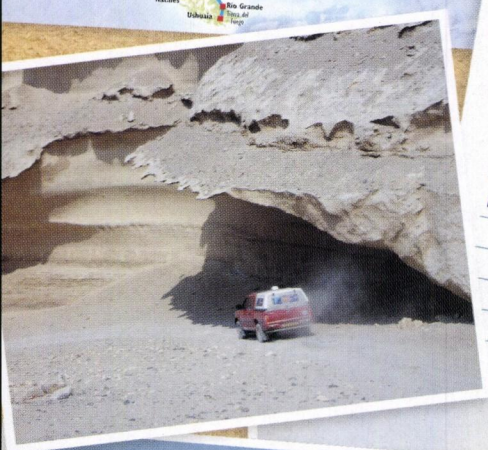
Inca Trail Open Day, Birmingham, Saturday 10 June: the perfect opportunity for all the finer details to be aired! Plenty of photographs here to help give a real taster of what it's all about... and it really is Inca-redible!

Monday 24 April

Easter Monday

Meetings: 9.00 am Army Ordnance Dept re maps
10.30 am City Tourism Officer
12.00 noon Chairman, Local Car Club
2.30pm Depart for Blumenau





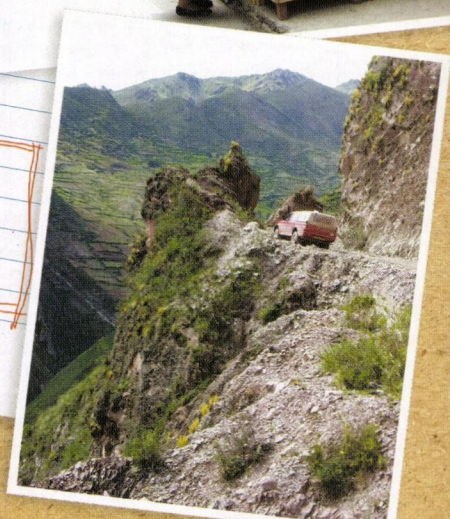


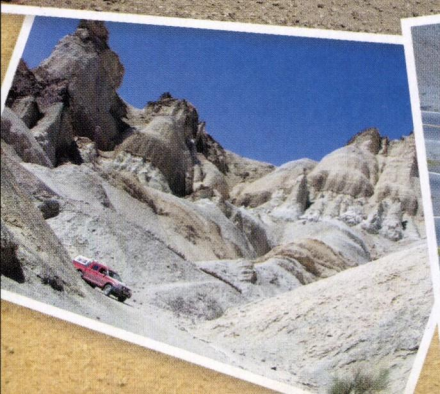
* Note:
Special schedules and classes for pre-war cars.

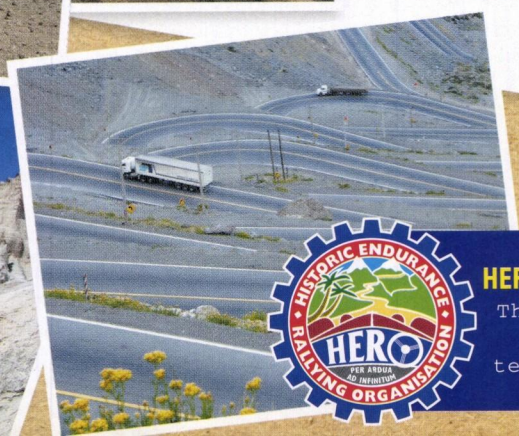
GOODWOOD FESTIVAL OF SPEED
23, 24, 25 June:
Hero has Stand 183.









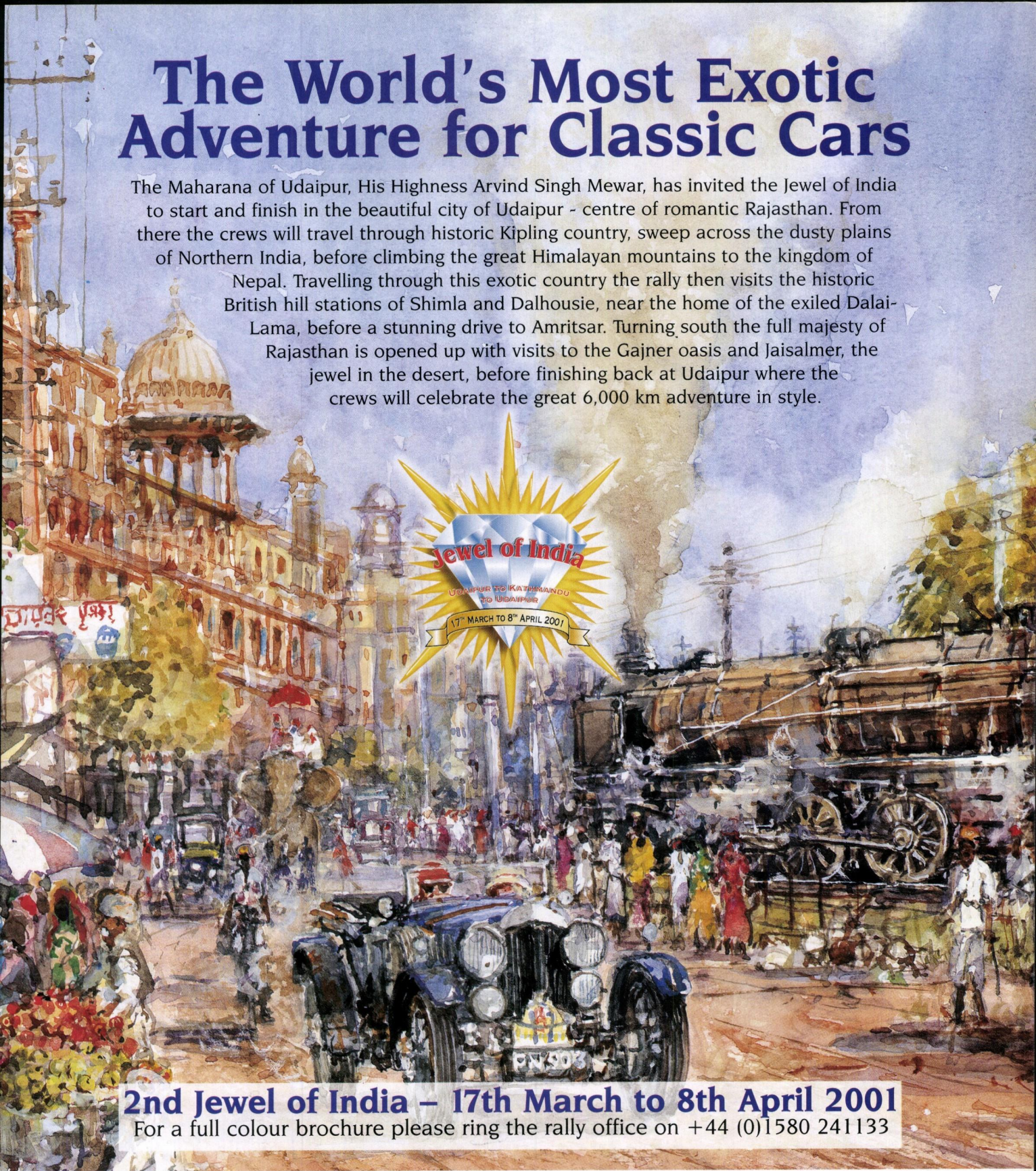


INCA TRAIL AND OPEN DAY DETAILS FROM
HERO – the Historic Endurance Rallying Organisation
The Town House • Leigh • Worcester • WR6 5LA • UK
tel (+44) 01886 833505 • fax (+44) 01886 833144

Photos by John Brown

The World's Most Exotic Adventure for Classic Cars

The Maharana of Udaipur, His Highness Arvind Singh Mewar, has invited the Jewel of India to start and finish in the beautiful city of Udaipur - centre of romantic Rajasthan. From there the crews will travel through historic Kipling country, sweep across the dusty plains of Northern India, before climbing the great Himalayan mountains to the kingdom of Nepal. Travelling through this exotic country the rally then visits the historic British hill stations of Shimla and Dalhousie, near the home of the exiled Dalai-Lama, before a stunning drive to Amritsar. Turning south the full majesty of Rajasthan is opened up with visits to the Gajner oasis and Jaisalmer, the jewel in the desert, before finishing back at Udaipur where the crews will celebrate the great 6,000 km adventure in style.



2nd Jewel of India – 17th March to 8th April 2001

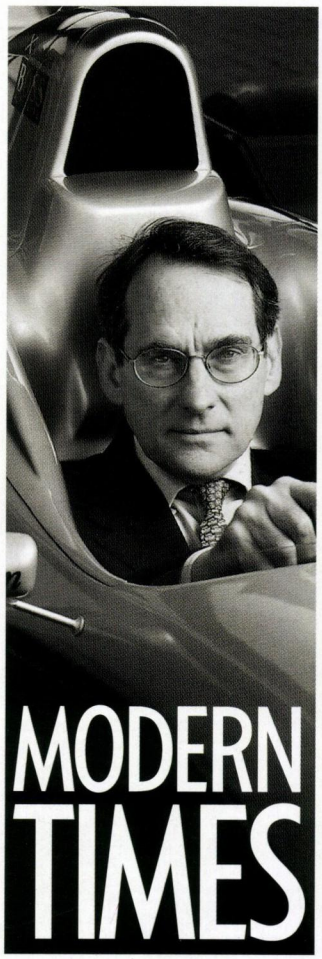
For a full colour brochure please ring the rally office on +44 (0)1580 241133

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Email: info@roarr.co.uk
www.roarr.co.uk
Organised by: Rythm Of A Road Rallies

Coming Soon:
3rd Jewel of India – Udaipur to Cochin, January/February 2002
The Hippy Trail – Carnaby Street to Freak Street, Kathmandu, September/October 2002

The Hippy Trail



MODERN TIMES



LAT

Getting on with his job; Coulthard lines his McLaren up to take second from Schumacher's Ferrari at Barcelona

IT'S BEEN A TURBULENT MONTH FOR Formula One, which has once again found itself on the front pages of the newspapers as well as the back. First it was the Silverstone mud, which was caused by two things: an abnormally high water table in Northamptonshire after two months of heavy spring rain; and the FIA's arrogant insistence that the British Grand Prix should move from the traditional date it has occupied uninterruptedly for 49 years.

Apart from the opening round of the very first World Championship, held at Silverstone on May 13th 1950, the British Grand Prix date has been almost as immovable as Christmas. Ever since 1951 it has always been held on the second or third weekend in July. And the British Grand Prix is one of only two rounds to have been held in every one of the 50 years that the title fight has been running.

So, even while the FIA is proudly celebrating the half century of its World Championship, tradition apparently counts for little in Paris. It is hard to avoid jumping to the conclusion that Silverstone was lumbered with such a disastrous date because of the ongoing contractual wrangle between the BRDC and Bernie Ecclestone, who has granted future British Grand Prix rights to Brands Hatch – even though Brands currently does not have a circuit capable of holding the event, nor any planning permission to build one. Bernie pleads Not Guilty: he says he has no influence over the calendar, which is purely the FIA's business. But paradoxically, in almost the same breath he promises to use the influence that he hasn't got to ensure that Silverstone gets its July date back...

Which prompted FIA president Max Mosley, that staunch motor racing enthusiast, to say that a return to the July date could not be guaranteed – and, moreover, he has summoned the Silverstone organisers to appear before the FIA World Council on June 21st, to explain their treatment of the spectating public. They may get an immense fine, which they will have to add to the huge losses they made after they had to close the car parks on qualifying day and offer refunds to ticket holders. They may even be found unfit to hold a Grand Prix - which would add a further twist to the future contract argument.

I'm afraid – and this view may be very unpopular with some MOTOR SPORT readers – that I have little sympathy with the disgruntled spectators who spent so much time in the traffic jams on the A43 that they saw little, or no, motor racing on the day of the Grand Prix. I've been going to major internationals at Silverstone since 1954, and I learned long ago that the wise spectator furnishes himself

with two pieces of equipment: a good road map, and an alarm clock.

For personal reasons I had to commute this year to and from London on all four days of the Grand Prix weekend, and my budget certainly didn't run to a helicopter. On race day I left my home in London at 5.20am, and I was walking into the paddock at 7.40am. I had no special car pass, and I wasn't in a 4x4 or on a motorbike but in a normal road car, three up. The route I used is one of many options available to anyone prepared to take the trouble to work out how to avoid the A43 – as plenty of others were doing at that early hour, and they all got in as painlessly as I did. If you can't read a map, be patient: work on the long-awaited Silverstone by-pass is due to start shortly.

I do have to accept that a lot of people had a very frustrating time getting in, and getting out, of the car parks. And I do know how they feel. My very first visit to Silverstone was as a nine-year-old, to the torrentially rainy International Trophy meeting on May 15th 1954. My father's sedate Rover 75 got stuck going into the car park, and as a result we missed the first race. But the unforgettable sight of Gonzalez taming the Super Squalo F1 Ferrari on the waterlogged circuit made it all worthwhile.

It's worth pointing out that not one of the 17 Grand Prix circuits we go to during the season have car parks that are totally hard-standing. Most of the other 16 would be in serious trouble if a date change were forced on them with no thought for the weather – we wouldn't expect the Malaysian Grand Prix, for example, to be run in the middle of the rainy season. Of course Silverstone must learn from the whole unhappy experience and urgently review its traffic and car parking arrangements. But it will be criminally unjust if the FIA, the author of Silverstone's misfortunes, adds expensive insult to financial injury by punishing it for its muddy problems.

We were still debating the Silverstone mud when the horrifying news came through on the Tuesday before the Spanish Grand Prix of the air crash in France involving David Coulthard. The pictures on every television news bulletin and on the front of every newspaper demonstrated starkly how lucky he, his fiancée Heidi Wichlinski and his trainer Andy Matthews had been to escape almost unhurt from the wreckage in which the two pilots died.

Executive air travel is a way of life for Grand Prix drivers, who fly millions of miles without mishap. One remembers the 1975 disaster in which Graham Hill, Tony Brise and four others died, and the sad death of the talented Carlos Pace in 1977, but both of these crashes befell small propeller aircraft of an earlier generation. Last time I went to Monte Carlo I was lucky enough to thumb a lift with historic racer and ocean-going yachtsman Irvine Laidlaw in his magnificent Gulfstream. As we crossed France in peace and privacy at 42,000 feet and 550mph I began to see how, for millionaire F1 drivers with tight schedules demanding ceaseless trans-Continental travel, it must be the only way to go.

And there was never any doubt in my mind that David, badly bruised physically and no doubt emotionally, would fly by private plane into Barcelona two days later, with Heidi and Andy, to start preparing for the Spanish Grand Prix. Throughout the weekend he behaved with calm dignity and exemplary professionalism. He faced a media barrage in the Paddock on Thursday, answered all their questions, offered his condolences with evident sincerity to the families of the dead pilots, and then asked not to be bothered further. I only heard of one crass journalist, a Dutchman apparently, who did bother him, asking whether it would have been more appropriate to withdraw from the race as a mark of respect to the pilots. To which David answered calmly and courteously, as is his way, that if he'd been killed and the pilots had lived he wouldn't have expected them to stop doing their jobs. He, therefore, was going to get on with *his* job. In fact the father of one of the dead pilots, with unselfish generosity, went to the lengths of telephoning David before the race, and wishing him luck.



Silverstone rain 1954; Gonzalez tames the Super Squalo Ferrari

Formula One drivers are different from the rest of us in many ways, and one of these is their power of concentration, their ability to focus on the task in hand to the exclusion of all else. It must have been a relief to David to be able to do just that, and exclude the horrors of that crash-landing at Lyon. It wasn't a particularly easy weekend for him: in qualifying his car developed a fuel pick-up problem, and he had to run with a heavy fuel load. He missed out-qualifying Barrichello by six thousandths of a second.

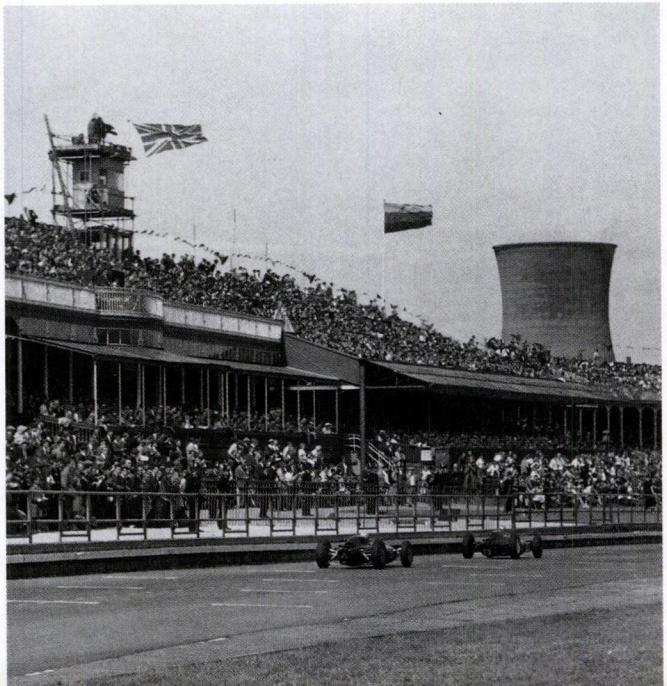
Come the race his start was not good, and he found himself fourth behind Ralf Schumacher – which became fifth after his first pitstop because his paddles somehow selected second instead of first. But his second stop was exemplary, and he came out of the pits just as Ralf hove into view. They were wheel to wheel into the first corner, but David stuck it out, later passing brother Michael into the same corner to take a richly deserved second place.

It must have been a great relief for him to climb onto the podium as part of another McLaren one-two, even if team-mate Mika Hakkinen has now moved ahead of him in the points table. But as Mika and Rubens sprayed the champagne David's expression was sombre and his magnum remained unopened. On that weekend, he didn't feel like being part of the usual clowning around.

David Coulthard is Britain's top Formula One driver, and he always feels mildly bemused that the media are more interested in Jenson Button's youth appeal, Johnny Herbert's cheery banter or Eddie Irvine's pungent quotes. But for me, coming after another great victory at Silverstone, the whole Spanish weekend underlined the man's inner strength and stature. We should be proud of him. M



Carlos Pace died in a 1977 air crash. Aintree, right, brought an alternative landscape to five British GPs



LETTERS FROM READERS

Write to: MOTOR SPORT, 60 Waldegrave Road, Teddington, Middx TW11 8LG, Great Britain. **E-Mail:** motorsport@haynet.com

The Editor reserves the right to edit all letters

IN PRAISE OF MODESTY

SIR,

I was very interested to read the letter from Dan Gurney in last month's MOTOR SPORT. It did not surprise me at all to read the self-effacing manner in which it was written and the way Dan Gurney praised others in his very modest manner.

I count my self very fortunate in having met Dan Gurney on a couple of occasions through my friendship with Cliff Allison, his contemporary, and I just know that the letter he wrote is so typical of this quiet American.

When I was arranging the Lotus 50 Years Celebration in 1998 at the Coys Festival, I invited him to attend our celebration dinner. Unfortunately he was unable to do so, due to racing commitments, but took time to send a hand-written note apologising for being unable to attend. That note reflected on his time with Lotus, Colin Chapman and particularly Jim Clark. This note is now in my copy of the Indianapolis Years and still brings a lump to my throat when read – a real gentleman.

I AM, YOURS, ETC

MALCOLM RICKETTS, AYOT ST LAWRENCE, HERTS

* * * *

LADIES FIRST – AND THIRD

SIR,

Here are brief details, from Paul Sheldon's invaluable *Record of Grand Prix and Voiturette Racing*, of three women drivers who won races, or scored class wins, against fields no worse than those in the Aurora F1 Championship:

1. Janine Jennky won the 1928 Formula Libre Coupe de Bourgogne, a four-hours duration race, against a field that included Chiron. She had also finished third in the 1927 Grand Prix de La Baule.

2. The Voiturette section of the same race was won by Lucy O'Reilly Schell, mother of Harry Schell.

3. Anne-Cecille Rose-Itier won two of the many voiturette races she started in the early '30s, the 1932 Trophée de Provence and the 1933 Grand Prix de Picardie. Mr Sheldon states that she used to "do odd things with fans in nightclubs in Paris".

I AM, YOURS, ETC,

STEVEN CAINE, WARRINGTON, CHESHIRE

* * * *

HASH AND SPLASH

SIR,

Two letters in the March issue prompt this one. Mike McDowell writes on Ivor Bueb, and Robert Edwards writes on the Masten Gregory/Archie Scott Brown showdown. More than 40 years on, perhaps it is time to clear the air.

As Mike says, Ivor felt himself to be under a lot of pressure, but the amount of brandy he drank before each race, to "steady his nerves", could have lost him his driving licence today. Bueb was far from being the only driver of his time to get tanked up before the racing. In common with some contemporaries, including Fangio, Masten Gregory habitually ingested chemical substances. When he beat Scott Brown at Silverstone, his head was on a three-foot string above his shoulders.

Bueb used alcohol before racing, Gregory often used drugs. Neither was unusual in this. Stirling Moss recalls that, before the 1955 Mille Miglia, Fangio gave him one of "his famous stamina pills". Stirling has written, "Fangio's pill was fantastic... apparently there were a couple of weird South American compounds involved which the chemists were very wary of trying to reproduce."

It was a different age and a different culture. Louis Chiron, for example, was appalled when he arrived to compete in the Carrera PanAmericana only to discover that the race was 'dry' and he could not take his flask in the car. Giovanni Bracco won the 1952 Mille Miglia on brandy and 160 cigarettes. Benzedrine, as well as alcohol, was a popular additive among drivers of the time. It was a long time ago, and we are grown-up people, so please may we stop being coy? Ignore this, and we ignore an essential element of history.

I AM, YOURS, ETC,

MIKE LAWRENCE, CHICHESTER, SUSSEX

* * * *

RIGHT CROWD, WRONG PLACE

SIR,

Silverstone – home of British motorsport. What a shambles. The same story every year: narrow country lanes, pasture land for car parks, delay upon delay, our so-called premier motorsport venue.

On Saturday I was one of the fortunate ones looking from the infield at the mud-covered paying public (those who got in), subjected to uncovered expensive grandstands, unpaved pedestrian areas, greasy burgers, no car parking, poor viewing and appalling toilet facilities. I recalled the words "The right crowd and no crowding".

We really have made a lot of progress since then. I believe it is time to move on and give the paying public value for money. I wish Brands Hatch well in its bid.

I AM, YOURS, ETC,

MARK RAYSS, WALLINGTON, SURREY



Not so glorious mud – should Silverstone have seen it coming?

SWISS ROLE

SIR,

I greatly enjoyed your Klausenpass track test in the April issue of the ever improving MOTOR SPORT, the stunning photography and enthusiastic writing capturing exactly both the rich heritage of continental mountain climbing and the fascination of racing over closed public roads.

However, you were a little harsh with the Swiss, for whilst it is true that they are rather challenged in the fun department when it comes to everyday motoring, the Automobile Club de Suisse continues to co-ordinate the Championat d'Europe de la Montague, a round of which is the famous St Ursanne-Les Rangiers hillclimb near Basel.

The European Hillclimb Championship is in fact still alive and well, with 12 rounds across the continent ranging from the Czech Republic and Slovakia to Spain and Portugal. The courses may be a little shorter than those run in the '30s, but they remain many times longer than British climbs.

As probably the only British entrant in this year's series, I too have chosen a BMW in which to do battle with Johnny Foreigner, a Group N M3. Finally, pity your track tests were not accompanied by circuit diagrams for that added dimension. But what the hell, thanks for a fine magazine.

I AM, YOURS, ETC,

PETER G HERBERT, RICHMOND, NORTH YORKSHIRE

* * * *

VIRTUAL PASSENGER

SIR,

Just a line to thank you most sincerely for the superb Jaguar tape sent with April's issue – I still cannot believe I have been round Le Mans with Hawthorn – fantastic!

I AM, YOURS, ETC,

L S SMITH, PINNER, MIDDLESEX

* * * *

CAMPARI CODA

SIR,

On page 55 of the article devoted to Giuseppe Campari, Bill Boddy asks "if anyone knows if Campari may have been using his operatic gift at amateur performances".

Enzo Ferrari's *My Terrible Joys* contains numerous references to Campari, who was a fellow driver with whom Ferrari competed very often, as well as a close friend.

He recalls an evening at Campari's new house ending with a duet sung by the two 'masters of the house' of the first act of La Traviata. Later he states: "Campari's singing passion resulted in a first appearance on the stage of a real theatre at Bergamo. The opera could only have been Traviata, Campari's battle horse. He excelled with many formidable high notes, each one being held for a long time, but the bass notes got lost in imperceptible meandering. Summed up, it was not a success, and a particularly cruel

LETTERS FROM READERS

spectator shouted at him 'Better go racing'. Upon which, Campari immediately stopped, and, of course still in Alfredo's attire, exclaimed at the top of his voice 'Whenever I race, people tell me to go singing, and when I do that, I am told to go racing. What am I to do?' Of course, this was a joke, because when he raced, nobody could have overlooked the brilliance of the ace driver."

I AM,YOURS, ETC,
H BENDEL, WEINMANNGASSE, SWITZERLAND

* * * *

CRYSTAL BALLS

SIR,

Having read John Davenport's article about Prodrive Supremo David Richards, I would like to correct him on one small point.

According to a trophy in my loft, I was the recipient of the 1974 Castrol/Autosport National Championship winning co-driver award. Does this mean that it is I who should be heading up Prodrive, as well as negotiating with Bernie over film rights for World Rallying?

I well remember sometime in 1974 travelling back down the M6 from Scotland with David in his little rusting Mini. We had both been co-driving on a National Championship round. As David was travelling by himself and feeling the effects of a particularly good after-rally party, (the crews were human in those days – the parties were as competitive as the rallying!), it was decided that I should sit in with David as far as the Liverpool junction in order to keep him company and awake! As the journey progressed, David began to tell me how he was going to make rallying his business and was going to make his fortune from this enterprise. I listened to all this for an hour or so until it was time to part company. I climbed back into our service barge with the boys, and laughingly related to them how David Richards had talked an absolute load of b******s about his vision of making money out of rallying! We all had a jolly good laugh at his expense and thought "foolish, misguided boy". It would appear that we got it ever so slightly wrong. Well done David, and good luck with your latest venture.

I AM, YOURS, ETC,
MONTY PETERS, ANSTY, WEST SUSSEX

* * * *

DANCERS END HILLCLIMB

SIR,

I am compiling a history of competitions at Dancer's End Hill Climb, the venue near Tring, Hertfordshire, which was used for competitive events be Berkhampsted and District MC from 1930 until 1939. If any readers can supply me with photocopy reports, I shall be most grateful, and will of course reimburse any expenses.

I AM, YOURS, ETC,
ALAN WOOD, 8 AMBLESIDE COURT, TELSCOMBE CLIFFS, EAST SUSSEX BN10 7LT



The colour of money: sponsorship was a major Chapman legacy

HANG ON A MOMENT...

SIR,

I was surprised that your recent article "The Moments That Changed the Sport" omitted a moment that has probably had a greater impact on the sport as a whole than any of the others. The decision of Colin Chapman (why was he involved in so many of these moments?) to turn out the Lotus 49 in Gold Leaf Team colours opened a floodgate of money into the sport and changed it forever.

As Ron Dennis recently pointed out, nowadays for two hours on Sunday F1 is a sport and everything else in between is business. Daily we see how much of the sport is now dominated by financial issues that overshadow the sporting matters. Surely the introduction of big-time commercial sponsorship into F1 must warrant a mention as a defining moment, if not the biggest one of all?

I AM, YOURS, ETC,
PROFESSOR JOHN MONSON , VIA E-MAIL

* * * *

ONLY A GAME

SIR,

So Michael Schumacher's debut was a moment that "changed racing history"? Oh, please! In what way, exactly? I fear you're losing your perspective.

Only other gripe - please stop referring to Grand Prix Legends as a game. It's a simulation. Sounds picky, I know, but there's a world of difference.

I AM, YOURS, ETC,
PETER PEARSON, LEWES, EAST SUSSEX

* * * *

MAY MEMORIES

SIR,

Congratulations on an excellent May edition. Nigel Roebuck's piece on Jacky Ickx was most enjoyable and I was particularly interested by the Belgian's thought on the 1970 season. Obviously, nothing could compensate that year for the loss of Piers Courage, Bruce McLaren and Jochen Rindt, but the racing was really quite special.

I remember being caught up in the widespread excitement at Ferrari's mid-season resurgence and Bernard Cahier's glorious photo of Clay Regazzoni about to be swamped by delirious fans at Monza captures the mood perfectly. As you state, this was only the Swiss driver's fifth Grand Prix and the win was the highlight of a brilliant first season. In fact, he only drove in eight of the 13 races, the victory at Monza, three second places, a pole, three fastest laps and third place in the championship. Not bad for a beginner!

Rob Walker's piece on his and Jo Siffert's 1968 defeat of Chris Amon and Ferrari at Brands was a good read too. Motor racing is full of ifs and buts, but I wonder what Chris would have achieved in 1970 if he'd stayed at Maranello. Would Regazzoni have ever had his chance? And had Ickx and Ferrari not had such a miserable 1973 would Lauda and Montezemolo ever have worked their magic?

I AM, YOURS, ETC,
JOHN WINFIELD, ORSTON, NOTTS.

* * * *

COME IN NO12

SIR,

As the registrar for the Lotus 12 model for the Historic Lotus Register I am seeking information a missing car. Twelve Lotus 12 cars were built between 1957 and 1958, chassis nos 350-361 inclusive. The register is nearly complete, except for chassis no 361, completed on 5 September 1958 and sold to Sid and Keith Green of Gilbey Engineering. In 1959 it was sold to Albert Gay and has nosubsequent history after 1959.

I am seeking information on a car known as the Nimrod which was run by Dave Havelock, a Vauxhall photographer. It ran at a monoposto press day at Brands on 9th November 1963, was yellow in colour and used the body and chassis of a Lotus 12.

In addition, a John Hally ran a Lotus/Nimrod special at Doune in Scotland in April 1972. If anybody can shed any light on these Nimrod cars and their owners it may help to complete the history of the missing Lotus 12. I can be contacted on Phone (0061) 883392605 Fax (0061) 8837901143 or e-mail on bennett@camtech.net.au, remembering the time difference with Australia!

I AM, YOURS, ETC,
G BENNETT, VIA E-MAIL

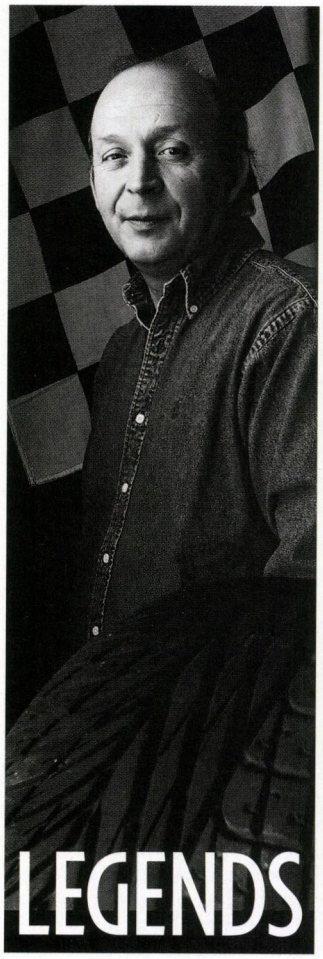
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DEAD SLOW AND STOP

SIR,

As an add-on to your article on Jaguar disc brakes, I well remember being told of an early exchange on the subject by the Godfather of the then Chief Car Engineer at Rolls-Royce, Guy Knowles. They had an enquiry from Chrysler, asking how they did their drum brakes. In replying, Rolls asked "why did you give up the disc brake?" Answer: "because we could not get over the slow speed stop!"

I AM, YOURS, ETC,
H M GADSBY, ARUNDEL, WEST SUSSEX





Purley follows Williamson at Zandvoort, '73. When Roger crashed, Purley waded into the fire to try to save his life

DAVID PURLEY

THE DEMANDS OF THE SEASON BEING what they are, I spend less time in my house in Normandy than I would like; but whenever I do get over there, a few laps around Rouen Les Essarts are essential to my well-being.

Not used for Formula One since 1968, and for racing at all, sadly, since '93, this is among the greatest road circuits the sport has known. Mention of it conjures, of course, the image of Fangio's Maserati 250F, blithely steered on the throttle through the downhill swerves, but when I am there, I think first of David Purley.

As you come past the pits, the road falls away, then plunges right. If you're going reasonably hard, this is scary in a road car; in a single-seater it must have been something else again.

Purley, second there in the F2 race in 1974, said he had his own way of coping with the fear. "When we did bayonet training in the Army, we were taught to scream as we lunged forward – to help take our minds off what we were doing, I suppose. At Rouen, we'd come past the pits at about 160mph, and then that incredible sequence of downhill sweepers would begin. For the last couple of hundred yards before them, I'd scream into my helmet, to give me more courage, to keep my foot from lifting. Helped a lot, I found."

Even 25 years ago, David's views on safety were hardly mainstream. I liked him enormously, not least as he reminded me of Innes Ireland. Both were tough men, *genuinely* tough, but also compassionate and kind, with a laconic sense of humour aimed, not infrequently, at themselves.

Trudging through the sodden paddock at Zolder after the 1977 Belgian GP, I noticed Purley in conversation with Niki Lauda, and clearly, from their expressions, it was an interview of some heat. At its conclusion, I asked David what it had been about. "Well, first of all, come in out of the rain and have some soup," he smiled.

For Purley the afternoon had been memorable for the fact that briefly he'd led a GP in his privately-entered Lec. Granted, the circumstances had been freak – he had been in front because he stopped later than most to change tyres – but led he had.

Later in the race Lauda was striving to hold off Gunnar Nilsson, and complained that Purley had held him up, causing him to spin. "He said I was in his way – that rabbits like me ought to stop to let aces like him through..."

And your response?

"I told him to bugger off! I said that if an ace in a works Ferrari couldn't pass a rabbit in a Lec without spinning, he wasn't a bloody ace in my book..."

At the next race, Purley turned up with a white rabbit sticker on his car.

Even the Rat had to laugh.

It was in the dreadful circumstances of Roger Williamson's fatal crash at Zandvoort in 1973 that the name of David Purley became known across the world, a fact he rather resented. Television viewers witnessed his attempts to release the trapped driver from his burning March.

"What surprised me is no other drivers stopped to help. There was all this talk of 'Purley trying to rescue his friend' and so on, but that wasn't the case – I didn't know Roger well at all. What happened was a reflex action. In Aden, if one saw a burning tank one tried to help those inside, and it was the same at Zandvoort. A matter of a man needing help. That car burned for several laps, and all the 'safety crusaders' just kept on bombing through the accident scene without even backing off..."

David had no recollection of the accident. He remembered neither stopping his car nor running across the road. What maddened him was the marshals' inability to tackle the fire. "If you want to talk safety, that's where I do have strong views.

"One of those guys was wearing a plastic mac! If he goes near that car, he's dead. And something like that I found totally unacceptable. If a bloke does have an accident, he should have the right to expect that everything possible will be done for him."

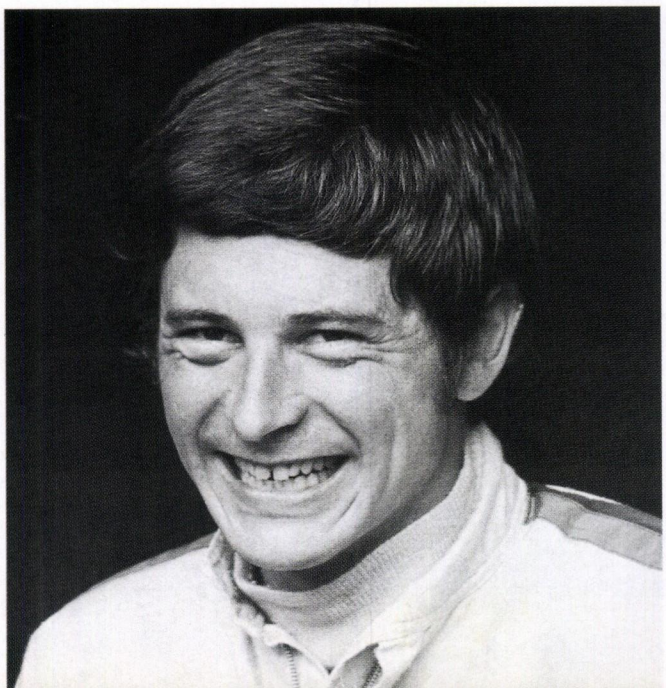
That said, Purley's views on safety were otherwise unfashionable, to say the least. He had contempt for a society increasingly hell-bent on protecting people from themselves. Who can imagine what he would made have of tonyblair.com?

"I don't suggest," he said, "that we should race in shirtsleeves and linen helmets, or drive cars that aren't safe as they might be. That would just be stupid. But once you're togged up as well as possible, strapped into a good, sound car, it's you against the other blokes, your skill against theirs – and frankly I don't think you should be able to make mistakes with impunity.

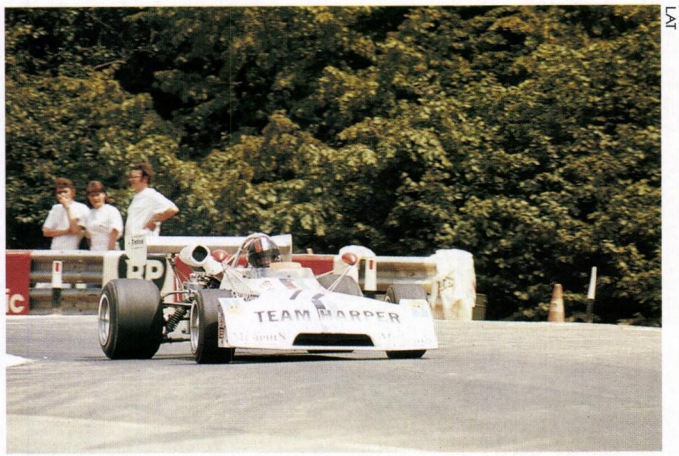
"If you're on a dangerous track you just make damn sure you don't put a wheel off. If you do, you know you're done. For me, that was the added spice of places like Rouen or the Nürburgring."

Over time other drivers suggested Purley's apparent fearlessness was abnormal, that he had a death wish. I never thought that true, but undeniably David liked to test himself. Did he think, I asked him once, he was attracted to danger for its own sake?

He was silent for a few seconds. "If I'm being honest about it, I would have to say yes, I suppose I am. I loved those F3 races at Chimay, for example. Public roads...no guardrails...very quick. I used to be very frightened there, and I think – in my case, anyway – you have to be a little frightened to drive a racing car properly.



Purley believed he needed to be a little frightened to perform properly in a Formula One car



LAT

F2 at Rouen in '74. "I'd scream into my helmet to give myself more courage"

"I don't want to die in one, God knows. But there's a lot of satisfaction in the thought I'm alive because of my skill, my ability to cope. I don't want to see F1 become slot car racing."

Purley had no doubts that his racing philosophy had its roots in his time in the Army – particularly with the Paras in Aden. Towards the end of the final evacuation there, he remembered that things got very hot.

"We had everything chucked at us – mortars, grenades, Kalashnikovs – and nothing ever frightened me so much. I think probably I learned to control my fear there. I was a young officer, and you couldn't let it show.

"It was the same with parachuting. When you're standing in an aircraft by an open door at night, 800 feet up, the 'plane bucking around, that's very scary. Everyone would be standing about, yawning from fear, cracking un-funny jokes and so on. After that racing was a bit of an anti-climax."

David's biggest regret was that he never drove a competitive F1 car. The Lec project was inevitably under-financed, and had a sadly short life. Anyone at Silverstone that July day in 1977 can remember the awful silence over the place as the news of Purley's accident came in. Although he somehow survived the colossal impact with the bank at Becketts, he never raced regularly again, and he missed it.

"I can't find anything else that gives me the same buzz as racing," he would say, "but aerobatics gives me a lot of pleasure." He had bought a Pitts Special, and it was in this, shortly before the 1985 British Grand Prix, that he died.

He loved to tell 'flying stories'. "I went down to Nigeria once, on a sales trip with another bloke. I was 17, and hadn't had my licence long. We went all down the western coast if Africa in this single-engined Commanche, and as we were nearing Sierra Leone we had to fly over swamps for about 500 miles. One morning we took off very early, at about five, to see the crocodiles eating.

"I was flying very low – about 300ft – and as the sun came up so, too, did the temperature. The engine began to misfire. I remember that vividly, the two of us sitting there with sweat running off the end of our noses. Eventually, after I'd turned on all the emergencies, we gained a bit of height, and the engine began to clear itself. That was a great relief. We'd gone there to watch the crocs eating. We could have had a very close view..."

After Purley's death, some swiftly concluded he had got what he was asking for, that early death was inevitable for a man who so embraced risk. To them I have nothing to say. I liked him for his absolute integrity, about racing – "People found cheating should be out for two years, at least" – as well as everything else.

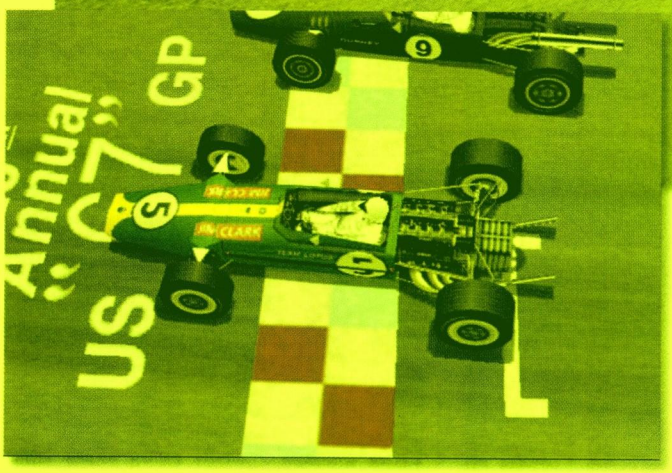
Once I mentioned to him the words on Peter Revson's ID bracelet: "Everything is sweetened by risk". "That's it," he responded at once. "That's it exactly..." M

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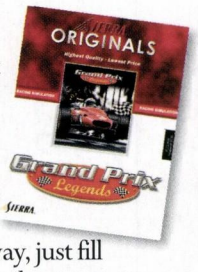




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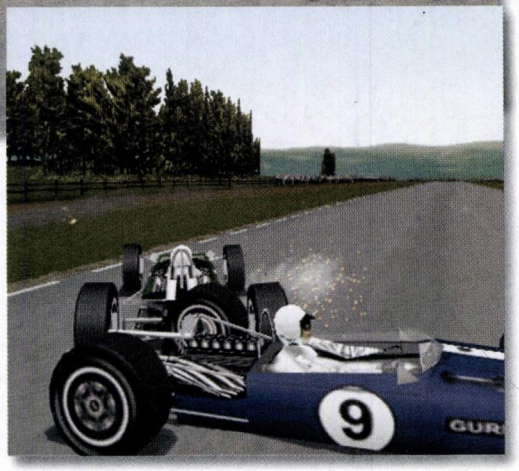


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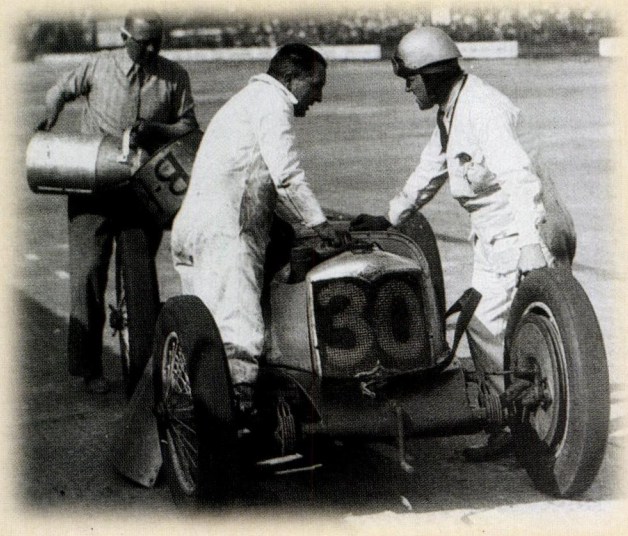
TEMPERATURES SET TO SOAR IN JUNE

Le Mans: an event which remains one of the great sporting challenges, its mystique undimmed by the passing years. From the days of the Bentley Boys through the era of the Jaguar C and D-types to the modern day - Les Vingts Quatre Heures has continued to be the ultimate trial of endurance for man and machine - and that's just the drive down to the circuit!

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Le Mans 1968, and just 24 hours to go... The race has survived the worst racing accident in history, losing championship status and the butchering of the straight, yet remains today the greatest racing spectacle of them all



Few of us would know much about the city of Le Mans were it not for the 24-hour race held there each year, in June. Le Mans is the capital city of the agricultural Sarthe region, but only for one week is it the focus of worldwide interest.

Le Mans has a magnificent cathedral, in front of which scrutineering takes place, on Monday and Tuesday prior to the race. The 24-hours therefore effectively becomes the 168 hours of Le Mans, something that the local chamber of commerce does not complain about too freely.

So impressed was Masanori Sekiya during his visits to Le Mans with the TOM's Toyota team in the mid-80s, he took his fiancée along in 1987. Her parents followed on a later flight, complete with trousseau, and the young lady, Rasui Hoko, was taken to the cathedral on Friday morning ostensibly for a sight-seeing visit. This became her wedding, a delightful occasion.

Le Mans repaid the compliment when Sekiya became the first, and only Japanese driver to win at the wheel of a McLaren F1 GTR in 1995.

Le Mans hosted the first French Grand Prix (titled the Grand Prix of the Automobile Club de France) in June 1906. A 103km road circuit was marked to the east of the city, and on each of two days competitors completed six laps, with an aggregate result. It was won by Ferenc Szisz in a 13-litre Renault, at 103km/h. Frequent tyre repairs were eased by Michelin's new detachable rims.

Wilbur Wright, the American pioneer aviator, made Le Mans his headquarters in 1907, manufacturing his biplane in the Bollée works and using the Hunaudières equine race course as his flying strip. The main straight at Le Mans, always referred to by the British as the 'Mulsanne Straight' is named the '*ligne droite des Hunaudières*' by the French.

The success of the Grand Prix in 1906 left the citizens of Le Mans thinking of it as a two-day event, and led to the creation of a 24-hour event for road-going cars in 1923. Georges Durand, secretary of the Automobile Club de l'Ouest, proposed the race in October 1922 at a meeting with Charles Faroux, editor of *La Vie Automobile*, and Emile Coquille, distributor of Rudge-Whitworth automobile parts. Seeing the chance to promote lighting components with night racing, Coquille put up the Rudge-Whitworth Cup and 100,000 francs.

Officially, there was no winner of the first 24-Hours of Le Mans because it was conceived as a triennial event. The finishers would be invited back in ➳

LE MANS: THE STORY SO

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ANDREW FRANKEL REPORT

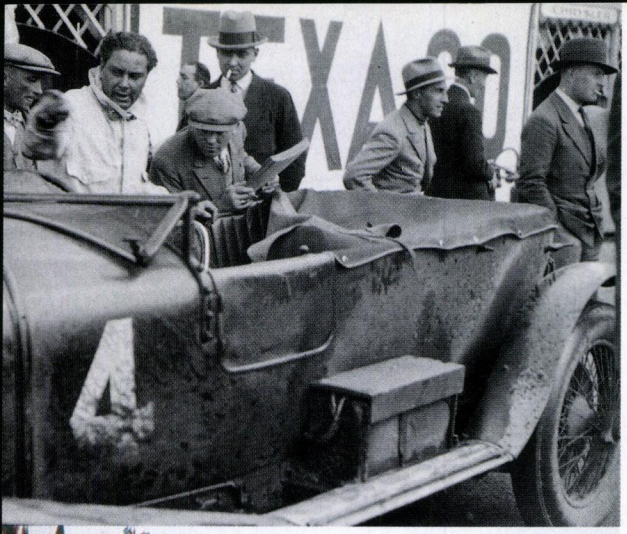
DRIVER ACHIEVEMENTS

1. Most wins: Jacky Ickx: 1969, 75, 76, 77, 81, 82
2. Most wins from fewest starts: Woolf Barnato, 3 from 3, 1928-30
3. Longest period between first and last wins: Hurley Haywood 17 years, 1977-94
4. Most starts: Henri Pescarolo, 33
5. Most starts without winning: Bob Wollek, 29
6. Longest solo drive: Pierre Levegh, 1952, 22.5 hours
7. Longest time at wheel for winner: Louis Rosier, all but two laps, 1950
8. Fastest pole: Pedro Rodriguez, Porsche 917LH. 1971, 3.13.9sec
9. Fastest lap: Jackie Oliver, Porsche 917LH, 1971, 3.08.4sec
10. Only driver to win in car of his own name: Jean Rondeau 1980, Rondeau-Cosworth M379



CAR ACHIEVEMENTS:

1. Most Le Mans victories: Porsche (16), Ferrari (9), Jaguar (7)
2. Most dominant victory: Porsche 1983, every place to 11th save 9th
3. Biggest margin of victory: Bentley, 1927, 20 laps or 314miles
4. Marques to have won at first attempt: Chenard et Walcker, 1923, (first Le Mans), Ferrari, 1949, McLaren, 1995
5. Longest unbroken run of wins: Porsche 1981-7
6. Actual chassis to have won two Le Mans: Ford GT40, 1968-69; Porsche 956B, 1984-85; Porsche WSC95 1996-97
7. Highest speed recorded at Le Mans: 251.65mph, Peugeot WM, 1988
8. Most powerful car to race at Le Mans: 1990, Nissan R90, reputedly over 1000bhp in qualifying
9. Strongest car: Jaguar XJR-8LM, 1987. Took off at 230mph, flew and landed upside down. Its driver, Win Percy, emerged unscratched
10. Only rotary-engined car to win Le Mans: Mazda 787B , 1991. This is also the only Japanese car to win







Far left: Nissan R90, most powerful LM car of all, had1000bhp in qualifying
Left top: Woolf Barnato raced just three times at Le Mans and won every one
Left middle: Jacky Ickx walks in protest to his car in '69 while everyone else runs
Left bottom: He won the race by just 100metres from Porsche 908 of Hermann

1924, and finishers would return in 1925 to determine the winner of the Cup. Those racing for the first time in 1924 would return in '25 and '26, and so on.

The public demanded a winner, of course, and the honour fell to the fastest finisher, the 3-litre Chenard et Walcker driven by Andre Lagache and René Leonard. In May 1923 they covered 1373miles at an average of 57mph, in conditions so wet and miserable the ACO moved the event back to mid-June.

Sideshow entertainment has always been a feature of the 24-Hours of Le Mans. At the first event in May 1923 a display of fireworks was held on Saturday evening, a dance hall was opened on the outskirts of town, wireless concerts were broadcast from the Eiffel Tower, and spectators were treated to a jazz band, an orchestra for the more serious minded, and an American bar.

The ACO entertained 500 people to lunch on Sunday, but the teams were not invited. Instead, the organisers sent 700 litres of soup to the pits at Tertre Rouge, 50 roast chickens and 450 bottles of Champagne.

There have been 11 variations on the circuit since 1923, the existing track being defined in 1987 when the unpopular chicane was installed at the Dunlop Curve. The original track went right to the outskirts of Le Mans, at Pontlieue, and covered 10.73miles, but Pontlieue was by-passed in 1928. In 1932 the ACO created a perma nent circuit incorporating the now familiar Dunlop Curve and Esses, rejoining the Route Nationale at Tertre Rouge, reducing the circuit length to 8.37miles.

The so-called Porsche Curves were opened in 1972, cutting out the White House section, but the 3.7-mile Mulsanne Straight remained a flat-out blind until 1990, when on the insistence of Jean-Marie Balestre the ACO was forced to install temporary chicanes, two kilometres apart.

Jackie Oliver remains the all-time Le Mans lap record holder, taking his Gulf Porsche 917LH round the track in 3min 18.4sec in 1971 at an average speed of 244.387km/h (151.85mph). The Essex driver, sharing with his BRM team-mate Pedro Rodriguez, forced a lap in 3min 13.9sec during qualifying, an average of 250.069km/h (155.38mph). Oliver's record broke the existing lap record (3min 23.6sec) set by Mario Andretti in a 7-litre Ford MkIV despite the installation of the Ford Chicane to slow the cars before they raced past the pits.

A Peugeot-powered WM Group C car established the highest speed ever recorded on the Mulsanne Straight, Roger Dorchy being timed at 405km/h (251.65mph) during the race in 1988. The speed was no fluke, as the WM ➳

TRACK FACTS

1. Fastest Le Mans: Marko/van Lennep Porsche 917K, 1971, 138.089mph.
2. Slowest Le Mans: 1924, Bentley 3-litre, Duff/Clement 53.630mph
3. Closest Le Mans finish: 1969. 100 metres, or less than 2sec
4. Track changes: 11 since 1923
5. Longest version: 10.73miles 1923-7,
6. Shortest: 8.36miles 1956-1967
7. The first race to be held at Le Mans was the 1906 French Grand Prix
8. The 1967 French Grand Prix was held on the short and slow Bugatti circuit at Le Mans incorporating only the pit straight and Dunlop curve from the proper circuit. The drivers hated it so much that F1 has never been back since.
9. Most heart breaking retirement: Jesus Pareja in 1990 retiring from a certain 2nd place in an outdated private Porsche 962 after the car had fought with the works Jaguar XJR-12LMs for over 23 hours and 45 minutes. He collapsed, incosolable, at the side of the track.
10. Officially there was no winner of the first two Le Mans; each was a round of a Triennial Cup.

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7166 - Ferrari Dino 246 GT US race version 69 red	D
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7168 - Ferrari Dino 246 GT LM 72 Laffeach/Doncieux	F
7169 - Ferrari 250 TR58 Laguna Seca 58 car 211 Ginther	E
7170 - Ferrari 250 TR Nurburgring 58 Seide/Munaron	E
7171 - Alfa Romeo Giulietta Veloce SP. Corsica 60 Rolland	E
7172 - Alfa Romeo Giulietta Vel. SP. Zeltweg 57 Perogilo	E
7173 - Alfa Romeo Giulietta Sprint 1st ser. M.M. 56 Sgobarti	E
7174 - Ferrari 330 P-4 1000km Monza 67 Bandini/Amon	D
7175 - Ferrari 412P Daytona 67 car 33 Mairesse/Beurlys	D
7176 - Alfa Romeo Giulietta Sprint 2nd ser. 59 Alfa red	E
7177 - Alfa Romeo Giulietta Sprint 2nd ser. 59 black	E
7178 - Alfa Romeo Giulietta Sprint 2nd ser. 59 blue	E
7179 - Alfa Romeo Giulietta Sprint 2nd. ser. 59 white	E
7180 - Ferrari P-3 Spider 1000km. Paris 68 Piper/Siffert	D
7181 - Ferrari Dino 206 road car 67 yellow	D
7182 - Ferrari Dino 206 road car 67 'Dino red'	D
7183 - Ferrari Dino 206 road car 67 blue	D
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7188 - Ferrari 330 P-3 Spider T. Florio 66 Bandini/Vacarella	D
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9119 - Ferrari 250LM Targa Florio 66 (Hawkins/Epstein)	C
9120 - Alfa Romeo 33.2 Daytona 68 (Andretti/Bianchi)	C
9121 - Alfa Romeo 33.2 Daytona 68 (Vaccarella/Schutz)	C
9122 - Ferrari 250LM Sebring 65 (Donohue/Hanager)	C
9123 - Ferrari 750 Monza Nurburgring 55 (Deatweiler)	C
9124 - Ferrari 365 P-2 Brands Hatch 65 (Mike Parkes)	C
9125 - Porsche 908/3 Targa Florio 71 (Rodriguez/Muller)	C
9126 - Ferrari 750 Monza Paris 1956 (Munaron/Meirat)	C
9127 - Ferrari 275GTB 4 Spyder Sebring 1967 (McCluggare)	C
9128 - Porsche 908/2 Flounder LeMans 72 (Krause/Weigel)	C
9129 - Ferrari 250 GTL Targa Florio 65 Blouin/Dauer	C
9130 - Ferrari 330 GTC Spyder red	C
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9132 - Alfa Romeo TZ1 LeMans 64 Businello/Deserti	C
9137 - Alfa Romeo 33.2 Targa Florio 69 Pinto/Alberti	C
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9140 - Ferrari 330 P-2 LeMans 65 Parkes/Guichet	C
9141 - Alfa Romeo TZ2 Monza 67 Volontero/Sangri-La	C
9142 - Ferrari 312P Coupe Prova 1969	C
9143 - Ferrari 312P Coupe LeMans 69 Rodriguex Piper	C
9144 - Ferrari 275 P2 Nurburgring 65 Stewart/Hill	C
9145 - Porsche 908/2 Flounder, Watkins Glen 69, Siffert/Redman	C
9146 - Ferrari 330GT "Commendatore"	C
9147 - Alfa Romeo 33.2 Spyder T.Florio 69, DeAdamich/Vacca	C
9148 - Alfa Romeo 33.2 Spyder Mugello 68, Facetti/Biscaldi	C
9149 - Ferrari 750 Monza Carrera Pan-Americana 54, Bracco	C
9150 - Porsche 908/2 Flounder LeMans 71 Cosson/Leuze	C
9151 - Jaguar E LeMans 71 Cunningham/Grossman	C
9152 - Ferrari 312P Coupe LeMans 69 Amon/Schetty	C
9153 - Ferrari 312P Coupe Daytona 70 Parkes/Posey	C
9154 - Ferrari 860 Monza GP Cuba 57 De Portago	C
9155 - Ferrari 250 GTL Tour de France 64 Muller/Heini	C
9156 - Lola T70 Coup 1967 Prova	C
9157 - Lola T70 Coupe Brands Hatch 68 Bonnier/Axelsson	C
9158 - Lola T70 Coupe 1000km. Spa 68 Epstein/Liddell	C
9159 - Porsche 908/2 Flounder LeMans 73 Ortega/Marello	C
9160 - Ferrari 250 LM 64 Long Nose "Prova" China red	C
9161 - Jaguar "E" Coupe LeMans 62 Charles-Coundley	C
9162 - Porsche 908/2 Flounder Nurburgring 70 Marko-Larrouse	C
9163 - Lancia Beta Montecarlo 1979 "Prova" blue	C
9164 - Lancia Beat Montecarlo Daytona 80 Facetti-Finotto	C
9165 - Ferrari 312P Coupe Daytona 70 Piper-Adamowicz	C
9166 - Ferrari 250 LM 1000km Paris 1966 Gosselin-Noblet	C
9167 - Ferrari 275 GTB/4 Coupe "Commendadore" silver	C
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044 - Ferrari 500 TRC Mille Miglia 57 Koechert	B
045 - Ferrari 500 TR 56 red	B
046 - Ferrari 500 TR 56 yellow	A
047 - Ferrari Dino 196 SP Bridgehampton 64 McLellan	B
048 - Ferrari 500 TRC Nurburgring 61 Siffert	B
049 - Ferrari 500 TR Paris 1000km Pilette/Miloux	B
050 - Ferrari 500 TR Monza 56 Gendebien/De Portago	B
051 - Ferrari 500 TR Reims 56 Picard/Manzon	B
052 - Ferrari 166MM Spider Mille Miglia 50 Braco/Maglioli	B
053 - Ferrari 500 TRC Mille Miglia 1957 S. Sbraci	B
054 - Ferrari Dino 206/S Targa Florio 1966 Casoni/Biscardi	B
055 - Ferrari 340 Mexico Carrera Mexicana 1952 Chinetti	B
056 - Ferrari 340 Mexico 1000km Buenos Aires 1954 Phil Hill	B
057 - Ferrari 290 MM 1957 "Prova" red	B
058 - Ferrari 290 MM 1957 yellow	B
059 - Ferrari 500 TR LeMans 1956 Bianchi/De Cangy	B
060 - Ferrari 195 S Coupe Rome 3 hours 1950 g. Marzotto	B
061 - Ferrari 166 MM Spyder LeMans 1950 Lord Selsdon	B
062 - Ferrari 500 TR Monza 1956 Strabba	B
063 - Ferrari 290 MM LeMans 1957 Swaters/Cangy	B
064 - Ferrari 290 MM Sebring 1957 Von Trips/Hill	B
065 - Ferrari 500 TR Mille Miglia 57 Munaron	B
066 - Ferrari 340 Mexico Carrera Panam 52 Villoresi/Cassani	B
067 - Ferrari 195S Spyder LeMans 50 - Chinetti/Dreyfus	B
068 - Ferrari Dino 246 SP Daytona 62 Rodriguez	B
069 - Ferrari 250 California 57 red	B
070 - Ferrari 250 California yellow	B
071 - Ferrari 250 California black	B
072 - Ferrari 290 MM GP Sweden 57 Swaters/De Vroom	B
073 - Ferrari 250 California closed convertible red	B
074 - Ferrari 500 TR GP Cuba 57 Collins	B
075 - Ferrari 290 S Sebring 57 Gregory/Brero	B
076 - Ferrari 250 California Sebring 59 Ginther/Varly	B
077 - Ferrari 250 California "China red"	B
078 - Ferrari 250 California Cumberland 60 Grossman	B
079 - Ferrari 375 MM 1953 "Prova" red	B
080 - Ferrari 166 MM Spyder LeMans 1951 Bouchard-Fernaud	B
081 - Ferrari 375 MM 12 hours Pescara 1953 Villoresi-Marzotto	B
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Top: McLaren becomes one of just three marques to win at the first attempt
Middle: the WM-Peugeot, fastest LM car of all, timed at over 250mph in 1989
Bottom: Oliver's 917 claimed fastest-ever pole and all-time lap record in 1971



(the product of Gerard Welter and Michel Meunier) was shaped in the wind tunnel purely for speed. It had little downforce, and the V6 twin-turbo engine was tuned up to 850bhp, with no regard for the fuel consumption requirement.

WM, indeed, had no intention of racing through the night. Once Dorchy had topped 400km/h in the cool evening air, the WM team packed up and had a nice dinner in town. Their achievement, alas, was used by FIA president Balestre as evidence to force through the building of the two chicanes.

Five manufacturers have effectively defined the history of the race, winning between them some 41 of 67 races so far held. The first marque to dominate the results was Bentley with five wins from seven attempts between 1924-30. Alfa Romeo then took over with four straight wins from 1931-4. The next marque to chalk more than three wins was Jaguar which mimicked Bentley's five from seven between 1951-7. Ferrari next took centre stage, adding six straight wins (1960-5) to the three it had gained in 1949, '54 and '58. The writing on Maranello's wall said Ford which, peeved by Enzo Ferrari's refusal to sell his company to them took an "if you can't join them, beat them" approach and, after two false starts, won every Le Mans from 1966-69.

Then, of course came Porsche. There were two wins at first in 1970 and '71 before the three-litre formula gave three on the trot to Matra-Simca, but Porsche was back in 1976 and, in the next 12 races, conceded just two to the opposition. Jaguar came back for its final two in 1988 and 1990 before Porsche returned for its most recent salvo – four wins in five attempts between 1994-98.

Of the drivers, Jacky Ickx's record six wins looks likely to last a while yet, though Derek Bell, five times winner, has not yet ruled out a return. The four time winners are Olivier Gendebien, Henri Pescarolo and Yannick Dalmas. The man to whom a Le Mans win would perhaps mean most is Mario Andretti. Victory in France would make him only the second driver in history to win Le Mans, the Indianapolis 500 and the Formula One World Championship. The only other person to have reached these milestones is Graham Hill whose win at Le Mans in 1972 was the last great race win of his career.

One measure of the importance of this race is the fact that it has not formed part of the world sportscar championship since 1993. This has not stopped it remaining the most important race of its kind in the world and, now the Indianapolis 500 has broken away from the premier US race series, it has a good a claim as any to be called the greatest race on earth. M

LE MANS TRIVIA

1. Weirdest car to race at Le Mans: Twin-boom Nardi Bisiluro. Blown off the track by a passing D-type.
2. Tim Birkin won 1931 Le Mans with Earl Howe in an Alfa-Romeo. He was amused to be congratulated by Mussolini on his win "for Italy".
3. Ferrari won its first Le Mans in 1949 thanks to Luigi Chinetti who drove almost non-stop, only letting the car's owner drive for two hours out of 24.
4. Far from driving solo for 22.5 hours in 1952 out of greed, Pierre Levegh drove to preserve the car. He had detected a knocking in the engine and worried his co-driver might inadvertently break it.
5. Jacky Ickx nearly regretted walking across the track at the start of the 1969 race. He won the race by less than 2sec
6. The first Porsche raced at Le Mans in 1950. It won its class lapping at 87mph despite a top speed of just 99mph.
7. In 1970, Attwood and Hermann won Porsche's first Le Mans in a 4.5-litre, four-speed 917 against 5-litre, five-speed works opposition. It qualified 15th, 13sec slower than the pole-sitting 917.
8. In 1979, Paul Newman came second in Dick Barbour's Porsche 935.
9. In 1949 spectators had to avoid mines places around the circuit by the Germans during the war.
10. Wilbur Wright used the local horse-race course as a runway in 1907.

SEBRING 12 HOURS:



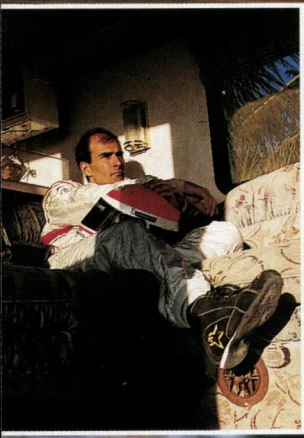
Half as long, twice as tough

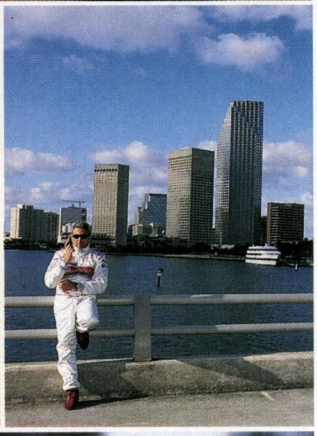
THEY SAY IF YOU CAN LAST 12 HOURS AT SEBRING, DOING 24 AT LE MANS IS NO PROBLEM. PERHAPS THIS IS WHY IT REMAINS ONE OF THE THREE GREATEST SPORTSCAR RACES ON EARTH. ANDREW FRANKEL EXPERIENCES THE ULTIMATE LE MANS REHEARSAL

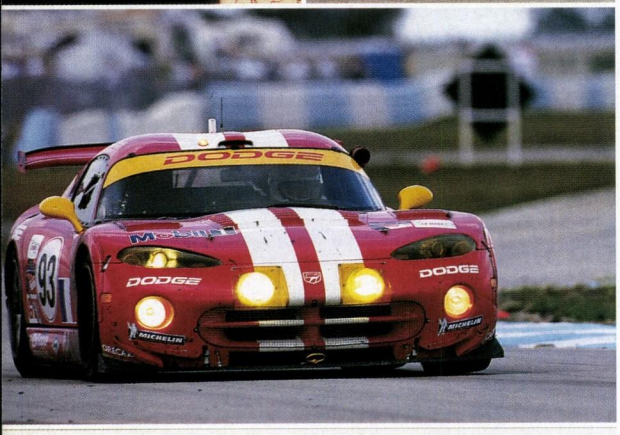
photography by Richard Dole - LAT


Audi











There is something magical about Sebring. It's not the magic that floats in the air around Spa or Monza. The magic about this converted airfield is simply that which has persuaded anyone to turn up at all.

Sebring has been called America's answer to Snetterton, and all I can say to that is never has a British circuit been so insulted. Sebring is in Florida and before you even think about the holiday location of your dreams be advised: this is not West Palm Beach nor Fort Lauderdale; Miami has charm by comparison. The nearest town of consequence is Okeechobee 50 miles away and if you have never been, you're blessed.

Yet people have flocked to the Hendrick airbase since it was renamed after the local village of Sebring and held its first 12-hour race in 1952. The entry was not world-class but word spread, and in '53 the likes of Peter Collins, Reg Parnell, Briggs Cunningham, John Fitch and Masten Gregory had come to try their chances on the 5.2-mile track, most of which was spent flat out on one or other of its two runways. These days it has at least been turned into a proper track, currently 3.75miles in length.

This page, top to bottom: McNish Audi deserved win; Pirro relaxes between stints; Alboreto, F1 vet, Audi driver; Vipers dominated GT class; rare glitch for works BMW. Opposite page: Cadillac is still off the pace but no-one doubts the speed will come

By 1954 it was a staple on the sportscar calendar with the likes of Fangio, Ascari and Moss joining the bill, and there it has remained. Then it was the second-biggest sportscar race in the world, eclipsed only by Le Mans; its importance is undiminished to this day even if the Daytona 24-hours is now more famous.

Today it kicks off the most exciting development in sportscar racing since Group C: Don Panoz's American Le Mans Series, a championship made all the more exciting by the fact that, despite its title, it does not stay on the far side of the Atlantic. It is coming to Silverstone on May 13 and ends in Adelaide on 31st December.

But for the teams, there is another reason for going to Florida: there is no better way in the world to prepare for Le Mans.

Ask anyone familiar with both and they'll tell you if a team can survive 12-hours here, you have nothing to fear from Le Mans. Allan McNish, the 1998 Le Mans winner, is under no illusions. Driving for Audi this year, he takes time between stints in the R8 prototype to compare the two races.

"It's true that Le Mans presents it own challenges, because the speeds are so high all the time. If something goes wrong you are usually going at a hell of a speed and there's not much time to do anything about it. But you don't get the pounding you have here. I mean, have you seen the first and last turns? The bumps are unbelievable – and our car is better damped than most. Everything, suspension, transmission, engine, driver gets the most incredible kicking. And we go over every one 350 times in one race here."

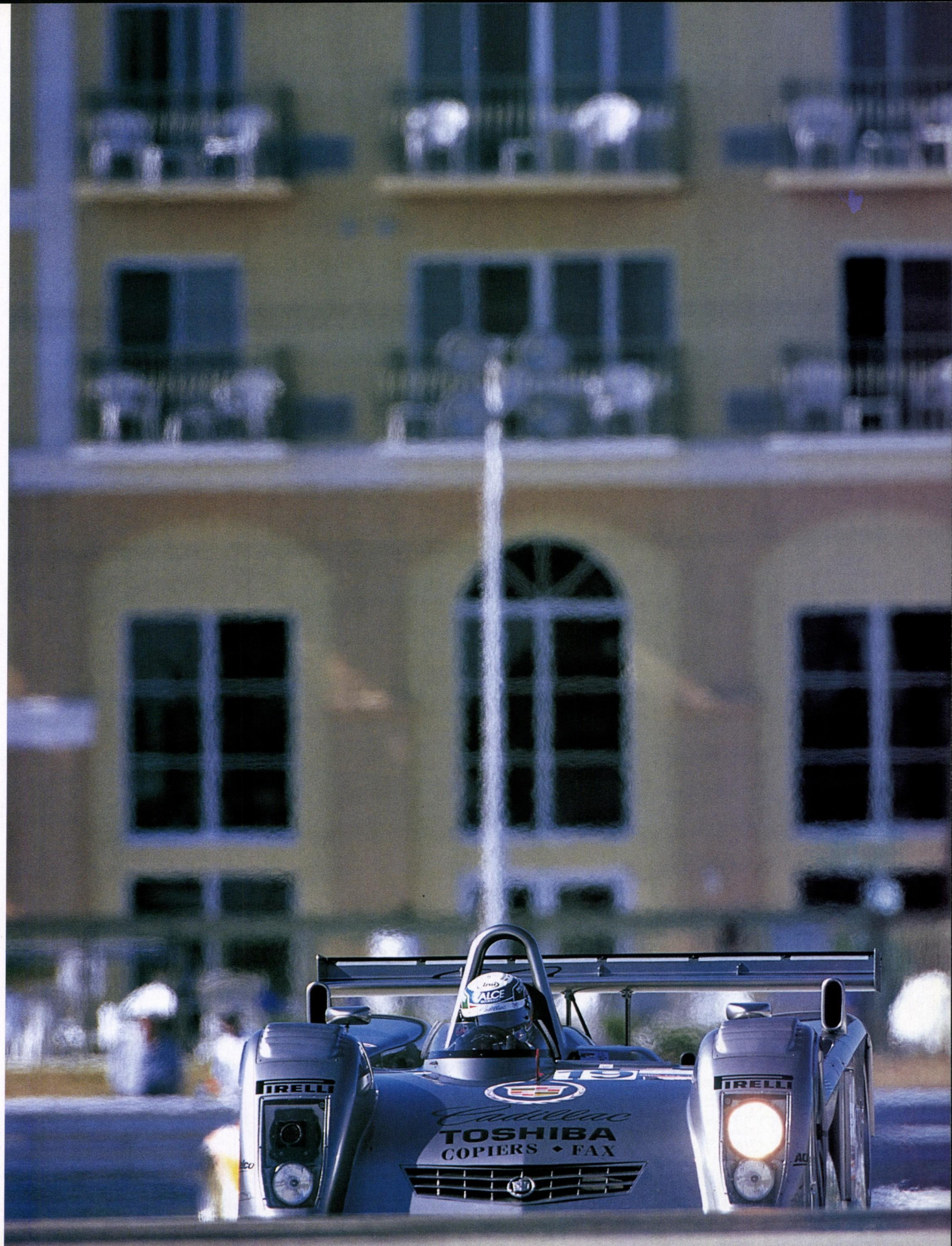
Had I seen it? You could hardly miss it. During practice the Audis looked the most comfortable and even they squirmed visibly. The Panoz prototypes jumped across the road while the BMWs twitched alarmingly over every lump. Perhaps it was no coincidence then that first three rows of the grid were occupied by two Audis, then two Panoz, then the BMWs. Further back the Corvettes and Vipers looked entertaining as they bounced over the bumps but by far the bravest were the Porsche drivers. The 911s might have been the slowest cars in the race but they were also, visibly, the scariest to drive. Without the vast aerodynamic grip of the prototypes or the several hundred kilos of American iron in the nose enjoyed by Viper and 'Vette, the 911s appeared electrocuted every time they hove into view, so shockingly did they leap and twitch about.

It was Derek Bell who was most enlightening about the circuit. He wasn't even racing this year but found himself drawn back to the circuit, perhaps because he has signed to race an Audi Touring Car in America this year but probably because there is something about this place that has got under his skin.

Watching the drivers flailing at the wheel he turned and sighed: "You know, every year I promise myself I'm not going to come back and every year, here I am. I'm not sure what it is. As a driver it's incredibly hard and its very tough on the car. If you can do 12 hours here, you can do well at Le Mans.

For Audi, this is the agenda. Talk to anyone from the team owners to the drivers and you are left with the indelible sense that they'd lose every race in the championship if it guaranteed victory at Le Mans. Despite having no championship status, despite having been deserted by the Mercedes, Porsche, Nissan, BMW and Toyota works teams for 2000, Le Mans remains bigger than all the other sportscar races put together. Sebring is important, of course, as is any first race of the season, but its critical significance is that all the main players who will be at Le ➳

"For the teams there is another reason to go to Florida. There is no better way to prepare for Le Mans"


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Mans – Audi, Panoz, Cadillac and Chrysler – are here too, testing not simply their cars but those of the opposition too.

The race starts and grid order is maintained. The Audis look strong but they fear the two Panoz prototypes even more than the BMWs. The BMWs are mildly evolved versions of those which raced and won at Le Mans last year but the feeling in the pitlane, despite the fact that Charly Lamm's Schnitzer team has been retained to run the cars in the ALMS, is that they are no longer the force they were when they won here last year. BMW's money, most say, is being poured into the back of a Williams. Audi reckons the Cadillac will be a force to be reckoned with soon but not yet, and its number one driver, Andy Wallace, agrees.

"We are absolutely where we'd expect to be at this stage. The car is good and it's going to get better but no way do we yet have the speed of the Audis. It's no particular area, they just have more power and more grip. They look fantastic over the bumps; follow one and you can't believe how well it rides."

Wallace runs hard and fast with the front runners until his rear suspension breaks at 180mph, pitching him into the biggest impact of his career before coming to rest, mercifully unscratched.

Before the race is halfway done the Panoz challenge is effectively over, with one car out with throttle linkage problems, the other delayed with shock absorber trouble. And so began one of the most fascinating sportscar battles of recent years. Far from being a spent force, the BMW of JJ Lehto and Jorg Müller were a constant headache to the two lead Audis, making up in smart strategy and Lamm's legendary slick pitwork what it lacked in outright pace.

It shouldn't have been a fight as the Audis were quantifiably quicker, but as day turned to night it became clear all was not well with the R8s. As the McNish car shot down the straights at 185mph, you could see its brake lights flashing on and off; its sister car had already spent time in the pits having its brakes bled but now there simply wasn't time: Lehto had seen the weakness and was going all out in an entirely healthy BMW to exploit it.

Afterwards, McNish, exhausted after a triple stint at night with just one headlight, explained what was required. "Everytime I went down the straight I had to pump up the brake pedal so that, when I arrived at the corner, I could count on 2g's braking being available." On one occasion, it clearly wasn't, the R8 understeering until McNish had to lift to avoid going off, sending his car into a vicious series of slides requiring a truly heroic save. In the pits, team-mate Alboreto could scarcely contain his anxiety.

In the end it turned out right for Audi: its cars came home first and second, ahead of both BMWs. For McNish, however, there was disappointment, for it was the sister machine of Biela, Kristensen and Pirro which crossed the line first. Some say Allan's car should have won, and had both run trouble-free, that would have been likely. But racing in general, endurance racing in particular and racing at Sebring specifically, is not like that. McNish and his team-mates should be rightly proud to have finished at all.

So does this point to an Audi walkover at Le Mans? It's possible. In Kristensen, Alboreto and McNish they have three previous winners in their line-up and with Allan teamed once more with his 1998 co-victors Stephane Ortelli and Laurent Aiello for the race, they have two more. The car is fast but it is also economical, obviously comfortable, well-behaved and, above all, reliable. Ignore the more recent ALMS result at Charlotte which saw the BMWs vanquish the Audis – it was a three-hour race with Audi using an updated version of last year's car, keeping the Sebring cars and a new chassis for a fresh three-car assault on pre-qualifying.

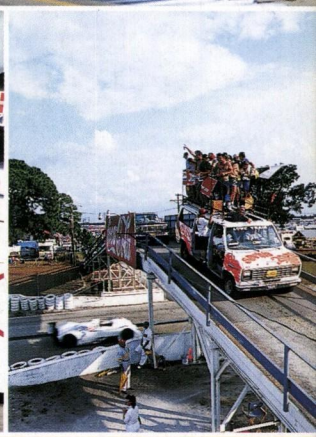
However, it is no foregone conclusion: Le Mans never is. History says you need a three-year campaign to win and this is only year two for Audi. And remember Panoz were quicker than the BMWs at Sebring until they broke. Then there is also the threat from the new Chrysler prototypes, cars run by the ORECA team that has made the GT category a Viper closed shop for some seasons now and had little trouble shaking off the initially promising challenge of the Corvettes at Sebring.

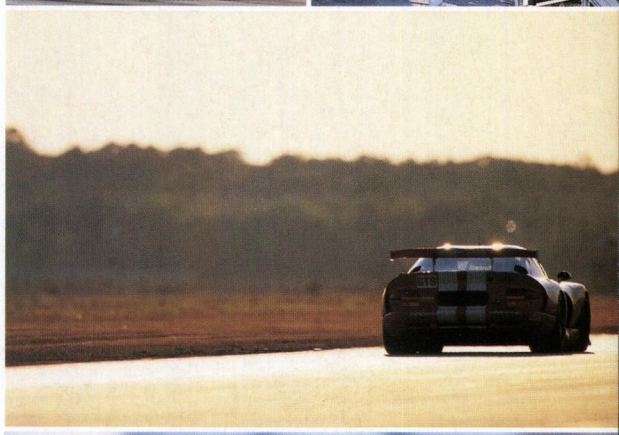
Even so, I think it will take an upset of considerable if not unprecedented proportion if anyone other than Audi drivers are to climb to the top step of the podium in France on Sunday, 18th June. The car is certainly the quickest out there right now, the drivers the most experienced; they have proved they can survive Sebring so every expectation must be that they and their steeds will survive Le Mans. And if just one of the three has an untroubled run, right now you would have to bet on it finishing first, particularly as, and it's a point worth making again, the BMW team that made life so difficult for Audi at Sebring and won at Le Mans only last year, won't be going. M

Opposite page: Audi wins; Panoz was quick but fragile. This page from top: Audis in front. Expect same at Le Mans; R8 prototype creates sparks; the good old boys out in force; Viper squad reach the dusk with another faultless run; BMWs lacked Audi's pace











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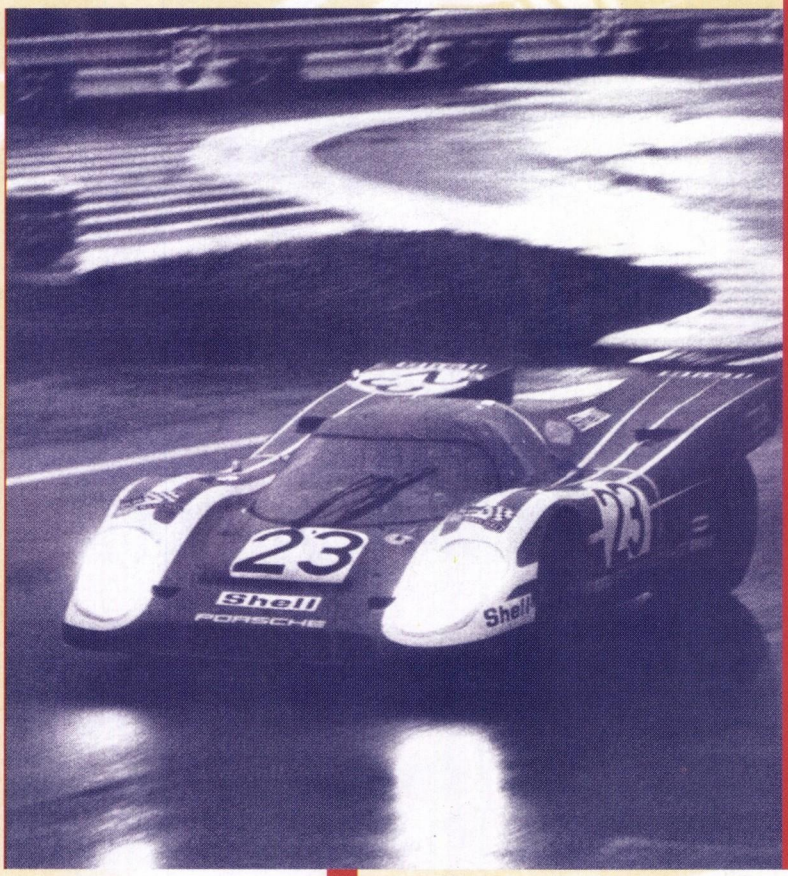
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We all know that there is only one individual sportscar in history to not only claim a World Championship but also Le Mans not once but twice. The story of the John Wyer Gulf GT40 and how it won the '68 manufacturers' crown for Ford with the first of back-to-back victories in the French enduro is part of racing legend.

But we are all wrong. There is another car, another individual chassis which did it again rather more recently. And the reason the tale of the lone machine to match the Ford's achievements is only just emerging? The car won the World Championship as a Jaguar, and both of its Le Mans as a Porsche.

The Porsche WSC95 that won Le Mans with Joest in 1996-97 was built around the same chassis as the Jaguar XJR-14 in which Teo Fabi claimed the drivers' honours in the 1991 World Sports-Prototype Championship. Not an identical tub design, but the *actual* monocoque into which Fabi was strapped for all seven sprint races that season.

No one doubted the Porsche had its roots in the XJR-14, the last of TWR's Jaguar Group C designs. After all, the WSC95 had been built in the British motorsport conglomerate's North American headquarters in Valparaiso. It was from here that the F1-engined Jags had enjoyed a briefly successful final fling in IMSA GTP during 1992.

The new car relied on 'TWR technology', according to both partners in the project. At the time Tony Dowe, the brains behind the project, said "You can't just take a normally-aspirated XJR-14 and turn it into an open-top turbo car," One of TWR boss Tom Walkinshaw's most trusted subalterns, he continued, "this is a new design. Period."

Six years on, the key players in the project are willing to come clean and admit the Porsche was a recycled Jaguar. That goes for Dowe and Herbert Ampferer, whose reign as Porsche motorsport boss began just as the WSC95 project was getting going. The latter says he has no doubt his board was fully aware of the history of the car when the project was signed off.

The WSC95 was born out of an ultimatum delivered to Dowe by his boss in July 1994. Sent back to the States after a short stint reorganising the Ligier F1 team, Dowe was given just six weeks to find a project to keep Valparaiso in business.

"I walked around the workshop and the only thing we had was an XJR-14. I thought it would make a lovely car for IMSA's new World Sports Car class," he recalls. "I knew we could turn it into an open car, but I didn't know where we were going to get an engine for it. The logical one was Porsche, but everyone said it would be impossible."

Not that he let that stop him from putting in a call to Porsche's competitions boss in the US, Alwin Springer. "I phoned Alwin and said we'd built a WSC car and we'd like a Porsche engine. He didn't believe me, but I'd done some shots of a mocked-up car and made sure they were suitably blurred. It was a real smoke and mirrors job.

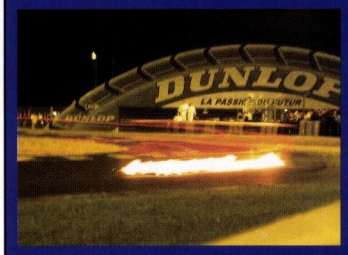
"Alwin said there might be a chance, and sent me a dummy engine. Max Welti [then in charge of motorsport at Porsche] was coming to the US, so we rushed around, made it look like a real car and painted it in grey primer. That freaked Alwin because he thought we were taking the piss, as though it were some kind of 'panzerwagen'."

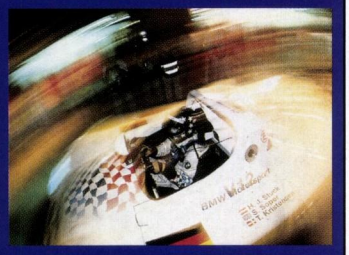
Welti went back to Germany and, within weeks, XJR-14 chassis number 691, was on the way to becoming WSC95-001. In the autumn came the announcement of a two-car assault on not only on the following year's Le Mans 24 Hours but the US enduros at Daytona and Sebring. Porsche was joining forces with the very team that brought its domination of the Group C sportscar racing to an end in the 1980s.

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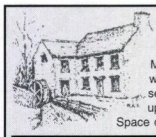
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Right: Reinhold Joest. He was the man who realised the potential of WSC95 and rented them from Porsche for Le Mans. He won twice, both with the converted Jaguar chassis, once with official Porsche approval and once without.

up fifth and sixth at Daytona's pre-race test amid allegations of sandbagging. IMSA may have allowed turbocharged cars into the WSC class for the first time, but it had reserved the right to tinker with the rulebook prior to the race.

Dowe concedes the TWR-Porsches didn't show their hand at Daytona in early January for that very reason. "We were sandbagging. Big time," he says. That wasn't enough to stop IMSA slapping performance penalties on the WSC95s two weeks before the race. A reduction in the size of the air-restrictor would have robbed the WSC95s of 80bhp, while they would also have had to carry 40kg of ballast.

Porsche's response was an immediate withdrawal from the race. Ampferer admits the decision was made on principle. "Rule changes a fortnight before a race are something a manufacturer like Porsche cannot accept," he explains.

The irony is one of the WSC95s would almost certainly have won. Ferrari's 333SP proved fast but fragile during its first Daytona, which left the way open for a car subject to the same penalties as the factory Porsches. The Kremer Porsche team's 962-based K8 prototype plugged around Daytona a long way from the Italian cars' pace, but come the final flag it came through as the clear winner.

A museum piece had won Daytona, and that's exactly what the WSC95s looked set to become when it emerged Porsche wouldn't be going to Le Mans either. "If we didn't have the chance to develop the car in the US races we wouldn't have been as prepared as we would have liked for Le Mans," says Ampferer. "The other side of the story was that Porsche was struggling financially at that time."

Before the year was out Porsche was back in the black, and a new

"The WSC95 would probably have remained unraced but for Reinhold Joest"



911-based GT1 contender was under development to take the fight to McLaren's all-conquering F1 GTR. The WSC95 would probably have stayed unraced but the old fox of sportscar racing, Reinhold Joest.

Sitting behind Horst Marchart, the Porsche board member with responsibility for motorsport, at the Stuttgart marque's end-of-season awards ceremony, Joest had an idea. "I asked Herr Marchart what he was going to do with those cars," remembers the 63 year-old. "I said to him: 'Would you be interested in renting me them for Le Mans. I think I can win the race for Porsche.' Just one week later, we had a meeting and did a deal."

The car may have been entered by Joest, but the team was a semi-factory effort alongside the Stuttgart marque's two-car squad of 911 GT1s. The WSC95 went into Porsche's wind tunnel to rid the car of the understeer that had plagued it during its initial runs.

Then came Le Mans. Ampferer remembers a "fantastic race between two Porsche-designed cars". Pierluigi Martini qualified WSC95-002 on pole, but it was chassis number one that took the fight to the Porsches. Sportscar old hands Davy Jones and Manuel Reuter and future Formula One star Alex Wurz were more than able to match the pace of the factory cars. Rather more surprising was that they could eke 12 laps of the Circuit de la Sarthe from their 80-litre fuel tank, just one less than the GT1s managed on 100 litres.

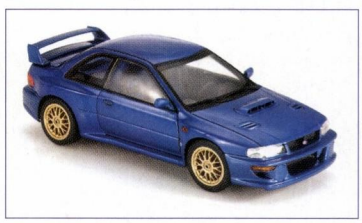
Left: By now a six-year-old chassis, the WSC95 tackles the Dunlop curve en route to its most unlikely win of all in 1997. Racing without Porsche consent, it cruised to an untroubled victory once the factory team had been forced to retire

But it was a near-faultless run that sealed victory for Joest. Over 24 hours it was delayed by one trifling problem. "We were worried because there was quite a lot of oil smoke," remembers team manager Ralf Juttner. "But all that had happened was the catch tank had broken away from its support." ➳

Richard Burns' Subaru Impreza W.R.C.







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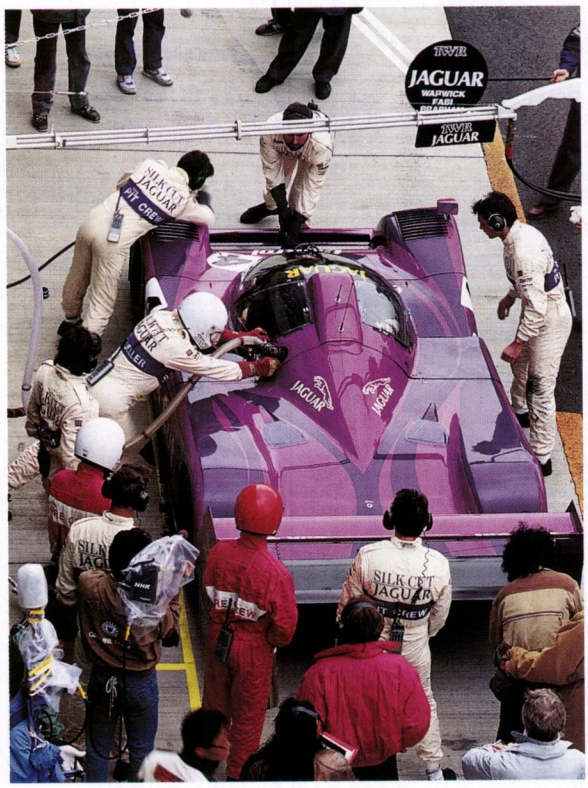
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Left: XJR-14 at work during 1991. 'Our' car only won once, at Silverstone, but a brace of seconds and thirds was enough to ensure the driver's title for Teo Fabi and the last of its constructors' championships for Jaguar. But its career had just begun

this writer, a day after the closing date, asked Juttner if he had entered was the mistake realised. The team manager telephoned the race's organiser, the *Automobile Club de l'Ouest*, immediately and managed to secure its place.

"I don't know why they said yes," says Juttner. "We heard that there were different opinions within Le Mans. I understand that some people weren't happy about the big car manufacturers being beaten."

A year later, Joest and its double race-winner had been reassimilated into one of those manufacturer squads. Porsche was going all out for victory in its 50th anniversary year and hatched a plan to update the two ageing WSC95s with revised bodywork and the complete rear end from its new 911 GT1-98.

The project proved a disaster. The revised cars hit the track late and were never fully sorted. Things went from bad to worse on the morning of the race when a tweak to their front body was declared illegal. The hastily-modified cars made little impact and both went out of the race during the hours of darkness.

Joest's warhorse would race twice more that year. Johansson and Martini won a minor race at Donington, and then the car was second, now using its original rear end, in the Petit Le Mans 1000-mile race at Road Atlanta with Johansson, Alboreto and Jorg Müller driving.

From there, WSC95-001 went to the place it had been threatened with so many times before, both as a Porsche and a Jaguar – the museum. And don't doubt it is Reinhold Joest's private collection which will prove the final resting place of one of the most successful and most controversial sportscars of all time.

"That car is my favourite," says Herr Joest. "It is not for sale." M

"It was a bitter blow for Porsche – Joest was competing against its wishes"

Juttner remembers two "lucky years" at Le Mans in 1996-97. Twelve months later, WSC95-001 would have even fewer problems. Former Ferrari F1 team-mates Michele Alboreto and Stefan Johansson and Dane Tom Kristensen drove Joest's solo entry on the limit right through the race. This time, a loose bonnet was the only hiccough.

It wasn't enough, though, to keep the car on the same lap as the Evolution version of the 911 GT1. But when an oil leak and subsequent fire burnt out the leading works car, the old prototype Porsche swept through to victory.

It was a bitter blow for the Porsche factory squad, because this time Joest was competing against its wishes. The deal with Marchart in 1996 allowed Joest to keep the winning car if it delivered Porsche its 14th Le Mans victory and then Ampferer announced in November that there would be no parts supplied to any teams running Porsche prototype chassis in 1997. He didn't mention Joest by name, but the implication was clear.

The reigning Le Mans winner was forced to source its parts from former TWR suppliers and further develop the car without Porsche's resources. That doesn't stop Joest believing his plans to defend his crown were supported in some parts of the company. "I was a little upset that the door was closed, but I don't think it was the idea of the top management," he says.

Le Mans 1996 kicks off, and the WSC95 leads the works Porsche and Ferrari 333SP away. It would race without a single problem save a loose bonnet until it took the flag. It would race again in '98 but failed to secure its hat-trick, retiring during the night

The Joest squad may have overcome the barriers placed by Porsche, but it almost tripped itself up in attempt to repeat the team's first Le Mans double, achieved in 1984-85.

Victory in '96 gave Joest a guaranteed place in the following year's event. Joest assumed this meant it didn't have to do the relevant paperwork. Only when





Piero Taruffi wins the Targa Florio in 1954. By the time he retired he would claim also the Carrera PanAmericana, Mille Miglia and the Swiss GP



LAT

The Silver Fox

YOU COULDN'T INVENT PIERO TARUFFI – NO ONE WOULD BELIEVE YOU. HE WAS THE MOST VERSATILE RACER OF ALL TIME AND ONE OF THE MOST SUCCESSFUL. PHIL LLEWELLIN RECALLS HIS ASTONISHING 35-YEAR CAREER

LIKE MANY SCHOOLBOYS IN POST-WAR BRITAIN, I HAD an insatiable appetite for stories about a character called Wilson. He'd swim the Channel before breakfast, score a pre-lunch century against the Australians, then win Olympic gold medal for the mile in the afternoon. Piero Taruffi was no comic-book superman, but his record for versatility stands supreme and his story easily be mistaken for a work of fiction.

The surgeon's son had more than his fair share of strength, stamina, dedication, and determination. From 1923-57 he competed in 206 events, in cars and on bikes, scoring 66 wins plus 44 seconds or thirds. The sport's supreme all-rounder was good enough to win a world championship Grand Prix as well as the Targa Florio, Mille Miglia and Carrera PanAmericana. No one can match that record. And in his career he raced Fiat, Alfa Romeo, Bugatti, Itala, Maserati, ERA, Delage, Cisitalia, Lancia, Ferrari, Cooper, Thinwall Special, Oldsmobile, Mercedes, Ford, Vanwall and Chevrolets as well as AJS, Guzzi, P&M, Norton, OPRA, Rondine and Gilera bikes.

And that's not all . . . In 1937 he became the fastest man on two wheels and would go on to claim 53 international bike records. Another 37 fell to cars he designed himself. And during the early '50s he combined his racing with running the Gilera team whose star, Geoff Duke, was virtually invincible. On the morning of 27 May, 1951, he masterminded Gilera's effort at the Swiss GP, then boarded his Ferrari, battled through torrential rain and finished second only to Fangio. In younger days he was a racing oarsman, played tennis, wrestled, represented Italian universities in international ski contests and came fourth in 1933's French slalom championship.

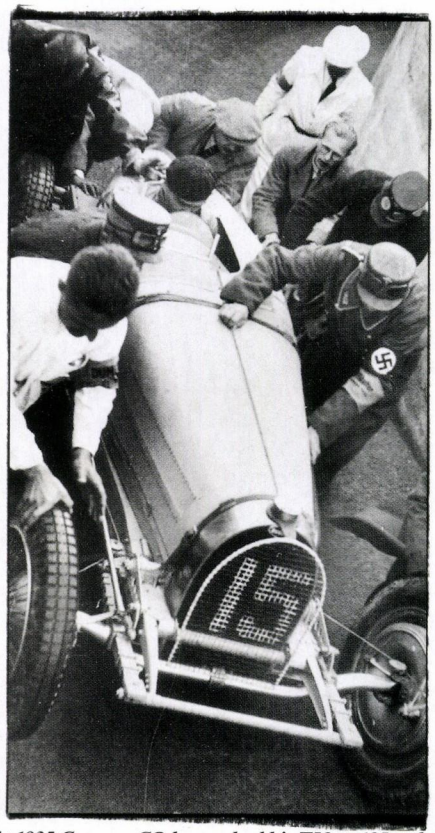
I met him in 1976, when the fuel crisis prompted Mobil France to organise a high-profile economy driving contest. Taruffi and I were in the multi-national Fiat team. He stooped a little, his legs never quite recovered from an almighty accident in 1934, but the silver-white hair, swept back from the broad, bronzed forehead, was as thick and glossy as ever. Muscles rippled in arms and shoulders that had tamed big, brutal cars in such races as the Targa Florio, with 602 corners to every 45-mile lap.

A lesser man might have treated the event as a free holiday, but the flame still burned. He told me that he would check-out the 200-mile route on the day before the event and science may never create a machine clever enough to measure how little time it took me to say "Yes" when asked if I would to join him. That drive was an education, as well as a privilege, because the maestro's diligence recalled Enzo Ferrari's comment about the meticulousness that made his name a by-word. Pin-sharp navigation was essential, because we would be driving solo, so he made careful notes about landmarks and sections where time might be lost and clawed back. That evening we skipped dinner to discuss tactics after transferring all the information to map and roadbook. He won his class, of course, and deserved most of the credit for me finishing second in mine.

Taruffi was born in Rome in 1906. Seventeen years later, he won the Rome-Viterbo time trial in the family's Fiat 501S tourer. It was a modest start, but in 1928, he bought a Norton, won eight of the nine races he entered and became Italy's 500cc ➠



National Motor Museum



Bugatti

Taruffi in 1948 with his first 500cc record-breaking Tarf, in which he covered 200km in less than an hour. At 1935 German GP, he crashed his T59 at 125mph

champion. Beating demi-gods like Tazio Nuvolari and Achille Varzi gave him as much satisfaction as anything he achieved in later life. Taruffi was soon offered a drive by Ferrari, then head of Alfa's competition department, but switched to a Type 59 Bugatti for the 1935 German GP. At about 125mph a universal joint failed, twisting the back axle and locking the brakes. The Bugatti flew over a hedge, he escaped with a bruises and trudged back to the pits.

"My Nurburg' accident made me think, I must admit. But enthusiasm gave me strength and I determined to press on. In racing one must never show one is scared, or draw back when things first go wrong. You just shrug it off and have another go," Taruffi wrote in his autobiography, *Works Driver.*

In 1946 he became manager, consultant, chief tester and number one driver for Cisitalia whose single-seaters were based on Fiat 1100s. They were good times, but in 1951 he joined Ferrari and finished third in the following year's championship, behind team-mates Ascari and Farina. Later that year he and Luigi Chinetti shared the Ferrari 212 Inter that won the Carrera PanAmericana, storming over 10,000-feet-high passes, averaging almost 90mph for nearly 2000 miles. This made Taruffi a legend in Mexico. He was dubbed *El Zorro Plateado* – The Silver Fox – and taxi drivers pinned his photograph in their cabs, alongside the Virgin of Guadalupe. He was then 45, but 1952 was his busiest season and his 16 races included a victory in the Swiss GP. He also masterminded Gilera's capture of the world titles for riders and manufacturers. When I met Geoff Duke, 40 years later, he had nothing but praise for the shrewd, cool, deep-thinking Italian.

Two finishes from ten starts tell the story of 1953 with Lancia's 2.9-litre V6 sports-racers. Finishing second in the Carrera Panamericana should have been the highlight – notes taken during a characteristically thorough recce enabled him to drive through fog at a 120mph – but it turned to ashes when his team-mate, Felice Bonetto, was killed. Lancia got it right the next year when our man won the Targa Florio and Circuit of Sicily, which he regarded as an even tougher race. He won the Giro di Sicilia again in 1955, this time in a Ferrari, and also had two drives for Mercedes, finishing fourth in the British GP and second, hard on Fangio's heels, at Monza. No wonder his *Technique Of Motor Racing* is one of the best books ever written on the subject.

The Silver Fox promised his wife Isabella that he would retire when he won the Mille Miglia. Taruffi's record went back to 1930, but victory had proved as elusive as dreams so often are. Isabella regarded the promise as her indomitable husband's way of saying he would never call it a day.

In 1957 he was offered a Ferrari 315S with 370bhp to send it bellowing down the straights at to 175mph. He knew every inch of the course but went over it again before the race, memorising any feature that could help bring victory. Others carried a co-driver armed with pacenotes – none more famous than this magazine's Denis Jenkinson – but the Silver Fox was also the lone wolf whose rivals included hard-charging youngsters such as Stirling Moss, Peter Collins and Wolfgang von Trips. There were problems. Well before Rome, the halfway mark, the transmission started making ugly noises, forcing Taruffi to use the higher gears as much as possible. Rain near Bologna demanded a ballet dancer's touch on the throttle, because the Ferrari could spin its wheels at 125mph in top. But after ten hours 27 minutes and 47 seconds he crossed the line first, three minutes ahead of von Trips. The real Mille Miglia was never run again, because the swashbuckling



Ludvigsen Library

Berne '51: after overseeing Gilera's GP, Taruffi took his Ferrari to second place



LAT

A Ferrari-borne Taruffi wins the Tour of Sicily, with team-mate Maglioli second. It was, he reckoned, an even tougher competition than the Targa Florio

Marquis de Portago had crashed, killing himself, his co-driver and several spectators.

Taruffi thanked Ferrari for the use of the car, pocketed his share of the prize money – "Less than I won this weekend," he told me in 1976 – and retired after 34 years of racing and breaking records.

He had become involved in the quest for speed after taking a job as assistant to Carlo Gianini, the chief engineer of a company dedicated to building motor bikes and experimental aircraft. Together they designed the four-cylinder, 500cc Rondine. Carefully streamlined and ridden by Taruffi, it took the world's flying mile and kilometre records at over 150mph in 1935. Two years later, hunching those broad shoulders into the aerodynamic bubble of a supercharged Gilera 500, he bagged 34 more records, including the flying mile at 169.05mph and the hour at 127mph, which remained unbroken until 1953.

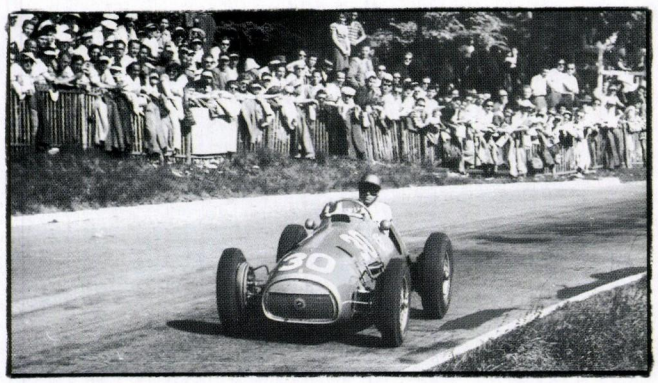
After the war he applied his aerodynamic knowledge to cars, and in 1948 built the first Tarf – the name was derived from his own - which looked like a pair of wheeled torpedoes joined by wing-like central spars. A variety of car and bike engines were used and the Tarf's triumphs included becoming the first vehicle ever to cover 200 kilometres in an hour with a 500cc power unit. At the other end of the scale, a 1.7-litre Maserati engine with a two-stage supercharger punched the same car to almost 200mph.

We talked far into the night. He had raced against most of the legendary heroes, and beaten many of them at least once. Who was the greatest? A difficult question, he mused, if only because it was difficult to compare drivers from different eras. But the first he mentioned was Bernd Rosemeyer, the ex-biker who tamed the fire-breathing Auto Unions in the '30s, followed by Nuvolari and Varzi. Ascari, Fangio and Moss were outstanding among those with whom he duelled towards the end of his career.

He recalled that blood-curdling incident at the 'Ring in 1935 – we had, coincidentally, met one of the Bugatti team's mechanics earlier in the day – but added, with wry smile, that it had not been his worst accident. In 1934 he entered the Tripoli Grand Prix in a Maserati whose supercharged 4.5-litre V16 cranked out 350bhp. Tripoli was a superfast circuit, and the Maserati was good for 165mph, but on the fifth lap the brakes suddenly locked solid in a nightmare of smoke and melting rubber. Taruffi was hurled from the wreck, breaking his left arm and smashing a leg so badly there was talk of amputation. He spent three months in hospital, tended by his father who kept the promise he had made at the start of Piero's career; "If you ever come to grief, I'm always here to sew you together again."

The great man chuckled as he finished the story; "When I went off the track I hit a big sign advertising beer. While I was in hospital I had a letter from the beer company, hoping I was making a good recovery... and enclosing a bill for the damage to the sign! When I went back to Tripoli, the next year, the scene of the accident had been renamed Taruffi Corner. I was very flattered, but that is not the best way to become famous."

We met for the last time in 1987, when more great drivers than a strong man could shake a stick at in a month of Sundays gathered at the Imola circuit to celebrate one of Ferrari's many anniversaries. Blue eyes still twinkled beneath the silver hair, and the smile was as warm as ever, but Old Father Time was approaching with his remorseless, pitiless scythe. When the Silver Fox died in 1988, I recalled Mark Anthony's tribute to Brutus; "This was the noblest Roman of them all." ■



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Taruffi's only Grand Prix victory came in 1952, in a Ferrari 500 in Switzerland


BUTLER

THE NACA DUCT

SMOOTH, SMALL, VIRTUALLY INVISIBLE, THIS AERODYNAMIC INNOVATION HAS BECOME THE EXTERNAL PROOF OF HOURS IN A WIND-TUNNEL. KEITH HOWARD EXPLAINS HOW A SMALL OPENING CAN LEAD TO BIG THINGS

photography by Charles Best

Penetrating the air efficiently while also ingesting a little of it has been a concern of aerodynamicists since the early years of the science, and intermittently of racing car designers for almost as long. With the notable exception of rockets, most powered vehicles – earthbound or flying – generate their motive force by burning gas or liquid fuel, and that requires an air supply for combustion and, usually, cooling. The trick is to tap this from the passing airstream with maximum efficacy but minimal drag.

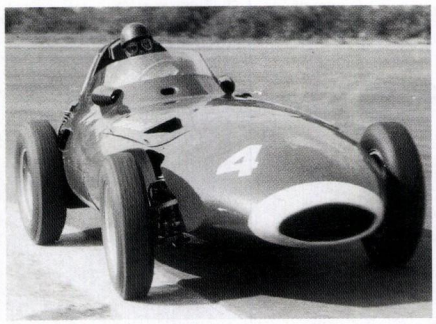
Even in the era of propeller-driven aircraft this was an important issue, but with the advent of the jet engine it became a major source of concern. A jet lives on airflow; restrict it in any way and performance falls off in proportion.

So it was that once the US had been passed details of Whittle's invention across a Whitehall office table in July 1941 – as part of the wartime free trade in secrets, a process which also saw the handing over of the cavity magnetron, the key to centimetric radar – American researchers began a thorough investigation of the aerodynamics of jet intakes. Much of this work was carried out by the National Advisory Committee for Aeronautics, NACA, which in later years metamorphosed into the National Aeronautics and Space Administration, NASA. NACA had already distinguished itself by designing improved engine cowlings for radial-engined prop planes; now it set about the jet intake problem.

And problem there was. One vital measure of an air intake's efficiency is its pressure recovery. Air has mass and therefore momentum, so a moving airflow exerts a force (pressure) if slowed. In fact the expression describing that pressure is closely allied to the familiar $F = \frac{1}{2}mv^2$ taught in school physics lessons as the equation for kinetic energy. A perfectly efficient inlet would extract all this energy from the impinging air and have a pressure recovery of 100 per cent. What the NACA researchers, working at the Ames Aeronautical Laboratory at Moffett Field, California, soon discovered was that very few existing jet inlets achieved better than 65 per cent pressure recovery – a startling inefficiency that took a large toll on aircraft performance potential.

The solution they developed, first described in an Advanced Confidential Report dated October 1945, was a form of submerged inlet that was later to become universally known as the NACA duct. Unlike the gaping jet intakes that were to become the norm, the NACA duct comprised a carefully formed indentation in the fuselage, which started as a narrow, shallowly inclined inward ramp and widened with reflexly curved sides to a squared off end. Trailing vortices created along the flared edges of the duct deflected airflow into the gradually deepening inlet with remarkable efficiency, so that even in early form the NACA design offered pressure recovery of over 90 per cent under optimal conditions and incurred very little drag penalty.

As events would develop, the NACA duct was not to see much use as a jet intake but for other air inlet purposes it rapidly became standard. In 1951 the original NACA report on it was declassified, and the design of the duct became public information, available for use by anyone. Racing cars were an obvious application, but it wasn't until 1956 and the emergence of Frank Costin's redesigned Vanwall that someone had the nous to exploit it.



Costin Vanwall was a racing first for NACA duct

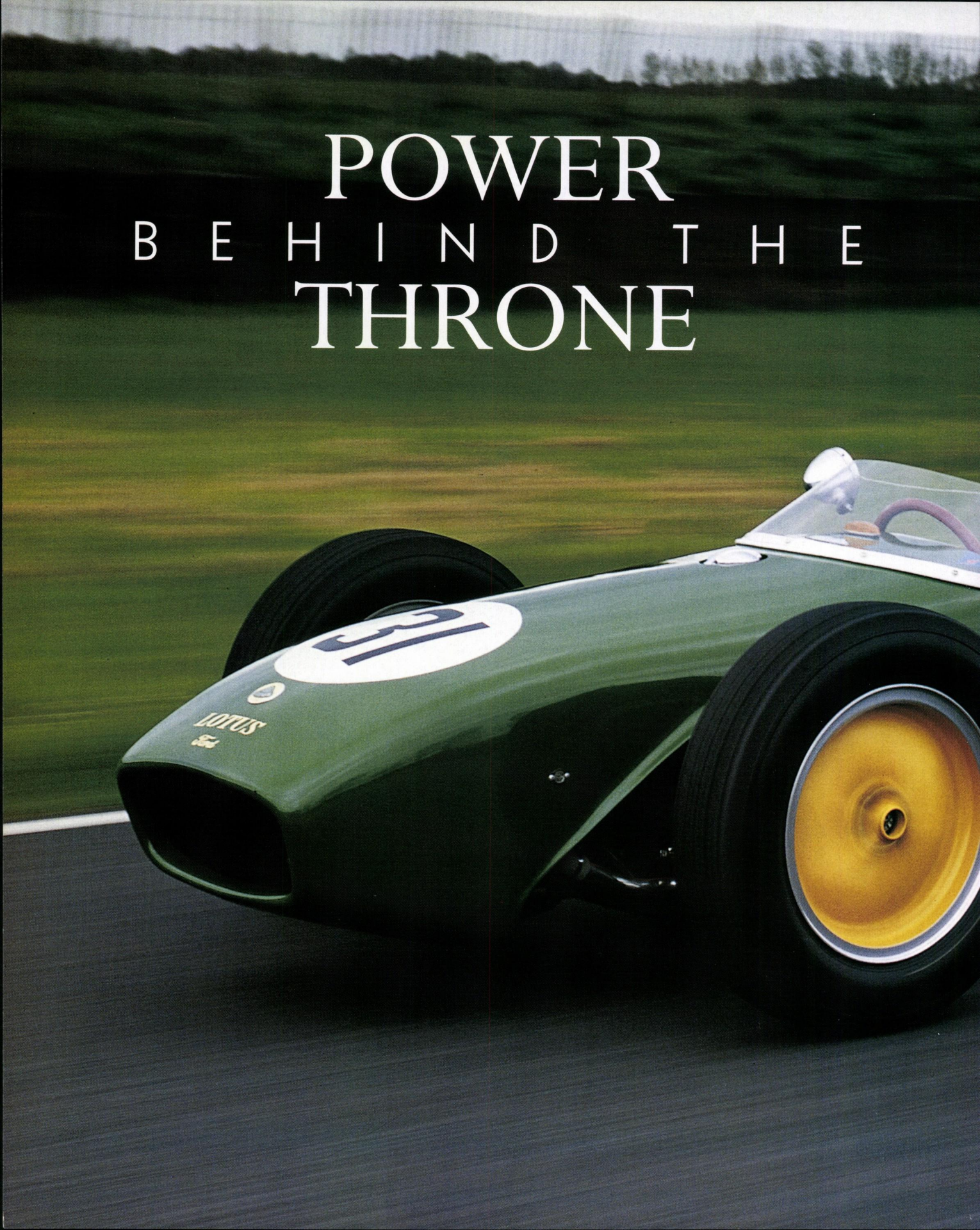
Costin, still working at that time for De Havilland, was an aircraft aerodynamicist by training. Racing car design was a relatively new diversion for him and it doesn't take much imagination to appreciate the horror with which he viewed contemporary aerodynamic practice on the track. For all their semblance of streamlining, race cars of the period were mostly a triumph of hope over understanding.

It was Costin who famously, if vainly, was to offer up the prayer, "Save me, oh Lord, from the statement: 'What looks right is right.' " He had a rigorous, mathematical approach to aerodynamics, and when invited by Tony Vandervell to recast the Vanwall's bodywork he set about the task with a meticulousness foreign to most racing teams, with the possible exception of Mercedes. One feature of the old Vanwall to be binned was its prominent bluff induction air intake – an ugly carbuncle on the right side of the bonnet which Costin replaced with a discreet, efficient NACA duct.

Other F1 teams hardly fell over themselves to copy Costin's example, but aerodynamics was, in time, to become a major design issue. Science gradually supplanted guesswork, and in the process the NACA duct became a common feature on racing cars of all persuasions. Or rather, simulacrums of it did, as many designers were lax in appreciating certain subtleties of the duct which were essential to its performance: the need to place it in an area of laminar airflow with a thin boundary layer, the need to align it accurately with the airstream, the need to restrict the ramp angle to a maximum of 10 degrees, the need to have sharp edges to ensure energetic vortex generation, and the need to form the terminating edge carefully.

One or more of these important features was often missing, but the NACA duct had by now taken on an almost mystical quality, becoming itself another victim of Costin's pet hate: the triumph of aesthetics over functionality. Brake ducts, engine bay cooling, oil and water heat exchangers, cabin ventilation – NACA ducts of varying quality came to be widely deployed in all these applications, as both inlets and outlets, and still are.

In pretty short order, due to Costin's close association with Lotus, the distinctive NACA air inlet even made its first, albeit fleeting, appearance on a road car. Asked to modify a number of racing Elites, Costin turned once again to a bonnet-mounted NACA duct for conveying cool inlet air to the carburettors. It was so successful that when the final Super 95 version of the road-going car was launched it was incorporated as a standard feature – making this last Elite variant the first road car to boast what has since flowered into one of the more unlikely motorsport icons. M

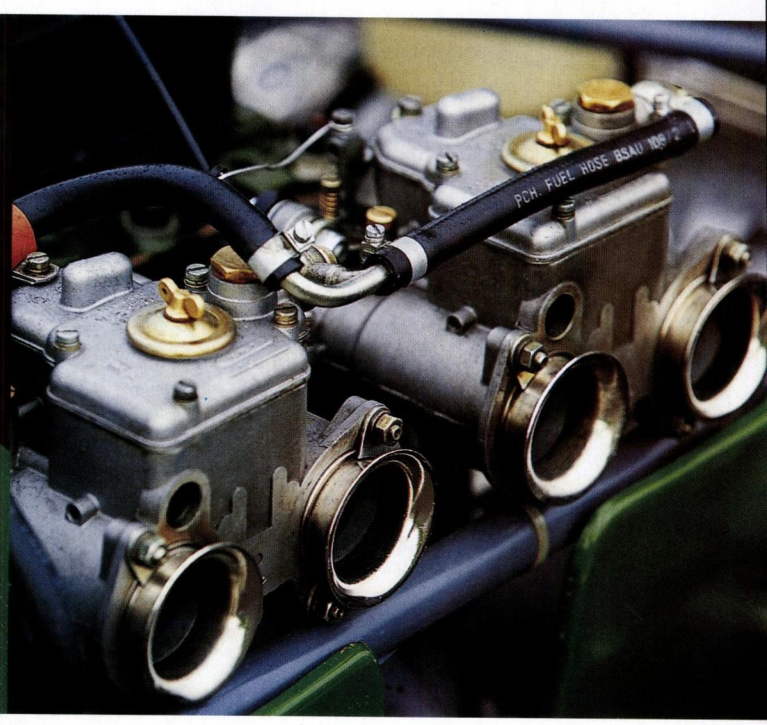

POWER
BEHIND THE
THRONE
37
LOTUS



NO ONE COULD HAVE GUESSED THE SIGNIFICANCE OF JIM CLARK'S WIN IN A FORMULA JUNIOR LOTUS AT GOODWOOD 40 YEARS AGO. IT WAS THE FIRST VICTORY OF A FORD-COSWORTH POWERED CAR. GAVIN CONWAY TALKS TO THE MEN WHO CREATED COSWORTH AND TAKES THE LOTUS 18 BACK TO GOODWOOD

photography by Richard Newton

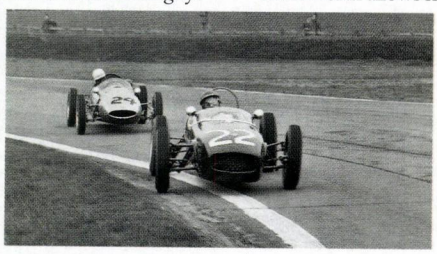




LEFT: RACING NUMBER FOR A RACING CAR. LOTUS 18S WON CONSISTENTLY IN FORMULA JUNIOR, FORMULA TWO AND FORMULA ONE
RIGHT: TWIN SIDEDRAUGHT WEBERS CLAMP ONTO HIGHLY MODIFIED FORD ANGLIA MOTOR TO PRODUCE 77BHP AT SKY-HIGH 8000RPM
BELOW: THE DAY IT ALL BEGAN; CLARK'S COSWORTH POWERED LOTUS 18 LEADS THE COOPER OF SURTEES TO VICTORY AT GOODWOOD, 1960

THEIR LAUGHTER FILLS THE PLACE. MORNING IN THE GOODWOOD pitlane. Keith Duckworth and Mike Costin are a couple of shop floor boys, trading gentle insults. Dick Scammell feels as easy in this company as we muse at the delicate little racer sitting low in front of us. Scammell squints at the exhausts, jokes to Duckworth that maybe he got that bit wrong, that maybe the car needs bigger pipes. Huge smile from Duckworth, belly laugh from Costin.

The rest of us are laughing harder; the notion that these guys got the pipes wrong wouldn't be nearly so funny if it wasn't for the statistics – the least boring I think I've ever seen. In the last 40 years, Cosworth has racked up 175 Grand Prix wins, delivered 13 world driver championships, powered 56 Formula One teams and scored ten F1 constructors' championships. Not to mention 186 Indycar wins, 11 CART championships and 37 World Rally Car wins. Extraordinary figures, extraordinary men.



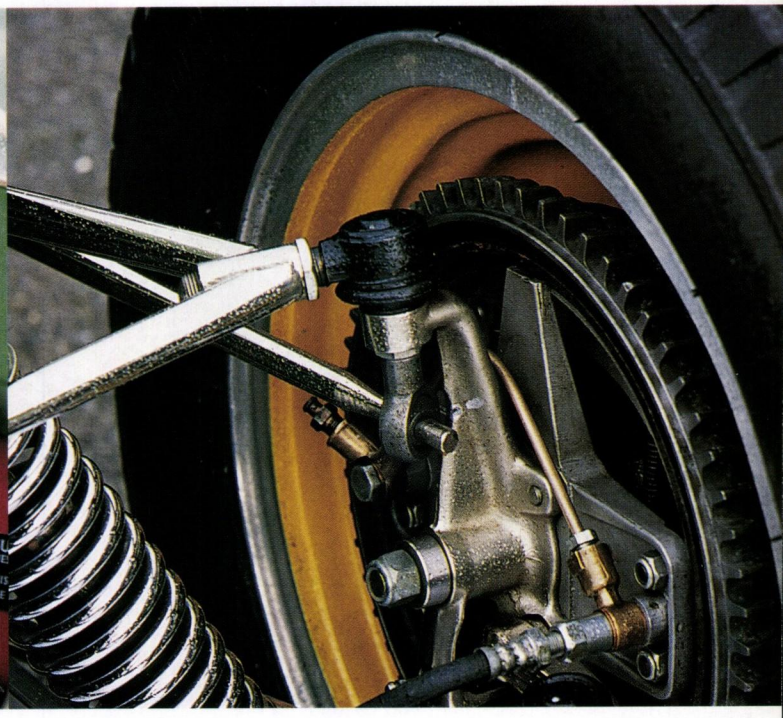
And it all started here, with this car, on March 19, 1960 when Jim Clark won in his Lotus 18 Formula Junior, the first for a Ford Cosworth-powered racer. That weekend changed everything for the Northampton company, and for Duckworth, it was make or break time. Mike Costin was still with Lotus, lured by the security of a senior technical position – he had a family to look after while Duckworth hadn't. His friend, though, was looking out for him. "Chapman was in favour of going with Speedwell-tuned BMCs, but Mike said 'that's an old hat engine, but Keith is playing with this new Ford Anglia engine and it looks to have more future,' " says Duckworth. "But there were terrible problems with the camshaft and we were going to go broke if my next design didn't work. So I started from square one and this time, it worked for the Anglia engine. But it was a real trauma on the weekend that Jim won; the engine had oil surge in practice and we had to change the big ends and the mains. We did it in the paddock with the car on its side, Mike and I, him being Lotus, me being Cosworth."

Duckworth allows himself a reflective laugh. What he didn't know then; what he knows now. "Jim hung the tail of that 18 out a lot and that caused surge in the wet sump Lotus made us use for economy," he says. "But we could see for ourselves that we were off to a good start. Jim, John Surtees [driving a Cooper] and Trevor Taylor in the other Lotus were substantially ahead of everyone else. They were out on their own." And so it went. The 18 would dominate the Formula for the years to come. Duckworth was a made man, and Costin joined him permanently in 1961.

Standing beside it, the Lotus barely reaches thigh level; it is an exemplar of the Lotus culture of lightness and efficiency. The skinny front Dunlops sit just 49 inches apart and the narrow pipes snaking off that 997cc motor do indeed look impossibly delicate for a race machine. Likewise, the wishbones are only as thick as they need to be – the car looks like you could tuck it under your arm. Diminutive it might be, but Chapman considered it his first true F1 design and, one month after Clark won in it as a Junior at Goodwood, it won Lotus' first F1 race, with Moss at Monaco.

"That weekend changed everything for Cosworth. For Duckworth it was make or break"





LEFT: TYPICALLY SIMPLE, BUSINESS-LIKE DASH FRONTS COMFORTABLE AND ROOMY COCKPIT. ENGINE FEELS STRONG FROM 5000RPM ONWARDS
RIGHT: ELEGANT WISHBONES LOOK VERY SKINNY UNTIL YOU REALISE THEY HAVE ONLY TO CARRY 770LBS. DRUM BRAKES ARE ADEQUATE.
BELOW: DICK SCAMMELL, MIKE COSTIN AND KEITH DUCKWORTH (SEATED) AND COSWORTH'S FIRST WINNING CAR, THE FJ LOTUS 18

I had worried about being too big for this car. Unduly, though, as18s are noted for their relatively generous cockpits. Feet on the bulkhead ahead of the seat, hands on the roll bar behind, I slide my legs under the skinny rimmed leather and aluminium wheel. It feels an instantly natural environment, a comfortable place to work and not even slightly intimidating. The driving position is reclined and the clear view forward is of wheels and tarmac, clean and simple. The instruments are equally straightforward, just a large central revcounter, and satellite oil pressure, temperature and water gauges. Looking ahead, I'm struck to laughter at just how close the wheels are, feeling as though they are attached directly to my ankles. To my left, a pretty, stubby aluminium gearlever controls a reverse H-pattern gearbox – straight out of a Renault Dauphine – where first is a pull to the right and a shove forward.



And then, the delicious ritual. Ignition on, fuel pump on, drop right hand to the floor where the starter button lives and press, with just a little throttle. The Anglia motor, tuned to within an inch of its life, coughs, catches and clears, belting out a hard edged rasp of pure inspiration. Engage first and let the sharp clutch out – plenty of revs here or you'll stall – and then the short trip down the pitlane. Goodwood is empty and a little damp. First lap out, careful, slow, just enjoying the feel of being here. In this car.

Second lap. A bit drier. With 95bhp, acceleration is strong but manageable – the car weighs just 770lbs – with the little Anglia engine pulling hard and clean from 5000-8000rpm, holding a long emotive bark down the Lavant straight. Brake into Woodcote and through, watching the delicate suspension work, tyres maintaining flat contact with the tarmac, even under hard cornering. Over the top of that little screen, a view unchanged in 40 years.

The lines are drying. Pushing harder now, simply amazed; strap on a modern body and I doubt a driver of middling ability would guess he was pedalling a 40-year-old machine. If Caterham were to build a mid-engined road car, it would feel like this. The steering is light and yet delivers superb feedback. Going around Lavant quicker, the 18 is terrifically balanced, neutral, hinting at a drift. Even the drum brakes pull the car up in a straight line. The only thing that gives the game away at all is the gearbox – rules meant that it had to be sourced from a production car, and Dauphine gearbox technology could hardly be expected to keep pace with the rest of this car. It's positive enough between gears, but the ratios, especially the yawning gap between third and second, make life difficult for the little Anglia powerplant.

And then the other inevitable sensation, an electric pulse of fear. It was just a little waggle, a little warning that neutrality could turn to snapping oversteer a little quicker than you might expect. Through the left at St Mary's with that unhelpful camber. And you've never really forgotten that lightness and weight distribution came first, 40 years ago, with driver safety pretty secondary to the plot. You remember where your feet are, the consequences of going in nose first. Obvious, really, but worth reflecting ➳

"If Caterham were to start building a mid-engined road car, it would feel like this"



THE LOTUS 18 BACK IN BUSINESS AT GOODWOOD, 40 YEARS AFTER CLARK'S HISTORIC WIN. TODAY THE CAR STILL FEELS SURPRISINGLY MODERN AND QUICK TOO, CONSIDERING THE MODEST OUTPUT OF ITS 1-LITRE ENGINE. HANDLING IS, PREDICTABLY, OF THE HIGHEST ORDER WITH PRODIGIOUS GRIP GIVING WAY TO MILDLY OVERSTEERING NEUTRALITY ON THE LIMIT. EVEN SO, LIBERTIES ARE BEST LEFT UNTAKEN

upon. Back in the pits. There'll be other laps.

Mike Costin is leaning against the pitlane wall when I emerge from the car. These chaps are not particularly nostalgic – they've lived a pragmatic life that was always about looking forward to the next innovation – but Costin has a big smile for the 18. And he allows that Cosworth was a very different thing in the '60s. He won't say it was a better time to be an engineer, but his expression says otherwise. He remembers when working at Cosworth meant doing it all, including the testing. "We had to test at racing speed," says Costin, brightening at the memory. "It was the only way you'd find things out." He stares out at the start/finish line: "you'd be in second at seven or eight thousand here, up into third and into Madgwick at something like 8000rpm." Seconds later, he straps himself into the Lotus, goes out to check his own figures. He's back in after a couple of laps, disappointed the noise restrictors have robbed the 18 of its full complement of power and voice.

Duckworth has a go, too. He enjoys the experience, remembering a little about how things were. Like Costin, Duckworth wonders whether a large organisation like Ford will be able to maintain the Cosworth way, says he doesn't know the answer. "It was a different culture at Cosworth, a culture that demanded you don't do the calculations until you understand what the problem is," says Duckworth. "Mike and I were always concerned with getting it right the first time and avoiding development costs. We prided ourselves on our engineering and reckoned we could do for one bob what any bloody fool could do for a pound." Mike Costin adds: "It's not a job, it's a commitment. You can only achieve that with a relatively small committed organisation.

Dick Scammell, former Team Lotus racing mechanic and Managing Director of Cosworth Racing until December of last year, takes a more measured view. "It's not better or worse now," says Scammell. "Just different. Back then it was possible to have somebody who knew the whole car, and teams were a fraction of the size they are today. Now, you've got ten people working on the cylinder head alone. You just couldn't have a single individual who'll know all about hardware, software, aerodynamics and so on. With the DFV, for example, development didn't happen that fast because it was so dominant for so long. Now, it happens about 20 times faster. And back then, you could only afford to do what you could. I remember teams going to meets and not having enough money for petrol to get them home. So some things are much better, and some aren't. After all, it's the winning. That's what its all about."

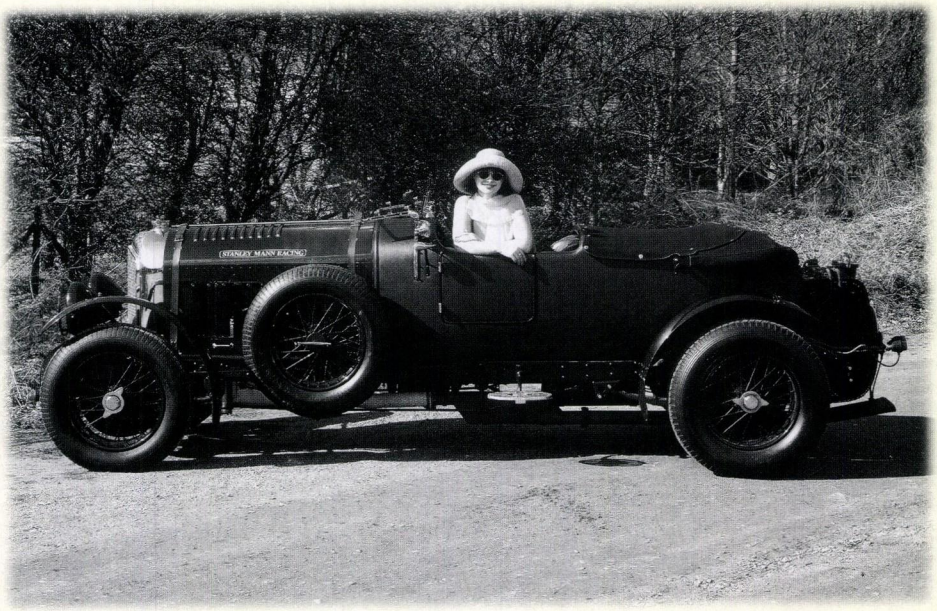
Which is what the Lotus 18 did, in spectacular fashion throughout 1960. First in Formula Junior, then in F2 with Coventry Climax power at Oulton Park, with Innes Ireland driving. At the Goodwood Easter weekend meet, Ireland won both F1 and F2 categories. Then Rob Walker caught the tide and bought Stirling Moss an 18 just in time for that historic win at Monaco.

I've time for one more lap before the clouds bring us rain. Hard out of the chicane and across the start/finish line, Costin and Duckworth momentarily break conversation to watch the car come past. I'm aware of them watching, take extra care over the upshift from second to third. Through Madgwick, on to Fordwater, the car gripping better than ever, hinting at limits higher than my own. For the moment, I've forgotten the history, the laurels, the colossal achievements of Ford, Cosworth and Lotus.

And one more time through Lavant. Glorious. M

"We reckoned we could do for one bob what any bloody fool could do for a pound..."

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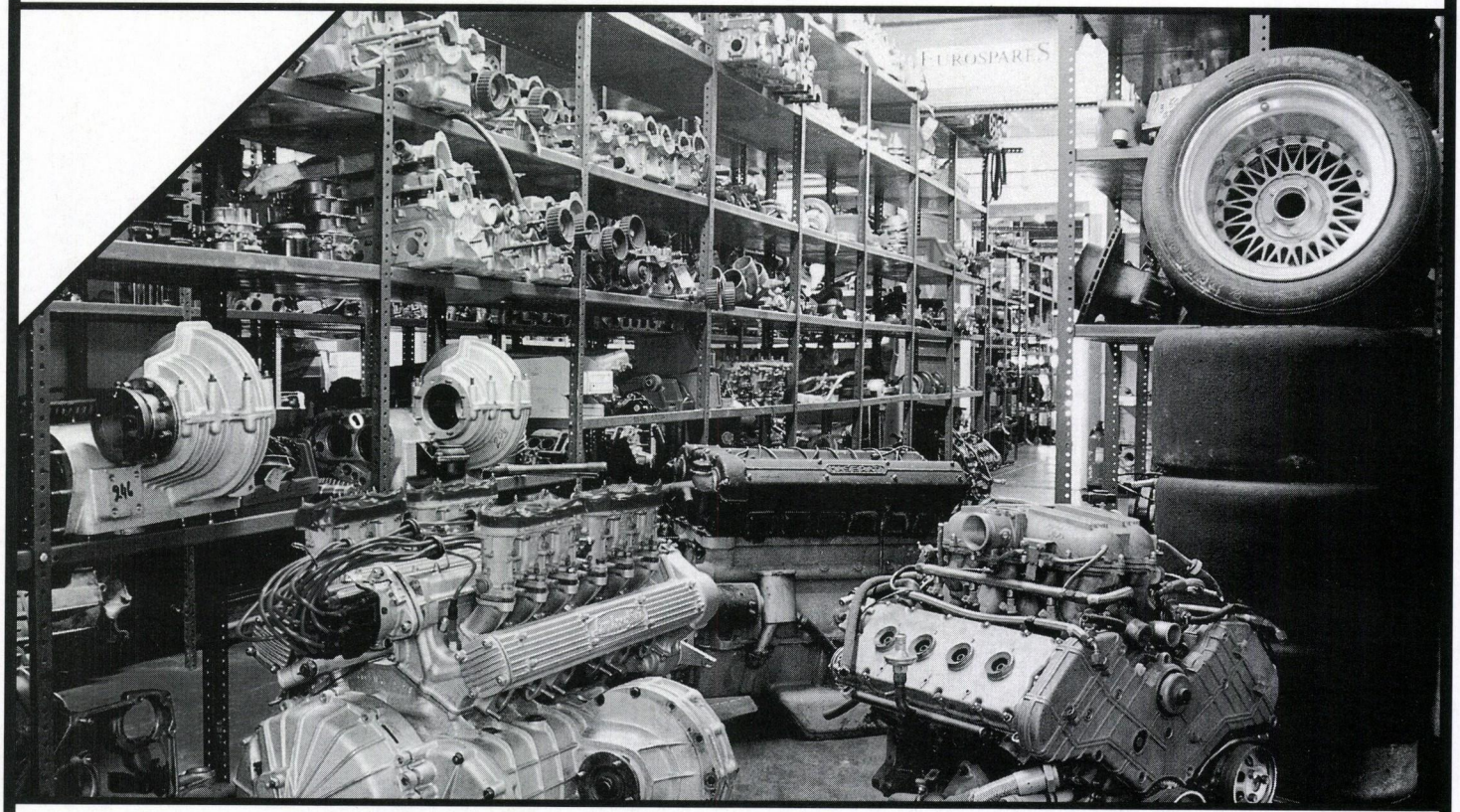
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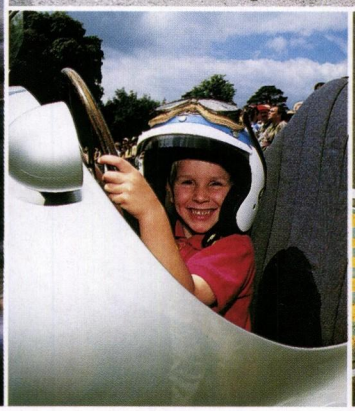
Goodwood Festival of Speed Preview

EVERY YEAR IT BECOMES MORE DIFFICULT TO IMPROVE ON THE STANDARDS OF THE PREVIOUS FESTIVAL OF SPEED. BUT THIS YEAR IT LOOKS LIKE THEY'VE DONE IT ONCE AGAIN. MARCUS PYE HAS ALL THE DETAILS





LAT





PHINEAS T BARNUM WOULD HAVE SOLD IT AS THE Greatest Motorsport Show On Earth and, for once, he'd have been telling the truth. Goodwood's Festival of Speed, established in 1993, proudly wears that mantle and its fame now truly embraces the globe. Almost impossibly, as the trawl for fresh vehicles becomes ever more difficult, this annual slice of paradise, on June 23-25, has all the hallmarks of being the best yet.

Champions and Challengers is the focus, and the theme's enormous scope has tapped virtually every stratum of the sport, from the dawn of the 20th century to the present day. Pairs or groups of cars, many reunited with original drivers, will evoke memories of classic battles or bitter rivalries in Grand Prix, Indycar, sports and saloon car racing. This sheer variety of machinery, from race and rally disciplines, is what makes this essential viewing.

Formula One cars inevitably grab the headlines, for the sight of these carbon-fibre missiles on the 1.16-mile course is unbelievable. This year the field is stronger than ever. McLaren will defend Nick Heidfeld's awesome outright record of 41.6sec (an average speed of 100.38mph), although it has yet to nominate a driver. Johnny Herbert returns to take up the cudgels for feature marque Jaguar, while BMW-Williams and Jordan have confirmed their intention to compete.

Warring veterans range from the Renault brothers' first GP car of 1902, which takes on Johnny Thomas's 6½-litre Napier of the same year, through Fiat and Bugatti leviathans of the Edwardian age to Bentley and Chrysler endurance racers. Bugatti vs Delage, Napier-Railton vs Birkin Bentley and Mercedes-Benz W165 vs Alfa Romeo Alfetta (with an ERA E-type representing Britain for good measure) head the Pre-WWII line-up.

Strenuous efforts are being made to match a Lancia D50 with Mercedes' W196, thus recreating the dream GP pairing of 1955. If it happens, the wail of V8 against straight-8 will be arguably the weekend's aural highlight. Aston Martin, Ferrari, Jaguar and Maserati will again define the golden age of sports-car racing, while the Mercedes 300SLs will take on the legendary *El Caballo de Hierro* (Iron Horse) ➠









TOP: **HONDA WILL BE WHEELING OUT ITS GREAT HISTORIC RACING CARS AGAIN FOR THE LIKES OF JOHN SURTEES TO DRIVE UP HILL**

BELOW: **MCLAREN M7A CELEBRATES THE TIME AND LIFE OF BRUCE**

TOP: **FOUR F1 TEAMS AIM TO BREAK MCLAREN'S CURRENT HILL RECORD**
ABOVE LEFT: **MICHELLE MOUTON BACK IN QUATTRO TO WOW CROWDS**
ABOVE RIGHT: **THE FANTASTICALLY RARE STREAMLINER MASERATI 250F**



which, in Akton 'Ak' Miller's hands, terrorised works opposition on the 1953-4 Carrera PanAmericanas.

Honda is bringing back its GP challengers of the '60s, with John Surtees in the 1968 RA301 ranged once more against McLaren's first GP winner and a Lotus 49B. One of two technically intriguing Lotus 63 four-wheel-drive cars of 1969 may face a Matra MS80 from Jackie Stewart's first Championship year. The charismatic Watson-Offy in which AJ Foyt won the '61 Indy 500 is twinned with Jack Brabham's new-fangled rear-engined Cooper T54, while a sister car to Jim Clark's '65-winning Lotus 38 is matched with Mario Andretti's Brawner Hawk.

It's Ford versus Ferrari among the sportscars, with the GT40 and MkIV from the Blue Oval and the Prancing Horse's P4. A brawny Filipinetti Chevrolet Corvette will try to outgrunt a sublime Ferrari Daytona among Le Mans GT contenders. Porsche's days at La Sarthe will be echoed by 917, 956 and 962 winners. Alfa Romeo and Ferrari will challenge the early 917s, while the ultimate turbopanzer 917/10 (set to make its Goodwood debut) and 917/30, have been invited to succeed a clutch of McLarens in a retelling of the Can-Am story.

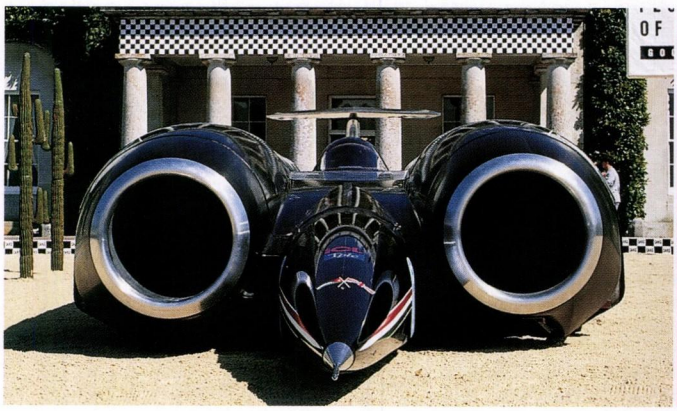
Renault entered the F1 World Championship with its whistling 1.5-litre RS01 turbocar in 1977, and it is coming, with a contemporary six-wheeled Tyrrell (watch Martin Stretton go in the ex-Ronnie Peterson car!) for company. A 'ground-effect' JPS Lotus 79 and a Brabham-Alfa provide the whole gamut of technologies in vogue. European F2 champions Marc Surer and Bruno Giacomelli have been invited, and will fly in March-BMWs.

BMW's 3-litre CSL 'Batmobiles' and Broadspeed's Jaguar XJC V12s were the great European Touring Cars of the period. They will be out, with their 635CSi and XJS successors of the '80s. Thunderous NASCAR 'tin tops' are coming too, with Bobby Allison invited to pilot his '83 championship-winning Buick Regal, and triple title-holders David Pearson and Cale Yarborough on the organisers' wish list.

Alan Jones will drive his 1980 title-winning Williams FW07B on his Goodwood debut. A Ligier JS11 and Christian Glasel's Brabham BT49 await as the opposition. Renault's RE60 heads the turbo

ABOVE: **JACK BRABHAM LINES UP FOR ANOTHER RUN. THIS YEAR AS USUAL THE GREATEST NAMES FROM HISTORY WILL BE BACK AT GOODWOOD**

BELOW: **THRUST SSC WILL BE MAKING ITS LAST APPEARANCE ON BRITISH SOIL BEFORE GOING TO A MUSEUM IN AMERICA FOR GOOD**



BELOW: **JACKY ICKX, NOW 55, REGRETS NOT COMING TO GOODWOOD SOONER. HE WILL BE DRIVING HIS LE MANS WINNING PORSCHE 956**



section, probably for Patrick Tambay or Derek Warwick to challenge a Ferrari 126.

A broad range of Jaguar sports racers is headed by the 1988 Le Mans-winning XJR9 (with Jan Lammers expected at the helm) and a sister car to the 1990-winning XJR12. Subject to their surviving the previous weekend's 24 Hours, Cadillac and Chrysler will send cars. Others will doubtless follow their lead, with a huge British fan base to please.

Jean Ragnotti's valiant '85 Tour de Corse-winning Renault 5 Maxi Turbo is an exciting rally debutant, the twitchy 350bhp mid-engined *bolide* facing perennial event favourite Michele Mouton's Audi Quattro which boasts double its power. The latest World Rally Cars provide an interesting contrast, with early-season points leader and '99 Goodwood winner Richard Burns returning in a Prodrive-run Subaru Impreza to face Petter Sohlberg's Ford Focus.

Land Speed Record cars will be showcased for the first time, with Donald Campbell's Proteus Bluebird and the Summers Brothers' incredible quad-engined Goldenrod, which sparked a frenzy of fever in their quest to shatter the 400mph mark in 1964-5, are on static display. Thrust SSC, in which Andy Green travelled almost twice as fast to pierce the sound barrier in 1997, also bids farewell to Britain before moving to a museum in the USA. And a sextet of extraordinary Bonneville Salt Flat dragsters, never seen outside the States, will amaze.

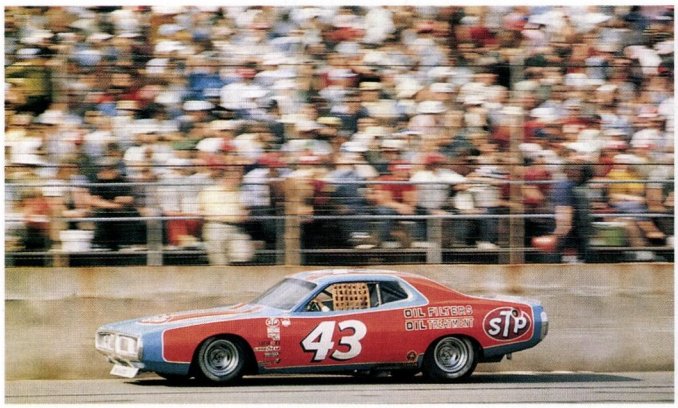
Jaguar enjoys pride of place outside Goodwood House, with a photogenic array of every significant competition model, from the 1936 SS100 'Old Number 8' to the current Grand Prix car. Sir Stirling Moss is reunited with the ex-Tommy Wisdom aluminium XK120 in which he cut his international teeth in the 1950 Tourist Trophy. Le Mans-winning C and D-type models precede lightweight Es, the swoopy XJ13 and a stunning set of prototypes, including Bob Tullius' eyecatching Group 44 machines from the USA.

Bruce McLaren's career is celebrated with a run of cars from his marque's first production model, the 1965 M1C sportscar, through the musclebound Can-Am monsters which brought him two titles, and ultimately cost him his life. A recreation of ➤



ABOVE: **RICHARD BURNS, CURRENT LEADER OF THE WORLD RALLY CHAMPIONSHIP, WILL BE BACK AT GOODWOOD IN HIS SUBARU IMPREZA**

BELOW: **SPECIAL CELEBRATIONS MEANS VAST ENTRY FROM AMERICA TO INCLUDE DRAG AND LSR CARS AND, OF COURSE, NASCAR MACHINES**



BELOW: **SIR STIRLING MOSS, PATRON OF THE FESTIVAL AND ONE OF THE MAIN DRAWS AS EVER, WILL DRIVE HIS TT-WINNING JAG XK120**



the high-winged M8B, in which Bruce and fellow Kiwi Denny Hulme steamrollered all 11 Can-Am races in 1969, will be one of the meeting's most photographed cars.

With John Surtees in charge, two-wheeled action will be world-class, as ever. So much did Honda enjoy last year's involvement the Japanese giant decided to bring forward its return with the ground-breaking motorcycles of yesteryear. The Motegi Museum provides raucous bikes for Luigi Taveri and Jim Redman, while Barry Sheene and Giacomo Agostini ride Sukuki and Yamaha 500s respectively. Many more will come, including several from Sammy Miller's Hampshire collection.

New this year, in marked contrast to the uphill struggle against the clock, is the Soap Box Challenge, in which riders will plunge down the course from Carne's Seat to the great house at speeds of up to 50mph... Inspired by McLaren designer Gordon Murray, it has captured the imagination of some of the world's finest engineers, from Ilmor and Prodrive to Renault and Rolls-Royce. Machines must weigh at least 165kgs, including driver, and use no more than £1000 of raw materials. Many are innovative, yet event host Lord March 'won' the press preview run on a humble special brewed on the Estate. Heats on Saturday sort out Sunday's finalists.

Extraordinary road cars are part of the Festival tradition, and the fifth Cartier *Style et Luxe* competition has attracted everything from spindly cyclecars to a magnificent short-chassis Duesenberg and preposterously extravagant 'Grand Routiers' by master coachbuilders such as Figoni et Falaschi. The class for Alternative Power includes steam, aero-engined and jet-propelled vehicles from 1900-39. General Motors is bringing all three Firebird concept cars from the '50s for the 'Brilliant Gas Turbines' section, which also features Renault's *Etoile Filante* streamliner.

The creation of a Junior Festival of Speed for this season emphasises the family nature of the event over all three days. A super traditional fun fair, Noddy and his car, and story-telling (three sessions on Sunday only) with Gumdrop author Val Biro will appeal to the younger generation. The more adventurous will relish tank rides, a mini-assault course,

DON'T MISS:

DRIVERS
Bobby Allison
Richard Burns
Dan Gurney
Johnny Herbert
Phil Hill
Jacky Ickx
Alan Jones
Stirling Moss
Akton 'Ak' Miller
Brian Redman
Roy Salvadori
John Surtees

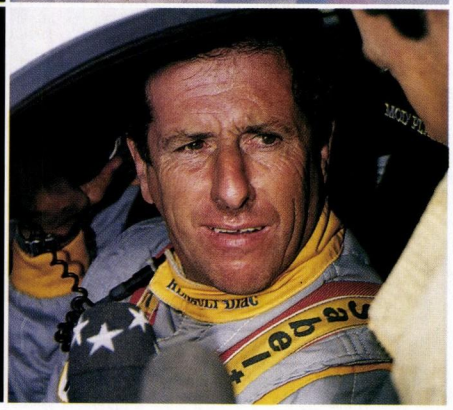






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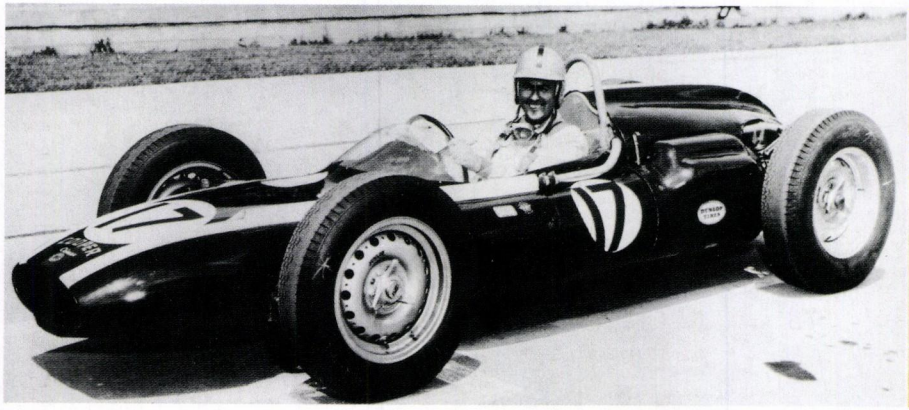
CARS
Alfa Romeo TT12
El Caballo de Hiero
Goldenrod
Honda RA301
Jaguar XJR12
Lancia D50
Lotus 63 4WD
McLaren M8B
Porsche 917/10
Renault 'Etoile Filante'
Thrust SSC
Tyrrell P34



TOP LEFT: **GROUP C CARS WILL BE OUT IN FORCE ON HILL**
TOP RIGHT: **PHIL HILL RETURNS ONCE MORE TO GOODWOOD**

ABOVE LEFT: **HISTORIC RALLY CARS JOINED BY FIERY RENAULT FIVE MAXI TURBO**
ABOVE RIGHT: **ITS DRIVER, JEAN RAGNOTTI ALREADY CONFIRMED FOR FESTIVAL**

BELOW: **JACK BRABHAM'S INDIANAPOLIS COOPER T54**



BELOW RIGHT: **1100BHP PORSCHE 917/30 TO BE JOINED BY 'JUNIOR' 1000BHP 917/10**



racing car and jet fighter simulators, motorcycle riding tuition and a rare chance to watch a motorcycle 'Wall of Death.'

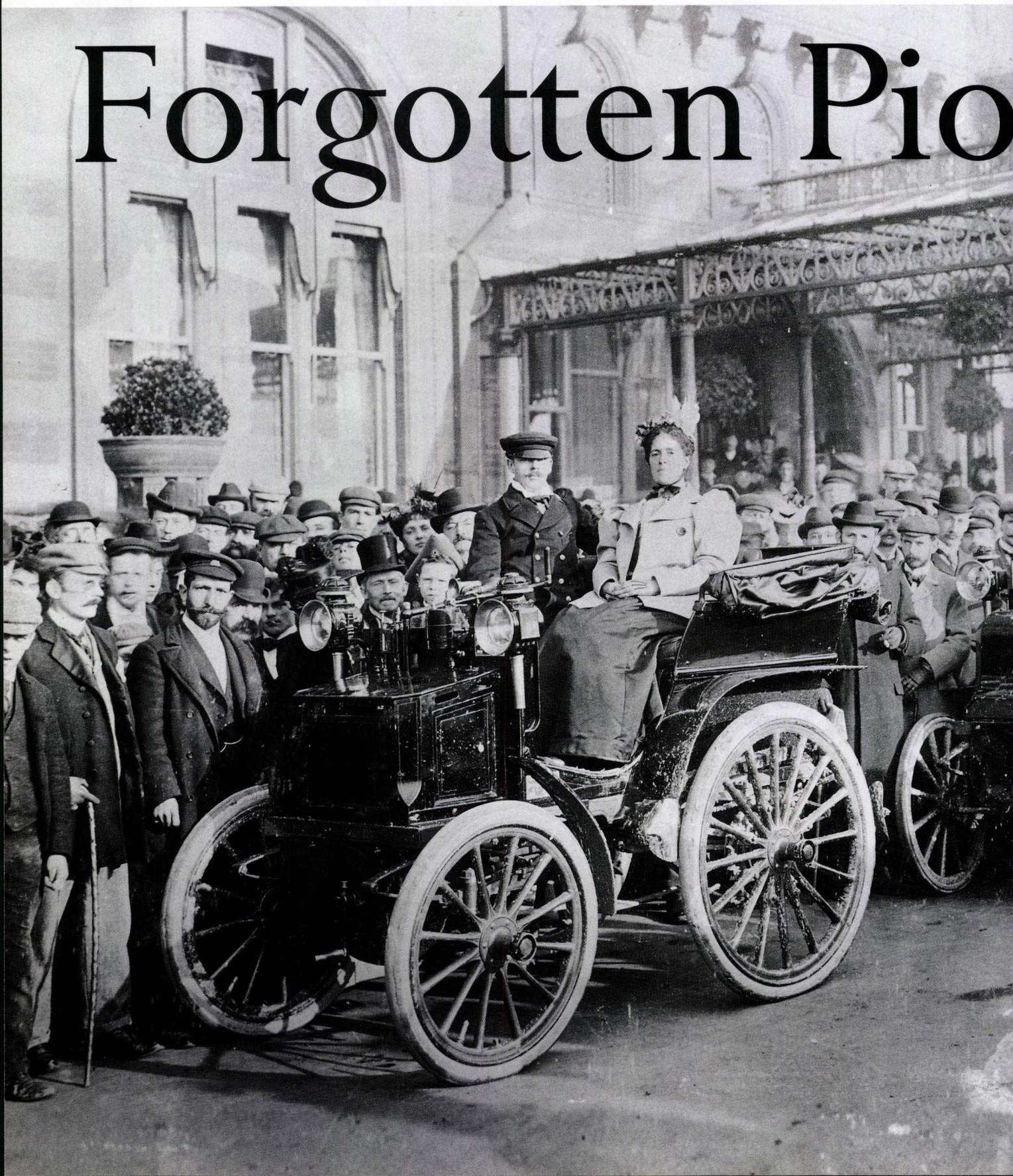
Admission costs £9 (Friday), £16 (Saturday) and £27 (Sunday) or £42 for a three-day pass if you book in advance – call the Ticket Hotline on 0870 442 0822, fax 01243 775078 or do it on-line at www.goodwood.co.uk. Children under 12 go free. Pay at the gates on Friday and Saturday (£12 and £24) if you wish, but remember that due to the huge crowds expected, Sunday entry must be pre-booked. Grandstand seats cost £6, £12 and £17 for the respective days, or £30 for all three booked in advance, as opposed to £10, £15 and £25 on the day. Enthusiasts going to the Revival Race Meeting on September 15-17, and who don't want to miss a second, can pre-order a super ticket covering both events for £75 (grandstand seats £60). Bargains by any standards.

Our advice for those planning to attend the Festival of Speed for the first time, perhaps for just one day, is plan your visit now. Friday is the quietest day, a relaxed dress rehearsal for competitors, but you will only see the cars run once. If that's not an issue, it's your best opportunity to photograph drivers and machines in the paddock, and chat with the stars. Don't forget your camera, films and your autograph book! Access to the greatest drivers of all time is rarely any easier than at Goodwood.

It gets far busier on Saturday, when practice gets serious, but with a bit of patience, you'll still win your prized autographs. The soapboxes looked hairy on press day, so don't miss the madmen on their first descent. Sunday is full-blown competition time, and crowds may be intimidating for small children. Arrive early – gates open at 06.30 each day; we suggest you're safely in by 08.30 – and choose your vantage point or pack a picnic and splash out on a grandstand seat for a bit of comfort.

However you do it, the Festival of Speed is one of the most glittering sporting and social occasions on the calendar. As you marvel at 200mph Grand Prix cars hurtling up Lord March's garden path, and rub shoulders with heroes of yesteryear and today, remember that it could only happen in Britain. M

Forgotten Pio



neer





Duncan, right, on his De Dion tricycle, was involved in boosting French entries on the 1896 Emancipation Run. Left, two of the racing Panhards at Brighton

MOTOR AGENT, PROMOTER, EARLY RACING REPORTER AND JOURNALIST, HENRY OSBALDESTON DUNCAN WAS A CENTRAL FIGURE IN ESTABLISHING THE CAR AS A PRACTICABLE MEANS OF TRANSPORT, AS BILL BODDY RECALLS

THOSE PIONEERS WHO WERE ASSOCIATED WITH MOTOR cars at the very birth of the automobile industry deserve to be remembered, and Herbert Osbaldeston Duncan was one. Born in 1862, the cycling world occupied him first, and he became a racing bicyclist of world renown. Whatever the origins of the 'safety' as distinct to the 'penny-farthing' bicycle, the heavily-built, moustachioed Duncan is credited with having introduced the chain-driven bicycle to the French. The enormous front wheels of the 'penny farthings' were, of course, needed to get the ratio required for pedal operation, which both chain and sprockets provided, in infinite variety, with wheels of smaller 'safety' diameter.

Duncan's links with the early motor industry followed his bicycle agencies for Humber and Rudge and he was to have firm associations with the great De Dion Bouton Company, as its MD in France and the Chairman of the London branch. In addition, he was a prolific motoring writer from the earliest days, contributing to *The Autocar* and *The Motor*, and writing the long history of cycling and motoring *A World on Wheels*, published in 1926 from Paris, where Duncan was domiciled. Indeed he was also the founder of several cycling and motoring magazines. (I had the two volumes of his work but exchanged them before the war with R G Nash who had amassed some historic bicycles for his Brooklands Collection, which also included historic aeroplanes, because he wanted reliable data on the cycles. He gave me in exchange, a few of the surviving BARC press cuttings books started in 1906, with meticulous entries from all manner of newspapers and journals; had all these survived, what a wealth of Brooklands racing history they would have provided!) I see the two Duncan volumes are today valued at £190.

That HOD can be classed as a true pioneer is confirmed by the fact that he took part in the 1896 London to Brighton Emancipation Run, which was staged to show that the motor car was a practical means of transport. Duncan had been approached to try to get as many French drivers as possible to come over for this British 'coming out', to make this into a miniature of the Paris-Marseilles race. So Duncan went first to Le Mans and persuaded Léon and Camille Bollée to bring their two racing Bollée three-wheelers and to lend him a standard one. M Levassor agreed to let racing driver Mayade take the Paris-Marseilles-Paris-winning Panhard No 6, and No 5 and No 8 as well, but the Count de Dion was so annoyed for having accepted 10,000 useless shares in Lawson's Motor Syndicate in exchange for a half-share in the British De Dion patents that he refused to take part.

The three Bollées came to England two days before the Emancipation Run, with petrol tanks emptied at Boulogne. Duncan eventually managed to buy enough benzine at a chemist's, which Léon Bollée tested with his hydrometer. After a police inspector had refused to let them drive to the starting point ➤

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Ferrari 456M GTA
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Ferrari F355 Berlinetta F1
1998 R - 6,000miles **£89,995**
Rosso Corsa / Crema leather interior, Climate controlled air conditioning, 18" Alloy wheels, Challenge grille, Red brake callipers, Electronic suspension, CD player, Full Ferrari service history.

Ferrari F355 Spider
1996 N - 5,000miles **£79,995**
Nero Metallic / Nero leather interior, Full specification including Electric seats, Twin airbags, Power hood, 18" Alloy wheels, Climate controlled air conditioning, Full service history.

Ferrari F355 Berlinetta
6 Speed Manual - 1997 P - 5,000miles **£79,995**
Rosso Corsa / Nero leather interior, Climate controlled air conditioning, 18" Alloy wheels, Electronic suspension, Twin air bags, Stereo system, Full Ferrari service history.

Ferrari 456 GT
6 Speed - 1995 M - 17,000miles **£77,995**
Blu Le Mans / Tan leather interior, Full specification including Climate controlled air conditioning, Electric seats, 17" Alloy wheels, Stereo system, Full Ferrari service history.

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Midnight Blue / Black leather interior, Electric sun roof, Air conditioning, 16" Alloy wheels, ABS, Stereo, Full service history.

Porsche Boxster
1998 S - 10,000miles **£34,995**
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Porsche 928 GTS
Auto - 1994 M - 30,000miles **£29,995**
Midnight Blue Metallic / Marble leather interior piped blue, Walnut door capings, Electric seats with memory, Cruise control, Climate controlled air conditioning, Stereo and CD player, Sun roof, Full service history.

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1997 R - 24,000miles **£25,995**
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Doubly historic: Duncan's 1925 trip took him to a historic car gathering in Munich, where Karl Benz, then aged 80, drove his epochal 1885 Benz No1

Malcolm Jeal

in spite of the new Act having been passed, they had to find horses to tow the vehicles to the Holborn skating-rink. Ten miles from Brighton the horse pulling a lady's wagonette shied and in trying to pass it Duncan ditched the Bollée and had to retire, but the two racing Bollées arrived first. After the Run the Bollées were driven to Newhaven, to sail back to France.

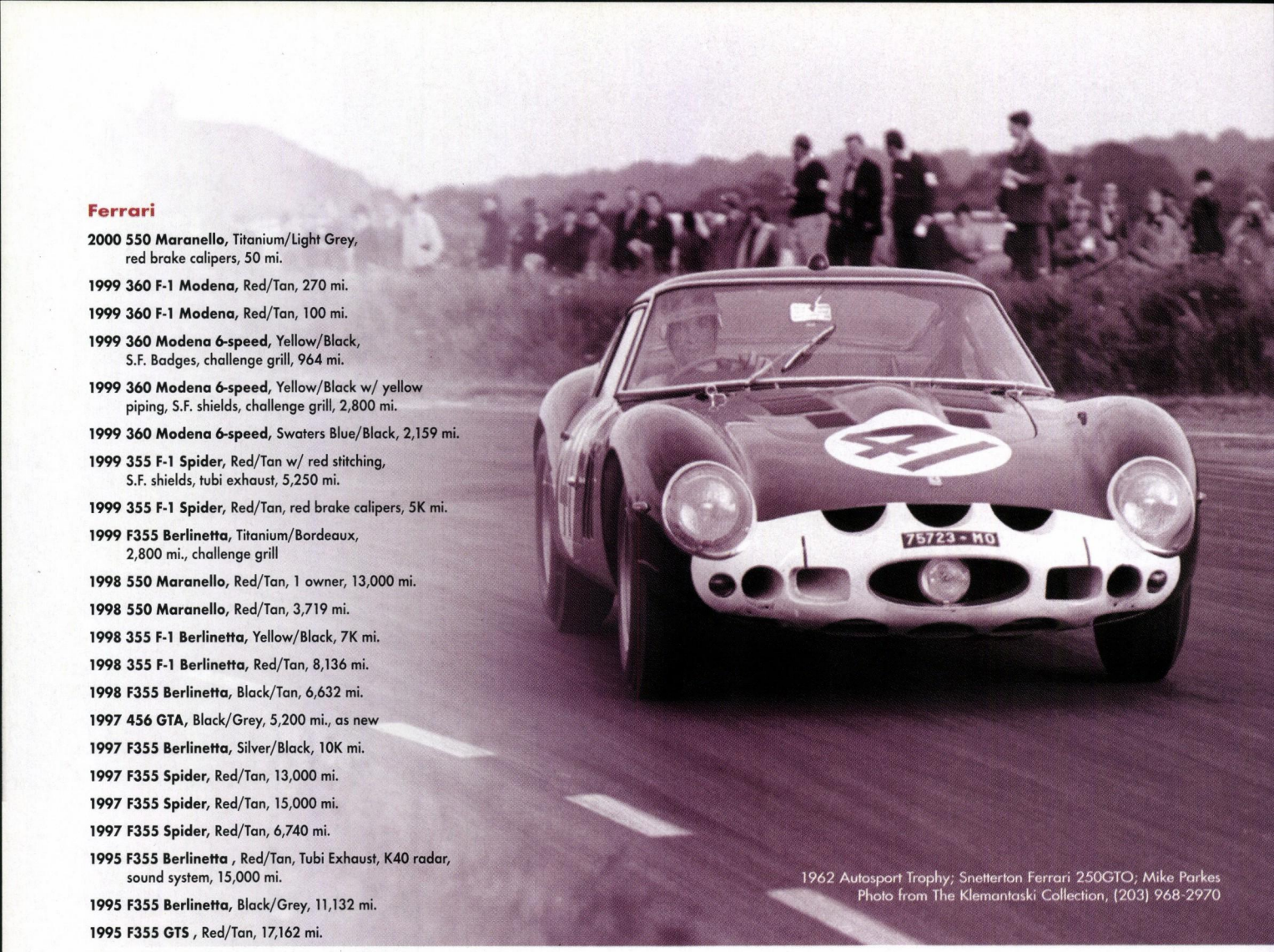
In September 1896 Duncan had been with HJ Lawson when he required a car on which to drive out to see the start of the Paris-Marseilles race. Levassor did not want to sell Panhard No 5 on which he had won Paris-Bordeaux in 1895 but did so in the end for £1200. But Lawson and Turrell, his secretary, used a horse and trap to drive out to see the racers; Panhards finished 1, 2 and 3, the new No.5 last of the winning trio. In 1898 Duncan was living in Kensington but had to go to Paris monthly to attend Lawson's British Motor Syndicate; he and his French wife then agreed to take a cut in salary and live in Paris. Here he got to know most of the famous people in the budding Motor Industry.

Obviously he was closely in touch with the massive Count de Dion and his diminutive partner Bouton and the great variety of cars they were soon producing and selling in considerable numbers. He was aware, too, of Pierre Giffard, editor of *Le Vélo* and *Le Petit Journal*, who had organised the first Paris-Rouen race in 1894. Giffard had attacked the Count for being both motor manufacturer and member of Parliament. Giffard, too, wanted to become a Parliamentarian and he stood for the position of Deputy in the province of Yvetot. The Count formed his own daily paper to fight Gifford called *L'Auto-Vélo*. Giffard successfully sued to get the Vélo part of the title dropped, but legal fees ruined him and his paper. The new paper then became simply *L'Auto*, famous to this day. Around this period the Count de Dion was twice arrested, first in 1899 when he had joined a protest against the President who was anti the aristocracy. The Count, a strong man, had fought the police strongly before being removed in the prison van from the race course at Auteuil where a competition for electric cabs was in progress. "Had the prison van not been horse-drawn," observed Duncan, "the indignity might have been less painful to the Count!" The new Marquis de Dion was later hand-cuffed during a demonstration against the church being separated from the state, a curious happening to one who was a Deputy and who had been awarded the *Legion d'Honneur* in 1901.

Most of the other leading pioneers were known personally to HOD, including T C Pullinger, who had designed a water-cooled cylinder head which solved overheating problems on early engines and which he supplied to de Dion Bouton. Other friends of HOD's numbered Sir Herbert Austin, F W Lanchester, the Hon C S Rolls, Louis Coatalen, Sir William Malesbury Letts and John William Stocks, both the last two having De Dion links in later times.

In France HOD had been friends with both Chenard and Walcker, who survived troubled times when making their cars, but whose 6hp car did well in the 1900 Suresnes-Corbiel economy contest; with Louis Delage, who began with three workmen in a small factory costing a mere £1400 before he moved in 1906 to a bigger one and lasting fame in production cars and racing; and with Adolphe Clement, whose primary interest was in motor racing. Nor ➳

"The Count fought the police strongly before being removed in a prison van"



1962 Autosport Trophy; Snetterton Ferrari 250GTO; Mike Parkes
Photo from The Klemantaski Collection, (203) 968-2970

Ferrari

2000 550 Maranello, Titanium/Light Grey, red brake calipers, 50 mi.

1999 360 F-1 Modena, Red/Tan, 270 mi.

1999 360 F-1 Modena, Red/Tan, 100 mi.

1999 360 Modena 6-speed, Yellow/Black, S.F. Badges, challenge grill, 964 mi.

1999 360 Modena 6-speed, Yellow/Black w/ yellow piping, S.F. shields, challenge grill, 2,800 mi.

1999 360 Modena 6-speed, Swaters Blue/Black, 2,159 mi.

1999 355 F-1 Spider, Red/Tan w/ red stitching, S.F. shields, tubi exhaust, 5,250 mi.

1999 355 F-1 Spider, Red/Tan, red brake calipers, 5K mi.

1999 F355 Berlinetta, Titanium/Bordeaux, 2,800 mi., challenge grill

1998 550 Maranello, Red/Tan, 1 owner, 13,000 mi.

1998 550 Maranello, Red/Tan, 3,719 mi.

1998 355 F-1 Berlinetta, Yellow/Black, 7K mi.

1998 355 F-1 Berlinetta, Red/Tan, 8,136 mi.

1998 F355 Berlinetta, Black/Tan, 6,632 mi.

1997 456 GTA, Black/Grey, 5,200 mi., as new

1997 F355 Berlinetta, Silver/Black, 10K mi.

1997 F355 Spider, Red/Tan, 13,000 mi.

1997 F355 Spider, Red/Tan, 15,000 mi.

1997 F355 Spider, Red/Tan, 6,740 mi.

1995 F355 Berlinetta , Red/Tan, Tubi Exhaust, K40 radar, sound system, 15,000 mi.

1995 F355 Berlinetta, Black/Grey, 11,132 mi.

1995 F355 GTS , Red/Tan, 17,162 mi.

1991 348 TB, Red/Tan, 20K mi., 2 owner, as new

1990 Testarossa, Gun Metal Gray/Dove gray, 33,000 mi., immaculate

1989 Mondial T Cab, Red/Tan, 13,700 mi.

1989 348 TB, Red/Black, 18,700 mi.

1987 328 GTS, White/Tan, 6,780 mi.

1979 308 GTS, Red/Black

1972 365 GTC/4, Marrone/Tan, incredibly kept orig. car; looks & drives as new!

1972 365 GTB/4, Red/New Tan with black inserts interior, drives as new.

1971 365 GTB/4, Red/Black with red inserts, full restoration, borranis

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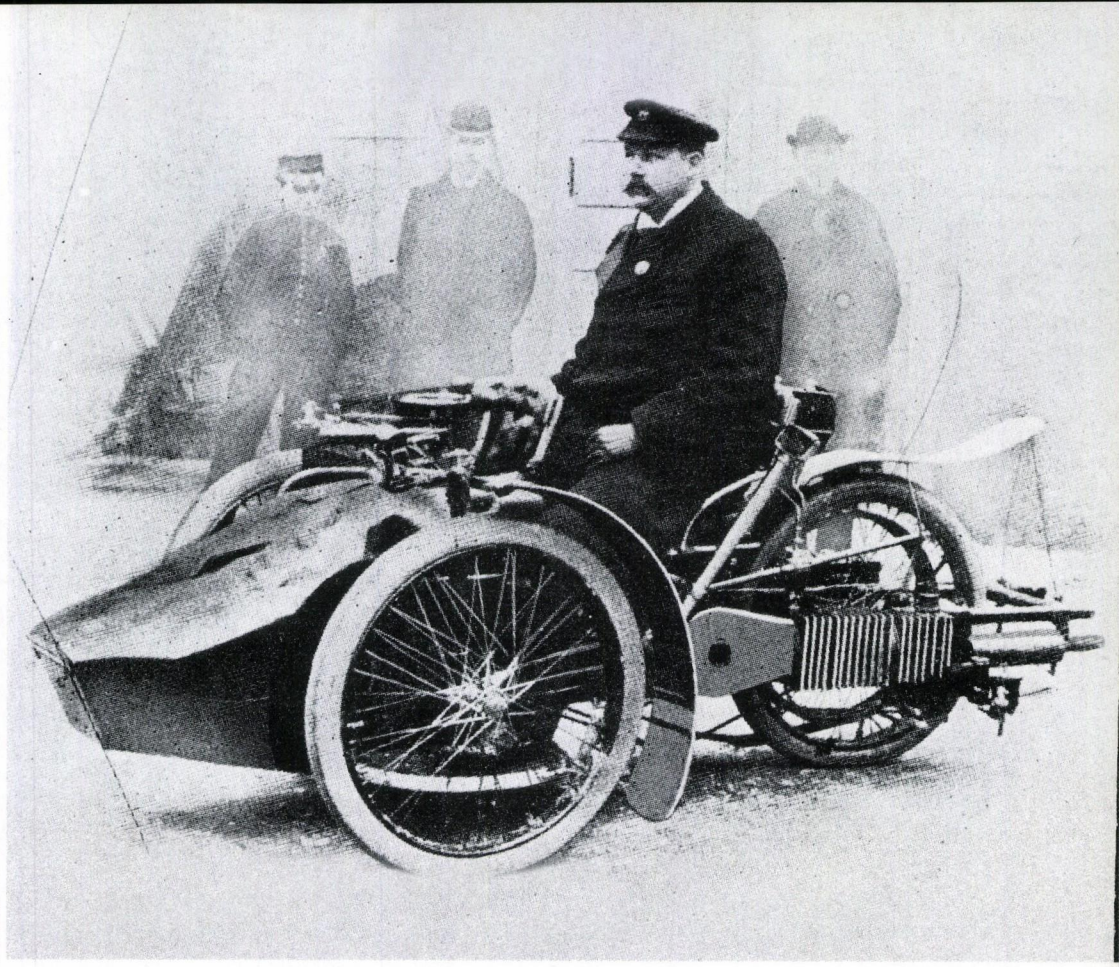
1997 Bentley Brooklands Turbo, Black Sapphire/ Magnolia hides & Navy interior, 14K mi.

1990 Bentley Turbo R, Magnolia/Beige hides, 37K mi., all service records

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Duncan aboard the Bollée he drove, and ditched, on the 1896 Run. Below, the shady Lawson, seated centre, with Duncan and associates after the Run

Malcolm Jeal

was HOD any stranger to the sport. He reported and photographed the great town to town contests, driving his little de Dion to Reims to watch the 744-mile Paris-Berlin race won by that great driver Fournier on a Mors. Going to the start of the 1905 Gordon Bennett race at Clermont-Ferrand they were delayed because the engine of the 14hp de Dion had been overfilled with oil, and after a miserable five hours it had to be dismantled at the agents in Fontainebleau so that the rest of the journey had to be completed at night, using only the paraffin lamps. Duncan reported the 1901 Paris-Bordeaux event for *The Autocar* but on that occasion went to Tours by train. He won a 20-franc bet with Charles Jarrott and Cecil Edge that a Mors would be the first into the Tours Control. Levegh arrived ahead of the rest, so that his car was but lightly coated with dust, and he calmly raised his goggles and enquired how long the Control lasted. Twenty minutes later the more excitable Fournier, on another Mors, arrived; HOD shook his hand, telling him how far behind Levegh he was, to which Fournier said "I shall soon be with him" and, of course, went on to win.

In 1918 HOD went to America to study the great automobile industry there, at a time when, after less turmoil than Europe had endured, there were 58 US makes, from Ajax to Willys-Knight, by 1926, and Henry Ford was making some 7000 cars and one-tonners every day. Duncan then set off in 1925 to France and Germany, to examine car factories there. He was intrigued to find the little Opel 'Frog' was a direct copy of the 5CV Citroën, except for a German-made Solex carburetter and a Bosch magneto. Opel were making one every 4min 50sec and claimed no imported components were used, although Duncan had heard a rumour Citroën were suing – perhaps the Citroën CC can help me here? Opel had had its own test track from 1917. In 1925 Duncan took a long journey in a 10/12hp de Dion tourer from Paris to Prague and into Czechoslovakia. Apart from a new set of plugs at the Bosch works, no troubles were reported. At the Skoda works, where the 'Big Bertha' guns that shelled Paris from a range of 50 miles had been made, Hispano-Suiza chassis were being built under license. In Munich an historical 'Korso' had brought out 1894 Hildebrand &Wolfmueller and 1885 Daimler motorcycles, and Karl Benz himself was on the 1885 Benz car, with Fritz Opel driving a 1900 Opel. HOD had a three-hour interview with William Kleyer, who had made Dunlop tyres under license in Germany and by 1900 was making his own cars under the Adler name, of from 6 to 24hp.

Duncan was indeed a formidable figure, who knew the real pioneers, saw most of the great if primitive motor races that went from town to town, was conversant with the intricacies of Lawson's Motor Syndicate, saw through the charlatan E J Pennington's flying motorcycles with 'long mingling spark' and knew of how Louis Renault charged a £1 royalty per car to any maker copying his direct drive top gear until the legality of the patent was declared invalid. He was driving his De Dion Bouton in the vintage era when these were rather staid but well made cars with a wide variety of bodywork, as MOTOR SPORT explained in March 1964. Of how many of the famous racing cyclists could this still be said in the 1920s? Let's not forget such pioneers as H O Duncan. M

"He drove his little de Dion to Reims to watch the 744-mile Paris-Berlin race"



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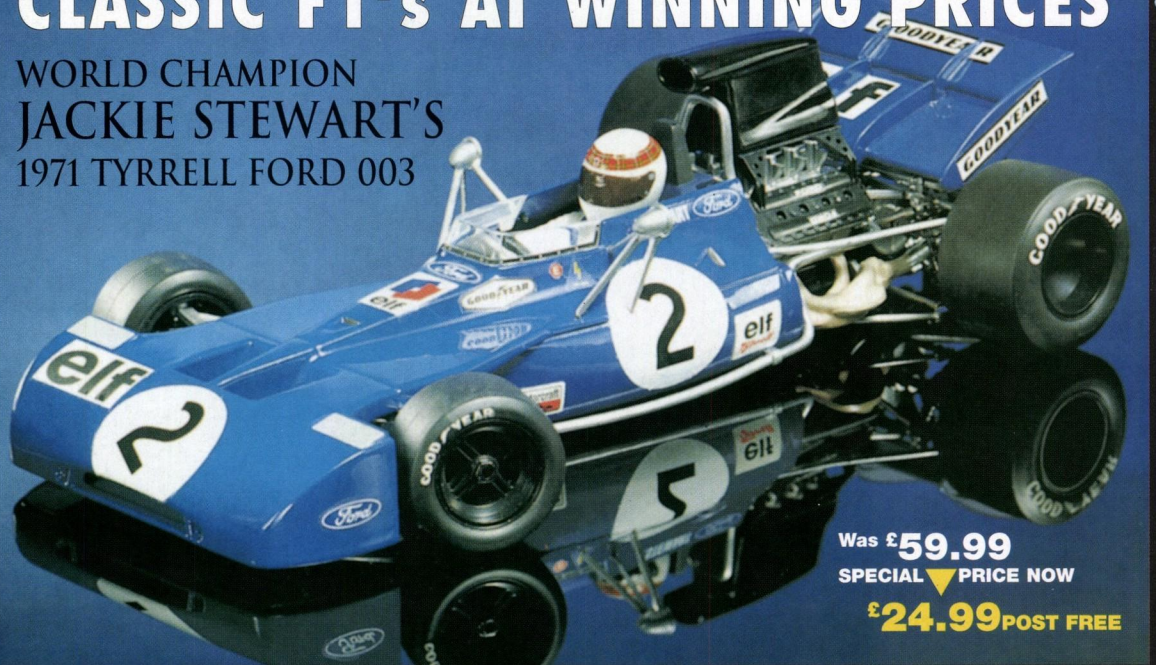
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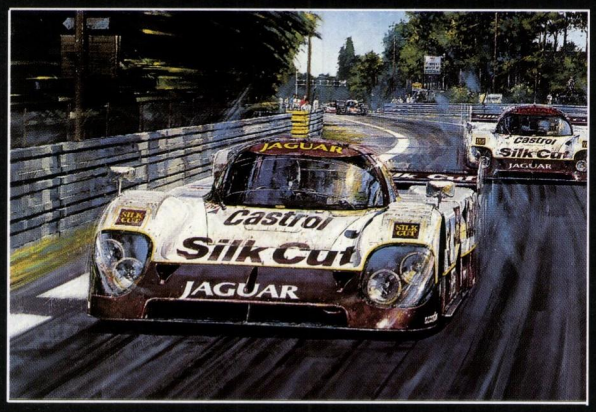


Aston Martin Victorious-Nicholas Watts

The winning Aston Martin DBR1 of Salvadori and Shelby at Le Mans, 1959. Each print is hand signed by Roy Salvadori and Carroll Shelby.

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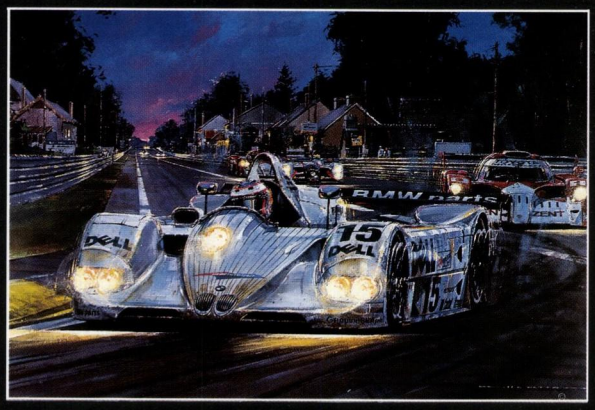


Le Mans 1990-Nicholas Watts

The victorious Jaguar XJR-12 of Neilsen, Cobb and Brundle leads the 2nd place car of Lammers, Wallace, and Konrad during the final hour. Each print is hand signed by Brundle, Cobb, Konrad, Lammers, Neilsen and Wallace.

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Le Mans 1999- Nicholas Watts

Celebrating BMW's first ever victory at Le Mans this is the winning BMW V12 LMR of Martini, Winkelhock and Dalmas. Each print is hand signed by Pierluigi Martini, Joachim Winkelhock and Yannick Dalmas.

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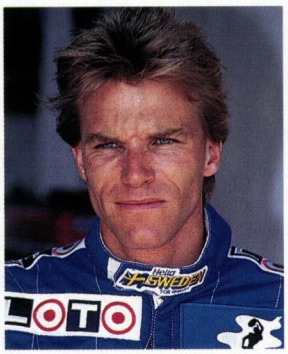
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STEFAN JOHANSSON'S WAS A STRANGE GRAND PRIX CAREER. The Swede drove for Ferrari and McLaren, a privilege accorded to few, but was saddled with some pretty terrible cars during a 12-year stint lasting from 1979-91. His F1 first experience, for instance, was not a happy one.

"The Shadow DN11 is right up there," smiles Stefan today. "That was a classic. The most powerful car I'd driven before was an F3 car – I'd never even done any testing! It was a bit of a handful to say the least. I realised that things weren't quite as they should be.

"We went to Brazil and those were the days when Interlagos had that really fast left-hander after the pits. I remember vividly it moved so much the steering locked solid in the middle of the corner. The rack just jammed! You could just about make it round flat, but you had to have the radius right when you turned in, and if you didn't you had to come off the power and try to gather it up again. They discovered afterwards that the wheelbase on the left side was about 2ins shorter than the right side..."



At the other end of his career Stefan drove both the AGS and the infamous Footwork-Porsche, whose engine looked like it might power a London bus. But the worst of all came straight after his single season at McLaren.

"There are many with good stories, but the funniest was the 1988 Ligier. It was a very late deal. They had René Arnoux in one car, but they hadn't sorted the other. I got a call a month before the first race, and went down there and we arranged to do the deal."

Ligier never had much luck in the turbo era, and this season marked a return to 'atmo' power with a Judd V8, as also used by Williams. Stefan was not put off by seeing the new JS31 in progress, despite the fact that the innovative car represented a gamble for a mid-grid team.

Rather than build a straightforward, nimble machine to challenge the teams still using turbos, designer Michel Tetu went to town. He broke with established practice and put a 70-litre tank between the gearbox and engine. It was linked to tanks in the sidepods, containing the remaining 120 litres. There was no tank in front of the engine. The plan was to improve weight distribution, compromised by rules which moved the pedals back. Indeed, the cockpit was too tight for intended second driver Christian Danner, which is why Stefan was called.

Rivals scratched their heads but another Tetu innovation proved more enduring – it was the first F1 car to have power steering, a feature which even 12 years later some teams have yet to utilise.

"Ligier's great era had been with the Cosworth cars, and we had high hopes for it. It was a very trick concept to have the fuel tank between the engine and gearbox, but aerodynamically they missed the boat.

"You know within three laps when you drive a new car whether you're going to have a long year or not. The first time I drove it was at Magny-Cours, and you could tell that it was going to be difficult. But still you always think 'It's probably this, that or the other.'

"But after three tests, when you've tried all the basics and still not got anywhere, and the car isn't responding to changes, you know you're in trouble. I think the aerodynamics were fundamentally wrong."

And the fact that the trick systems meant the car was 30kg overweight did not help. At the first race in Rio, Johansson qualified 21st, and nothing he did seemed to make it go round corners any better.

"There was a restart, because Senna had a problem on the grid. I was almost on the back row, and I asked Michel 'How long have we got?' He said, 'It's probably half an hour, so you can get out of the car.' I was dying to go to the toilet. I walked down past the whole grid to get down to the start/finish box, where the loos were. So I'm standing there taking a pee and the next thing I hear are all the engines revving up...

"I went back out, and they were pulling away from the grid again, as it was just a five minute delay. So I was running down the grid, charging along. I'll never forget Derek Warwick – he had tears coming down his face. I jumped in the car and drove off, belts flapping around, and had to try do them up..."

After all that excitement Stefan brought the car home in ninth and last place. That turned out to be his only finish of the year; the season was peppered with DNQs and retirements, and only once did he qualify in the top 20, hauling the thing to 18th at Detroit. And he had to watch his former team, McLaren, win 15 of the 16 races.

"It was a tough year. We had several races where we didn't qualify, and that was hard. Both Arnoux and I were used to running nearer the front. It was a combination of things, but we never got close to getting a handle on it.

"We were trying to soldier on as well as we could. We did as much as we could in testing, but when you have a bad car you have a bad car, and theres not much you can do with it. It was obviously very demoralising."

The extra tank haunted the team all season, and the JS31 had one final, cruel trick to play on its creators.

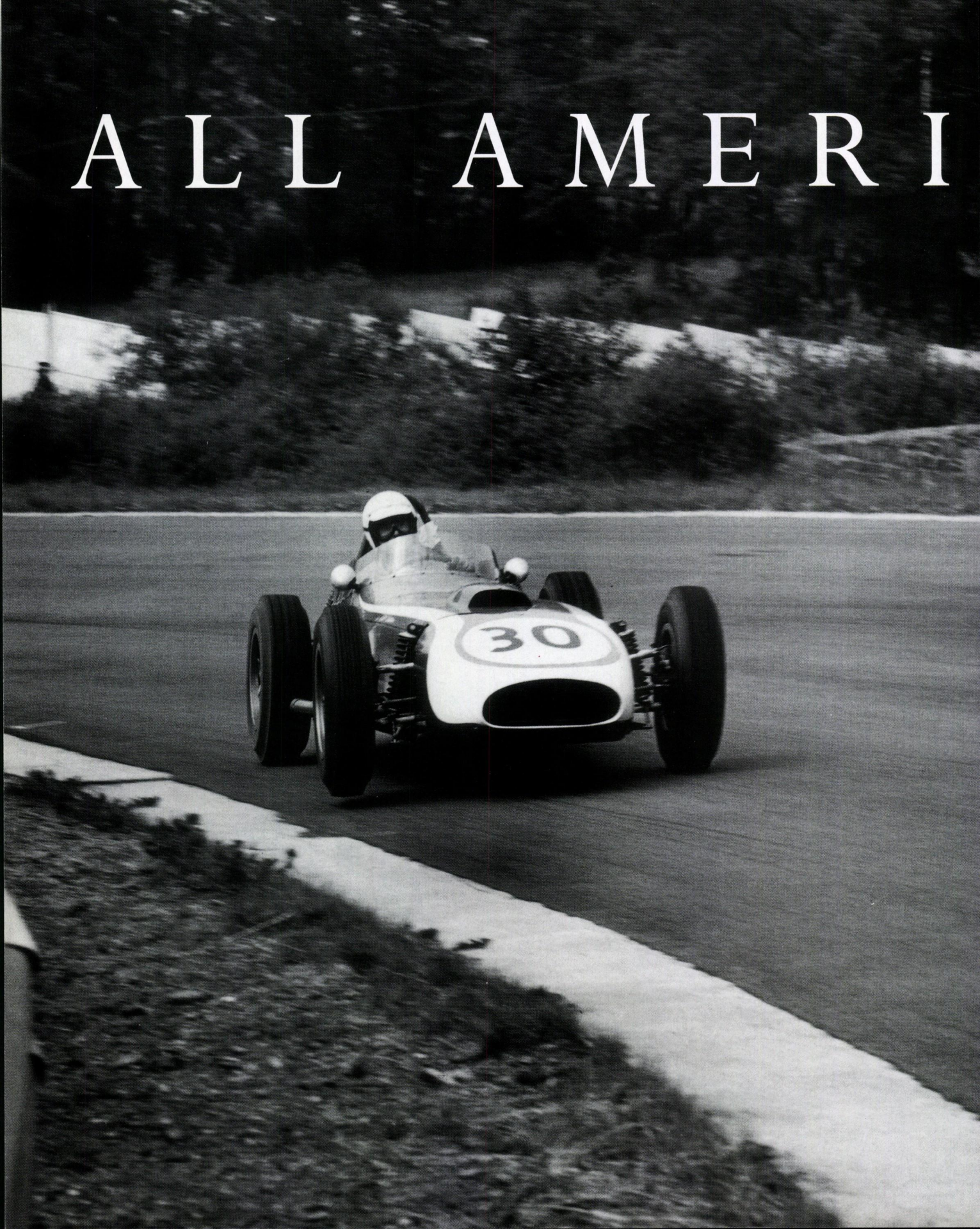
"We would have scored points in Australia in the last race," says Stefan. "I was running sixth with a few laps to go – but we ran out of fuel..."





1988 Ligier JS31: For all the tricks up its sleeve, it suffered a critical lack of grip and failed even to qualify at most races

ALL AMERI





CAN ZERO

AFTER HUGE SUCCESS IN SPORTSCARS, LANCE REVENTLOW'S SCARAB BECAME THE FIRST AND ONLY ALL-AMERICAN F1 CAR. IT WAS, SAYS PRESTON LERNER, A DISASTER – BUT NEED NOT HAVE BEEN

TODAY, THE CAR IS REMEMBERED – IF IT'S REMEMBERED AT ALL – AS THE FIRST and last genuinely all-American Formula One effort. Recent redevelopment of the Scarab's maligned desmodromic engine suggest a kinship with the V16 BRM, flat-12 Cisitalia and other memorable Grand Prix might-have-beens. The car's record, alas, causes most to grid it alongside such no-hopers as ATS and Tecno. The final tally? Nine GP appearances. Three starts. One finish – 10th at Riverside, lapped five times.

But on a crisp spring Thursday in 1960, the F1 circus saw not the ignominy to come but the promise of a pair of heroically proportioned and immaculately prepared cars – a visual cross between a Maserati 250F and a Kurtis-Kraft Indianapolis roadster. True, the front-engine design seemed antiquated and the team untested in international competition. But from the exquisitely crafted wishbones to the striking blue-and-white graphics, the workmanship of the Scarabs was beyond reproach. And Scarab sports cars had already trounced all comers back in the States.

The Scarab was the creation of a charming, cosmopolitan young American named Lance Reventlow. Just 24 when the F1 car made its debut, he was the only child of Woolworth heiress Barbara Hutton, once known as America's "poor little rich girl." Growing up, Reventlow was keenly interested in cars and motorsports, and raced with modest success in Californian club events. In 1957, he and fellow racer Bruce Kessler toured European race shops; after visiting Lister in Cambridge, Reventlow said: "That's a piece of junk. We could build a better chassis than that."

In 1958, Reventlow established Reventlow Automobiles Inc for just this purpose. "I'm trying to escape the playboy curse," he explained. "I want to prove I can do something other than inherit money."

Drawing on his trust fund, he cherry-picked the finest craftsmen in Southern California, then the heart of the American Indy car, sports and hot-rod communities. Three robust sportscars were built to rough plans drawn by British expat Ken Miles and clothed in lithe, sinewy bodywork. The Scarab became the first machine successfully to exploit the small-block Chevrolet V-8 that continues to motivate race cars to this day. With Reventlow and Chuck Daigh, veteran of Ford's stock car program, at the wheel, the Scarabs steamrollered the opposition. Their domineering victories in Nassau were the first for an American car in a road race on foreign soil since Jimmy Murphy won the French GP in a Duesenberg in 1921.

Unfortunately, since a 3-litre sportscar formula had been mandated in 1958, its 5.0-litre motor rendered the Scarab ineligible for international competition. Reventlow tried to adapt a downsized version of the venerable Offenhauser Indy motor to road racing, but the experiment failed. So racing an American car in Europe was going to require an American engine. And if he had to build a new engine, Reventlow figured he might as well shoot the works and tackle F1. "All I want," he breezily told his troops, "is the best racing car in the world."

Reventlow was blissfully unaware of the challenge awaiting him. None of team had any first-hand knowledge of Grand Prix racing. More to the point, nobody thought they needed it. The Scarab sportscars had outrun Ferraris, Maseratis, Aston Martins, you name it, and Indy roadsters had ➤

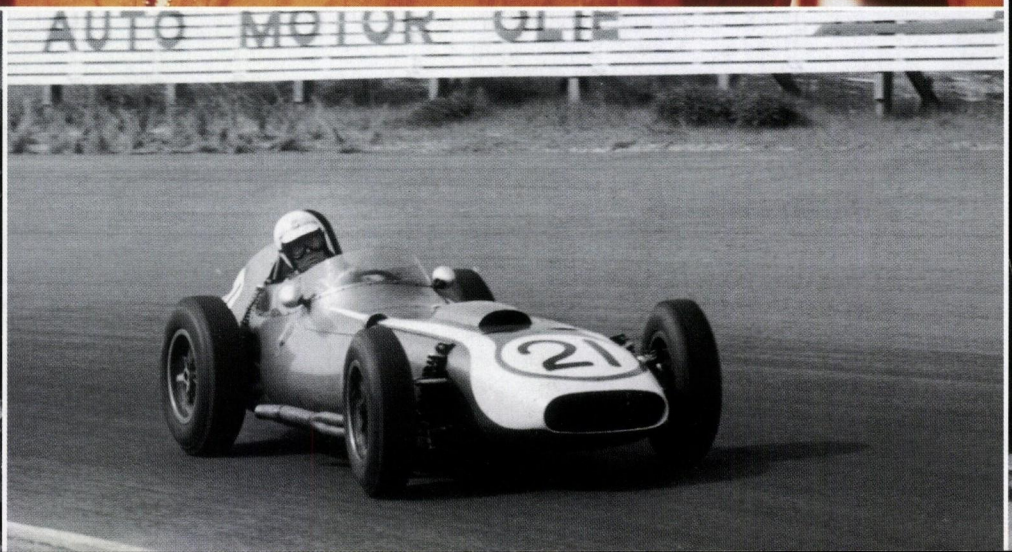
Chuck Daigh lifts at wheel at Burnenville during 1960 Belgian GP at Spa. It was "the scariest corner in the world" and he was yellow-flagged every lap by a marshal convinced he'd crash. Two others died during the race

LAT


LANCE






21







Jesse Alexander Photography, Ludvigsen Library, LAT

overwhelmed weak European opposition in admittedly oddball races on the Monza banking in 1957 and 1958. As Daigh says now, with self-mocking irony: "We thought we were the smartest guys in the world."

The chassis design was entrusted to 23-year-old Marshall Whitfield, who'd never before designed a car of any kind. Under the circumstances, a simple truss-type frame with the engine located conventionally in front of the driver seemed the most sensible approach. To lower the hoodline, the engine was canted 11 degrees from horizontal. The suspension was fully independent, with unequal-length wishbones and coils all the way around; but there wasn't enough time to sort out the handling.

Whitfield was further hamstrung by Reventlow's insistence he use only American components despite the inconvenient fact that nobody in the US was building parts suitable for GP racing. Working out of a Los Angeles race shop that would later house the Shelby American operation, Whitfield wasted endless months and dollars on speculative braking systems before Reventlow relented and bought Girling discs. More time and money

"Daigh now says with irony, 'We thought we were the smartest guys in the world'"

were sunk into a stillborn infinite-ratio automatic transmission before the team switched to an inadequate four-speed Corvette-derived gearbox. Oh, and Reventlow was irrevocably committed to Goodyear tyres, which were several seconds slower than comparable Dunlops.

But the biggest problem was the engine. The clean-sheet design was the work of Leo Goossen, universally regarded as America's leading engine guru. The stout four-cylinder motor had been inspired largely by the Vanwall and the Offy, of which Goosen had been the principal architect. But despite the generally conventional design, the engine housed a major surprise under its cam covers – a complex desmodromic, or positively actuated, valvetrain filched from a Mercedes-Benz 300SLR when the mighty German sports racer had been on loan to the Henry Ford Museum.

The desmo gear worked flawlessly, which meant Daigh and Reventlow didn't have to worry about overevving catastrophes. But no matter how hard they twisted it, it would not produce enough power. It had about 220bhp when Ferrari and BRM claimed 280 bhp and Climax 240bhp. How overmatched was the Scarab? After practice at the ultra-fast Reims circuit, Bruce McLaren asked Daigh if he was "full noise" on the long straights. "As fast as that son of a bitch will go," Daigh replied. After a long pause, McLaren said thoughtfully, "My, you must go fast in the corners."

The first hint of inferiority surfaced as the team arrived at Monaco and shared a garage with low-line Coopers. "The workmanship of our cars was really nice," says RAI stalwart Phil Remington, who would later be behind Ford's Le Mans-winning effort and still works for Dan Gurney's All American Racers. "But when you looked at the general layout of their cars and how simple everything was, you could see we were out to lunch."

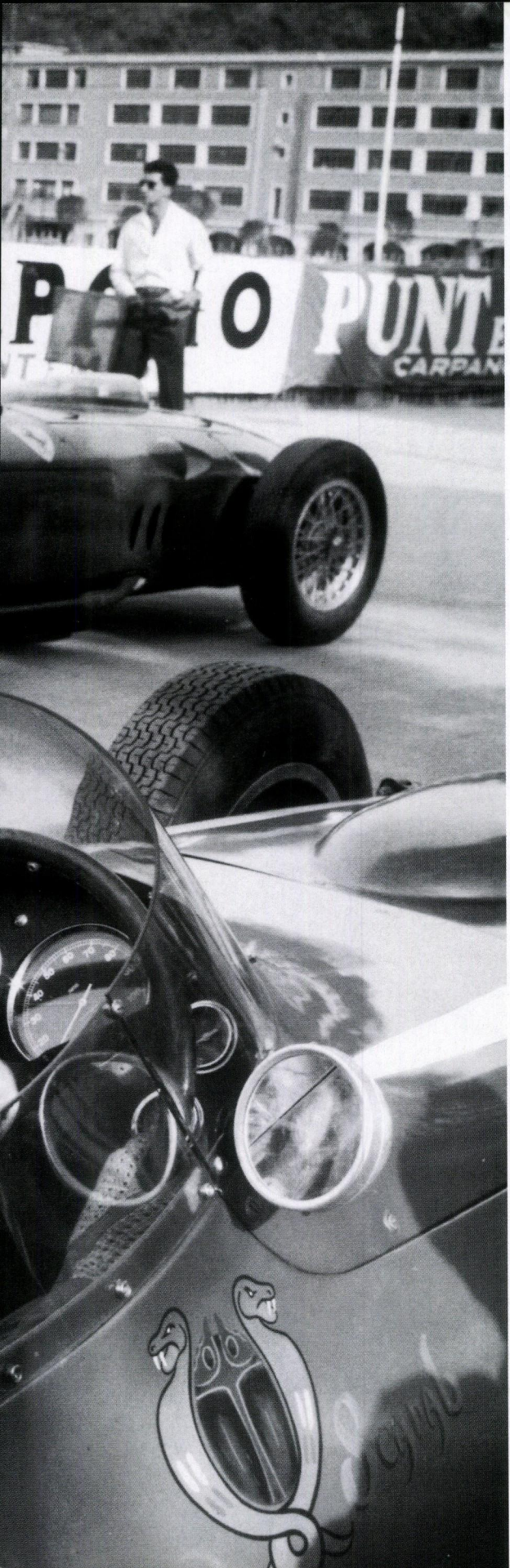
On the track, Daigh and Reventlow suffered with failing brakes, dodgy clutches, poorly chosen gear ratios, woeful tyres and insufficient power. "I thought Lance and I were doing pretty good," Daigh recalls, "but then, Jesus, guys started passing us like crazy." Despite a guest appearance by Stirling Moss and switching to Dunlop tyres, the Scarabs were slower than the Fomula Juniors, and failed to qualify by a humiliating 8sec.

The Scarabs were more competitive at Zandvoort. Reventlow was spooked after a wheel flew off during practice, but Daigh lapped with great verve, his engine making awesome noises echoing off the sand dunes. Officially, he qualified 15th, a tick slower than the works Ferraris, but slower rivals disputed the time, and Reventlow, acutely sensitive to charges of favoritism, withdrew both entries. "A pity Reventlow stormed off in a huff," Denis Jenkinson wrote, "for Daigh had done a good job in practice and would not have been disgraced in the actual race."

Spa brought more disappointment. Revenlow had lost confidence ➳

Clockwise from top left: Lance Reventlow; Chuck Daigh and Reventlow discuss problems at Monaco; Lance takes a last drag at Silverstone; Lance at Zandvoort; Daigh with bespoke but troublesome F1 engine


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36



Jesse Alexander Photography

in both himself and his car – no small issue at a daunting circuit where two drivers would be seriously injured in practice and two killed in the race. Though Reventlow started 15th of 17 entries, Daigh says he's the one who qualified the car. Slowed by a bum transmission, Daigh was dead-last in his own car, 28.5 seconds off Jack Brabham's pole time.

In the race, Reventlow lasted only two laps before a rod holed the block. Daigh, at least, got his money's worth out of his inaugural Grand Prix. Much to the consternation of the turn marshal, he was pitching his Scarab sideways into the high-speed right-hander at Burnenville, which he calls "the scariest corner in the world." At the apex, a bump invariably sent the right-front wheel hurtling off the ground. "Every time I'd go through," Daigh recalls with a chuckle, "a guy would hold out the yellow flag because he just KNEW I was going to crash." Lapped at one-third distance, Daigh soldiered on until oil started streaming from the cam cover.

Though it scarcely seemed possible, the team's fortunes declined further at Reims. A new engine had arrived from the US to replace the motor

"Though it scarcely seemed possible, the team's fortunes declined further at Reims"

Reventlow ventilated at Spa, and American Richie Ginther arrived to replace the team owner. But both drivers lost engines in practice, exhausting the team's inventory. The writing on the wall was clear: Yankee go home.

And here would have ended the Scarab F1 saga if the season-ending US Grand Prix hadn't been held at Riverside. Since this was RAI's home track, located an hour from its shop, Reventlow agreed to let Daigh enter the race. In preparation, Daigh ruthlessly lightened the car – destroying its Charles Atlas looks – and reamed out the crankshaft journals to provide more oil to the chronically failing rod bearings. Daigh was the slowest of the front-line entries (though he outqualified several specials), but vapour-lock problems limited him to 10th place. This marked the end of the 2.5-litre formula and Reventlow's F1 aspirations. But the Scarabs lived on.

In 1961, Daigh ran his car, now with a 3-litre Offy, in a few desultory Intercontinental Formula events before writing it off at Silverstone. Meanwhile, a small-block Chevy was dropped into Reventlow's chassis. Ineligible for any formula, this car was used as the 200-plus-mph centre piece of Bruce Kessler's short movie, "The Sound of Speed," which was honoured at the Cannes Film Festival – the Scarab's first and last victory.

Reventlow quit racing in 1962. Ten years later, he was killed in a crash of a private plane. His F1 car now belongs to American vintage racer Don Orosco, who campaigns it with an oversize Offy. A second car is owned by American Ali Lugo, who's married a host of original Scarab components to a modern chassis fabricated by Dick Troutman, one of RAI's first hires. Although the car was initially raced with a small-block Chevy, it was recently reunited with a desmo rebuilt by none other than Chuck Daigh.

After RAI folded in 1962, Daigh kept the engine he'd raced in 1960 and thought lots about what had gone wrong. Early on, he realized the big ends were the wrong spec, and that performance was so anaemic because the exhaust valves didn't seat correctly. So when Lugo bought the engine and asked Daigh to rebuild it, he jumped at the chance.

Daigh studied Goossen's drawings and was stunned to discover they called for a valve lash of 0.002 inches. Scarab engines had been built with a valve lash of 0.012 inches. After hours of experimentation, he reduced the valve lash to 0.0015 inches. This let the valve seat properly, boosting compression immeasurably. On the dyno last autumn, the engine – with no modern performance upgrades – produced 267 bhp at 6500rpm. The curve suggests 280 bhp would have been achieved at the 7500rpm, and Daigh says he could get 285bhp with minimal development.

"We could have EASILY run with those guys," he says, smiling sadly. "The only thing wrong with the engine was that it wasn't put together the way Leo intended. Too bad it took us 40 years to figure it out." M

The moment it dawned on Lance Reventlow that all might not be right: qualifying for the 1960 Monaco Grand Prix was Scarab's launch into the world of Formula One. They failed to qualify by eight clear seconds

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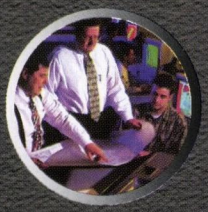
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TEST *match*

MEET NORMAN AND LUCIANO. ONE WAS JAGUAR'S CHIEF TEST DRIVER IN THE '50S; THE OTHER IS TODAY. BOTH WANTED TO KNOW HOW MUCH THE JOB HAS CHANGED – SO GAVIN CONWAY INTRODUCED THEM

photography by Charles Best


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Goodwood hangs in a freezing mist of rain. Inside the great house, a familiar crowd shuffles between coffee trays and long handshakes. They've come to hear the Earl's plans for the year, to celebrate the man's vision. And beyond the windows, the spiking yelps of F1 cars failing to find grip up the hill. Then the mellow woof of a D-Type; I listen 'til the noise fades.

He's picking his way toward me across the room. It's tough going. Partly because his diminutive height makes crowd navigation tricky, partly because everybody wants to say hello. White head bobbing at hands and backslaps, Norman Dewis finally arrives with a huge grin, an enveloping grip. I suggest we find somewhere quiet to wait for Luciano Burti. Who is reportedly on his way.

Norman Dewis, 80 in August, joined Jaguar in January of 1952. Over the next 35 years, he was chief test development engineer for an astonishing 25 Jaguar models, both road and race. The first car he worked on was the C-Type, disc brakes and all. And his favourite was the XJ13, despite what you may remember it did to him on the banking at MIRA.

Luciano Burti, 25 years old last March, joined Jaguar in January of 2000. Last year, he finished second in the British Formula 3 Championship. Before that, he'd had success in Formula Vauxhall and Formula Ford. In his native South America, he has been a karting champion. Now, his job is to develop Jaguar's infant F1 car, to make it into a contender that wins races. Just as Norman did for the C and D-types



in the 1950s. Half a century ago.

Luciano arrives, flanked on either side by liveried Jaguar men. Behind, a couple more minders trail, carrying umbrellas, tote bags, mobile phones. Like Norman, Luciano is a compact man. Unlike Norman he is spectacularly groomed, mocha-tanned, and possessed of unfeasibly white teeth. He smiles warmly, is relaxed in the way of a man not worried about what happens next. Someone in his coterie will tell him, make the necessary calls; Luciano has his own PR person, an agent, an office to deal with the paperwork.



Luciano and Norman sit down together on one of the Earl's curlingly ornate sofas. The Jaguar men melt away as conversation starts, slowly at first as the men struggle over a yawning gulf of generation and experience. Luciano is in PR mode, talking like a press release. "It's great to be with Jaguar, a team that's going to be quite great in the future. For me, it's a great chance to develop as a driver in F1. My dream is to race for the world championship." For the hell of it, I ask Luciano if he ever harboured any interest in developing road as well as race cars. A quizzical look. No he hadn't.

When Norman Dewis joined Jaguar, it was on condition that he not race privately or with anyone else. He would, though, serve as a reserve, racing when the factory told him to. But Norman was a test driver, and that's the way he wanted it. "Not racing didn't worry me one little bit," says Dewis. "My life was devoted to producing cars to go racing, not to race myself. That was the joy of it, to think cars that won 24-hour races were cars I'd had an awful lot to do with."

And then Norman talks of tyre testing on the *Autostrada del Sol* on the Adriatic coast, of running the D-Types on ever lower tyre pressures, deliberately, until the tyres burst. At maximum speed. "You need to know what happens when a tyre blows at a car's top speed," says Norman, as though this were an article of faith. "So the tyre blows and you just hold onto the car, hope it stays on the road. This is the job of a test driver. You have to do these things."

Then Norman talks of lap times, of being faster than the others. And as he does, Luciano leans in close, interested, a little less distracted by the noise outside. "If a team driver wasn't doing well, they tended to blame the car," says Norman. "If that was happening, Lofty England would say 'Norman, put your gear on and get out there' and I'd go out and my lap times would come straight down. I'd come in and tell Lofty the car was fine and he'd tell the driver 'go out and get some good lap times or Norman will get your seat.' "

Luciano is smiling a bit wistfully at the notion. "My job on a Grand Prix weekend is to help on the PR side, to be involved with the drivers and engineers," says Luciano. "That's so I know what's going on for the next time I go testing. Obviously, there is no way that I would have a chance to step in for another driver if something happens on the race weekend. That won't ever happen. There are politics."



And the testing. Norman outlines a typical day, lapping MIRA at 130 or 140mph. Five hundred miles, often seven days a week. "In my day, everything had to be recorded by the driver," says Norman. "You'd have to memorise so many things at a time, so you ➠



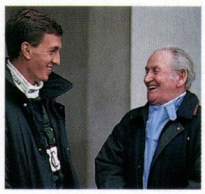
might do 20 laps at 140mph, come in and a guy would say 'gearbox temperature' and you'd tell him; 'water temperature' and so on. If there was a problem with any of the numbers, a change would be made and you'd go out again."

Luciano shakes his head, laughs. "So Norman would do in one day the same miles we do in three," he says. "Today, you do a run, stop in the garage and they have so much data to check. And now they have these tyre warmers, you don't even need to do laps to warm the tyres. Sometimes you do just one lap and they know already what's going on. All of that other stuff Norman was talking about, they look at in the pits, get the data straight away. We have maybe ten per cent of the work guys like Norman had." A reflective chuckle. "If there is a problem, *they* tell *me* about it on the radio."

But the Brazilian still reckons his job is more pressured, less forgiving than Norman's. "Sometimes you think 'what am I doing here' the pressure is so much," explains Luciano. "When there is so much money spent, so much technology, so much effort you have a lot more pressure than back then. When I was karting, I raced more for myself. Now, I race for sponsors and team, and, in that way, I enjoy it less than when I was racing non-professionally. Maybe in the old days they enjoyed it more because they were racing for themselves."

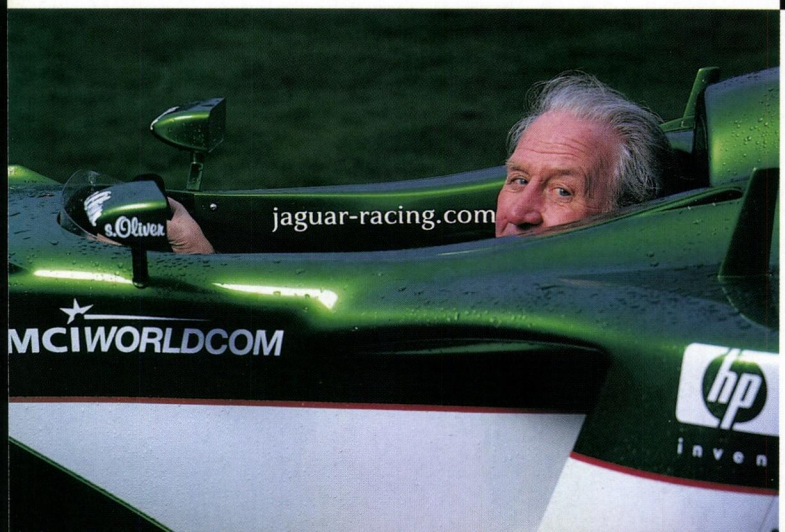
Norman isn't about to let that lie. He knows pressure. "You have to remember I was completely responsible for the car. Everything. There was a time in 1953 when a car came in with a misfire, so the mechanic changed a plug and it goes out clean, firing on all six. No problem. But Sir William came over to me and said 'Dewis, what was wrong?' and I said 'just a plug'. He wouldn't let it go, he said 'how did you miss that? You did all the testing, and now we've lost time!'"

And then insight from Luciano about the physical facts of test driving. The man is extremely fit, and like every other driver in the paddock, has a regime that includes regular, regimented exercise beyond the cockpit. "In Norman's time, they didn't have to exercise like us, because they were driving every day," says Luciano. "Cars back then had much less grip, so they were working the wheel much more than we do, and with no seatbelts, they'd have to hold themselves in with their arms on the wheel. They would be naturally fit. If we were in our cars every day, we wouldn't have to do extra exercise."



It is when Norman talks of the routine risks he took, of the sheer unlikeliness of his surviving as long as he has, that Luciano goes solemn, quietly listening. Norman points at his Mintex racing boots,







explains they were the only fireproof items he wore, produces his cork helmet which looks like it wouldn't hold out a stiff rain, remembers running the record breaking XK120 at Jabbeke in '53 at 179.8mph, with a perspex bubble over the cockpit. "We were so stupid," says Norman. "When I got in, they screwed the perspex down from the outside. Malcolm Sayer said the car would start to take off at 160mph, and we just didn't expect it to go as fast as it did. And there I was bolted into it."

For Luciano, this is the hardest thing to understand. Why did they do it? "When I think of the danger, no belts, no proper helmets, it's amazing," says Luciano. "Norman is



saying they were used to such a lack of safety. But they'd have to think about the limit and how they might be killed if they go over it. Today, you drive the car and if you have an accident, it's no problem. You either stop in the gravel or a tyre wall. For Norman, it might have been a brick wall."

Outside, Norman climbs into the D-Type and it is striking how the car fits, his head dead centre on the fairing. In the R1, he is swallowed by the high-sided cockpit. And the idea of Norman driving a F1 car seems faintly ridiculous.

But after a couple of hours, 50 years dwindle to nothing. They find themselves enthusiastically agreeing, embracing concepts finally, intimately familiar to both. Norman talked of earning the respect of drivers and engineers. To do that, you needed speed and intelligence; Norman has a time sheet from Reims that shows him quicker than Stirling Moss.

Luciano is at his most pensive here. He addresses Norman directly: "I think the way you got your respect was the same as for me. Any driver, even if he is champion, if there is another driving as quick as him he must respect him. As with you, that sometimes happens for me as well."

And there is the final bond. Confidence, and the belief you have something others might try to learn, but don't ultimately possess. "To be special in a car, you have to be born with it," says Luciano. Norman nods furious agreement, adds: "And to be a test driver, you have to have that, too."

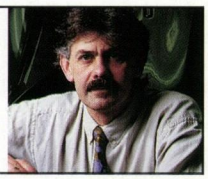
Photos done, Norman lingers, happy to elaborate on that blown wheel at MIRA, the XJ13 going end over end, how he saved himself by diving under the scuttle.

Luciano's minders have set up another interview. They wrap him in his Jaguar coat and he is gone. M

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Technical Director, McLaren Cars



WHEN I THINK BACK TO GP DESIGN MILESTONES, IT'S pretty obvious, really: the first rear-engined F1 Cooper. Not so much from a technical point of view – even though it was after my own heart from that aspect because it was so simple and so effective compared to the other more complex cars of the time – but because it brought with it probably the single most significant change in Grand Prix cars. Nobody went on building front-engined cars much after that. There was that Aston Martin and the Scarab; I suppose the last was the Ferguson P99 4WD with its weird offset drive-line like the Lotus 16.

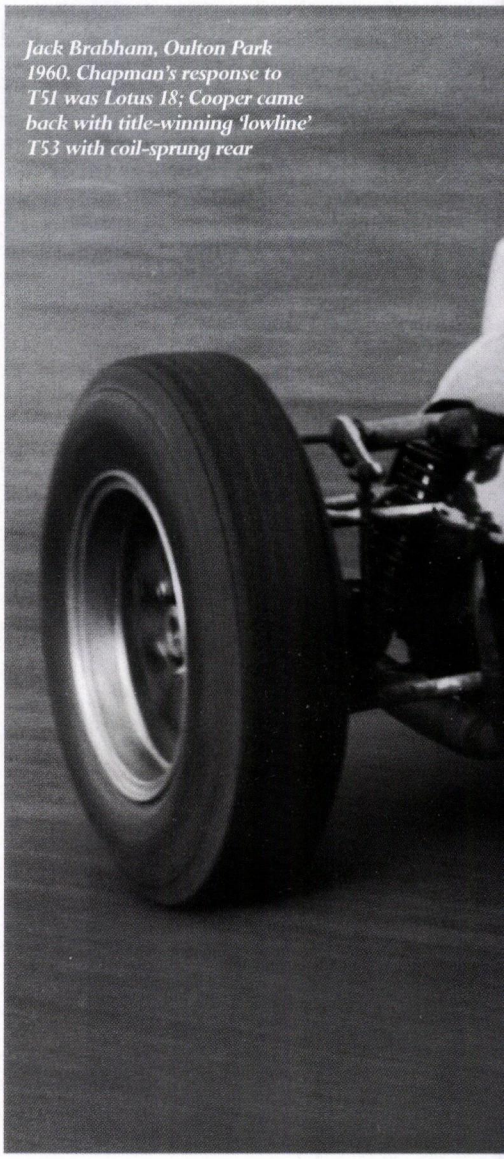
Who else can lay claim to such an impact? And I'm including pre-war cars like Auto Unions because they were such bad examples of rear-engined cars. They were done so badly and in such a complicated way that they threw away the advantages. They had the fuel right in the tail, the mass change on the axle must have been horrendous from full to empty – and they had lots of fuel in those days – the weight distribution wasn't wonderful; all sorts of things. They just did it badly, like people did aerodynamics and four-wheel-drive badly at first. The real pioneers were Charles and John Cooper, first with the 500 F3 cars, and then having the bottle as a small concern to go ahead and do a Grand Prix car.

I nearly picked the Lotus 25 because Chapman was my hero as a kid and it was a huge step forward – the monocoque, the low frontal area and the reclining driving position, which I cribbed much later. Drivers had got more and more upright again as they fitted more fuel in behind them, and with high wings it was all just too easy. When I did the lay-down Brabham I thought "hold on a minute, this isn't new, Chapman did this". People can drive with their lower spine at 35 degrees to the horizontal, cranking the head and shoulders up. Then when I did the very low '88 McLaren, the MP4/4 that won all the races, I used the same driving position. There's no embarrassment in this business in thinking "that's good, I'll use that". Sometimes you have to.

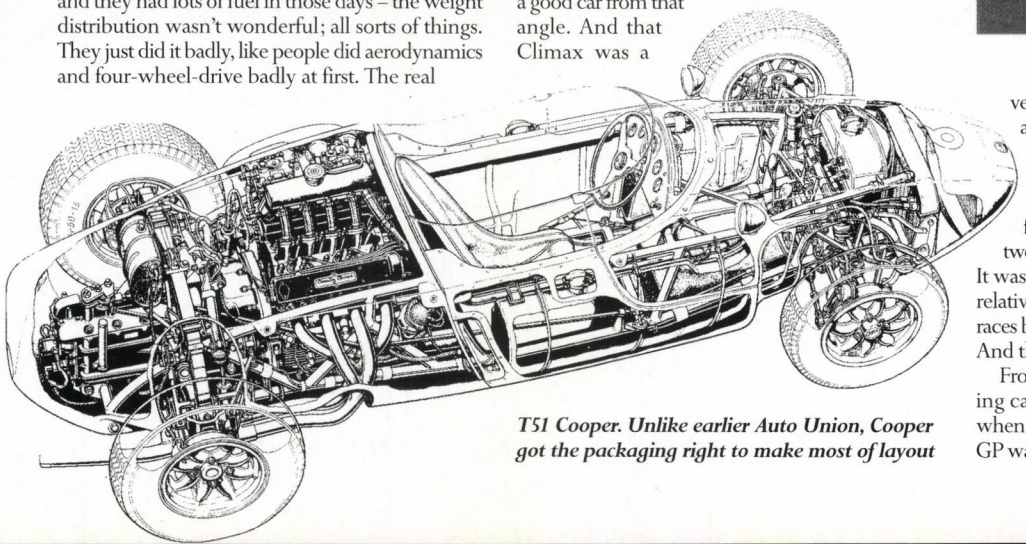
Really, the Cooper was more significant, more forward-looking even than the Lotus 25 because it meant a fundamental change in packaging, weight distribution, frontal area, in philosophy. And it was an ultra-simple car as well, easy to run, easy to work on. I always tried to build my GP cars, both at Brabham and McLaren, to be as simple and easy to work on as possible, and therefore get reliability, and the Cooper was such a good car from that angle. And that Climax was a very under-rated engine because it was built by a very small company. So the whole package was pretty radical. John probably hasn't had the credit he should have overall.

All sorts of things appeal to me about it: firstly that it was a great little family business, two bright guys; and then the giant-killing aspect. It was the same at Brabham; we had a tiny budget relative to McLaren or Ferrari, and we won not just races but championships too. I just loved that aspect. And these guys did two titles back-to-back.

From a nostalgic point of view it's one of the racing cars that sticks in my mind from the period when I began to follow Grand Prix racing – my first GP was 1959, East London in South Africa. I loved

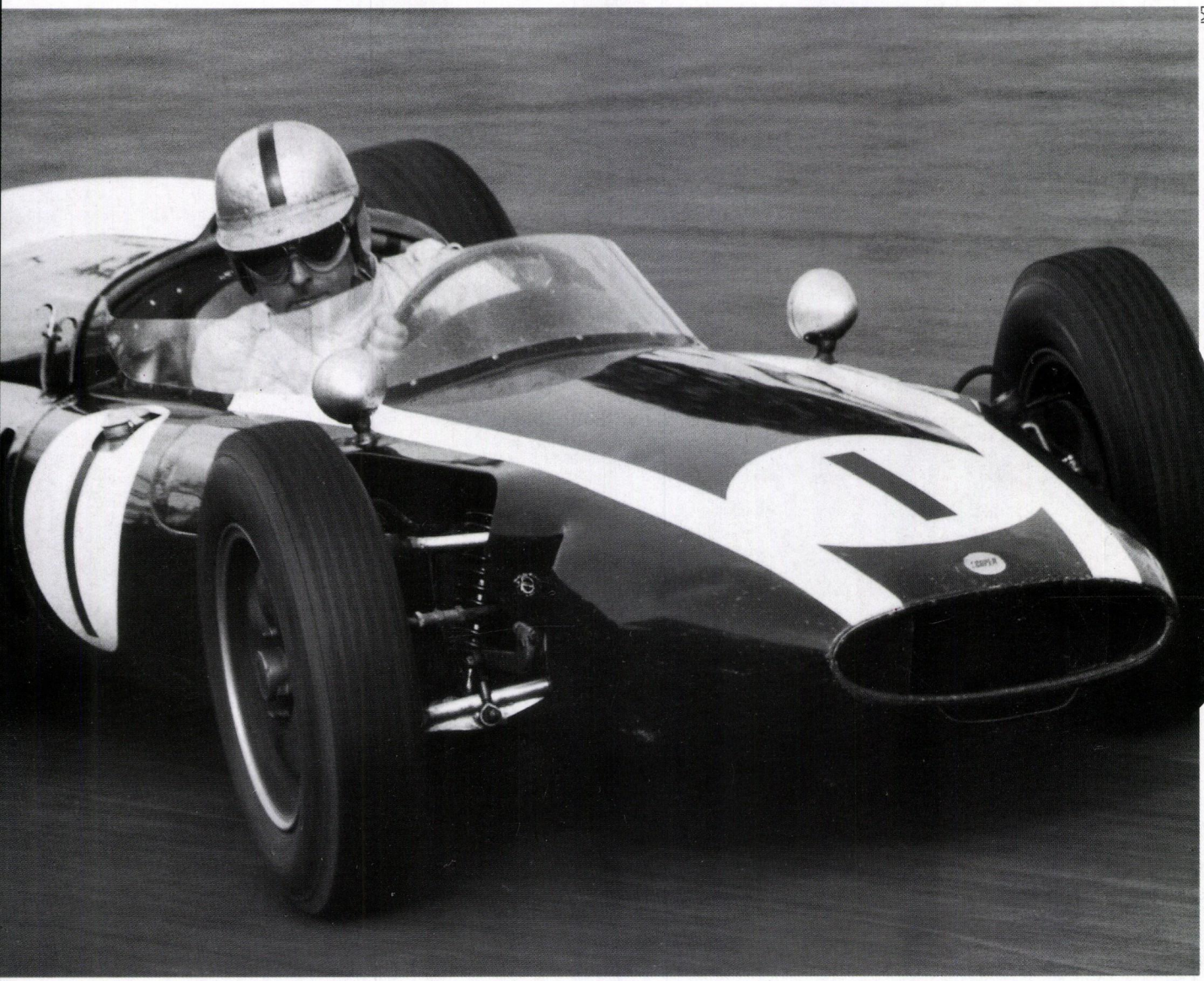


Jack Brabham, Oulton Park 1960. Chapman's response to T51 was Lotus 18; Cooper came back with title-winning 'lowline' T53 with coil-sprung rear



T51 Cooper. Unlike earlier Auto Union, Cooper got the packaging right to make most of layout

"I still love to see a little Cooper at Goodwood; they still stir the blood just as much as a Ferrari or Lotus"



LAT

the shape then and I love it now. In fact when I was designing the Rocket road car, a lot of the shape was influenced by the Cooper. When I went to Brabham I 'inherited' Peter Bedding and his dad, who made all the early Cooper shells, but I don't know who actually styled them. Whoever it was obviously had an eye, because they were very pretty, and quite effective aerodynamically. I suspect it was John saying "it's a bit like this..." I still love to see a little Cooper at Goodwood; they still stir the blood just as much as a Ferrari or a Lotus.

They were also well made for their period – if you look at, say, a Ferrari of the time, the frame technology is pretty basic; the rear-engined Coopers were at least multi-tubular. Not pure spaceframes like Chapman moved on to later, but they were 'simple-clever' for reliability.

They were just trying to make an effective racing car within the regs – something which gripped and handled, was forgiving and driveable. Those who have driven them will tell you they are extremely driveable and easy to set up. And they were so light, only about 800lb; and the Climax was light too. Come to think of it, the Rocket is the same weight and not far short on horsepower.

Ergonomically, it would have been quite a switch for someone used to front engines. You're sitting further forward, your eyeline is lower; it would have had a higher limit but been more twitchy, with its lower polar moment of inertia. But it must have been a revelation in braking and turning; after the front-engined cars it would have felt incredibly nimble. Even now, jumping into the Rocket when you haven't driven it for a month, you can't believe how quick it is, how it changes direction and brakes, and that's probably how it would have felt getting into a little Cooper for the first time from a big Ferrari.

As a designer I'd have loved to have been the first to say "hang on, that's a bit cranky having the engine in the front", with that weight distribution, that frontal area, the prop-shaft losses, compared to the extra traction, better braking – everything gets better with the engine behind. You can't help saying "Why didn't somebody think of this before?"

Gordon Murray was talking to Gordon Cruickshank M

S i l v e r s t o n e



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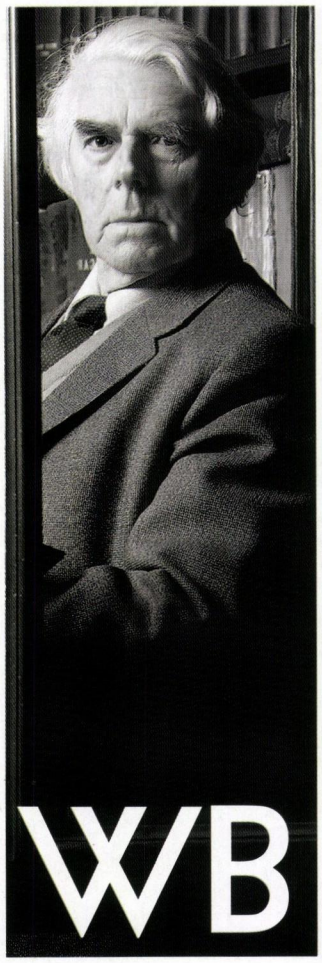


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Doreen Evans, here assisting her brother Kenneth, was one of many succesful lady racing drivers pre-war

LAT

The ladies' track record

THE 'GIRLS IN F1' STORY LAST MONTH WAS VERY INTERESTING. Somehow I never expected them to shine in Grands Prix, But Madame Junek did the 1927 German GP, and was the only finisher in her class in a Bugatti. So did the Countess Einsiedel in 1928, her Bugatti retiring with run bearings, and in 1932 Mme Itier was a finisher in this 354-mile Grosser Preis on the Nürburgring.

Even if the ladies could not cope with GPs, driving in the 24 hours at Le Mans was quite a demanding undertaking. By 1950 25 girls had competed at Le Mans; but how did these female drivers do? Well, in 1930 Mesdames Siko and Mareuse in a Bugatti were seventh; Mme Siko with 'Sabipa' in a 1750 Alfa Romeo were fourth in 1932. Miss Champney/Mrs Kay Petre were 13th in 1934 out of 21 finishers, in a Riley, Mme Itier in an MG Midget was 17th in 1934, and 18th in a Balilla Fiat in 1935, and Bonneau 12th in a 954cc MG in 1938.

In 1935 an all-female team known as "George Eyston's Dancing Daughters" finished in a trio of PA MGs, paired as Joan Richmond/Mrs Simpson, Doreen Evans/Miss Skinner, Margaret Allan/Mrs Eaton. Misses Largeot/Vernet in a Simca were 12th in 1937, Joan Richmond 14th in a Ford Ten with Bilney, and Miss Stanley-Turner and Miss Riddell got their 936cc MG home 16th and second in the Biennial Cup contest, while Miss Enid Fawcett/Miss White got their Morgan into 13th place in 1938.

After WWII rally driver Betty Haig had her go, in a 2-litre Ferrari in 1951 with Miss Simon (15th out of 30 finishers). Even the many who retired, like Mrs Desriez in a 5-litre Bugatti, often got a long way into the 24 hours. Not too bad a show, perhaps?

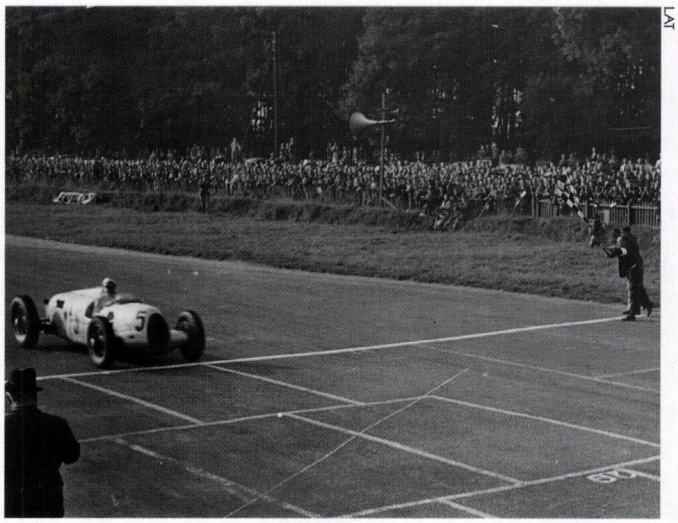
In the article Mark Hughes also gave four lines to Mrs Kaye Petre, who lapped Brooklands at nearly 135mph in the 10½-litre Delage. I have the greatest admiration for Kaye, but shouldn't he have mentioned Mrs Gwenda Stewart, who lapped even faster in the 2-litre Derby-Miller, which got round Montlhéry at just under 149mph, and also competed at Le Mans? She knew Brooklands less well than Kaye Petre but drove the Duesenberg in the 500-mile race there.

Return to splendour

THE ANNOUNCEMENT THAT THE VSCC hopes to have an Auto Union actually racing at its Richard Seaman Trophies Meeting at that so appropriate circuit Donington Park, is exciting news which should draw in the spectators. The car is one of the D-type Auto-Unions found in the USSR by Mr and Mrs Karassik, and bought recently by a new owner, after restoration by Crosthwaite & Gardiner in 1993. It would be the first Auto Union to race in this country since the war, although Neil Corner drove his D-type up Shelsley Walsh in the '80s. If it races again it will rather overshadow the demo by a Mercedes-Benz W196, at Monaco. So far the proposed driver of the Auto Union has not been named. If the 180mph car is in a scratch race at VSCC Donington on May 21 and is in anything like the shape it was when new, even driven circumspectly, it must surely win?

Ah, those evocative Auto Unions at Donington pre-war! I remember drivers Hasse and Muller and Dr Feuereissen arriving at Croydon in 1937 in a Sabena tri-motor Junkers, while Rosemeyer came later in a Dutch Air Lines' Douglas and was driven to London by Herr Hermann of Auto Union sales, going on to Donington by train. I remember how we thought Mercedes must win, but how Rosemeyer took the lead from von Brauchitsch's Merc, to win by 37.8sec, at 82.86mph. It was England's greatest race ever at that time. I remember how the winning 6-litre V16 Auto Union (or Type 22 Horch) was driven away by a mechanic as Rosemeyer, limping, sore, and covered in perspiration, had his ripped overalls taped up before receiving his award.

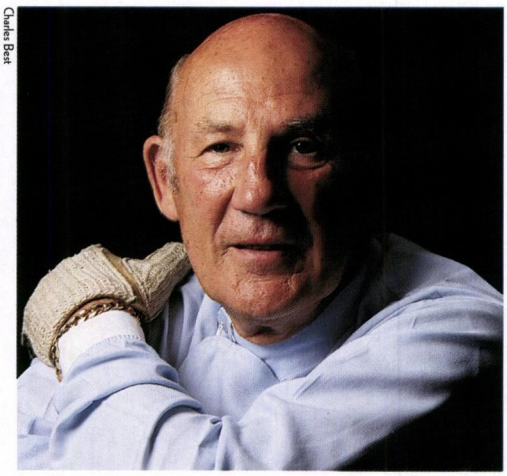
I remember the victorious Auto Union later being modestly displayed in the London showrooms, where a party was held for Rosemeyer. This VSCC initiative should recapture some of the exciting atmosphere of those days.



LAT

1937: Rosemeyer crosses the line at Donington to win the greatest race yet seen in Britain. Will the VSCC's May meeting provide a similar spectacle?

Tough on Sir Stirling



Charles Best

Moss' recognition even more belated in some quarters

ON APRIL 13 I DARED TO TAKE A HALF-HOUR FROM SCRIBBLING about cars to watch the *Wipe Out* quiz show on BBC1. One of the answers the panel had to sort out from the incorrect ones concerned which sportsmen had received knighthoods. The footballers on the screen were soon eliminated as Sirs. When an attractive girl had but one correct answer to find, someone having guessed Jack Brabham and got that right, the name was "Stirling Moss". Obviously she had won? But no, she was eliminated, Bob Monkhouse saying that this driver, great as he was, was not a knight!

Stirling had to wait a long time for his recent knighthood, which is so richly deserved. I waited for the BBC to correct what seemed an insult to a British racing driver in particular and to motor racing in general. Nothing! No explanation next day on the programme either... *Wipe Out*, described by the cheerful compère Bob Monkhouse as "today's", and billed as teaching facts to the viewers, had in fact been filmed eight months previously. No correction or apology followed. Stirling is unlikely to be much troubled, but motor racing was badly served.

miscellany

AN AUSTRALIAN READER IS seeking a Belsize Bradshaw radiator. He wrote to me hoping I could supply one. I do not sell radiators, but over the years the barn has accumulated those from Calthorpe, Coventry Premier and Dawson cars. The Belsize Bradshaw was the work of the legendary Granville Bradshaw. It was oil– instead of water-cooled and there was a 2-litre six-cylinder version – lubricating oil was cheaper then! If anyone can help, letters can be forwarded. The radiator is wanted to make a hybrid using a similar 10/26hp Singer chassis and B-B engine and gearbox.

* * *

THE 1999 TRIPLE-M REGISTER (MG) Yearbook is now available – that annual treat for owners of these MGs. It has the expected interesting articles, both historical, reportage and technical, and excellent pictures, some in fine colour. The longest article recounts the accident to Kaye Don in the IoM, which I had not seen when I described this in MOTOR SPORT recently. The Yearbook costs £8 plus £2 postage (£4 overseas) from the Librarian, Triple-M Register, 28 Allen Road, Bookham, Leatherhead, Surrey KT23 4SL.

* * *

IT IS GOING NICELY FOR THE Napier Motor Carriage Centenary of the Napier Power Heritage Trust, on June 18 at Brooklands. The 1903 GB Napier and another Napier from the NMM are promised, Johnnie Thomas will drive his earler GB Napier, and the Hutton which won the 1908 TT, the 1908 Napier Sixty and the Napier-Railton will be present, along with production Napiers from 1900 to 1925, some to go up the Test Hill and on the banking, with other attractions Details: Clive Boothman on 020 8874 4357.

Were the books ever cooked?

WITH CRICKET AND RUGBY IN TROUBLE OVER PLAYERS placing bets on the outcome of matches, could this ever have changed the history of motor racing? Book-makers lined up at Brooklands, where there was even a Tote, to provide entertainment or profit for visitors. MOTOR SPORT has revived the story of the Tripoli Lottery that affected a GP result. Bookies welshed at Donington's GP in 1937. But did betting ever change the face of Brooklands racing?

As most races were handicaps the punters certainly used to time practice laps and do sums to calculate who might be a race winner. If a driver felt he had every chance, why shouldn't he have money on his car and his ability? But what if, having backed another driver, he then found that he could beat him; might he ease off to ensure a better financial result than a £20 first prize? Most sincerely I hope not...



Visiting the bookie's stall was a regular part of the entertainment at the Weybridge track, but until recent years betting on motor racing fell out of favour

Welsh weekend is wet, wet, wet

RAIN PELTED DOWN FOR MOST OF APRIL 1/2, WHEN the Light Car & Edwardian Section of the VSCC was holding its annual Welsh weekend. Most commendably the Section is concerned to encourage reasonably original cars of modest engine capacity, welcoming unusual makes and models, rather than specials and recently constructed vehicles.

Its ideals were well displayed in the Welsh scenic run and Sunday trial, total entry 70. Edwardians included a 1904 Stanley steam car, a brave effort even if we did not see much of it, the 1913 Singer Ten of Tim Pipkin, Marcia Jeddere-Fisher in the 1913 Lancia Theta coupé and the Mills' very smart 1914 Darracq tourer. Of the later cars, A7 Chummies were everywhere, although when I wanted one in 1939 we had a long trawl of scrap yards to find one. GNs almost outdid the A7s and were game to do an extra 65 miles to Dolgellau after the trial, to celebrate Arthur Gibson's birthday, led by his fine Akela 'racer'. The Gwynne contingent brought two 8s and a Ten.

The weather made the hills tricky, especially the old Llwynbarried grass gradient, unless you were Pat Stocken or Chris Pierce in their Trojans. As Hamilton-Gould approached it in his A-type Citroën he said "Well, its a challenge", but stopped as low down as most of the rest. This 1920 tourer reminded me that, when I was Confirmed, the Reverend Dean who was to conduct the service came in just such a car.



Austin Sevens were everywhere, but those with roofs were the thing to have

All praise to Pipkin who won the Llwynbarried Trophy for best performance over both days, in the screenless Singer, accompanied by Kate Moore, who had forsaken the better shelter of the 1925 Swift she drove on the Saturday. Tim Cork had his 1930 P-type Swift Ten tourer out and Branislav Sudjic's modern-looking 1930 Aero was there, making typical two-stroke noises. The Section's new competition secretaries are Nancy Dickie and Charlotte Peacop.

RESULTS

Llwynbarried Trophy (best both days): Tim Pipkin (1913 Singer); Winifred Boddy Trophy (best newcomer): Jane Woodburn (Gwynne 8).

FIRST CLASS AWARDS: C Piercy (Trojan), Nondus Banning-Boddy (A7), A Marsh (A7), T Pipkin (Singer).

SECOND CLASS AWARDS: Sue Livesey (GN), Sue Woodward (Morris Minor), B Gray (A7).

THIRD CLASS AWARDS: P Livesey (GN), A Thorpe (A7), D Marsh (A7).

Up and over 16 passes

FOR DEDICATED ENTHUSIASM AN UNDERTAKING BY KEITH and Carol Robinson takes some beating. They took their 1920 Rover 8, which has been in their family for 24 years, over 16 passes of the Alps and the Dolomites to re-enact a similar journey undertaken in 1923 by Ray Abbotts. Although some gradients defeated the little Rover, the 998cc air-cooled flat-twin came to no harm, apart from blown head gaskets, although at the summit of the more severe passes the heat from the cylinders started to blister the paint on the bonnet, and thrice Mrs Robinson had to dismount while the car was still climbing.

The 13bhp vintage light car followed the 1923 route almost in its entirety, and only an obscure carburettor problem eventually put it on an AA recovery vehicle some 186 miles from Boulogne on the return leg of this adventurous marathon. It is nice that owners of rare vintage light cars continue to use and enjoy them.



On a mere 13bhp, the game Rover crests another Alp

Cars in court...

IN THE PAST CONTRIBUTIONS FROM READERS WERE A welcome support for this item, and so they continue to be. For example, a cutting I have been sent from the *Hereford Times* tells of a book by Vera Hadley which traces the history of the Herefordshire Constabulary from its formation in 1857 until it was merged with West Mercia Police in 1967. One item the paper described was what was possibly the first drunk driver case.

In the summer of 1904 the Duke of Connaught was being driven towards Brecon in his Argyll by his chauffeur where he was to review the troops, when near Winforton another car, its driver "under the influence", ran into the Argyll head-on and, badly damaged, was projected across the road. Its Reg No was EY 40, so its make should be identifiable. The accident was dealt with by PC William Hadley and the case was heard by the Bredwardine Magistrates.

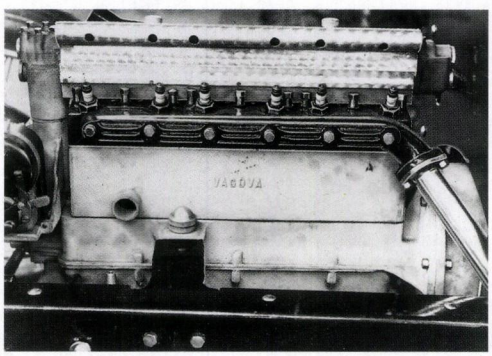
...and in books

IF YOU WANT A NOVEL WITH CARS IN IT, HARPER COLLINS have published *Knowing Max* by James Long. The plot is based on finding an old trunk full of 'Max's' documents and photos, and the pursuit of the dead man's life story, finding that he was "an upper-crust bounder, a spy, living in Monaco and St Moritz, consorting with the Duke of Windsor, before joining the London underworld, his brother's wife being killed in a ghastly accident at the Brighton Speed Trials in a Lister-Jaguar". The speed trials are accurately described, as are the areas around Brighton. A readable book, but not literature, more for the aeroplane, with the usual quota of love, sex, an ex-prostitute, drugs and drama, but lots of cars. The date of the horrific Brighton accident is given as 14 September, 1963. The *Financial Times* revealed that James Long admits that 'Max', his brother and wife were real persons and there was such an accident, but I believe involving a Tojeiro-Jaguar.

Miniaturised motor

THE AUSTIN 7 STARTED OFF WITH A 696CC ENGINE, AND Peugeot made even smaller four-cylinder cars, one of 667.5cc. But if these seemed minute, what of a Six of just over 746cc? That was the capacity of the Vagova entered for the 1924 JCC 200-Mile race. It had a bore and stroke of 49.7x64mm for its separate cylinders. There were two camshafts, giving desmodromic valve operation, and a 30,000 rpm centrifugal supercharger. Photographs showed it to have a neat racing body. But as it never appeared its performance could not be assessed.

The driver was to have been Spencer Grey, his mechanic being R J Handover, a partner in the sole British concessionnaire for these cars. At the Brussels Show in the Palais du Cinquentenaire in 1925 a production version of the French-made Vagova was exhibited, the specification that of the racing car. I wonder how many were sold?



Was this the smallest six ever? The Vagova's tiny 746cc twin-cam supercharged engine as displayed at Brussels

miscellany

JOHN SHEARD OF THE Frazer Nash Section of the VSCC has answered the question I posed as to whether the late William Connor, the great columnist on the *Daily Mirror*, ever owned a Frazer Nash. He did; his Nash was a 1934 TT replica, BMC 446, which John now owns. It is thought Connor had it in the 1930s after its first owner, Peter Bell.

The TT Replica has been given back its correct Reg No by the DVLA. One of the previous owners was Peter Douglas Osborne, and it took part in the first (impromptu) race at Silverstone, named for obvious reasons 'The Mutton GP'. Ask MOTOR SPORT readers for an answer when in doubt.

* * *

THOSE WHO RECALL JENKS riding his own motorcycles in sprint events should be glad to know that his TriBSA is owned by Tony Madgwick, who rode it in VMCC sprint events, at Brighton speed trials in 1996 and '97 and in the NHCA hill climbs at Prescott, Shelsley Walsh and Gunston. He has also rebuilt the old sprint bike Jenks made using a methanol-burning 650cc Triumph engine and Norton clutch and gearbox. I remember seeing one of these at Jenks' place, and it looked so professional that I enquired who had lent it to him – such was DSJ's standard of workmanship. Tony now uses it for sprints, the TriBSA for 'twisties' and hill-climbs. He is on the VMCC Sprint Committee, which is looking for a venue with half-a-mile of good surface, giving a suitable run-off for a quarter-mile course, with no noise restrictions. Any ideas?

You may like to know that the next such events are on May 25 at RAF Wroughton near Swindon (museum open), and August 20 at Ellmoor near Aldershot. Details from Phil Manzanno (01580 763344).



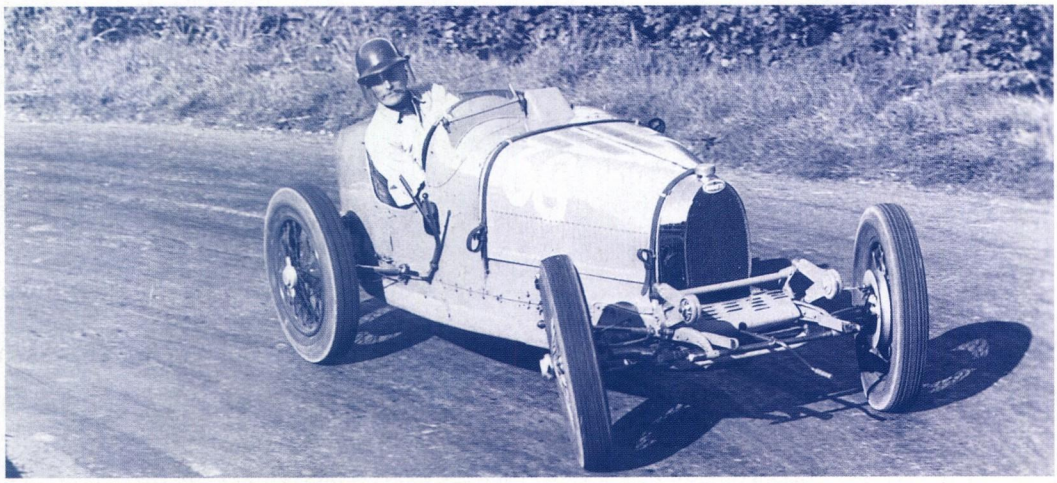
PARTING SHOT

1973 DAILY EXPRESS TROPHY
Ronnie Peterson's Lotus 72
in the snow at Silverstone

Photo: Jerry Booen


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HOT METAL SCULPTURE



VSCC Archive

In the 1920s the exquisite creations of Ettore Bugatti ruled the race tracks and their sheer beauty caused them to be hailed as works of art.



Ben Redgrove

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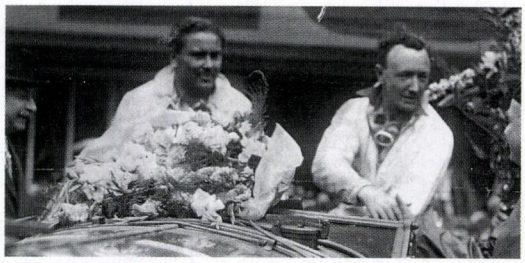
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For more information call the VSCC on 01608 644777, Tuesday to Friday, 9.00am to 5.00pm.

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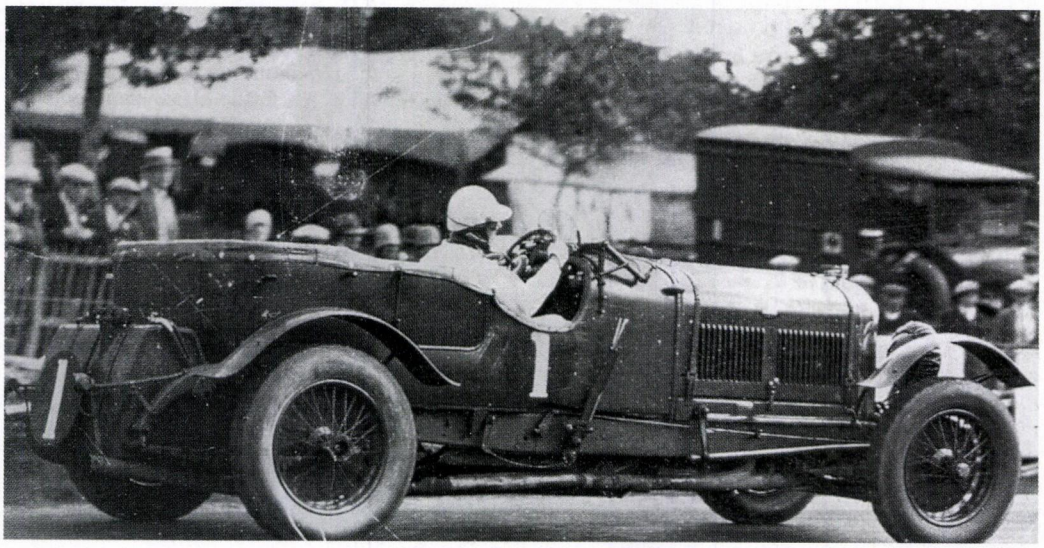
Victorious Bentley at Le Mans 1929



Old No 1 Bentley had a long and successful career and is well remembered. Why 'Old No 1'? Because this was the first of WO's great green racing Speed Sixes, with the splendid 6-litre overhead-camshaft engine.

In 1929 it won the prestigious Le Mans 24 hour race, driven by millionaire Woolf Barnato and Sir Henry Birkin, Bt.
It followed this with another victory, Barnato now sharing the car with theatreland's Jack Dunfee, in the Brooklands Six-Hour sports car marathon. Then, in the Irish Grand Prix, Glen Kidston, RN, was second, chasing a stiff handicap, but in the Ulster Tourist Trophy race he crashed the big Bentley at Bradshaw's Brae.
In this age of the legendary 'Bentley Boys' the fast Speed Six was given a two-seater track body for the BRDC 500 Mile Race at Brooklands Track, journalist Sammy Davis and Clive Dunfee coming in second, after setting the fastest race average speed and lapping at over 126 mph.

A four-seater body was then reinstated for the 1930 Le Mans event, won again by Barnato, partnered by Kidston, Bentley's fifth win in this important race, in which the blown Mercedes-Benz was seen off... Bentley then gave up motor racing and Old No 1 was given honourable retirement, re-bodied as a road car for Barnato, but later it re-emerged with an 8-litre engine and single-seater body for Brooklands and outer-circuit racing. Great days, great cars.....!



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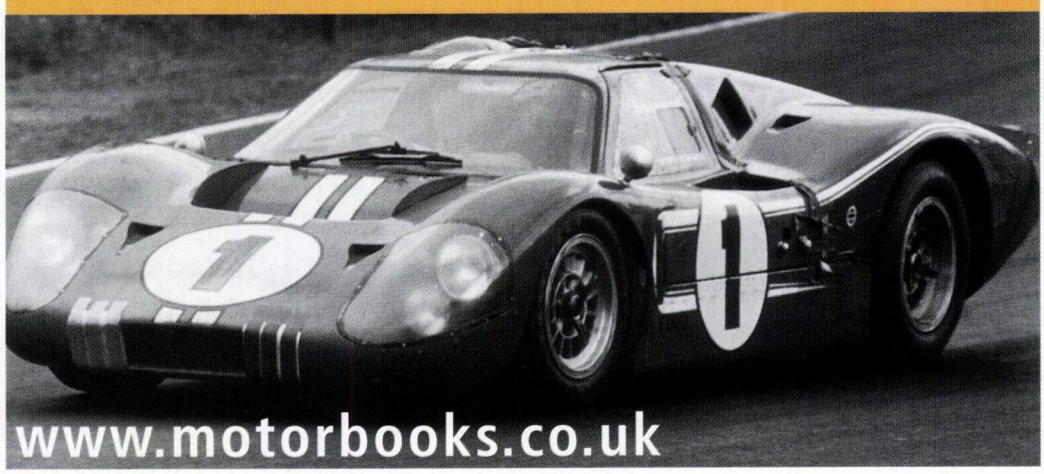


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1966, Bruce McLaren and Chris Amon driving a GT40 in New Zealand racing colours win Le Mans. Following Ferrari's self-destruction, Ford, assured of a win, stage a 1, 2, 3 finish. Slowing the leading Hulme/Miles GT40 to allow team mates Amon/McLaren and Bucknum/Hutcherson to catch up allowing Amon/McLaren to take the win due to a lower starting position and therefore a greater distance "covered".

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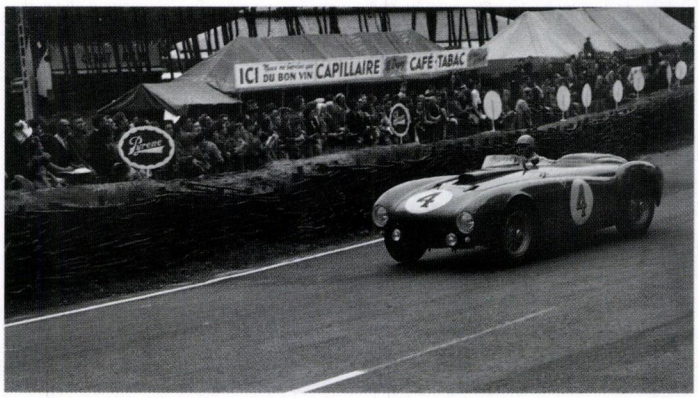
Phil Hill 1961

This was the year of his triumph in the World Championship, but in the middle of the year Phil Hill's focus was Le Mans. Ferrari partnered the 1958 winner with double victor Olivier Gendebien. They won again, and repeated the success the following year, too. Only the Rodriguez brothers - in Chinetti's NART Ferrari - challenged them.

Jochen Rindt 1965

When their aged Chinetti-run Ferrari 250 LM began to wilt early in the race, Jochen Rindt agreed with team-mate Masten Gregory to carry on only if they treated the race like a Grand Prix. To general amazement it took the abuse and they scored a famous victory.
The differential failed as they drove into the paddock after the race!





Froilan Gonzales, 1954

The weather was appalling, the competition stiff. By the finish of a gruelling race Froilan Gonzales' brutal 4.9 litre V12 Ferrari was only three miles ahead of the leading Jaguar. But it was enough. To add to the success, he and co-driver Maurice Trintignant also won the Index of Performance, while Gonzales had the satisfaction of setting fastest lap.

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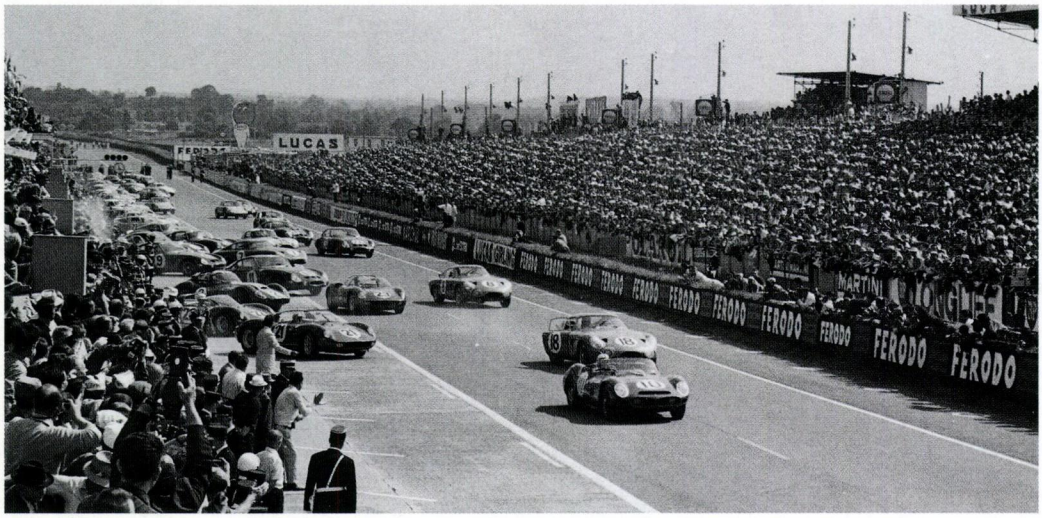
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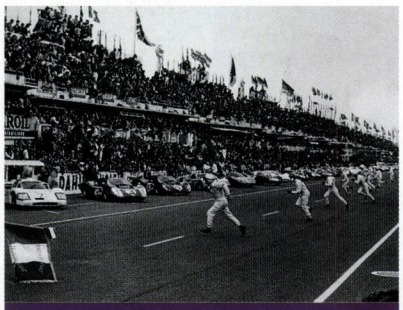
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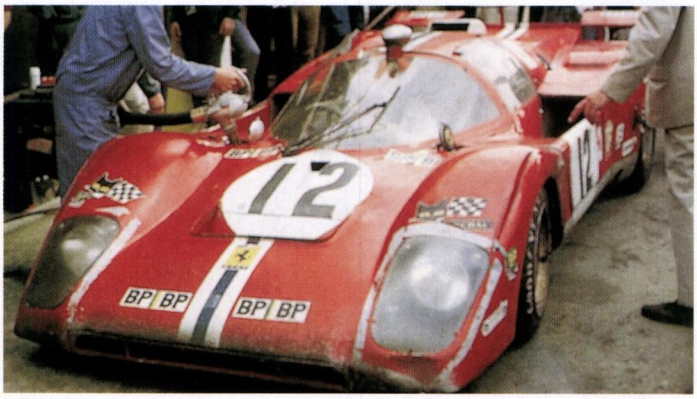
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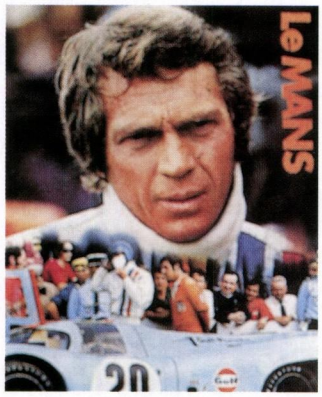


Le Mans 1971.
The Ferrari 512m entered by the North American Racing Team driven by Posey and Adamowicz in the pits. It came home despite stopping for low oil pressure, running out of fuel twice and a flat battery.

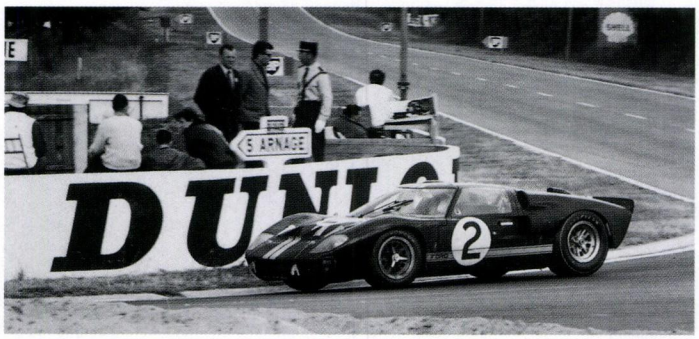
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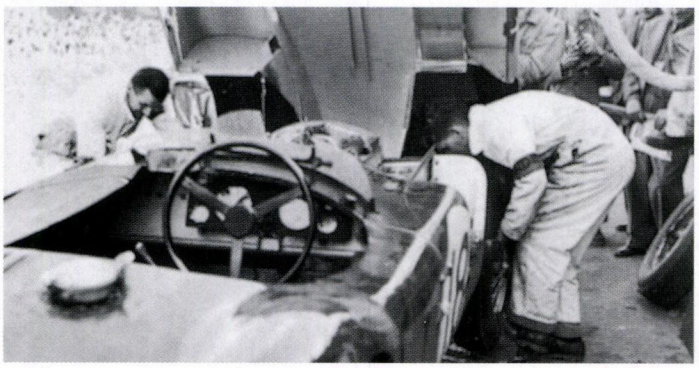
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Bruce McLaren and Chris Amon take the Ford MkII GT 40 to victory at Le Mans in 1966.

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Tony Rolt and Duncan Hamilton's lightwieght C-Type in the pits during the 1953 Le Mans 24 hours. Having led from the third hour, they went on to win despite a low-flying bird smashing the windscreen.

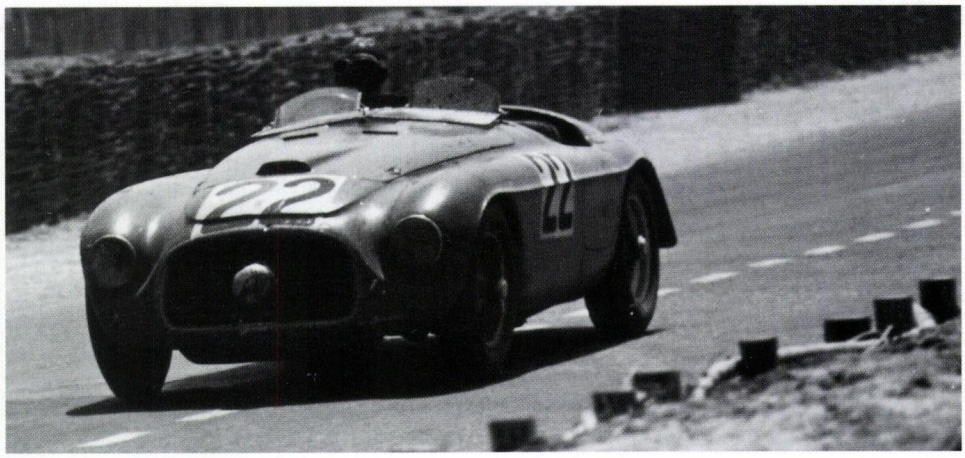
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Luigi Chinetti, 1949

He was a feisty fellow, Luigi Chinetti. Twice he had won Le Mans, in 1932 and 1934. But in 1949 he almost completed his third triumph single-handed. Driving Lord Selsdon's Ferrari 166 MM he fought off competition from Delage and Delahaye to score Ferrari's first Le Mans win, driving solo for 22 of the 24 hours.



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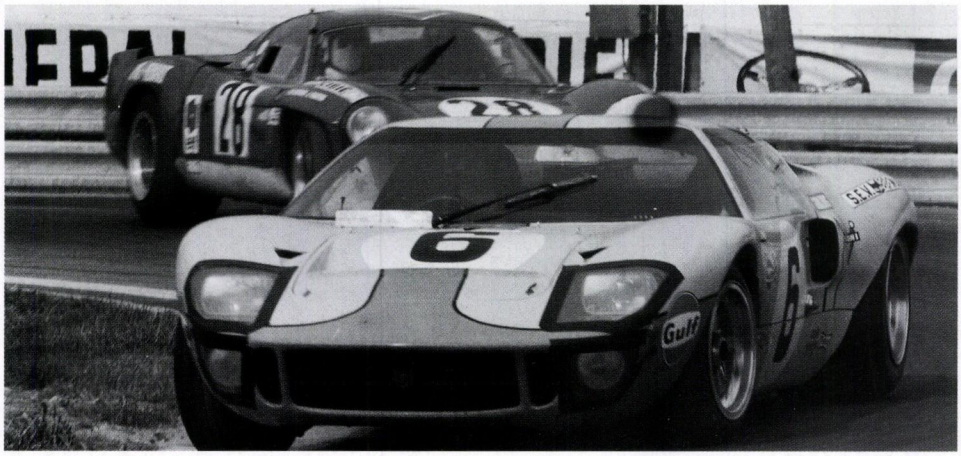
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Ecurie Ecosse Jaguar D-Type, 1957

In 1956 Ecurie Ecosse's private Jaguars had saved the marque after the demise of its works team. A year later the blue cars from across the border were its sole representatives. But the result was the same, as Ron Flockhart repeated his success, and co-driver Ivor Bueb added another Le Mans to his 1955 victory.



Jackie Oliver, 1969

If Jacky Ickx hadn't strolled across the track at the famous start and taken time doing up his seat belt, what might have happened at the end of the 1969 race? As it was, Ickx and his co-driver Jackie Oliver fought tooth and nail with the Hermann-Larrousse Porsche 908, their Gulf Ford GT40 scoring the race's narrowest genuine win.

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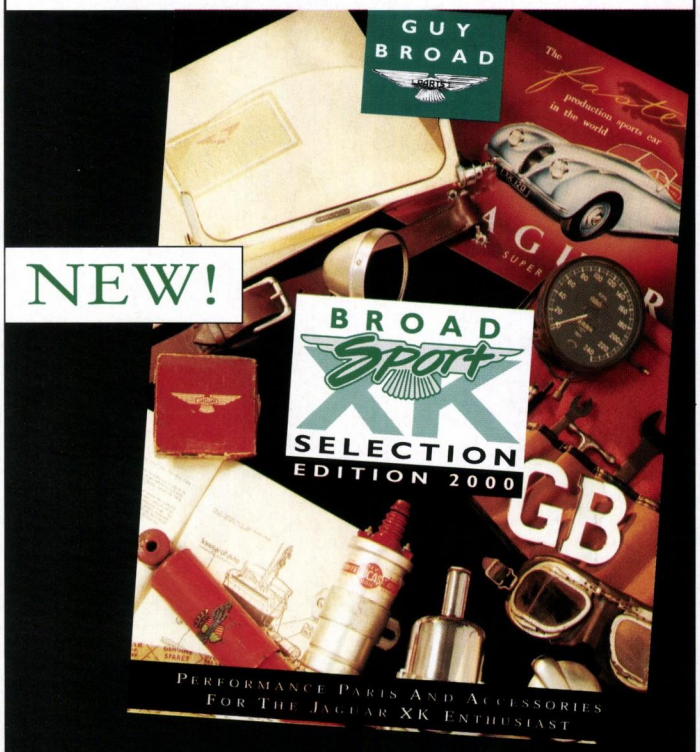
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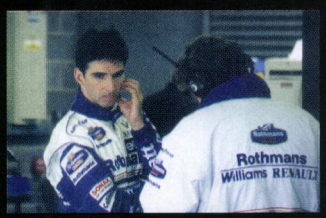
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SPOOKY 1969/1996









All the photographs were taken by myself, the sepia ones in 1969 at the British Grand Prix, Silverstone. The coloured ones at tyre testing June 1996 also at Silverstone, purley by accident. The door is in virtually the same place in the paddock. Damon Hill it talking to his mechanic sponsored by Rothmans, Graham Hill is talking to his mechanic sponsored by Gold Leaf. Graham Hill is carrying Number 1 from his world championship of 1968. Damon became world champion in 1996, only father and son world champions. Both of them are wearing the London Rowing Club colours on their helmets

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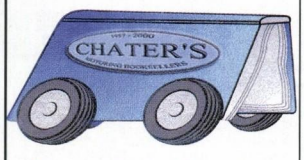


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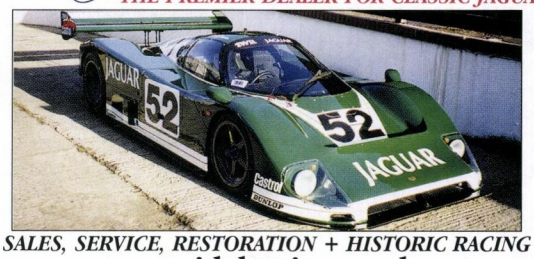
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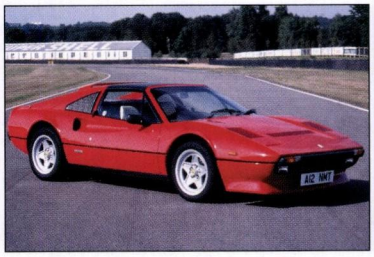
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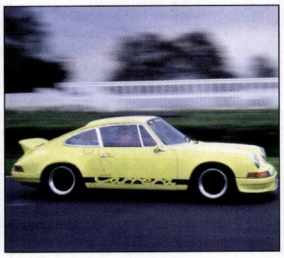
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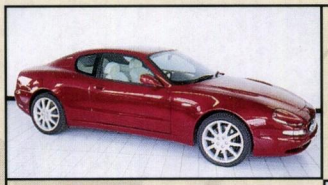




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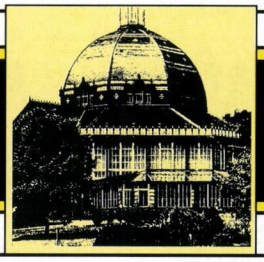
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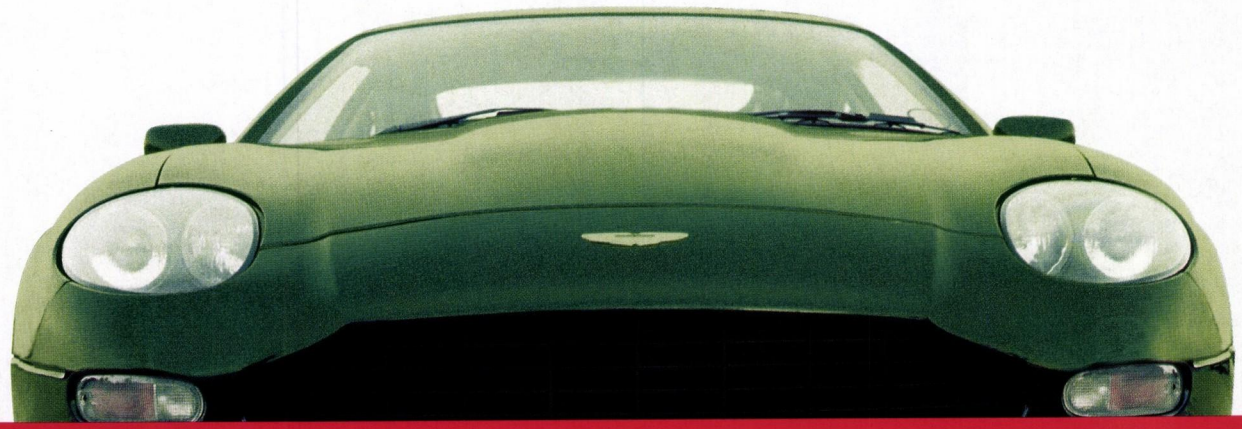
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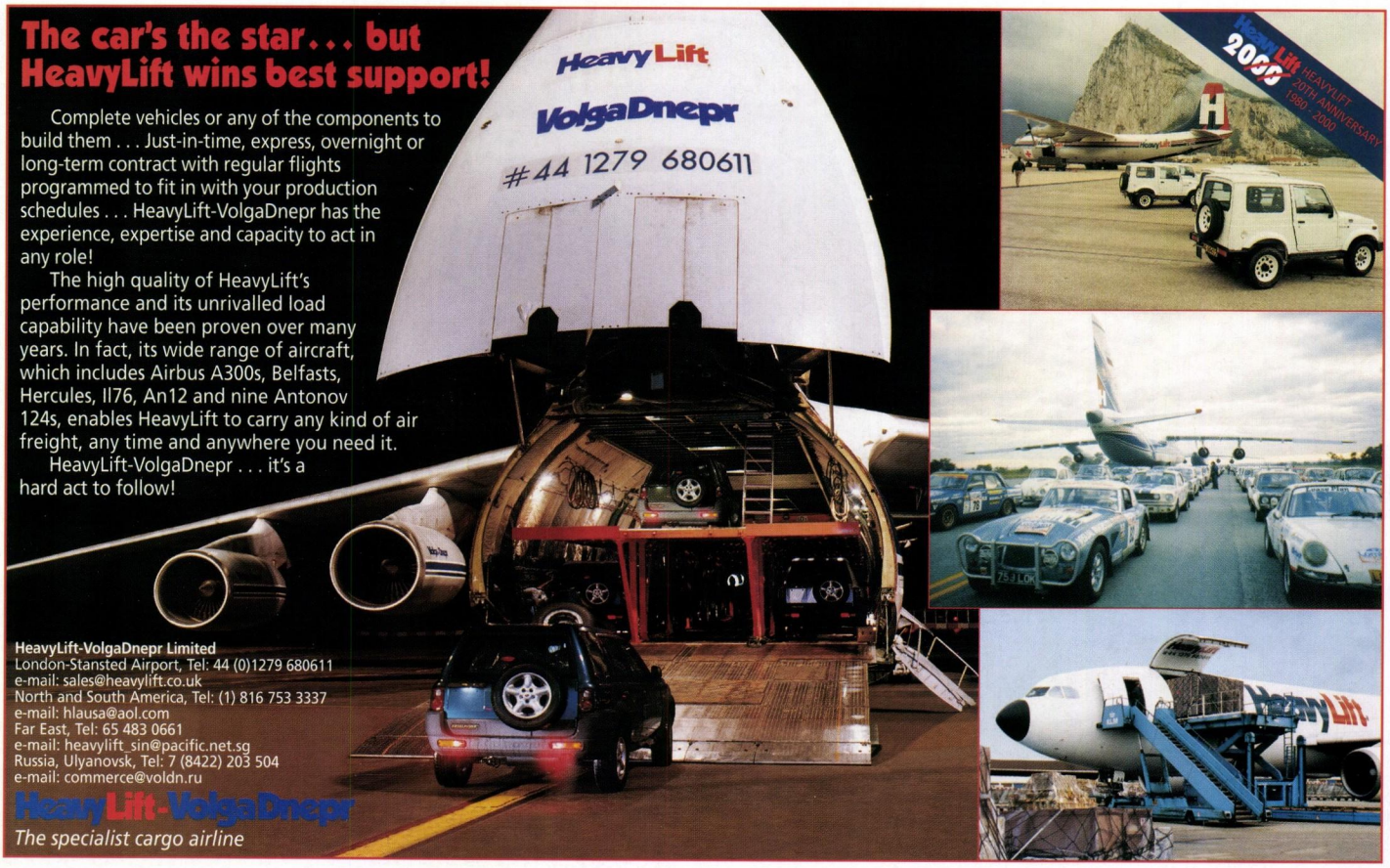
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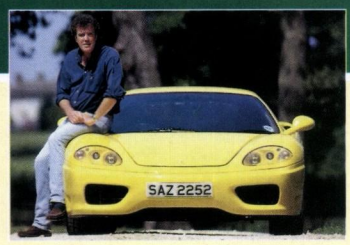
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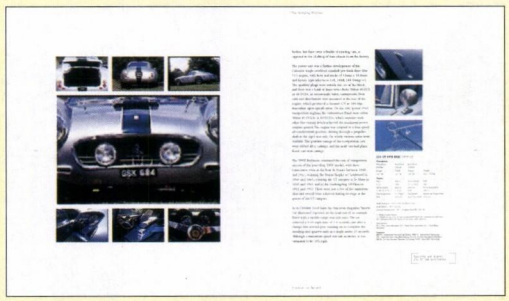
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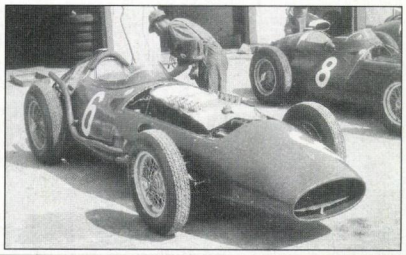
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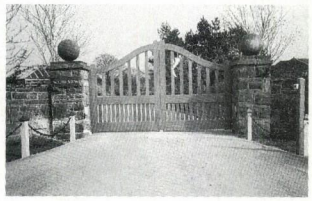
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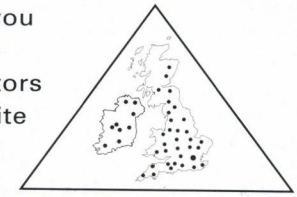


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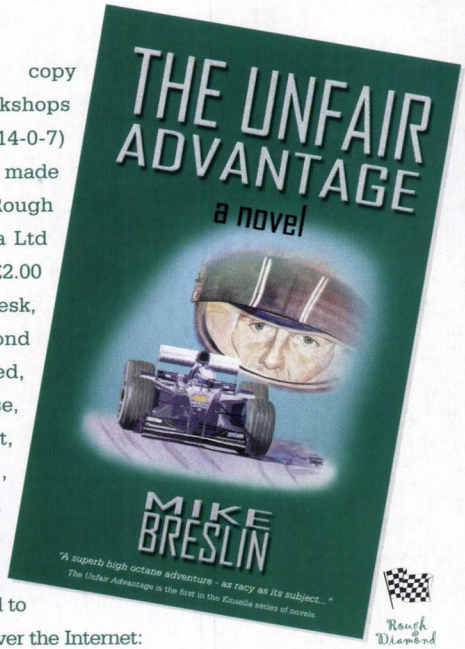
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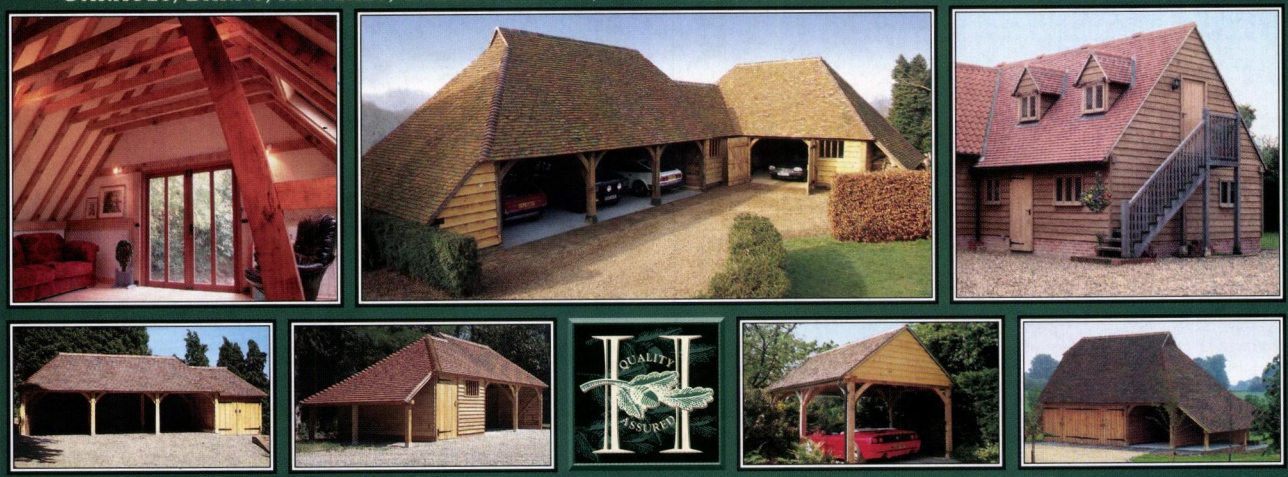


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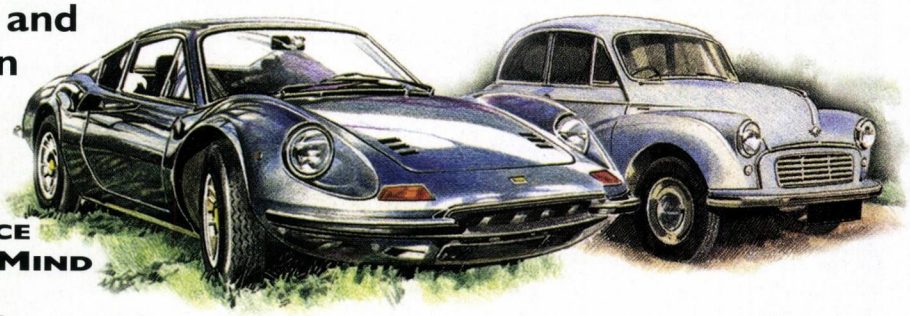
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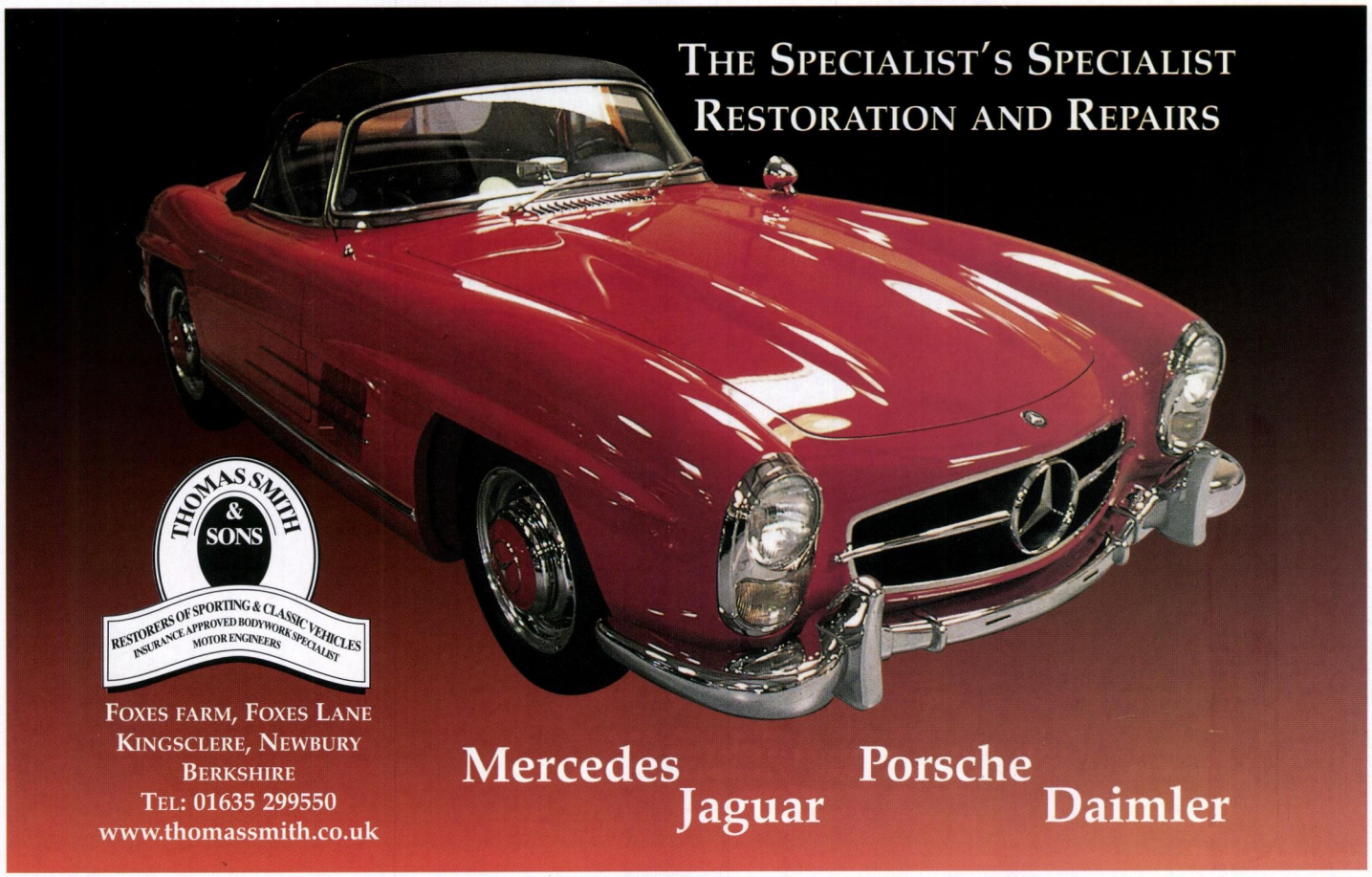


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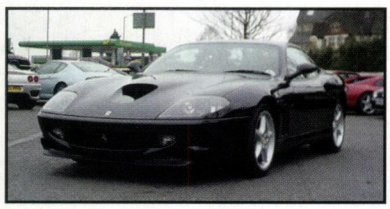
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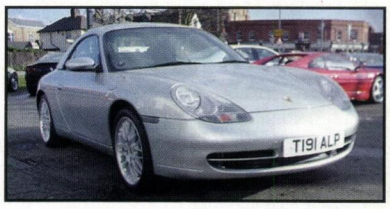
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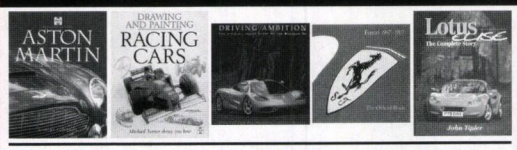
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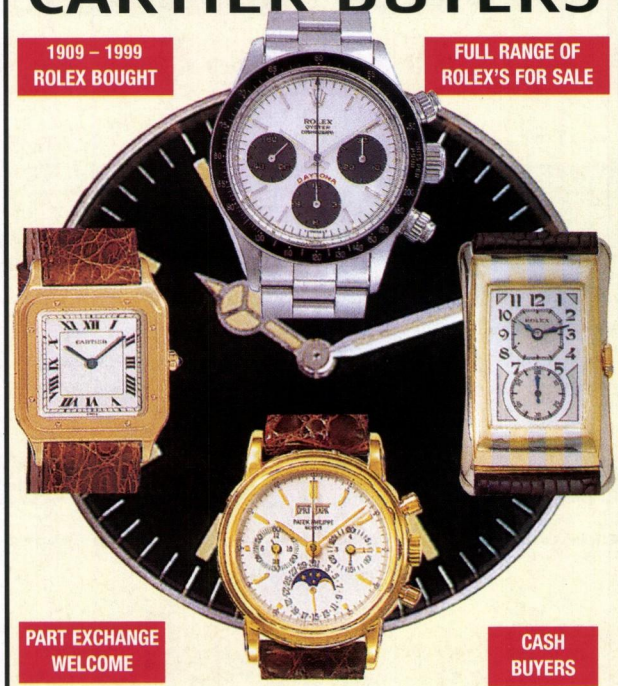
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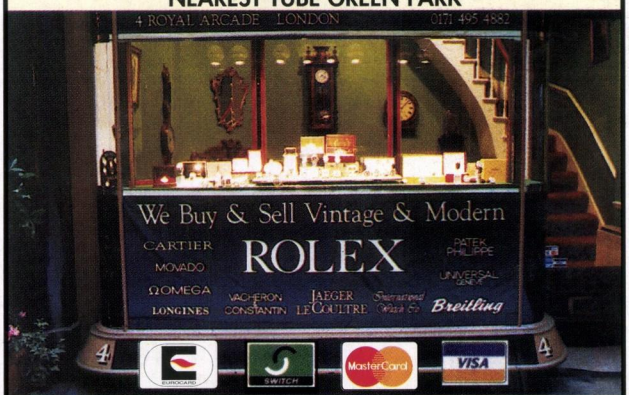
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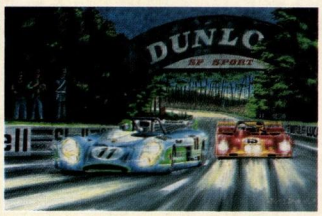
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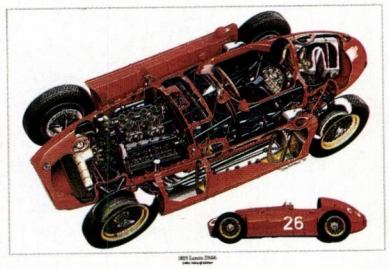
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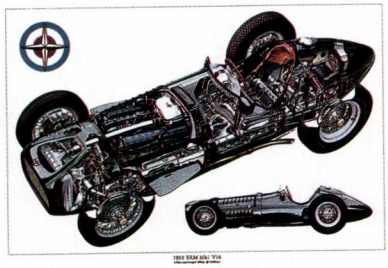
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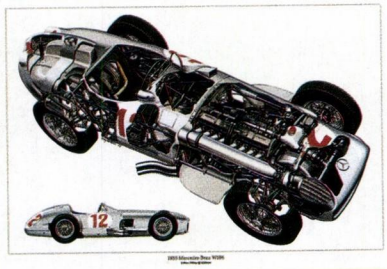


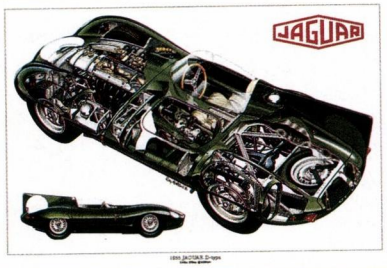
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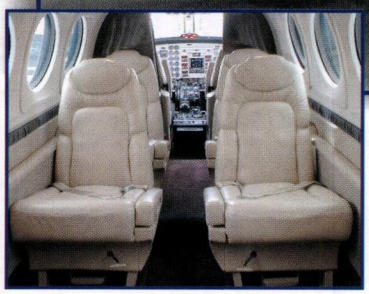
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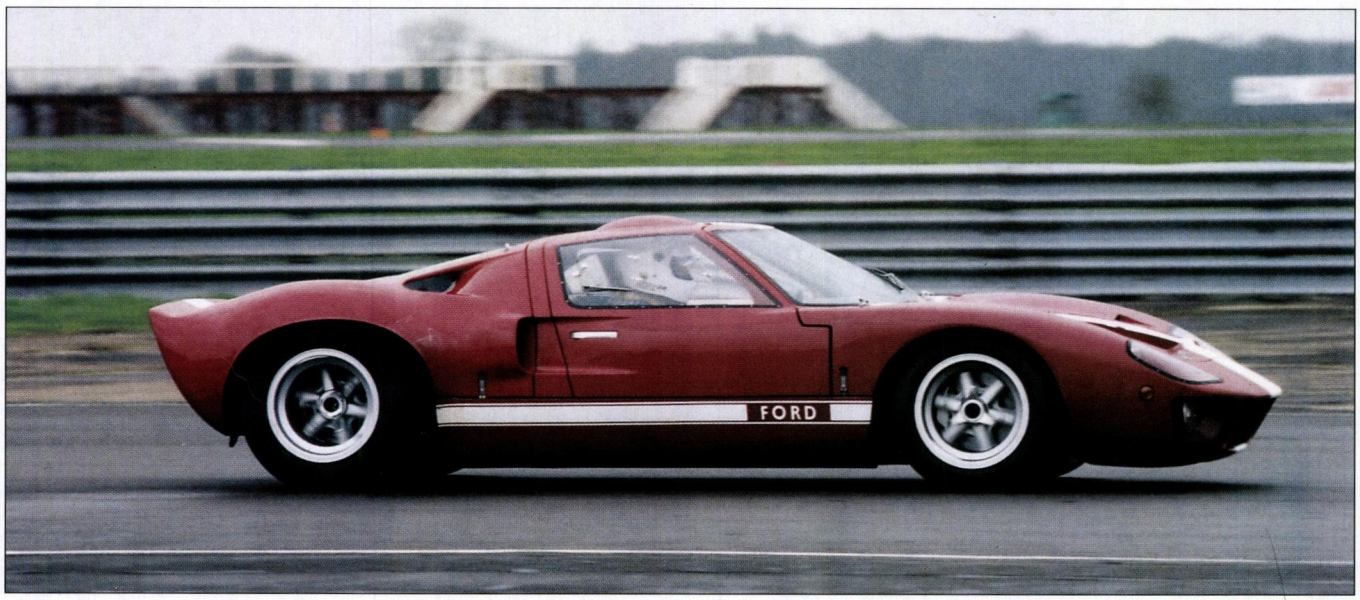
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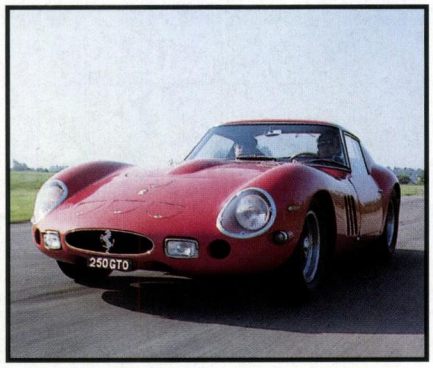
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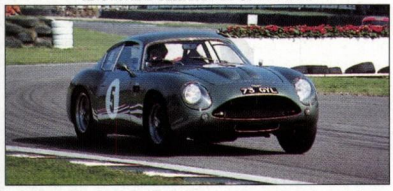
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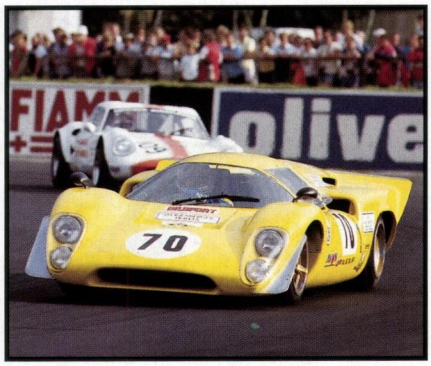
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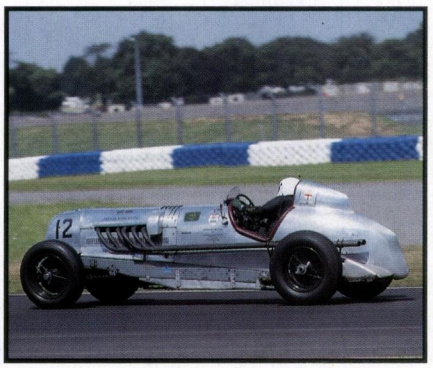
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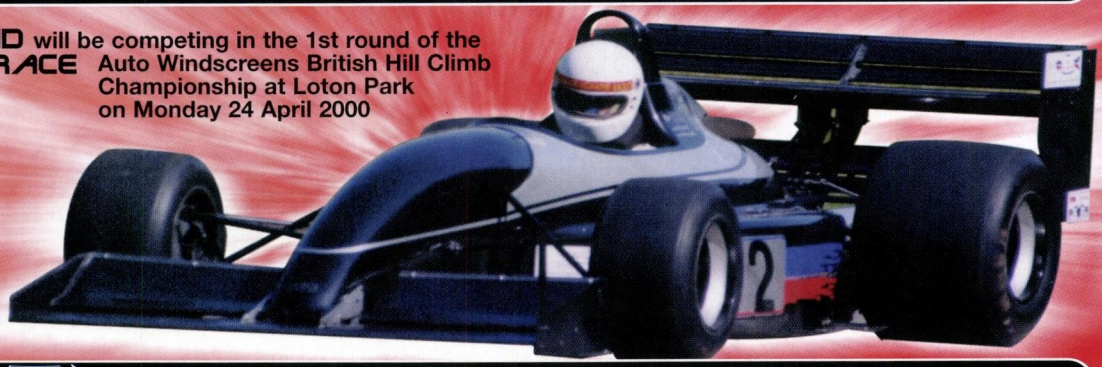
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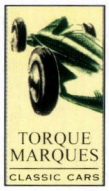
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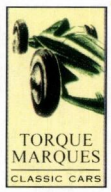
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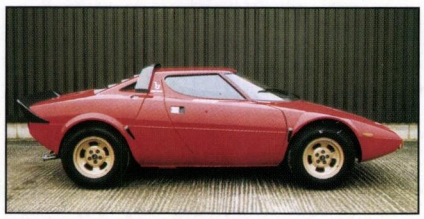
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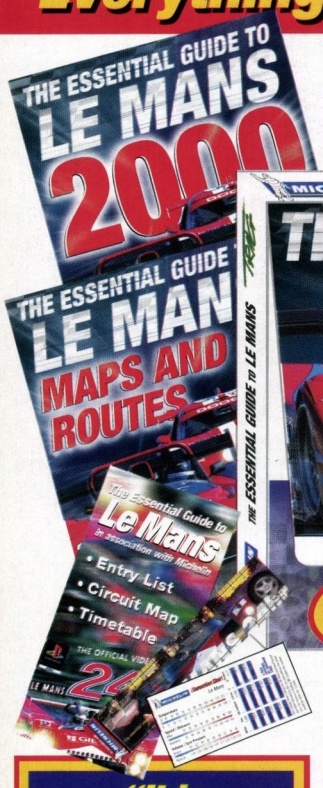
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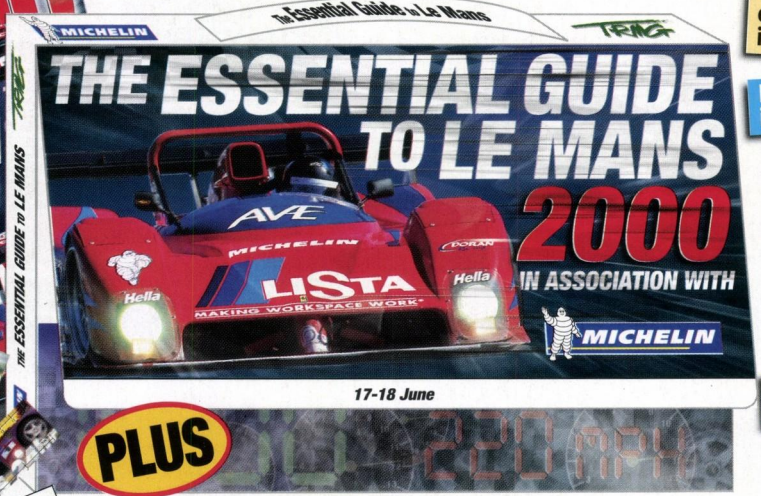
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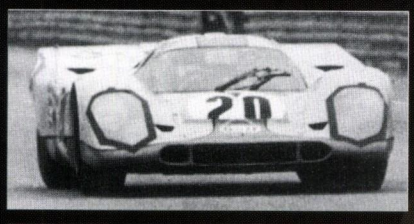
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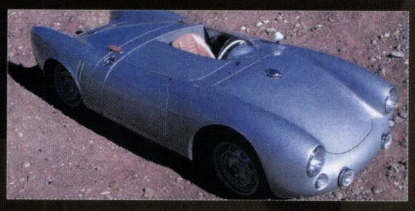
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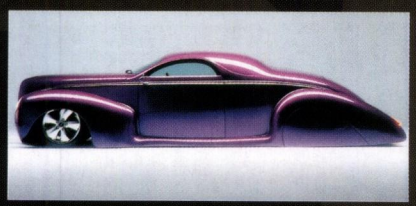
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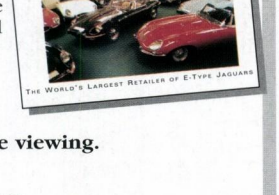
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ALFA ROMEO SPIDER 2000, 1989 (G), white/black interior, RHD, 50k miles, good condition, just had £700 spent on engine and brakes, house move forces sale, offers in the region of £5,000. Private. Tel: 01392 270234 or mobile 07971 444 817 (Devon).

ASTON MARTIN V8 AUTO, 1983, finished in Suffolk red with magnolia hide piped in red. Full Vantage body styling, only 55,886 miles, good history, £34,950. Murray Motor Co. 0131 442 2800 murraymotorco@jmgroup.co.uk

ASTON MARTIN V8 VOLANTE, 1980, auto, finished in Buckinghamshire green with black hide interior. All servicing carried out at Aston Martin factory, black hood and tonneau cover, Vantage 'power' bonnet. Outstanding example, £54,950. Murray Motor Co. 0131 442 2800 murraymotorco@jmgroup.co.uk

AUSTIN 7 SINGLE SEATER, only about 15 built, blown 750cc engine, originally campaigned by Janet Wilmer. Very quick car, enquiries to Dave Brown on 01869 321013.

AUSTIN 7 SPECIAL, BRG, Hamblin Cadet body, fully documented professional restoration 1990, little used since, immaculate condition, all essential modifications, IFS, hydraulic brakes, 15" wheels, SU carb etc. Offers over £7,000. Tel: 0207 2250400.

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B

BENTLEY R TYPE, 1954, Brewster green over Everglade green, tan leather, manual, RREC member, well maintained by specialist, in C&S articles Sept. 1988 and May 1994, £17,500. Tel: Work 020 7283 4400, home 020 7402 5474, mobile 0468 077396.

BORGUARD ISABELLA COUPE SPORTS, 1959, show condition, original matching numbers, tax exempt, MoT, 100 mph, 30 mpg, very practical, £10,000 ono. Tel: 01694 722768.

BMW ALPINA CSL, 1974, 21,500 only, factory tunned, one owner, always garaged, very original, superb condition, £18,950. Tel: 01386 700216.

BMW 2002, 1974, RHD, white/black interior, many receipts and photos, professional respray and engine overhaul, £1,000 spent. Very reliable, long MoT, £1,900. Tel: 01524 251632 or 01524 733699. PRivate sale.

BMW 2002 Tii LUX, 1975, five speed gearbox/LSD, total professional restoration by Jaymic, alloys, 118,000 genuine miles, fresh MoT, 2002 number plate optional, very fast, Sienna Brun (dark metallic bronze), stunning condition, £3,950. Tel: Mark on 0171 218 6731 work or 0171 381 1521 eves.

BMW 2800 CS, 1969, LHD (Euro spec), only one previous owner, grey with navy interior, new MoT, subtantial history, always garaged, outstanding original condition, £6,500. Tel: Mr Monson on 01366 328296.

BMW 3.0 CSA, 1975, auto, RHD, pillarless coupe, in blue with alloys, new MoT, all old MoT's, f/history, 92,000 miles, PAS, four electric windows, looks and drives nice, £4,500. Tel: 0118 979 7755 or 0374 701660 Wokingham.

BMW 3.0 CSL, Golf yellow, 80,000 miles, excellent condition, photos of bare metal respray, good history, full MoT, owned ten years, drives beautifully, £9,500. Tel: 01428 707124.

BMW 635 CSi, 1983, RHD, manual, bright red with slate grey velour interior, only one previous owner, low mileage, extensive history and well maintained, good condition, bargain, £1,750 ono. Tel: 01633 841118. Vulcan Trains Ltd., Mr Boddington.

BMW M535i AUTO, 1986, blue, lovely condition, switchable box, computer, alloys, electric tilt/slide, ABS, LSD, fully loaded, BMW FSH, tax, MoT, £3,250. Tel: 0161 449 8493.

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C

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F

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J

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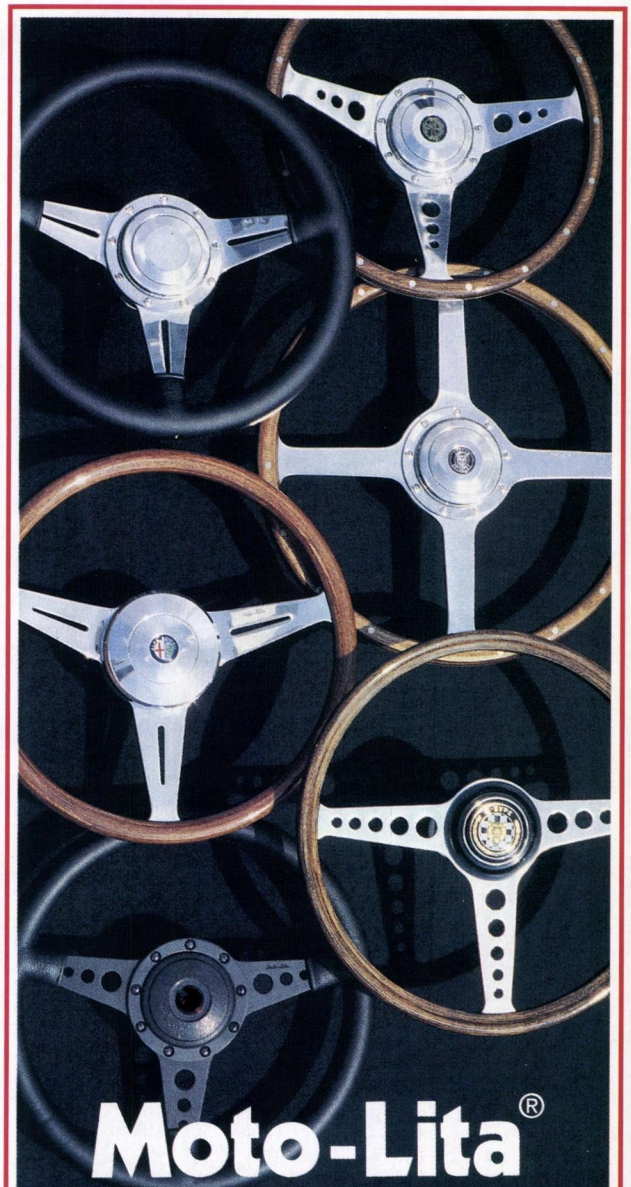
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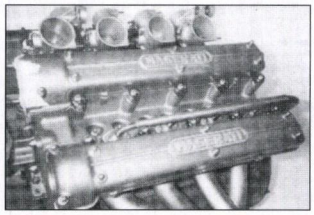
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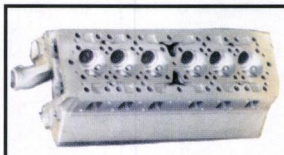


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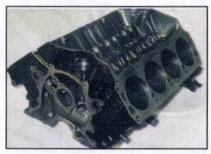
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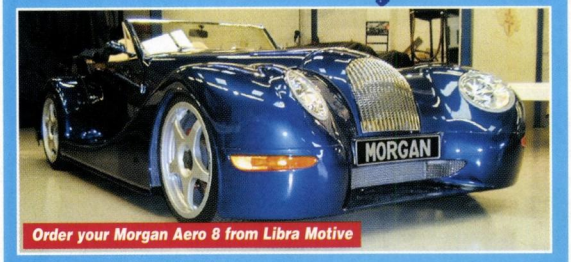
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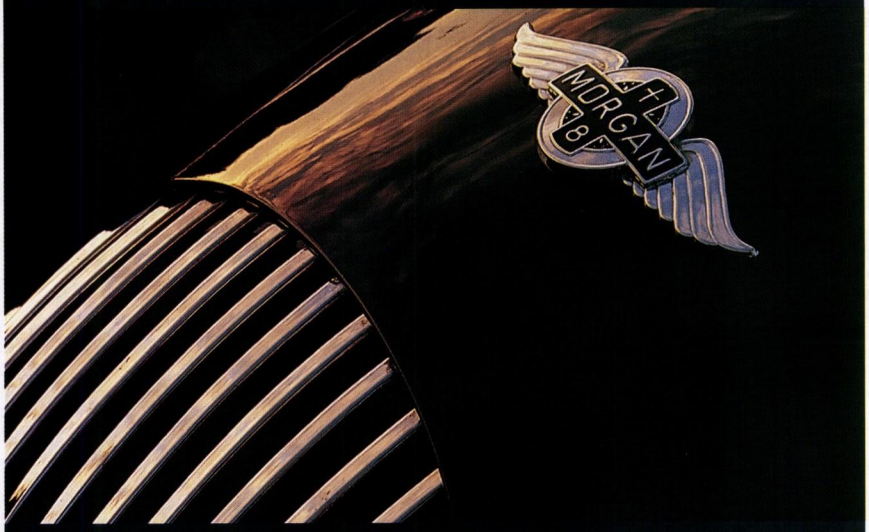
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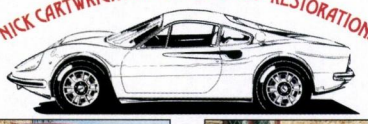
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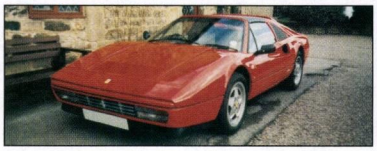
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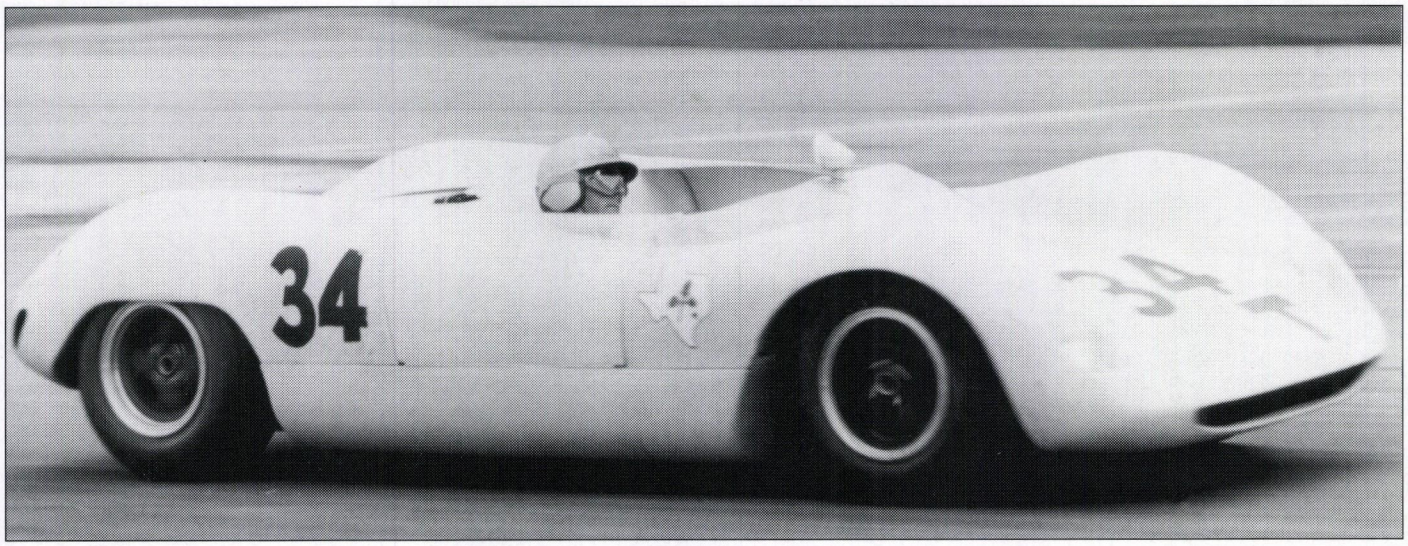


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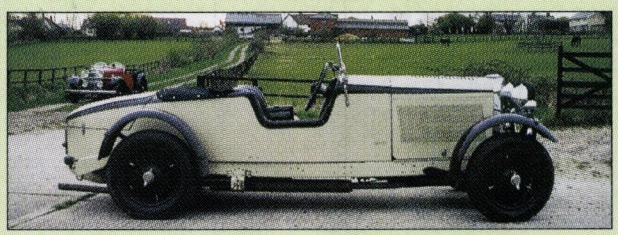
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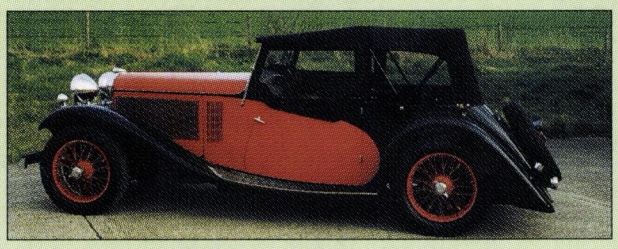


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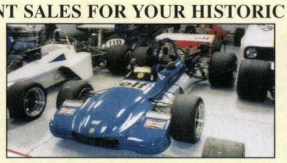
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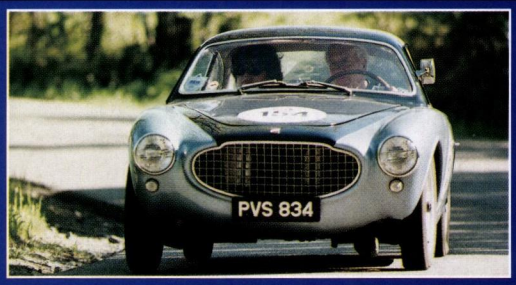
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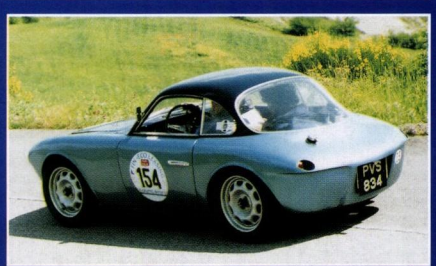




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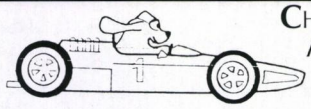


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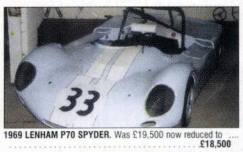
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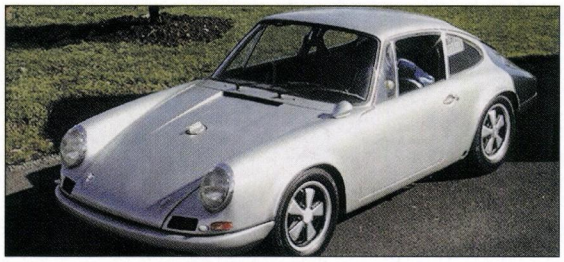
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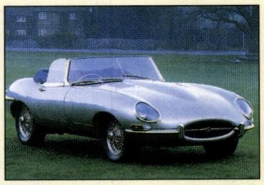
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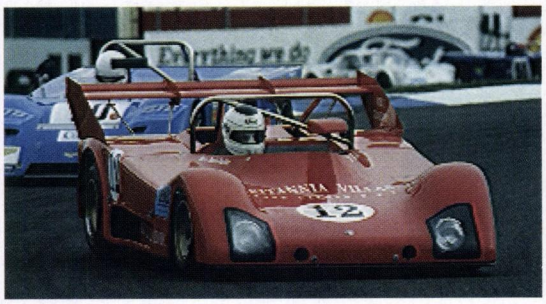
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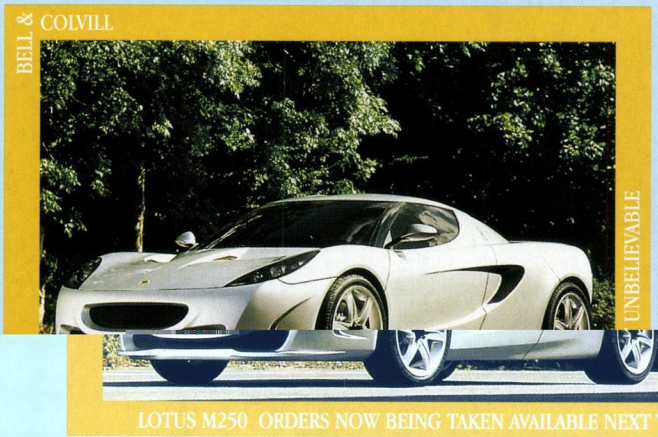
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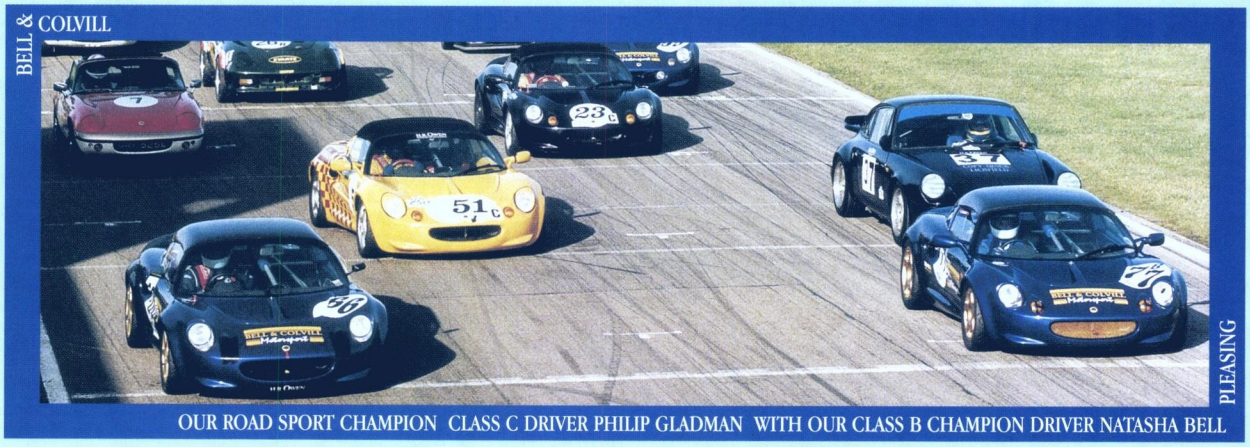
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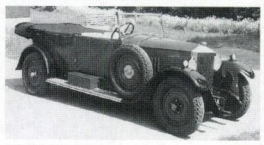
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1921 **SUNBEAM** 24hp 4/5 seat tourer £31,000
1923 **AUSTIN** Heavy 12/4 4-seat tourer £23,000
1923 **MORRIS** Cowley 2+2 seat chummy tourer £10,750
1924 **STANDARD** SLO4 13.9hp 4-seat Warwick tourer (Photo) . £13,750
1924 **SUNBEAM** 14/40 4-seat tourer £16,750
1925 **ALVIS** 12/50 SC 4-seat tourer by Cross & Ellis £34,000
1925 **METALLURGIQUE** 5-type V8P tourer 2-litre o.h.c. (Photo) £24,000
1925 **ROLLS ROYCE** 20 (1937 Southern Coachworks saloon body)£15,250
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1926 **HUMBER** 9/20 4-seat tourer £10,750
1927 **HUMBER** 9/20 4-seat tourer £8,750
1927 **LAGONDA** 14/60 (2 litre) semi-sports 4-seat tourer ..... £POA
1927 **SALMSON** VAL3 sport, 1100cc Fiat engine fitted £13,750
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1929 **MORRIS** minor 4-seat tourer £6,750
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1930 **FORD** Model A 4-seat Phaeton. 3.285cc ..... £POA
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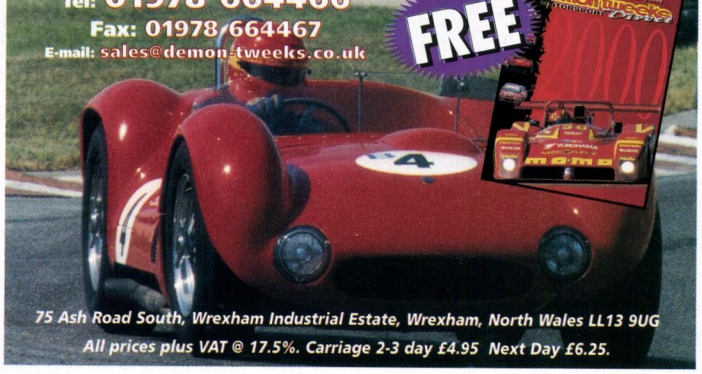
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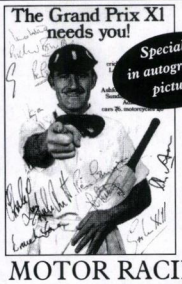
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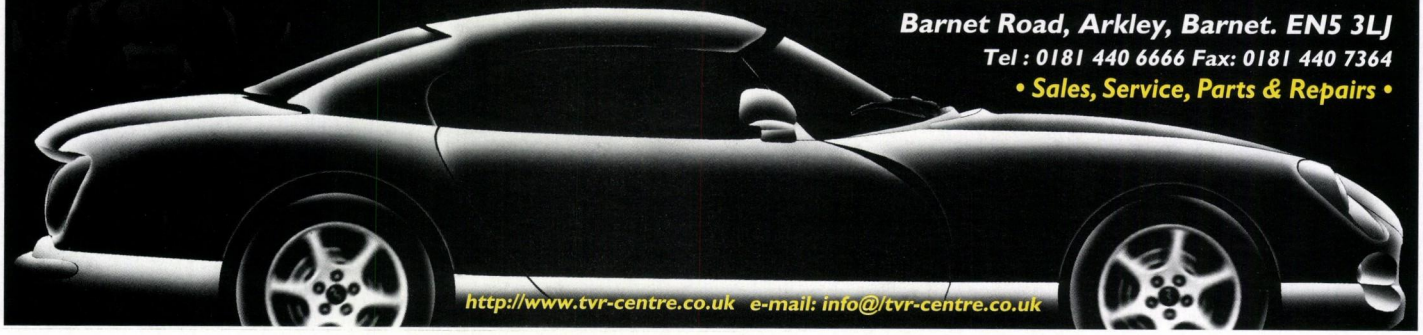
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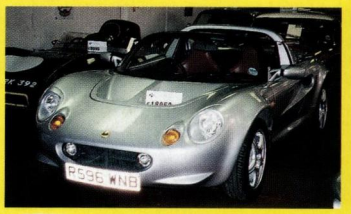
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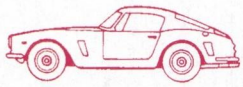
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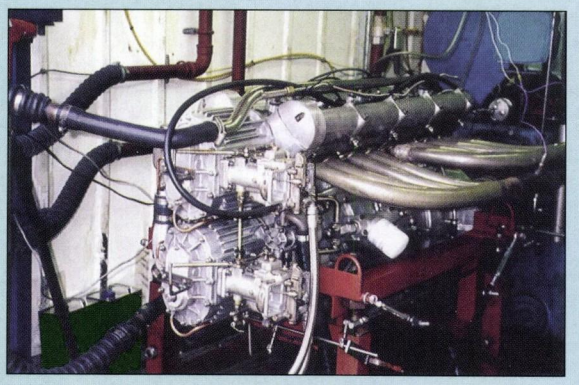
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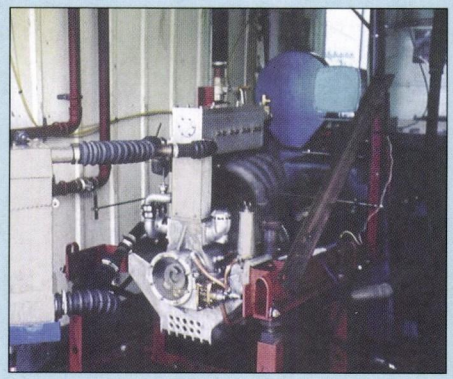
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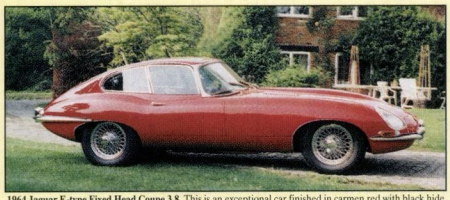
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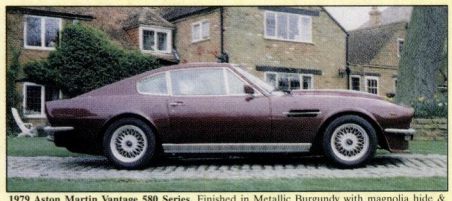
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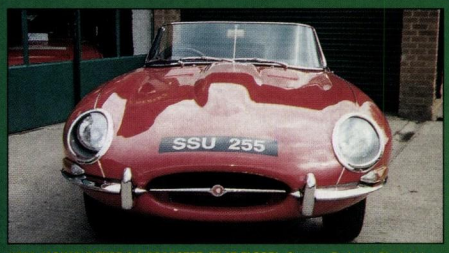
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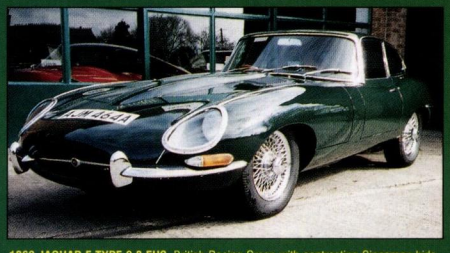
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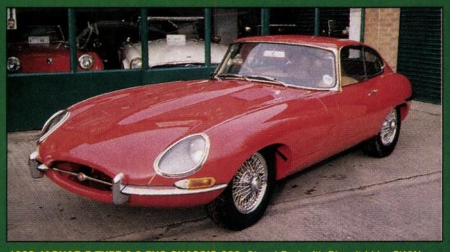
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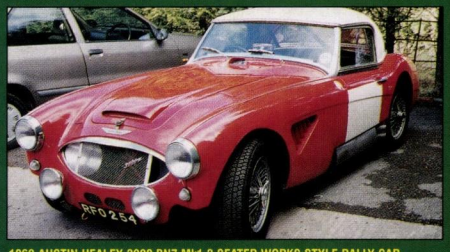
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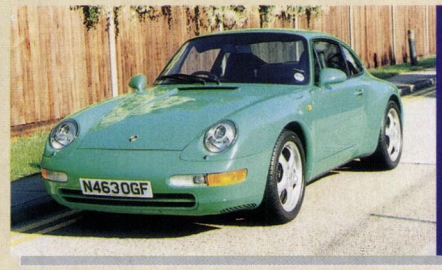
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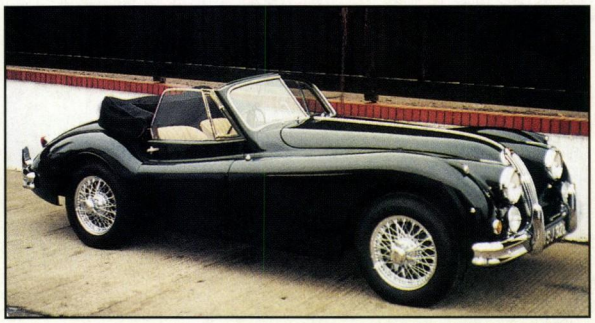
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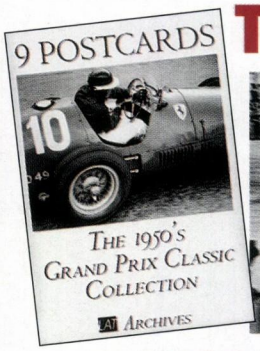
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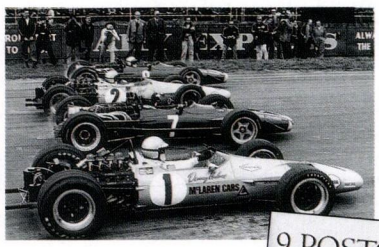
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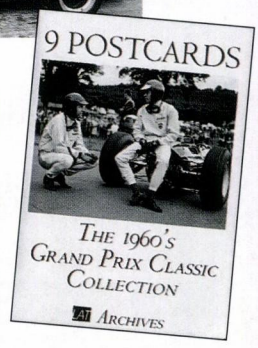
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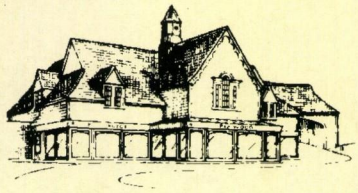


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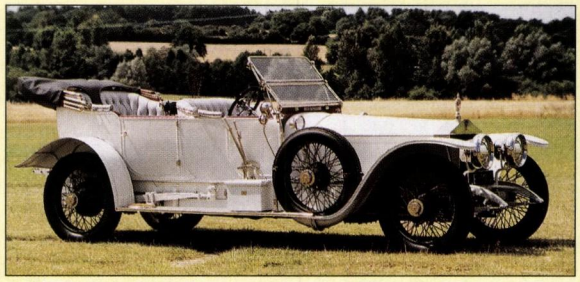


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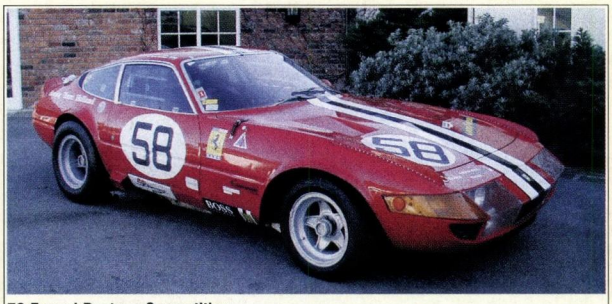


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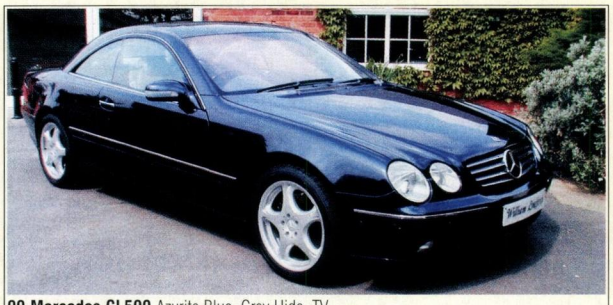
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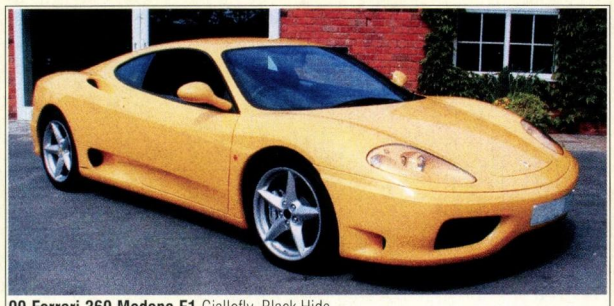
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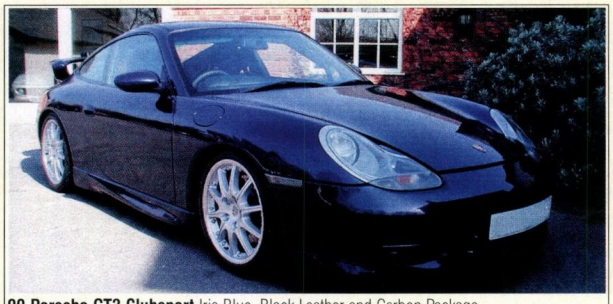
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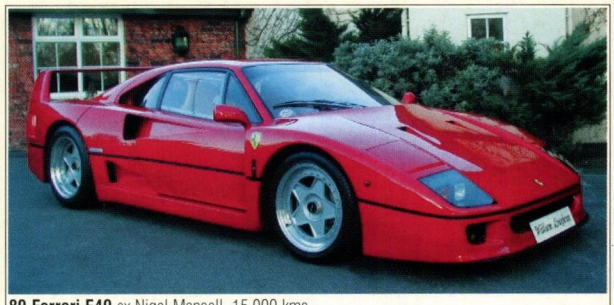
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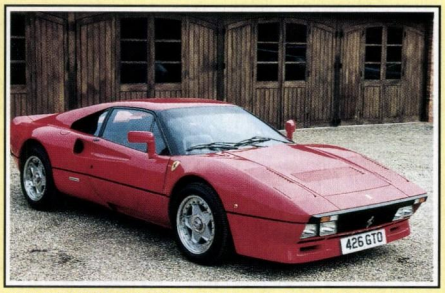
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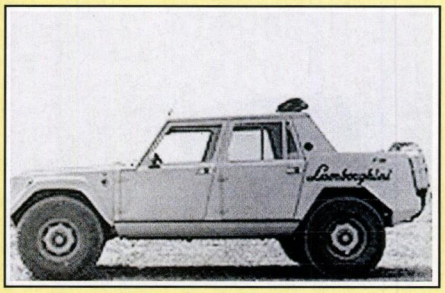
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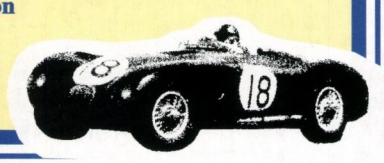
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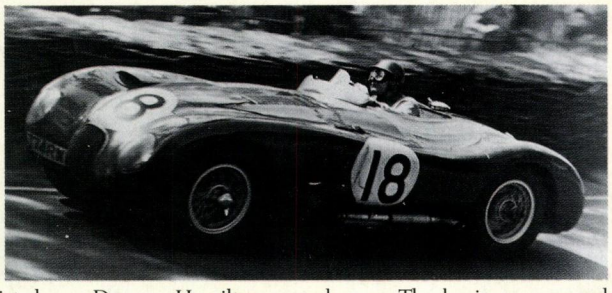
Readers of Motor Sport will be familiar with the name of Duncan Hamilton even if they were not around to enjoy the motor racing of the 1950's.

Famous for his Le Mans exploits in Healey and Jaguar, winner in 1953 with Tony Rolt and runner-up in 1954. Duncan Hamilton's racing career was legendary. It was all memorably described in his colourful and aptly titled autobiography 'Touch Wood'.

However the motor business itself was established in 1948 at Byfleet, with further premises at Bagshot opening in 1957. Although never a franchised dealer, Duncan's Jaguar racing connection enabled him to supply new Jaguars for special customers by simply ringing up William Lyons or 'Lofty' England and placing an order! Otherwise the core of the business was buying and selling late model, low mileage Jaguars and similar cars to suit. Additionally a 'racing shop' was maintained to run Duncan's various racing cars including the C and D type Jaguars with which he is forever associated.

Duncan's son Adrian joined the family business in 1967 after three years in the Merchant Navy, an echo of his father's wartime Fleet Air Arm service. The original premises at Byfleet closed in 1973 and by the mid-70s the first signs of the classic car genre became apparent. Thereafter old racing cars were suddenly worth proper money and the market grew and grew, both in volume and value. It also encompassed road going exotica like Ferrari, Maserati, Lamborghini, Cobra and Aston Martin. Duncan steeped down in 1979 leaving Adrian Hamilton at the helm which he still commands today.

In 1992 Bagshot was closed and two years later Duncan Hamilton passed away. The business relocated to rural Hampshire within grounds of Adrian's manor house, complete with lake and water fowl in a wonderfully attractive setting. The cars are housed in brick built stable blocks with the company offices at one end. Here you can find a varied choice of outstanding vehicles and of course always a famous racing car or two. The age and range of immaculate machinery varies from 1950s to merely recent and satisfies all tastes. Adorning the walls are various trophies and momentos including Duncan's Herbert Johnson helmet and the fossilised remains of an orange carried by him in the C type at Le Mans in 1953! Adrian bought back the legendary car (XKC 051) some years ago and can often be seen driving it at the various historic festivals during the season.



Over the years Adrian has brokered some the most memorable deals including the most expensive (racing) car ever and continues to be a major force in highly competitive international market. A recent acquisition is the franchise for the new carbon fibre AC Cobras, something of a diversification for Duncan Hamilton & Co Ltd. However in an age of ever changing faces, values and life styles, it is perhaps continuity above all else that we should value. Established in 1948 and still thriving 52 years later, not many motor businesses can boast such a record and certainly none in the specialised field of high performance and racing cars.

Duncan Hamilton, the firm's founder, is almost as famous for his swashbuckling character as for winning Le Mans in '53 with Tony Rolt in a Jaguar C-type. A former Fleet Air Arm pilot, he raced in F1 and F2 after the war, but his greatest achievements were in sports car racing.





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